

Road Casualties Great Britain: 2004 Annual Report



Wake up
to the
signs of
tiredness

THINK

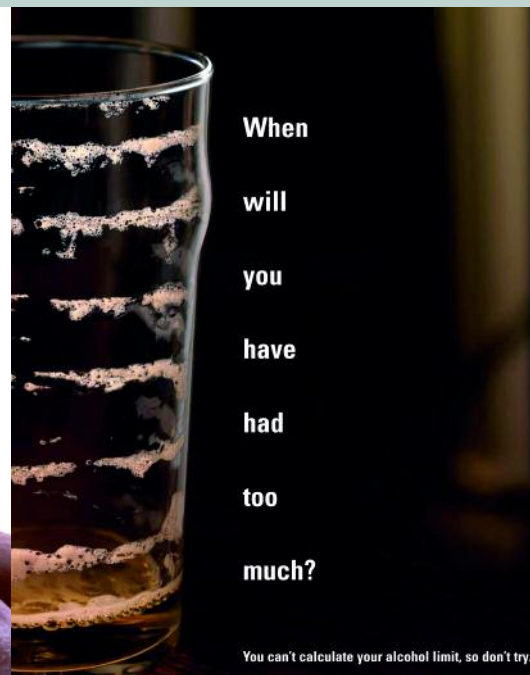
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Lose control
Write off car
Kill girlfriend
OK

Switch off before you drive off

THINK



When
will
you
have
had
too
much?

You can't calculate your alcohol limit, so don't try.

THINK
Don't Drink and Drive



DEPARTMENT FOR TRANSPORT

SCOTTISH EXECUTIVE

NATIONAL ASSEMBLY FOR WALES

ROAD CASUALTIES GREAT BRITAIN 2004

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Preface

This is the 2004 edition of "Road Casualties Great Britain:2004: 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 2004, the vehicle population stood at 31 million and there were 207,000 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 2004, 302,771 people were killed and 17 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 are available from the Department's website or on request from the Department. Further information can be obtained from:

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1. Review of progress towards the 2010 casualty reduction targets

David Marrott, *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 2004 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 2004

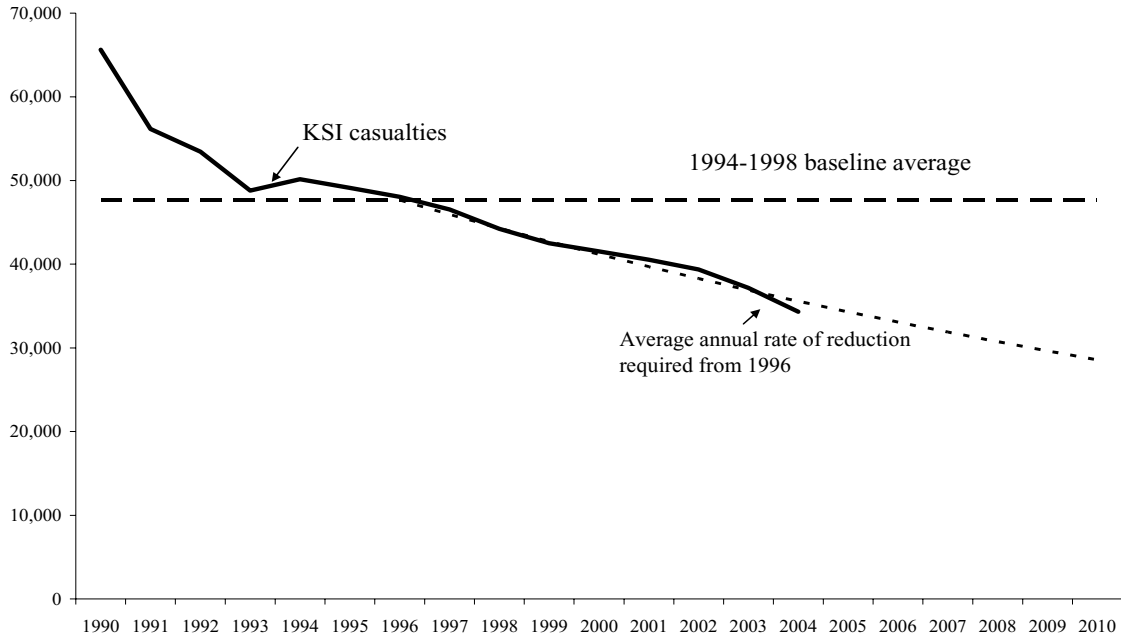
	Number				2004: Percentage Change over	
	1994-98 average	2002	2003	2004	2003	1994-98 average
KSI casualties	47,656	39,407	37,215	34,351	-8	-28
Child KSI casualties	6,860	4,596	4,100	3,905	-5	-43
The rate of slight casualties per 100 million vehicle kilometres	61	54	51	49	-4	-20

¹ Revised from previously published figures due to updated traffic figures

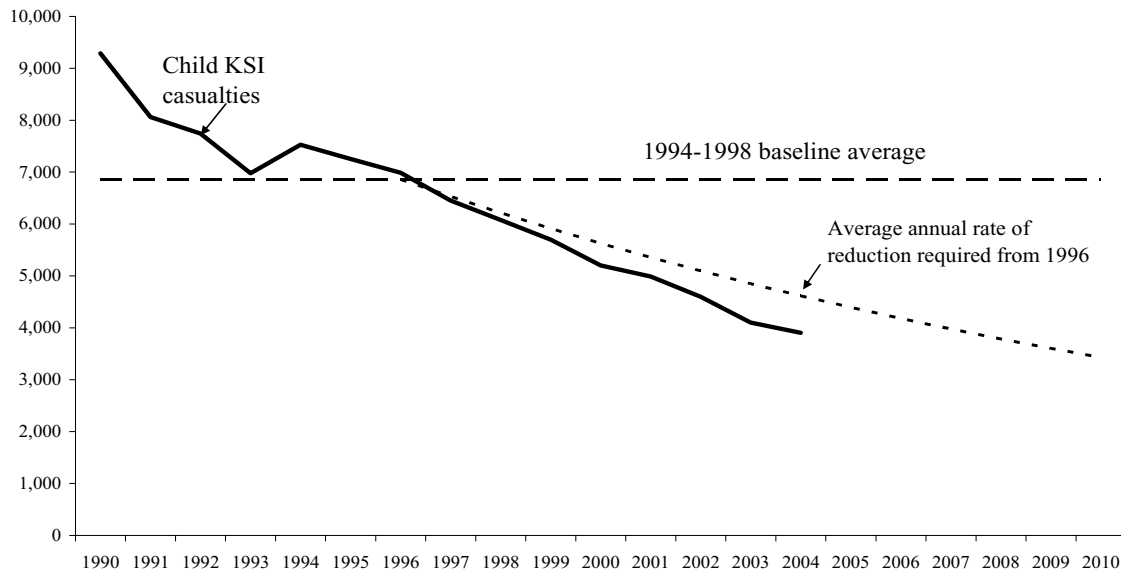
Comparisons with the 1994-1998 baseline average

- The number of people killed or seriously injured in 2004 was 28 per cent below the 1994-98 average.
- The number of children killed or seriously injured was 43 per cent below the 1994-98 average.
- The slight casualty rate was 20 per cent below the 1994-98 average.

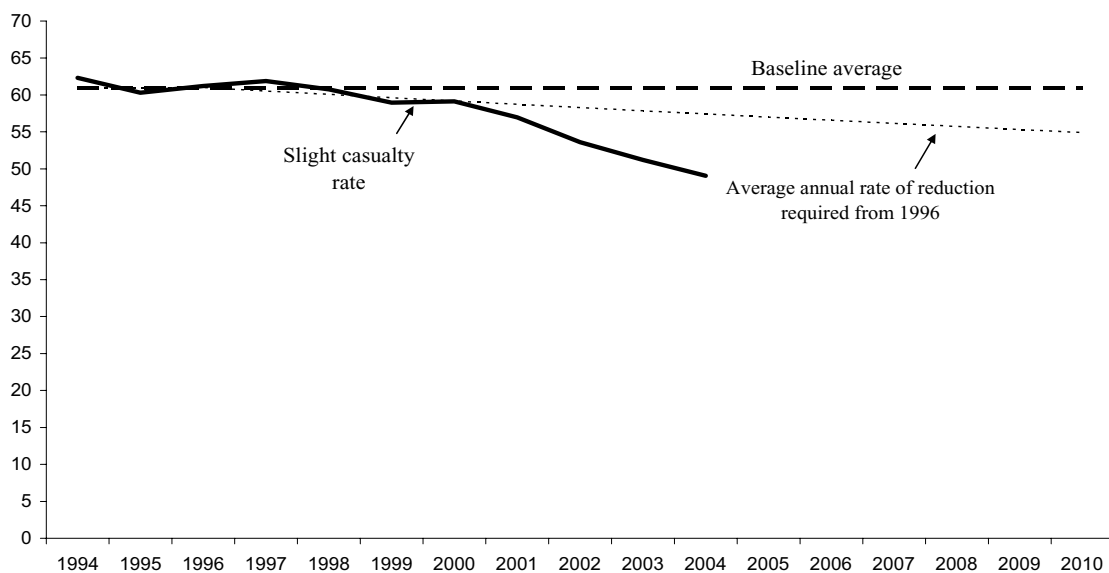
Killed or seriously injured casualties: 1990-2004



Killed or seriously injured child casualties: 1990-2004



Rate of slightly injured casualties per 100 million vehicle kilometres: 1994-2004



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 2004

	Number				2004:	
	1994-98 average	2002	2003	2004	Percentage change over	
					2003	1994-98 average
Pedestrians	11,669	8,631	7,933	7,478	-6	-36
Pedal cyclists	3,732	2,450	2,411	2,308	-4	-38
Two wheeled motor vehicle users	6,475	7,500	7,652	6,648	-13	3
Car users	23,254	18,728	17,291	16,144	-7	-31
Bus/coach users	716	551	500	488	-2	-32
Other road users	1,810	1,547	1,428	1,285	-10	-29
All road users	47,656	39,407	37,215	34,351	-8	-28

Chart 1d: Percentage change in killed or seriously injured casualties between the 1994-98 average and 2004

