

Road Casualties Great Britain: 2003 Annual Report



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Preface

This is the 2003 edition of "Road Casualties Great Britain:2003: Annual Report, 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. 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 2003, the vehicle population stood at 31 million and there were 214,000 injury accidents. Thus whilst the vehicle stock has grown more than six fold the number of injury accidents has increased by a fifth. Between 1951 and 2003, 299,601 people were killed and 16 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 thus 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 severity of injury because of the difficulty in distinguishing severity at the scene of the accident, and that reporting rates are lower for the more vulnerable road user groups.

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

The Department for Transport is often prepared to sell unpublished data. In addition copies of the main tables in this report can be supplied by the Department on a computer diskette, at a cost of £60.00 + VAT. [The tables are also available from the Department's website following publication.] Further information can be obtained from:

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1. Review of progress towards the 2010 casualty reduction targets

David Statham, *Transport Statistics: Road Safety, Department for Transport*

Part 1 - Progress towards targets

This article shows progress towards the Government's casualty reduction targets for Great Britain and reviews the main trends in road casualties in 2003 compared with recent years; based on information about accidents reported to the Police. Further details are shown in the main tables.

The targets for reduction in road casualties

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

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

Table 1a: Killed or seriously injured (KSI) casualties and slight casualty rate¹: GB 2003

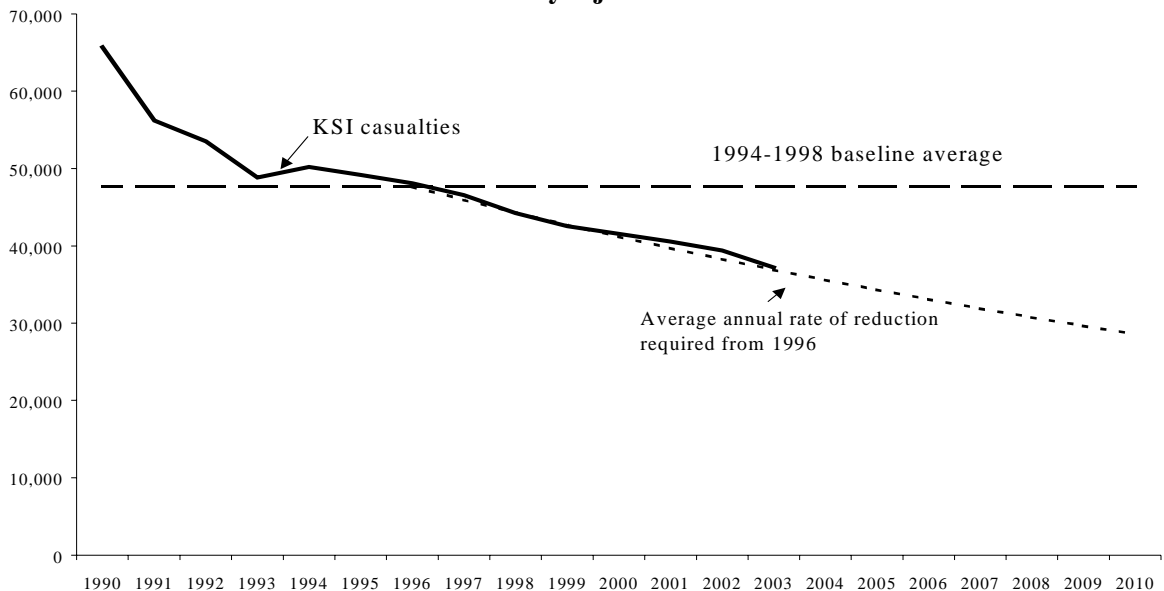
	Number				2003: Percentage Change over	
	1994-98 average	2001	2002	2003	2002	1994-98 average
KSI casualties	47,656	40,560	39,407	37,215	-6	-22
Child KSI casualties	6,860	4,988	4,596	4,100	-11	-40
The rate of slight casualties per 100 million vehicle kilometres	61	57	54	51	-4	-16

¹ Revised from previously published figures due to updated traffic figures

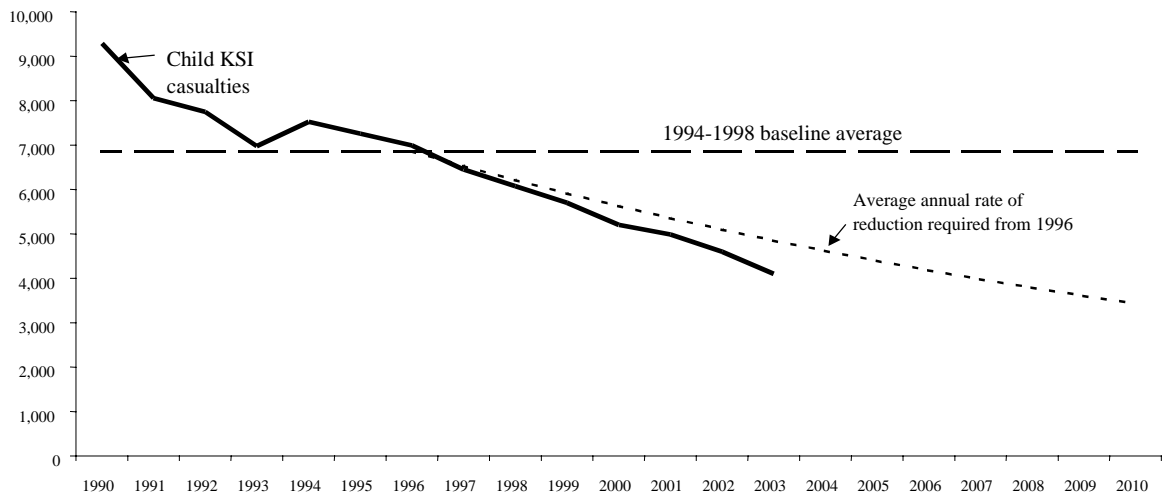
Comparisons with the 1994-1998 baseline average

- The number of people killed or seriously injured in 2003 was 22 per cent below the 1994-98 average.
- The number of children killed or seriously injured was 40 per cent below the 1994-98 average.
- The slight casualty rate was 16 per cent below the 1994-98 average.

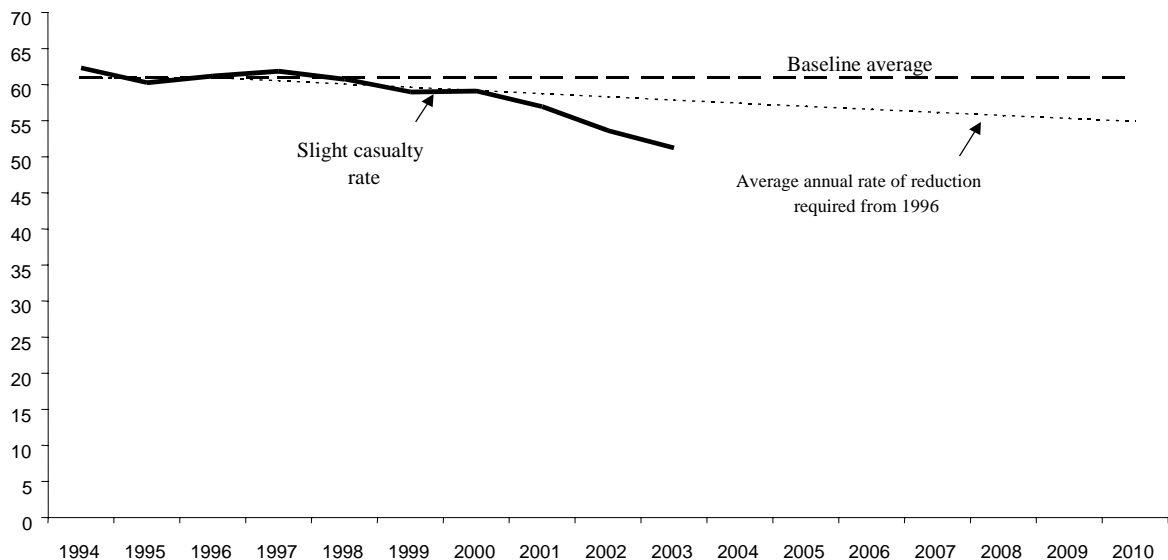
Killed or seriously injured casualties: 1990-2003



Killed or seriously injured child casualties: 1990-2003



Rate of slightly injured casualties per 100 million vehicle kilometres: 1994-2003



Killed or seriously injured casualties

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

Table 1b: Killed or seriously injured casualties by road user type: GB 2003

	Number				2003:	
	1994-98 average	2001	2002	2003	Percentage change over	
					2002	1994-98 average
Pedestrians	11,669	9,064	8,631	7,933	-8	-32
Pedal cyclists	3,732	2,678	2,450	2,411	-2	-35
Two wheeled motor vehicle users	6,475	7,305	7,500	7,652	2	18
Car users	23,253	19,424	18,728	17,291	-8	-26
Bus/coach users	716	562	551	500	-9	-30
Other road users	1,810	1,527	1,547	1,428	-8	-21
All road users	47,656	40,560	39,407	37,215	-6	-22

Chart 1d: Percentage change in killed or seriously injured casualties between the 1994-98 average and 2003

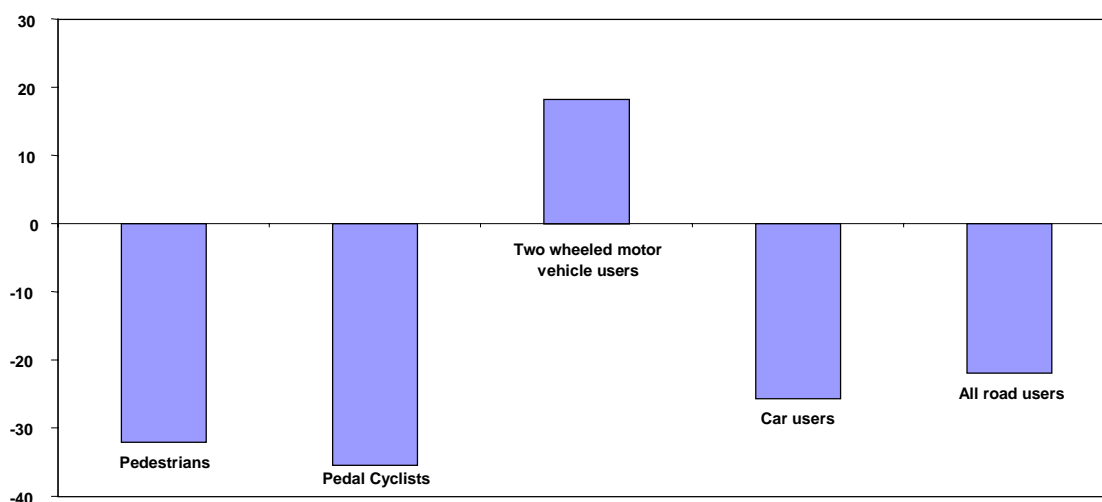
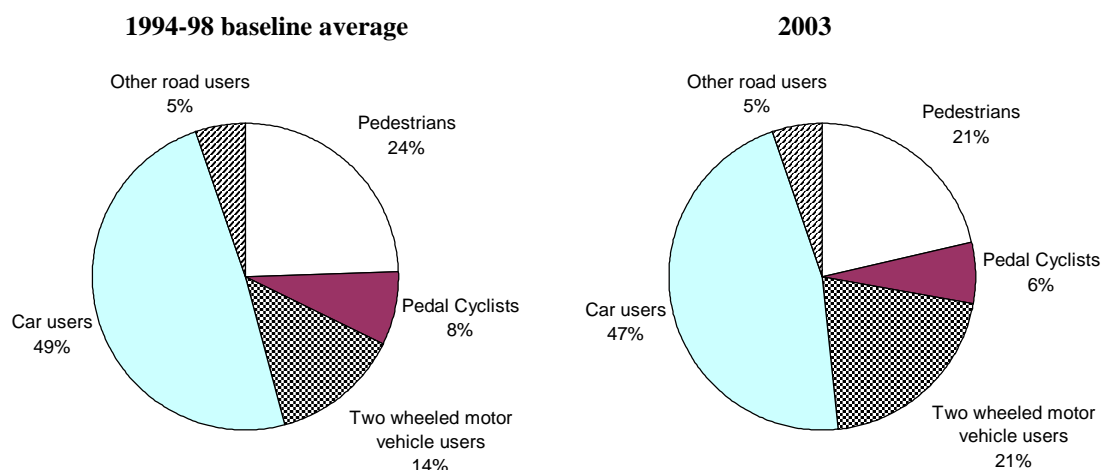


Chart 1e: Proportion of killed or seriously injured casualties by road user type: baseline (1994-98 average) and 2003



Comparisons with the 1994-1998 baseline average

- The number of pedestrians killed or seriously injured on Britain's roads in 2003 fell by 8 per cent compared with 2002 to a level 32 per cent below the baseline.
- The number of pedal cyclists killed or seriously injured showed a 35 per cent decrease since the baseline. Pedal cycle traffic has increased by an estimated 11 per cent in the same period.
- Killed or seriously injured casualties among two-wheeled motor vehicle users increased for a second year to a level 18 per cent above the baseline. This is 2 per cent higher than in 2002. TWMV traffic has increased by an estimated 44 per cent since the baseline.
- The number of killed or seriously injured car user casualties has fallen by 26 per cent since the baseline, and by 8 per cent compared with 2002.
- The number of people killed or seriously injured on motorways in 2003 was 4 per cent below the baseline. These casualties also fell by 4 per cent compared with 2002.
- The number of people killed or seriously injured on urban roads in 2003 had fallen by 26 per cent since the baseline.
- The number of people killed or seriously injured on rural roads, excluding motorways, had decreased by 18 per cent since the baseline.

Table 1c: Killed or Seriously injured casualties by road type: GB 2003

	Number				2003: Percentage change over	
	1994-98 average	2001	2002	2003	2002	1994-98 average
Motorway	1,516	1,607	1,507	1,451	-4	-4
Urban roads						
A roads	11,797	9,830	9,501	8,756	-8	-26
Other	14,001	11,509	11,111	10,441	-6	-25
All	25,798	21,339	20,612	19,197	-7	-26
Rural roads						
A roads	11,682	10,071	9,834	9,366	-5	-20
Other	8,561	7,300	7,360	7,160	-3	-16
All	20,243	17,371	17,194	16,526	-4	-18
All Roads ¹	47,656	40,560	39,407	37,215	-6	-22

¹ Includes road class not reported

Children killed or seriously injured

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

Table 1d: Children¹ killed or seriously injured by road user type: GB 2003

	Number				2003: Percentage change over	
	1994-98 average	2001	2002	2003	2002	1994-98 average
Pedestrians	4,167	3,144	2,828	2,381	-16	-43
Pedal cyclists	1,129	674	594	595	0	-47
Car users	1,303	938	939	885	-6	-32
Other road users	261	232	235	239	2	-8
All road users	6,860	4,988	4,596	4,100	-11	-40

¹ under 16

Comparisons with the 1994-1998 baseline average:

- The number of child pedestrians killed or seriously injured on Britain’s roads in 2003 fell by 16 per cent compared with 2002 to a level 43 per cent below the baseline.
- The number of child pedal cyclists killed or seriously injured had decreased by 47 per cent since the baseline.
- The number of children killed or seriously injured, as a car user was 32 per cent below the baseline.
- There are more male than female child pedestrian and pedal cyclist casualties but among child car users, the numbers were about the same.
- The total number of children killed or seriously injured on the road fell 11 per cent between 2002 and 2003 and is now 40 per cent below the baseline.

Chart 1f: Percentage change in children killed or seriously injured between the 1994-1998 average and 2003

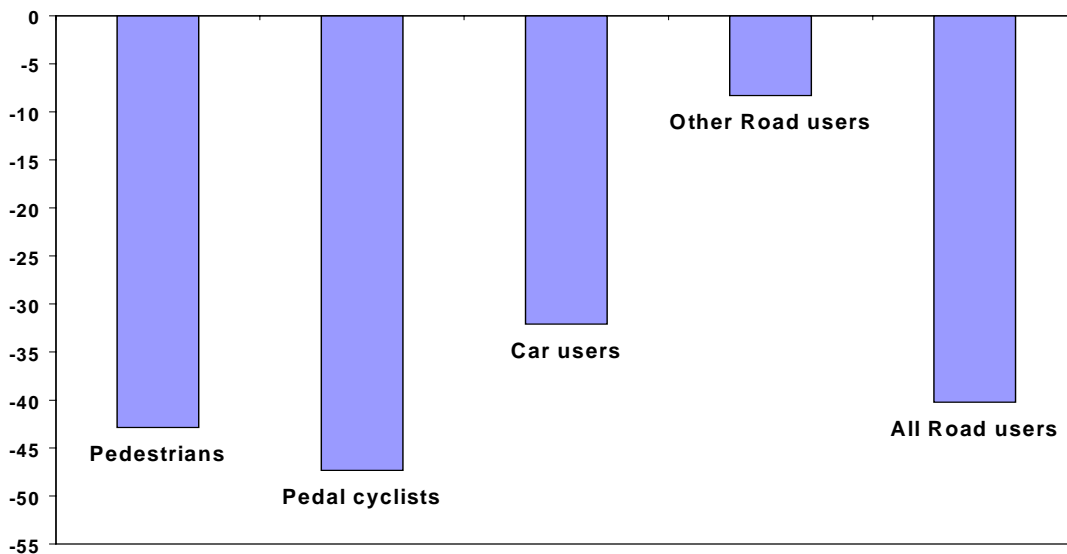
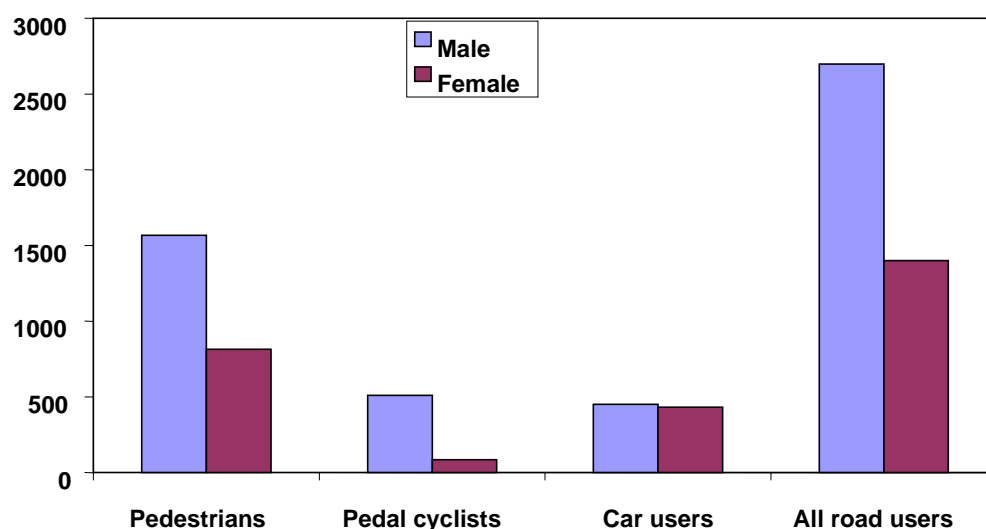


Table 1e: Children killed or seriously injured by age group: GB 2003

						2003:	
Road user type	Age band	Number				Percentage change over ¹	
		1994 - 98 Average	2001	2002	2003	2002	1994 - 98 Average
Pedestrians	0:4	571	316	321	271	-16	-53
	5:8	1,153	774	661	567	-14	-51
	9:11	1,028	844	693	578	-17	-44
	12:15	1,415	1,210	1,153	965	-16	-32
	All child	4,167	3,144	2,828	2,381	-16	-43
Pedal cyclists	0:4	19	8	8	13	..	..
	5:8	222	104	104	110	6	-50
	9:11	302	174	155	159	3	-47
	12:15	587	388	327	313	-4	-47
	All child	1,129	674	594	595	0	-47
Car user	0:4	276	185	157	188	20	-32
	5:8	262	163	197	158	-20	-40
	9:11	213	156	161	135	-16	-37
	12:15	553	434	424	404	-5	-27
	All child	1,303	938	939	885	-6	-32
All road users	0:4	888	531	502	489	-3	-45
	5:8	1,657	1,060	979	853	-13	-49
	9:11	1,592	1,216	1,043	908	-13	-43
	12:15	2,722	2,181	2,072	1,850	-11	-32
	All child	6,860	4,988	4,596	4,100	-11	-40
Of which	Male	4,402	3,268	3,009	2,699	-10	-39
	Female	2,457	1,718	1,584	1,400	-12	-43

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

Chart 1g: Children killed or seriously injured by gender GB: 2003



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 2003

	Number				2003: Percentage change over	
	<u>1994-98 average</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2002</u>	<u>1994-98 average</u>
Pedestrians	34,874	31,513	30,153	28,472	-6	-18
Pedal cyclists	20,653	16,436	14,657	14,622	0	-29
Two wheeled motor vehicle users	17,547	21,505	20,853	20,759	0	18
Car users	180,034	183,378	178,697	171,051	-4	-5
Bus/coach users	8,883	9,322	8,454	8,568	1	-4
Other road users	10,281	10,595	10,384	9,920	-4	-4
All road users	272,272	272,749	263,198	253,392	-4	-7
Sight casualty rate ¹	61	57	54	51	-4	-16

¹ Rate per 100 million vehicle kilometres

Table 1g: Slight casualty rates by road user type: GB 2003

	rate per 100 million vehicle kilometres				2003: Percentage change over	
	<u>1994-98 average</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2002</u>	<u>1994-98 average</u>
Pedestrians ¹						
Urban roads	17	15	14	13	-6	-24
Rural roads	2.2	1.8	1.7	1.6	-5	-24
Pedal cyclists	509	391	333	325	-2	-36
Two wheeled motor vehicle users	452	448	409	371	-9	-18
Car users	50	48	45	44	-4	-13
Bus/coach users	178	179	163	159	-2	-11
Light goods vehicles	14	12	11	11	-6	-23
Heavy goods vehicles	11	10	9	9	-2	-12

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

Chart 1h: Percentage change in slight casualty rates between the 1994-98 average and 2003

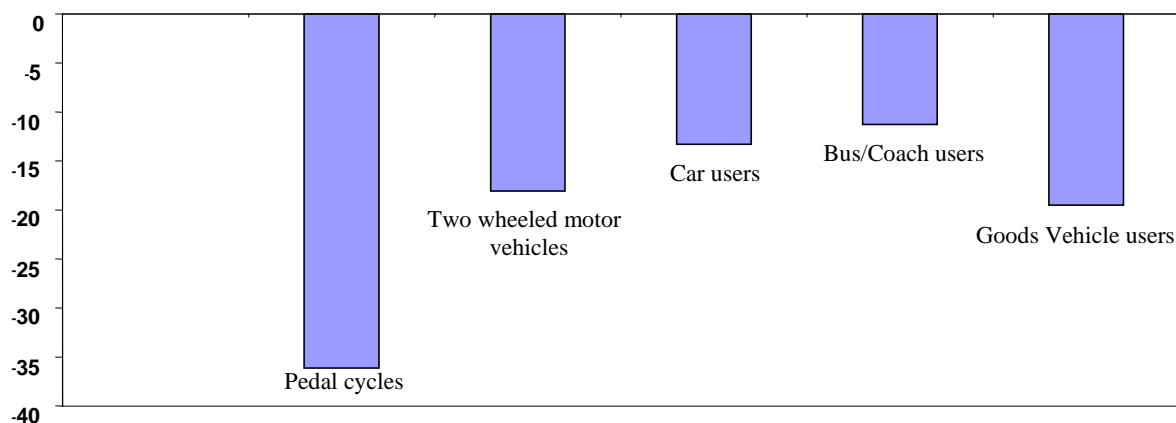


Table 1h: Slight casualty rates by road type: GB 2003

	rate per 100 million vehicle kilometres					
	Number				2003: Percentage change over	
	1994-98 average	2001	2002	2003	2002	1994-98 average
Motorway	15	14	14	14	-2	-7
Urban roads						
A roads	100	97	92	89	-4	-11
Other	91	85	79	74	-6	-19
All	95	90	85	80	-5	-15
Rural roads						
A roads	39	35	34	32	-6	-17
Other	64	61	56	56	0	-12
All	47	44	41	40	-3	-15
All Roads	61	57	54	51	-4	-16

Comparisons with the 1994-1998 baseline average:

- The number of pedestrian slight casualties was 18 per cent below the baseline.
- The number of pedal cyclist slight casualties in 2003 was 29 per cent lower than the baseline. The rate of slight casualties was 36 per cent lower than the baseline.
- The number of slight casualties among two-wheeled motor vehicle users was 18 per cent higher than the baseline but the rate was 18 per cent lower since traffic increased by 44 per cent.
- The number of slight casualties among car users in 2003 was 5 per cent lower, and the rate of slight casualties was 13 per cent lower, than the baseline.
- Care should be exercised in comparing the rate of slight bus and coach user casualties with that for other road user groups. The rates given in table 1g are per 100 million vehicle kilometres and this type of vehicle has a much higher occupancy than other road vehicles. Comparisons of rates per billion passenger kilometres are given in Table 51 in the main tables.

Casualties by Road User Type

All Road Users

Table 1i gives figures for casualties in accidents reported to the Police in 2003 compared with earlier years. The number of deaths in 2003 was 2 per cent higher than in 2002 but 2 per cent lower than the 1994-98 average. Serious injuries fell by 6 per cent compared with 2002, a 24 per cent fall compared with the 1994-98 average. Slight casualties were 4 per cent less than in 2002 and 7 per cent lower than the 1994-98 baseline. The slight casualty rate in 2003 was 16 per cent below the 1994-98 average. In this period traffic has risen by an estimated 11 per cent.

Table 1i: All casualties: GB 2003

	Number				2003: Percentage change over	
	1994-98 average	2001	2002	2003	2002	1994-98 average
All						
Fatal	3,578	3,450	3,431	3,508	2	-2
Serious	44,078	37,110	35,976	33,707	-6	-24
Slight	272,272	272,749	263,198	253,392	-4	-7
All	319,928	313,309	302,605	290,607	-4	-9
Traffic ¹	4,443	4,787	4,910	4,948	1	11
Casualty Rate ²						
KSI	11	8	8	8	-6	-30
Slight	61	57	54	51	-4	-16
All	72	65	62	59	-5	-18

1 100 million vehicle kilometres

2 Rate per 100 million vehicle kilometres

Pedestrians

Table 1j shows pedestrian casualties in 2003 by age. Pedestrian casualties account for 13 per cent of all road casualties and 22 per cent of all road deaths. Their total numbers have fallen by 22 per cent from the baseline average and the reduction for serious casualties is 33 per cent below the baseline average. Reductions are more pronounced in some age groups than others. Child pedestrian casualties saw the biggest fall compared with 2002, a drop of 12 per cent. These casualties accounted for 35 per cent of all pedestrian casualties. Pedestrian deaths remained at the same level between 2002 and 2003, 23 per cent below the baseline.

The rate of pedestrian casualties per 100,000 population has been reducing and in 2003 was 24 per cent lower than the baseline. Results from the National Travel Survey indicate a decline in the average distance walked of about 2 per cent between the average for 1994/1998 and 2003, indicating the contribution of reduced exposure to pedestrian casualty reduction.

Table 1j: Pedestrian casualties by age: GB 2003

	Number				2003: Percentage change over	
	<u>1994-98 average</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2002</u>	<u>1994-98 average</u>
Children (0-15)						
Fatal	133	107	79	74	-6	-44
Serious	4,034	3,037	2,749	2,307	-16	-43
Slight	14,382	12,675	11,403	10,163	-11	-29
All	18,548	15,819	14,231	12,544	-12	-32
Adults (16-59)						
Fatal	398	382	381	388	2	-3
Serious	4,318	3,504	3,562	3,425	-4	-21
Slight	15,016	14,104	14,094	13,672	-3	-9
All	19,732	17,990	18,037	17,485	-3	-11
Adults (over 60)						
Fatal	471	330	307	307	0	-35
Serious	2,142	1,529	1,394	1,302	-7	-39
Slight	4,491	3,614	3,520	3,437	-2	-23
All	7,104	5,473	5,221	5,046	-3	-29
All¹						
Fatal	1,008	826	775	774	0	-23
Serious	10,662	8,238	7,856	7,159	-9	-33
Slight	34,874	31,513	30,153	28,472	-6	-18
All	46,543	40,577	38,784	36,405	-6	-22
Casualty Rate per 100,000 population²						
KSI	21	16	15	14	-8	-34
Slight	62	55	52	49	-6	-20
All	82	71	67	63	-7	-24

¹ Includes age not reported

² Revised from previously published figures due to updated population figures

Pedal cyclists

Table 1k gives numbers of reported pedal cyclist casualties in 2003. Pedal cyclist casualties have fallen by 30 per cent from the baseline average. The number of pedal cyclist deaths has fallen 12 per cent since 2002 and 39 per cent since the 1994-98 average. There have also been falls since the baseline of 36 per cent in the slight casualty rate and 42 per cent in the KSI casualty rate. These reductions are despite an estimated increase of 11 per cent in pedal cycle traffic during the same period.

Table 1k: Pedal cyclist casualties: GB 2003

	Number				2003: Percentage change over	
	1994-98 average	2001	2002	2003	2002	1994-98 average
Fatal	186	138	130	114	-12	-39
Serious	3,546	2,540	2,320	2,297	-1	-35
Slight	20,653	16,436	14,657	14,622	0	-29
Total	24,385	19,114	17,107	17,033	0	-30
Pedal cycle Traffic ¹	41	42	44	45	2	11
Casualty Rate ²						
KSI	92	64	56	54	-4	-42
Slight	509	391	333	325	-2	-36
All	601	455	389	379	-3	-37

1 100 million vehicle kilometres. Figures are subject to revision

2 Rate per 100 million vehicle kilometres

Two wheeled motor vehicle users

Table 1l: Two wheeled motor vehicle user casualties: GB 2003

	Number				2003: Percentage change over	
	1994-98 average	2001	2002	2003	2002	1994-98 average
Fatal	467	583	609	693	14	48
Serious	6,008	6,722	6,891	6,959	1	16
Slight	17,547	21,505	20,853	20,759	0	18
Total	24,023	28,810	28,353	28,411	0	18
TWMV Traffic ¹	39	48	51	56	10	44
Casualty Rate ²						
KSI	167	152	147	137	-7	-18
Slight	452	448	409	371	-9	-18
All	619	600	556	507	-9	-18

1 100 million vehicle kilometres. Figures are subject to revision

2 Rate per 100 million vehicle kilometres

Two-wheeled motor vehicle user casualties are shown in table 1l. They have risen by 18 per cent since the baseline and account for 20 per cent of fatalities and 10 per cent of all casualties. To some extent the increase reflects higher traffic levels for these vehicles; both the rate of killed or seriously injured casualties per 100 million vehicle kilometres and the slight casualty rate were 18 per cent lower than the baseline. The

number of fatalities increased by 14 per cent since 2002 to a level 48 per cent above the baseline, the number of serious casualties was 16 per cent above the baseline in 2003.

Car Users

Car user casualties, given in table 1m, were 7 per cent lower in 2003 than the average for 1994-98. The rate of all car user casualties per 100 million vehicle kilometres was 15 per cent lower than the 1994-98 average. Car driver deaths increased by 2 per cent in 2003 compared to 2002 and are now 4 per cent higher than the baseline average. Compared to 2002 serious injuries decreased by 9 per cent and slight injuries were down by 4 per cent. Total car driver casualties were 4 per cent lower than in 2002, and 3 per cent below the baseline average. Car passenger casualties in 2003 were 14 per cent lower than the average for 1994-98. Whilst passenger deaths remained at the same level as 2002, in 2003, they were 5 per cent below the baseline average. Numbers for all other severities of injury have also fallen since the baseline.

Table 1m: Car user casualties: GB 2003

	Number				2003: Percentage change over	
	1994-98 average	2001	2002	2003	2002	1994-98 average
(a) Drivers						
Killed	1,128	1,164	1,146	1,169	2	4
Serious	13,506	11,391	10,884	9,871	-9	-27
Slight	113,324	119,763	116,994	112,746	-4	-1
Total	127,958	132,318	129,024	123,786	-4	-3
(b) Passengers						
Killed	634	585	601	600	0	-5
Serious	7,985	6,284	6,097	5,651	-7	-29
Slight	66,710	63,615	61,703	58,305	-6	-13
Total	75,329	70,484	68,401	64,556	-6	-14
(c) All						
Killed	1,762	1,749	1,747	1,769	1	0
Serious	21,492	17,675	16,981	15,522	-9	-28
Slight	180,034	183,378	178,697	171,051	-4	-5
Total	203,288	202,802	197,425	188,342	-5	-7
Car Traffic¹	3,585	3,828	3,929	3,930	0	10
Casualty Rate²						
KSI	6	5	5	4	-8	-32
Slight	50	48	45	44	-4	-13
All	57	53	50	48	-5	-15

1 100 million vehicle kilometres. Figures are subject to revision

2 Rate per 100 million vehicle kilometres

Bus and Coach users

Table 1n shows casualties among bus and coach users in 2003. Despite a 1 per cent increase in the number of bus and coach user casualties between 2002 and 2003, casualties were 6 per cent lower in 2003 than the average for 1994-98. The number of serious injuries was 30 per cent lower than the 1994-98 average. The number of slight injuries has increased by 1 per cent between 2002 and 2003, this may be explained by a rise in bus and coach traffic over the same period. Care should be exercised in comparing the rate of slight bus and coach user casualties with the rates for other road user groups. The rates given in table 1n are per 100 million vehicle kilometres and this type of vehicle has a much higher occupancy than other road vehicles. Comparisons of rates per billion passenger kilometres are given in Table 51 in the main tables.

Table 1n: Bus and coach user casualties: GB 2003

	Number				2003: Percentage change over ¹	
	1994-98 average	2001	2002	2003	2002	1994-98 average
Fatal	20	14	19	11	..	..
Serious	696	548	532	489	-8	-30
Slight	8,883	9,322	8,454	8,568	1	-4
Total	9,598	9,884	9,005	9,068	1	-6
Bus/coach traffic ²	50	52	52	54	4	8
Casualty Rate ³						
KSI	14	11	11	9	-13	-36
Slight	178	179	163	159	-2	-11
All	193	190	173	168	-3	-13

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

2 100 million vehicle kilometres

3 Rate per 100 million vehicle kilometres

Goods Vehicle users

The number of light goods vehicle user casualties in 2003 was 7 per cent lower than the 1994-98 average. Deaths among light goods vehicle users have increased slightly compared to the 1994-98 average but serious injuries dropped substantially.

The number of heavy goods vehicle occupant casualties had decreased by 8 per cent compared with the average for 1994-98. The number of fatal casualties fell in 2003 to a level below the 1994-98 baseline and there was a 16 per cent reduction in the number of serious casualties between 2002 and 2003. The overall casualty rate for heavy goods vehicle occupants has fallen by 16 per cent since the baseline.

Table 10: Goods vehicle user casualties: GB 2003

	Number				2003: Percentage change over ¹	
	1994-98 <u>average</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2002</u>	<u>1994-98 average</u>
Light goods vehicles						
Fatal	65	64	70	72	..	..
Serious	950	747	710	693	-2	-27
Slight	6,410	6,493	6227	6132	-2	-4
All	7,424	7,304	7,007	6,897	-2	-7
Light goods traffic ²	467	537	550	579	5	24
Casualty Rate ³						
KSI	2	2	1	1	-7	-39
Slight	14	12	11	11	-6	-23
All	16	14	13	12	-6	-25
Heavy goods vehicles						
Fatal	53	54	63	44	..	..
Serious	526	446	461	385	-16	-27
Slight	2,760	2,888	2654	2632	-1	-5
All	3,338	3,388	3,178	3,061	-4	-8
Heavy goods traffic ²	262	281	283	285	1	9
Casualty Rate ³						
KSI	2	2	2	2	-19	-32
Slight	11	10	9	9	-2	-12
All	13	12	11	11	-4	-16

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

2 100 million vehicle kilometres. Figures are subject to revision

3 Rate per 100 million vehicle kilometres

Part 2 - Valuation of accidents and insurance claims data

Valuation of the benefits of prevention of accidents

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

Table 1p: Average value of prevention per casualty and per accident: GB 2003

(£)		
<u>Accident/casualty type</u>	<u>Cost per Casualty</u>	<u>Cost per Accident</u>
Fatal	1,312,260	1,492,910
Serious	147,450	174,520
Slight	11,370	17,540
Average all severities	42,860	61,120
Damage only	-	1,570

The total cost-benefit value of prevention of road accidents in 2003 was estimated to be £18,094 million, of which £13,083 million is attributable to personal injury accidents, with damage-only accidents accounting for the remainder. **Table 1q** gives the average value of prevention of injury accidents by different types of road. 72 per cent of accidents occurred on built-up roads, but these accounted for only 55 per cent of the total value of injury accidents, because they were on average, less severe than on other roads, having both fewer casualties per accident and a lower proportion of fatal and serious injuries. Non built-up roads accounted for 24 per cent of accidents and 40 per cent of value, and 4 per cent of accidents with 5 per cent of value occurred on motorways. The lesser severity of accidents on built-up roads is shown in **Table 1q** where the average value of prevention per accident on built-up roads is less than half the average value on non built-up roads.

Table 1q: Average value of prevention of road accidents by road type: GB 2003

(£)				
<u>Accident type</u>	<u>Built-up roads</u>	<u>Non built-up roads</u>	<u>Motorways</u>	<u>All roads</u>
Fatal	1,422,080	1,532,040	1,630,430	1,492,910
Serious	166,340	189,310	195,150	174,520
Slight	16,560	19,710	23,500	17,540
All injury	46,760	102,690	76,580	61,120
Damage only	1,470	2,170	2,080	1,570

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

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

Motor insurance claims

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

Table 1r: Collation of motor insurance figures: UK: 1998 – 2002

<u>Policy type</u>	<u>Exposure (million vehicle years)</u>	<u>Number of claims (millions)</u>	<u>Estimated cost of claims (£m)</u>	<u>Claim frequency (%)</u>	<u>Average claim (£)</u>	<u>Annual % change in claim frequency</u>	<u>Annual % change in average claim</u>
Private car (comprehensive):							
1998	15.06	2.71	3,684	18.0	1,359	1	6
1999	15.40	2.77	3,968	18.0	1,429	0	5
2000	16.68	2.93	4,479	17.6	1,527	-2	6
2001	16.95	2.99	4,644	17.6	1,553	0	2
2002	17.90	3.05	4,841	17.0	1,590	-3	2
Private car (non comprehensive):							
1998	3.23	0.31	654	9.7	2,080	4	0
1999	3.01	0.27	630	8.9	2,345	-8	13
2000	2.95	0.24	643	8.2	2,649	-8	13
2001	3.26	0.29	756	8.9	2,614	9	-1
2002	3.35	0.29	846	8.7	2,906	-2	11
Motor cycle:							
1998	0.44	0.03	72	7.1	2,290	31	-21
1999	0.47	0.03	87	6.9	2,722	-3	19
2000	0.46	0.03	72	5.9	2,623	-14	-4
2001	0.55	0.04	77	7.1	1,985	20	-18
2002	0.54	0.03	84	6.4	2,437	-10	23
Commercial vehicle (including fleet):							
1998	4.85	1.03	1,827	21.2	1,775	2	5
1999	4.88	1.08	1,882	22.0	1,748	4	-2
2000	4.82	1.03	1,885	21.3	1,833	-3	5
2001	4.24	0.95	1,835	22.3	1,939	5	6
2002	4.46	0.88	1,905	19.8	2,157	-11	11
All vehicles:							
1998	23.58	4.09	6,236	17.3	1,526	3	4
1999	23.76	4.15	6,568	17.5	1,580	1	4
2000	24.91	4.23	7,078	17.0	1,673	-3	6
2001	24.99	4.26	7,311	17.1	1,714	1	2
2002	26.24	4.25	7,675	16.2	1,804	-5	5

Table 1r gives claim data for the period 1998 to 2002. The figures are for all insurance claims and will include those arising from fire or theft as well as from road accidents. Exposure (expressed in million vehicle years) is the exposure to risk and is the product of the number of vehicles insured and the proportion of the year for which each vehicle was covered. The claim frequency shows the proportion of policyholders that made a claim.

The overall claim rate decreased in 2002 by 5 per cent. All risk groups saw rises in the average claim amount.