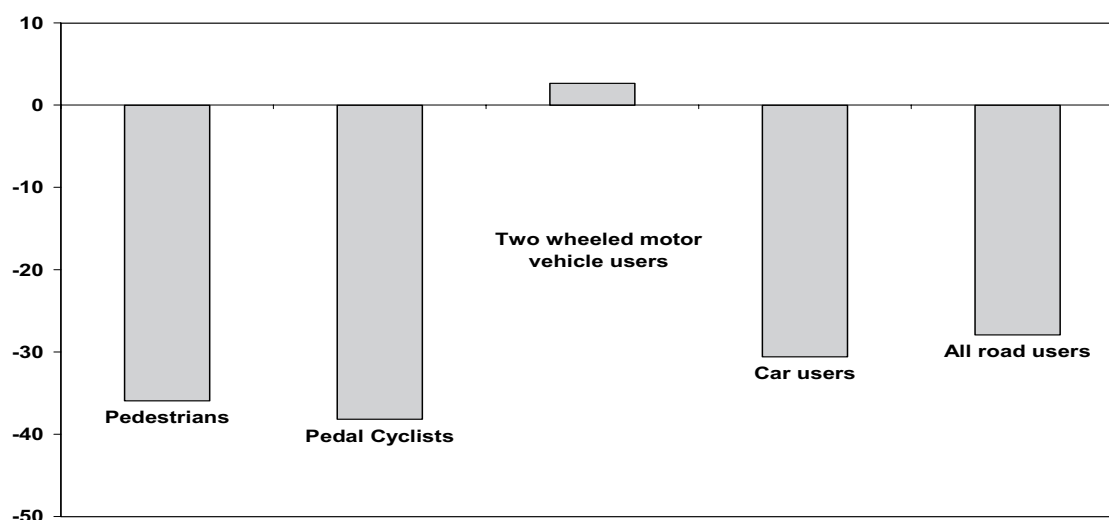
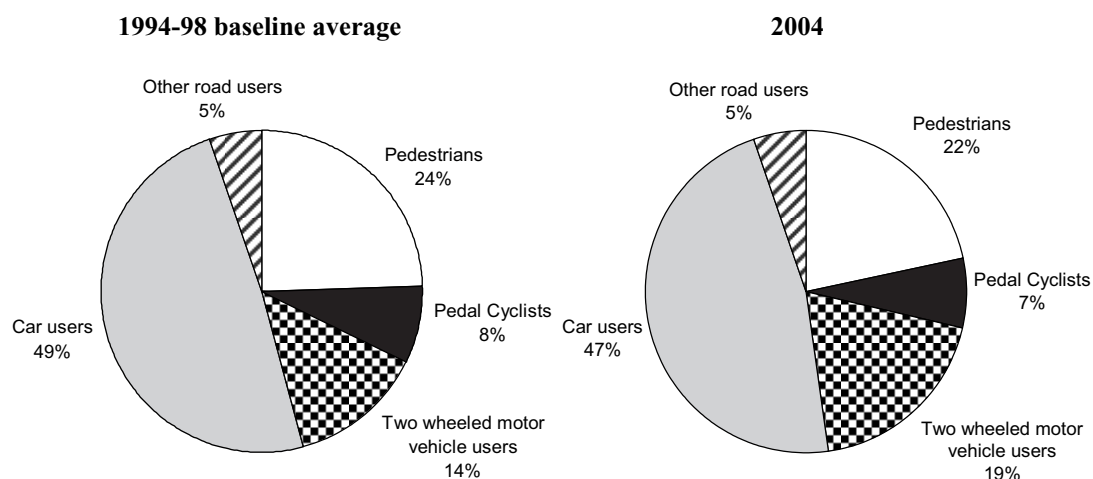


Chart 1e: Proportion of killed or seriously injured casualties by road user type: baseline (1994-98 average) and 2004



Comparisons with the 1994-1998 baseline average

- The number of pedestrians killed or seriously injured on Britain's roads in 2004 fell by 6 per cent compared with 2003 to a level 36 per cent below the baseline.
- The number of pedal cyclists killed or seriously injured showed a 38 per cent decrease since the baseline.
- Killed or seriously injured casualties among two-wheeled motor vehicle users fell by 13 per cent compared with 2003, but remained higher than the baseline by 3 per cent. TWMV traffic has increased by an estimated 33 per cent since the baseline, though in 2004 it was 8% lower than the baseline.
- The number of killed or seriously injured car user casualties has fallen by 31 per cent since the baseline, and by 7 per cent compared with 2003.
- The number of people killed or seriously injured on motorways in 2004 was 14 per cent below the baseline. These casualties also fell by 10 per cent compared with 2003.
- The number of people killed or seriously injured on urban roads in 2004 had fallen by 32 per cent since the baseline period.
- The number of people killed or seriously injured on rural roads, excluding motorways, had decreased by 24 per cent since the baseline.

Table 1c: Killed or Seriously injured casualties by road type: GB 2004

	Number				2004: Percentage change over	
	1994-98 average	2002	2003	2004	2003	1994-98 average
Motorway	1,516	1,507	1,451	1,301	-10	-14
Urban roads						
A roads	11,797	9,501	8,756	7,908	-10	-33
Other	14,001	11,111	10,441	9,722	-7	-31
All	25,798	20,612	19,197	17,630	-8	-32
Rural roads						
A roads	11,682	9,834	9,366	8,683	-7	-26
Other	8,561	7,360	7,160	6,719	-6	-22
All	20,243	17,194	16,526	15,402	-7	-24
All Roads ¹	47,656	39,407	37,215	34,351	-8	-28

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 2004

	Number				2004: Percentage change over	
	1994-98 average	2002	2003	2004	2003	1994-98 average
Pedestrians	4,167	2,828	2,381	2,339	-2	-44
Pedal cyclists	1,129	594	595	577	-3	-49
Car users	1,303	939	885	759	-14	-42
Other road users	261	235	239	230	-4	-12
All road users	6,860	4,596	4,100	3,905	-5	-43

¹ under 16

Comparisons with the 1994-1998 baseline average:

- The number of child pedestrians killed or seriously injured on Britain's roads in 2004 fell by 2 per cent compared with 2003 to a level 44 per cent below the baseline.
- The number of child pedal cyclists killed or seriously injured had decreased by 49 per cent since the baseline.
- The number of children killed or seriously injured, as a car user was 42 per cent below the baseline. There was a 10 per cent decrease in 2004 compared with 2003.
- There were nearly two times more male than female child pedestrian casualties, and six times more male child pedal cyclist casualties.
- The total number of children killed or seriously injured on the road fell 5 per cent between 2003 and 2004, and is now 43 per cent below the baseline.

Chart 1f: Percentage change in children killed or seriously injured between the 1994-1998 average and 2004

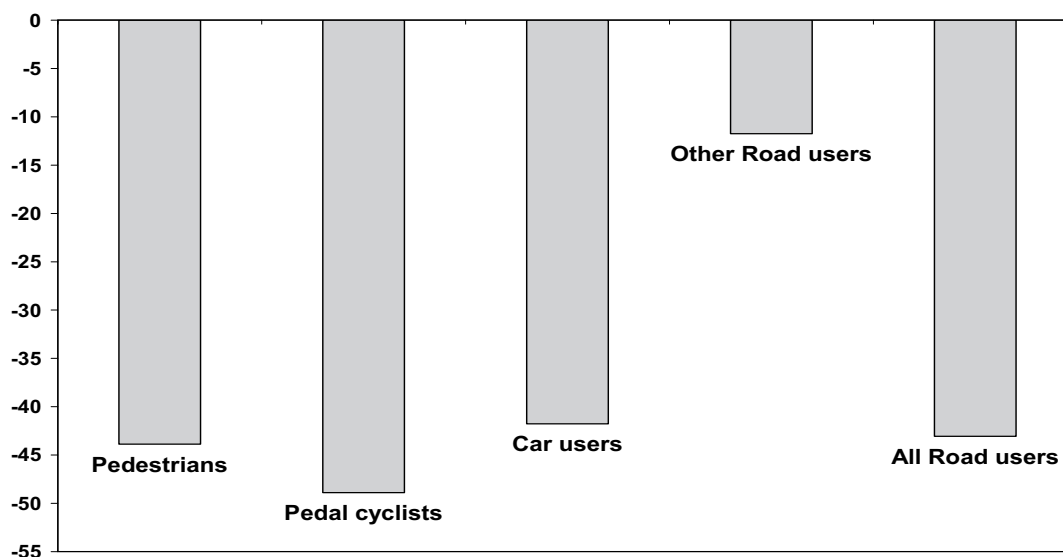
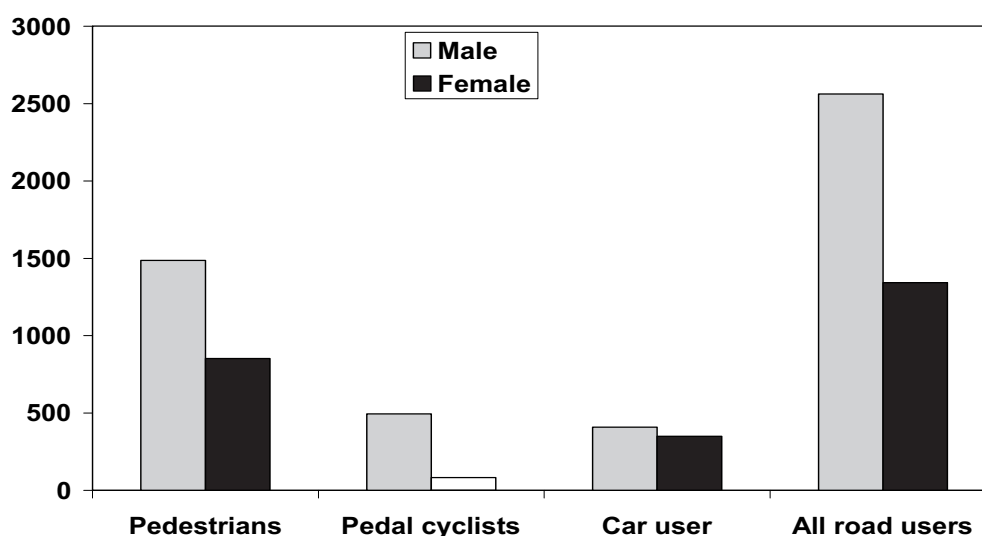


Table 1e: Children killed or seriously injured by age group: GB 2004

						2003:	
Road user type	Age band	Number				Percentage change over ¹	
		1994 - 98 Average	2002	2003	2004	2003	1994 - 98 Average
Pedestrians	0:4	571	321	271	250	-8	-56
	5:8	1,153	661	567	508	-10	-56
	9:11	1,028	693	578	518	-10	-50
	12:15	1,415	1,153	965	1,063	10	-25
	All child	4,167	2,828	2,381	2,339	-2	-44
Pedal cyclists	0:4	19	8	13	7	-46	-63
	5:8	222	104	110	83	-25	-63
	9:11	302	155	159	122	-23	-60
	12:15	587	327	313	365	17	-38
	All child	1,129	594	595	577	-3	-49
Car user	0:4	276	157	188	138	-27	-50
	5:8	262	197	158	141	-11	-46
	9:11	213	161	135	117	-13	-45
	12:15	553	424	404	363	-10	-34
	All child	1,303	939	885	759	-14	-42
All road users	0:4	888	502	489	408	-17	-54
	5:8	1,657	979	853	749	-12	-55
	9:11	1,592	1,043	908	785	-14	-51
	12:15	2,722	2,072	1,850	1,963	6	-28
	All child	6,860	4,596	4,100	3,905	-5	-43
Of which	Male	4,402	3,009	2,699	2,562	-5	-42
	Female	2,457	1,584	1,400	1,343	-4	-45

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

Chart 1g: Children killed or seriously injured by gender GB: 2004



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 2004

	Number				2004: Percentage change over	
	1994-98 average	2002	2003	2004	2003	1994-98 average
Pedestrians	34,874	30,153	28,472	27,403	-4	-21
Pedal cyclists	20,653	14,657	14,622	14,340	-2	-31
Two wheeled motor vehicle users	17,547	20,853	20,759	18,993	-9	8
Car users	180,034	178,697	171,051	167,714	-2	-7
Bus/coach users	8,883	8,454	8,568	8,332	-3	-6
Other road users	10,281	10,384	9,920	9,707	-2	-6
All road users	272,272	263,198	253,392	246,489	-3	-9
Sight casualty rate ¹	61	54	51	49	-4	-20

¹ Rate per 100 million vehicle kilometres

Table 1g: Slight casualty rates by road user type: GB 2004

	Rate				2004: Percentage change over	
	1994-98 average	2002	2003	2004	2003	1994-98 average
Pedestrians ¹						
Urban roads	17	14	13	12	-4	-28
Rural roads	2.2	1.7	1.6	1.6	-4	-27
Pedal cyclists	509	332	324	371	15	-27
Two wheeled motor vehicle users	453	410	370	368	0	-19
Car users	50	45	44	42	-3	-16
Bus/coach users	178	162	159	159	0	-11
Light goods vehicles	14	11	11	9	-14	-34
Heavy goods vehicles	11	9	9	8	-9	-20

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 2004

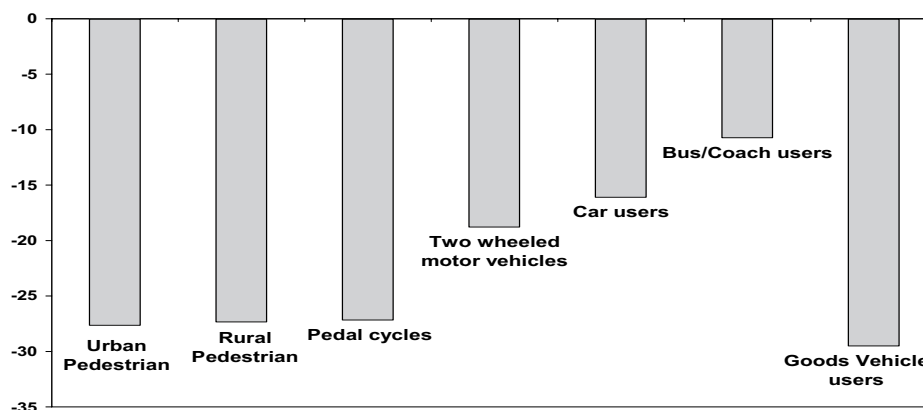


Table 1h: Slight casualty rates by road type: GB 2004

	rate per 100 million vehicle kilometres					
	Number				2004: Percentage change over	
	1994-98 average	2002	2003	2004	2003	1994-98 average
Motorway	15	14	14	13	0	-8
Urban roads						
A roads	100	92	89	82	-7	-17
Other	91	79	74	72	-3	-21
All	95	85	80	76	-5	-19
Rural roads						
A roads	39	34	33	32	0	-17
Other	64	56	56	54	-4	-15
All	47	41	40	39	-2	-17
All Roads	61	54	51	49	-4	-20

Comparisons with the 1994-1998 baseline average:

- The number of pedestrian slight casualties was 21 per cent below the baseline.
- The number of pedal cyclist slight casualties in 2004 was 31 per cent lower than the baseline. The rate of slight casualties amongst pedal cyclists was 27 per cent below the baseline.
- The number of slight casualties among two-wheeled motor vehicle users was 8 per cent higher than the baseline. The slight casualty rate was 19 per cent lower than the baseline.
- The number of slight casualties among car users in 2004 was 7 per cent lower, and the rate of slight casualties was 16 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.
- The pedestrian bars have been added to Chart 1h.

Casualties by Road User Type

All Road Users

Table 1i gives figures for casualties in accidents reported to the Police in 2004 compared with earlier years. The number of deaths in 2004 was 8 per cent lower than in 2003, and 10 per cent lower than the 1994-98 average. Serious injuries fell by 8 per cent compared with 2003, a 29 per cent fall compared with the 1994-98 average. Slight casualties were 3 per cent less than in 2003 and 9 per cent lower than the 1994-98 baseline. The slight casualty rate in 2004 was 20 per cent below the 1994-98 average. In this period traffic has risen by an estimated 13 per cent.

Table 1i: All casualties: GB 2004

	Number				2004: Percentage change over	
	1994-98 average	2002	2003	2004	2003	1994-98 average
All						
Fatal	3,578	3,431	3,508	3,221	-8	-10
Serious	44,078	35,976	33,707	31,130	-8	-29
Slight	272,272	263,198	253,392	246,489	-3	-9
All	319,928	302,605	290,607	280,840	-3	-12
Traffic ¹	4,443	4,909	4,949	5,025	2	13
Casualty Rate ²						
KSI	11	8	8	7	-9	-36
Slight	61	54	51	49	-4	-20
All	72	62	59	56	-5	-22

1 100 million vehicle kilometres

2 Rate per 100 million vehicle kilometres

Pedestrians

Table 1j shows pedestrian casualties in 2004 by age. Pedestrian casualties account for 12 per cent of all road casualties and 21 per cent of all road deaths. Their total numbers fell to 25 per cent below the baseline average in 2004, and serious casualties to 36 per cent below the baseline. Reductions are more pronounced in some age groups than others. Pedestrian casualties aged sixty and over saw the biggest fall compared with 2003, a drop of 8 per cent. Child pedestrian casualties accounted for 35 per cent of all pedestrian casualties. Pedestrian deaths dropped 13 per cent compared with 2003, thus falling to 33 per cent below the 1994 to 1998 baseline.

The rate of pedestrian casualties per 100,000 population has been reducing and in 2004 was 27 per cent lower than the baseline. The exposure to road traffic accidents of pedestrians in 2004, in terms of the average distance walked, was actually equal to the 1994 to 1998 average. The National Travel Survey stated that the average distance walked by individuals in 2004 was 196 miles. Compared with the average distance walked in 2003 this was an increase of 2 per cent.

Table 1j: Pedestrian casualties by age: GB 2004

	Number				2004: Percentage change over	
	1994-98 average	2002	2003	2004	2003	1994-98 average
Children (0-15)						
Fatal	133	79	74	77	4	-42
Serious	4,034	2,749	2,307	2,262	-2	-44
Slight	14,382	11,403	10,163	9,895	-3	-31
All	18,548	14,231	12,544	12,234	-2	-34
Adults (16-59)						
Fatal	398	381	388	323	-17	-19
Serious	4,318	3,562	3,425	3,203	-6	-26
Slight	15,016	14,094	13,672	13,256	-3	-12
All	19,732	18,037	17,485	16,782	-4	-15
Adults (over 60)						
Fatal	471	307	307	266	-13	-44
Serious	2,142	1,394	1,302	1,213	-7	-43
Slight	4,491	3,520	3,437	3,143	-9	-30
All	7,104	5,221	5,046	4,622	-8	-35
All¹						
Fatal	1,008	775	774	671	-13	-33
Serious	10,662	7,856	7,159	6,807	-5	-36
Slight	34,874	30,153	28,472	27,403	-4	-21
All	46,543	38,784	36,405	34,881	-4	-25
Casualty Rate per 100,000 population²						
KSI	21	15	14	13	-6	-38
Slight	62	52	49	47	-4	-24
All	82	67	63	60	-5	-27

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 2004. Pedal cyclist casualties have fallen by 32 per cent from the baseline average. The number of pedal cyclist deaths increased 18 per cent compared with 2003 but remained 28 per cent below the 1994-98 average. The Casualty rate increased 14 per cent since 2003, but remained 28 per cent below the baseline average.

Table 1k: Pedal cyclist casualties: GB 2004

	Number				2004: Percentage change over	
	1994-98 average	2002	2003	2004	2003	1994-98 average
Fatal	186	130	114	134	18	-28
Serious	3,546	2,320	2,297	2,174	-5	-39
Slight	20,653	14,657	14,622	14,340	-2	-31
Total	24,385	17,107	17,033	16,648	-2	-32
Pedal cycle Traffic ¹	41	44	45	39	-14	-5
Casualty Rate ²						
KSI	92	55	53	60	12	-35
Slight	509	332	324	371	15	-27
All	602	387	377	431	14	-28

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 2004

	Number				2004: Percentage change over	
	1994-98 average	2002	2003	2004	2003	1994-98 average
Fatal	467	609	693	585	-16	25
Serious	6,008	6,891	6,959	6,063	-13	1
Slight	17,547	20,853	20,759	18,993	-9	8
Total	24,023	28,353	28,411	25,641	-10	7
TWMV Traffic ¹	39	51	56	52	-8	33
Casualty Rate ²						
KSI	167	148	136	129	-5	-23
Slight	453	410	370	368	0	-19
All	621	558	507	497	-2	-20

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. Total casualties have increased by 7 per cent from the baseline, but reduced by 10 per cent compared with the 2003 total. Traffic decreased by 8 percent in 2004 compared to 2003, TWMV casualties accounted for 18 per cent of fatalities in 2004, and 9 per cent of all road traffic casualties. The rate of killed or seriously injured casualties per 100

million vehicle kilometres and the slight casualty rate have fallen 23 and 19 per cent respectively compared with the baseline. The number of fatalities decreased by 16 per cent since 2003 to a level 25 per cent above the baseline, the number of serious injuries decreased by 13 per cent from 2003, and 1 per cent over the baseline.

Car Users

Car user casualties, given in table 1m, were 10 per cent lower in 2004 than the average for 1994-98. The rate of all car user casualties per 100 million vehicle kilometres was 19 per cent lower than the 1994-98 average. Car driver deaths decreased by 5 per cent in 2004 compared to 2003, after increasing by 2 per cent the previous year. Driver deaths were 2 per cent lower than the baseline average in 2004. Compared with 2003, serious injuries to drivers decreased by 6 per cent and slight injuries by 1 per cent. Total car driver casualties were 1 per cent lower than in 2003, and 5 per cent below the baseline average. Car passenger casualties in 2004 were 18 per cent lower than the average for 1994-98. Passenger deaths decreased 6 per cent between 2004 and 2003, and were 11 per cent below the baseline average. Totals for all other severities of injury to passengers also fell compared with the baseline.

Table 1m: Car user casualties: GB 2004

	Number				2004: Percentage change over	
	1994-98 average	2002	2003	2004	2003	1994-98 average
(a) Drivers						
Killed	1,128	1,146	1,169	1,106	-5	-2
Serious	13,506	10,884	9,871	9,296	-6	-31
Slight	113,324	116,994	112,746	111,643	-1	-1
Total	127,958	129,024	123,786	122,045	-1	-5
(b) Passengers						
Killed	634	601	600	565	-6	-11
Serious	7,985	6,097	5,651	5,177	-8	-35
Slight	66,710	61,703	58,305	56,071	-4	-16
Total	75,329	68,401	64,556	61,813	-4	-18
(c) All						
Killed	1,762	1,747	1,769	1,671	-6	-5
Serious	21,492	16,981	15,522	14,473	-7	-33
Slight	180,034	178,697	171,051	167,714	-2	-7
Total	203,288	197,425	188,342	183,858	-2	-10
Car Traffic¹	3,585	3,929	3,931	3,981	1	11
Casualty Rate²						
KSI	6	5	4	4	-8	-37
Slight	50	45	44	42	-3	-16
All	57	50	48	46	-4	-19

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 2004. The number of bus and coach user casualties decreased by 3 per cent compared with 2003, and was 8 per cent lower in 2004 than the baseline average. The number of serious injuries was 33 per cent lower than the 1994-98 average. The number of slight injuries has decreased by 3 per cent between 2003 and 2004. 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 2004

	Number				2004: Percentage change over ¹	
	1994-98 average	2002	2003	2004	2003	1994-98 average
Fatal	20	19	11	20	82	1
Serious	696	532	489	468	-4	-33
Slight	8,883	8,454	8,568	8,332	-3	-6
Total	9,598	9,005	9,068	8,820	-3	-8
Bus/coach traffic ²	50	52	54	52	-3	5
Casualty Rate ³						
KSI	14	11	9	9	1	-35
Slight	178	162	159	159	0	-11
All	192	173	168	169	0	-12

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 2004 was 17 per cent lower than the 1994-98 average. Deaths among light goods vehicle users have decreased by 5 per cent compared to the 1994-98 average but serious injuries dropped substantially.