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

2. Drinking and Driving

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Introduction

Estimates for 2002 suggest that 6 per cent of all road casualties and 16 per cent of road deaths occurred when someone was driving whilst over the legal limit for alcohol. In the 1980s and early 1990s, the number of people killed or seriously injured in drink-drive accidents in Great Britain fell from over 9,000 to fewer than 4,000. During the past ten years, however, there has been no over-riding trend in the number killed or seriously injured despite year to year fluctuation. Provisional estimates for 2003 indicate a fall of 6 per cent from the previous year. The number of people killed in drink-drive accidents fell to a low of 460 deaths in 1998, but has since risen to an estimated 560 deaths in 2003. The numbers of slight injuries in drink drive accidents have been showing a broadly rising trend since 1993 but again provisional figures for 2003 suggest a fall of 5 per cent.

It is estimated that there were 550 drink-drive related deaths in 2002 and provisional estimates for 2003 suggest around 560 people were killed. In addition to those fatalities, around 2,800 people were seriously injured in drink-drive accidents in 2002, although provisional estimates for 2003 are of the order of 2,600. It is estimated that there were around 20,100 drink-drive casualties of all severities in 2002, but a provisional estimate of 19,000 in 2003.

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

Drink-drive limits and definitions

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

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

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

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

the unavailability of some data and the methods of adjustment are described in more detail later in this article.

Blood and breath testing powers

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

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

Data sources

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

- i) **Coroners' data:** Information about the level of alcohol in the blood of road accident fatalities aged 16 or over who die within 12 hours of a road accident is provided by Coroners in England and Wales and by Procurators Fiscal in Scotland.
- ii) **STATS 19 breath test data:** The personal injury road accident reporting system (STATS 19) provides data on injury accidents in which the driver or rider survived and was also breath tested at the roadside. If the driver or rider refused to provide a breath test specimen then they are considered to have failed the test unless they are deemed unable to take the test for medical reasons.
- iii) **Police force screening breath test data:** Information from breath tests carried out at the roadside following a moving traffic offence, road accident or suspicion of alcohol use, is available for England and Wales from the Home Office.

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

Completeness of data and reliability of estimates

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

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

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

Estimates for 2003 are provisional. As Coroners' data are available for analysis a year later than the main road accident data, final estimates can only be made eighteen months in arrears. Around two-thirds of the data expected to be available ultimately were available for inclusion in the provisional estimates. The provisional estimates for serious and slight accidents depend on breath test data and do not change in the final estimates. The Coroners' data affect only the numbers of casualties from fatal accidents and these form a small proportion of serious and slight casualties. The estimates for fatalities depend mainly on Coroners' data and are particularly susceptible to revision between the provisional and final figures. Therefore, the changes between provisional and final estimates can represent a greater proportion of fatalities.

For example, the provisional estimate of fatalities in 2002 was revised downwards by 10 when the final estimates were produced.

Analysis of drink-drive data

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

Table 2a: Estimates of accidents involving illegal alcohol levels and the consequent casualties adjusted for under reporting: GB 1979-2003

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

P Provisional data. The sample of fatality data from Coroners for 2002 has now been finalised but 2003 estimates are based on a reduced sample of coroners' returns and may be biased. They remain provisional until more complete information for 2003 is available.

1) *Coroners' data: Table 2b*, based on Coroners' and Procurators' Fiscal data, shows for all drivers and riders the percentage killed who were over the legal blood alcohol limit, analysed by age group, for the period 1991 to 2003. The proportion has fallen considerably since the early 1980's, 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) until the past few

years when slightly lower proportions have been over the limit. It appears that motorcycle fatalities, in particular, have recently shown lower rates of illegal alcohol use than in the early 1990's.

However, **Table 2b** shows that provisional figures for 2003 indicate a rise in the percentage of car and other motor vehicle driver fatalities who were over the limit, particularly for young drivers. Two-wheel motor vehicle riders showed an increase, although the provisional figures are based upon a very small sample size.

Table 2b: Drivers and riders killed: Percentage over the legal blood alcohol limit: GB 1991-2003

Year	Percentage										
	Two-wheel motor vehicle riders					Cars and other motor vehicles					All
	Age 16-19	Age 20-29	Age 30-39	Age 40+	All Ages	Age 16-19	Age 20-29	Age 30-39	Age 40+	All Ages	
1991	13	16	25	12	17	11	29	24	13	20	19
1992	10	30	34	20	26	13	26	18	10	17	20
1993	16	16	17	10	15	20	28	26	10	20	19
1994	13	17	23	20	18	16	31	30	11	22	21
1995	11	18	12	13	15	18	28	26	13	21	19
1996	16	12	15	9	13	24	38	32	9	23	21
1997	10	14	16	7	13	25	23	26	12	19	17
1998	15	7	18	6	11	17	25	24	9	17	15
1999	23	8	12	2	9	22	31	31	7	20	17
2000	17	10	13	5	10	20	32	34	12	22	18
2001	11	14	12	1	10	18	35	25	14	22	18
2002	27	15	10	2	11	18	31	37	14	19	19
2003 ^P	19		10		13	20	31	25	14	22	19

P Provisional data. The sample size for 2003 is not yet sufficient to give a full age breakdown.

2) *STATS 19 breath test data*: **Table 2c** shows the number of motor vehicle drivers and riders involved in injury accidents each year from 1993 to 2003, the number who were consequently required to take a road side breath test and the number who failed the test either by registering a positive reading or by refusing to take the test. The proportion of drivers and riders failing breath tests fell between 1993 and 1999, reflecting the fact that the lower number of tests carried out in earlier years were obviously targeted at those drivers believed to have been drinking. Subsequently, it has risen again, even though testing rates have remained at about 50 per cent. The percentage of all drivers and riders involved in injury accidents who are required to take and subsequently fail a breath test has remained at close to 2 per cent throughout the past ten years.

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

	number/percentage										
	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
a: Total involved	386,458	396,750	388,836	402,001	413,197	413,172	406,401	408,231	399,883	390,273	374,098
b: Total tests requested	105,971	109,653	118,877	159,189	188,986	209,723	214,750	212,700	201,722	196,232	187,276
c: Total failed	7,024	7,228	7,491	8,093	7,960	7,514	7,523	7,967	8,096	8,104	8,150
b as % of a	27	28	31	40	46	51	53	52	50	50	50
c as % of b	6.6	6.6	6.3	5.1	4.2	3.6	3.5	3.7	4.0	4.1	4.4
c as % of a	1.8	1.8	1.9	2.0	1.9	1.8	1.9	2.0	2.0	2.1	2.2

3) *Police force screening breath test data:* **Table 2d** shows the total number of drivers and riders required to take a roadside screening breath test in England and Wales. The numbers of screening breath tests carried out increased dramatically in the mid 1990's but have reduced again in recent years. Failure rates remained fairly stable during the late 1990's, but the number of failures rose by 4 per cent in both 2001 and 2002, despite a continuing decrease in the number of tests. The number of convictions fell between 1997 and 2001 but rose again in 2002.

Table 2d: Roadside screening breath tests: by outcome: England and Wales: 1992-2002

	thousands										
	<u>1992</u> ²	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
Number of tests	531	600	679	703	781	800	815	765	715	624	570
Of which:											
positive/refused ¹	88	89	93	94	101	104	102	94	95	100	104
percentage	17	15	14	13	13	13	13	12	13	16	18
Convictions	95	91	90	93	96	100	93	89	86	85	90

1 Includes persons unable to provide a breath test specimen.

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

Characteristics of drink-drive accidents

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

Table 2e: Estimated number of personal injury road accidents and casualties resulting where one or more driver or rider was over the legal alcohol limit by month: GB: 2002

	Accidents/casualties											
	<u>Jan</u>	<u>Feb</u>	<u>Mar</u>	<u>Apr</u>	<u>May</u>	<u>Jun</u>	<u>Jul</u>	<u>Aug</u>	<u>Sep</u>	<u>Oct</u>	<u>Nov</u>	<u>Dec</u>
Accidents	900	890	1,090	910	1,050	1,190	1,110	1,160	1,120	1,220	1,230	1,270
Casualties	1,330	1,390	1,700	1,340	1,620	1,830	1,720	1,830	1,710	1,890	1,840	1,890

Table 2f, based on breath test data, shows the percentage of car drivers involved in personal injury accidents who failed a breath test in 2003, analysed by age and sex of driver. It shows that male drivers under twenty-five had the highest incidence of failing a breath test after being involved in a personal injury road accident. The failure rate for women was only 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 2f: Car drivers in injury road accidents: breath tests and failures: GB 2003

number/percentage

	Men					Women				
	a: Involved in accident	b: Tested	c: Failed	b as % of a	c as % of a	a: Involved in accident	b: Tested	c: Failed	b as % of a	c as % of a
Under 17	471	199	52	42.3	11.0	..	..	..	..	..
17 - 19	13,994	9,231	679	66.0	4.9	5,785	3,420	75	59.1	1.3
20 - 24	23,990	14,754	1,411	61.5	5.9	12,866	6,912	191	53.7	1.5
25 - 29	19,624	11,577	929	59.0	4.7	11,674	5,974	161	51.2	1.4
30 - 34	21,324	12,157	817	57.0	3.8	12,937	6,535	184	50.5	1.4
35 - 39	19,564	11,402	667	58.3	3.4	12,700	6,546	165	51.5	1.3
40 - 49	29,365	17,206	756	58.6	2.6	18,536	9,522	237	51.4	1.3
50 - 59	20,847	12,355	400	59.3	1.9	11,107	5,884	93	53.0	0.8
60 - 69	11,694	6,876	162	58.8	1.4	4,620	2,399	27	51.9	0.6
70 or over	8,701	5,029	56	57.8	0.6	3,230	1,623	10	50.2	0.3
All ages ¹	181,779	101,902	6,064	56.1	3.3	97,846	49,174	1,166	50.3	1.2

¹ Includes age not known

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

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

Table 2g: Car drivers in road injury accidents: Accidents per licence holder and per mile driven: GB 2002

	number		
	Car driver drink- drive accidents	Drink-drive accidents per 100 thousand licence holders ²	Drink-drive accidents per 100 million miles driven ²
Under 17	80	..	..
17 - 19	1,160	86	31
20 - 24	2,510	94	18
25 - 29	1,970	65	10
30 - 34	1,610	42	5
35 - 39	1,390	34	4
40 - 49	1,620	23	3
50 - 59	820	13	2
60 or over	390	6	1
All ages ¹	11,810	34	5

¹ Includes age not known.² National Travel Survey data for 2002.

Characteristics of drink-drive casualties

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

Table 2h: Estimated number of Casualties in road accidents where at least one of the drivers or riders involved was over the legal limit: GB 2002

										Number
<u>Killed or seriously injured casualties</u>										
	<u>Pedestrians</u>	<u>Cyclists</u>	<u>Motor-cyclists</u>	<u>Car drivers</u>		<u>Car passengers</u>	<u>Other</u>	<u>Male</u>	<u>Female</u>	<u>Total¹</u>
				<u>over limit</u>	<u>under limit</u>					
0-15	30	10	10	0	0	70	10	70	50	120
16-24	50	10	160	420	50	560	10	1,010	260	1,270
25-59	100	10	220	780	160	410	70	1,370	390	1,750
60+	30	0	0	40	30	30	0	80	50	130
All ages ²	210	30	390	1,240	240	1,110	90	2,570	750	3,320
<u>Total Casualties</u>										
	<u>Pedestrians</u>	<u>Cyclists</u>	<u>Motor-cyclists</u>	<u>Car drivers</u>		<u>Car passengers</u>	<u>Other</u>	<u>Male</u>	<u>Female</u>	<u>Total¹</u>
				<u>over limit</u>	<u>under limit</u>					
0-15	120	40	20	20	0	850	40	560	530	1,090
16-24	190	20	510	2,400	720	3,100	170	5,000	2,100	7,100
25-59	330	70	580	4,180	2,610	2,400	460	7,500	3,140	10,640
60+	70	0	10	200	60	440	30	500	300	810
All ages ²	740	140	1,130	6,790	3,600	6,930	720	13,850	6,200	20,060

¹ Includes sex not recorded.

² Includes age not recorded.

Table 2i is based on 2002 Coroners' and Procurators' Fiscal data using a sample which accounts for around half of all road accident fatalities in that year. For these fatalities the table shows the percentages exceeding varying levels of blood alcohol for different classes of road user and the different proportions of fatalities exceeding 80mg/100ml by time of day. The pedestrian, passenger and cyclist fatalities shown in the table were not necessarily involved in drink-drive accidents, as defined earlier in this article, which involve a motor vehicle driver or rider who was over the limit.

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

Table 2i: Blood alcohol levels of fatalities aged 16 and over: GB: 2002

	Percentage over blood alcohol levels (mg/100ml)							percentage	
								Percentage over 80mg/100ml time of accident	
	<u>9</u>	<u>50</u>	<u>80</u>	<u>100</u>	<u>150</u>	<u>200</u>	<u>Sample size</u>	<u>22:00-0.:59</u>	<u>04:00-21:59</u>
Motor cycle riders	27	14	11	9	6	3	359	55	5
Other vehicle drivers	35	25	23	22	16	9	800	54	13
Passengers	36	27	24	21	15	9	249	47	13
Pedestrians	48	44	42	40	34	24	290	86	26
Cyclists	22	9	7	7	4	2	45	..	5

3. Contributory factors to accidents

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Introduction

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, it does not include information on the main reasons why road accidents happen.

Regular information at a national level would assist in directing the work on improving safety within the Government's Road Safety Strategy. In the 1997 Review of the Collection of Road Accident Statistics, there was a proposal that contributory factors should be collected as part of the STATS19 data collection system. Although this was not adopted at the time, it was decided that the collection of data could proceed on a voluntary, trial basis. Fifteen police forces chose to participate in the trial and have been collecting data using the specification proposed at the time. The trial has provided information on contributory factors for about a quarter of all reported road accidents in Great Britain since 1999.

In the consultation for the 2002-03 Quality Review of the Collection of Road Accident Statistics, some concerns were expressed about this trial system. A special study of contributory factor information collected in the trial and in a variety of systems adopted by other police forces was undertaken and published in March 2004 as *Road Safety Research Report No. 43*. As a result, a substantially revised specification is to be introduced from January 2005 and will be adopted by all police forces as an integral part of the STATS19 collection system. The new specification will provide comprehensive contributory factor data for the whole of Great Britain but will not be directly comparable with data collected during the trial. This article presents some of the results and conclusions of the trial. It should be noted that the statistics from the trial presented in this article are not National Statistics.

Trial data collection

The contributory factor system used in the trial was designed to summarise the events that led directly to the accident, to be simple to use and yet sufficiently comprehensive to cover circumstances leading to the majority of accidents.

The coding has two distinct phases. The first stage records what went wrong by identifying the factor leading directly to the accident; this is called the *precipitating factor* and is chosen from a list of 15 factors. The second stage records the reasons why the accident happened by identifying up to four *contributory factors* from a list of 54. For each contributory factor the reporting officer may indicate their confidence in the judgement by coding it as 'definite', 'probable' or 'possible'.

The data collected reflects the view of the reporting police officer. The information is not the result of detailed accident investigation.

Analyses of contributory factor data

The results from analyses of the trial contributory factor data collected from 1999 to 2002 are summarised in two articles available on the Department for Transport's website. These results are *not* National Statistics.

1. Contributory factors to road accidents

This article describes the trial collection of contributory factor information. It examines the sample of accidents from the fifteen police forces in relation to some main variables, and considers how representative the trial results might be of all injury accidents. Main results are given showing the percentage of accidents in which each of the precipitating factors and contributory factors were coded. In order to test reliability, the differences in the data collected from accidents reported by police officers at scene and those reported by the public at police stations are examined. The article also presents examples of how these data can supplement available STATS19 data for research on the causes and circumstances of accidents. Selected findings are given below.

- Data collected under the system appear broadly representative of accidents occurring in Great Britain, and analyses gave consistent year to year results from 1999 to 2002.
- Five of the fifteen **precipitating factors** listed collectively account for over 80 per cent of accidents. These were *failed to avoid vehicle or object in carriageway* (28 per cent of all accidents); *loss of control of vehicle* (19 per cent); *failed to give way* (15 per cent); *pedestrian entered carriageway without due care* (11 per cent); and *poor turn/manoeuvre* (9 per cent). Although the most frequently coded precipitating factor for all severities of accident is *failed to avoid vehicle or object in carriageway*, the main precipitating factor in fatal and serious accidents was *loss of control of vehicle* (44 per cent of fatal and 29 per cent of serious accidents).
- The most commonly coded **contributory factors**¹ in fatal accidents were *excessive speed* (28 per cent); *careless/thoughtless/reckless behaviour* (21 per cent); *inattention* (18 per cent); *lack of judgement of own path* (17 per cent) and *failed to judge other person's path or speed* (16 per cent). For all severities of accidents the most frequently recorded factors were *inattention* (25 per cent); *failed to judge other person's path or speed* (23 per cent); *looked but did not see* (19 per cent), *behaviour - careless/thoughtless/reckless* (19 per cent) and *failed to look* (16 per cent).
- Contributory factors are often associated with particular precipitating factors. For example, in 2002 *inattention* contributed to 38 per cent of all accidents precipitated by *failed to avoid vehicle or object in carriage-way*, and *excessive speed* contributed to 35 per cent of all accidents that were precipitated by *loss of control of vehicle*.
- Certain contributory factors were less often recorded for accidents reported by a member of the public at a police station than for those accidents reported by a police officer attending the scene. For example, *impairment - alcohol* and *excessive speed* were less likely to be recorded for accidents reported at a police station.

¹ As up to four contributory factors may be recorded for each accident, the percentages for all fifty-four factors will add up to more than one hundred.

- Examples of how information on contributory factors can be used to supplement STATS19 data to give more information on the causes of accidents include single vehicle motorcycle accidents, single vehicle car accidents resulting in a pedestrian injury and accidents involving a car and a motorcycle.

2. *Excessive speed as a contributory factor to personal injury road accidents*

There has been a lot of recent debate about the role of speed in accidents. This article gives the results of more detailed analyses on the *excessive speed* contributory factor. Analyses compare the relative importance of *excessive speed* for different types of accidents and vehicles involved. Some of the main findings are given below.

- *Excessive speed* was the most frequently cited contributory factor to fatal accidents, recorded in 28 per cent of such accidents between 1999 and 2002. This compares with 18 per cent of severe accidents and 11 per cent of slight accidents.
- *Excessive speed* was most often recorded as a contributory factor to accidents precipitated by a two-wheeled motor vehicle (21 per cent of all such accidents, and 49 per cent of fatal accidents) and least often as contributing to accidents precipitated by a heavy goods vehicle (9 per cent of all such accidents).
- Among accidents precipitated by cars, the proportion to which *excessive speed* contributed was highest for accidents precipitated by young drivers and the proportion fell as driver age increased.

The two articles illustrate how contributory factor data can be combined with STATS19 data to shed light on the factors causing and contributing to road accidents. However, the analyses, the consultation for the current review and the research identified some problems with this system of collecting the data:

- Only a single precipitating factor can be identified and has to be attributed to a single participant. In contrast, contributory factors are not explicitly assigned to any particular participant. Some accidents involve more complex circumstances for which the current system does not allow an adequate description.
- When an accident is reported at a police station, the data collected is less reliable than that gathered by an officer attending the scene of an accident.
- Additional contributory factors were required to allow officers to identify particular circumstances for example *vehicle in course of crime*. Some factors needed to be amended to allow a clearer description of what was happening. For example *excessive speed* may mean being over the speed limit or being too fast for the conditions. The new system will split these. Other factors may also imply *excessive speed*, such as *following too close* or *aggressive driving*.

Conclusions

Information on contributory factors is based on the opinions of officers collecting data at the scene. Except where a full accident investigation can be carried out - which would not be possible for all two hundred thousand accidents reported in this trial - it will be based on the best judgement which can be made from evidence gathered after the event. Inevitably some factors may be harder to determine and may be under-recorded in any system. However, even with this caveat, this trial has shown that contributory factor data can provide valuable further information on the factors leading to road accidents and thereby information to help decide on the best

preventative measures. Following review, a revised specification has been developed that addresses shortcomings identified in the trial. The new specification is due to be adopted nationally in 2005 as part of the STATS19 data collection system.

Notes

The main tables in this publication analyse road accidents, casualties, the vehicles involved and their drivers. Relevant background data on population, vehicle stock, traffic, road length, etc, are also given in tables 1, 2, 38 and 41. Both numbered and lettered tables are included in the index at the end of the volume. For the definition of accidents included see "Definitions, symbols and conventions". In particular, the following are not included:

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

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

Tables 3-6c, 29b, 37b and 46b in the main body of tables of the report include an average of aggregated accident and casualty data for the years 1994 to 1998. The average for these years represents the baseline figure for the national road casualty reduction targets. All data in the main body of tables which relate to children refer to persons aged 0-15 unless otherwise stated. Table 12 summarises the numbers of accidents, casualties and vehicles involved in road accidents which are available for detailed analysis in 2000. Tables 45 and 46 show these totals by county; the individual figures are, however, liable to differ slightly from those available locally because counties may continue to incorporate corrections long after the end of the year.

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

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

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

Notes to individual tables

Table 1. The classification of vehicles by taxation class in part (a) differs from the classification of vehicles by construction in the traffic data in part (b) and in accident data in other tables. For example, “Public transport vehicle” also includes taxis and private hire cars, while “Private and light goods” includes buses and coaches that have been taxed for private use. Traffic figures from 1993 have been revised. See “Notes” for more details.

Table 2. From 1946 to 1950 the population figures include British forces abroad but exclude allied forces in Great Britain. Traffic figures from 1993 have been revised. See “Notes” for more details. The completeness of reporting for slight injuries will 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. The reporting of injuries was suspended during the early part of the war and it is probable that from 1942 to 1945 the reporting of slight injuries was particularly incomplete..

Table 3. This table has been revised to include accidents and accident rates using the urban/rural classification of roads.

Table 8. Casualty rates for pedal cyclists are calculated by dividing the number of pedal cyclist casualties by an estimate of pedal cycle traffic in vehicle kilometres. The rates are therefore overstated to the extent that any casualties were pedal cycle passengers. Traffic figures from 1993 have been revised. See “Notes” for more details. In this table a comparison of rates between pedal cyclists and alternative motorised modes of transport such as TWMVs or cars based on distance (vkms) tends to overstate the relative risk of cycling.

Table 9. Traffic figures from 1993 have been revised. See “Notes” for more details.

Table 10. The figures relate to drivers (or riders) of cars, motor vehicles and two-wheel motor vehicles involved in accidents, whether or not the driver was a casualty. The first line, gives 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 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 11. 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 now 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 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 motorways (including A(M) roads), A roads, and on other, more minor, roads. An accident on a road with any other limit is included with those of the next higher limit.

Table 15. “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, which does not constitute a driving hazard on the road where the accident occurred.

Table 17. 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 objects” are those not expected to be found in the carriageway; they do not include permanent features such as a bollard or pedestrian refuge. “Other animal” includes led animals but does not include, for example, a ridden horse that is recorded separately on the STATS19 accident report.

Table 18. 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, "Y junction" includes slip roads. "Cross roads" 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 19. This table only covers accidents where one vehicle is involved. It does not cover accidents involving two or more vehicles.

Table 20. In column 6, "other combination" means one or both vehicles not a car.

Table 21. The total number of accidents is classified according to the number of each severity of injury resulting from them.

Table 23. 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. 439 accidents involved only a pedal cycle, giving rise to 445 cyclist casualties (riders and passengers); a further 208 accidents also involved 214 pedestrian casualties as well as 49 cyclist casualties.

Columns 3 to 10 analyse two-vehicle accidents according to both vehicle types, also giving, by severity of injury, the casualties for the users of the vehicle class defined on the left (under vehicle A) and pedestrians who were (first) hit by vehicles of that class. Thus 13,992 accidents involved a pedal cycle and a car, resulting in 13,949 casualties and 33 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. 59 accidents involved two pedal cycles with 70 cyclist casualties with no pedestrian first hit by one or other pedal cycle.

Column 11 shows the total of columns 3 to 10.

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. 489 such accidents involved at least one pedal cycle, with 482 cyclist casualties and 2 pedestrians first hit by a cycle. 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 16,659 (LGVs) and 12,205 (HGVs) less the 492 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.

For completeness, figures are also given for vehicles whose type are unknown or undefined on the STATS19 reporting form i.e. "other" motor and non motor vehicles.

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

Table 27. Casualty rates are calculated as the number of casualties concerned divided by the traffic concerned in vehicle kilometres. In calculating rates, no allowance has been made for the number of persons per vehicle, which

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

The table shows separate monthly casualties in respect of two wheeled motor vehicle users and also three and four wheel car users as distinct from the remainder of the “car” category. Monthly rates are only possible for the groups shown.

Table 32. 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 35 and 36. See note to table 10 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 38. This table shows the number of vehicles involved in fatal, serious, and slight accidents and data for other vehicles that come within the definition of a “car”.

Table 39. 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 41. Although a few pedal cycles were reported as having been involved in accidents on motorways (see Table 40), 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 40) and because the traffic estimates are based on a small number of counting points. This table has been revised to include accidents and accident rates using the urban/rural classification of roads. Traffic figures from 1993 have been revised. See “Notes” for more details.

Table 43. “Skidded” does not include vehicles which also jack-knifed.

Table 44. In all cases the manoeuvres are those being performed immediately before the accident. “Going ahead other” includes vehicles going ahead on a bend. For goods vehicles, “Towing: Other” includes double and multiple trailers towed by a drawbar, and other arrangements such as vehicles towed by rope or cranes on breakdown trucks. It does not include articulated vehicles, or towing units with a single trailer. For definition of “at a junction” see note to Table 18. “Skidded” does not include those 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.

Tables 45 and 46. Many Police Forces publish details of accidents and casualties in their area (not necessarily sharing common boundaries with a county), and the totals may differ slightly from those given here. These tables have been revised to provide data on the new Unitary Authorities.

Table 51 Figures in this table have been revised from those previously published. Changes are in relation to revised traffic and vehicle occupancy rates for the road user types. The traffic estimates have been revised back to 1993. For rail, changes in reporting regulations mean that serious and minor injuries are no longer collected. Instead ‘injuries’ are collected where the reporting trigger is that the person is taken from the scene of the incident directly to hospital. The Marine Accident Investigation Branch has revised water casualties. Pedestrian casualty rates have also been revised to reflect revisions made to the Population estimates, in light of the 2001 Census.

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. From 1 January 1994, the casualty definition was revised to include only those vehicles equipped to carry 17 or more passengers regardless of use. Prior to 1994 these vehicles were coded according to construction, whether or not they were being used for carrying passengers. Vehicles constructed as buses that were privately licensed were included under 'bus and coach' but PSV licensed minibuses were included under cars.

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. From 1 January 1994 these are defined as those vehicles not over 3.5 tonnes maximum permissible gross vehicle weight. Prior to 1994 the weight definition was not over 1.524 tonnes unladen.

Two-wheeled motor vehicle: Mopeds, motor scooters and motor cycles (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.

Definitions, symbols and conventions

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

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

Built-up roads: *Accidents* on “built-up roads” are those which occur on roads with *speed limits* (ignoring temporary limits) of 40 mph or less. “Non built-up roads” refer to speed limits over 40 mph. *Motorways* are included with non built-up roads unless otherwise stated. In tables where data for *motorways* are shown separately, the totals for built-up and non built-up exclude *motorway* accidents. In comparing such tables with those involving a built-up/non built-up split only, negligible error will be made by assuming that *motorway accidents* are all on non built-up roads.

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

Cars: Includes *taxis*, estate cars, *invalid tricycles*, three and four wheel cars, minibuses and motor caravans except where otherwise stated (i.e. Tables 22, 27, 38, and 39). Also includes motor caravans prior to 1999.

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

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

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

Daylight: All times other than *darkness*.

DfT: Department for Transport

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

Failed breath test: *Drivers* or *riders* who were tested with a positive result, or who failed or refused to provide a specimen of breath (see note on Table 10 in notes to individual main tables for the coverage of breath test data).

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

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

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

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

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

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

KSI: Killed or seriously injured.

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

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

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

Motorways: Motorway and A(M) roads.

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

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

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

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

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

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

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

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

Rural Roads: Major roads and minor roads outside urban areas and having a population of less than 10 thousand.

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

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

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

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

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

Speed limits: Permanent speed limits applicable to the roadway.

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

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

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

Urban Roads: Major and minor roads within an urban area with a population of 10 thousand or more. The definition is based on the 1991 Office of the Deputy Prime Minister definition of urban settlements. The urban areas used for this bulletin are based on 2001 census data.

Vehicles: Vehicles (except taxis after 1994) are classified according to their structural type and not according to their employment or category of licence at the time of an *accident*.

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

Symbols and conventions used

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

Symbols: The following symbols have been used throughout:

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

.. = not available/applicable.

Conversion factor: 1 kilometre = 0.6214 mile.

Chart 1a - Indices of population, vehicle stock, motor traffic and casualties : 1949 - 2003

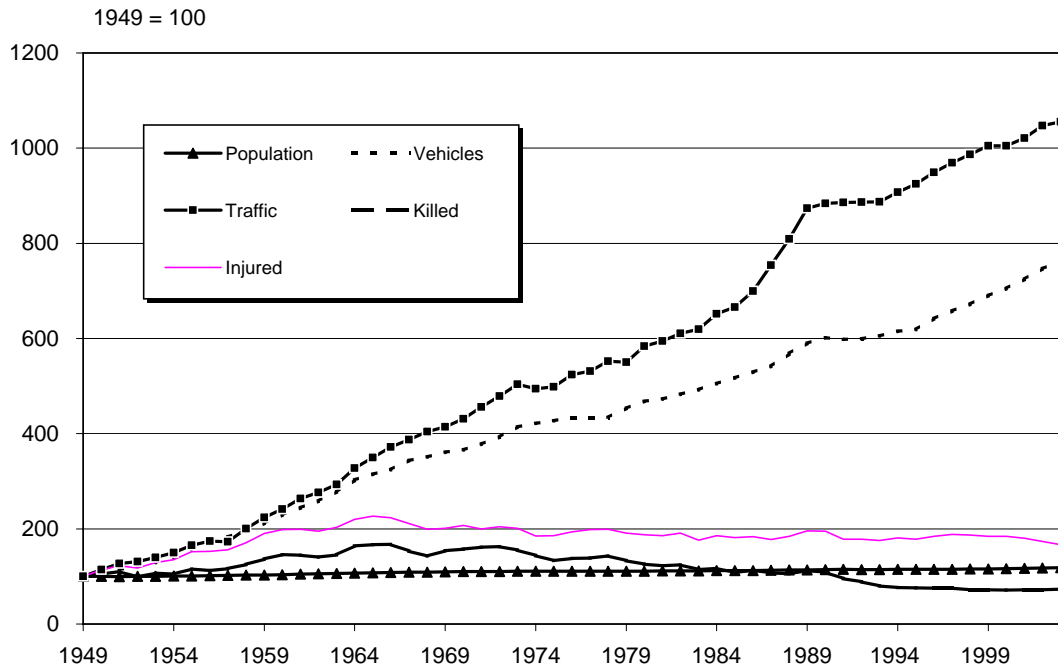
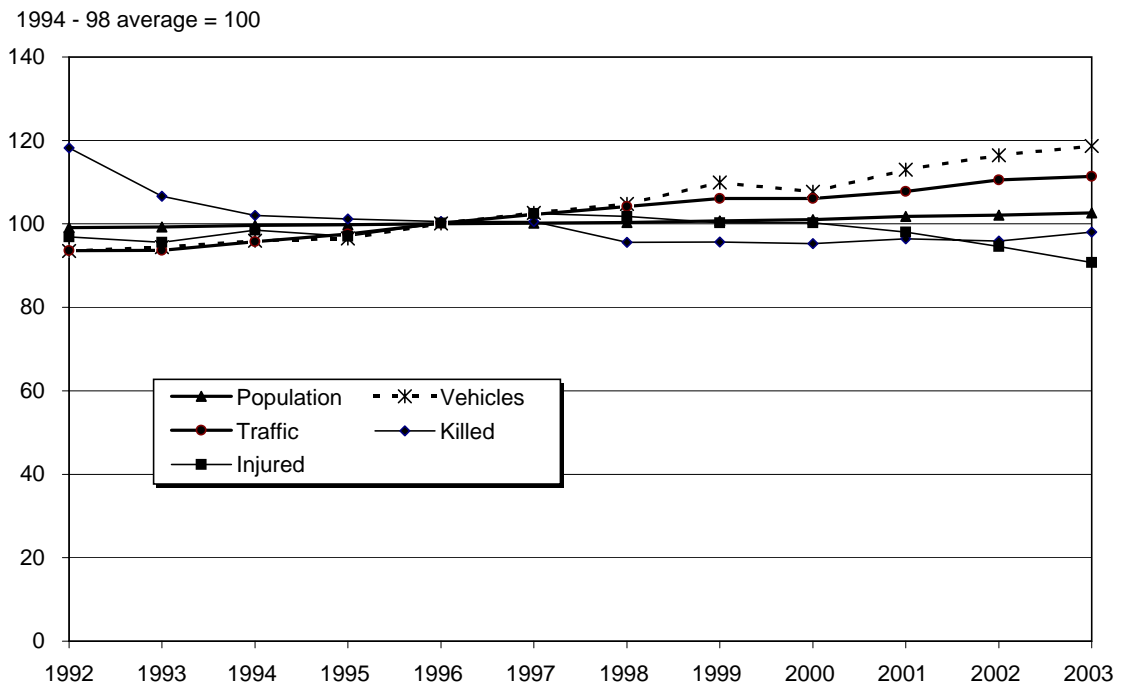
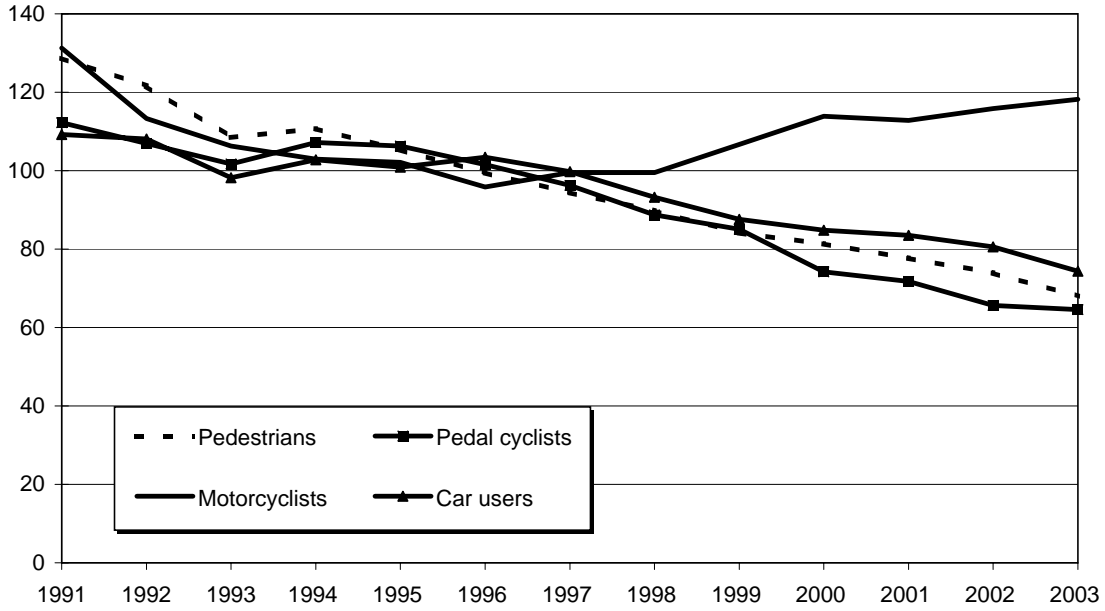


Chart 1b - Indices of population, vehicle stock, motor traffic and casualties :1992 - 2003



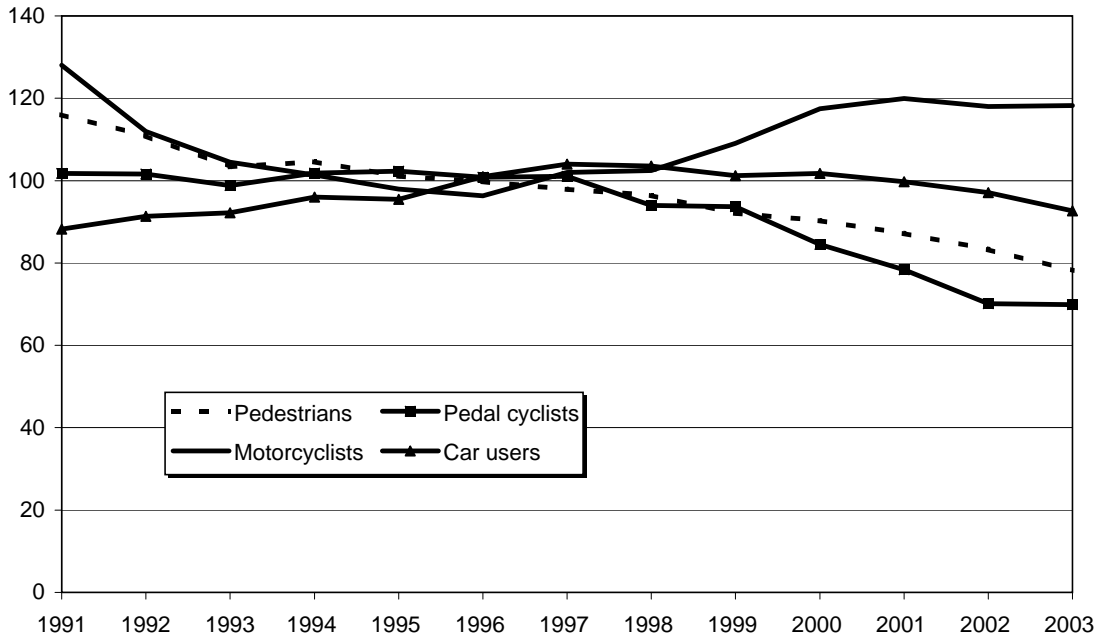
**Chart 2a - Indices of casualties by road user type:
Killed or seriously injured: 1991 - 2003**

1994-98 average = 100



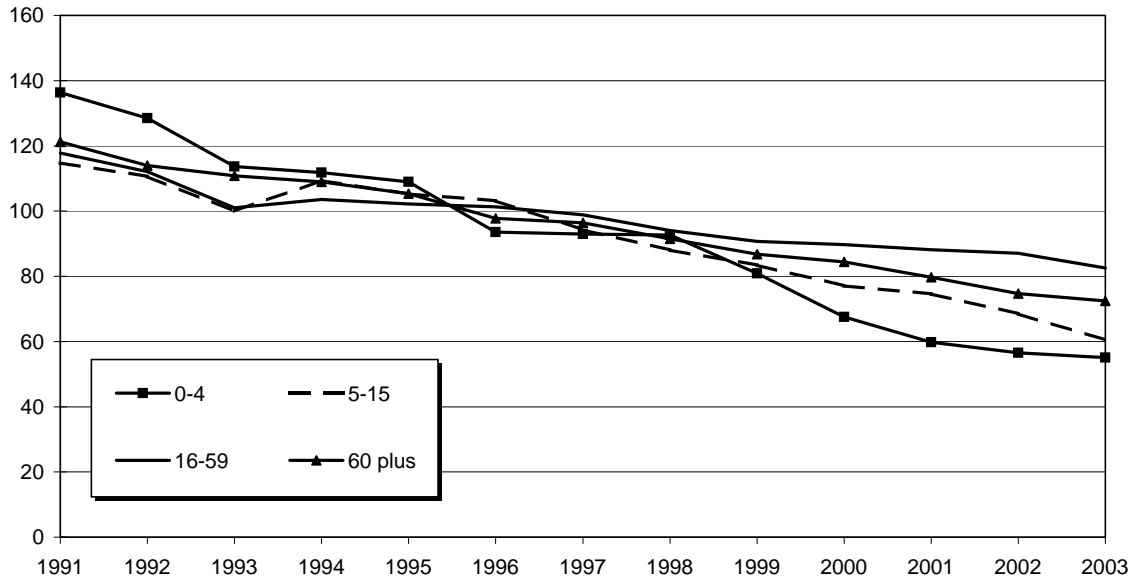
**Chart 2b - Indices of casualties by road user type :
All severities : 1991 - 2003**