The number of heavy goods vehicle occupant casualties had decreased by 14 per cent compared with the average for 1994-98. The number of fatal casualties increased in 2004 compared with 2003 by 7 per cent, but remained 12 per cent lower than the 1994-98 baseline. The overall casualty rate for heavy goods vehicle occupants has fallen by 23 per cent since the baseline.

Table 10: Goods vehicle user casualties: GB 2004

	Number				2004: Percentage change over ¹	
	1994-98 average	2002	2003	2004	2003	1994-98 average
Light goods vehicles						
Fatal	65	70	72	62	-14	-5
Serious	950	710	693	569	-18	-40
Slight	6,410	6,227	6,132	5,535	-10	-14
All	7,424	7,007	6,897	6,166	-11	-17
Light goods traffic ²	467	550	579	608	5	30
Casualty Rate ³						
KSI	2	1	1	1	-22	-52
Slight	14	11	11	9	-14	-34
All	16	13	12	10	-15	-36
Heavy goods vehicles						
Fatal	53	63	44	47	7	-12
Serious	526	461	385	359	-7	-32
Slight	2,760	2,654	2,632	2,477	-6	-10
All	3,338	3,178	3,061	2,883	-6	-14
Heavy goods traffic ²	262	283	285	294	3	12
Casualty Rate ³						
KSI	2	2	2	1	-8	-37
Slight	11	9	9	8	-9	-20
All	13	11	11	10	-9	-23

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 2004

	(£)	
<u>Accident/casualty type</u>	<u>Cost per Casualty</u>	<u>Cost per Accident</u>
Fatal	1,384,440	1,573,220
Serious	155,560	184,270
Slight	11,990	18,500
Average all severities	43,650	62,200
Damage only	-	1,650

The total cost-benefit value of prevention of road accidents in 2004 was estimated to be £18,004 million, of which £12,900 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 56 per cent of the total value of injury accidents, because they were on average, less severe than on other roads, having both fewer casualties per accident and a lower proportion of fatal and serious injuries. Non built-up roads accounted for 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 2004

	(£)			
<u>Accident type</u>	<u>Built-up roads</u>	<u>Non built-up roads</u>	<u>Motorways</u>	<u>All Roads</u>
Fatal	1,507,210	1,619,650	1,625,830	1,573,220
Serious	174,900	201,080	206,830	184,270
Slight	17,440	20,740	24,480	18,500
All injury	48,300	102,260	68,40	62,200
Damage only	1,550	2,290	2,200	1,650

Further details of road accident costs are published by DfT in Highways Economic Notes. These are published annually 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. Highways Economics Note 1 for 2004 will be published later in the year.

For further information, please contact Cynthia Kessler by telephone on 020 7944 6233 or by email at Cynthia.Kessler@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: 1999 – 2003

<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):							
1999	15.39	2.78	3,969	18.0	1,429	0	5
2000	16.68	2.93	4,479	17.6	1,527	-2	7
2001	16.95	2.99	4,644	17.6	1,553	0	2
2002	17.90	3.05	4,841	17.0	1,590	-4	2
2003	18.0	3.10	5,174	17.2	1,671	1	5
Private car (non comprehensive):							
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	8	-1
2002	3.35	0.29	846	8.7	2,906	-2	11
2003	3.31	0.25	889	7.7	3,492	-11	20
Motor cycle:							
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	-24
2002	0.54	0.03	84	6.4	2,437	-10	23
2003	0.52	0.04	94	6.9	2,632	8	8
Commercial vehicle (including fleet):							
1999	4.89	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	1,904	19.8	2,157	-11	11
2003	4.54	0.85	2,052	18.8	2,407	-5	12
All vehicles:							
1999	23.76	4.16	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	0	2
2002	26.24	4.25	7,675	16.2	1,804	-5	5
2003	26.37	4.24	8,210	16.1	1,936	-1	7

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

Table 1r gives claim data for the period 1999 to 2003. 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 2003 by 1 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 2003 suggest that 7 per cent of all road casualties and 17 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 2004 indicate a fall of 7 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 590 deaths in 2004. The numbers of slight injuries in drink drive accidents have been showing a broadly rising trend since 1993 but again provisional figures for 2004 suggest a fall of 11 per cent.

It is estimated that there were 580 drink-drive related deaths in 2003 and provisional estimates for 2004 suggest around 590 people were killed. In addition to those fatalities, around 2,600 people were seriously injured in drink-drive accidents in 2003, although provisional estimates for 2004 are of the order of 2,350. It is estimated that there were around 19,000 drink-drive casualties of all severities in 2003, but a provisional estimate of 17,000 in 2004.

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 2004 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 2003 was revised upwards by 20 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 1979-2004

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	500	1,970	9,930	12,400	580	2,590	15,820	18,990
2004 ^P	530	1,790	8,900	11,220	590	2,350	14,050	17,000

P Provisional data. The sample of fatality data from Coroners for 2003 has now been finalised but 2004 estimates are based on a reduced sample of coroners' returns and may be biased. They remain provisional until more complete information for 2004 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 2004. 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).

Table 2b shows that provisional figures for 2004 indicate a rise in the percentage of car and other motor vehicle driver fatalities who were over the limit for all age groups, except those in

their twenties. 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 1991-2004

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	10	20	12	8	13	18	33	28	12	19	19
2004 ^P	17		12		14	23	30	35	18	25	21

P Provisional data. The sample size for 2004 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 1994 to 2004, 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 1994 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 rose again until 2004 where there has been a small drop, 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: 1994-2004

	Number/Percentage										
	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
a: Total involved	396,750	388,836	402,001	413,197	413,172	406,401	408,231	399,883	390,273	374,098	362,303
b: Total tests requested	109,653	118,877	159,189	188,986	209,723	214,750	212,700	201,722	196,232	187,276	183,972
c: Total failed	7,228	7,491	8,093	7,960	7,514	7,523	7,967	8,096	8,104	8,150	7,427
b as % of a	28	31	40	46	51	53	52	50	50	50	51
c as % of b	6.6	6.3	5.1	4.2	3.6	3.5	3.7	4.0	4.1	4.4	4.0
c as % of a	1.8	1.9	2.0	1.9	1.8	1.9	2.0	2.0	2.1	2.2	2.0

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 has risen each year since 2000, despite a continuing decrease in the number of tests. The number of convictions fell between 1997 and 2001 but have risen again since then.

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

	Thousands										
	<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>	<u>2003</u>
Number of tests	600	679	703	781	800	815	765	715	624	570	534
Of which:											
positive/refused ¹	89	93	94	101	104	102	94	95	100	104	106
percentage	15	14	13	13	13	13	12	13	16	18	20
Convictions	91	90	93	96	100	93	89	86	85	90	94

¹ Includes persons unable to provide a breath test specimen.

Characteristics of drink-drive accidents

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

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: 2003

	Accidents/casualties											
	<u>Jan</u>	<u>Feb</u>	<u>Mar</u>	<u>Apr</u>	<u>May</u>	<u>June</u>	<u>July</u>	<u>Aug</u>	<u>Sep</u>	<u>Oct</u>	<u>Nov</u>	<u>Dec</u>
Accidents	870	900	930	1050	1120	1110	1090	1060	1030	1060	1160	1030
Casualties	1280	1440	1400	1540	1720	1690	1640	1600	1560	1640	1790	1690

Table 2f, based on breath test data, shows the percentage of car drivers involved in personal injury accidents who failed a breath test in 2004, analysed by age and sex of driver. It shows that male drivers under thirty had the highest incidence of failing a breath test after being involved in a personal injury road accident. The failure rate for women was only about a third of that for male drivers, a difference that cannot be accounted for by the slightly lower rates of testing for female drivers.

Table 2f: Car drivers in injury road accidents: breath tests and failures: GB 2004

	Number/percentage									
	Men					Women				
	a: Involved in accident	b: Tested	c: Failed	b as % of a	c as % of a	a: Involved in accident	b: Tested	c: Failed	b as % of a	c as % of a
0:16	377	168	40	44.6	10.6	39	24	4	..	..
17:19	14,253	9,465	605	66.4	4.2	6,186	3,622	89	58.6	1.4
20:24	23,020	14,549	1,302	63.2	5.7	12,848	7,080	210	55.1	1.6
25:29	18,830	11,396	847	60.5	4.5	11,377	6,037	160	53.1	1.4
30:34	19,802	11,433	724	57.7	3.7	12,304	6,233	148	50.7	1.2
35:39	18,893	10,940	543	57.9	2.9	12,216	6,306	148	51.6	1.2
40:49	29,553	17,371	779	58.8	2.6	18,184	9,458	212	52.0	1.2
50:59	20,028	11,996	359	59.9	1.8	10,943	5,807	83	53.1	0.8
60:69	11,262	6,807	117	60.4	1.0	4,512	2,376	17	52.7	0.4
70:99	8,579	4,964	64	57.9	0.7	3,175	1,513	11	47.7	0.3
All ages ¹	177,543	100,280	5,498	56.5	3.1	96,234	48,836	1,095	50.7	1.1

¹ Includes age not known

Table 2g also shows that those aged under thirty have the most drink-drive accidents. However, the table goes on to analyse the data using information on the number of full or provisional licence holders and the annual average car mileage of these drivers. These data are taken from the *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 year olds) 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 2003

	Car driver drink-drive accidents	Drink-drive accidents per 100 thousand licence holders ²	Drink-drive accidents per 100 million miles driven ^{2,3}
Under 17	90	..	..
17 - 19	1,140	86	44
20 - 24	2,430	93	19
25 - 29	1,680	55	8
30 - 34	1,530	41	6
35 - 39	1,280	31	4
40 - 49	1,520	22	3
50 - 59	760	13	1
60 or over	390	5	1
All ages ¹	10,800	31	4

1 Includes age not known.

2 National Travel Survey data 2003.

3 Uses traffic data from 2003.

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 2004

number										
<u>Killed or seriously injured casualties</u>										
	Pedestrians	Cyclists	Motor-cyclists	Car drivers		Car passengers	Other	Male	Female	Total ¹
				over limit	under limit					
0-15	30	10	0	0	0	90	0	80	50	130
16-24	50	10	160	400	40	540	20	930	280	1,210
25-59	90	20	260	680	170	340	50	1,280	330	1,610
60+	20	0	0	20	40	50	0	70	70	130
All ages ²	180	30	430	1,100	240	1,030	70	2,350	730	3,080
<u>Total Casualties</u>										
	Pedestrians	Cyclists	Motor-cyclists	Car drivers		Car passengers	Other	Male	Female	Total ¹
				over limit	under limit					
0-15	130	40	20	10	0	820	30	540	510	1,050
16-24	170	30	480	2,310	610	2,940	140	4,780	1,890	6,670
25-59	270	60	650	3,880	2,480	2,220	370	6,900	3,030	9,930
60+	60	0	0	190	280	250	40	470	370	840
All ages ²	630	140	1,150	6,390	3,370	6,230	580	12,690	5,800	18,490

1 Includes sex not recorded.

2 Includes age not recorded.

Table 2i is based on 2003 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 about two thirds of 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: 2003

	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>	Sample size	<u>22:00-03:59</u>	<u>04:00-21:59</u>
Motor cycle riders	27	16	13	11	6	3	478	42	9
Other vehicle drivers	34	24	22	20	16	9	871	51	11
Passengers	44	32	28	26	17	10	259	51	13
Pedestrians	48	40	38	36	32	25	299	75	23
Cyclists	25	11	11	9	8	6	53	60	6

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.

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 the definitions used in collection. Copies are available on the Department's website at the address below, or may be obtained from the Department for Transport, Zone 2/18, Great Minster House, 76 Marsham Street, London, SW1P 4DR (Tel 020 7944 ext 3078).

http://www.dft.gov.uk/stellent/groups/dft_transstats/documents/page/dft_transstats_032188.pdf

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.