1994-98 average = 100



**Chart 3a - Indices of casualties by age band:
killed or seriously injured: 1991 - 2003**

1994-98 average = 100



**Chart 3b - Indices of casualties by age band:
All severities: 1991 - 2003**

1994-98 average = 100

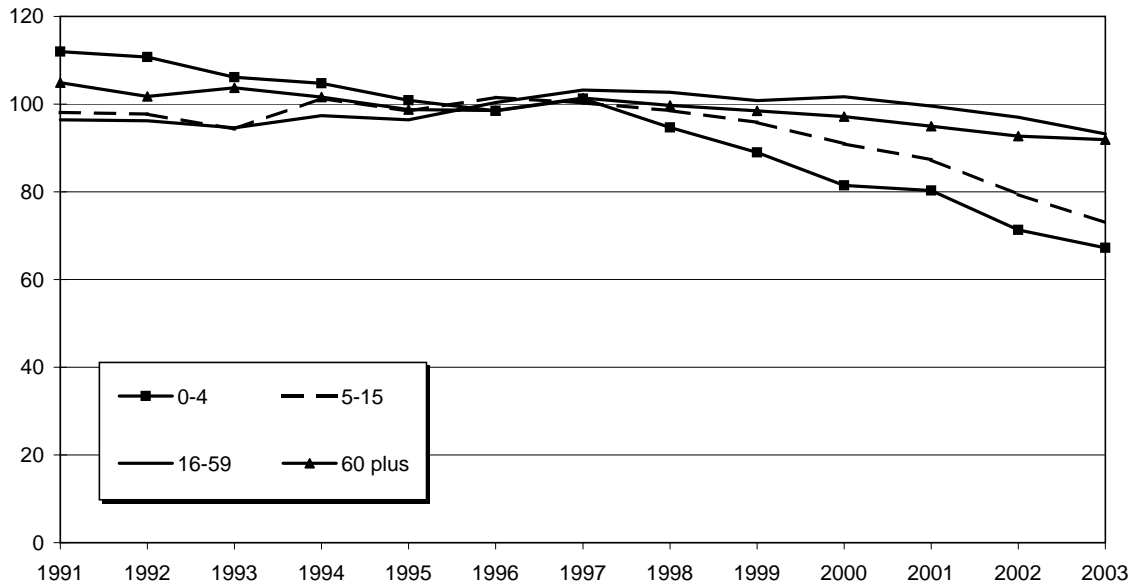


Chart 4a - Indices of casualties by road user type: Built-up roads: killed or seriously injured: 1991 - 2003

1994-98 average = 100

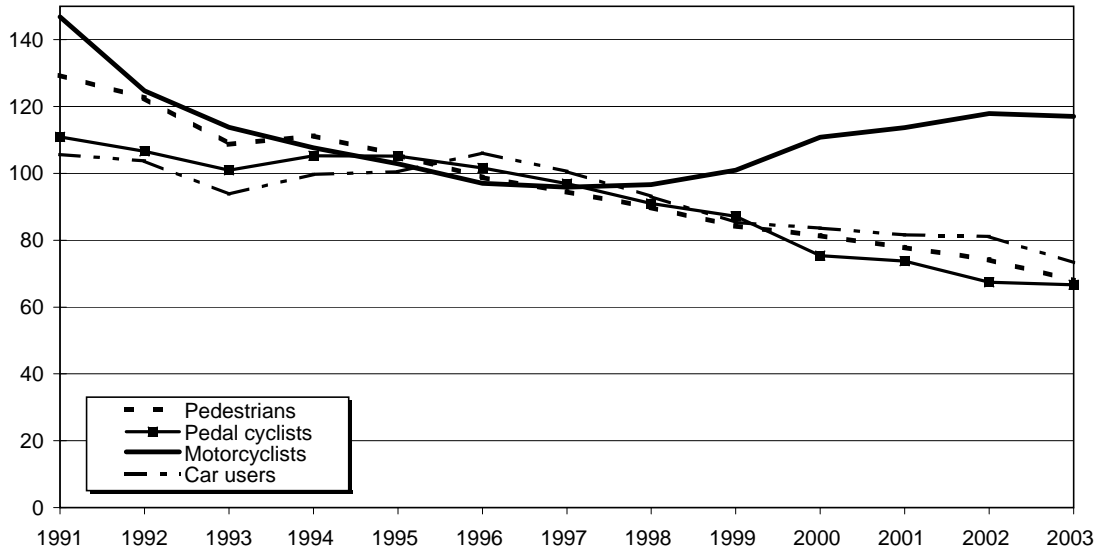
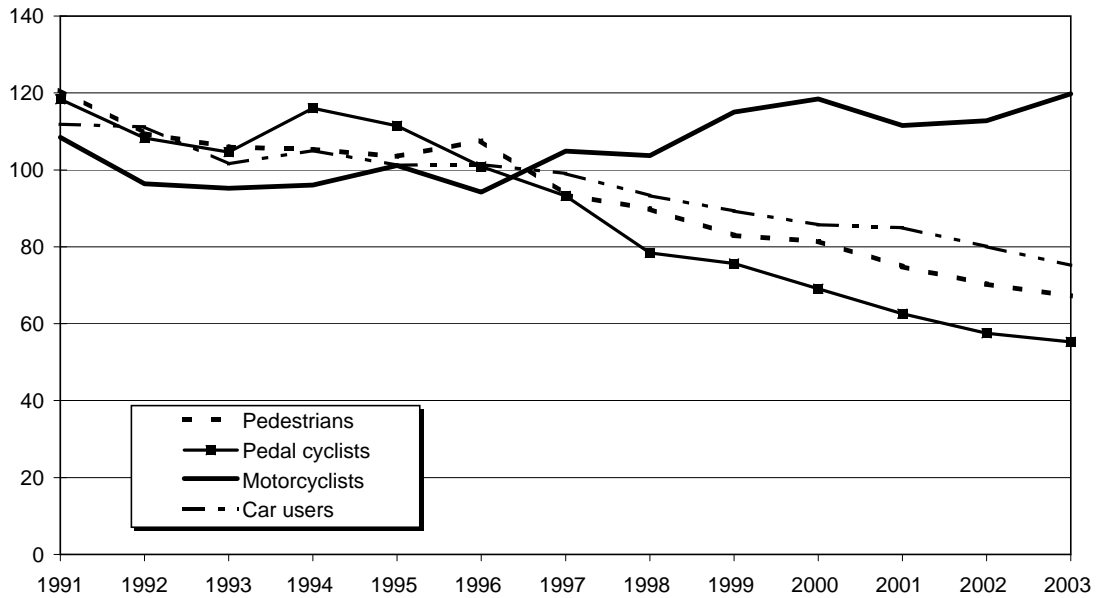


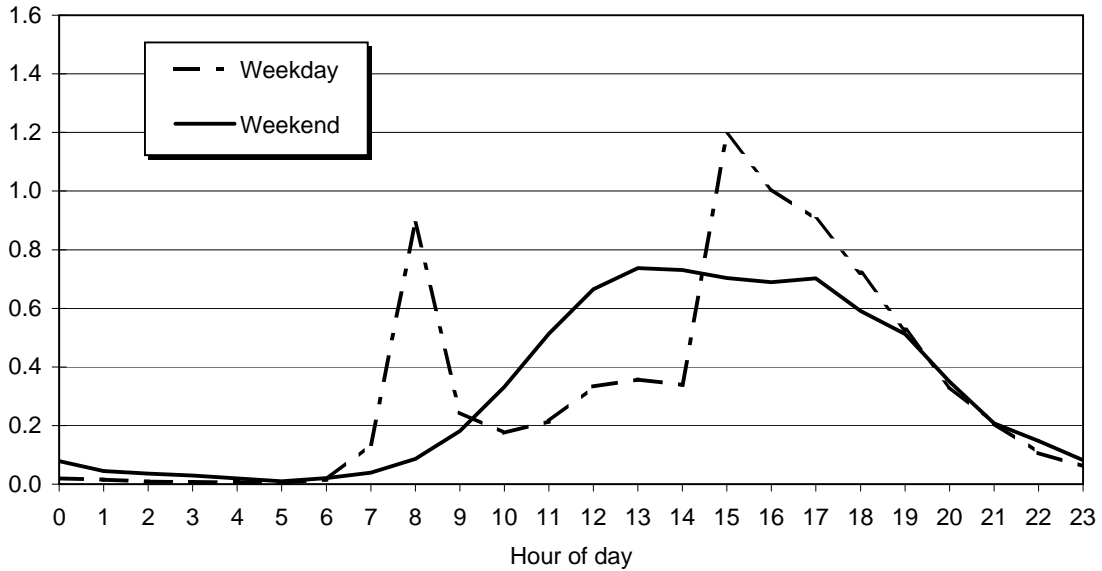
Chart 4b - Indices of casualties by road user type: Non built-up roads: killed or seriously injured: 1991 - 2003

1994-98 average = 100



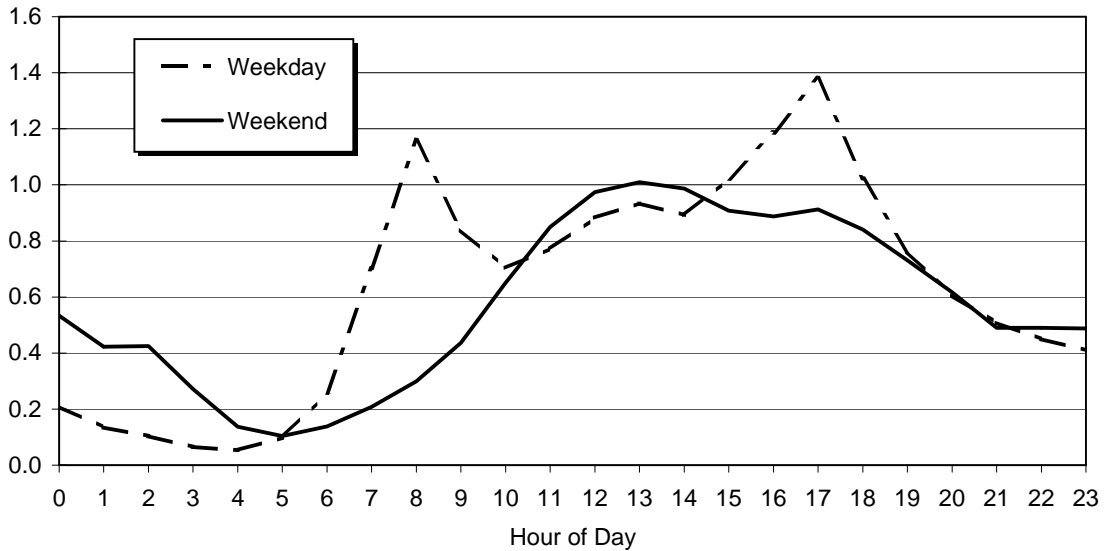
**Chart 5a - Casualty rates by hour of day and day of week:
All Severities : Children (0 -15 years) - 2003**

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) - 2003**

Average number per hour, per million population



1 Vehicle population, traffic and road length: 1992 - 2003

(a) Vehicles currently licensed by taxation class											Thousands
	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Two Wheel Motor Vehicles	650	630	594	609	626	684	760	825	882	941	1005
Of which:											
Over											
not over											
50cc	147	129	112	105	102	96	117	141	154	155	159
50cc - 125cc	203	187	170	162	138	149	148	160	172	177	182
over 125cc	300	315	312	342	386	439	495	525	555	609	664
Private and light goods											
Private cars	20,102	20,479	20,505	21,172	21,681	22,115	22,785	23,196	26,443	27,165	27,715
Others	2,187	2,192	2,217	2,267	2,317	2,362	2,427	2,469	2,544	24,543	24,985
Public transport vehicles ¹	107	107	74	77	79	80	84	86	89	92	96
Goods vehicles ^{2,3}	428	434	421	413	414	412	415	418	422	425	426
Other motor vehicles ^{4,5}	1,352	1,389	1,558	1,764	1,857	1,885	1,898	1,903	1,912	1,933	1,966
All motor vehicles	24,826	25,231	25,369	26,302	26,974	27,538	28,368	28,898	29,747	30,557	31,207

(b) Traffic by vehicle type ⁶											100 million vehicle kilometres
	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Pedal cycles	40	40	41	41	41	40	41	42	42	44	45
Two Wheel Motor Vehicles	38	38	38	38	40	41	45	46	48	51	56
Cars and taxis	3,381	3,450	3,511	3,599	3,658	3,706	3,774	3,768	3,828	3,929	3,930
Buses or coaches	46	46	49	50	52	52	53	52	52	52	54
Light Goods Vehicles	416	434	445	462	486	509	516	523	536	550	579
Heavy Goods Vehicles	243	248	254	262	269	277	281	282	281	283	285
Of which:											
2 axles	107	108	107	109	110	111	116	117	115	116	117
3 axles rigid	14	14	16	16	16	19	17	17	18	18	18
4 or more axles rigid	15	15	15	15	15	16	15	15	15	15	16
articulated ⁷	107	111	116	122	128	131	134	134	134	135	134
All motor vehicles	4,123	4,215	4,297	4,411	4,503	4,585	4,670	4,671	4,744	4,866	4,903
All vehicles	4,163	4,256	4,339	4,452	4,544	4,624	4,710	4,712	4,787	4,910	4,948

(c) Traffic by road class ⁶											100 million vehicle kilometres
	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Motorways	682	707	739	783	821	857	878	884	908	926	929
A roads	1,915	1,959	2,004	2,052	2,083	2,107	2,134	2,124	2,158	2,193	2,218
Other roads ⁸	1,566	1,590	1,596	1,617	1,640	1,660	1,699	1,705	1,720	1,790	1,801
All roads	4,163	4,256	4,339	4,452	4,544	4,624	4,710	4,712	4,787	4,910	4,948

(d) Road length at 1 April by road class											Kilometres
	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Motorways ⁹	3,250	3,281	3,308	3,346	3,419	3,464	3,449	3,467	3,476	3,476	3,476
A roads	46,543	46,568	46,726	46,740	46,777	46,807	46,570	46,608	46,654	46,665	46,633
B roads	30,229	30,225	30,221	30,216	30,212	30,208	30,204	30,200	30,196	30,192	30,188
Other roads ¹⁰	305,276	305,941	306,608	307,276	307,946	308,617	309,290	309,965	310,641	311,319	312,024
All roads	385,297	386,015	386,862	387,579	388,354	389,095	389,513	390,239	390,968	391,653	392,321

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

2 Includes agricultural vans and lorries.

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

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

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

6 Traffic estimates for 1993 onwards have been produced on a new, more accurate basis and are not directly comparable with earlier data. See "Notes" for more details.

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

8 B roads, C roads and unclassified surfaced roads.

9 Main line lengths, excluding associated slip roads.

10 C roads and unclassified surfaced roads.

2 Population, vehicle population, index of vehicle mileage, accidents and casualties: by road user type and severity: 1926 - 2003

Year	Population (millions)	Road motor vehicles with current licences		Index of vehicle traffic ¹ 1949=100			Casualties from road accidents					Injured ('000s)	All severities ('000s)
		All (m'lins)	TWMVs ('000s)	Motor traffic	All traffic	Accidents ('000s)	Killed				All		
							Pedestrians	Pedal ² cyclists	TWMV users ²	Others ³			
1926	44.0	1.7	..	..	..	124	..	..	..	..	4,886	134	139
1927	44.0	1.9	..	..	..	134	2,774	644	1,175	736	5,329	149	154
1928	44.3	2.0	..	..	..	148	3,255	691	1,395	797	6,138	165	171
1929	44.4	2.2	..	..	..	152	3,523	795	1,582	796	6,696	171	178
1930	44.6	2.3	712	..	..	157	3,722	887	1,832	864	7,305	178	185
1931	44.8	2.2	614	..	..	181	3,467	926	1,499	799	6,691	202	209
1932	45.1	2.2	585	..	..	184	3,385	1,046	1,558	678	6,667	206	213
1933	45.3	2.3	543	..	..	192	3,504	1,354	1,569	775	7,202	216	224
1934	45.4	2.4	526	..	..	205	3,529	1,536	1,430	848	7,343	232	239
1935	45.6	2.6	492	..	..	196	3,073	1,400	1,277	752	6,502	222	228
1936	45.8	2.8	482	..	..	199	3,068	1,498	1,187	808	6,561	228	234
1937	46.0	2.9	466	..	..	196	3,002	1,416	1,151	1,064	6,633	226	233
1938	46.2	3.1	444	..	..	196	3,046	1,401	1,145	1,056	6,648	227	233
1939	46.5	3.1	418	..	..	..	4,497	1,374	1,231	1,170	8,272	..	..
1940	46.9	2.3	278	..	..	..	4,724	1,363	1,270	1,252	8,609	..	..
1941	46.9	2.5	317	..	..	..	4,781	1,355	1,412	1,621	9,169	..	..
1942	47.1	1.8	306	..	..	..	3,650	1,134	895	1,247	6,926	141	148
1943	47.4	1.5	124	..	..	..	3,058	1,069	568	1,101	5,796	117	123
1944	47.7	1.6	124	..	..	..	3,314	1,185	574	1,343	6,416	124	131
1945	47.8	2.6	309	..	..	..	2,602	918	553	1,183	5,256	133	138
1946	47.9	3.1	449	..	..	..	2,489	833	772	968	5,062	157	163
1947	48.2	3.5	514	..	..	..	2,380	812	783	906	4,881	161	166
1948	48.7	3.7	543	..	..	..	2,377	827	585	724	4,513	149	153
1949	49.0	4.1	635	100	100	147	2,315	842	818	798	4,773	172	177
1950	49.2	4.4	729	114	104	167	2,251	805	1,129	827	5,012	196	201
1951	48.9	4.7	823	127	114	178	2,398	800	1,175	877	5,250	211	216
1952	49.1	5.0	922	131	119	172	2,063	743	1,142	758	4,706	203	208
1953	49.2	5.3	1,009	140	122	186	2,233	720	1,237	900	5,090	222	227
1954	49.4	5.8	1,108	150	126	196	2,226	696	1,148	940	5,010	233	238
1955	49.6	6.5	1,221	166	136	217	2,287	708	1,362	1,169	5,526	262	268
1956	49.8	7.0	1,290	174	139	216	2,270	650	1,250	1,197	5,367	263	268
1957	50.0	7.5	1,431	173	138	219	2,225	663	1,425	1,237	5,550	268	274
1958	50.3	8.0	1,475	200	153	237	2,408	668	1,421	1,473	5,970	294	300
1959	50.5	8.7	1,679	224	168	261	2,520	738	1,680	1,582	6,520	327	333
1960	51.0	9.4	1,796	242	177	272	2,708	679	1,743	1,840	6,970	341	348
1961	51.4	10.0	1,790	263	190	270	2,717	645	1,544	2,002	6,908	343	350
1962	51.9	10.6	1,779	276	196	276	2,681	583	1,323	2,122	6,709	335	342
1963	52.2	11.4	1,755	293	206	272	2,740	589	1,279	2,314	6,922	349	356
1964	52.5	12.4	1,741	328	229	292	2,986	583	1,445	2,806	7,820	378	385
1965	52.9	12.9	1,612	350	242	299	3,105	543	1,244	3,060	7,952	390	398
1966	53.2	13.3	1,406	372	255	292	3,153	514	1,134	3,184	7,985	384	392
1967	53.5	14.1	1,350	387	265	277	2,964	463	920	2,972	7,319	363	370
1968	53.7	14.4	1,228	404	275	264	2,762	391	877	2,780	6,810	342	349
1969	53.9	14.8	1,127	415	281	262	2,955	402	791	3,217	7,365	346	353
1970	54.1	15.0	1,048	431	292	267	2,925	373	761	3,440	7,499	356	363
1971	54.4	15.5	1,021	456	308	259	2,939	411	800	3,549	7,699	344	352
1972	54.6	16.1	982	479	323	265	3,083	367	729	3,584	7,763	352	360
1973	54.7	17.0	1,006	504	339	262	2,806	336	750	3,514	7,406	346	354
1974	54.7	17.3	1,042	494	333	244	2,642	282	797	3,162	6,883	318	325
1975	54.7	17.5	1,161	499	337	246	2,344	278	838	2,906	6,366	319	325
1976	54.7	17.8	1,220	524	354	259	2,335	300	990	2,945	6,570	333	340
1977	54.7	..	..	531	361	266	2,313	301	1,182	2,818	6,614	341	348
1978	54.7	17.8	1,194	552	373	265	2,427	316	1,163	2,925	6,831	343	350
1979	54.7	18.6	1,292	551	371	255	2,118	320	1,160	2,754	6,352	328	334
1980	54.8	19.2	1,372	584	394	252	1,941	302	1,163	2,604	6,010	323	329
1981	54.8	19.4	1,371	595	402	248	1,874	310	1,131	2,531	5,846	319	325
1982	54.8	19.8	1,370	611	414	256	1,869	294	1,090	2,681	5,934	328	334
1983	54.8	20.2	1,290	620	420	243	1,914	323	963	2,245	5,445	303	309
1984	55.0	20.8	1,225	652	441	253	1,868	345	967	2,419	5,599	319	324
1985	55.1	21.2	1,148	666	450	246	1,789	286	796	2,294	5,165	312	318
1986	55.3	21.7	1,065	700	472	248	1,841	271	762	2,508	5,382	316	321
1987	55.4	22.2	978	754	508	239	1,703	280	723	2,419	5,125	306	311
1988	55.6	23.3	912	809	544	247	1,753	227	670	2,402	5,052	317	322
1989	55.8	24.2	875	874	588	261	1,706	294	683	2,690	5,373	336	342
1990	56.0	24.7	833	884	594	258	1,694	256	659	2,608	5,217	336	341
1991	56.2	24.5	750	886	595	236	1,496	242	548	2,282	4,568	307	311
1992 ²	55.9	24.9	688	883	592	233	1,347	204	469	2,209	4,229	307	311
1993	56.0	24.8	650	887	594	229	1,241	186	427	1,960	3,814	302	306
1994	56.2	25.2	630	907	607	234	1,124	172	444	1,910	3,650	312	315
1995	56.3	25.4	594	925	619	231	1,038	213	445	1,925	3,621	307	311
1996	56.4	26.3	609	949	635	236	997	203	440	1,958	3,598	317	321
1997	56.5	27.0	626	969	648	240	973	183	509	1,934	3,599	324	328
1998	56.6	27.5	678	987	660	239	906	158	498	1,859	3,421	322	325
1999	56.8	28.3	760	1,005	672	235	870	172	547	1,834	3,423	317	320
2000	57.0	28.9	825	1,005	672	234	857	127	605	1,820	3,409	317	320
2001	57.4	29.7	882	1,021	683	229	826	138	583	1,903	3,450	310	313
2002	57.6	30.6	941	1,047	700	222	775	130	609	1,917	3,431	299	303
2003	57.9	31.2	1,005	1,055	706	214	774	114	693	1,927	3,508	287	291

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

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

³ Includes cases where road user type was not reported.

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

3 Accidents and accident rates: by road class and severity: 1994 - 98 average, 1996 - 2003

	Number/rate per 100 million vehicle kilometres								
	1994-98 average	1996	1997	1998	1999	2000	2001	2002	2003
Urban roads: ^{1,5}									
A roads									
Fatal	642	693	716	601	587	611	628	636	639
Fatal and serious	9,851	10,612	10,439	9,827	9,123	9,255	8,879	8,543	7,934
All severities	70,440	70,513	71,752	70,779	69,062	70,094	68,163	65,098	62,360
Rate	87	87	88	86	84	85	83	79	77
Other roads ²									
Fatal	576	614	563	562	588	554	573	491	531
Fatal and serious	11,826	12,926	12,345	11,828	11,222	10,809	10,594	10,307	9,674
All severities	85,802	86,405	86,735	86,388	85,129	84,353	82,127	79,361	75,788
Rate	84	85	84	82	79	78	75	70	66
All urban roads: ³									
Fatal	1,218	1,307	1,279	1,163	1,175	1,165	1,201	1,127	1,170
Fatal and serious	21,677	23,538	22,784	21,655	20,345	20,064	19,473	18,850	17,608
All severities	156,242	156,918	158,487	157,167	154,191	154,447	150,290	144,459	138,148
Rate	85	85	86	84	81	81	78	74	70
Rural roads: ^{1,5}									
A roads									
Fatal	1,179	1,165	1,219	1,184	1,169	1,157	1,177	1,182	1,207
Fatal and serious	8,338	8,745	8,649	8,332	8,128	7,837	7,799	7,593	7,377
All severities	38,151	38,114	39,211	38,802	37,706	36,922	36,880	37,041	35,962
Rate	31	31	31	30	29	28	28	27	26
Other roads ²									
Fatal	617	646	635	626	578	602	585	636	684
Fatal and serious	6,671	7,143	6,919	6,548	6,444	6,303	6,070	5,982	5,973
All severities	32,846	32,988	33,460	33,569	32,504	31,709	31,511	30,767	30,914
Rate	55	55	55	55	52	51	51	47	47
All rural roads: ³									
Fatal	1,796	1,811	1,854	1,810	1,747	1,759	1,762	1,818	1,891
Fatal and serious	15,010	15,888	15,568	14,880	14,572	14,140	13,869	13,575	13,350
All severities	70,997	71,102	72,671	72,371	70,210	68,631	68,391	67,808	66,876
Rate	39	39	39	38	36	36	35	34	33
All roads: ³									
Motorways									
Fatal	161	153	159	157	176	161	180	175	184
Fatal and serious	1,172	1,100	1,204	1,148	1,218	1,190	1,235	1,162	1,166
All severities	8,768	7,787	8,678	8,861	9,118	9,394	9,128	8,942	8,746
Rate	11	10	11	10	10	11	10	10	9
A roads									
Fatal	1,830	1,860	1,939	1,788	1,782	1,782	1,826	1,821	1,847
Fatal and serious	18,265	19,402	19,128	18,201	17,388	17,204	16,761	16,168	15,328
All severities	108,959	108,803	111,165	109,807	107,474	107,544	105,548	102,378	98,436
Rate	53	53	53	52	50	51	49	47	44
Other roads ²									
Fatal	1,200	1,261	1,200	1,192	1,180	1,165	1,170	1,128	1,216
Fatal and serious	18,566	20,099	19,296	18,421	17,799	17,213	16,768	16,315	15,666
All severities	118,896	115,724	119,603	120,444	120,255	118,456	116,791	114,338	106,848
Rate	73	72	73	73	71	69	68	64	59
Total: ³									
Fatal	3,227	3,286	3,274	3,298	3,137	3,138	3,108	3,176	3,247
Fatal and serious	39,238	41,787	40,601	39,628	37,770	36,405	35,607	34,764	32,160
All severities	236,199	230,544	236,193	240,287	238,923	235,048	233,729	229,014	214,030
Rate ⁴	53	52	52	52	51	50	49	47	43

1 Excludes motorways.

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

3 Includes cases where road class was not reported.

4 Traffic estimates for 1993 onwards have been produced on a new, more accurate basis and are not directly comparable with earlier data. See "Notes" for more details.

5 See urban and rural definitions.

4b Female casualties:by built-up, non built-up roads, road class and severity: 1994 - 98 average, 1996 - 2003

	Number of casualties								
	1994-98 average ¹	1996	1997	1998	1999	2000	2001	2002	2003
Built-up roads: ²									
A roads									
Killed	237	220	234	209	183	197	170	202	198
KSI ³	4,550	4,518	4,413	4,239	3,736	3,657	3,357	3,282	3,004
All severities	43,086	42,654	43,649	43,397	41,726	42,151	40,720	38,936	37,233
B roads									
Killed	72	70	62	63	60	63	55	47	58
KSI	1,376	1,413	1,370	1,181	1,188	1,021	996	982	939
All severities	12,419	12,427	12,612	12,582	12,182	12,290	11,951	11,438	11,006
Other roads									
Killed	173	169	162	184	159	142	140	122	127
KSI	4,473	4,586	4,297	4,134	3,860	3,548	3,395	3,222	2,930
All severities	40,645	40,941	41,694	41,883	41,449	40,671	38,711	37,762	35,647
All built-up roads ⁴									
Killed	483	459	458	456	402	402	365	371	383
KSI	10,399	10,517	10,080	9,554	8,784	8,226	7,748	7,486	6,873
All severities	96,150	96,022	97,955	97,862	95,357	95,112	91,382	88,136	83,886
Non-built-up roads: ²									
A roads									
Killed	365	360	332	364	362	315	322	322	316
KSI	3,723	3,820	3,512	3,451	3,271	2,960	2,990	2,674	2,481
All severities	23,475	23,502	23,936	23,740	23,231	22,156	22,216	21,079	20,098
B roads									
Killed	72	77	85	61	68	58	56	67	70
KSI	913	948	918	802	833	736	681	699	665
All severities	5,168	5,373	5,364	5,228	5,133	4,927	4,720	4,652	4,583
Other roads									
Killed	66	59	60	75	51	56	43	66	62
KSI	1,064	1,063	1,004	994	999	936	887	852	784
All severities	7,575	7,631	7,953	7,898	7,622	7,228	7,065	6,645	6,430
All non-built-up roads ⁴									
Killed	502	496	477	500	481	429	421	455	448
KSI	5,699	5,831	5,434	5,247	5,103	4,632	4,558	4,225	3,930
All severities	36,218	36,506	37,253	36,866	35,986	34,311	34,001	32,376	31,111
All speed limits: ⁵									
Motorways									
Killed	44	42	57	31	43	45	44	44	50
KSI	505	505	527	501	524	517	510	438	447
All severities	5,529	5,331	6,074	6,091	6,384	6,380	6,248	6,071	6,004
A roads									
Killed	602	580	566	573	545	512	492	524	514
KSI	8,272	8,338	7,925	7,690	7,007	6,617	6,347	5,956	5,485
All severities	66,562	66,156	67,585	67,137	64,957	64,307	62,936	60,015	57,331
B roads									
Killed	145	147	147	124	128	121	111	114	128
KSI	2,289	2,361	2,288	1,983	2,021	1,757	1,677	1,681	1,604
All severities	17,587	17,800	17,976	17,810	17,315	17,217	16,671	16,090	15,589
Other roads									
Killed	239	228	222	259	210	198	183	188	189
KSI	5,537	5,649	5,301	5,128	4,859	4,484	4,282	4,074	3,714
All severities	48,222	48,572	49,647	49,781	49,071	47,899	45,776	44,407	42,077
Total: ⁵									
Killed	1,030	997	992	987	926	876	830	870	881
KSI	16,603	16,853	16,041	15,302	14,411	13,375	12,816	12,149	11,250
All severities	137,900	137,859	141,282	140,819	137,727	135,803	131,631	126,583	121,001

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.

4c All casualties: by built-up, non built-up roads, road class and severity: 1994-98 average, 1996 - 2003

	Number of casualties								
	1994-98 average ¹	1996	1997	1998	1999	2000	2001	2002	2003
Built-up roads: ²									
A roads									
Killed	748	749	778	652	665	699	687	707	703
KSI ³	12,535	12,591	12,288	11,631	10,830	10,802	10,447	10,304	9,573
All severities	97,700	96,861	99,670	98,084	96,036	98,069	95,461	91,963	88,052
B roads									
Killed	211	218	170	206	195	216	196	186	194
KSI	3,769	3,809	3,671	3,363	3,237	3,267	3,071	3,117	2,906
All severities	27,679	27,787	28,137	27,881	27,297	28,213	27,523	26,465	25,517
Other roads									
Killed	541	567	522	534	538	499	526	476	481
KSI	12,584	12,904	12,027	11,610	11,128	10,588	10,638	10,285	9,639
All severities	94,984	96,233	96,573	97,060	96,426	95,449	93,129	90,507	85,930
All built-up roads ⁴									
Killed	1,501	1,534	1,470	1,392	1,398	1,414	1,409	1,369	1,378
KSI	28,888	29,304	27,986	26,604	25,195	24,657	24,156	23,706	22,118
All severities	220,363	220,881	224,380	223,025	219,759	221,731	216,113	208,935	199,499
Non-built-up roads: ²									
A roads									
Killed	1,357	1,329	1,355	1,322	1,306	1,287	1,318	1,298	1,321
KSI	10,999	11,054	10,739	10,373	10,081	9,720	9,563	9,093	8,570
All severities	54,882	54,800	56,174	55,710	54,331	52,791	52,832	51,097	48,804
B roads									
Killed	264	267	309	248	250	247	281	272	312
KSI	2,794	2,799	2,870	2,620	2,497	2,521	2,337	2,322	2,346
All severities	12,846	13,121	13,403	13,028	12,636	12,299	11,878	11,781	11,697
Other roads									
Killed	280	303	274	285	267	272	239	268	280
KSI	3,456	3,477	3,375	3,183	3,185	3,076	2,897	2,779	2,730
All severities	18,938	19,172	19,726	19,320	18,720	18,044	17,725	16,522	16,578
All non-built-up roads ⁴									
Killed	1,901	1,899	1,938	1,855	1,823	1,806	1,838	1,838	1,913
KSI	17,250	17,330	16,984	16,176	15,763	15,317	14,797	14,194	13,646
All severities	86,666	87,093	89,303	88,058	85,687	83,134	82,435	79,400	77,079
All speed limits: ⁵									
Motorways									
Killed	173	165	191	174	202	189	203	224	217
KSI	1,516	1,463	1,613	1,475	1,587	1,590	1,607	1,507	1,451
All severities	12,891	12,604	14,120	14,129	14,864	15,418	14,761	14,270	14,029
A roads									
Killed	2,106	2,078	2,133	1,974	1,971	1,986	2,005	2,005	2,024
KSI	23,535	23,645	23,027	22,004	20,911	20,522	20,010	19,397	18,143
All severities	152,584	151,661	155,844	153,794	150,367	150,860	148,293	143,060	136,856
B roads									
Killed	476	485	479	454	445	463	477	458	506
KSI	6,563	6,608	6,541	5,983	5,734	5,788	5,408	5,439	5,252
All severities	40,526	40,908	41,540	40,909	39,933	40,512	39,401	38,246	37,214
Other roads									
Killed	823	870	796	819	805	771	765	744	761
KSI	16,042	16,381	15,402	14,793	14,313	13,664	13,535	13,064	12,369
All severities	113,927	115,405	116,299	116,380	115,146	113,493	110,854	107,029	102,508
Total:⁵									
Killed	3,578	3,598	3,599	3,421	3,423	3,409	3,450	3,431	3,508
KSI	47,656	48,097	46,583	44,255	42,545	41,564	40,560	39,407	37,215
All severities	319,928	320,578	327,803	325,212	320,310	320,283	313,309	302,605	290,607

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.

5a Male casualties: by road user type and severity: 1994-98 average, 1996 - 2003

	Number of casualties								
	1994-98 average ¹	1996	1997	1998	1999	2000	2001	2002	2003
Pedestrians:									
Killed	631	643	625	562	579	559	565	500	505
KSI ²	7,063	7,084	6,771	6,403	5,970	5,784	5,682	5,400	4,971
All severities	27,163	27,329	26,780	26,205	24,929	24,604	23,745	22,873	21,472
Pedal cyclists:									
Killed	154	165	151	125	148	104	120	109	89
KSI	3,019	3,072	2,872	2,667	2,583	2,250	2,182	2,009	2,005
All severities	19,437	19,645	19,623	18,216	18,235	16,318	15,342	13,750	13,672
Two-wheel motor vehicles									
Riders:									
Killed	422	403	467	453	502	557	537	557	642
KSI	5,590	5,348	5,597	5,657	6,074	6,496	6,474	6,618	6,775
All severities	20,341	19,561	20,925	21,106	22,598	24,388	24,773	24,401	24,523
Passengers:									
Killed	15	14	10	9	6	12	13	16	8
KSI	202	220	185	162	182	209	177	217	184
All severities	704	696	655	615	665	682	705	729	739
Car									
Drivers:									
Killed	873	897	912	863	831	863	909	907	898
KSI	9,518	9,772	9,665	8,894	8,441	8,572	8,356	8,222	7,591
All severities	71,669	72,440	74,895	74,760	73,247	75,045	74,457	72,969	69,868
Passengers:									
Killed	323	346	328	281	304	302	335	314	347
KSI	3,807	3,979	3,702	3,411	3,233	3,221	3,251	3,183	3,017
All severities	28,957	29,647	29,807	29,155	28,682	28,774	28,063	27,472	26,215
Bus or coach									
Drivers:									
Killed	1	1	2	1	0	1	4	2	1
KSI	66	57	72	63	59	48	51	48	39
All severities	743	756	781	836	832	962	908	804	798
Passengers:³									
Killed	7	6	6	8	5	9	5	10	7
KSI	194	190	159	178	141	143	147	150	128
All severities	2,500	2,464	2,435	2,587	2,642	2,524	2,635	2,375	2,342
Light goods vehicle									
Drivers:									
Killed	46	44	41	45	41	50	43	51	47
KSI	682	650	632	640	570	575	574	548	546
All severities	4,912	4,796	5,029	5,205	4,744	4,888	4,933	4,845	4,787
Passengers:									
Killed	13	11	13	18	19	10	16	13	17
KSI	200	196	186	191	178	153	159	150	148
All severities	1,374	1,272	1,349	1,368	1,322	1,252	1,433	1,273	1,260
Heavy goods vehicle									
Drivers:									
Killed	46	51	39	51	44	42	47	51	42
KSI	492	462	484	478	462	476	429	430	361
All severities	2,808	2,700	2,802	2,887	2,926	2,981	2,792	2,597	2,546
Passengers:									
Killed	5	7	4	8	4	9	6	10	2
KSI	67	73	67	65	59	76	59	67	51
All severities	380	416	356	384	394	444	426	379	350
All road users:⁴									
Killed	2,547	2,601	2,607	2,434	2,495	2,533	2,614	2,557	2,627
KSI	31,045	31,240	30,536	28,950	28,123	28,179	27,691	27,213	25,960
All severities	181,906	182,577	186,398	184,277	182,392	184,259	181,167	175,706	169,492

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.

5b Female casualties: by road user type and severity: 1994 - 98 average, 1996 - 2003

	Number of casualties								
	1994-98 average ¹	1996	1997	1998	1999	2000	2001	2002	2003
Pedestrians:									
Killed	376	354	348	344	290	298	261	275	269
KSI ²	4,605	4,528	4,254	4,078	3,853	3,714	3,368	3,224	2,961
All severities	19,348	19,090	18,783	18,646	17,914	17,378	16,739	15,847	14,905
Pedal cyclists:									
Killed	32	38	32	33	24	23	18	21	25
KSI	713	717	720	645	593	518	495	439	405
All severities	4,930	4,913	4,996	4,682	4,577	4,275	3,740	3,345	3,350
Two-wheel motor vehicles									
Riders:									
Killed	12	11	10	13	23	16	17	21	23
KSI	398	369	361	348	368	388	405	403	430
All severities	1,906	1,822	1,768	1,876	1,910	2,117	2,333	2,205	2,203
Passengers:									
Killed	18	12	22	23	16	20	15	13	20
KSI	285	271	302	275	283	280	243	252	263
All severities	1,067	1,051	1,140	1,011	1,010	1,016	965	993	938
Car									
Drivers:									
Killed	255	249	259	271	251	224	253	238	271
KSI	5,114	5,241	5,213	4,945	4,549	4,122	4,189	3,796	3,448
All severities	56,267	56,449	59,214	60,008	58,776	58,853	57,729	55,977	53,898
Passengers:									
Killed	312	314	296	281	301	276	247	286	253
KSI	4,812	5,053	4,608	4,423	4,140	3,797	3,598	3,504	3,232
All severities	46,347	46,728	47,486	46,503	44,956	44,027	42,232	40,835	38,315
Bus or coach									
Drivers:									
Killed	0	0	0	0	0	0	0	0	0
KSI	5	5	3	6	8	3	13	5	5
All severities	61	51	52	71	76	62	84	67	64
Passengers:³									
Killed	11	4	6	9	5	5	5	7	3
KSI	449	443	367	384	401	384	351	346	328
All severities	6,278	6,066	6,156	6,343	6,672	6,509	6,244	5,730	5,844
Light goods vehicle									
Drivers:									
Killed	2	1	4	1	1	5	3	3	3
KSI	54	51	45	59	35	34	33	31	25
All severities	466	471	486	471	437	354	400	356	337
Passengers:									
Killed	4	5	6	3	4	1	2	3	5
KSI	79	92	64	59	83	51	45	51	46
All severities	671	675	611	625	618	510	531	523	513
Heavy goods vehicle									
Drivers:									
Killed	0	1	0	1	1	0	0	0	0
KSI	5	4	7	4	7	5	3	8	6
All severities	46	39	52	56	54	55	53	58	48
Passengers:									
Killed	1	4	2	0	3	4	1	2	0
KSI	15	15	15	13	12	14	7	18	11
All severities	103	89	92	116	110	115	110	141	116
All road users:⁴									
Killed	1,030	997	992	987	926	876	830	870	881
KSI	16,603	16,853	16,041	15,302	14,411	13,375	12,816	12,149	11,250
All severities	137,900	137,859	141,282	140,819	137,727	135,803	131,631	126,583	121,001

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.

5c All casualties: by road user type and severity: 1994 - 98 average, 1996 - 2003

	Number of casualties								
	1994-98 average ¹	1996	1997	1998	1999	2000	2001	2002	2003
Pedestrians:									
Killed	1,008	997	973	906	870	857	826	775	774
KSI ²	11,669	11,612	11,026	10,481	9,825	9,498	9,064	8,631	7,933
All severities	46,543	46,450	45,601	44,886	42,888	42,033	40,577	38,784	36,405
Pedal cyclists:									
Killed	186	203	183	158	172	127	138	130	114
KSI	3,732	3,789	3,592	3,312	3,176	2,770	2,678	2,450	2,411
All severities	24,385	24,584	24,636	22,923	22,840	20,612	19,114	17,107	17,033
Two-wheel motor vehicles									
Riders:									
Killed	434	414	477	466	525	573	554	580	665
KSI	5,988	5,717	5,959	6,005	6,443	6,885	6,883	7,030	7,205
All severities	22,251	21,386	22,697	22,984	24,516	26,513	27,135	26,628	26,733
Passengers:									
Killed	33	26	32	32	22	32	29	29	28
KSI	487	491	487	437	465	489	422	470	447
All severities	1,772	1,747	1,795	1,626	1,676	1,699	1,675	1,725	1,678
Car									
Drivers:									
Killed	1,128	1,146	1,171	1,134	1,082	1,087	1,164	1,146	1,169
KSI	14,634	15,015	14,881	13,841	12,995	12,695	12,555	12,030	11,040
All severities	127,958	128,922	134,125	134,789	132,067	133,928	132,318	129,024	123,786
Passengers:									
Killed	634	660	624	562	605	578	585	601	600
KSI	8,619	9,033	8,310	7,835	7,373	7,024	6,869	6,698	6,251
All severities	75,329	76,414	77,323	75,685	73,668	72,871	70,484	68,401	64,556
Bus or coach									
Drivers:									
Killed	1	1	2	1	0	1	4	2	1
KSI	71	62	75	69	67	51	64	53	44
All severities	804	807	833	907	908	1,024	992	873	862
Passengers:³									
Killed	19	10	12	17	11	14	10	17	10
KSI	645	633	526	562	544	527	498	498	456
All severities	8,794	8,538	8,606	8,932	9,344	9,064	8,892	8,132	8,206
Light goods vehicle									
Drivers:									
Killed	48	45	45	46	42	55	46	54	50
KSI	735	701	677	699	606	609	607	579	571
All severities	5,378	5,268	5,515	5,676	5,182	5,245	5,336	5,206	5,124
Passengers:									
Killed	17	16	19	21	23	11	18	16	22
KSI	279	288	251	250	261	204	204	201	194
All severities	2,046	1,947	1,961	1,996	1,942	1,762	1,968	1,801	1,773
Heavy goods vehicle									
Drivers:									
Killed	46	52	39	52	45	42	47	51	42
KSI	497	467	491	482	469	481	434	438	367
All severities	2,855	2,740	2,854	2,944	2,980	3,038	2,850	2,657	2,594
Passengers:									
Killed	7	11	6	8	7	13	7	12	2
KSI	82	88	82	78	71	90	66	86	62
All severities	483	505	448	500	504	559	538	521	467
All road users:⁴									
Killed	3,578	3,598	3,599	3,421	3,423	3,409	3,450	3,431	3,508
KSI	47,656	48,097	46,583	44,255	42,545	41,564	40,560	39,407	37,215
All severities	319,928	320,578	327,803	325,212	320,310	320,283	313,309	302,605	290,607

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 sex or road user type was not reported.

6a Male casualties: killed or seriously injured: by road user type and age¹: 1994 - 98 average, 1996 - 2003

		Number of casualties									
		1994-98 average ²	1996	1997	1998	1999	2000	2001	2002	2003	
Pedestrians:	0 to 4	374	354	337	336	309	254	219	214	190	
	5 to 7	571	603	516	505	471	404	383	321	288	
	8 to 11	875	850	881	794	731	694	722	597	503	
	12 to 15	825	833	848	748	690	704	720	710	585	
	16 to 19	513	557	527	474	471	424	476	443	435	
	20 to 24	523	514	506	442	413	441	446	468	445	
	25 to 59	2,116	2,113	2,018	1,958	1,873	1,848	1,716	1,790	1,715	
	60 to 64	207	209	191	184	166	177	187	127	145	
	65 to 69	188	204	164	152	143	128	150	115	110	
	70 to 74	228	212	213	201	151	162	158	140	122	
	75 to 79	207	210	194	214	194	182	170	157	138	
	80 and over	328	308	283	299	266	261	234	219	215	
	All age groups ³	7,063	7,084	6,771	6,403	5,970	5,784	5,682	5,400	4,971	
Pedal cyclists:	0 to 4	17	20	15	16	18	8	7	6	12	
	5 to 7	123	116	115	101	114	68	55	55	43	
	8 to 11	304	339	283	223	233	196	171	157	178	
	12 to 15	489	552	415	414	405	361	338	289	276	
	16 to 19	304	302	290	269	236	165	199	156	157	
	20 to 24	263	250	219	207	193	165	155	138	143	
	25 to 59	1,245	1,226	1,259	1,196	1,143	1,077	1,033	995	980	
	60 and over	240	239	254	201	201	165	192	169	191	
		All age groups ³	3,019	3,072	2,872	2,667	2,583	2,250	2,182	2,009	2,005
	Moped riders:	Under 16	13	14	11	10	14	16	18	20	19
16		100	94	97	88	144	183	215	253	248	
17		39	37	35	40	53	80	85	117	110	
18		13	11	10	23	27	28	32	34	39	
19		7	2	4	11	14	26	24	27	23	
20 to 24		33	38	26	29	50	40	44	64	45	
25 to 59		110	101	95	88	84	118	138	126	138	
60 and over		37	38	35	20	24	18	13	14	20	
		All age groups ³	355	339	314	311	415	519	575	660	654
Motor cycle riders:	Under 16	39	48	36	26	39	50	51	50	55	
	16	77	88	77	81	50	56	62	54	78	
	17	215	215	208	208	192	208	223	203	265	
	18	175	153	176	149	169	206	220	202	216	
	19	150	142	125	106	138	170	156	169	181	
	20 to 24	857	814	745	670	663	679	672	752	716	
	25 to 59	3,526	3,373	3,717	3,917	4,203	4,372	4,278	4,309	4,341	
	60 and over	120	120	128	110	122	140	120	126	175	
		All age groups ³	5,234	5,009	5,283	5,346	5,659	5,977	5,899	5,958	6,121
Car drivers:	Under 17	58	72	54	51	42	60	63	66	53	
	17	281	315	294	237	190	234	200	204	202	
	18	453	457	445	450	388	373	361	372	364	
	19	393	443	376	373	401	390	340	355	352	
	20 to 24	1,640	1,721	1,621	1,391	1,311	1,353	1,405	1,402	1,309	
	25 to 29	1,332	1,327	1,377	1,237	1,128	1,043	1,009	1,005	896	
	30 to 39	1,852	1,946	1,921	1,800	1,690	1,804	1,771	1,663	1,497	
	40 to 59	2,082	2,070	2,117	2,016	1,948	1,977	1,891	1,942	1,763	
	60 to 69	613	617	621	557	557	569	533	468	456	
	70 to 79	479	459	485	471	471	435	453	398	377	
	80 and over	229	225	247	223	187	207	217	235	213	
		All age groups ³	9,518	9,772	9,665	8,894	8,441	8,572	8,356	8,222	7,591
Car passengers:	Under 17	793	775	835	691	610	568	606	600	554	
	17	296	323	305	295	233	226	244	217	213	
	18	295	307	255	312	257	267	253	257	240	
	19	242	265	216	228	244	234	215	210	205	
	20 to 24	755	791	684	661	583	645	673	721	666	
	25 to 29	391	402	388	313	324	315	334	314	279	
	30 to 39	403	432	413	351	374	361	373	333	329	
	40 to 59	333	395	307	283	309	306	270	275	249	
	60 to 69	103	83	98	101	79	84	71	73	70	
	70 to 79	79	81	70	64	80	71	62	63	68	
	80 and over	44	34	50	49	48	50	46	32	45	
		All age groups ³	3,807	3,979	3,702	3,411	3,233	3,221	3,251	3,183	3,017

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.

6b Female casualties: killed or seriously injured: by road user type and age¹: 1994 - 98 average, 1996 - 2003

		Number of casualties								
		1994-98 average ²	1996	1997	1998	1999	2000	2001	2002	2003
Pedestrians:	0 to 4	197	173	198	167	146	128	97	107	81
	5 to 7	260	250	218	220	206	184	161	145	104
	8 to 11	475	482	441	439	434	380	350	290	250
	12 to 15	590	587	515	528	470	478	490	443	380
	16 to 19	300	327	291	278	240	232	229	224	231
	20 to 24	244	239	224	238	201	225	189	207	197
	25 to 59	1,020	988	971	921	943	914	829	809	790
	60 to 64	164	159	147	132	122	130	95	130	105
	65 to 69	191	205	179	167	142	138	133	112	119
	70 to 74	263	234	235	217	216	206	149	139	156
	75 to 79	310	315	296	273	258	232	204	195	174
	80 and over	528	506	485	442	421	412	379	366	325
All age groups ³	4,605	4,528	4,254	4,078	3,853	3,714	3,368	3,224	2,961	
Pedal cyclists:	0 to 4	1	1	0	2	3	1	1	2	1
	5 to 7	23	32	21	19	23	13	11	10	10
	8 to 11	74	84	71	58	69	58	41	36	38
	12 to 15	98	87	96	82	85	53	50	37	37
	16 to 19	58	63	62	55	45	39	30	22	23
	20 to 24	75	71	69	72	51	38	43	32	42
	25 to 59	299	298	303	288	246	260	246	238	196
	60 and over	72	68	86	57	57	45	53	51	44
	All age groups ³	713	717	720	645	593	518	495	439	405
	Moped riders:	Under 16	1	1	1	0	1	1	0	3	8
16		9	7	10	7	9	17	10	21	4
17		7	6	8	7	4	8	14	11	3
18		4	3	3	5	7	3	8	6	13
19		3	0	2	1	2	6	7	3	49
20 to 24		12	8	9	13	12	16	7	19	12
25 to 59		65	59	56	42	44	53	59	46	1
60 and over		20	19	15	15	9	9	8	14	1
All age groups ³		122	103	105	92	91	116	119	124	94
Motor cycle riders:	Under 16	2	1	2	3	0	2	0	3	11
	16	4	6	3	2	1	1	4	5	6
	17	9	12	2	13	7	8	9	10	6
	18	8	12	3	3	11	13	12	8	40
	19	11	8	13	15	10	14	3	6	244
	20 to 24	62	51	45	44	34	38	37	36	7
	25 to 59	170	167	178	166	205	189	210	205	4
	60 and over	7	5	7	6	8	5	5	4	0
	All age groups ³	276	266	256	256	277	272	286	279	318
	Car drivers:	Under 17	3	3	2	4	7	4	6	4	2
17		85	78	100	71	46	40	51	39	57
18		174	178	186	157	158	113	114	96	119
19		161	177	155	165	165	125	131	116	98
20 to 24		782	809	711	695	554	527	531	557	491
25 to 29		730	771	789	651	545	515	472	431	438
30 to 39		1,140	1,161	1,165	1,173	1,067	955	1,000	824	682
40 to 59		1,356	1,371	1,433	1,308	1,356	1,224	1,255	1,106	978
60 to 69		299	306	301	313	275	264	262	254	248
70 to 79		227	218	220	229	216	214	213	220	208
80 and over		96	103	94	121	99	94	102	96	90
All age groups ³		5,114	5,241	5,213	4,945	4,549	4,122	4,189	3,796	3,448
Car passengers:	Under 17	840	923	767	824	696	673	598	617	562
	17	215	231	202	219	184	140	165	168	191
	18	204	227	199	207	180	145	170	147	154
	19	140	134	124	147	130	132	108	140	123
	20 to 24	534	551	477	434	382	394	411	429	352
	25 to 29	396	418	386	334	318	264	242	244	176
	30 to 39	510	548	548	416	437	411	381	320	308
	40 to 59	812	844	756	780	724	636	585	598	519
	60 to 69	454	457	453	401	382	359	318	264	267
	70 to 79	403	429	378	386	394	364	346	311	277
	80 and over	209	192	212	194	199	194	167	180	184
	All age groups ³	4,812	5,053	4,608	4,423	4,140	3,797	3,598	3,504	3,232

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.

6c All casualties: killed or seriously injured: by road user type and age¹ 1994 - 98 average, 1996 - 2003

		Number of casualties								
		1994-98 average ²	1996	1997	1998	1999	2000	2001	2002	2003
Pedestrians:	0 to 4	571	527	535	503	455	382	316	321	271
	5 to 7	831	853	734	725	677	588	545	466	392
	8 to 11	1,350	1,332	1,322	1,233	1,165	1,074	1,073	888	753
	12 to 15	1,415	1,420	1,363	1,276	1,160	1,182	1,210	1,153	965
	16 to 19	813	884	818	752	711	656	705	668	666
	20 to 24	767	753	731	680	614	666	635	675	642
	25 to 59	3,136	3,101	2,989	2,879	2,817	2,762	2,546	2,600	2,505
	60 to 64	370	368	338	316	288	307	282	257	250
	65 to 69	379	409	343	319	285	266	283	227	229
	70 to 74	490	446	448	418	367	368	307	279	278
	75 to 79	517	525	490	487	452	414	374	352	312
	80 and over	856	814	768	741	687	673	613	586	540
	All age groups ³	11,669	11,612	11,026	10,481	9,825	9,498	9,064	8,631	7,933
Pedal cyclists:	0 to 4	19	21	15	18	21	9	8	8	13
	5 to 7	146	148	136	120	137	81	66	66	53
	8 to 11	377	423	354	281	302	254	212	193	216
	12 to 15	587	639	511	496	490	414	388	327	313
	16 to 19	362	365	352	324	281	204	229	178	180
	20 to 24	338	321	288	279	244	203	198	170	185
	25 to 59	1,545	1,524	1,562	1,484	1,389	1,337	1,279	1,233	1,176
	60 and over	313	307	340	258	258	210	245	220	235
		All age groups ³	3,732	3,789	3,592	3,312	3,176	2,770	2,678	2,450	2,411
Moped riders:	Under 16	14	15	12	10	15	17	18	23	23
	16	109	101	107	95	153	200	232	274	262
	17	46	43	43	47	57	88	99	128	118
	18	17	14	13	28	34	31	40	40	43
	19	10	2	6	12	16	32	31	30	26
	20 to 24	46	46	35	42	62	56	51	83	58
	25 to 59	174	160	151	130	128	171	197	172	187
	60 and over	57	57	50	35	33	27	21	28	32
		All age groups ³	477	442	419	403	506	635	695	784	762
Motor cycle riders:	Under 16	41	49	38	29	39	52	51	53	56
	16	81	94	80	83	51	57	66	59	81
	17	224	227	210	221	199	216	232	213	276
	18	183	165	179	152	180	219	232	211	222
	19	161	150	138	121	148	184	159	175	187
	20 to 24	918	865	790	714	697	717	709	792	756
	25 to 59	3,697	3,540	3,896	4,083	4,409	4,561	4,488	4,516	4,585
	60 and over	127	125	135	116	130	145	125	130	182
		All age groups ³	5,511	5,275	5,540	5,602	5,937	6,250	6,188	6,246	6,443
Car drivers:	Under 17	61	75	56	55	49	64	69	70	55
	17	365	393	394	308	236	274	251	243	259
	18	627	635	631	607	546	486	475	468	483
	19	554	620	531	538	566	515	471	471	450
	20 to 24	2,421	2,530	2,332	2,086	1,865	1,880	1,938	1,962	1,800
	25 to 29	2,062	2,098	2,166	1,888	1,673	1,558	1,481	1,437	1,334
	30 to 39	2,993	3,107	3,086	2,973	2,758	2,759	2,771	2,488	2,179
	40 to 59	3,438	3,441	3,551	3,324	3,304	3,201	3,147	3,050	2,741
	60 to 69	912	923	922	870	832	833	795	722	704
	70 to 79	706	677	705	700	687	649	666	618	585
	80 and over	325	328	341	344	286	301	319	331	303
	All age groups ³	14,634	15,015	14,881	13,841	12,995	12,695	12,555	12,030	11,040
Car passengers:	Under 17	1,633	1,698	1,602	1,515	1,306	1,241	1,204	1,217	1,117
	17	511	554	507	514	417	366	409	385	404
	18	498	534	454	519	437	412	423	404	394
	19	382	399	340	375	374	366	324	351	328
	20 to 24	1,288	1,342	1,161	1,095	965	1,039	1,087	1,150	1,018
	25 to 29	788	820	774	647	642	579	576	559	455
	30 to 39	913	980	961	767	811	772	755	653	637
	40 to 59	1,145	1,239	1,063	1,063	1,033	942	855	874	768
	60 to 69	556	540	551	502	461	443	389	337	337
	70 to 79	482	510	448	450	474	435	409	374	345
	80 and over	252	227	262	243	247	244	213	212	229
		All age groups ³	8,619	9,033	8,310	7,835	7,373	7,024	6,869	6,698	6,251

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 or gender was not reported.

7 Casualties: by time of accident and severity: 1993 - 2003

	Number of casualties										
	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
04.00 to 17.59:											
Killed	2,241	2,124	2,146	2,005	2,081	2,015	2,036	2,017	1,989	1,952	2,033
KSI ¹	31,423	32,198	31,292	30,202	29,782	28,425	27,415	26,601	25,500	24,550	23,312
All severities	212,280	219,176	214,664	220,055	228,552	228,480	225,488	224,565	218,605	209,194	202,199
18.00 to 21.59:											
Killed	841	767	778	824	767	765	712	720	757	774	728
KSI	10,512	10,727	10,698	10,642	10,127	9,616	9,251	8,928	8,860	8,517	7,962
All severities	61,030	62,696	62,672	65,514	66,235	64,628	63,353	63,152	62,164	60,372	56,921
22.00 to 03.59:											
Killed	732	759	697	769	751	641	675	672	704	705	747
KSI	6,899	7,265	7,164	7,253	6,674	6,214	5,879	6,035	6,200	6,340	5,941
All severities	32,825	33,487	33,351	35,009	33,016	32,104	31,469	32,566	32,540	33,039	31,487
Total: ²											
Killed	3,814	3,650	3,621	3,598	3,599	3,421	3,423	3,409	3,450	3,431	3,508
KSI	48,834	50,190	49,154	48,097	46,583	44,255	42,545	41,564	40,560	39,407	37,215
All severities	306,135	315,359	310,687	320,578	327,803	325,212	320,310	320,283	313,309	302,605	290,607

1 Killed or Seriously injured.

2 Includes cases where time was not reported.

8 Casualty rates: by road user type and severity: 1993 - 2003

	Rate per 100 million vehicle kilometres ¹ /percentage										
	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Pedal cyclists:											
Killed	4.6	4.3	5.2	4.9	4.5	4.0	4.2	3.1	3.3	3.0	2.5
KSI ²	94	99	95	92	87	83	77	66	63	56	53
All severities	596	613	597	597	599	574	555	491	447	389	377
Two-wheel motor vehicle riders:											
Killed	10.4	11	11	11	12	11	12	13	11	11	12
KSI	167	163	162	152	150	145	143	150	143	138	129
All severities	610	596	576	567	571	556	545	579	563	524	477
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	4.3	4.1	4.2	4.1	3.7	3.4	3.4	3.3	3.1	2.8
All severities	34	35	34	36	37	36	35	36	35	33	31
Bus or coach drivers:											
Killed	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
KSI	1.3	1.4	1.7	1.2	1.5	1.3	1.3	1.0	1.2	1.0	0.8
All severities	14	16	15	16	16	17	17	20	19	17	16
Light goods vehicle drivers:											
Killed	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
KSI	1.8	1.8	1.8	1.5	1.4	1.4	1.2	1.2	1.1	1.1	1.0
All severities	12	12	11	11	11	11	10	10	10	9	9
Heavy goods vehicle drivers:											
Killed	0.2	0.2	0.2	0.2	0.1	0.2	0.2	0.1	0.2	0.2	0.1
KSI	2.2	2.0	2.1	1.8	1.8	1.7	1.7	1.7	1.5	1.5	1.3
All severities	12	12	11	10	11	11	11	11	10	9	9
All drivers and riders: ³											
Killed	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
KSI	6.2	6.3	6.1	5.8	5.7	5.3	5.1	5.0	4.9	4.6	4.4
All severities	41	42	41	42	42	41	40	41	40	37	36
Percentage of all road user casualties accounted for by drivers and riders:											
Killed	47	49	50	52	54	55	55	56	57	58	59
KSI	53	53	53	54	55	55	56	57	58	58	59
All severities	56	57	57	57	58	59	59	60	60	60	61

1 Traffic estimates for 1993 onwards have been produced on a new, more accurate basis and are not directly comparable with earlier data.

See "Notes" for more details.

2 Killed or Seriously injured.

3 Includes driver and riders of other vehicles.

9 Vehicles involved and involvement rates: by vehicle type and severity of accident: 1993 - 2003

	Number of vehicles/rate per 100 million vehicle kilometres ¹										
	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Pedal cycles:											
Fatal	198	188	229	214	199	167	187	141	145	141	124
Rate	4.9	4.7	5.5	5.2	4.9	4.2	4.6	3.4	3.4	3.2	2.7
Fatal or serious	4,020	4,246	4,180	3,984	3,795	3,485	3,351	2,937	2,823	2,583	2,544
Rate	100	106	101	98	93	88	82	71	67	59	56
All severities	24,612	25,415	25,497	25,102	25,200	23,423	23,482	21,055	19,497	17,532	17,472
Rate	614	633	616	616	617	592	576	506	460	397	387
Two Wheel Motor Vehicles:											
Fatal	489	501	510	505	570	570	617	695	673	694	783
Rate	13	13	14	13	14	14	14	15	14	14	14
Fatal or serious	7,313	7,077	6,962	6,511	6,833	6,864	7,291	7,814	7,767	7,920	8,102
Rate	194	187	186	173	172	167	162	171	161	156	145
All severities	25,836	25,127	24,219	23,798	25,211	25,514	27,122	29,236	30,084	29,503	29,523
Rate	686	666	646	633	636	621	603	639	625	581	527
Cars:											
Fatal	3,990	3,900	3,706	3,771	3,979	3,714	3,634	3,516	3,654	3,728	3,773
Rate	1.2	1.1	1.1	1.0	1.1	1.0	1.0	0.9	1.0	0.9	1.0
Fatal or serious	48,869	50,345	49,364	48,977	48,141	45,341	43,062	41,587	40,745	39,563	36,912
Rate	14	15	14	14	13	12	11	11	11	10	9
All severities	312,790	322,946	318,083	331,091	338,924	337,794	329,866	329,846	321,900	314,568	299,933
Rate	93	94	91	92	93	91	87	88	84	80	76
Buses or coaches:											
Fatal	140	137	134	139	129	136	139	136	164	125	119
Rate	3.0	3.0	2.7	2.8	2.5	2.6	2.6	2.6	3.2	2.4	2.2
Fatal or serious	1,513	1,633	1,623	1,626	1,516	1,487	1,483	1,449	1,433	1,392	1,319
Rate	33	35	33	32	29	28	28	28	28	27	24
All severities	10,947	11,413	10,994	11,196	11,241	11,762	11,888	11,733	11,521	10,781	10,939
Rate	237	247	224	223	218	224	224	227	223	207	203
Light goods vehicles:											
Fatal	341	326	323	299	309	290	262	279	302	296	320
Rate	0.8	0.8	0.7	0.6	0.6	0.6	0.5	0.5	0.6	0.5	0.6
Fatal or serious	3,397	3,513	3,372	3,260	3,167	3,113	2,676	2,620	2,660	2,554	2,509
Rate	8.2	8.1	7.6	7.1	6.5	6.1	5.2	5.0	5.0	4.6	4.3
All severities	19,069	19,495	18,674	19,186	20,070	20,083	18,052	17,671	18,314	17,755	17,486
Rate	46	45	42	42	41	40	35	34	34	32	30
Heavy goods vehicles:											
Fatal	681	633	614	592	572	595	617	565	588	570	533
Rate	2.8	2.6	2.4	2.3	2.1	2.1	2.2	2.0	2.1	2.0	1.9
Fatal or serious	3,506	3,557	3,327	3,137	3,187	3,077	3,085	3,033	2,910	2,692	2,456
Rate	14	14	13	12	12	11	11	11	10	9	9
All severities	14,417	14,572	13,771	13,582	14,385	14,526	15,191	15,194	14,813	13,480	13,173
Rate	59	59	54	52	54	52	54	54	53	48	46
All motor vehicles:²											
Fatal	5,729	5,575	5,369	5,382	5,622	5,386	5,352	5,282	5,455	5,500	5,614
Rate	1.4	1.3	1.2	1.2	1.2	1.2	1.1	1.1	1.1	1.1	1.1
Fatal or serious	65,372	66,819	65,354	64,153	63,506	60,545	58,344	57,277	56,104	54,835	51,861
Rate	16	16	15	15	14	13	12	12	12	11	11
All severities	386,458	396,750	388,836	402,001	413,197	413,172	406,401	408,231	399,883	390,273	374,098
Rate	94	94	90	91	92	90	87	87	84	80	76
All vehicles:³											
Fatal	5,935	5,774	5,602	5,601	5,836	5,564	5,547	5,433	5,614	5,647	5,753
Rate	1.4	1.4	1.3	1.3	1.3	1.2	1.2	1.2	1.2	1.2	1.2
Fatal or serious	69,520	71,166	69,632	68,234	67,411	64,125	61,814	60,336	59,055	57,509	54,516
Rate	17	17	16	15	15	14	13	13	12	12	11
All severities	411,729	422,621	414,807	427,521	438,877	437,105	430,492	429,943	420,073	408,325	392,022
Rate	99	99	96	96	97	95	91	91	88	83	79

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

2 Includes other motor vehicles.

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

10 Breath tests and breath test failures: by drivers and riders involved in accidents: 1993 - 2003

	Number/percentage										
	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Car drivers involved:	312,790	322,946	318,083	331,091	338,924	337,794	329,866	329,846	321,900	314,568	299,933
Breath tested:											
Number	88,282	91,927	99,631	133,347	157,373	173,610	175,916	172,840	163,540	159,782	151,442
Percentage of drivers involved	28	28	31	40	46	51	53	52	51	51	50
Failed breath test: ¹											
Number	6,171	6,366	6,639	7,303	7,087	6,690	6,669	7,124	7,264	7,285	7,289
Percentage of drivers tested	7.0	6.9	6.7	5.5	4.5	3.9	3.8	4.1	4.4	4.6	4.8
Percentage of drivers involved	2.0	2.0	2.1	2.2	2.1	2.0	2.0	2.2	2.3	2.3	2.4
Two Wheel Motor Vehicle riders involved:	25,836	25,127	24,219	23,798	25,211	25,514	27,122	29,236	30,084	29,503	29,523
Breath tested:											
Number	5,422	5,159	5,720	7,906	9,926	11,416	12,970	13,945	13,725	12,992	13,178
Percentage of riders involved	21	21	24	33	39	45	48	48	46	44	45
Failed breath test: ¹											
Number	451	450	438	408	428	426	443	442	446	441	510
Percentage of riders tested	8.3	8.7	7.7	5.2	4.3	3.7	3.4	3.2	3.2	3.4	3.9
Percentage of drivers/riders involved	1.7	1.8	1.8	1.7	1.7	1.7	1.6	1.5	1.5	1.5	1.7
Other drivers involved:	47,832	48,677	46,534	47,112	49,062	49,864	49,413	49,149	47,899	46,202	44,642
Breath tested:											
Number	12,267	12,567	13,526	17,936	21,687	24,697	25,864	25,915	24,457	23,458	22,656
Percentage of drivers involved	26	26	29	38	44	50	52	53	51	51	51
Failed breath test: ¹											
Number	402	412	414	382	445	398	411	401	386	378	351
Percentage of drivers tested	3.3	3.3	3.1	2.1	2.1	1.6	1.6	1.5	1.6	1.6	1.5
Percentage of drivers/riders involved	0.8	0.8	0.9	0.8	0.9	0.8	0.8	0.8	0.8	0.8	0.8
Total involved:	386,458	396,750	388,836	402,001	413,197	413,172	406,401	408,231	399,883	390,273	374,098
Breath tested:											
Number	105,971	109,653	118,877	159,189	188,986	209,723	214,750	212,700	201,722	196,232	187,276
Percentage of driver/riders involved	27	28	31	40	46	51	53	52	50	50	50
Failed breath test: ¹											
Number	7,024	7,228	7,491	8,093	7,960	7,514	7,523	7,967	8,096	8,104	8,150
Percentage of driver/riders tested	7.3	6.6	6.6	6.3	5.1	4.2	3.6	3.5	4.0	4.1	4.4
Percentage of drivers/riders involved	2.0	1.8	1.8	1.9	2.0	1.9	1.8	1.9	2.0	2.1	2.2

¹ Failed or refused to provide a specimen of breath.

11 Deaths: by age, gender, deaths from all causes, all accidental deaths and all road deaths: 2002

	Number/percentage													
	0-4 ¹	5-9	10-14	15-19	20-29	30-39	40-49	50-59	60-64	65-69	70-74	75-79	80+	All ages ²
Male														
Deaths from all causes	2,329	214	307	944	3,134	5,358	9,809	22,440	18,057	25,878	37,320	48,499	106,598	280,887
All accidental deaths	69	42	84	361	916	869	717	610	270	247	365	455	1,395	6,400
Road deaths (registered)	22	15	42	288	610	458	305	218	85	62	84	73	148	2,410
% of accidental deaths	32	36	50	80	67	53	43	36	31	25	23	16	11	38
% of all deaths	0.9	7	14	31	19	8.5	3.1	1.0	0.5	0.2	0.2	0.2	0.1	0.9
2002 Stats 19 fatalities	24	19	47	313	657	494	325	238	82	59	82	68	129	2,557
Female														
Deaths from all causes	1,685	174	209	442	1,138	2,915	6,338	14,578	11,460	16,985	27,811	43,245	183,763	310,743
All accidental deaths	52	22	34	97	182	195	247	247	144	154	252	501	3,072	5,199
Road deaths (registered)	10	15	27	81	123	87	76	75	44	37	47	74	146	842
% of accidental deaths	19	68	79	84	68	45	31	30	31	24	19	15	4.8	16
% of all deaths	0.6	9	13	18	11	3.0	1.2	0.5	0.4	0.2	0.2	0.2	0.1	0.3
2002 Stats 19 fatalities	11	18	30	94	137	89	81	73	35	37	47	69	138	870
All persons³														
Deaths from all causes	4,014	388	516	1,386	4,272	8,273	16,147	37,018	29,517	42,863	65,131	91,744	290,361	591,630
All accidental deaths	121	64	118	458	1,098	1,064	964	857	414	401	617	956	4,467	11,599
Road deaths (registered)	32	30	69	369	733	545	381	293	129	99	131	147	294	3,252
% of accidental deaths	26	47	58	81	67	51	40	34	31	25	21	15	6.6	28
% of all deaths	0.8	8	13	27	17	6.6	2.4	0.8	0.4	0.2	0.2	0.2	0.1	0.5
2002 Stats 19 fatalities	35	37	77	407	795	583	408	312	117	96	129	137	267	3,431

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.

12 Accidents, vehicles and casualties: casualties by severity: by built-up and non built-up roads: 2003

Number of accidents/vehicles/casualties

	Accidents	Vehicles involved	Casualties involved, by severity			
			Killed	Seriously injured	Slightly injured	All severities
Motorways:						
Fatal	184	393	217	73	136	426
Serious	982	2,127	..	1,161	758	1,919
Slight	7,580	16,899	..	..	11,684	11,684
All severities	8,746	19,419	217	1,234	12,578	14,029
Built-up roads:¹						
Fatal	1,320	2,020	1,378	357	490	2,225
Serious	18,868	30,320	..	20,383	5,636	26,019
Slight	134,807	246,359	..	..	171,255	171,255
All severities	154,995	278,699	1,378	20,740	177,381	199,499
Non built-up roads:¹						
Fatal	1,743	3,340	1,913	846	1,207	3,966
Serious	9,063	16,316	..	10,887	5,432	16,319
Slight	39,483	74,248	..	..	56,794	56,794
All severities	50,289	93,904	1,913	11,733	63,433	77,079
All speed limits:²						
Fatal	3,247	5,753	3,508	1,276	1,833	6,617
Serious	28,913	48,763	..	32,431	11,826	44,257
Slight	181,870	337,506	..	..	239,733	239,733
All severities	214,030	392,022	3,508	33,707	253,392	290,607

¹ Excludes motorways.

² Includes cases where speed limit was not reported.

13 Accidents and casualties: by severity, major and minor roads and speed limit: 2003

Number of accidents/casualties

	Accidents				Casualties			
	Fatal	Serious	Slight	All	Killed	Seriously injured	Slightly injured	All
Major roads: ¹								
Speed limit								
30 mph	466	6,346	47,342	54,154	486	6,931	62,422	69,839
40 mph	201	1,638	11,042	12,881	219	1,956	16,275	18,450
50 mph	113	580	3,613	4,306	129	746	5,692	6,567
60 mph	822	3,887	15,232	19,941	921	5,207	25,075	31,203
70 mph	429	2,003	13,376	15,808	486	2,504	21,716	24,706
All limits ²	2,031	14,463	90,688	107,182	2,241	17,353	131,291	150,885
Minor roads: ³								
Speed limit								
20 mph ⁴	4	81	545	630	4	86	659	749
30 mph	585	10,142	72,050	82,777	597	10,986	92,554	104,137
40 mph	66	672	3,946	4,684	74	797	5,682	6,553
50 mph	26	104	527	657	26	148	852	1,026
60 mph	532	3,435	13,925	17,892	563	4,319	22,070	26,952
70 mph	3	15	184	202	3	17	277	297
All limits ²	1,216	14,450	91,182	106,848	1,267	16,354	122,101	139,722
All roads ²	3,247	28,913	181,870	214,030	3,508	33,707	253,392	290,607

1 Motorways and A roads.

2 Includes unknown and other speed limits.

3 B, C and unclassified roads.

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

14a Accidents: by daylight and darkness, road surface condition, built-up and non built-up roads and severity: 2003

	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	73	10	0	83	62	37	2	101	184
Serious	506	113	4	624	227	117	14	358	982
Slight	4,104	1,249	58	5,427	1,248	845	58	2,153	7,580
All severities	4,683	1,372	62	6,134	1,537	999	74	2,612	8,746
Built-up roads:³									
Fatal	582	158	4	745	364	204	5	575	1,320
Serious	10,049	2,230	124	12,447	3,988	2,260	153	6,421	18,868
Slight	77,208	20,831	1,331	99,688	20,973	12,998	1,057	35,119	134,807
All severities	87,839	23,219	1,459	112,880	25,325	15,462	1,215	42,115	154,995
Non built-up roads:³									
Fatal	778	290	16	1,088	376	267	10	655	1,743
Serious	4,486	1,590	156	6,290	1,433	1,154	175	2,773	9,063
Slight	18,515	9,184	1,045	29,036	4,784	4,757	822	10,447	39,483
All severities	23,779	11,064	1,217	36,414	6,593	6,178	1,007	13,875	50,289
All speed limits:⁴									
Fatal	1,433	458	20	1,916	802	508	17	1,331	3,247
Serious	15,041	3,933	284	19,361	5,648	3,531	342	9,552	28,913
Slight	99,827	31,264	2,434	134,151	27,005	18,600	1,937	47,719	181,870
All severities	116,301	35,655	2,738	155,428	33,455	22,639	2,296	58,602	214,030

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.

14b Casualties: by daylight and darkness, road surface condition, built-up and non built-up roads and severity: 2003

	Number of casualties								
	Daylight				Darkness				All ² casualties
	Dry	Wet or flood	Snow or ice	All ¹	Dry	Wet or flood	Snow or ice	All ¹	
Motorways:									
Fatal	88	10	0	98	73	44	2	119	217
Serious	635	140	4	780	284	154	16	454	1,234
Slight	6,740	2,050	110	8,924	2,071	1,491	90	3,654	12,578
All severities	7,463	2,200	114	9,802	2,428	1,689	108	4,227	14,029
Built-up roads:³									
Fatal	595	160	4	760	401	210	5	618	1,378
Serious	10,748	2,428	135	13,356	4,595	2,588	176	7,384	20,740
Slight	98,858	28,177	1,652	129,109	28,299	18,407	1,428	48,272	177,381
All severities	110,201	30,765	1,791	143,225	33,295	21,205	1,609	56,274	199,499
Non built-up roads:³									
Fatal	843	328	16	1,192	414	294	11	721	1,913
Serious	5,622	2,061	191	7,945	1,945	1,611	217	3,788	11,733
Slight	29,700	14,680	1,520	46,324	7,979	7,750	1,263	17,109	63,433
All severities	36,165	17,069	1,727	55,461	10,338	9,655	1,491	21,618	77,079
All speed limits:⁴									
Fatal	1,526	498	20	2,050	888	548	18	1,458	3,508
Serious	17,005	4,629	330	22,081	6,824	4,353	409	11,626	33,707
Slight	135,298	44,907	3,282	184,357	38,349	27,648	2,781	69,035	253,392
All severities	153,829	50,034	3,632	208,488	46,061	32,549	3,208	82,119	290,607

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.