Table 2. 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.

Table 8. Casualty rates for pedal cyclists include all pedal cyclist casualties. For other road user types the casualty rates are based on driver and rider casualties only.

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

Table 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 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 major roads - motorways (including A(M) roads) and A roads - and on minor roads. An accident on a road with any other limit is included with those of the next higher limit.

Table 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 object in carriageway” comprises those not expected to be found in the carriageway; it does not include permanent features such as a bollard or pedestrian refuge. “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. 415 accidents involved only a pedal cycle, giving rise to 421 cyclist casualties (riders and passengers); a further 206 accidents also involved 210 pedestrian casualties as well as 59 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 13,681 accidents involved a pedal cycle and a car, resulting in 13,601 pedal cyclist casualties and 20 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. 53 accidents involved two pedal cycles with 69 cyclist casualties with 1 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. 520 such accidents involved at least one pedal cycle, with 529 cyclist casualties and no pedestrians involved. Other casualties in these accidents would appear against the other vehicle classes concerned.

Column 13 is the sum of columns 1, 2, 11, and 12. In multi-vehicle accidents, the accidents (but not casualties) are multi-counted; e.g. the total number of accidents involving goods vehicles is 14,832 light goods vehicles (LGV) and 11,542 heavy goods vehicles (HGV) less the 475 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 is unknown or undefined on the STATS19 reporting form i.e. “other” motor and non motor vehicles. This includes ridden horses.

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”), 448 road users were killed in accidents on built-up A roads in which a car was involved.

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

Table 27. Casualty rates are calculated by dividing the number of casualties of each road user type by the total number of vehicle kilometres travelled by that vehicle type each month. In calculating rates, no allowance has been made for the number of persons per vehicle, which may vary from month to month.

The table shows separate monthly casualties in respect of two wheeled motor vehicle users and passenger car users (three and four wheel cars) 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.

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. 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. 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.

Table 51 There have been a number of small revisions to this table but these have had little effect on the comparisons of the different modes.

The air passenger casualty rates for 1999 have been revised following notification from the Civil Aviation Authority of a downward revision to the air casualties in that year.

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

The killed or seriously injured casualty rate for water transport has been revised for 2001 and 2002.

Casualty rates for motor vehicle users and pedestrians have been revised from 1993 to take account of revisions to road traffic data and mid year population estimates.

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).

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

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

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

Cars: Includes *taxis*, estate cars, three and four wheel cars and minibuses except where otherwise stated (i.e. Tables 22, 27, 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, articulated vehicles and pick-up trucks.

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

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

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

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

KSI: *Killed* or *seriously injured*.

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

Mopeds: *Two-wheel motor vehicles* with an engine capacity not over 50 cc, 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 defined in the Road Vehicles (Construction and Use) Regulations 1986).

Motor cycles: *Two-wheel motor vehicles*, including motor scooters and 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, electric scooters and motorised wheelchairs etc, except where otherwise stated (i.e. Table 27). Other non motor *vehicles* include those drawn by an animal, ridden horses, invalid carriages without a motor, street barrows etc, except where otherwise stated (i.e. Table 27). In certain tables “*other vehicles*” may also include *buses and coaches* and/or *goods vehicles*, as indicated in a footnote.

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

Riders: Persons in control of *pedal cycles*, *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: In England and Wales, *taxis* include any vehicle operating as a hackney carriage, regardless of construction, and bearing the appropriate district council or local authority hackney carriage plates. Vehicles operating as private hire cars (minicabs) are included in *cars*. In Scotland, *taxis* include private hire cars.

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

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

Symbols and conventions used

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

Symbols: The following symbols have been used throughout:

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

.. = not available/applicable.

Conversion factor: 1 kilometre = 0.6214 mile.

CHARTS

Chart 1a - Indices of population, vehicle stock, motor traffic and casualties : 1949 - 2004

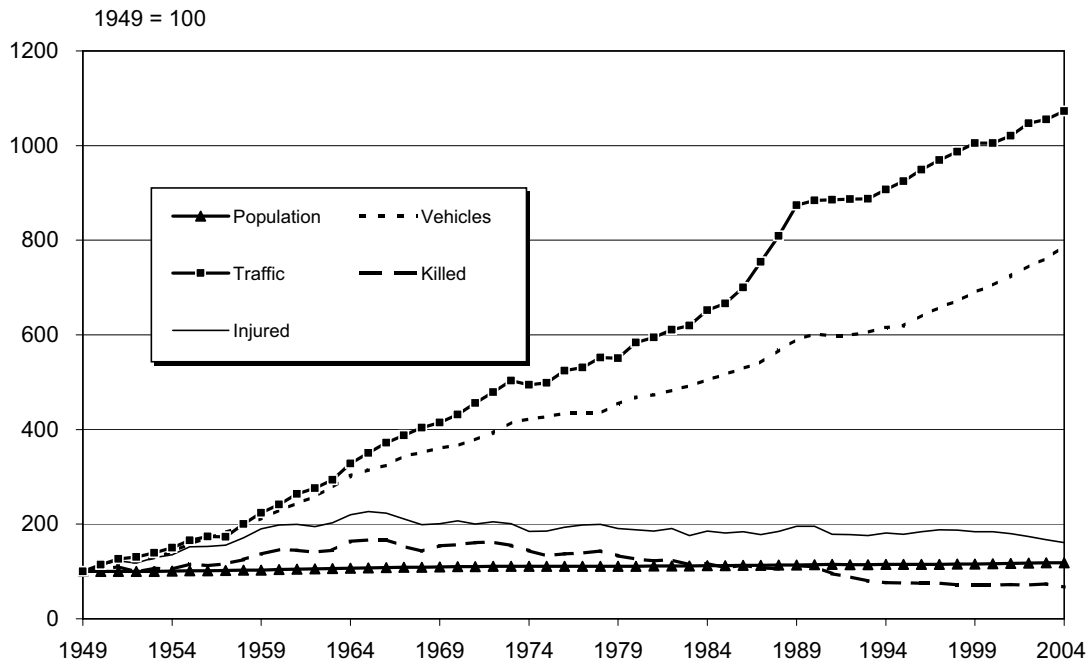
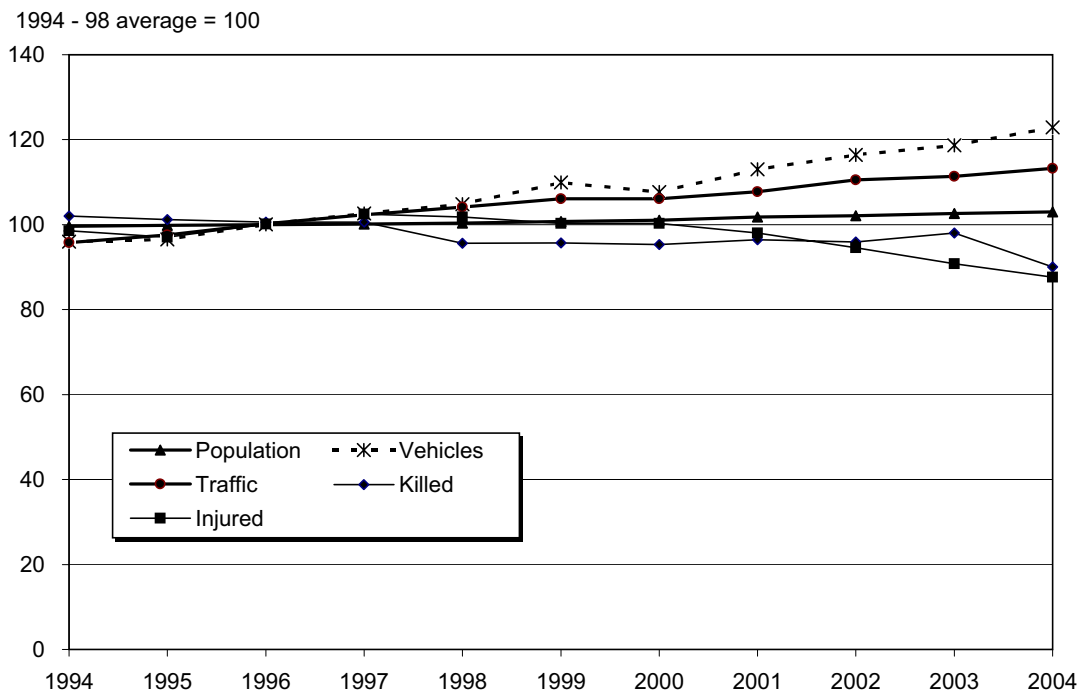
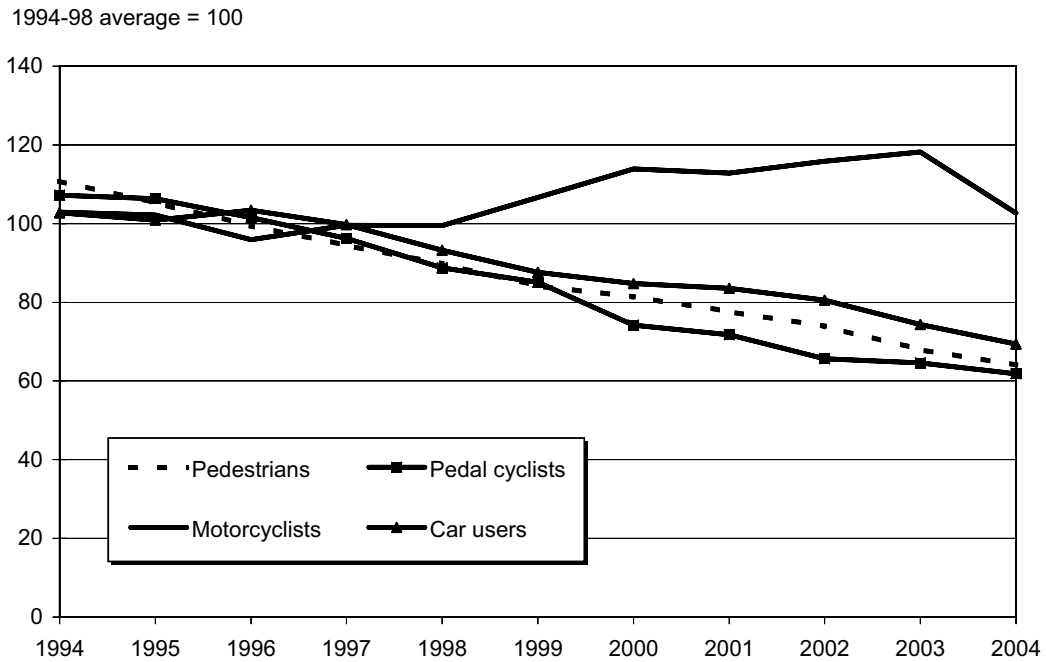


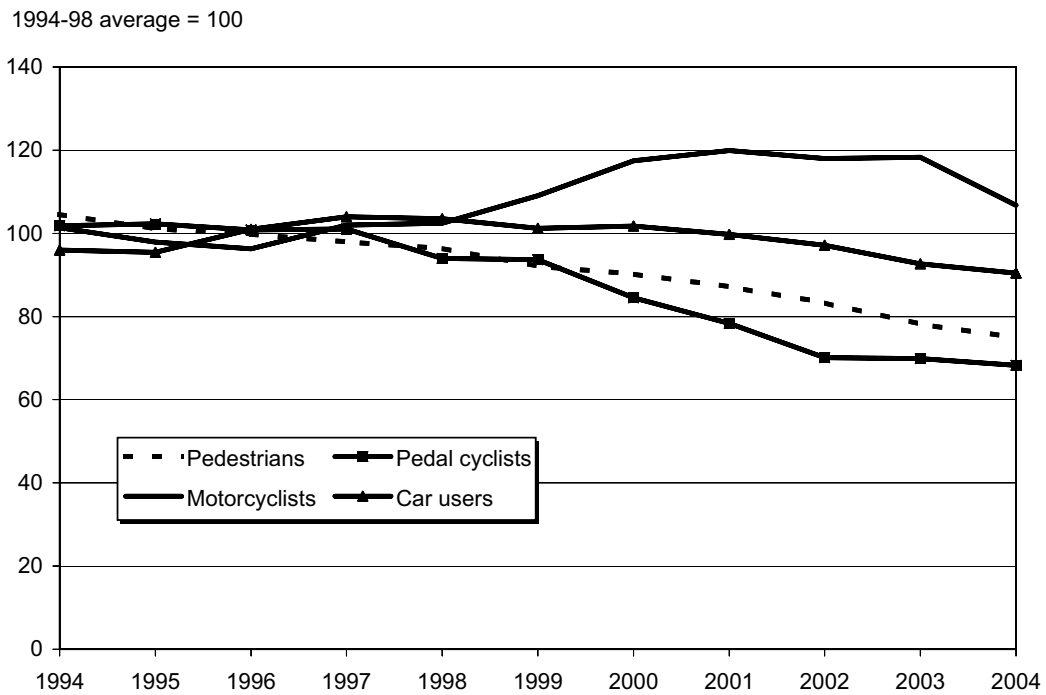
Chart 1b - Indices of population, vehicle stock, motor traffic and casualties :1994 - 2004



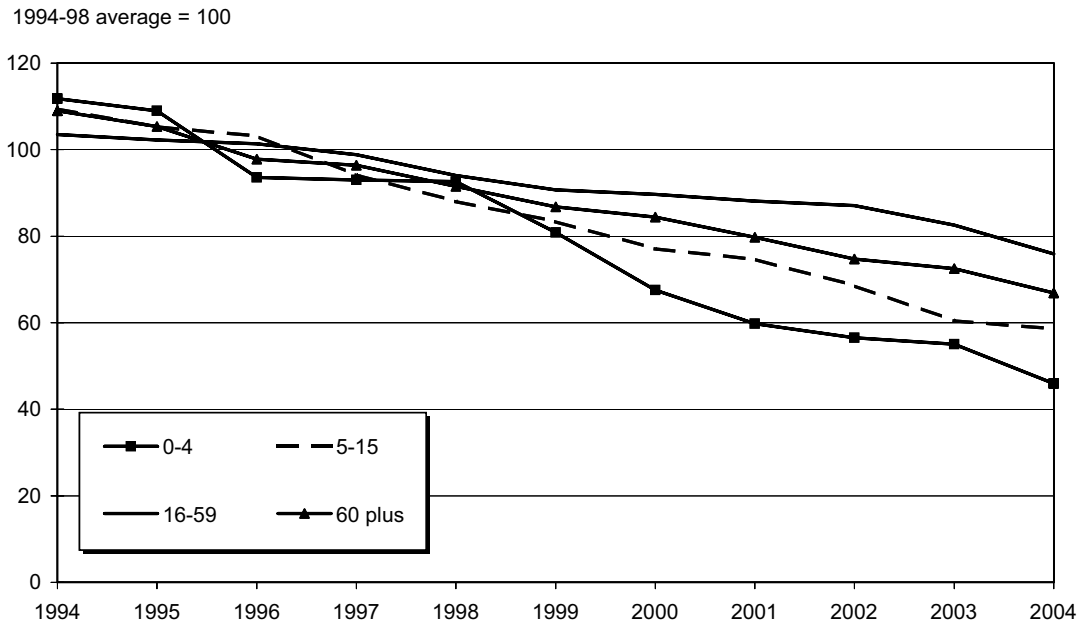
**Chart 2a - Indices of casualties by road user type:
Killed or seriously injured: 1994 - 2004**



**Chart 2b - Indices of casualties by road user type :
All severities : 1994 - 2004**



**Chart 3a - Indices of casualties by age band:
killed or seriously injured: 1994 - 2004**



**Chart 3b - Indices of casualties by age band:
All severities: 1994 - 2004**

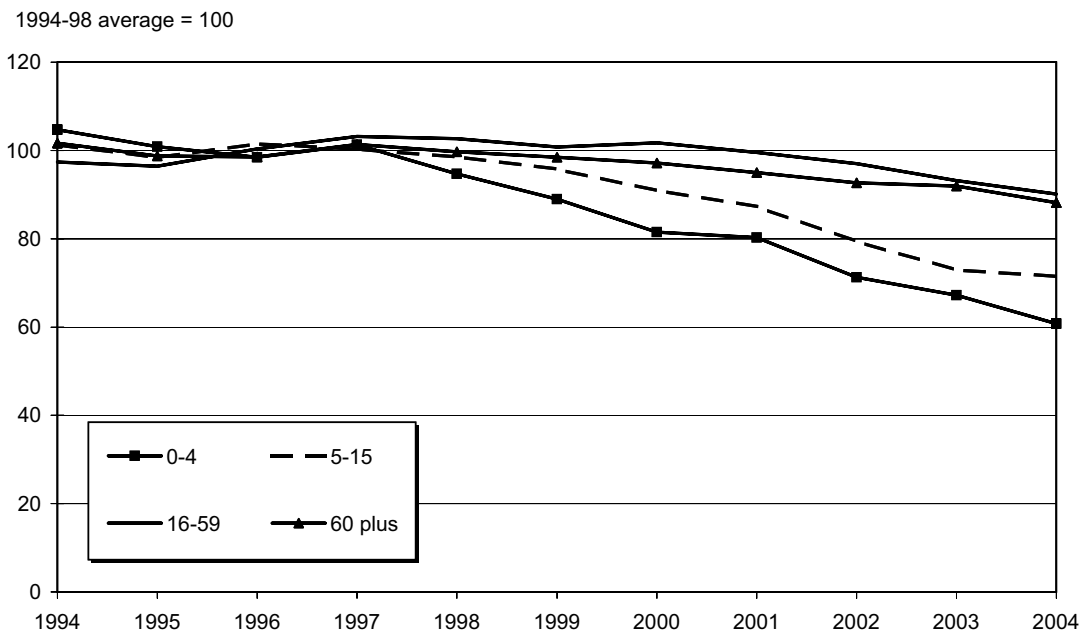


Chart 4a - Indices of casualties by road user type: Built-up roads: killed or seriously injured: 1994 - 2004

1994-98 average = 100

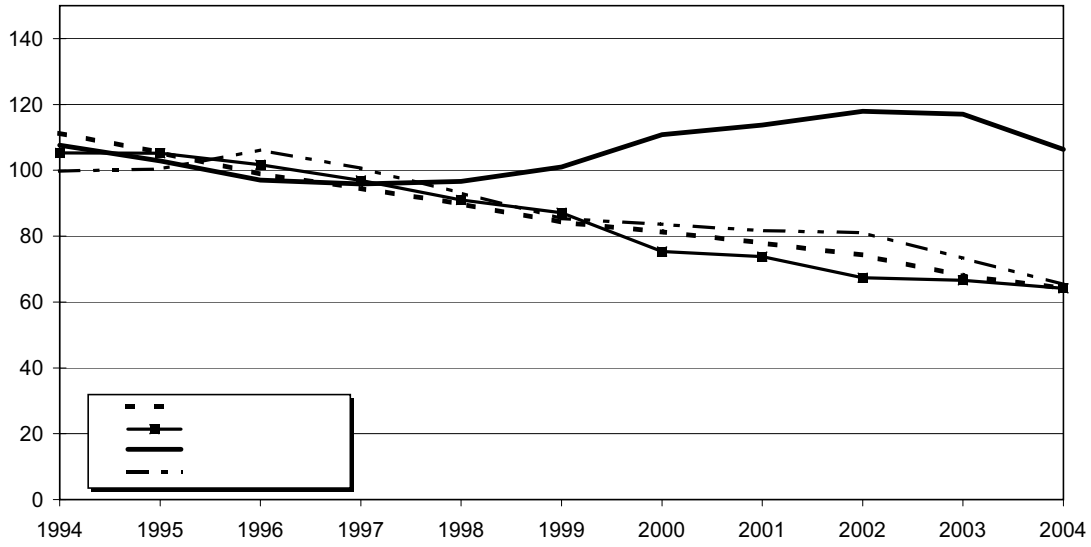
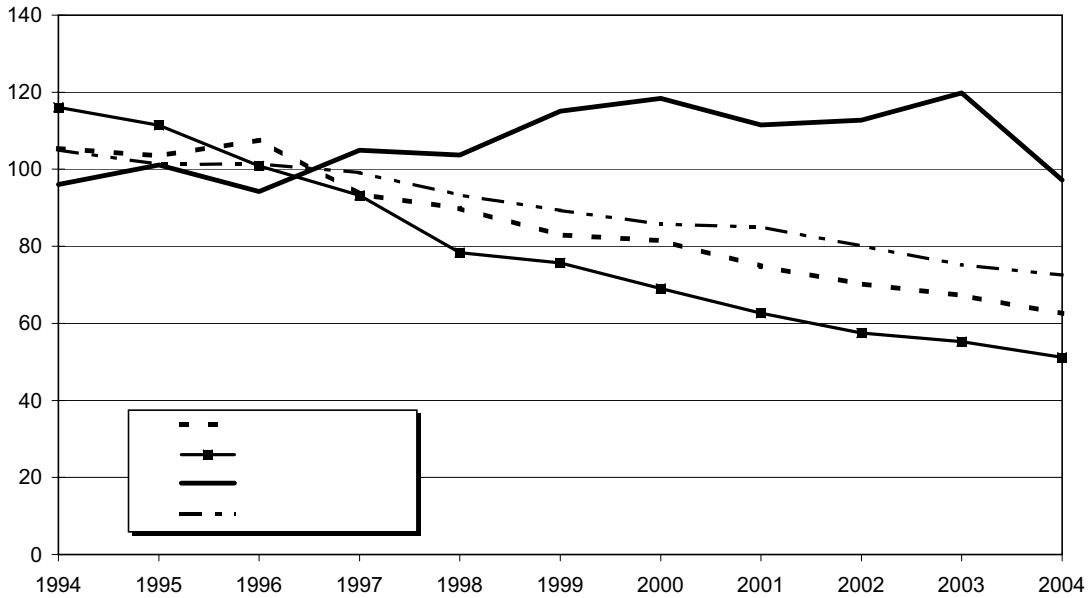