15a Accidents: by daylight and darkness, weather condition, built-up and non built-up roads and severity: 2003

	Number of accidents								All ¹ accidents
	Daylight				Darkness				
	Fine	Raining	Snowing	Fog	Fine	Raining	Snowing	Fog	
Motorways:									
Fatal	77	4	0	0	75	22	0	2	184
Serious	561	49	3	4	290	52	7	3	982
Slight	4,664	586	26	42	1,667	378	18	34	7,580
All severities	5,302	639	29	46	2,032	452	25	39	8,746
Built-up roads:²									
Fatal	685	53	2	0	478	77	1	6	1,320
Serious	11,179	994	30	27	5,162	968	35	43	18,868
Slight	86,482	10,072	334	250	27,188	5,894	258	294	134,807
All severities	98,346	11,119	366	277	32,828	6,939	294	343	154,995
Non built-up roads:²									
Fatal	945	108	1	9	542	70	3	21	1,743
Serious	5,435	632	34	60	2,147	420	35	73	9,063
Slight	23,707	4,068	181	334	7,626	1,859	141	316	39,483
All severities	30,087	4,808	216	403	10,315	2,349	179	410	50,289
All speed limits:³									
Fatal	1,707	165	3	9	1,095	169	4	29	3,247
Serious	17,175	1,675	67	91	7,599	1,440	77	119	28,913
Slight	114,853	14,726	541	626	36,481	8,131	417	644	181,870
All severities	133,735	16,566	611	726	45,175	9,740	498	792	214,030

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

2 Excludes motorways.

3 Includes cases where speed limit was not reported.

15b Casualties: by daylight and darkness, weather condition, built-up and non built-up roads and severity: 2003

	Number of casualties								All ¹ casualties
	Daylight				Darkness				
	Fine	Raining	Snowing	Fog	Fine	Raining	Snowing	Fog	
Motorways:									
Fatal	92	4	0	0	88	27	0	2	217
Serious	708	57	3	5	362	73	7	4	1,234
Slight	7,683	965	54	77	2,814	664	29	55	12,578
All severities	8,483	1,026	57	82	3,264	764	36	61	14,029
Built-up roads:²									
Fatal	700	53	2	0	517	79	1	7	1,378
Serious	11,978	1,085	31	32	5,984	1,069	38	55	20,740
Slight	111,679	13,591	419	321	37,398	8,218	336	406	177,381
All severities	124,357	14,729	452	353	43,899	9,366	375	468	199,499
Non built-up roads:²									
Fatal	1,031	119	1	12	603	73	3	21	1,913
Serious	6,849	804	42	71	2,966	556	44	90	11,733
Slight	37,833	6,534	291	551	12,686	2,959	228	476	63,433
All severities	45,713	7,457	334	634	16,255	3,588	275	587	77,079
All speed limits:³									
Fatal	1,823	176	3	12	1,208	179	4	30	3,508
Serious	19,535	1,946	76	108	9,312	1,698	89	149	33,707
Slight	157,195	21,090	764	949	52,898	11,841	593	937	253,392
All severities	178,553	23,212	843	1,069	63,418	13,718	686	1,116	290,607

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

2 Excludes motorways.

3 Includes cases where speed limit was not reported.

16 Accidents: by daylight and darkness, road surface condition, built-up and non built-up roads, speed limit and street lighting: 2003

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	2,702	839	29	3,582	749	517	31	1,298	4,880
No street lights/Street lights unlit	1,810	501	32	2,348	746	458	42	1,247	3,595
Lighting not reported	171	32	1	204	42	24	1	67	271
All lighting conditions	4,683	1,372	62	6,134	1,537	999	74	2,612	8,746
Built-up roads: ³									
Speed limit 20 mph									
Street lighting	372	76	4	452	87	45	2	134	586
No street lights/Street lights unlit	64	16	2	83	8	1	0	9	92
Lighting not reported	32	9	2	43	6	1	0	7	50
All lighting conditions	468	101	8	578	101	47	2	150	728
Speed limit 30 mph									
Street lighting	66,940	16,767	991	84,920	20,643	12,290	925	33,935	118,855
No street lights/Street lights unlit	6,615	2,138	198	8,996	1,205	845	76	2,138	11,134
Lighting not reported	4,467	1,159	96	5,750	761	294	23	1,088	6,838
All lighting conditions	78,022	20,064	1,285	99,666	22,609	13,429	1,024	37,161	136,827
Speed limit 40 mph									
Street lighting	7,249	2,305	103	9,701	2,159	1,585	141	3,895	13,596
No street lights/Street lights unlit	1,478	537	52	2,085	362	351	44	759	2,844
Lighting not reported	622	212	11	850	94	50	4	150	1,000
All lighting conditions	9,349	3,054	166	12,636	2,615	1,986	189	4,804	17,440
All built-up roads									
Street lighting	74,561	19,148	1,098	95,073	22,889	13,920	1,068	37,964	133,037
No street lights/Street lights unlit	8,157	2,691	252	11,164	1,575	1,197	120	2,906	14,070
Lighting not reported	5,121	1,380	109	6,643	861	345	27	1,245	7,888
All lighting conditions	87,839	23,219	1,459	112,880	25,325	15,462	1,215	42,115	154,995
Non built-up roads: ³									
Speed limit 50 mph									
Street lighting	1,584	499	23	2,117	506	378	15	900	3,017
No street lights/Street lights unlit	636	292	21	955	227	185	24	440	1,395
Lighting not reported	153	50	5	209	16	11	3	30	239
All lighting conditions	2,373	841	49	3,281	749	574	42	1,370	4,651
Speed limit 60 mph									
Street lighting	4,422	1,738	100	6,304	842	744	96	1,691	7,995
No street lights/Street lights unlit	12,050	6,602	920	19,806	3,678	3,794	750	8,292	28,098
Lighting not reported	907	363	25	1,321	136	89	17	251	1,572
All lighting conditions	17,379	8,703	1,045	27,431	4,656	4,627	863	10,234	37,665
Speed limit 70 mph									
Street lighting	2,310	813	49	3,194	523	484	48	1,058	4,252
No street lights/Street lights unlit	1,539	650	69	2,268	623	470	51	1,145	3,413
Lighting not reported	178	57	5	240	42	23	3	68	308
All lighting conditions	4,027	1,520	123	5,702	1,188	977	102	2,271	7,973
All non built-up roads									
Street lighting	8,316	3,050	172	11,615	1,871	1,606	159	3,649	15,264
No street lights/Street lights unlit	14,225	7,544	1,010	23,029	4,528	4,449	825	9,877	32,906
Lighting not reported	1,238	470	35	1,770	194	123	23	349	2,119
All lighting conditions	23,779	11,064	1,217	36,414	6,593	6,178	1,007	13,875	50,289
All speed limits: ⁴									
Street lighting	85,579	23,037	1,299	110,270	25,509	16,043	1,258	42,911	153,181
No street lights/Street lights unlit	24,192	10,736	1,294	36,541	6,849	6,104	987	14,030	50,571
Lighting not reported	6,530	1,882	145	8,617	1,097	492	51	1,661	10,278
All lighting conditions	116,301	35,655	2,738	155,428	33,455	22,639	2,296	58,602	214,030

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.

17 Accidents: by daylight and darkness, lighting conditions, special conditions and carriageway hazards: 2003

	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	343	103	16	3	122	465
Permanent road sign defective or obscured	263	91	35	0	126	389
Road works present	1,938	416	194	19	629	2,567
Road surface defective	425	54	55	6	115	540
Total	2,969	664	300	28	992	3,961
Carriageway hazards:						
Dislodged vehicle load in carriageway	280	31	26	1	58	338
Other object in carriageway	1,604	393	265	27	685	2,289
Involvement with previous accident	452	158	121	3	282	734
Animal in carriageway:						
Dog	214	61	22	4	87	301
Other	1,310	412	548	20	980	2,290
Total	3,860	1,055	982	55	2,092	5,952
All accidents ²	155,428	42,911	14,030	1,661	58,602	214,030

1 Includes cases where lighting condition was not reported.

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

18 Accidents: by junction type, built-up and non built-up roads and severity: 2003

	Number of accidents							
	Round-about	T, Y or staggered ³	Crossroads	Multiple junction	Private drive or entrance	Other junction	All junctions	Not at or within 20 metres of junction ⁴
Motorways								
Fatal	3	18	0	0	0	1	22	162
Serious	33	108	1	1	0	4	147	835
All Severities	567	1,024	5	13	1	41	1,651	7,095
Built-up roads: ¹								
Fatal	44	453	139	23	62	23	744	576
Serious	1,049	7,213	2,157	276	821	556	12,072	6,796
All Severities	13,477	59,860	19,585	2,734	7,057	5,132	107,845	47,150
Non built-up roads: ¹								
Fatal	11	233	58	10	59	38	409	1,334
Serious	401	1,625	357	45	450	212	3,090	5,973
All Severities	4,653	9,525	2,042	293	2,214	1,066	19,793	30,496
All speed limits: ²								
Fatal	58	704	197	33	121	62	1,175	2,072
Serious	1,483	8,946	2,515	322	1,271	772	15,309	13,604
All Severities	18,697	70,409	21,632	3,040	9,272	6,239	129,289	84,741

1 Excludes motorways.

2 Includes cases where speed limit was not reported.

3 Includes slip roads

4 Includes junction detail was not reported.

19 Single vehicle accidents¹: by object hit off carriageway: built-up and non built-up roads and severity: 2003

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	550	7,441	31,711	39,702	None	210	1,251	4,199	5,660
Road sign or traffic signal	21	122	576	719	Road sign or traffic signal	26	164	602	792
Lamp post	56	337	1,213	1,606	Lamp post	20	99	427	546
Telegraph pole or electricity pole	4	78	240	322	Telegraph pole or electricity pole	20	79	355	454
Tree	51	252	658	961	Tree	140	611	1,513	2,264
Bus stop or shelter	9	29	115	153	Bus stop or shelter	0	3	4	7
Crash barrier	8	82	396	486	Crash barrier	34	166	784	984
Submerged	0	0	5	5	Submerged	5	3	11	19
Entered ditch	6	37	143	186	Entered ditch	31	304	1,229	1,564
Other permanent objects	77	673	2,462	3,212	Other permanent objects	111	717	2,698	3,526
Total ³	782	9,054	37,544	47,380	Total ³	597	3,399	11,826	15,822

(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	24	116	379	519	None	784	8,808	36,289	45,881
Road sign or traffic signal	1	13	44	58	Road sign or traffic signal	48	299	1,222	1,569
Lamp post	2	11	34	47	Lamp post	78	447	1,674	2,199
Telegraph pole or electricity pole	1	1	2	4	Telegraph pole or electricity pole	25	158	597	780
Tree	12	33	93	138	Tree	203	896	2,264	3,363
Bus stop or shelter	0	0	0	0	Bus stop or shelter	9	32	119	160
Crash barrier	22	123	803	948	Crash barrier	64	371	1,983	2,418
Submerged	0	0	0	0	Submerged	5	3	16	24
Entered ditch	3	12	52	67	Entered ditch	40	353	1,424	1,817
Other permanent objects	10	43	137	190	Other permanent objects	198	1,433	5,297	6,928
Total ³	75	352	1,544	1,971	Total ³	1,454	12,805	50,914	65,173

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.

20 Accidents: by number of vehicles involved, built-up and non built-up roads, road class and severity: 2003

	Number of accidents								
	One vehicle only		Pedestrian and one vehicle ¹		Two vehicles ²		Three ² vehicles	Four ² or more vehicles	All accidents
	Car	Other vehicle	Car	Other vehicle	Both cars	Other combination			
Built-up roads:³									
A roads									
Fatal	71	38	164	104	75	154	42	17	665
Serious	610	522	1,909	512	1,205	2,622	457	135	7,972
All severities	3,273	3,277	8,827	2,549	22,603	19,656	5,506	1,207	66,898
B roads									
Fatal	33	12	56	13	20	32	14	2	182
Serious	214	158	651	116	392	774	134	32	2,471
All severities	1,173	787	3,095	560	6,631	5,369	1,520	239	19,374
Other roads									
Fatal	69	37	135	50	45	96	30	11	473
Serious	714	584	2,582	482	1,139	2,442	371	111	8,425
All severities	4,089	2,849	14,324	2,577	21,492	18,735	3,826	831	68,723
All built-up roads:⁵									
Fatal	173	87	355	167	140	282	86	30	1,320
Serious	1,538	1,264	5,142	1,110	2,736	5,838	962	278	18,868
All severities	8,535	6,913	26,246	5,686	50,726	43,760	10,852	2,277	154,995
Non built-up roads:³									
A roads									
Fatal	184	75	60	39	231	330	189	74	1,182
Serious	1,063	628	153	40	1,190	1,581	647	207	5,509
All severities	6,095	1,902	464	130	10,436	7,120	3,993	1,398	31,538
B roads									
Fatal	72	25	14	4	59	82	31	7	294
Serious	398	181	34	4	365	394	146	22	1,544
All severities	2,319	538	117	16	2,330	1,584	641	115	7,660
Other roads									
Fatal	85	24	10	5	43	62	35	3	267
Serious	618	203	61	16	470	522	100	20	2,010
All severities	3,294	613	269	65	3,735	2,435	585	95	11,091
All non built-up roads:⁵									
Fatal	341	124	84	48	333	474	255	84	1,743
Serious	2,079	1,012	248	60	2,025	2,497	893	249	9,063
All severities	11,708	3,053	850	211	16,501	11,139	5,219	1,608	50,289
All speed limits:⁴									
Motorways									
Fatal	41	20	8	6	19	44	24	22	184
Serious	231	108	8	5	150	241	130	109	982
All severities	1,525	401	29	16	2,335	2,112	1,472	856	8,746
A roads									
Fatal	255	113	224	143	306	484	231	91	1,847
Serious	1,673	1,150	2,062	552	2,395	4,203	1,104	342	13,481
All severities	9,368	5,179	9,291	2,679	33,039	26,776	9,499	2,605	98,436
B roads									
Fatal	105	37	70	17	79	114	45	9	476
Serious	612	339	685	120	757	1,168	280	54	4,015
All severities	3,492	1,325	3,212	576	8,961	6,953	2,161	354	27,034
Other roads									
Fatal	154	61	145	55	88	158	65	14	740
Serious	1,332	787	2,643	498	1,609	2,964	471	131	10,435
All severities	7,383	3,462	14,593	2,642	25,227	21,170	4,411	926	79,814
Total:⁵									
Fatal	555	231	447	221	492	800	365	136	3,247
Serious	3,848	2,384	5,398	1,175	4,911	8,576	1,985	636	28,913
All severities	21,768	10,367	27,125	5,913	69,562	57,011	17,543	4,741	214,030

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 speed limit was not reported.

5 Includes cases where road class was not reported.

21 Accidents: by severity, number of casualties involved, built-up and non built-up roads and road class: 2003

	Number of accidents																
	Fatal accidents								Serious accidents					Slight accidents			All accidents
	5+	4	3	2	1	1	1	1	4+	3	2	1	1	2+	1		
Killed	0+	0+	0+	0+	2+	1	0	0	0+	0+	0+	1+	0				
Seriously injured	0+	0+	0+	0+	0+	0+	1+	0	0+	0+	0+	1+	0				
Slightly injured	0+	0+	0+	0+	0+	0+	1+	0	0+	0+	0+	1+	0	2+	1		
Built-up roads:																	
A roads	2	1	5	17	29	84	118	409	34	75	426	1,444	5,993	12,349	45,912	66,898	
B roads	0	0	2	8	6	21	35	110	7	19	130	457	1,858	3,552	13,169	19,374	
Other roads	0	0	0	8	19	51	77	318	22	72	396	1,271	6,664	10,509	49,316	68,723	
All built-up roads¹	2	1	7	33	54	156	230	837	63	166	952	3,172	14,515	26,410	108,397	154,995	
Non built-up roads:²																	
A roads	0	2	17	99	115	207	266	476	39	148	704	1,581	3,037	7,636	17,211	31,538	
B roads	0	0	1	16	31	50	64	132	13	46	209	447	829	1,653	4,169	7,660	
Other roads	0	0	1	11	16	40	74	125	15	45	213	613	1,124	2,587	6,227	11,091	
All non built-up roads¹	0	2	19	126	162	297	404	733	67	239	1,126	2,641	4,990	11,876	27,607	50,289	
All speed limits:³																	
Motorways	2	1	3	14	15	24	50	75	9	20	110	335	508	2,597	4,983	8,746	
A roads	2	3	22	116	144	291	384	885	73	223	1,130	3,025	9,030	19,985	63,123	98,436	
B roads	0	0	3	24	37	71	99	242	20	65	339	904	2,687	5,205	17,338	27,034	
Other roads	0	0	1	19	35	91	151	443	37	117	609	1,884	7,788	13,096	55,543	79,814	
Total³	4	4	29	173	231	477	684	1,645	139	425	2,188	6,148	20,013	40,883	140,987	214,030	

1 Includes cases where road class was not reported.

2 Excludes motorways.

3 Includes cases where speed limit was not reported.

22 Accidents: involving pedestrians by vehicle type and severity: 2003

	Number of accidents			
	Fatal	Serious	Slight	All severities
Single vehicle accidents:				
Pedal cycle	4	45	159	208
Moped	0	50	239	289
Motor cycle 125cc and under	7	95	326	428
Motor cycle over 125cc	19	155	473	647
Car	434	5,193	20,520	26,147
Taxi	11	178	649	838
Minibuses	2	27	111	140
Bus or coach	55	326	1,473	1,854
Light goods vehicle	43	293	1,231	1,567
Heavy goods vehicle ¹	82	155	389	626
of which				
Rigid ²	61	120	337	519
Articulated	21	34	52	107
Other motor vehicle	11	51	200	262
Other non-motor vehicle	0	1	7	8
Any vehicle ³	668	6,573	25,797	33,038
Accidents involving two or more vehicles.	110	511	1,481	2,102

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.

23 Accidents, vehicle user and pedestrian casualties: by combination of vehicles involved: 2003

Vehicle A	Accidents/Casualties											All accidents with three or more vehicles	All accidents with vehicles of type 'A'
	Single vehicle		Two vehicle accidents by vehicle type B										
	No pedestrian	With pedestrian	Pedal cycle	Moped	Motor ¹ cycle	Car	Bus or Coach	Light goods vehicle	Heavy goods vehicle	Any ² other vehicle	All two vehicle accidents		
Pedal cycle:													
Accidents involving	439	208	59	86	286	13,992	459	778	374	119	16,164	489	17,300
User casualties	445	49	70	72	245	13,949	440	777	375	118	16,057	482	17,033
of which: killed	10	0	0	0	2	61	3	2	25	2	95	9	114
seriously injured	149	7	10	8	33	1,721	59	118	76	17	2,044	97	2,297
Pedestrians hit by cycles	0	214	1	1	1	33	5	2	0	0	43	2	259
of which: killed	0	4	0	0	0	0	0	0	0	0	0	0	4
seriously injured	0	38	1	1	0	3	2	0	0	0	7	0	45
Moped:													
Accidents involving	663	289	86	59	75	3,354	45	178	73	34	3,905	284	5,141
User casualties	687	75	37	84	59	3,331	43	178	70	34	3,837	280	4,879
of which: killed	6	0	0	0	1	10	0	1	3	0	15	3	24
seriously injured	145	8	5	13	11	481	13	29	16	8	576	41	770
Pedestrians hit by mopeds	0	298	0	0	0	16	1	0	0	0	17	1	316
of which: killed	0	0	0	0	0	0	0	0	0	0	0	0	0
seriously injured	0	45	0	0	0	4	0	0	0	0	4	1	50
Motor cycle¹:													
Accidents involving	3,945	1,075	286	75	295	14,348	189	1,006	476	189	16,867	1,798	23,685
User casualties	4,223	312	130	43	435	14,616	176	1,015	483	190	17,091	1,906	23,532
of which: killed	161	5	1	2	9	253	5	27	38	14	349	154	669
seriously injured	1,476	44	19	8	128	3,409	47	255	142	54	4,063	606	6,189
Pedestrians hit by motor cycles	0	1,137	0	0	4	58	7	9	3	3	84	6	1,227
of which: killed	0	23	0	0	0	0	0	0	2	1	3	1	27
seriously injured	0	245	0	0	2	12	1	3	0	1	19	0	264
Car:													
Accidents involving	21,768	27,125	13,992	3,354	14,348	69,562	3,430	7,273	6,048	1,610	119,648	21,978	190,519
User casualties	30,132	591	293	222	1,585	103,538	2,110	7,180	7,098	1,352	123,412	34,207	188,342
of which: killed	614	2	0	0	6	527	25	71	161	18	808	345	1,769
seriously injured	4,776	43	14	5	98	6,547	165	534	639	143	8,149	2,554	15,522
Pedestrians hit by cars	0	27,988	15	2	6	1,080	187	120	65	71	1,547	274	29,809
of which: killed	0	449	0	0	0	44	2	7	4	1	58	26	533
seriously injured	0	5,468	1	0	0	235	60	21	14	15	347	71	5,886
Bus or coach:													
Accidents involving	3,448	1,854	459	45	189	3,430	135	266	202	66	4,798	665	10,765
User casualties	4,071	119	41	4	31	3,188	303	284	387	87	4,330	548	9,068
of which: killed	7	0	0	0	1	1	0	1	0	0	3	1	11
seriously injured	315	2	1	1	1	111	8	12	16	3	153	19	489
Pedestrians hit by buses or coaches	0	1,914	0	0	0	52	11	3	2	1	70	1	1,985
of which: killed	0	55	0	0	0	0	2	0	0	0	2	0	57
seriously injured	0	330	0	0	0	9	3	1	0	0	13	0	343
Light goods vehicle:													
Accidents involving	954	1,567	778	178	1,006	7,273	266	321	492	123	10,440	3,698	16,659
User casualties	1,198	15	12	5	52	3,035	112	420	507	77	4,223	1,461	6,897
of which: killed	26	0	0	0	0	4	2	7	11	1	25	21	72
seriously injured	211	1	1	1	2	219	11	31	87	15	367	114	693
Pedestrians hit by LGVs	0	1,616	0	0	1	66	13	20	6	3	109	28	1,753
of which: killed	0	43	0	0	0	0	1	1	1	0	3	2	48
seriously injured	0	297	0	0	0	13	7	4	2	1	27	8	332
Heavy goods vehicle:													
Accidents involving	735	626	374	73	476	6,048	202	492	365	124	8,158	2,686	12,205
User casualties	807	20	6	1	17	816	61	141	476	43	1,564	670	3,061
of which: killed	12	1	0	0	0	5	3	1	9	0	18	13	44
seriously injured	156	2	0	0	3	59	3	11	68	2	147	80	385
Pedestrians hit by HGVs	0	643	0	2	1	34	3	6	6	4	56	22	721
of which: killed	0	81	0	0	0	6	0	0	0	0	6	4	91
seriously injured	0	159	0	0	0	8	2	2	1	1	14	6	179
Any other vehicle A³:													
Accidents involving	183	270	119	34	189	1,610	66	123	124	23	2,288	595	3,336
User casualties	231	1	4	3	26	721	45	69	109	32	1,009	149	1,390
of which: killed	11	0	0	1	0	8	0	1	9	0	19	1	31
seriously injured	48	0	0	1	9	93	1	10	20	5	139	16	203
Pedestrians hit by these vehicles	0	279	0	0	1	19	1	2	0	1	24	4	307
of which: killed	0	11	0	0	0	1	0	0	0	0	1	1	13
seriously injured	0	52	0	0	1	1	1	0	0	0	3	1	56
All Vehicles³:													
Accidents involving	32,135	33,038	16,164	3,905	16,867	119,648	4,798	10,440	8,158	2,288	126,573	22,284	214,030
All vehicle user casualties	41,794	1,182	16,580	4,187	19,106	163,068	7,317	13,867	10,593	2,910	171,523	39,703	254,202
of which: killed	847	8	96	18	359	1,150	41	129	265	54	1,332	547	2,734
seriously injured	7,276	107	2,084	600	4,220	14,242	452	1,336	1,143	381	15,638	3,527	26,548
Pedestrian casualties	0	34,113	58	22	94	1,828	287	251	133	106	1,954	338	36,405
of which: killed	0	666	0	0	3	66	5	10	13	3	74	34	774
seriously injured	0	6,638	8	5	20	397	86	54	30	21	434	87	7,159

1 Includes motor cycle combinations and scooters.

2 Includes other motor and non motor vehicles.

3 Includes cases where vehicle type was not reported.

24 Casualties: by built-up and non built-up roads and motorways, severity and road user type: 2003

	Number of casualties											
	Motorways			Built-up roads			Non built-up roads			All speed limits ¹		
	Killed	KSI	All	Killed	KSI	All	Killed	KSI	All	Killed	KSI	All
Pedestrian:												
Children	2	3	5	61	2,288	12,308	11	90	231	74	2,381	12,544
Adults	28	47	73	506	4,904	21,376	161	471	1,082	695	5,422	22,531
All ages ²	30	53	82	572	7,314	34,981	172	566	1,342	774	7,933	36,405
Pedal cyclist:												
Children	0	0	1	14	543	4,591	4	52	177	18	595	4,769
Adults	0	2	3	53	1,466	10,536	42	308	1,101	95	1,776	11,640
All ages ²	0	2	7	68	2,042	15,723	46	367	1,303	114	2,411	17,033
Horse rider												
Children	0	0	0	1	3	9	0	1	14	1	4	23
Adults	0	0	0	1	7	52	1	25	77	2	32	129
All ages ²	0	0	0	2	10	66	1	27	92	3	37	158
Moped:												
Users	0	1	3	16	669	4,356	8	124	520	24	794	4,879
Motorcycle:³												
Riders	21	144	384	218	3,633	15,573	402	2,666	6,045	641	6,443	22,002
Passengers	1	19	46	11	200	972	16	196	512	28	415	1,530
All casualties	22	163	430	229	3,833	16,545	418	2,862	6,557	669	6,858	23,532
Car and taxi:												
Drivers	73	624	7,443	273	4,497	75,275	821	5,890	40,738	1,167	11,011	123,456
Passengers	42	369	4,374	188	2,807	38,753	356	3,004	20,659	586	6,180	63,786
All casualties	115	993	11,817	461	7,304	114,028	1,177	8,894	61,397	1,753	17,191	187,242
Minibuses												
Drivers	2	5	36	0	13	181	0	11	113	2	29	330
Passengers	7	10	85	2	30	398	5	31	287	14	71	770
All casualties	9	15	121	2	43	579	5	42	400	16	100	1,100
Bus or coach:												
Drivers	0	2	12	1	35	723	0	7	127	1	44	862
Passengers	1	5	86	8	421	7,397	1	30	723	10	456	8,206
of whom were boarding and alighting												
Children	0	0	0	1	15	120	0	0	5	1	15	125
Adults	0	0	0	3	104	857	0	1	7	3	105	864
All ages ²	0	0	0	4	123	1,083	0	1	12	4	124	1,095
All casualties	1	7	98	9	456	8,120	1	37	850	11	500	9,068
Light goods vehicle:												
Drivers	14	65	565	5	169	2,461	31	337	2,098	50	571	5,124
Passengers	6	31	230	2	64	843	14	99	700	22	194	1,773
All casualties	20	96	795	7	233	3,304	45	436	2,798	72	765	6,897
Heavy goods vehicle:												
Drivers	18	106	547	2	73	784	22	188	1,263	42	367	2,594
Passengers	1	8	81	0	24	194	1	30	192	2	62	467
All casualties	19	114	628	2	97	978	23	218	1,455	44	429	3,061
Other vehicle:												
Drivers	0	4	21	10	92	566	13	54	263	23	150	850
Passengers	1	3	27	0	25	253	4	19	102	5	47	382
All casualties	1	7	48	10	117	819	17	73	365	28	197	1,232
All road users:												
Children	10	62	828	97	3,409	26,403	64	629	4,757	171	4,100	31,988
Adults	206	1,369	13,015	1,272	18,229	166,803	1,842	12,817	71,074	3,320	32,415	250,892
All ages ²	217	1,451	14,029	1,378	22,118	199,499	1,913	13,646	77,079	3,508	37,215	290,607

1 Includes cases where speed limit was not reported.

2 Includes cases where age was not reported.

3 Includes motor cycle combinations and scooters.

25 Casualties in accidents involving vehicles of different types: by built-up and non built-up roads, road class and severity¹: 2003

	Number of casualties							
	Pedal cycle	Two wheeled motor Vehicles ²	Car	Bus or coach	Light goods vehicle	Heavy goods vehicle	Any motor vehicle ³	Any vehicle ⁴
Built-up roads:								
A roads								
Killed	41	142	520	51	51	93	701	703
KSI ⁵	809	2,318	7,886	660	631	494	9,513	9,573
All severities	6,027	11,980	78,221	6,969	6,747	4,025	87,759	88,052
B roads								
Killed	7	39	160	11	3	12	194	194
KSI	278	642	2,497	130	182	105	2,885	2,906
All severities	1,923	3,028	23,317	1,567	1,912	778	25,434	25,517
Other roads								
Killed	24	92	368	27	40	29	475	481
KSI	1,045	2,008	8,044	451	596	269	9,538	9,639
All severities	8,587	9,295	77,608	4,913	5,722	1,996	85,561	85,930
All built-up roads⁶								
Killed	72	273	1,048	89	94	134	1,370	1,378
KSI	2,132	4,968	18,427	1,241	1,409	868	21,936	22,118
All severities	16,537	24,303	179,146	13,449	14,381	6,799	198,754	199,499
Non built-up roads:								
A roads								
Killed	31	297	1,115	19	152	268	1,318	1,321
KSI	202	2,021	7,287	90	846	1,095	8,547	8,570
All severities	786	5,310	44,973	953	5,021	5,449	48,763	48,804
B roads								
Killed	7	80	266	6	19	29	311	312
KSI	50	577	2,007	41	179	134	2,339	2,346
All severities	208	1,390	10,643	276	964	665	11,684	11,697
Other roads								
Killed	10	65	240	2	20	17	277	280
KSI	138	520	2,357	32	213	132	2,706	2,730
All severities	459	1,474	15,358	297	1,375	805	16,531	16,578
All non built-up roads⁶								
Killed	48	442	1,621	27	191	314	1,906	1,913
KSI	390	3,118	11,651	163	1,238	1,361	13,592	13,646
All severities	1,453	8,174	70,974	1,526	7,360	6,919	76,978	77,079
All speed limits:⁷								
Motorways								
Killed	0	27	169	2	42	80	217	217
KSI	2	174	1,207	14	213	410	1,450	1,451
All severities	7	502	12,996	170	2,011	3,434	14,027	14,029
A roads								
Killed	72	439	1,635	70	203	361	2,019	2,024
KSI	1,011	4,339	15,173	750	1,477	1,589	18,060	18,143
All severities	6,813	17,290	123,194	7,922	11,768	9,474	136,522	136,856
B roads								
Killed	14	119	426	17	22	41	505	506
KSI	328	1,219	4,504	171	361	239	5,224	5,252
All severities	2,131	4,418	33,960	1,843	2,876	1,443	37,118	37,214
Other roads								
Killed	34	157	608	29	60	46	752	761
KSI	1,183	2,528	10,401	483	809	401	12,244	12,369
All severities	9,046	10,769	92,966	5,210	7,097	2,801	102,092	102,508
Total:⁸								
Killed	120	742	2,838	118	327	528	3,493	3,508
KSI	2,524	8,260	31,285	1,418	2,860	2,639	36,978	37,215
All severities	17,997	32,979	263,116	15,145	23,752	17,152	289,759	290,607

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

2 Includes motor cycle combinations and scooters .

3 Includes other motor vehicles.

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

5 Killed or seriously injured.

6 Excludes motorways.

7 Includes cases where speed limit was not reported.

8 Includes cases where road class was not reported.

26 Casualty and accident rates: by urban and rural roads, road class, road user type, severity and pedestrian involvement: 2003

Rate per 100 million vehicle kilometres¹

	Urban roads ²			Rural roads ²			All roads			
	A	Other ³	All urban ⁴	A	Other ³	All non rural ⁴	Motorways	A	Other ³	Total ⁴
Pedal cycle:										
Accidents involving	876	306	407	786	220	297	..	860	287	383
User casualties	858	302	401	760	218	292	..	841	284	377
of whom killed	5.9	0.8	1.7	24	2.6	5	..	9	1.2	2.5
seriously injured	110	36	49	162	39	56	..	119	37	51
Pedestrians hit by a cycle	15	4.7	6	5.2	2.7	3.0	..	13	4.2	5.7
of whom killed	0.2	0.1	0.1	0.0	0.0	0.0	..	0.1	0.1	0.1
seriously injured	1.3	0.9	1.0	1.5	1.1	1.1	..	1.3	0.9	1.0
Two-wheel motor vehicle:										
Accidents involving	871	501	641	365	490	411	99	596	498	512
User casualties	837	482	616	387	505	431	104	592	489	507
of whom killed	10	4.8	6.8	21	22	21	5.3	16	9.9	12
seriously injured	155	101	121	133	165	145	34	143	120	124
Pedestrians hit by a TWMV	71	32	47	3.3	10.9	6.1	0.0	34	26	28
of whom killed	1.0	0.4	0.6	0.4	0.2	0.4	0.0	0.7	0.4	0.5
seriously injured	14	6.2	9	1.0	2.9	1.7	0.0	6.9	5.2	5.6
Car:										
Accidents involving	81	73	76	29	55	37	11	49	66	48
User casualties	73	56	63	39	64	46	17	51	59	48
of whom killed	0.3	0.2	0.2	0.7	0.9	0.8	0.2	0.6	0.4	0.5
seriously injured	4.1	3.1	3.5	4.5	8	5.5	1.3	4.4	4.7	3.9
Pedestrians hit by a car	13	18	16	1.1	5.0	2.4	0.1	5.7	14	8
of whom killed	0.3	0.2	0.2	0.1	0.1	0.1	0.0	0.2	0.2	0.1
seriously injured	2.8	3.3	3.1	0.3	1.0	0.5	0.0	1.3	2.5	1.5
Bus or coach:										
Accidents involving	416	221	294	59	92	74	14	257	186	200
User casualties	347	177	240	68	78	72	21	223	150	168
of whom killed	0.7	0.0	0.3	0.1	0.0	0.1	0.2	0.4	0.0	0.2
seriously injured	20	9	13	3.1	3.5	3.3	1.3	13	8	9
Pedestrians hit by a bus or coach	76	47	58	3.3	11.6	6.9	0.2	44	38	37
of whom killed	2.5	1.1	1.7	0.2	0.1	0.2	0.2	1.5	0.9	1.1
seriously injured	14	7.4	10	1.0	2.0	1.4	0.0	8.3	5.9	6.4
Light goods vehicle:										
Accidents involving	52	39	44	21	25	23	11	32	33	29
User casualties	17	10	13	12	13	13	8	14	12	12
of whom killed	0.0	0.0	0.0	0.2	0.1	0.2	0.2	0.2	0.0	0.1
seriously injured	1.0	0.7	0.8	1.8	1.6	1.7	0.7	1.5	1.1	1.2
Pedestrians hit by a LGV	6	7	7	0.5	1.6	0.9	0.1	2.5	4.9	3.0
of whom killed	0.2	0.1	0.2	0.0	0.0	0.0	0.0	0.1	0.1	0.1
seriously injured	1.2	1.3	1.3	0.1	0.3	0.2	0.0	0.5	0.9	0.6
Heavy goods vehicle:										
Accidents involving	95	89	93	38	80	45	20	51	85	43
User casualties	17	15	16	12	24	14	5.4	13	20	11
of whom killed	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.2	0.1	0.2
seriously injured	1.4	1.7	1.5	1.8	2.0	1.8	0.8	1.7	1.9	1.4
Pedestrians hit by a HGV	8.5	14.8	11.0	0.9	3.9	1.3	0.1	2.6	9.4	2.5
of whom killed	1.6	0.7	1.2	0.2	0.2	0.2	0.0	0.5	0.4	0.3
seriously injured	2.3	3.7	2.8	0.2	0.5	0.3	0.1	0.7	2.1	0.6
All vehicles: ⁵										
Accidents involving	76	66	70	26	47	33	9	44	59	43
User casualties	86	66	74	38	63	46	15	56	65	51
of whom killed	0.5	0.3	0.3	0.9	1.0	0.9	0.2	0.7	0.5	0.6
seriously injured	6.9	5.4	6.0	5.5	9	6.6	1.3	6.0	6.7	5.4
All pedestrian casualties	14	18	16	1.1	4.7	2.2	0.1	5.9	13	7
of whom killed	0.4	0.2	0.3	0.1	0.1	0.1	0.0	0.2	0.2	0.2
seriously injured	2.9	3.2	3.1	0.3	1.0	0.5	0.0	1.3	2.4	1.4

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

2 See urban and rural definitions.

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

4 Includes cases where road class was not reported.

5 Includes other motor or non-motor vehicles and cases where (vehicle/road user) type was not reported

27 Casualties and casualty rates: by month, road user type and severity: 2003

	Number of casualties/rate per 100 million vehicle kilometres ¹											
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Pedestrians:												
Killed	86	61	60	55	44	41	50	64	59	60	95	99
KSI ²	749	655	659	650	600	624	598	582	656	667	719	774
All severities	3,220	2,818	3,150	2,849	2,970	3,011	2,908	2,665	3,082	3,135	3,302	3,295
of whom children												
Killed	2	4	7	10	7	2	3	5	9	5	8	12
KSI	172	173	221	245	217	222	187	171	237	215	162	159
All severities	999	946	1,165	1,116	1,192	1,160	1,078	874	1,135	1,041	974	864
Pedal cyclists:												
Killed	12	9	17	7	7	12	11	13	10	3	6	7
KSI	156	139	181	220	190	291	262	235	243	206	162	126
All severities	1,046	1,000	1,271	1,356	1,356	1,835	1,853	1,757	1,746	1,582	1,266	965
of whom children												
Killed	1	2	4	0	2	0	2	3	1	1	2	0
KSI	18	21	41	65	49	92	77	78	64	54	25	11
All severities	163	181	306	436	448	657	637	641	552	414	198	136
Rate (all pedal cyclists)	280	306	331	364	344	424	433	399	421	425	421	353
Horse riders												
Killed	0	0	0	0	0	0	0	1	0	1	0	1
KSI	3	1	4	4	3	0	1	7	2	5	4	3
All severities	10	16	15	12	11	4	12	19	10	17	18	14
Two Wheel Motor Vehicles ³ users:												
Killed	21	26	58	69	56	99	70	129	68	43	25	29
KSI	378	399	651	640	676	831	793	982	780	675	473	374
All severities	1,651	1,658	2,414	2,329	2,410	2,788	2,783	2,996	2,862	2,737	2,131	1,652
Rate (all TWMV users)	477	462	538	508	457	461	452	468	528	627	625	578
Car users:												
Killed	138	161	151	120	146	132	153	140	117	133	173	178
KSI	1,474	1,495	1,321	1,202	1,453	1,377	1,352	1,307	1,336	1,515	1,614	1,574
All severities	15,831	14,549	13,693	14,014	15,743	14,735	15,801	14,581	15,287	16,828	17,329	16,518
Other car ⁴ users												
Killed	1	2	1	0	0	3	8	2	1	2	1	6
KSI	27	14	24	29	14	23	28	24	14	30	17	27
All severities	282	272	305	247	278	287	296	263	312	302	325	264
Rate (all car users)	52	50	42	43	48	46	46	42	47	51	56	54
Bus or coach users:												
Killed	0	1	0	2	1	1	0	3	2	1	0	0
KSI	28	46	37	38	39	25	41	44	56	60	43	43
All severities	589	630	687	746	819	805	801	742	999	870	740	640
Rate (all bus & coach users)	144	161	152	168	178	169	174	158	212	178	164	154
Light goods vehicle users:												
Killed	9	8	4	5	3	9	3	5	9	8	6	3
KSI	76	71	51	54	64	62	63	77	57	67	68	55
All severities	613	560	501	525	559	549	579	537	588	677	637	572
Heavy goods vehicle users:												
Killed	3	4	4	2	6	3	2	4	5	2	5	4
KSI	32	42	33	35	38	32	36	31	48	51	27	24
All severities	260	257	246	230	249	261	267	254	312	292	225	208
Rate (all goods vehicle users)	13	13	10	11	11	11	11	11	12	12	12	11
Agricultural vehicle users:												
Killed	1	0	0	0	0	1	2	1	1	2	0	0
KSI	1	0	1	3	2	3	3	6	1	4	1	1
All severities	9	8	13	11	7	18	15	21	8	25	9	10
All road users:												
Killed	271	274	295	262	264	305	299	366	272	256	316	328
KSI	2,935	2,874	2,973	2,886	3,085	3,284	3,189	3,313	3,213	3,295	3,154	3,014
All severities	23,590	21,835	22,369	22,407	24,477	24,360	25,396	23,964	25,321	26,568	26,083	24,237
of whom children												
Killed	8	11	16	13	15	14	13	16	18	13	15	19
KSI	282	277	359	389	366	400	354	347	393	374	287	272
All severities	2,293	2,193	2,570	2,777	3,002	2,966	3,029	2,945	2,914	2,727	2,387	2,185
Rate (all ages)	60	58	54	54	58	59	58	55	60	62	66	62

¹ Traffic estimates for 1993 onwards have been produced on a new, more accurate basis and are not directly comparable with earlier data. See "Notes" for more detail

² Killed or Seriously injured.

³ Includes motor cycle combinations, motor scooters and mopeds.

⁴ Includes taxis and minibuses.