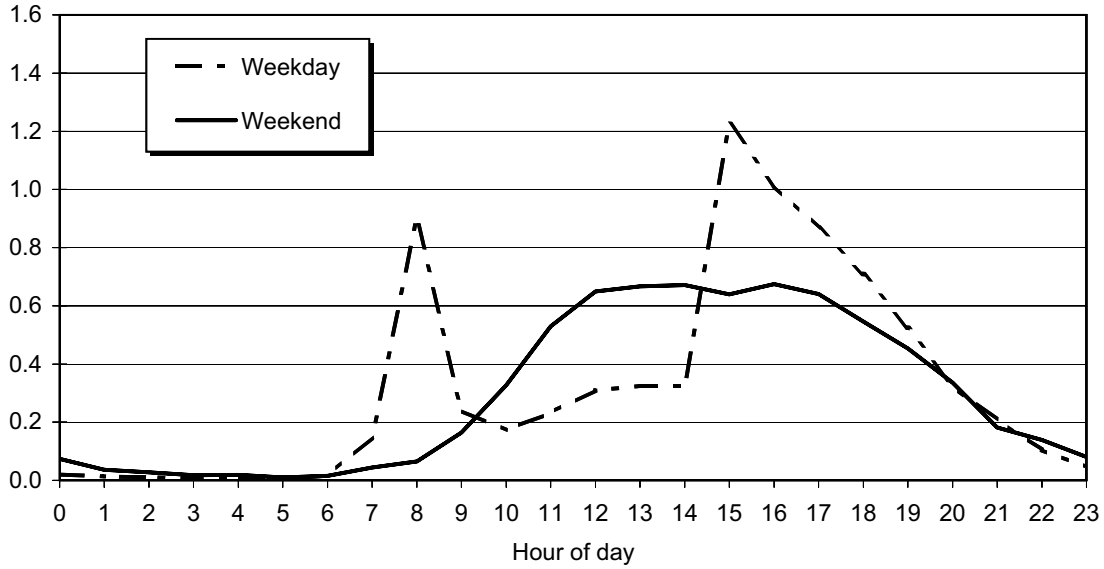
Chart 4b - Indices of casualties by road user type: Non built-up roads: killed or seriously injured: 1994 - 2004

1994-98 average = 100



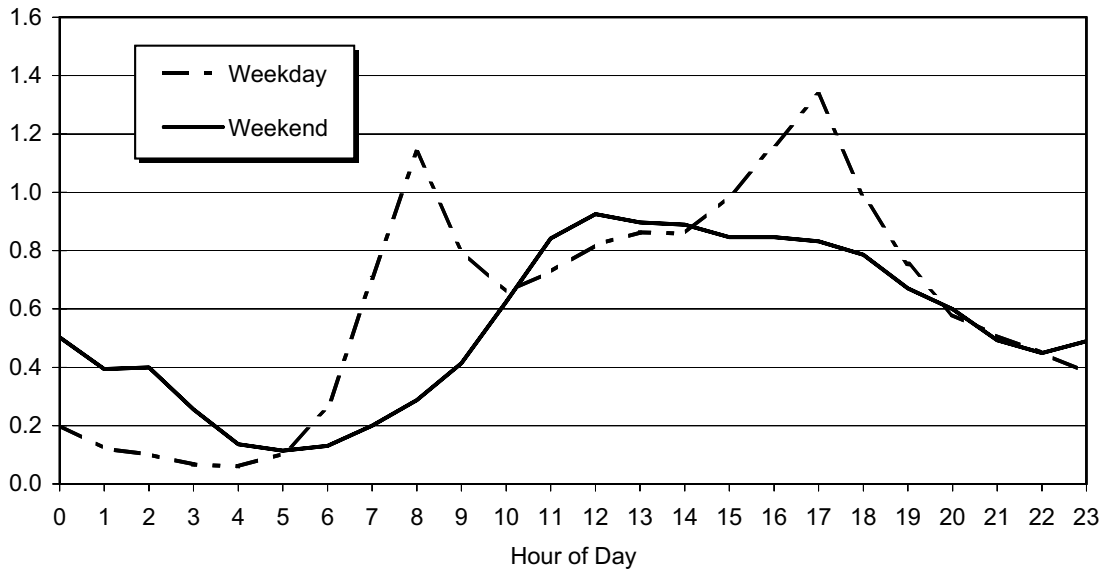
**Chart 5a - Casualty rates by hour of day and day of week:
All Severities : Children (0 -15 years) - 2004**

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) - 2004**

Average number per hour, per million population



TABLES

1 Vehicle population, traffic and road length: 1994 - 2004

(a) Vehicles currently licensed by taxation class											Thousands
	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Two Wheel Motor Vehicles	630	594	609	626	684	760	825	882	941	1,005	1,060
Of which:											
Over not over											
50cc	129	112	105	102	96	117	141	154	155	159	161
50cc - 125cc	187	170	162	143	143	148	160	172	177	182	189
over 125cc	315	312	342	381	445	495	525	555	609	664	710
Private and light goods											
Private cars	20,479	20,505	21,172	21,681	22,115	22,785	23,196	23,899	24,543	24,985	25,754
Others	2,192	2,217	2,267	2,317	2,362	2,427	2,469	2,544	2,622	2,730	2,900
Public transport vehicles ¹	107	74	77	79	80	84	86	89	92	96	100
Goods vehicles ^{2,3}	434	421	413	414	412	415	418	422	425	426	434
Other motor vehicles ^{4,5}	1,389	1,558	1,764	1,857	1,885	1,898	1,903	1,912	1,933	1,966	2,011
All motor vehicles	25,231	25,369	26,302	26,974	27,538	28,368	28,898	29,747	30,557	31,207	32,259

(b) Traffic by vehicle type ⁵											100 million vehicle kilometres
	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Pedal cycles	40	41	41	41	40	41	42	42	44	45	39
Two Wheel Motor Vehicles	38	38	38	40	41	45	46	48	51	56	52
Cars and taxis	3,450	3,511	3,599	3,658	3,706	3,774	3,768	3,828	3,929	3,930	3,981
Buses or coaches	46	49	50	52	52	53	52	52	52	54	52
Light Goods Vehicles	434	445	462	486	509	516	523	536	550	579	608
Heavy Goods Vehicles	248	254	262	269	277	281	282	281	283	285	294
Of which:											
2 axles	108	107	109	110	111	116	117	115	116	117	117
3 axles rigid	14	16	16	16	19	17	17	18	18	18	19
4 or more axles rigid articulated ⁷	15	15	15	15	16	15	15	15	15	16	16
articulated ⁷	111	116	122	128	131	134	134	134	135	134	140
All motor vehicles	4,215	4,297	4,411	4,503	4,585	4,670	4,671	4,744	4,866	4,903	4,986
All vehicles	4,256	4,339	4,452	4,544	4,624	4,710	4,712	4,787	4,910	4,948	5,025

(c) Traffic by road class ⁶											100 million vehicle kilometres
	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Motorways	707	739	783	821	857	878	884	908	926	929	966
A roads	1,959	2,004	2,052	2,083	2,107	2,134	2,124	2,158	2,193	2,218	2,248
Other roads ⁸	1,590	1,596	1,617	1,640	1,660	1,699	1,705	1,720	1,790	1,801	1,811
All roads	4,256	4,339	4,452	4,544	4,624	4,710	4,712	4,787	4,910	4,948	5,025

(d) Road length at 1 April by road class											Kilometres
	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Motorways ⁹	3,281	3,308	3,346	3,419	3,464	3,449	3,467	3,476	3,476	3,476	3,523
A roads	46,568	46,726	46,740	46,777	46,807	46,570	46,608	46,654	46,665	46,633	46,669
B roads	30,225	30,221	30,216	30,212	30,208	30,204	30,200	30,196	30,192	30,188	30,178
Other roads ¹⁰	305,941	306,608	307,276	307,946	308,617	309,290	309,965	310,641	311,319	312,024	307,304
All roads	386,015	386,862	387,579	388,354	389,095	389,513	390,239	390,968	391,653	392,321	387,674

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 - 2004

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						
							Pedestrians	Pedal ² cyclists	TWMV users ²	Others ³	All		
1926	44.0	1.7	..	..	..	124	..	..	..	..	4,886	134	139
1927	44.0	1.9	..	..	..	134	2,774	644	1,175	736	5,329	149	154
1928	44.3	2.0	..	..	..	148	3,255	691	1,395	797	6,138	165	171
1929	44.4	2.2	..	..	..	152	3,523	795	1,582	796	6,696	171	178
1930	44.6	2.3	712	..	..	157	3,722	887	1,832	864	7,305	178	185
1931	44.8	2.2	614	..	..	181	3,467	926	1,499	799	6,691	202	209
1932	45.1	2.2	585	..	..	184	3,385	1,046	1,558	678	6,667	206	213
1933	45.3	2.3	543	..	..	192	3,504	1,354	1,569	775	7,202	216	224
1934	45.4	2.4	526	..	..	205	3,529	1,536	1,430	848	7,343	232	239
1935	45.6	2.6	492	..	..	196	3,073	1,400	1,277	752	6,502	222	228
1936	45.8	2.8	482	..	..	199	3,068	1,498	1,187	808	6,561	228	234
1937	46.0	2.9	466	..	..	196	3,002	1,416	1,151	1,064	6,633	226	233
1938	46.2	3.1	444	..	..	196	3,046	1,401	1,145	1,056	6,648	227	233
1939	46.5	3.1	418	..	..	..	4,497	1,374	1,231	1,170	8,272	..	..
1940	46.9	2.3	278	..	..	..	4,724	1,363	1,270	1,252	8,609	..	..
1941	46.9	2.5	317	..	..	..	4,781	1,355	1,412	1,621	9,169	..	..
1942	47.1	1.8	306	..	..	..	3,650	1,134	895	1,247	6,926	141	148
1943	47.4	1.5	124	..	..	..	3,058	1,069	568	1,101	5,796	117	123
1944	47.7	1.6	124	..	..	..	3,314	1,185	574	1,343	6,416	124	131
1945	47.8	2.6	309	..	..	..	2,602	918	553	1,183	5,256	133	138
1946	47.9	3.1	449	..	..	..	2,489	833	772	968	5,062	157	163
1947	48.2	3.5	514	..	..	..	2,380	812	783	906	4,881	161	166
1948	48.7	3.7	543	..	..	..	2,377	827	585	724	4,513	149	153
1949	49.0	4.1	635	100	100	147	2,315	842	818	798	4,773	172	177
1950	49.2	4.4	729	114	104	167	2,251	805	1,129	827	5,012	196	201
1951	48.9	4.7	823	127	114	178	2,398	800	1,175	877	5,250	211	216
1952	49.1	5.0	922	131	119	172	2,063	743	1,142	758	4,706	203	208
1953	49.2	5.3	1,009	140	122	186	2,233	720	1,237	900	5,090	222	227
1954	49.4	5.8	1,108	150	126	196	2,226	696	1,148	940	5,010	233	238
1955	49.6	6.5	1,221	166	136	217	2,287	708	1,362	1,169	5,526	262	268
1956	49.8	7.0	1,290	174	139	216	2,270	650	1,250	1,197	5,367	263	268
1957	50.0	7.5	1,431	173	138	219	2,225	663	1,425	1,237	5,550	268	274
1958	50.3	8.0	1,475	200	153	237	2,408	668	1,421	1,473	5,970	294	300
1959	50.5	8.7	1,679	224	168	261	2,520	738	1,680	1,582	6,520	327	333
1960	51.0	9.4	1,796	242	177	272	2,708	679	1,743	1,840	6,970	341	348
1961	51.4	10.0	1,790	263	190	270	2,717	645	1,544	2,002	6,908	343	350
1962	51.9	10.6	1,779	276	196	264	2,681	583	1,323	2,122	6,709	335	342
1963	52.2	11.4	1,755	293	206	272	2,740	589	1,279	2,314	6,922	349	356
1964	52.5	12.4	1,741	328	229	292	2,986	583	1,445	2,806	7,820	378	385
1965	52.9	12.9	1,612	350	242	299	3,105	543	1,244	3,060	7,952	390	398
1966	53.2	13.3	1,406	372	255	292	3,153	514	1,134	3,184	7,985	384	392
1967	53.5	14.1	1,350	387	265	277	2,964	463	920	2,972	7,319	363	370
1968	53.7	14.4	1,228	404	275	264	2,762	391	877	2,780	6,810	342	349
1969	53.9	14.8	1,127	415	281	262	2,955	402	791	3,217	7,365	346	353
1970	54.1	15.0	1,048	431	292	267	2,925	373	761	3,440	7,499	356	363
1971	54.4	15.5	1,021	456	308	259	2,939	411	800	3,549	7,699	344	352
1972	54.6	16.1	982	479	323	265	3,083	367	729	3,584	7,763	352	360
1973	54.7	17.0	1,006	504	339	262	2,806	336	750	3,514	7,406	346	354
1974	54.7	17.3	1,042	494	333	244	2,642	282	797	3,162	6,883	318	325
1975	54.7	17.5	1,161	499	337	246	2,344	278	838	2,906	6,366	319	325
1976	54.7	17.8	1,220	524	354	259	2,335	300	990	2,945	6,570	333	340
1977	54.7	..	..	531	361	266	2,313	301	1,182	2,818	6,614	341	348
1978	54.7	17.8	1,194	552	373	265	2,427	316	1,163	2,925	6,831	343	350
1979	54.7	18.6	1,292	551	371	255	2,118	320	1,160	2,754	6,352	328	334
1980	54.8	19.2	1,372	584	394	252	1,941	302	1,163	2,604	5,953	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	5,937	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	5,385	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 ⁴	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
2004	58.1	32.3	1,060	1,073	717	207	671	134	585	1,831	3,221	278	281