28a Casualties: by day, road user type and hour of day: 2003

Number of casualties

(a) Monday to Thursday						(b) Friday					
Hour beginning	Pedes- trians	Pedal cyclists	TWMV users	Car users	All road users ¹	Hour beginning	Pedes- trians	Pedal cyclists	TWMV users	Car users	All road users ¹
Midnight	200	31	117	1,553	2,020	Midnight	59	18	45	490	639
01:00	128	16	62	1,026	1,287	01:00	40	11	21	348	443
02:00	109	5	26	694	909	02:00	60	4	11	316	419
03:00	51	4	29	495	646	03:00	14	4	10	150	196
04:00	28	11	25	401	553	04:00	8	5	12	109	153
05:00	40	71	100	607	944	05:00	17	16	31	205	298
06:00	105	262	306	1,690	2,672	06:00	18	45	80	370	581
07:00	504	783	994	4,437	7,360	07:00	111	145	259	1,080	1,769
08:00	1,856	1,165	1,573	8,221	13,844	08:00	452	219	342	1,965	3,238
09:00	961	556	770	5,696	8,966	09:00	232	149	165	1,467	2,239
10:00	919	330	537	4,570	7,340	10:00	222	93	157	1,306	1,986
11:00	994	376	587	5,015	8,022	11:00	246	103	189	1,440	2,274
12:00	1,240	443	727	5,686	9,222	12:00	347	123	236	1,809	2,814
13:00	1,205	507	791	6,260	9,787	13:00	338	148	261	1,939	2,970
14:00	1,079	501	786	5,868	9,313	14:00	321	132	273	1,854	2,862
15:00	2,719	751	953	6,987	12,473	15:00	681	198	343	2,364	3,914
16:00	2,249	1,097	1,331	7,874	13,632	16:00	581	285	389	2,663	4,246
17:00	2,161	1,454	1,815	9,452	15,745	17:00	550	309	451	2,696	4,222
18:00	1,524	1,039	1,437	6,981	11,566	18:00	454	210	341	2,176	3,349
19:00	1,188	697	1,036	5,272	8,489	19:00	400	156	271	1,719	2,625
20:00	711	403	787	4,241	6,410	20:00	270	104	208	1,494	2,147
21:00	537	261	602	3,681	5,245	21:00	256	67	148	1,210	1,725
22:00	431	170	442	3,157	4,347	22:00	230	42	131	1,164	1,610
23:00	387	100	282	2,665	3,568	23:00	304	41	101	1,249	1,742
All hours ²	21,329	11,034	16,115	102,536	164,373	All hours ²	6,212	2,627	4,475	31,586	48,465

(c) Saturday						(d) Sunday					
Hour beginning	Pedes- trians	Pedal cyclists	TWMV users	Car users	All road users ¹	Hour beginning	Pedes- trians	Pedal cyclists	TWMV users	Car users	All road users ¹
Midnight	216	33	67	1,020	1,381	Midnight	251	18	71	1,002	1,370
01:00	190	11	40	778	1,039	01:00	199	11	43	845	1,120
02:00	209	9	41	768	1,067	02:00	222	5	21	834	1,106
03:00	71	2	18	518	635	03:00	94	5	9	623	751
04:00	20	5	11	325	389	04:00	20	1	13	265	323
05:00	12	7	17	222	285	05:00	10	4	7	204	234
06:00	21	9	33	315	407	06:00	6	9	19	247	302
07:00	41	43	48	449	653	07:00	20	21	31	325	422
08:00	49	60	104	719	1,015	08:00	29	34	62	432	575
09:00	118	86	118	988	1,426	09:00	63	59	118	677	962
10:00	253	94	200	1,348	2,086	10:00	102	91	181	1,103	1,537
11:00	311	150	257	1,931	2,858	11:00	147	125	298	1,355	1,992
12:00	380	164	340	2,028	3,102	12:00	239	129	370	1,720	2,536
13:00	340	137	323	2,089	3,140	13:00	211	141	377	1,870	2,759
14:00	355	132	340	2,014	3,024	14:00	259	140	388	1,855	2,758
15:00	346	151	353	1,756	2,785	15:00	255	151	352	1,733	2,571
16:00	358	137	314	1,688	2,632	16:00	239	138	384	1,789	2,614
17:00	380	144	314	1,890	2,860	17:00	259	123	324	1,749	2,513
18:00	321	138	243	1,824	2,605	18:00	237	146	271	1,562	2,290
19:00	304	97	203	1,616	2,309	19:00	213	93	213	1,377	1,946
20:00	227	55	190	1,316	1,854	20:00	176	62	155	1,218	1,658
21:00	191	47	115	1,058	1,457	21:00	136	43	121	911	1,246
22:00	216	32	94	1,048	1,432	22:00	131	25	77	934	1,186
23:00	280	31	77	1,109	1,534	23:00	137	23	54	767	1,014
All hours ²	5,209	1,775	3,860	28,819	41,978	All hours ²	3,655	1,597	3,961	25,401	35,791

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.

28b Casualties: killed or seriously injured: by day, road user type and hour of day: 2003

Number of casualties

(a) Monday to Thursday						(b) Friday					
Hour beginning	Pedestrians	Pedal cyclists	TWMV users	Car users	All road users ¹	Hour beginning	Pedestrians	Pedal cyclists	TWMV users	Car users	All road users ¹
Midnight	69	6	40	268	404	Midnight	17	3	9	87	124
01:00	39	3	21	191	266	01:00	11	3	9	50	79
02:00	33	2	8	93	151	02:00	9	1	3	59	82
03:00	15	0	11	105	150	03:00	4	1	2	25	35
04:00	15	1	8	75	117	04:00	3	1	4	21	32
05:00	10	11	28	101	173	05:00	8	5	9	27	55
06:00	34	45	85	252	459	06:00	4	6	24	47	89
07:00	116	89	265	357	906	07:00	34	20	63	96	235
08:00	277	132	280	454	1,219	08:00	69	24	66	95	264
09:00	185	75	134	357	828	09:00	48	19	41	115	235
10:00	189	48	117	366	811	10:00	41	13	39	106	211
11:00	190	47	138	318	782	11:00	48	17	44	101	234
12:00	223	61	156	425	955	12:00	66	14	56	148	303
13:00	212	74	203	444	1,018	13:00	59	13	61	128	288
14:00	214	78	204	479	1,054	14:00	61	16	72	140	307
15:00	477	104	231	512	1,423	15:00	149	29	86	174	456
16:00	443	139	297	585	1,546	16:00	132	38	94	205	496
17:00	436	186	430	655	1,781	17:00	126	39	114	175	467
18:00	340	143	354	529	1,431	18:00	112	29	88	182	436
19:00	292	103	257	489	1,177	19:00	99	21	64	131	318
20:00	184	58	233	370	868	20:00	63	10	63	150	293
21:00	137	40	196	452	844	21:00	66	7	35	142	253
22:00	119	31	138	379	692	22:00	64	4	37	164	271
23:00	105	16	88	404	629	23:00	97	7	31	197	335
All hours ²	4,355	1,492	3,922	8,660	19,685	All hours ²	1,390	340	1,114	2,766	5,899

(c) Saturday						(d) Sunday					
Hour beginning	Pedestrians	Pedal cyclists	TWMV users	Car users	All road users ¹	Hour beginning	Pedestrians	Pedal cyclists	TWMV users	Car users	All road users ¹
Midnight	63	8	28	167	273	Midnight	57	3	25	164	254
01:00	65	3	22	161	253	01:00	63	1	17	160	245
02:00	60	2	17	172	258	02:00	51	1	4	150	211
03:00	28	1	7	114	158	03:00	28	1	3	111	149
04:00	10	1	7	60	83	04:00	6	0	5	40	55
05:00	1	1	9	50	66	05:00	4	2	4	30	42
06:00	9	0	10	62	86	06:00	2	2	6	48	61
07:00	10	8	15	52	90	07:00	6	7	13	49	81
08:00	17	11	29	83	156	08:00	8	10	26	58	104
09:00	37	15	38	95	198	09:00	18	12	49	66	148
10:00	45	19	67	93	243	10:00	23	19	75	92	215
11:00	60	22	78	141	319	11:00	36	22	112	102	289
12:00	69	18	109	139	347	12:00	52	18	124	118	322
13:00	58	28	111	156	365	13:00	38	16	149	131	344
14:00	71	17	100	158	362	14:00	53	21	131	137	358
15:00	59	22	105	144	348	15:00	69	22	118	152	371
16:00	103	24	107	133	377	16:00	51	29	124	175	390
17:00	95	27	103	146	383	17:00	61	27	97	173	365
18:00	81	25	82	186	387	18:00	56	24	95	158	343
19:00	95	16	63	196	373	19:00	47	18	63	112	248
20:00	53	7	53	155	274	20:00	47	10	48	155	267
21:00	58	7	37	132	239	21:00	40	6	39	123	211
22:00	69	9	21	142	242	22:00	40	6	20	122	192
23:00	76	7	30	167	285	23:00	40	3	20	135	199
All hours ²	1,292	299	1,248	3,104	6,166	All hours ²	896	280	1,368	2,761	5,465

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.

28c Casualties: all days: by severity, road user type and hour of day: 2003

Number of casualties

(a) Fatal						(b) Serious					
Hour beginning	Pedes-trians	Pedal cyclists	TWMV users	Car users	All road users ¹	Hour beginning	Pedes-trians	Pedal cyclists	TWMV users	Car users	All road users ¹
Midnight	29	0	10	92	135	Midnight	177	20	92	594	920
01:00	27	2	5	69	111	01:00	151	8	64	493	732
02:00	17	1	4	56	83	02:00	136	5	28	418	619
03:00	15	0	3	55	79	03:00	60	3	20	300	413
04:00	5	0	3	24	38	04:00	29	3	21	172	249
05:00	7	0	6	31	53	05:00	16	19	44	177	283
06:00	11	2	15	57	90	06:00	38	51	110	352	605
07:00	23	8	25	36	105	07:00	143	116	331	518	1,207
08:00	26	6	35	62	135	08:00	345	171	366	628	1,608
09:00	26	8	16	43	104	09:00	262	113	246	590	1,305
10:00	39	6	28	64	145	10:00	259	93	270	593	1,335
11:00	36	6	37	58	146	11:00	298	102	335	604	1,478
12:00	35	5	35	96	180	12:00	375	106	410	734	1,747
13:00	34	5	50	72	171	13:00	333	126	474	787	1,844
14:00	31	9	44	98	194	14:00	368	123	463	816	1,887
15:00	46	14	62	92	221	15:00	708	163	478	890	2,377
16:00	59	7	60	105	237	16:00	670	223	562	993	2,572
17:00	56	13	47	95	214	17:00	662	266	697	1,054	2,782
18:00	49	9	47	116	228	18:00	540	212	572	939	2,369
19:00	46	3	47	92	192	19:00	487	155	400	836	1,924
20:00	36	4	33	70	148	20:00	311	81	364	760	1,554
21:00	36	1	36	86	160	21:00	265	59	271	763	1,387
22:00	47	3	25	95	172	22:00	245	47	191	712	1,225
23:00	38	2	20	105	167	23:00	280	31	149	798	1,281
All hours ²	774	114	693	1,769	3,508	All hours ²	7,159	2,297	6,959	15,522	33,707

(c) Slight						(d) All Severities					
Hour beginning	Pedes-trians	Pedal cyclists	TWMV users	Car users	All road users ¹	Hour beginning	Pedes-trians	Pedal cyclists	TWMV users	Car users	All road users ¹
Midnight	520	80	198	3,379	4,355	Midnight	726	100	300	4,065	5,410
01:00	379	39	97	2,435	3,046	01:00	557	49	166	2,997	3,889
02:00	447	17	67	2,138	2,799	02:00	600	23	99	2,612	3,501
03:00	155	12	43	1,431	1,736	03:00	230	15	66	1,786	2,228
04:00	42	19	37	904	1,131	04:00	76	22	61	1,100	1,418
05:00	56	79	105	1,030	1,425	05:00	79	98	155	1,238	1,761
06:00	101	272	313	2,213	3,267	06:00	150	325	438	2,622	3,962
07:00	510	868	976	5,737	8,892	07:00	676	992	1,332	6,291	10,204
08:00	2,015	1,301	1,680	10,647	16,929	08:00	2,386	1,478	2,081	11,337	18,672
09:00	1,086	729	909	8,195	12,184	09:00	1,374	850	1,171	8,828	13,593
10:00	1,198	509	777	7,670	11,469	10:00	1,496	608	1,075	8,327	12,949
11:00	1,364	646	959	9,079	13,522	11:00	1,698	754	1,331	9,741	15,146
12:00	1,796	748	1,228	10,413	15,747	12:00	2,206	859	1,673	11,243	17,674
13:00	1,727	802	1,228	11,299	16,641	13:00	2,094	933	1,752	12,158	18,656
14:00	1,615	773	1,280	10,677	15,876	14:00	2,014	905	1,787	11,591	17,957
15:00	3,247	1,074	1,461	11,858	19,145	15:00	4,001	1,251	2,001	12,840	21,743
16:00	2,698	1,427	1,796	12,916	20,315	16:00	3,427	1,657	2,418	14,014	23,124
17:00	2,632	1,751	2,160	14,638	22,344	17:00	3,350	2,030	2,904	15,787	25,340
18:00	1,947	1,312	1,673	11,488	17,213	18:00	2,536	1,533	2,292	12,543	19,810
19:00	1,572	885	1,276	9,056	13,253	19:00	2,105	1,043	1,723	9,984	15,369
20:00	1,037	539	943	7,439	10,367	20:00	1,384	624	1,340	8,269	12,069
21:00	819	358	679	6,011	8,126	21:00	1,120	418	986	6,860	9,673
22:00	716	219	528	5,496	7,178	22:00	1,008	269	744	6,303	8,575
23:00	790	162	345	4,887	6,410	23:00	1,108	195	514	5,790	7,858
All hours ²	28,472	14,622	20,759	171,051	253,392	All hours ²	36,405	17,033	28,411	188,342	290,607

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.

29a Casualties: by age band¹, road user type and severity: 2003

	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	12	10	17	35	58	98	71	77	84	58	108	141	774
KSI ³	271	392	753	965	666	1,097	824	686	540	479	590	540	7,933
All severities	1,399	1,982	3,937	5,226	3,259	5,245	3,925	2,866	2,190	1,761	1,817	1,468	36,405
Pedal cyclists:													
Killed	1	1	3	13	2	14	17	22	13	7	16	4	114
KSI	13	53	216	313	180	388	408	328	237	130	77	28	2,411
All severities	83	524	1,631	2,531	1,432	2,901	3,036	2,063	1,278	521	289	123	17,033
Moped users:													
Killed	0	0	0	1	13	2	2	1	1	2	1	0	24
KSI	0	0	1	33	460	107	76	38	33	19	9	5	794
All severities	0	0	10	108	3,112	699	441	198	121	74	32	8	4,879
Motor cycle⁴													
Riders:													
Killed	0	0	0	1	59	154	208	141	56	18	1	0	641
KSI	0	1	4	51	766	1,529	1,979	1,289	544	149	29	4	6,443
All severities	0	1	10	137	3,114	5,606	6,499	4,068	1,633	412	99	15	22,002
Passengers:													
Killed	0	0	0	2	5	12	4	5	0	0	0	0	28
KSI	1	1	9	35	78	108	75	72	22	7	1	0	415
All severities	8	7	51	139	294	416	265	188	85	22	9	0	1,530
Car													
Drivers:													
Killed	0	0	0	1	144	325	206	133	123	95	83	56	1,169
KSI	0	0	2	18	1,227	3,134	2,179	1,597	1,144	704	585	303	11,040
All severities	0	1	4	95	10,634	34,100	30,550	21,161	13,658	6,727	3,861	1,679	123,786
Passengers:													
Killed	15	5	10	38	132	163	51	32	23	44	46	38	600
KSI	188	114	177	386	1,378	1,473	637	420	348	337	345	229	6,251
All severities	2,532	2,218	3,490	4,273	11,030	14,026	7,903	5,353	4,137	3,217	2,371	1,153	64,556
Bus and coach													
Drivers:													
Killed	0	0	0	0	0	0	0	0	0	1	0	0	1
KSI	0	0	0	0	0	7	14	10	10	2	0	0	44
All severities	0	0	0	0	4	130	257	242	163	55	2	1	862
Passengers:													
Killed	0	0	0	1	0	0	2	2	0	1	1	3	10
KSI	10	2	12	20	17	35	31	43	49	49	91	78	456
All severities	312	138	254	503	401	694	740	759	756	1,089	1,054	670	8,206
Goods vehicle													
Drivers:													
Killed	0	0	0	0	1	15	20	24	21	8	2	1	92
KSI	0	0	0	1	19	161	269	229	172	65	6	2	938
All severities	0	0	0	4	143	1,506	2,535	1,792	1,214	393	50	7	7,718
Passengers:													
Killed	0	0	1	2	2	9	6	2	1	0	0	0	24
KSI	3	3	3	12	35	70	59	30	17	12	2	1	256
All severities	36	27	72	91	277	599	470	301	155	68	25	11	2,240
All road users⁵:													
Killed	29	17	31	94	417	795	593	443	325	236	263	248	3,508
KSI	489	570	1,191	1,850	4,833	8,146	6,592	4,777	3,140	1,968	1,750	1,209	37,215
All severities	4,384	4,917	9,508	13,179	33,776	66,153	56,941	39,207	25,535	14,403	9,676	5,201	290,607

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 Scooters.

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

	Number of casualties												
	0-4 ¹	5-7	8-11	12-15	16-19	20-29	30-39	40-49	50-59	60-69	70-79	80 and over	All ³ ages
Pedestrians:													
Killed	27	20	36	50	50	113	85	75	76	106	171	193	1,008
KSI ⁴	571	831	1,350	1,415	813	1,433	1,015	759	697	749	1,008	856	11,669
All severities	2,408	3,606	6,239	6,295	3,525	6,297	4,351	3,041	2,518	2,354	2,701	2,050	46,543
Pedal cyclists:													
Killed	1	5	13	24	12	23	24	22	23	18	16	6	186
KSI	19	146	377	587	362	669	547	378	289	172	105	35	3,732
All severities	138	1,003	2,681	4,028	2,581	4,963	3,729	2,100	1,346	703	359	123	24,385
Moped users:													
Killed	0	0	0	0	5	1	2	1	2	2	1	1	15
KSI	0	0	1	17	185	76	53	46	50	35	19	4	490
All severities	1	2	7	56	995	418	259	209	208	133	66	14	2,403
Motor cycle⁵													
Riders:													
Killed	0	0	0	2	34	169	130	49	22	6	3	1	420
KSI	0	0	1	40	649	2,070	1,594	664	287	94	28	5	5,511
All severities	0	0	8	112	2,543	7,390	5,838	2,310	957	302	80	14	19,905
Passengers:													
Killed	0	0	0	1	4	17	6	3	1	0	0	0	33
KSI	1	2	8	33	85	188	92	40	14	4	2	0	475
All severities	4	7	38	120	301	692	311	139	45	14	5	0	1,715
Car													
Drivers:													
Killed	0	0	0	3	128	323	193	130	110	87	91	58	1,128
KSI	0	0	1	27	1,580	4,484	2,993	2,044	1,395	912	706	325	14,634
All severities	0	1	3	113	12,550	41,574	30,226	19,212	11,794	6,186	3,744	1,328	127,958
Passengers:													
Killed	21	9	12	32	144	148	50	35	37	45	55	43	634
KSI	276	189	285	526	1,749	2,076	913	597	548	556	482	252	8,619
All severities	3,499	2,857	4,160	4,788	12,677	17,791	9,021	5,953	4,907	3,902	2,815	1,199	75,329
Bus and coach													
Drivers:													
Killed	0	0	0	0	0	0	0	0	0	0	0	0	1
KSI	0	0	0	0	0	13	21	17	13	5	0	0	71
All severities	0	0	0	0	4	186	244	201	128	31	2	0	804
Passengers:													
Killed	0	0	0	1	0	2	1	2	1	3	4	4	19
KSI	14	5	23	42	21	45	48	44	47	99	128	100	645
All severities	408	187	430	706	355	733	725	715	813	1,313	1,204	641	8,794
Goods vehicle													
Drivers:													
Killed	0	0	0	0	4	18	21	19	22	8	2	0	95
KSI	0	0	0	1	40	328	353	238	182	65	8	1	1,232
All severities	0	0	0	3	288	2,483	2,440	1,559	1,018	311	39	7	8,233
Passengers:													
Killed	0	0	0	1	5	8	4	2	1	1	0	1	24
KSI	7	5	16	24	50	100	68	41	25	10	3	3	361
All severities	54	54	97	125	328	745	499	286	166	65	25	10	2,529
All road users:⁶													
Killed	49	35	62	114	388	823	519	341	298	277	345	309	3,578
KSI	888	1,181	2,069	2,722	5,550	11,528	7,742	4,900	3,572	2,712	2,496	1,590	47,656
All severities	6,524	7,732	13,695	16,403	36,234	83,596	57,985	35,931	24,016	15,369	11,071	5,413	319,928

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

2 Figures have been rounded to the nearest whole number.

3 Includes cases where age was not reported.

4 Killed or seriously injured.

5 Includes scooters.

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

30 Casualty rates: by age bands¹, road user type and severity: 2003

	Rate per 100,000 population												
	0-4	5-7	8-11	12-15	16-19	20-29	30-39	40-49	50-59	60-69	70-79	80 and over	All ² ages
Pedestrians:													
Killed	0.4	0.5	0.6	1.2	2.0	1.4	0.8	1.0	1.1	1.1	2.6	5.6	1.3
KSI ³	8	19	26	32	22	15	9	9	7	9	14	21	14
All severities	43	94	135	172	110	73	44	36	30	32	44	58	63
Pedal cyclists:													
Killed	0	0.0	0.1	0.4	0.1	0.2	0.2	0.3	0.2	0.1	0.4	0.2	0.2
KSI	0.4	2.5	7	10	6	5.4	4.6	4.1	3.2	2.4	1.8	1.1	4.2
All severities	2.5	25	56	83	48	41	34	26	17	10	6.9	4.9	29
Moped users:													
Killed	0	0	0	0	0.4	0	0	0	0	0	0	0	0
KSI	0	0	0	1.1	15.5	1.5	0.9	0.5	0.4	0.3	0.2	0.2	1.4
All severities	0	0	0.3	3.6	105	9.8	5.0	2.5	1.6	1.4	0.8	0.3	8.4
Motor cycle													
Riders:													
Killed	0	0	0	0.0	2.0	2.2	2.3	1.8	0.8	0.3	0	0	1.1
KSI	0	0	0	1.7	26	21	22	16.0	7.4	2.7	0.7	0.2	11
All severities	0	0	0.3	4.5	105	78	73	51	22	7.6	2.4	0.6	38
Passengers:													
Killed	0	0	0	0	0	0.2	0.0	0	0	0	0	0	0.0
KSI	0	0	0.3	1.2	2.6	1.5	0.8	0.9	0.3	0.1	0	0	0.7
All severities	0	0.3	1.7	4.6	10	5.8	3.0	2.3	1.2	0.4	0.2	0	2.6
Car													
Drivers:													
Killed	0	0	0	0.0	4.9	4.5	2.3	1.7	1.7	1.7	2.0	2.2	2.0
KSI	0	0	0	0.6	41	44	25	20	16	13	14	12	19
All severities	0	0	0.1	3.1	359	476	345	263	186	123	93	67	214
Passengers:													
Killed	0.5	0.2	0.3	1.3	4.5	2.3	0.6	0.4	0.3	0.8	1.1	1.5	1.0
KSI	5.7	5.4	6	13	47	21	7	5.2	4.7	6	8	9	11
All severities	77	106	120	141	373	196	89	67	56	59	57	46	112
Bus and coach													
Drivers:													
Killed	0	0	0	0	0	0	0	0	0	0	0	0	0
KSI	0	0	0	0	0	0.1	0.2	0.1	0.1	0.0	0	0	0.1
All severities	0	0	0	0	0.1	1.8	2.9	3.0	2.2	1.0	0	0	1.5
Passengers:													
Killed	0	0	0	0	0	0	0	0	0	0.0	0	0.1	0
KSI	0.3	0.1	0.4	0.7	0.6	0.5	0.3	0.5	0.7	0.9	2.2	3.1	0.8
All severities	10	6.6	9	17	14	9.7	8.3	9	10	20	25	27	14
Goods vehicle													
Drivers:													
Killed	0	0	0	0	0.0	0.2	0.2	0.3	0.3	0.1	0	0	0.2
KSI	0	0	0	0	0.6	2.2	3.0	2.8	2.3	1.2	0.1	0.1	1.6
All severities	0	0	0	0.1	5	21	29	22	16	7.2	1.2	0.3	13
Passengers:													
Killed	0	0	0	0	0.1	0.1	0	0	0	0	0	0	0
KSI	0.1	0.1	0.1	0.4	1.2	1.0	0.7	0.4	0.2	0.2	0.0	0	0.4
All severities	1.1	1.3	2.5	3.0	9	8.4	5.3	3.7	2.1	1.2	0.6	0.4	3.9
All road users:⁴													
Killed	0.9	0.8	1.1	3.1	14	11	6.7	5.5	4.4	4.3	6.3	10	6.1
KSI	15	27	41	61	163	114	74	59	43	36	42	48	64
All severities	134	234	326	435	1,141	924	642	488	347	264	232	207	502
<hr/>													
Population (thousands)	3,272	2,100	2,919	3,033	2,961	7,158	8,866	8,037	7,361	5,454	4,174	2,516	57,851

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.

31 Casualties among pedestrians: location by age band¹ and by severity: 2003

	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	96	106	7	12	13	405	101	50	541	68	1,399
5- 7	78	90	6	17	20	651	114	67	862	77	1,982
8-11	166	175	15	35	85	1,032	295	199	1,776	159	3,937
12-15	350	415	22	61	126	990	404	345	2,306	207	5,226
16-19	374	305	16	47	92	374	306	291	1,317	137	3,259
20-24	439	282	19	33	74	285	347	321	1,136	160	3,096
25-29	383	250	10	19	56	141	224	209	750	107	2,149
30-34	404	301	6	24	46	142	204	207	648	146	2,128
35-39	338	234	11	15	39	121	176	144	624	95	1,797
40-44	288	215	5	18	32	102	154	110	557	103	1,584
45-49	228	163	11	18	24	97	141	93	454	53	1,282
50-54	176	162	7	21	24	51	130	89	386	83	1,129
55-59	175	138	7	8	12	63	114	89	394	61	1,061
60-64	114	110	2	16	11	71	107	69	365	55	920
65-69	69	116	2	15	18	55	86	72	368	40	841
70-74	68	117	3	9	7	61	117	78	401	40	901
75-79	57	100	8	11	14	56	96	77	455	42	916
80-84	37	81	8	10	11	66	105	74	445	37	874
85+	30	57	5	7	6	50	62	53	303	21	594
All ages ²	4,036	3,538	177	409	739	4,969	3,369	2,756	14,584	1,828	36,405
Percentage	11.1	9.7	0.5	1.1	2.0	13.6	9.3	7.6	40.1	5.0	100.0
<hr/>											
All ages ²											
Killed	130	41	3	13	8	39	63	73	366	38	774
Seriously injured	719	558	31	84	155	1,066	659	595	2,975	317	7,159
Slightly injured	3,187	2,939	143	312	576	3,864	2,647	2,088	11,243	1,473	28,472
Total	4,036	3,538	177	409	739	4,969	3,369	2,756	14,584	1,828	36,405

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.

32 Casualties among pedestrians: by location, age, road crossing type and severity: 2003

Number of casualties

	On pedestrian crossing, refuge or central island			Within 50 metres of a pedestrian crossing		
	Child ¹	Adult	All ² ages	Child ¹	Adult	All ² ages
Zebra:						
Killed	2	5	7	1	8	9
Seriously injured	26	126	156	31	97	133
Slightly injured	190	525	733	176	335	538
All severities	218	656	896	208	440	680
Pelican:³						
Killed	3	38	41	2	38	41
Seriously injured	88	259	350	85	238	328
Slightly injured	453	740	1,232	334	720	1,087
All severities	544	1,037	1,623	421	996	1,456
Light controlled junction (with ped'n phase):						
Killed	3	22	26	1	27	28
Seriously injured	39	190	234	52	188	252
Slightly injured	223	711	967	173	696	929
All severities	265	923	1,227	226	911	1,209
Crossing with human control:⁴						
Killed	0	0	0	0	2	2
Seriously injured	6	13	19	4	10	14
Slightly injured	38	38	77	40	25	66
All severities	44	51	96	44	37	82
All crossings:^{5,6}						
Killed	8	69	78	5	74	80
Seriously injured	154	591	757	177	547	746
Slightly injured	896	2,027	3,016	710	1,793	2,625
All severities	1,058	2,687	3,851	892	2,414	3,451

1 Children - aged between 0-15 years.

2 Includes cases where age was not reported.

3 Includes puffin, toucan or similar non-junction pedestrian light crossing.

4 Includes school crossing patrols and other authorised persons.

5 Includes footbridges, subways and uncontrolled central refuges.

33 Casualties: by age, road user type and severity: 2003

Age of casualty	Number of casualties											
	Pedestrians			Pedal cyclists			Car users			All road users ¹		
	Killed	KSI ³	All	Killed	KSI	All	Killed	KSI	All	Killed	KSI	All
0 ²	1	4	22	0	0	0	2	16	174	3	22	228
1	0	14	85	0	0	3	3	37	538	3	52	696
2	3	56	327	0	1	5	3	38	556	6	98	979
3	7	91	434	0	3	15	4	51	625	11	151	1,175
4	1	106	531	1	9	60	3	46	639	6	166	1,306
5	4	135	633	1	8	107	3	31	656	8	176	1,467
6	4	119	647	0	22	190	2	41	783	7	188	1,677
7	2	138	702	0	23	227	0	42	780	2	206	1,773
8	4	175	833	0	57	332	3	44	816	8	283	2,064
9	3	154	847	2	45	362	2	44	862	7	248	2,168
10	5	162	891	0	46	453	2	43	944	7	263	2,386
11	5	262	1,366	1	68	484	3	48	872	9	397	2,890
12	10	286	1,586	1	65	667	4	57	990	16	430	3,457
13	9	279	1,361	4	81	649	4	79	881	18	470	3,116
14	6	211	1,225	3	81	632	12	101	1,034	22	440	3,148
15	10	189	1,054	5	86	583	19	167	1,463	38	510	3,458
0-15	74	2,381	12,544	18	595	4,769	69	885	12,613	171	4,100	31,988
16	12	171	962	1	60	454	23	287	2,268	53	890	6,160
17	11	162	805	1	39	362	62	663	5,084	99	1,306	8,480
18	20	179	800	0	47	340	92	877	7,493	129	1,408	10,164
19	15	154	692	0	34	276	99	778	6,819	136	1,229	8,972
16-19	58	666	3,259	2	180	1,432	276	2,605	21,664	417	4,833	33,776
20	16	162	765	2	36	328	88	710	6,389	126	1,118	8,542
21	10	142	614	2	28	242	59	592	5,699	93	985	7,537
22	5	122	634	0	42	292	64	559	5,704	86	931	7,645
23	18	132	595	3	44	300	48	523	5,274	91	907	7,226
24	8	84	488	0	35	297	52	434	4,709	77	744	6,410
20-24	57	642	3,096	7	185	1,459	311	2,818	27,775	473	4,685	37,360
25-29	41	455	2,149	7	203	1,442	177	1,789	20,351	322	3,461	28,793
30-34	33	423	2,128	8	193	1,560	148	1,465	20,264	309	3,356	29,763
35-39	38	401	1,797	9	215	1,476	109	1,351	18,189	284	3,236	27,178
40-44	38	381	1,584	13	192	1,230	85	1,112	15,131	256	2,744	22,565
45-49	39	305	1,282	9	136	833	80	905	11,383	187	2,033	16,642
50-54	46	268	1,129	9	130	704	78	814	9,753	177	1,725	14,041
55-59	38	272	1,061	4	107	574	68	678	8,042	148	1,415	11,494
60-64	30	250	920	3	77	313	61	557	5,804	110	1,091	8,338
65-69	28	229	841	4	53	208	78	484	4,140	126	877	6,065
70-74	56	278	901	9	48	178	52	500	3,536	119	904	5,345
75-79	52	312	916	7	29	111	77	430	2,696	144	846	4,331
80-84	75	324	874	4	20	84	61	350	1,907	146	765	3,357
85+	66	216	594	0	8	39	33	182	925	102	444	1,844
All ages ⁴	774	7,933	36,405	114	2,411	17,033	1,769	17,291	188,342	3,508	37,215	290,607

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.

34 Casualties in cars¹: by severity, age, seating position, built-up and non built-up roads: 2003

Number of casualties

	Age of casualty								
	0-15 ²			16 and over			All ages ³		
	Killed	KSI ⁴	All	Killed	KSI	All	Killed	KSI	All
Built-up roads:⁵									
Front seat occupant	9	147	2,824	388	5,958	95,841	398	6,287	101,044
Rear seat occupant	8	236	5,038	57	788	7,896	65	1,060	13,563
All occupants ⁶	17	383	7,862	445	6,746	103,737	463	7,347	114,607
Non built-up roads:⁵									
Front seat occupant	15	153	1,274	1,042	7,592	52,487	1,061	7,854	54,563
Rear seat occupant	30	295	2,696	91	760	4,331	121	1,082	7,234
All occupants ⁶	45	448	3,970	1,133	8,352	56,818	1,182	8,936	61,797
Motorways:									
Front seat occupant	3	13	175	102	820	10,026	106	845	10,323
Rear seat occupant	4	41	606	14	122	979	18	163	1,615
All occupants ⁶	7	54	781	116	942	11,005	124	1,008	11,938
All speed limits:⁷									
Front seat occupant	27	313	4,273	1,532	14,370	158,354	1,565	14,986	165,930
Rear seat occupant	42	572	8,340	162	1,670	13,206	204	2,305	22,412
All occupants ⁶	69	885	12,613	1,694	16,040	171,560	1,769	17,291	188,342

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.

35 Breath tests and breath test failures: all drivers and riders involved, day of week and time of day: 2003

(a) All motor vehicles involved in accidents								Number of drivers & riders
Hour beginning	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	All days
Midnight	628	465	556	499	649	1,411	1,387	5,595
01:00	367	254	333	346	446	1,072	1,124	3,942
02:00	234	175	246	257	394	1,049	1,041	3,396
03:00	188	164	185	154	223	671	688	2,273
04:00	141	160	178	147	177	373	332	1,508
05:00	302	288	313	298	389	350	232	2,172
06:00	959	920	896	916	807	498	314	5,310
07:00	2,733	2,656	2,645	2,831	2,583	843	468	14,759
08:00	4,988	4,864	5,036	4,812	4,535	1,327	692	26,254
09:00	3,277	3,100	3,207	3,275	3,074	1,875	1,181	18,989
10:00	2,651	2,492	2,484	2,366	2,708	2,642	1,928	17,271
11:00	2,852	2,605	2,766	2,643	3,106	3,658	2,505	20,135
12:00	3,296	2,973	2,992	3,178	3,861	3,947	3,182	23,429
13:00	3,406	3,155	3,289	3,300	4,034	3,922	3,320	24,426
14:00	3,147	2,979	3,119	3,097	3,844	3,735	3,337	23,258
15:00	4,152	4,046	3,898	4,011	5,158	3,417	3,099	27,781
16:00	4,518	4,609	4,615	4,449	5,647	3,278	3,057	30,173
17:00	5,407	5,564	5,459	5,382	5,831	3,502	3,135	34,280
18:00	3,757	3,744	4,026	3,959	4,349	3,158	2,612	25,605
19:00	2,488	2,704	2,712	2,871	3,364	2,766	2,389	19,294
20:00	1,745	1,964	2,043	2,068	2,610	2,172	1,968	14,570
21:00	1,410	1,565	1,504	1,781	1,987	1,584	1,452	11,283
22:00	1,198	1,287	1,371	1,258	1,857	1,541	1,277	9,789
23:00	890	882	965	1,196	1,867	1,635	1,131	8,566
All hours ¹	54,738	53,621	54,841	55,099	63,509	50,430	41,860	374,098

(b) Required to take breath test								Number of drivers & riders
Hour beginning	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	All days
Midnight	336	260	308	303	364	796	759	3,126
01:00	199	157	179	193	232	561	631	2,152
02:00	123	94	132	145	234	580	543	1,851
03:00	87	84	85	79	119	324	361	1,139
04:00	78	78	100	95	93	185	175	804
05:00	153	138	181	163	196	168	126	1,125
06:00	527	467	434	519	433	274	171	2,825
07:00	1,381	1,357	1,378	1,388	1,348	464	246	7,562
08:00	2,300	2,259	2,385	2,260	2,198	724	386	12,512
09:00	1,532	1,458	1,641	1,586	1,476	990	598	9,281
10:00	1,298	1,161	1,254	1,155	1,361	1,387	1,005	8,621
11:00	1,324	1,240	1,278	1,223	1,586	1,811	1,315	9,777
12:00	1,552	1,415	1,407	1,530	1,972	1,944	1,658	11,478
13:00	1,584	1,453	1,541	1,598	2,070	2,059	1,708	12,013
14:00	1,510	1,359	1,510	1,478	1,843	1,816	1,703	11,219
15:00	1,953	1,868	1,843	1,891	2,523	1,680	1,611	13,369
16:00	2,180	2,207	2,226	2,250	2,779	1,605	1,733	14,980
17:00	2,529	2,722	2,736	2,612	2,888	1,750	1,741	16,978
18:00	1,739	1,857	1,974	1,841	2,217	1,651	1,349	12,628
19:00	1,305	1,407	1,377	1,414	1,823	1,461	1,267	10,054
20:00	944	1,045	1,071	1,071	1,360	1,117	1,056	7,664
21:00	757	834	834	947	1,065	819	743	5,999
22:00	663	752	752	682	1,045	843	667	5,404
23:00	485	519	554	687	1,019	841	591	4,696
All hours ¹	26,541	26,194	27,182	27,113	32,245	25,852	22,149	187,276

¹ Includes cases where hour of day was not reported.

**35 (continued) Breath tests and breath test failures: all drivers and riders involved,
day of week and time of day: 2003**

(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	77	39	77	72	103	199	176	743
01:00	63	34	44	52	64	171	166	594
02:00	31	22	35	32	69	178	169	536
03:00	21	19	24	17	33	131	112	357
04:00	11	3	19	14	25	51	60	183
05:00	6	1	5	8	17	31	34	102
06:00	16	2	12	8	13	28	33	112
07:00	13	12	16	17	19	24	26	127
08:00	15	13	11	13	19	30	21	122
09:00	12	4	13	13	13	14	25	94
10:00	16	8	5	6	9	17	21	82
11:00	9	8	11	16	10	23	15	92
12:00	8	10	18	9	16	28	33	122
13:00	20	7	7	16	15	21	29	115
14:00	10	23	18	13	12	42	36	154
15:00	28	42	31	29	20	43	48	241
16:00	31	35	32	30	48	56	60	292
17:00	44	46	60	55	69	91	78	443
18:00	46	44	61	45	85	107	93	481
19:00	42	54	41	68	102	123	111	541
20:00	56	59	70	55	93	106	130	569
21:00	54	63	50	57	110	90	82	506
22:00	68	58	78	58	143	137	123	665
23:00	96	75	95	104	227	157	122	876
All hours ¹	794	681	833	807	1,334	1,898	1,803	8,150

¹ Includes cases where hour of day was not reported.

36 Breath tests and breath test failures: by motor vehicle driver and rider age: GB 2003

	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	529	224	42.3	59	11.2	26.3
17-19	19,838	12,659	63.8	755	3.8	6.0
20-24	37,009	21,679	58.6	1,602	4.3	7.4
25-29	31,474	17,567	55.8	1,090	3.5	6.2
30-34	34,515	18,712	54.2	1,001	2.9	5.3
35-39	32,455	17,963	55.3	833	2.6	4.6
40-49	48,020	26,742	55.7	994	2.1	3.7
50-59	32,004	18,246	57.0	493	1.5	2.7
60-69	16,338	9,280	56.8	189	1.2	2.0
70 and over	11,952	6,655	55.7	66	0.6	1.0
Age not reported	35,799	1,715	4.8	207	0.6	12.1
All ages	299,933	151,442	50.5	7,289	2.4	4.8
Two-wheeled motor vehicle riders:						
Under 17	2,613	1,128	43.2	29	1.1	2.6
17-19	4,289	2,030	47.3	87	2.0	4.3
20-24	3,478	1,604	46.1	107	3.1	6.7
25-29	3,285	1,523	46.4	70	2.1	4.6
30-34	3,783	1,776	46.9	70	1.9	3.9
35-39	3,718	1,628	43.8	68	1.8	4.2
40-49	4,624	2,206	47.7	60	1.3	2.7
50-59	1,906	869	45.6	9	0.5	1.0
60-69	531	241	45.4	1	0.2	0.4
70 and over	161	71	44.1	0	0.0	0.0
Age not reported	1,135	102	9.0	9	0.8	8.8
All ages	29,523	13,178	44.6	510	1.7	3.9
Bus/coach drivers	10,939	4,232	38.7	13	0.1	0.3
Light goods vehicle drivers	17,486	9,155	52.4	266	1.5	2.9
Heavy goods vehicle drivers	13,173	7,975	60.5	54	0.4	0.7
Other drivers/riders	3,044	1,294	42.5	18	0.6	1.4
All motor vehicle drivers and riders:						
Under 17	3,207	1,372	42.8	89	2.8	6.5
17-19	24,626	14,993	60.9	859	3.5	5.7
20-24	43,166	24,912	57.7	1,749	4.1	7.0
25-29	38,685	21,428	55.4	1,214	3.1	5.7
30-34	44,003	23,804	54.1	1,116	2.5	4.7
35-39	42,254	23,140	54.8	948	2.2	4.1
40-49	62,419	34,513	55.3	1,128	1.8	3.3
50-59	41,076	23,236	56.6	542	1.3	2.3
60-69	19,176	10,890	56.8	199	1.0	1.8
70 and over	12,422	6,876	55.4	67	0.5	1.0
Age not reported	43,064	2,112	4.9	239	0.6	11.3
All ages	374,098	187,276	50.1	8,150	2.2	4.4

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

37a Drivers: by gender, number injured, car driver and two-wheeled motor vehicle rider and age: 2003

Number of drivers/percentage

	Male		Female				All drivers or riders ¹		
	Involved	of which casualties		Involved	of which casualties		Involved	of which casualties	
		Number	Percentage		Number	Percentage		Number	Percentage
Car drivers:									
Under 17	471	229	48.6	54	30	55.6	529	259	49.0
17-19	13,994	6,716	48.0	5,785	3,759	65.0	19,838	10,475	52.8
20-24	23,990	10,827	45.1	12,866	7,987	62.1	37,009	18,814	50.8
25-29	19,624	8,307	42.3	11,674	6,978	59.8	31,474	15,286	48.6
30-34	21,324	8,550	40.1	12,937	7,300	56.4	34,515	15,850	45.9
35-39	19,564	7,718	39.5	12,700	6,981	55.0	32,455	14,700	45.3
40-49	29,365	11,287	38.4	18,536	9,873	53.3	48,020	21,161	44.1
50-59	20,847	7,498	36.0	11,107	6,160	55.5	32,004	13,658	42.7
60-69	11,694	4,231	36.2	4,620	2,496	54.0	16,338	6,727	41.2
70 and over	8,701	3,677	42.3	3,230	1,863	57.7	11,952	5,540	46.4
Age not reported	12,205	828	6.8	4,337	471	10.9	35,799	1,316	3.7
All ages	181,779	69,868	38.4	97,846	53,898	55.1	299,933	123,786	41.3
Moped riders:									
Under 16	81	65	80.2	11	9	81.8	92	74	80.4
16	1,758	1,625	92.4	172	166	96.5	1,931	1,791	92.7
17	794	742	93.5	81	77	95.1	875	819	93.6
18	276	252	91.3	46	46	100.0	323	298	92.3
19	132	124	93.9	32	30	93.8	164	154	93.9
20-24	323	291	90.1	118	113	95.8	441	404	91.6
25-29	226	205	90.7	68	62	91.2	294	267	90.8
30-39	343	316	92.1	118	112	94.9	462	428	92.6
40-49	147	137	93.2	62	60	96.8	209	197	94.3
50-59	82	74	90.2	47	42	89.4	129	116	89.9
60 and over	70	64	91.4	48	48	100.0	118	112	94.9
Age not reported	121	61	50.4	12	8	66.7	204	71	34.8
All ages	4,353	3,956	90.9	815	773	94.8	5,242	4,731	90.3
Motor cycle riders:									
Under 16	164	143	87.2	5	5	100.0	169	148	87.6
16	395	361	91.4	26	24	92.3	421	385	91.4
17	1,152	1,074	93.2	55	52	94.5	1,208	1,126	93.2
18	906	853	94.2	53	49	92.5	960	902	94.0
19	708	657	92.8	51	44	86.3	759	701	92.4
20-24	2,796	2,603	93.1	237	229	96.6	3,037	2,832	93.2
25-29	2,750	2,545	92.5	240	229	95.4	2,991	2,774	92.7
30-39	6,546	6,040	92.3	486	459	94.4	7,039	6,499	92.3
40-49	4,181	3,849	92.1	233	219	94.0	4,415	4,068	92.1
50-59	1,688	1,550	91.8	89	83	93.3	1,777	1,633	91.9
60 and over	552	507	91.8	21	19	90.5	574	526	91.6
Age not reported	575	385	67.0	34	18	52.9	931	408	43.8
All ages	22,413	20,567	91.8	1,530	1,430	93.5	24,281	22,002	90.6
Other motor vehicle drivers ²	39,324	8,730	22.2	1,769	565	31.9	44,642	9,295	20.8
All motor vehicle drivers or riders:									
Under 17	2,930	2,464	84.1	272	238	87.5	3,207	2,702	84.3
17-19	18,443	10,568	57.3	6,120	4,067	66.5	24,626	14,635	59.4
20-24	29,658	14,417	48.6	13,339	8,365	62.7	43,166	22,782	52.8
25-29	26,308	12,003	45.6	12,176	7,334	60.2	38,685	19,338	50.0
30-34	30,178	13,094	43.4	13,528	7,707	57.0	44,003	20,801	47.3
35-39	28,743	12,322	42.9	13,269	7,335	55.3	42,254	19,658	46.5
40-49	43,016	17,320	40.3	19,247	10,266	53.3	62,419	27,587	44.2
50-59	29,575	10,522	35.6	11,433	6,357	55.6	41,076	16,879	41.1
60-69	14,432	5,141	35.6	4,717	2,559	54.3	19,176	7,700	40.2
70 and over	9,085	3,908	43.0	3,314	1,930	58.2	12,422	5,838	47.0
Age not reported	15,501	1,362	8.8	4,545	508	11.2	43,064	1,894	4.4
All ages	247,869	103,121	41.6	101,960	56,666	55.6	374,098	159,814	42.7

1 Includes cases where gender was not reported.

2 Includes drivers of buses, coaches and goods vehicles.

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

Number of drivers/percentage

	Male			Female			All drivers or riders ¹		
	Involved	of which casualties		Involved	of which casualties		Involved	of which casualties	
		Number	Percentage		Number	Percentage		Number	Percentage
Car drivers:									
Under 17	439	228	51.9	38	22	59.6	486	250	51.5
17-19	17,525	7,838	44.7	7,334	4,580	62.4	24,941	12,417	49.8
20-24	29,065	11,800	40.6	15,743	9,571	60.8	45,066	21,372	47.4
25-29	29,227	10,821	37.0	16,556	9,380	56.7	46,072	20,202	43.8
30-34	26,896	9,067	33.7	15,407	8,070	52.4	42,655	17,137	40.2
35-39	20,693	6,859	33.1	12,152	6,229	51.3	33,078	13,089	39.6
40-49	32,735	10,116	30.9	18,037	9,095	50.4	51,021	19,211	37.7
50-59	21,664	6,692	30.9	9,686	5,101	52.7	31,429	11,794	37.5
60-69	12,499	4,067	32.5	4,018	2,119	52.7	16,545	6,186	37.4
70 and over	8,594	3,467	40.3	2,793	1,606	57.5	11,405	5,073	44.5
Age not reported	10,056	714	7.1	3,342	494	14.8	27,070	1,225	4.5
All ages	209,393	71,669	34.2	105,106	56,266	53.5	329,768	127,958	38.8
Moped riders:									
Under 16	50	43	86.3	3	2	84.6	53	45	85.6
16	540	500	92.6	67	65	97.3	607	565	93.1
17	223	203	91.0	39	38	98.4	262	242	92.1
18	91	82	90.1	25	23	93.6	116	106	90.9
19	57	50	88.7	16	15	96.2	73	65	89.8
20-24	180	163	90.2	74	71	95.9	255	233	91.5
25-29	130	115	88.3	64	62	95.7	195	176	90.5
30-39	190	169	89.3	91	87	94.7	282	256	90.8
40-49	125	114	91.2	97	94	96.9	222	208	93.5
50-59	118	110	93.1	99	97	98.6	217	207	95.6
60 and over	143	137	95.8	75	73	96.8	218	210	96.2
Age not reported	43	26	60.6	9	7	76.1	72	33	46.1
All ages	1,890	1,713	90.6	658	633	96.3	2,572	2,346	91.2
Motor cycle riders:									
Under 16	138	117	85.2	4	4	86.4	144	121	84.3
16	385	357	92.8	24	24	100.0	409	380	93.1
17	912	853	93.5	41	38	92.6	954	891	93.3
18	708	660	93.2	43	41	95.3	752	701	93.2
19	563	523	92.9	50	48	96.4	613	571	93.1
20-24	3,256	2,968	91.2	295	276	93.4	3,556	3,244	91.2
25-29	4,244	3,843	90.5	326	304	93.1	4,574	4,147	90.7
30-39	6,076	5,527	91.0	347	311	89.7	6,432	5,838	90.8
40-49	2,414	2,191	90.8	133	119	89.1	2,550	2,310	90.6
50-59	982	893	90.9	71	64	90.4	1,053	957	90.9
60 and over	404	368	91.3	33	28	85.5	437	397	90.8
Age not reported	480	329	68.5	26	18	67.7	727	348	47.9
All ages	20,561	18,628	90.6	1,393	1,273	91.4	22,202	19,905	89.7
Other motor vehicle drivers ²	43,297	9,006	20.8	1,800	656.6	36.5	48,250	9,664	20.0
All motor vehicle drivers or riders:									
Under 17	1,583	1,258	79.4	138	118	85.9	1,734	1,376	79.4
17-19	20,888	10,497	50.3	7,598	4,809	63.3	28,575	15,306	53.6
20-24	36,248	15,994	44.1	16,354	10,025	61.3	52,884	26,020	49.2
25-29	39,846	16,310	40.9	17,278	9,877	57.2	57,454	26,189	45.6
30-34	37,523	14,054	37.5	15,992	8,431	52.7	53,919	22,486	41.7
35-39	28,577	10,243	35.8	12,550	6,461	51.5	41,404	16,705	40.3
40-49	44,889	14,194	31.6	18,601	9,412	50.6	63,806	23,607	37.0
50-59	29,455	8,855	30.1	10,020	5,320	53.1	39,579	14,177	35.8
60-69	14,600	4,784	32.8	4,127	2,205	53.4	18,757	6,989	37.3
70 and over	8,913	3,668	41.1	2,836	1,643	57.9	11,769	5,311	45.1
Age not reported	12,617	1,160	9.2	3,463	527	15.2	32,910	1,708	5.2
All ages	275,140	101,016	36.7	108,956	58,829	54.0	402,791	159,873	39.7

1 Includes cases where gender was not reported.

2 Includes drivers of buses, coaches and goods vehicles.

38 Vehicles: by accident severity, vehicle type and vehicle population: 2003

	Number of vehicles involved in				Number of vehicles/vehicle stock
	Fatal accidents	Serious accidents	Slight accidents	All accidents	Road motor vehicles with current licences (thousand) ¹
Pedal cycles:	124	2,420	14,928	17,472	..
Mopeds:	31	841	4,370	5,242	110
Motorcycles ²	752	6,478	17,051	24,281	1,020
Taxis:	40	490	3,362	3,892	39
Cars :	3,709	32,479	258,547	294,735	26,260
Minibus	24	170	1,112	1,306	215
All cars ³ :	3,773	33,139	263,021	299,933	26,514
Buses or coaches:	119	1,200	9,620	10,939	73
Light Goods Vehicles:	320	2,189	14,977	17,486	2,434
Heavy Goods Vehicles:					
Rigid:	306	1,271	7,163	8,740	317
Articulated:	227	651	3,549	4,427	117
Total ⁴ :	533	1,923	10,717	13,173	433
Other motor vehicles:	86	477	2,481	3,044	340,992
Other non-motor vehicles:	12	85	250	347	..
All vehicles ⁵ :	5,753	48,763	337,506	392,022	31,207

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

2 Includes motor cycle combinations and scooters

3 Includes cars, taxis, minibuses

4 Includes cases where HGV type was not reported

5 Includes cases where vehicle type was not reported

39 Number of casualties: by accident and casualty severity and road user type: 2003

	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	774	41	27	842	7,118	353	7,471	28,092	36,405
Pedal cyclists	114	1	4	119	2,296	54	2,350	14,564	17,033
Moped riders and passengers	24	2	4	30	768	39	807	4,042	4,879
Motor cycle 125cc and under ¹									
riders	78	2	6	86	1,525	57	1,582	5,603	7,271
passengers	3	4	1	8	68	31	99	202	309
Motor cycle over 125cc ¹									
riders	563	34	25	622	4,241	221	4,462	9,647	14,731
passengers	25	21	7	53	294	148	442	726	1,221
Taxi									
drivers	6	5	5	16	61	53	114	964	1,094
passengers	5	1	1	7	93	51	144	1,088	1,239
Car									
drivers	1,161	460	667	2,288	9,318	4,770	14,088	105,986	122,362
passengers	581	591	602	1,774	4,909	4,612	9,521	51,252	62,547
Minibus									
drivers	2	3	6	11	24	26	50	269	330
passengers	14	17	34	65	40	78	118	587	770
Bus or coach									
drivers	1	3	23	27	40	83	123	712	862
passengers	10	8	177	195	438	430	868	7,143	8,206
Light goods vehicle									
drivers	50	41	63	154	480	309	789	4,181	5,124
passengers	22	15	28	65	157	171	328	1,380	1,773
Heavy goods vehicle									
Rigid									
drivers	17	10	66	93	171	134	305	1,285	1,683
passengers	2	1	10	13	51	46	97	281	391
Articulated									
drivers	25	9	48	82	135	60	195	632	909
passengers	0	1	4	5	7	11	18	53	76
Total ²									
drivers	42	19	114	175	306	194	500	1,919	2,594
passengers	2	2	14	18	58	57	115	334	467
Other motor vehicle									
drivers	16	4	12	32	88	37	125	558	715
passengers	4	2	12	18	37	48	85	264	367
Other non-motor vehicle									
drivers	10	0	1	11	69	4	73	203	287
passengers	1	0	0	1	3	0	3	17	21
All casualties ³	3,508	1,276	1,833	6,617	32,431	11,826	44,257	239,733	290,607

1 Includes data on scooter, motorcycle and combinations

2 Includes cases where HGV type was not reported.

3 Includes cases where road user type was not reported.

40a Vehicles: by vehicle type, built-up and non built-up roads, road class and accident severity: 2003

Number of vehicles

	Pedal Cycles	TWMV	Cars	Buses or coaches	Light goods vehicles	Heavy goods vehicles	All motor vehicles ¹	All vehicles ²
Built-up roads:³								
A roads								
Fatal	43	142	644	51	53	91	993	1,037
Fatal or serious	814	2,273	9,317	627	578	462	13,372	14,200
All severities	5,844	10,830	92,960	5,241	5,155	3,186	118,169	124,095
B roads								
Fatal	7	41	191	11	3	12	260	269
Fatal or serious	277	638	2,923	126	174	97	3,992	4,277
All severities	1,863	2,759	27,144	1,106	1,442	608	33,302	35,184
Other roads								
Fatal	26	98	478	29	39	29	685	714
Fatal or serious	1,054	1,958	9,453	416	572	254	12,766	13,863
All severities	8,379	8,486	91,428	3,817	4,651	1,651	110,838	119,420
All built-up roads:⁴								
Fatal	76	281	1,313	91	95	132	1,938	2,020
Fatal or serious	2,145	4,869	21,693	1,169	1,324	813	30,130	32,340
All severities	16,086	22,075	211,532	10,164	11,248	5,445	262,309	278,699
Non built-up roads:³								
A roads								
Fatal	31	323	1,549	18	146	261	2,330	2,368
Fatal or serious	204	1,988	8,647	76	685	967	12,529	12,746
All severities	742	4,547	48,308	406	3,294	3,962	61,155	61,930
B roads								
Fatal	7	85	367	6	18	29	513	520
Fatal or serious	49	564	2,228	32	138	124	3,129	3,187
All severities	200	1,184	10,359	122	670	497	13,007	13,231
Other roads								
Fatal	10	70	317	2	20	18	441	452
Fatal or serious	144	524	2,625	32	180	125	3,558	3,723
All severities	438	1,300	14,895	183	960	603	18,223	18,743
All non built-up roads:⁴								
Fatal	48	478	2,233	26	184	308	3,284	3,340
Fatal or serious	397	3,076	13,500	140	1,003	1,216	19,216	19,656
All severities	1,380	7,031	73,562	711	4,924	5,062	92,385	93,904
All speed limits:⁵								
Motorways								
Fatal	0	24	227	2	41	93	392	393
Fatal or serious	2	157	1,719	10	182	427	2,515	2,520
All severities	6	417	14,839	64	1,314	2,666	19,404	19,419
A roads								
Fatal	74	465	2,193	69	199	352	3,323	3,405
Fatal or serious	1,018	4,261	17,964	703	1,263	1,429	25,901	26,946
All severities	6,586	15,377	141,268	5,647	8,449	7,148	179,324	186,025
B roads								
Fatal	14	126	558	17	21	41	773	789
Fatal or serious	326	1,202	5,151	158	312	221	7,121	7,464
All severities	2,063	3,943	37,503	1,228	2,112	1,105	46,309	48,415
Other roads								
Fatal	36	168	795	31	59	47	1,126	1,166
Fatal or serious	1,198	2,482	12,078	448	752	379	16,324	17,586
All severities	8,817	9,786	106,323	4,000	5,611	2,254	129,061	138,163
Total⁴								
Fatal	124	783	3,773	119	320	533	5,614	5,753
Fatal or serious	2,544	8,102	36,912	1,319	2,509	2,456	51,861	54,516
All severities	17,472	29,523	299,933	10,939	17,486	13,173	374,098	392,022

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.

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

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

1 Includes other motor vehicles.

2 Includes other non-motor vehicles and 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.

41 Vehicle involvement rates: by vehicle type, urban and rural roads, road class, accident severity and traffic: 2003

Rate per 100 million vehicle kilometres¹

	Pedal cycles	Two-wheel motor vehicles	Cars	Buses or coaches	Light goods vehicles	Heavy goods vehicles	All motor vehicles ²	All vehicles ³
Urban roads: ⁴								
A roads								
Fatal	6.3	12	0.9	4.1	0.6	3.0	1.2	1.2
Fatal or serious	120	182	13	49	6	14	15	16
All severities	882	888	128	422	54	99	135	141
Other roads ⁵								
Fatal	1.0	5.5	0.6	1.6	0.3	1.7	0.7	0.7
Fatal or serious	39	113	11	24	4.9	14	13	13
All severities	309	511	110	224	40	90	111	116
All Urban roads: ^{6,8}								
Fatal	1.9	8	0.7	2.6	0.4	2.5	0.9	0.9
Fatal or serious	53	139	12	33	5	14	14	14
All severities	410	654	118	298	46	96	121	126
Rural roads: ^{4,8}								
A roads								
Fatal	26	24	1.4	2.1	0.9	2.6	1.7	1.7
Fatal or serious	197	159	8	12	4.6	10	10	10
All severities	800	383	49	60	23	41	49	50
Other roads ³								
Fatal	2.6	24	1.6	2.0	0.4	2.8	1.8	1.8
Fatal or serious	46	193	13	16	4.3	17	15	15
All severities	225	512	81	94	26	83	79	81
All Rural roads: ⁶								
Fatal	5.8	24	1.5	2.0	0.7	2.6	1.7	1.7
Fatal or serious	66	172	10	14	4.5	11	11	12
All severities	304	431	59	75	24	48	59	60
All speed limits: ⁷								
Motorways								
Fatal	0	5.8	0.3	0.4	0.4	0.8	0.4	0.4
Fatal or serious	0	38	2.4	2.2	1.8	3.7	2.7	2.7
All severities	0	101	21	14	13	23	21	21
A roads								
Fatal	10	19	1.2	3.2	0.8	2.7	1.5	1.5
Fatal or serious	134	170	10	32	5.1	11	12	12
All severities	868	613	79	261	34	55	81	84
Other roads ⁵								
Fatal	1.3	11	0.9	1.7	0.3	2.3	1.1	1.1
Fatal or serious	41	137	12	22	4.7	16	13	14
All severities	290	512	100	189	34	87	99	104
Total ⁶								
Fatal	2.7	14	1.0	2.2	0.6	1.9	1.1	1.2
Fatal or serious	56	145	9	24	4.3	9	11	11
All severities	387	527	76	203	30	46	76	79
Estimated vehicle kilometres (100 million):								
Built-up roads: ⁴	35	30	1,607	32	217	49	1,936	1,971
Non built-up roads: ⁴	10	22	1,620	17	259	120	2,038	2,048
Motorways	0	4	703	5	102	115	929	929
Total	45	56	3,930	54	579	285	4,903	4,948

1 Traffic estimates for 1993 onwards have been produced on a new, more accurate basis and are not directly comparable with earlier data.

See "Notes" for more details.

2 Includes other motor vehicles.

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

4 Excludes motorways.

5 B, C and unclassified roads.

6 Includes cases where road class was not reported.

7 Includes cases where speed limit was not reported.

42 Vehicles: by junction type, vehicle type, built-up and non built-up roads: 2003

		Number of vehicles							
		Round- about	T, Y or staggered junction	Crossroads	Multiple junction	Slip road	Other junction	Using private drive or entrance	Not at or within 20 metres of junction
Pedal cycles	Built-up roads	1,649	6,738	1,749	209	68	553	1,072	4,040
	Non built-up roads	182	244	65	5	46	27	71	739
	Motorways	1	1	0	0	3	0	0	1
Two-wheel motor vehicles	Built-up roads	1,889	9,452	2,554	346	118	770	1,524	5,415
	Non built-up roads	754	1,237	258	34	152	200	453	3,941
	Motorways	46	4	1	0	61	1	1	303
Cars	Built-up roads	19,362	80,550	29,021	3,877	1,475	6,905	9,829	60,428
	Non built-up roads	6,794	13,111	3,511	488	2,253	1,667	3,547	42,172
	Motorways	948	86	10	23	1,622	73	0	12,077
Buses or coaches	Built-up roads	672	3,742	1,299	230	51	344	247	3,568
	Non built-up roads	50	130	28	4	15	15	36	433
	Motorways	7	0	0	0	8	0	0	49
Light goods vehicles	Built-up roads	883	4,170	1,476	181	81	357	627	3,469
	Non built-up roads	350	804	207	22	151	108	308	2,972
	Motorways	66	8	0	0	96	6	0	1,138
Heavy goods vehicles:									
Articulated	Built-up roads	210	298	105	19	8	26	49	374
	Non built-up roads	286	198	36	3	99	37	74	1,099
	Motorways	34	4	0	1	127	6	0	1,334
Rigid	Built-up roads	521	1,438	508	116	43	128	225	1,375
	Non built-up roads	282	444	114	24	106	76	150	2,034
	Motorways	45	7	0	2	122	6	1	977
Other vehicles	Built-up roads	156	707	220	35	13	114	121	783
	Non built-up roads	46	168	36	6	29	36	126	786
	Motorways	4	0	0	1	11	0	0	97
All vehicles ¹	Built-up roads	25,342	107,095	36,932	5,013	1,857	9,197	13,694	79,452
	Non built-up roads	8,744	16,336	4,255	586	2,851	2,166	4,765	54,176
	Motorways	1,151	110	11	27	2,050	92	2	15,976

¹ Includes cases where vehicle type was unknown.

43 Vehicles involved in accidents: by road surface condition and vehicle type: 2003

Road surface condition	Number of vehicles involved/percentage								
	Pedal cycles	Two wheel motor vehicles	Cars	Buses or coaches	Light goods vehicles	Heavy goods vehicles	Other motor vehicles	Other vehicles ¹	All vehicles
Dry:									
All	14,293	23,171	204,064	8,744	11,918	9,103	2,157	364	273,814
% of which skidded	2.7	19.2	10.7	2.8	11.7	11.5	6.2	2.2	10.8
Wet or flood:									
All	2,992	5,679	87,968	2,059	5,030	3,720	804	80	108,332
% of which skidded	4.7	28.5	19.2	9.8	22.0	17.4	10.8	3.8	19.1
Snow or ice:									
All	158	420	6,866	108	454	277	64	3	8,350
% of which skidded	10.8	50.5	41.4	26.9	46.0	29.2	14.1	-	40.7
Mud or oil:									
All	11	236	797	17	71	69	19	2	1,222
% of which skidded	90.9	62.7	51.8	29.4	47.9	21.7	10.5	0.0	51.3
All conditions:²									
All	17,472	29,523	299,933	10,939	17,486	13,173	3,044	452	392,022
% of which skidded	3.2	21.8	14.0	4.4	15.7	13.6	7.6	2.4	13.9

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

2 Includes cases where road surface condition was not reported.

44 Vehicles involved in accidents: by vehicle type and manoeuvre: 2003

(a) Two-wheel vehicles

	Number of vehicles				
	Pedal cycles	Mopeds	Motorcycles under 125cc	Motorcycles over 125cc ¹	All two-wheel vehicles
Reversing	13	4	4	7	28
Parked	40	15	27	45	127
Waiting to go ahead but held up	210	142	186	401	939
Stopping	130	154	202	401	887
Starting	150	34	44	80	308
U turning	29	28	22	39	118
Turning left or waiting to	480	175	214	317	1,186
Turning right or waiting to	1,269	418	409	520	2,616
Changing lane	325	53	87	195	660
Overtaking a moving or stationary vehicle	849	654	1,125	2,791	5,419
Going ahead on a bend	645	389	674	2,618	4,326
Going ahead other	13,303	3,170	4,995	8,859	30,327
All known manoeuvres	17,443	5,236	7,989	16,273	46,941
Number of vehicles ⁵ involved in accidents	17,472	5,242	7,995	16,286	46,995
of which:					
at a junction	12,683	3,733	5,764	10,358	32,538
skidded	553	904	1,388	4,144	6,989

(b) Vehicles other than two-wheel

Number of vehicles

	Heavy goods vehicles						All vehicles other than two-wheel ⁴
	Cars	Buses or coaches	Light goods vehicles	Rigid ²	Articulated	All ³	
Reversing	3,893	40	488	213	37	250	4,732
Parked	11,280	892	1,050	518	175	694	14,157
Waiting to go ahead but held up	28,441	473	1,155	427	142	569	30,772
Stopping	13,271	1,346	830	307	153	460	15,996
Starting	3,818	814	259	135	47	182	5,133
U turning	2,567	15	176	47	22	69	2,856
Turning left or waiting to	11,501	353	633	337	124	461	13,076
Turning right or waiting to	39,445	635	1,974	724	258	983	43,485
Changing lane	4,731	149	432	601	756	1,357	6,755
Overtaking a moving or stationary vehicle	10,593	329	678	347	162	509	12,261
Going ahead on a bend	26,071	518	1,497	869	450	1,320	29,701
Going ahead other	143,718	5,346	8,279	4,203	2,100	6,304	165,377
All known manoeuvres	299,329	10,910	17,451	8,728	4,426	13,158	344,301
Towing:							
Caravan	239	2	9	3	0	3	256
Other	804	12	263	413	0	413	1,927
All towing	1,043	14	272	416	0	416	2,183
Number of vehicles ⁵ involved in accidents	299,933	10,939	17,486	8,740	4,427	13,173	345,027
of which:							
at a junction	185,152	6,878	9,901	4,357	1,620	5,978	209,738
skidded ⁶	42,084	482	2,740	1,235	556	1,792	47,340
jackknifed ⁶	107	1	22	18	138	156	291
overturned	3,917	2	275	141	206	347	4,643

1 Includes Motor cycle combinations and scooters.

2 Includes vehicles towing trailers or caravans.

3 Includes cases where body type was not reported.

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

5 Includes cases where vehicle manoeuvre was not reported.

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

45 Accidents: by road surface condition, road class, severity, rate per thousand vehicles, county and unitary authority (UA): 2003

County/Unitary Authority	Number of accidents ^{rate}								Rate per thousand Licensed vehicles
	Road surface condition			Road Class			Severity		
	Dry	Wet or Flood	Snow or ice	Motor-way	A	Other ¹	Fatal or Serious	All	
Greater London	26,084	5,322	373	283	20,073	11,488	4,771	31,844	11.1
Greater Manchester	6,681	3,276	198	628	4,586	4,970	997	10,184	7.9
Merseyside	3,899	1,158	56	119	2,200	2,805	676	5,124	9.1
South Yorkshire	3,388	1,299	129	240	1,920	2,657	644	4,817	8.3
Tyne and Wear	2,547	1,138	89	54	1,644	2,090	402	3,788	9.0
West Midlands	6,792	2,546	202	241	3,875	5,439	1,122	9,555	6.4
West Yorkshire	5,929	2,398	141	393	3,561	4,541	1,111	8,495	8.8
Avon	2,434	834	39	259	1,226	1,829	438	3,314	5.8
Bath & North East Somerset UA	319	119	4	0	222	224	67	446	4.9
City of Bristol UA	1,110	356	11	53	585	840	186	1,478	7.2
North Somerset UA	439	150	6	65	190	341	90	596	5.1
South Gloucestershire UA	566	209	18	141	229	424	95	794	4.9
Bedfordshire	1,142	449	48	142	607	890	240	1,639	5.3
Bedfordshire (excludes UA)	823	319	41	128	493	562	186	1,183	5.2
Luton UA	319	130	7	14	114	328	54	456	5.6
Berkshire	1,981	610	65	285	1,114	1,265	333	2,664	4.7
Bracknell Forest UA	200	78	9	6	144	137	32	287	3.6
West Berkshire UA	363	97	15	91	170	217	94	478	4.3
Reading UA	401	116	5	4	274	246	50	524	7.1
Slough UA	376	113	13	72	194	237	57	503	3.9
Windsor and Maidenhead UA	354	88	10	70	171	213	52	454	5.5
Wokingham UA	287	118	13	42	161	215	48	418	4.6
Buckinghamshire	1,779	710	100	248	946	1,411	398	2,605	5.5
Buckinghamshire (excludes UA)	1,191	493	75	183	764	826	302	1,773	5.7
Milton Keynes UA	588	217	25	65	182	585	96	832	5.2
Cambridgeshire	2,433	863	83	50	1,574	1,784	515	3,408	7.9
Cambridgeshire (excluding UAs)	1,780	634	64	49	1,121	1,329	401	2,499	7.2
Peterborough UA	653	229	19	1	453	455	114	909	10.6
Cheshire	2,747	1,481	97	409	1,913	2,027	629	4,349	7.2
Cheshire (excluding UAs)	1,891	1,070	68	277	1,410	1,360	455	3,047	6.9
Halton UA	263	133	11	13	127	270	53	410	6.8
Warrington UA	593	278	18	119	376	397	121	892	8.5
Cleveland	1,103	379	34	0	631	891	280	1,522	6.3
Hartlepool UA	191	59	5	0	83	174	52	257	7.1
Middlesborough UA	347	119	3	0	177	293	77	470	9.0
Redcar & Cleveland UA	235	77	5	0	125	192	62	317	4.9
Stockton on Tees UA	330	124	21	0	246	232	89	478	5.4
Cornwall	1,218	789	26	0	905	1,155	265	2,060	6.6
Cumbria	1,269	592	44	99	885	921	359	1,905	6.5
Derbyshire	2,322	1,078	120	186	1,579	1,770	566	3,535	6.1
Derbyshire (excludes UA)	1,747	863	110	186	1,182	1,366	479	2,734	5.9
City of Derby UA	575	215	10	0	397	404	87	801	6.7
Devon	2,449	1,261	50	47	1,352	2,388	442	3,787	6.0
Devon (excluding UAs)	1,510	892	42	47	1,028	1,390	319	2,465	5.5
Plymouth UA	646	273	7	0	216	714	80	930	8.3
Torbay UA	293	96	1	0	108	284	43	392	5.8

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

45 Accidents: by road surface condition, road class, severity, rate per thousand vehicles, county and unitary authority (UA): 2003

Number of accidents^{rate}

County/Unitary Authority	Road surface condition			Road Class			Severity		Rate per thousand Licensed vehicles
	Dry	Wet or Flood	Snow or ice	Motor-way	A	Other ¹	Fatal or Serious	All	
Dorset	1,914	759	45	0	1,047	1,672	397	2,719	6.4
Dorset (excludes UAs)	1,002	420	29	0	618	833	256	1,451	5.7
Bournemouth UA	494	176	8	0	231	448	79	679	8.0
Poole UA	418	163	8	0	198	391	62	589	7.0
Durham	1,216	591	68	81	657	1,150	231	1,888	6.7
Durham (excludes UA)	982	490	67	66	525	954	196	1,545	6.6
Darlington UA	234	101	1	15	132	196	35	343	7.0
East Sussex	2,113	718	46	0	1,314	1,568	464	2,882	7.4
East Sussex (excludes UA)	1,280	490	37	0	893	918	312	1,811	6.3
Brighton & Hove UA	833	228	9	0	421	650	152	1,071	10.6
Essex	4,353	1,631	172	270	2,353	3,559	1,230	6,182	6.5
Essex (excluding UAs)	3,409	1,368	154	234	1,755	2,965	1,017	4,954	6.3
Southend on Sea UA	485	121	5	0	267	345	87	612	7.6
Thurrock UA	459	142	13	36	331	249	126	616	7.8
Gloucestershire	1,417	541	43	94	913	1,002	296	2,009	5.9
Hampshire	4,493	1,503	82	430	2,228	3,437	885	6,095	6.2
Hampshire (excludes UAs)	3,221	1,141	77	353	1,580	2,519	705	4,452	5.7
Portsmouth UA	636	165	1	51	321	433	77	805	8.0
Southampton UA	636	197	4	26	327	485	103	838	8.2
Herefordshire UA*	390	210	16	4	372	246	126	622	5.0
Hertfordshire	2,828	1,307	95	588	1,676	1,983	599	4,247	6.5
Humberside	2,275	1,023	131	95	1,287	2,055	633	3,437	7.8
East Riding of Yorkshire UA	719	371	57	48	454	652	246	1,154	6.2
Kingston upon Hull UA	687	330	21	0	366	673	150	1,039	10.9
North East Lincolnshire UA	453	165	16	0	232	402	112	634	8.8
North Lincolnshire UA	416	157	37	47	235	328	125	610	6.8
Isle of Wight UA	328	118	8	0	203	253	103	456	6.0
Kent	4,244	1,385	137	428	2,802	2,546	832	5,776	6.5
Kent (excluding UAs)	3,705	1,228	126	396	2,569	2,104	746	5,069	6.7
Medway Town UA	539	157	11	32	233	442	86	707	5.5
Lancashire	3,497	1,627	120	351	2,058	2,862	907	5,271	7.3
Lancashire (excluding UAs)	2,803	1,323	100	337	1,673	2,242	761	4,252	7.1
Blackburn with Darwen UA	318	166	12	14	209	273	65	496	8.3
Blackpool UA	376	138	8	0	176	347	81	523	8.5
Leicestershire	2,144	1,160	93	249	1,343	1,831	336	3,423	6.6
Leicestershire (excludes UAs)	1,332	771	66	249	770	1,172	239	2,191	6.0
City of Leicester UA	734	344	21	0	496	605	71	1,101	8.0
Rutland UA	78	45	6	0	77	54	26	131	6.1
Lincolnshire	1,796	720	175	0	1,264	1,473	464	2,737	6.8
Norfolk	1,701	809	99	0	1,192	1,426	474	2,618	5.3
Northamptonshire	1,387	504	95	133	988	871	453	1,992	5.1
Northumberland	694	389	54	0	519	628	187	1,147	7.1
North Yorkshire	2,093	893	105	25	1,477	1,636	716	3,138	7.1
North Yorkshire (excludes UA)	1,645	721	93	25	1,220	1,250	638	2,495	7.0
City of York UA	448	172	12	0	257	386	78	643	7.5

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

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

45 Accidents: by road surface condition, road class, severity, rate per thousand vehicles, county and unitary authority (UA): 2003

Number of accidents^{rate}

County/Unitary Authority	Road surface condition			Road Class			Severity		Rate per thousand Licensed vehicles
	Dry	Wet or Flood	Snow or ice	Motor-way	A	Other ¹	Fatal or Serious	All	
Nottinghamshire	2,614	988	114	76	1,769	1,994	791	3,839	7.7
Nottinghamshire (excluding UAs)	1,735	746	102	76	1,183	1,405	590	2,664	6.6
City of Nottingham UA	879	242	12	0	586	589	201	1,175	12.1
Oxfordshire	1,595	577	51	100	1,121	1,014	398	2,235	6.2
Shropshire	925	442	42	13	590	822	241	1,425	5.3
Shropshire (excluding UAs)	657	303	25	6	488	503	173	997	5.3
Telford and Wrekin UA	268	139	17	7	102	319	68	428	5.2
Somerset	1,197	521	26	77	827	855	294	1,759	5.5
Staffordshire	2,925	1,375	148	244	2,214	2,005	425	4,463	7.5
Staffordshire (excludes UA)	2,205	1,073	119	244	1,636	1,532	345	3,412	7.1
Stoke on Trent UA	720	302	29	0	578	473	80	1,051	9.5
Suffolk	1,543	716	72	0	1,117	1,224	366	2,341	5.5
Surrey	3,250	1,177	106	584	2,115	1,850	474	4,549	6.5
Warwickshire	1,428	579	100	203	766	1,145	425	2,114	6.3
West Sussex	1,809	750	36	37	1,293	1,277	441	2,607	5.6
Wiltshire	1,480	684	62	150	1,020	1,064	390	2,234	4.8
Wiltshire (excludes UA)	1,016	478	52	100	812	641	308	1,553	5.6
Swindon UA	464	206	10	50	208	423	82	681	3.7
Worcestershire*	1,141	436	46	141	702	789	267	1,632	4.8
England	134,987	50,316	4,281	8,056	87,818	94,558	28,033	190,432	7.1
Wales	6,568	2,940	191	278	4,425	5,041	1,353	9,744	6.3
Scotland	8,201	5,038	562	412	6,193	7,249	2,774	13,854	5.8
Great Britain	149,756	58,294	5,034	8,746	98,436	106,848	32,160	214,030	6.9

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

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

46a Casualties by road user type, child and adult pedestrians, severity, county and unitary authority (UA): 2003

Number of casualties

County/Unitary Authority	Population ² (Thousands)	Pedestrians						Two-wheel motor vehicle users				All road users ¹	
		Children		Adults		Pedal cyclists		Car users		KSI	All		
		KSI	All	KSI	All	KSI	All	KSI	All				
Greater London	7,388	322	1,632	1,111	5,074	438	3,052	1,155	6,493	1,745	18,428	5,164	38,477
Greater Manchester	2,531	173	1,040	273	1,349	90	846	180	835	343	9,038	1,095	14,144
Merseyside	1,364	97	424	194	622	35	283	101	372	328	5,186	781	7,473
South Yorkshire	1,273	74	405	142	499	37	309	147	497	307	4,173	748	6,476
Tyne and Wear	1,083	64	334	109	476	42	282	69	261	149	3,485	448	5,355
West Midlands	2,578	148	819	343	1,231	82	624	208	819	392	8,160	1,231	12,587
West Yorkshire	2,096	136	679	204	917	101	486	235	834	508	8,907	1,238	12,804
Avon	990	22	179	97	386	56	374	110	486	197	2,650	501	4,348
Bath & North East Somerset UA	170	2	27	14	64	8	34	15	67	38	387	79	603
City of Bristol UA	382	16	93	53	224	26	219	43	213	50	958	197	1,837
North Somerset UA	191	1	33	16	59	8	53	20	70	66	561	114	815
South Gloucestershire UA	247	3	26	14	39	14	68	32	136	43	744	111	1,093
Bedfordshire	574	16	85	27	144	19	114	62	214	134	1,689	283	2,406
Bedfordshire (excludes UA)	389	7	42	18	87	15	79	51	168	112	1,239	226	1,747
Luton UA	185	9	43	9	57	4	35	11	46	22	450	57	659
Berkshire	803	19	107	46	222	31	265	72	337	190	2,365	384	3,445
Bracknell Forest UA	110	1	8	5	16	3	23	10	30	19	293	38	378
West Berkshire UA	144	5	16	7	23	2	28	20	58	64	456	111	620
Reading UA	144	5	31	14	81	8	81	10	86	18	307	56	615
Slough UA	119	3	23	11	41	9	47	9	51	22	472	59	668
Windsor and Maidenhead UA	135	4	17	5	34	4	44	12	59	35	430	63	609
Wokingham UA	151	1	12	4	27	5	42	11	53	32	407	57	555
Buckinghamshire	694	14	76	40	176	18	151	112	340	300	2,703	500	3,620
Buckinghamshire (excludes UA)	478	4	47	33	135	12	95	82	239	249	1,783	393	2,405
Milton Keynes UA	216	10	29	7	41	6	56	30	101	51	920	107	1,215
Cambridgeshire	730	17	84	55	223	51	502	120	390	327	3,159	600	4,670
Cambridgeshire (excluding UA)	571	14	60	41	170	40	376	92	287	259	2,319	471	3,436
Peterborough UA	159	3	24	14	53	11	126	28	103	68	840	129	1,234
Cheshire	990	36	170	78	269	46	311	151	491	398	4,547	760	6,252
Cheshire (excluding UAs)	679	20	101	47	172	35	215	113	363	299	3,222	547	4,367
Halton UA	118	5	30	9	24	4	27	12	39	41	433	74	614
Warrington UA	193	11	39	22	73	7	69	26	89	58	892	139	1,271
Cleveland	554	36	153	52	170	40	166	53	144	125	1,288	320	2,037
Hartlepool UA	90	9	29	6	25	10	34	5	20	24	226	56	361
Middlesbrough UA	139	6	39	24	72	14	53	12	32	24	390	85	614
Redcar & Cleveland UA	139	5	39	7	30	7	38	17	34	32	268	71	437
Stockton on Tees UA	186	16	46	15	43	9	41	19	58	45	404	108	625
Cornwall	514	6	76	29	181	2	72	80	336	205	1,969	336	2,846
Cumbria	490	20	99	26	156	26	139	90	234	256	1,899	447	2,695
Derbyshire	976	43	187	64	276	39	265	163	530	333	3,326	680	4,955
Derbyshire (excludes UA)	743	33	139	47	185	31	171	145	442	292	2,665	580	3,902
City of Derby UA	233	10	48	17	91	8	94	18	88	41	661	100	1,053
Devon	1,087	26	239	60	389	26	239	131	605	222	2,940	495	4,779
Devon (excluding UAs)	715	14	116	28	230	14	136	100	372	185	2,137	365	3,198
Plymouth UA	241	6	80	19	95	8	73	19	162	30	582	86	1,119
Torbay UA	131	6	43	13	64	4	30	12	71	7	221	44	462

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

² 2003 population data.

46a Casualties by road user type, child and adult pedestrians, severity, county and unitary authority (UA): 2003

Number of casualties

County/Unitary Authority	Population ² (Thousands)	Pedestrians										All road users ¹	
		Children		Adults		Pedal cyclists		Two-wheel motor vehicle users		Car users		KSI	All
		KSI	All	KSI	All	KSI	All	KSI	All	KSI	All		
Dorset	700	14	85	58	276	39	279	120	486	202	2,449	449	3,779
Dorset (excludes UAs)	398	8	51	35	145	12	98	75	246	151	1,435	293	2,098
Bournemouth UA	164	4	18	18	87	15	102	22	122	25	497	86	877
Poole UA	138	2	16	5	44	12	79	23	118	26	517	70	804
Durham	592	19	141	29	164	13	118	58	177	144	1,934	277	2,778
Durham (excludes UA)	494	17	121	22	135	8	86	48	143	134	1,660	240	2,336
Darlington UA	98	2	20	7	29	5	32	10	34	10	274	37	442
East Sussex	747	22	156	116	384	32	201	117	396	231	2,405	533	3,894
East Sussex (excludes UA)	496	14	96	52	175	19	101	94	286	178	1,732	367	2,561
Brighton & Hove UA	251	8	60	64	209	13	100	23	110	53	673	166	1,333
Essex	1,629	78	257	144	442	85	456	323	916	717	5,674	1,435	8,293
Essex (excluding UAs)	1,324	61	189	109	339	72	352	266	746	595	4,632	1,170	6,689
Southend on Sea UA	160	10	41	18	63	8	74	27	92	35	450	101	759
Thurrock UA	145	7	27	17	40	5	30	30	78	87	592	164	845
Gloucestershire	568	17	86	36	171	23	184	91	296	167	1,852	349	2,727
Hampshire	1,661	40	254	121	508	92	705	265	1,020	478	5,042	1,056	8,033
Hampshire (excludes UAs)	1,251	21	152	72	309	60	439	222	778	434	3,972	866	5,985
Portsmouth UA	189	4	44	22	90	12	142	16	111	25	553	80	1,016
Southampton UA	221	15	58	27	109	20	124	27	131	19	517	110	1,032
Herefordshire UA*	177	1	20	13	41	8	52	31	80	87	607	146	865
Hertfordshire	1,041	40	165	67	289	43	276	149	564	342	4,541	688	6,202
Humberside	881	35	207	90	326	73	507	173	478	316	2,830	710	4,621
East Riding of Yorkshire UA	321	5	50	22	92	15	111	80	183	165	1,122	297	1,659
Kingston upon Hull UA	248	13	90	43	145	23	208	37	148	35	598	155	1,255
North East Lincolnshire UA	157	9	37	13	62	21	125	22	69	52	495	119	846
North Lincolnshire UA	155	8	30	12	27	14	63	34	78	64	615	139	861
Isle of Wight UA	136	5	30	15	38	11	48	36	103	55	348	124	591
Kent	1,600	49	311	119	465	53	390	217	866	466	5,058	951	7,575
Kent (excluding UA)	1,349	37	246	94	390	50	350	199	759	432	4,534	855	6,696
Medway Town UA	251	12	65	25	75	3	40	18	107	34	524	96	879
Lancashire	1,427	95	438	144	536	72	421	207	620	488	5,072	1,048	7,499
Lancashire (excluding UAs)	1,146	79	318	110	381	58	331	181	528	422	4,224	886	6,124
Blackburn with Darwen UA	139	8	60	14	79	4	35	13	38	33	449	74	697
Blackpool UA	142	8	60	20	76	10	55	13	54	33	399	88	678
Leicestershire	939	11	176	41	300	24	301	91	455	213	3,049	414	4,607
Leicestershire (excludes UAs)	619	8	81	17	118	14	168	64	324	163	2,105	298	3,046
City of Leicester UA	284	3	93	23	176	8	128	19	115	25	773	80	1,350
Rutland UA	36	0	2	1	6	2	5	8	16	25	171	36	211
Lincolnshire	665	17	111	38	210	18	181	118	418	397	2,888	628	4,116
Norfolk	811	19	110	56	257	23	238	133	395	285	2,378	546	3,559
Northamptonshire	643	29	109	43	159	34	136	122	254	279	1,921	539	2,741
Northumberland	309	11	61	30	97	14	80	42	123	109	1,194	216	1,708
North Yorkshire	759	23	117	60	240	36	299	243	582	476	2,906	897	4,467
North Yorkshire (excludes UA)	576	19	89	54	191	26	152	223	476	423	2,454	797	3,634
City of York UA	183	4	28	6	49	10	147	20	106	53	452	100	833

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

² 2003 population data.

46a Casualties by road user type, child and adult pedestrians, severity, county and unitary authority (UA): 2003

Number of casualties

County/Unitary Authority	Population ² (Thousands)	Pedestrians						Pedal cyclists		Two-wheel motor vehicle users		Car users		All road users ¹	
		Children		Adults		KSI	All	KSI	All	KSI	All	KSI	All	KSI	All
		KSI	All	KSI	All										
Nottinghamshire	1,029	54	208	131	350	60	309	209	538	412	3,549	908	5,400		
Nottinghamshire (excluding UA)	755	37	132	72	186	37	182	172	373	336	2,695	686	3,878		
City of Nottingham UA	274	17	76	59	164	23	127	37	165	76	854	222	1,522		
Oxfordshire	615	13	70	44	158	30	306	113	325	256	1,902	481	2,958		
Shropshire	447	15	69	27	116	16	108	59	168	156	1,440	286	2,037		
Shropshire (excluding UA)	287	7	35	16	84	11	70	46	119	115	1,000	204	1,415		
Telford and Wrekin UA	160	8	34	11	32	5	38	13	49	41	440	82	622		
Somerset	507	11	51	37	142	19	141	66	238	202	1,748	352	2,452		
Staffordshire	1,049	31	238	58	317	19	278	96	549	269	4,229	507	6,166		
Staffordshire (excludes UA)	811	15	153	42	200	11	199	75	427	238	3,353	415	4,788		
Stoke on Trent UA	238	16	85	16	117	8	79	21	122	31	876	92	1,378		
Suffolk	678	19	81	30	167	35	232	95	346	250	2,156	442	3,171		
Surrey	1,065	16	107	53	244	33	318	140	664	275	4,617	556	6,455		
Warwickshire	519	22	64	38	111	18	132	102	284	316	2,137	521	2,965		
West Sussex	759	17	96	54	203	41	252	112	395	244	2,279	494	3,437		
Wiltshire	622	19	84	37	135	28	163	107	324	217	2,269	436	3,191		
Wiltshire (excludes UA)	441	9	50	23	92	18	82	83	221	194	1,661	352	2,272		
Swindon UA	181	10	34	14	43	10	81	24	103	23	608	84	919		
Worcestershire*	549	13	65	43	171	27	133	72	214	124	1,518	296	2,243		
England	49,856	2,024	10,755	4,722	19,777	2,198	15,724	6,946	26,492	14,632	165,904	32,296	257,899		
Wales	2,938	85	593	206	993	76	509	291	806	932	10,350	1,655	14,036		
Scotland	5,057	272	1,196	494	1,761	137	800	415	1,113	1,727	12,088	3,264	18,672		
Great Britain	57,851	2,381	12,544	5,422	22,531	2,411	17,033	7,652	28,411	17,291	188,342	37,215	290,607		

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

² 2003 population data.

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

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

Number of casualties

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

1 Figures have been rounded to the nearest whole number.

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

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

Number of casualties

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

¹ Figures have been rounded to the nearest whole number.

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

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

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

Number of casualties

County/Unitary Authority	Pedestrians											
	Children		Adults		Pedal cyclists		Two-wheel motor vehicle users		Car users		All road users ²	
	KSI	All	KSI	All	KSI	All	KSI	All	KSI	All	KSI	All
Nottinghamshire	109	361	164	462	125	498	177	433	512	3,725	1,147	5,980
Nottinghamshire (excluding UA)	61	202	79	222	86	323	133	307	418	2,821	824	4,205
City of Nottingham UA	47	159	85	240	39	175	44	126	94	904	323	1,775
Oxfordshire	13	91	39	165	34	343	57	277	215	2,157	385	3,266
Shropshire	24	89	40	125	43	150	69	162	318	1,553	535	2,241
Shropshire (excluding UA)	15	48	28	86	28	97	52	118	237	1,100	395	1,583
Telford and Wrekin UA	10	41	12	38	15	54	17	44	81	453	140	658
Somerset	14	74	42	147	28	198	59	184	222	1,772	380	2,492
Staffordshire	49	342	77	394	36	423	96	438	326	4,638	625	6,766
Staffordshire (excluding UA)	31	221	50	247	28	325	74	334	280	3,729	498	5,262
Stoke on Trent UA	18	121	28	148	8	98	22	104	45	909	126	1,504
Suffolk	24	104	47	181	37	284	78	289	266	1,893	478	2,921
Surrey	40	182	110	365	84	571	171	690	484	5,366	932	7,567
Warwickshire	33	118	55	152	47	227	108	263	419	2,302	710	3,317
West Sussex	29	124	69	229	72	407	111	334	289	2,621	597	3,935
Wiltshire	25	115	47	174	38	239	88	300	260	2,326	487	3,386
Wiltshire (excluding UA)	15	70	33	118	25	145	65	200	225	1,841	389	2,551
Swindon UA	9	45	14	56	13	94	23	101	35	485	98	834
Worcestershire*	31	120	63	186	50	214	91	224	312	1,885	581	2,827
England	3,442	15,749	6,245	23,214	3,376	22,373	5,867	22,306	19,579	179,136	40,815	282,768
Wales	162	861	272	1,178	107	730	253	782	1,115	10,344	2,008	14,856
Scotland	562	1,938	812	2,445	249	1,282	355	935	2,559	13,808	4,833	22,304
Great Britain	4,167	18,548	7,329	26,837	3,732	24,385	6,475	24,023	23,254	203,288	47,656	319,928

¹ Figures have been rounded to the nearest whole number.

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

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

47 Number of casualties: UK, by Government Office Region, country and severity: 1994 - 98 average, 1996 - 2003

		Number of casualties								
		1994-98 Average	1996	1997	1998	1999	2000	2001	2002	2003
North East	Fatal	139	157	135	121	126	93	102	126	132
	KSI ¹	1,471	1,573	1,347	1,244	1,275	1,188	1,145	1,195	1,261
	Total	12,067	12,351	12,667	12,310	11,536	11,760	11,617	11,706	11,878
North West	Fatal	331	323	321	305	305	299	298	271	338
	KSI	4,530	4,641	4,413	3,829	3,717	3,542	3,495	3,398	3,350
	Total	35,446	35,166	36,531	36,001	34,791	34,616	33,527	32,197	30,590
Merseyside	Fatal	61	66	55	50	55	71	43	62	67
	KSI	841	858	838	763	688	759	702	781	781
	Total	9,754	9,651	9,981	9,814	9,959	9,898	8,672	7,798	7,473
North West/Merseyside	Fatal	393	389	376	355	360	370	341	333	405
	KSI	5,371	5,499	5,251	4,592	4,405	4,301	4,197	4,179	4,131
	Total	45,200	44,817	46,512	45,815	44,750	44,514	42,199	39,995	38,063
Yorkshire/Humberside	Fatal	327	324	324	315	305	319	331	322	318
	KSI	4,206	4,180	4,157	3,894	3,803	3,606	3,711	3,756	3,593
	Total	28,808	28,892	29,918	30,639	29,759	29,564	29,235	29,053	28,368
East Midlands	Fatal	357	329	357	381	390	330	323	373	366
	KSI	4,020	4,134	4,019	3,900	3,739	3,483	3,347	3,401	3,169
	Total	23,116	22,845	23,943	24,087	23,597	23,582	22,675	22,515	21,819
West Midlands	Fatal	328	319	338	313	269	304	323	306	321
	KSI	4,759	4,765	4,680	4,333	3,794	3,685	3,446	3,185	2,987
	Total	28,592	28,717	29,889	28,766	29,037	29,520	28,924	28,044	26,863
East of England	Fatal	363	370	350	328	408	393	382	385	370
	KSI	4,991	5,085	4,886	4,703	4,518	4,552	4,370	4,071	3,994
	Total	30,170	30,370	30,659	30,821	30,186	31,350	30,609	29,158	28,301
South East	Fatal	489	517	508	477	516	522	469	520	525
	KSI	6,039	6,283	5,814	5,632	6,086	5,924	5,765	5,694	5,079
	Total	44,918	46,428	45,642	45,135	45,070	44,565	44,213	42,194	40,008
London	Fatal	247	251	276	226	264	286	300	281	272
	KSI	6,696	6,852	7,035	6,870	5,961	6,106	6,101	5,671	5,164
	Total	45,805	45,733	46,432	45,679	45,978	46,003	44,622	41,508	38,477
South West	Fatal	343	368	337	318	284	298	345	334	295
	KSI	3,262	3,206	3,064	2,977	3,051	3,021	3,010	3,113	2,918
	Total	24,092	23,876	24,706	24,964	25,213	24,863	25,584	24,847	24,122
England	Fatal	2,986	3,024	3,001	2,834	2,922	2,915	2,916	2,980	3,004
	KSI	40,815	41,577	40,253	38,145	36,632	35,866	35,092	34,265	32,296
	Total	282,768	284,029	290,368	288,216	285,126	285,721	279,678	269,020	257,899
Wales	Fatal	213	216	221	202	191	169	187	147	173
	KSI	2,008	2,130	1,910	1,661	1,869	1,821	1,722	1,632	1,655
	Total	14,856	14,853	14,832	14,540	14,347	14,087	13,775	14,336	14,036
Scotland	Fatal	378	358	377	385	310	325	347	304	331
	KSI	4,833	4,390	4,420	4,449	4,044	3,877	3,746	3,510	3,264
	Total	22,304	21,696	22,603	22,456	20,837	20,475	19,856	19,249	18,672
Great Britain	Fatal	3,578	3,598	3,599	3,421	3,423	3,409	3,450	3,431	3,508
	KSI	47,656	48,097	46,583	44,255	42,545	41,564	40,560	39,407	37,215
	Total	319,928	320,578	327,803	325,212	320,310	320,283	313,309	302,605	290,607
Northern Ireland	Fatal	149	142	144	160	141	171	148	150	150
	KSI	1,662	1,741	1,548	1,538	1,650	1,786	1,830	1,676	1,438
	Total	12,499	12,575	12,698	13,402	13,449	14,720	13,142	11,914	10,325
United Kingdom	Fatal	3,727	3,740	3,743	3,581	3,564	3,580	3,598	3,581	3,658
	KSI	49,317	49,838	48,131	45,793	44,195	43,350	42,390	41,083	38,653
	Total	332,427	333,153	340,501	338,614	333,759	335,003	326,451	314,519	300,932

¹ Killed or seriously injured

48 Number of casualties: by road class, Government Office Region, GB and severity: 2003

Number of casualties

		Built-Up				Non Built-Up			All Roads ²
		Motorways	A Roads	Other	Total	A Roads	Other	Total	
North East	Fatal	3	17	28	45	57	27	84	132
	KSI ³	19	189	522	711	328	203	531	1,261
	Total	218	2,485	5,239	7,724	2,703	1,233	3,936	11,878
North West	Fatal	52	83	77	160	88	38	126	338
	KSI	251	870	1,260	2,130	627	342	969	3,350
	Total	2,394	10,177	12,654	22,831	3,506	1,859	5,365	30,590
Merseyside	Fatal	3	30	22	52	6	6	12	67
	KSI	18	311	385	696	36	31	67	781
	Total	179	3,053	3,787	6,840	261	193	454	7,473
North West/Merseyside	Fatal	55	113	99	212	94	44	138	405
	KSI	269	1,181	1,645	2,826	663	373	1,036	4,131
	Total	2,573	13,230	16,441	29,671	3,767	2,052	5,819	38,063
Yorkshire/Humberside	Fatal	11	78	65	143	103	61	164	318
	KSI	111	837	1,401	2,238	719	525	1,244	3,593
	Total	1,214	8,642	12,495	21,137	3,680	2,337	6,017	28,368
East Midlands	Fatal	13	43	54	97	186	70	256	366
	KSI	101	574	909	1,483	1,036	549	1,585	3,169
	Total	1,070	4,948	7,422	12,370	5,295	3,084	8,379	21,819
West Midlands	Fatal	23	55	93	148	103	47	150	321
	KSI	126	732	1,142	1,874	565	422	987	2,987
	Total	1,350	8,233	11,479	19,712	3,541	2,260	5,801	26,863
East of England	Fatal	18	46	54	100	170	82	252	370
	KSI	184	572	1,248	1,820	1,131	859	1,990	3,994
	Total	1,807	5,432	9,874	15,306	6,675	4,513	11,188	28,301
South East	Fatal	51	83	88	171	193	110	303	525
	KSI	364	1,043	1,490	2,533	1,367	815	2,182	5,079
	Total	3,266	9,926	13,869	23,795	7,995	4,952	12,947	40,008
London	Fatal	2	158	85	243	24	3	27	272
	KSI	55	3,124	1,793	4,917	179	13	192	5,164
	Total	424	23,196	13,529	36,725	1,245	83	1,328	38,477
South West	Fatal	22	47	41	88	124	61	185	295
	KSI	96	494	920	1,414	855	553	1,408	2,918
	Total	1,018	4,974	9,090	14,064	5,308	3,732	9,040	24,122
England	Fatal	198	640	607	1,247	1,054	505	1,559	3,004
	KSI	1,325	8,746	11,070	19,816	6,843	4,312	11,155	32,296
	Total	12,940	81,066	99,438	180,504	40,209	24,246	64,455	257,899
Wales	Fatal	7	22	22	44	96	26	122	173
	KSI	40	268	454	722	605	288	893	1,655
	Total	466	3,123	5,114	8,237	3,628	1,705	5,333	14,036
Scotland	Fatal	12	41	46	87	171	61	232	331
	KSI	86	559	1,021	1,580	1,122	476	1,598	3,264
	Total	623	3,863	6,895	10,758	4,967	2,324	7,291	18,672
Great Britain	Fatal	217	703	675	1,378	1,321	592	1,913	3,508
	KSI	1,451	9,573	12,545	22,118	8,570	5,076	13,646	37,215
	Total	14,029	88,052	111,447	199,499	48,804	28,275	77,079	290,607

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

2 Includes cases where speed limit was not reported.

3 Killed or seriously injured

49 Casualties by severity, road user type and country: United Kingdom: 2003

Road user type	Number of casualties				
	England	Wales	Scotland	Northern Ireland	United Kingdom
Pedestrians:					
Killed	677	34	63	28	802
Injured	31,170	1,554	2,907	780	36,411
All severities	31,847	1,588	2,970	808	37,213
Pedal cyclists:					
Killed	94	6	14	2	116
Injured	15,630	503	786	193	17,112
All severities	15,724	509	800	195	17,228
Horse riders:					
Killed	2	1	0	0	3
Injured	147	4	4	3	158
All severities	149	5	4	3	161
TWMV users:					
Killed	601	42	50	22	715
Injured	25,891	764	1,063	452	28,170
All severities	26,492	806	1,113	474	28,885
Car users:					
Killed	1,498	84	187	90	1,859
Injured	164,406	10,266	11,901	7,923	194,496
All severities	165,904	10,350	12,088	8,013	196,355
Others: ¹					
Killed	132	6	17	8	163
Injured	17,651	772	1,680	824	20,927
All severities	17,783	778	1,697	832	21,090
All road users:					
Killed	3,004	173	331	150	3,658
Injured	254,895	13,863	18,341	10,175	297,274
All severities	257,899	14,036	18,672	10,325	300,932

¹ Includes cases where road user type was not reported

50 International comparisons of road deaths: number and rates for different road users: by selected countries: 2002¹

	Number of road deaths ²	Number of car user deaths ²	Number of pedestrian deaths ²	Motor vehicles ³ per 1,000 population	Road deaths per 100,000 population	Road deaths per 10,000 motor vehicles ³	Road deaths per billion motor vehicle kilometres	Pedestrian deaths per 100,000 population	Children (aged 0 -14) deaths per 100,000 population	Child pedestrian (aged 0 -14) deaths per 100,000 population
England	2,980	1,502	681	527	6.0	1.1	7.1	1.4	1.4	0.6
Wales	147	90	21	512	5.0	1.0	5.6	0.7	1.3	0.7
Scotland	304	155	73	461	6.0	1.3	7.4	1.4	1.3	1.1
Great Britain	3,431	1,747	775	521	6.0	1.1	7.1	1.3	1.4	0.7
Northern Ireland	150	95	33	468	8.8	1.9	8.7	1.9	3.0	0.8
United Kingdom	3,581	1,842	808	519	6.0	1.2	7.1	1.4	1.5	0.7
Austria	956	524	160	665	11.9	1.8	12.3	2.0	1.9	0.6
Belgium	1,486 ⁵	899 ⁵	158 ⁵	559 ⁵	14.5 ⁵	2.6 ⁵	16.3	1.5 ⁵	3.5 ⁵	0.9 ⁵
Denmark	463	246	64	461	8.6	1.9	9.2 ⁵	1.2	1.3	0.3
Finland	415	267	40	501	8.0	1.6	8.5	0.8	1.9	0.4
France	7,655	4,864	866	596	12.9	2.2	13.8	1.5	2.3	0.6
Germany	6,842	4,005	873	647	8.3	1.3	11.1	1.1	1.7	0.5
Greece	2,037 ⁶	891 ⁶	375 ⁶	480 ⁶	19.3 ⁶	4.0 ⁶	..	3.6 ⁶	2.5 ⁶	0.9 ⁶
Irish Republic	376	200	86	472	9.6	2.0 ⁴	10.9 ⁵	2.2	2.2	1.0
Italy	6,736	3,555	1,188	728	11.7	1.6	..	2.1	2.3	0.8
Luxembourg	62	53 ⁶	6	768	14.0	1.8	..	1.4	3.7 ⁶	1.2 ⁶
Netherlands	987	479	97	507	6.1	1.2	7.6	0.6	1.2	0.4
Portugal	1,675	710	339	838	16.1	1.9	..	3.3	4.5	1.2
Spain	5,347	3,105	776	620	13.2	2.1	..	1.9	2.5	0.6
Sweden	532	357	58	554	6.0	1.1	..	0.7	1.1	0.6
Czech Republic	1,431	759	309	424	14.0	3.3	33.1	3.0	2.8	0.8
Hungary	1,429	618	377	292	14.0	4.8	..	3.7	3.1	1.1
Norway	312	218	30	605	6.9	1.1	8.3 ⁵	0.7	1.7	0.3
Poland	5,847	2,548	1,987	406	15.3	3.8	..	5.2	3.7	1.6
Switzerland	513	274	96	662	7.1	1.1	8.4	1.3	1.7	0.6
Turkey	3,840	1,630 ⁵	918 ⁵	143 ⁵	5.6 ⁵	3.9 ⁵	73.0 ⁵	1.3 ⁵	0.8 ⁵	..
Australia	1,723	..	249	634	8.8	1.4 ⁴	9.0	1.3	2.1	0.6
Canada	2,930	1,564	368	593	9.3	1.6	9.3	1.2	2.8	0.6
Iceland	29	28	1	698	10.1	1.4	16.0 ⁶	0.3	8.1	1.6
Japan	9,575	2,562	2,784	635	7.5	1.2	12.7 ⁵	2.2	1.6	0.8
New Zealand	404	297	45	688	10.3	1.5	12.4 ⁶	1.1	3.5	1.4
Republic of Korea	7,090	1,590	3,048	307	14.9	4.9	22.8	6.4	4.7	3.4
USA	42,815	20,416	4,808	783	14.9	1.9	9.4 ⁵	1.7	3.5	0.6

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

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

3 All motor vehicles excluding mopeds/mofas.

4 Includes mopeds/mofas.

5 2001 data.

6 2000 data.

50 International comparisons of road deaths: number and rates for different road users: by selected countries: 2002¹

	Number of road deaths ²	Number of car user deaths ²	Number of pedestrian deaths ²	Motor vehicles ³ per 1,000 population	Road deaths per 100,000 population	Road deaths per 10,000 motor vehicles ³	Road deaths per billion motor vehicle kilometres	Pedestrian deaths per 100,000 population	Children (aged 0-14) deaths per 100,000 population	Child pedestrian (aged 0-14) deaths per 100,000 population
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Belgium	1,486 ⁵	899 ⁵	158 ⁵	559 ⁵	14.5 ⁵	2.6 ⁵	16.3	1.5 ⁵	3.5 ⁵	0.9 ⁵
Denmark	463	246	64	461	8.6	1.9	9.2 ⁵	1.2	1.3	0.3
Finland	415	267	40	501	8.0	1.6	8.5	0.8	1.9	0.4
France	7,655	4,864	866	596	12.9	2.2	13.8	1.5	2.3	0.6
Germany	6,842	4,005	873	647	8.3	1.3	11.1	1.1	1.7	0.5
Greece	2,037 ⁶	891 ⁶	375 ⁶	480 ⁶	19.3 ⁶	4.0 ⁶	..	3.6 ⁶	2.5 ⁶	0.9 ⁶
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3 All motor vehicles excluding mopeds/mofas.

4 Includes mopeds/mofas.

5 2001 data.

6 2000 data.

51 Passenger casualty rates by mode: 1993-2002¹

	Per billion passenger kilometres										
	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	1993-02 average
Air ²											
Killed	0.00	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
KSI	0.00	0.00	0.05	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.01
All	0.00	0.01	0.07	0.01	0.03	0.07	0.29	0.04	0.00	0.00	0.06
Rail ^{3,4}											
Killed	0.4	0.4	0.2	0.4	0.5	0.4	0.9	0.4	0.2	0.3	0.4
KSI	1.7	2.4	1.7	..	..	..	..	..	..	..	..
All	64.4	68.7	79.6	..	..	..	..	..	..	..	..
Injured	..	..	..	19.1	19.4	16.2	18.6	16.9	12.5	14.3	..
Water ⁵											
Killed	0.0	0.0	0.0	0.8	0.0	0.7	0.4	0.4	0.4	0.0	0.3
KSI	60	33	39	39	33	41	28	52	21	18	42
Bus or coach											
Killed	0.7	0.5	0.8	0.2	0.3	0.4	0.2	0.3	0.2	0.4	0.4
KSI	15	17	17	15	12	12	12	12	11	11	13
All	199	213	196	197	196	197	206	200	196	177	198
Car ⁶											
Killed	3	3	3	3	3	3	3	3	3	3	3
KSI	41	40	39	40	38	35	33	32	31	29	36
All	338	330	326	341	348	343	330	335	323	305	332
Van ⁶											
Killed	1.6	1.1	1.2	1.0	1.0	1.0	0.9	0.9	0.9	1.0	1.0
KSI	20	19	19	16	14	14	13	12	11	11	15
All	134	131	121	117	115	113	104	100	102	96	112
Two wheeled motor vehicle ⁶											
Killed	106	110	110	108	119	112	113	122	112	111	113
KSI	1708	1652	1634	1529	1507	1452	1423	1493	1405	1368	1506
All	6227	6035	5809	5697	5724	5546	5395	5712	5539	5170	5659
Pedal cycle											
Killed	46	43	51	50	45	40	42	31	33	29	41
KSI	948	996	958	929	880	838	779	666	632	555	814
All	6011	6184	6023	6031	6036	5798	5599	4953	4512	3875	5482
Pedestrian											
Killed	70	62	57	56	58	50	50	49	47	44	54
KSI	715	713	673	653	653	582	566	546	521	491	612
All	2719	2687	2576	2611	2700	2492	2473	2414	2332	2207	2522

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.

Calendar of events affecting road safety and traffic

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

1927: First automatic traffic light signals installed.

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

1931: Highway Code issued.

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

1939-1945: Signposts removed during wartime.

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

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

1955-1957: Regulations concerning parking without lights in London are introduced. The maximum length allowed for vehicles is increased. Holders of lapsed licences issued over 10 years previously must retake driving test to obtain a new licence. Penalties for drinking and driving are extended to pedal cyclists. Fuel shortages resulting from the Suez crisis in 1956 decrease motor traffic. First motorway opened.

1959-1960: Motorway regulations, new vehicle lighting regulations and double white lines are introduced. Speed limit of 40 mph introduced for some roads. Learner motorcyclists are restricted to riding machines of under 250 cc. Annual testing of 10 year old cars and LGVs is introduced. Introduction of parking meters on London streets. Yellow lines denoting waiting restrictions introduced.

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

1964-1965: Introduction of trial speed limit of 70 mph on motorways and other previously derestricted roads. First “Drink and Drive” publicity campaign. Voluntary registration scheme for driving instructors is introduced. Introduction of the present European style of symbolic traffic signs.

1966-1967: Rule introduced requiring traffic entering a roundabout to give way to traffic already on it. Motorway warning signals introduced following accidents in fog. Seat belt fitting is made compulsory for new cars. It becomes an offence to drive with over 80mg of alcohol per 100ml of blood. Breath tests introduced. Permanent maximum speed limit of 70 mph introduced for previously unrestricted roads. HGVs banned from the outside lane of motorways.

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

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

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

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

1975-1976: Vehicles now required to be lit when daylight visibility is seriously reduced. Minimum age of trainee HGV drivers reduced to 18. Abolition of front number plates on TWMVs. Mini-roundabouts introduced.

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

1978: New edition of the Highway Code. 60 and 70 mph speed limits are made permanent. New rules on the maximum number of hours that may be worked by goods vehicle drivers are introduced. High intensity rear fog lamps become a mandatory fitment to most vehicles manufactured after 1 October 1979 and used from 1 April 1980.

1979: Regulations are introduced to help prevent lorries hitting overhead bridges. Code of practice issued on vehicle safety defects (arrangements for recall on new vehicles found to be defective). Use of tachograph accepted by Government. Start of long-term drink/driving tracking research.

1980: Reform of bus licensing and removal of advertising restrictions from private car sharing schemes.

1981: Reduction in minimum driving age of invalid car drivers to 16.

1982: Two part motorcycle test introduced. Provisional motorcycle licences restricted to two years. Recall code announced for manufacturers to recall potentially defective motorcycles. Tougher written examination for entrants to driving instructor registration scheme.

1983: Seat belt wearing becomes law for drivers and front seat passengers. Learner motorcyclists now only allowed to ride machines of up to 125 cc. First road hump regulations made.

1984: Stiffer driving tests for entrants of driving instructor registration scheme. Tougher internal checks on tuition given by qualified driving instructors. New pedal cycles are required to meet British Standards. Revised Code of Practice on safety of loads on vehicles is issued. Spray reducing devices required to be fitted to lorries and trailers.

1985: Both load and speed performance to be marked on new car tyres. Regulations allowing the use of traffic cones, warning lamps, and triangles in the event of breakdowns come into force. New safety package (improved audible and visual warnings and minimum pavement widths) for pedestrians at modernised level crossings.

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

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

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

1989: Penalty points increased for careless driving, driving without insurance, and failing to stop after or to report an accident. Accompanied motorcycle testing becomes mandatory. Seat belt wearing by rear child passengers becomes law in cars where appropriate restraints have been fitted and are available.

1990: Compulsory basic training for motorcyclists introduced. Learner motorcyclists banned from carrying pillion passengers. New road hump regulations. High Risk Offenders Scheme for problem drink-drivers extended and accompanied by the introduction of a charge for the medical examination required before return of licence. New regulations require those accompanying learner drivers to be at least 21 years old and to have held a licence for 3 years. Experimental Red Routes introduced in London.

1991: The first twelve 20mph zones were introduced. Chevron markings trialled on the M1 to help drivers keep a safe distance from the vehicle in front. First trials of nearside pedestrian signal at junctions. First edition of "Car and Driver: Injury Accident and Casualty Rates" published giving information on comparative accident involvement and injury risks of popular makes and models of car. Seat belt wearing by rear adult passengers became law in cars where belts are fitted and available. Continuation of child road safety campaign.

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

1993: Experimental scheme begins in the use of rehabilitation courses for drink/drive offenders. The MOT test for cars extended to include checks on mirrors, fuel tanks and pipes, body security, seat and door security, additional lighting items, number plates and windscreen condition. Consolidation of seat belt wearing regulations. First Bus Advance Area opened. Traffic Calming Regulations enable highway authorities to introduce a wider range of traffic calming features. New edition of Highway Code published.

1994: Publication of "Safer by Design" brochure produced for local councillors to encourage traffic calming. London Boroughs take over most parking enforcement in the capital. 100th speed camera site established and 100th 20mph speed limit zone opened. "Elephant" rear seat belt TV campaign launched. New "Kill Your Speed" TV publicity campaigns launch. DOT publish new leaflet "Out and About with Young Children" as part of the Child Accident Prevention Trust's Child Safety Week. Major revision of traffic signs regulations introducing modified system of colour coded direction signs, simplification of yellow line system of waiting restrictions and a range of new warning and regulatory signs. Speed limiter settings lowered to 65 mph for new buses and coaches and to 56 mph for HGVs.

1995: Publication of "Road Safety Report 1995". Pass Plus scheme introduced for new drivers, which encourages new drivers to take more lessons by offering discount on motor insurance. New edition of the Highway Code for young road users. New child road safety campaign launched with a TV commercial featuring a professional footballer. Continued drink/drive campaigns in the summer and winter, along with speed campaigns in the spring and autumn. New edition of "Choosing Safety" booklet published, giving advice on car safety and security features.

1996: Driving theory test introduced for car and motorcycle learners (1 July). New "Kill Your Speed Campaign" centring on children killed near their homes and using emotive music, poetry and relatives voices. Publication of "Child Pedestrian Safety in the UK". Publication of advice booklets on the forthcoming requirement for seat belts in minibuses and coaches carrying children. Publication of the consultation document "Targeting the Future" which sets out options for POST 2000 casualty targets.

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

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

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

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

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

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

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.

Review topics 1951-2002

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
Child pedestrian cohorts	1982
Child pedestrian safety	1993
Child seat belt wearing	1986, 1989
Children's Traffic Club (Effects of)	1994
Coach speed survey	1984, 1986
Cohort analysis	1981
Collection, collation and analysis of personal injury accident data	1991, 1996
Comparison of casualties in 1958 and 1981	1981
Comparison of two wheeled motor vehicle and car accidents	1985
Comparisons with other European Community countries	1987
Compulsory seat belt wearing	1984
Construction and use regulations for motor vehicles	1963-1964
Costs of accidents ¹	1968-1991, 1993, 1995-1996
Costing road accidents in Great Britain	1991
Crash helmets	1956
Crossover accidents	1983
Cuts in street lighting	1974
Daylight and darkness	1955
Drinking and driving ²	1968-1973, 1975, 1977-1980, 1983-2002
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, 1959-2002
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
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Insurance claims statistics ³	1985, 1987-1995
International road accident statistics	1982
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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
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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
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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
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RoSPA	1961-1964
Scottish road accidents	1956, 1959
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Transport kills	1982
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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
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Who hits whom	1965
Young driver casualties	1992
Zebra crossings	1953-1955
50 mph speed limit experiments	1964

1.1 Record Type

- 11 New accident record
- 15 Amended accident record

1.2 Police Force

1.3 Accident Ref No

1.5 Number of Vehicle Records

1.6 Number of Casualty Records

1.7 Date

1.9 Time of Day

1.10 Local Authority

1.11 Location 10 digit OS Grid Reference number

1.12 1st Road Class

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

1.13 1st Road Number

1.14 Road Type

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

1.15 Speed Limit (mph)

1.16 Junction Detail

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

Junction Accidents Only

1.17 Junction Control

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

1.18 2nd Road Class

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

1.19 2nd Road Number

1.20a Pedestrian Crossing - Human Control

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

1.20b Pedestrian Crossing - Physical Facilities

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

1.21 Light Conditions

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

1.22 Weather

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

1.23 Road Surface Condition

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

1.24 Special Conditions at Site

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

1.25 Carriageway Hazards

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

1.26 Place Accident Reported

- 1 At scene
- 2 Elsewhere

1.27 DETR Special Projects

DETR/SOWO

Vehicle Record

STATS19 (1999)

2.1 Record Type

- 21 New vehicle record
- 25 Amended vehicle record

2.2 Police Force

2.3 Accident Ref No

2.4 Vehicle Ref No

2.5 Type of Vehicle

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

2.6 Towing and Articulation

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

2.7 Manoeuvres

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

2.8 Vehicle Movement Compass Point From To

- | | | | |
|------|------|-------------|---|
| 1 N | 5 S | Parked: | <input type="text" value="0"/> <input type="text" value="0"/> |
| 2 NE | 6 SW | not at kerb | |
| 3 E | 7 W | at kerb | <input type="text" value="*"/> <input type="text" value="0"/> |
| 4 SE | 8 NW | | * code 1 - 8 |

2.9a Vehicle Location at Time of Accident - Road

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

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

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

2.10 Junction Location of Vehicle at First Impact

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

2.11 Skidding and Overturning

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

2.12 Hit Object in Carriageway

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

2.13 Vehicle Leaving Carriageway

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

2.14 Hit Object Off Carriageway

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

2.16 First Point of Impact

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

2.17 Other Vehicle Hit Ref no of other vehicle

2.18 Part(s) Damaged

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

2.21 Sex of Driver

- | | | |
|--------|----------|--------------|
| 1 Male | 2 Female | 3 Not traced |
|--------|----------|--------------|

2.22 Age of Driver Estimated if necessary Years

2.23 Breath Test

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

2.24 Hit and Run

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

2.25 DETR Special Projects

2.26 Vehicle Registration Mark (VRM)

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

2.27 Driver Postcode

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

3.1 Record Type

- 31 New casualty record
- 35 Amended casualty record

3.2 Police Force

3.3 Accident Ref No

3.4 Vehicle Ref No

3.5 Casualty Ref No

3.6 Casualty Class

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

3.7 Sex of Casualty

- 1 Male
- 2 Female

3.8 Age of Casualty
Estimated if necessary Years

3.9 Severity of Casualty

- 1 Fatal
- 2 Serious
- 3 Slight

3.10 Pedestrian Location

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

3.11 Pedestrian Movement

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

3.12 Pedestrian Direction

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

3.13 School Pupil Casualty

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

3.15 Car Passenger

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

3.16 Bus or Coach Passenger

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

3.17 DETR Special Projects

3.18 Casualty Postcode

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

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, chart and graph 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 on pages 45 to 50. 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.

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by junction type 42
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Transport Statistics Users Group

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

- to identify problems in the collection, provision, use and understanding of transport statistics, and to discuss solutions with the responsible authorities;
- to provide a forum for the exchange of views and information between users and providers of transport statistics;
- to encourage the proper use of statistics through publicity and education.

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

- Road Safety Statistics
- Statistics and modelling for UK airport planning
- National Travel Survey incentives project
- Traffic and Cities – Impact and Control
- Key performance Indicators for Local Transport Plans
- Transport Statistics for a devolved Scotland
- Airport Accessibility Statistics
- Congestion charging in London

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

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