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, 1997 - 2004

	Number/rate per 100 million vehicle kilometres								
	1994-98 average	1997	1998	1999	2000	2001	2002	2003	2004
Urban roads: ^{1,5}									
A roads									
Fatal	686	716	601	587	611	628	636	639	533
Fatal and serious	10,595	10,439	9,827	9,123	9,255	8,879	8,543	7,941	7,237
All severities	71,114	71,752	70,779	69,062	70,094	68,163	65,098	62,362	58,665
Rate	88	88	86	84	85	83	79	76	70
Other roads ²									
Fatal	596	563	562	588	554	573	491	532	518
Fatal and serious	12,871	12,345	11,828	11,222	10,809	10,594	10,307	9,686	8,991
All severities	85,778	86,735	86,388	85,129	84,353	82,127	79,361	75,907	73,327
Rate	84	84	82	79	78	75	70	66	64
All urban roads: ³									
Fatal	1,283	1,279	1,163	1,175	1,165	1,201	1,127	1,171	1,051
Fatal and serious	23,466	22,784	21,655	20,345	20,064	19,473	18,850	17,627	16,228
All severities	156,892	158,487	157,167	154,191	154,447	150,290	144,459	138,339	131,992
Rate	86	86	84	81	81	78	74	70	67
Rural roads: ^{1,5}									
A roads									
Fatal	1,204	1,219	1,184	1,169	1,157	1,177	1,182	1,207	1,134
Fatal and serious	8,755	8,649	8,332	8,128	7,837	7,799	7,593	7,370	6,811
All severities	38,120	39,211	38,802	37,706	36,922	36,880	37,041	35,890	35,699
Rate	31	31	30	29	28	28	27	26	25
Other roads ²									
Fatal	620	635	626	578	602	585	636	683	642
Fatal and serious	7,036	6,919	6,548	6,444	6,303	6,070	5,982	5,961	5,625
All severities	32,605	33,460	33,569	32,504	31,709	31,511	30,767	30,795	30,487
Rate	55	55	55	52	51	51	47	47	46
All rural roads: ³									
Fatal	1,825	1,854	1,810	1,747	1,759	1,762	1,818	1,890	1,776
Fatal and serious	15,791	15,568	14,880	14,572	14,140	13,869	13,575	13,331	12,436
All severities	70,725	72,671	72,371	70,210	68,631	68,391	67,808	66,685	66,186
Rate	39	39	38	36	36	35	34	33	32
All roads: ³									
Motorways									
Fatal	152	159	157	176	161	180	175	184	149
Fatal and serious	1,145	1,204	1,148	1,218	1,190	1,235	1,162	1,166	1,047
All severities	7,989	8,678	8,861	9,118	9,394	9,128	8,942	8,746	9,072
Rate	10	11	10	10	11	10	10	9	9
A roads									
Fatal	1,893	1,939	1,788	1,782	1,782	1,826	1,821	1,847	1,669
Fatal and serious	19,393	19,128	18,201	17,388	17,204	16,761	16,168	15,328	14,055
All severities	109,435	111,165	109,807	107,474	107,544	105,548	102,378	98,436	94,429
Rate	54	53	52	50	51	49	47	44	42
Other roads ²									
Fatal	1,220	1,200	1,192	1,180	1,165	1,170	1,128	1,216	1,160
Fatal and serious	19,944	19,296	18,421	17,799	17,213	16,768	16,315	15,666	14,624
All severities	118,616	120,444	120,255	118,456	116,791	114,338	110,431	106,848	103,909
Rate	73	73	72	70	69	66	62	59	57
Total: ³									
Fatal	3,264	3,298	3,137	3,138	3,108	3,176	3,124	3,247	2,978
Fatal and serious	40,481	39,628	37,770	36,405	35,607	34,764	33,645	32,160	29,726
All severities	236,040	240,287	238,923	235,048	233,729	229,014	221,751	214,030	207,410
Rate ⁴	53	53	52	50	50	48	45	43	41

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.

4a Male casualties: by built-up, non built-up roads, road class and severity: 1994 - 98 avg¹, 1997 - 2004

	Number of casualties								
	1994-98 average ¹	1997	1998	1999	2000	2001	2002	2003	2004
Built-up roads: ²									
A roads									
Killed	511	544	443	481	502	515	504	505	452
KSI ³	7,985	7,874	7,392	7,091	7,144	7,072	7,010	6,569	5,868
All severities	54,577	55,973	54,650	54,257	55,881	54,609	52,933	50,785	47,471
B roads									
Killed	139	108	143	135	153	140	139	136	147
KSI	2,392	2,300	2,182	2,049	2,244	2,072	2,132	1,967	1,938
All severities	15,251	15,515	15,288	15,100	15,906	15,536	14,995	14,504	14,142
Other roads									
Killed	367	360	350	379	357	386	354	354	363
KSI	8,110	7,728	7,475	7,266	7,034	7,228	7,053	6,705	6,253
All severities	54,300	54,837	55,135	54,911	54,653	54,237	52,660	50,234	48,340
All built-up roads ⁴									
Killed	1,018	1,012	936	995	1,012	1,041	997	995	962
KSI	18,487	17,902	17,049	16,406	16,422	16,372	16,195	15,241	14,059
All severities	124,128	126,325	125,073	124,268	126,440	124,382	120,588	115,523	109,953
Non-built-up roads: ²									
A roads									
Killed	992	1,023	958	943	972	993	975	1,005	918
KSI	7,275	7,226	6,921	6,805	6,760	6,562	6,411	6,089	5,615
All severities	31,393	32,223	31,960	31,065	30,613	30,538	29,961	28,694	28,471
B roads									
Killed	192	224	187	182	189	225	205	242	206
KSI	1,881	1,952	1,818	1,663	1,785	1,655	1,619	1,680	1,475
All severities	7,675	8,038	7,793	7,497	7,371	7,142	7,121	7,109	6,913
Other roads									
Killed	215	214	210	216	216	196	202	218	214
KSI	2,392	2,370	2,189	2,186	2,139	2,007	1,925	1,946	1,791
All severities	11,357	11,769	11,418	11,085	10,805	10,621	9,865	10,142	9,658
All non-built-up roads ⁴									
Killed	1,398	1,461	1,355	1,341	1,377	1,414	1,382	1,465	1,338
KSI	11,547	11,548	10,928	10,654	10,684	10,224	9,955	9,715	8,881
All severities	50,425	52,030	51,171	49,647	48,789	48,301	46,947	45,945	45,042
All speed limits: ⁵									
Motorways									
Killed	129	134	143	159	144	159	178	167	133
KSI	1,009	1,086	973	1,063	1,073	1,095	1,063	1,004	921
All severities	7,349	8,043	8,033	8,477	9,030	8,484	8,171	8,024	8,178
A roads									
Killed	1,503	1,567	1,401	1,424	1,474	1,508	1,479	1,510	1,370
KSI	15,260	15,100	14,313	13,896	13,904	13,634	13,421	12,658	11,483
All severities	85,971	88,196	86,610	85,322	86,494	85,147	82,894	79,479	75,942
B roads									
Killed	331	332	330	317	342	365	344	378	353
KSI	4,273	4,252	4,000	3,712	4,029	3,727	3,751	3,647	3,413
All severities	22,926	23,553	23,081	22,597	23,277	22,678	22,116	21,613	21,055
Other roads									
Killed	583	574	560	595	573	582	556	572	577
KSI	10,503	10,098	9,664	9,452	9,173	9,235	8,978	8,651	8,044
All severities	65,661	66,606	66,553	65,996	65,458	64,858	62,525	60,376	57,998
Total: ⁵									
Killed	2,547	2,607	2,434	2,495	2,533	2,614	2,557	2,627	2,433
KSI	31,045	30,536	28,950	28,123	28,179	27,691	27,213	25,960	23,861
All severities	181,906	186,398	184,277	182,392	184,259	181,167	175,706	169,492	163,173

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.

4b Female casualties:by built-up, non built-up roads, road class and severity: 1994 - 98 Avg¹, 1997 - 2004

	Number of casualties								
	1994-98 average ¹	1997	1998	1999	2000	2001	2002	2003	2004
Built-up roads: ²									
A roads									
Killed	237	234	209	183	197	170	202	198	152
KSI ³	4,550	4,413	4,239	3,736	3,657	3,357	3,282	3,004	2,701
All severities	43,086	43,649	43,397	41,726	42,151	40,720	38,936	37,233	35,121
B roads									
Killed	72	62	63	60	63	55	47	58	53
KSI	1,376	1,370	1,181	1,188	1,021	996	982	939	850
All severities	12,419	12,612	12,582	12,182	12,290	11,951	11,438	11,006	10,590
Other roads									
Killed	173	162	184	159	142	140	122	127	134
KSI	4,473	4,297	4,134	3,860	3,548	3,395	3,222	2,930	2,709
All severities	40,645	41,694	41,883	41,449	40,671	38,711	37,762	35,647	34,595
All built-up roads ⁴									
Killed	483	458	456	402	402	365	371	383	339
KSI	10,399	10,080	9,554	8,784	8,226	7,748	7,486	6,873	6,260
All severities	96,150	97,955	97,862	95,357	95,112	91,382	88,136	83,886	80,306
Non-built-up roads: ²									
A roads									
Killed	365	332	364	362	315	322	322	316	302
KSI	3,723	3,512	3,451	3,271	2,960	2,990	2,674	2,481	2,413
All severities	23,475	23,936	23,740	23,231	22,156	22,216	21,079	20,098	20,077
B roads									
Killed	72	85	61	68	58	56	67	70	59
KSI	913	918	802	833	736	681	699	665	633
All severities	5,168	5,364	5,228	5,133	4,927	4,720	4,652	4,583	4,507
Other roads									
Killed	66	60	75	51	56	43	66	62	57
KSI	1,064	1,004	994	999	936	887	852	784	797
All severities	7,575	7,953	7,898	7,622	7,228	7,065	6,645	6,430	6,555
All non-built-up roads ⁴									
Killed	502	477	500	481	429	421	455	448	418
KSI	5,699	5,434	5,247	5,103	4,632	4,558	4,225	3,930	3,843
All severities	36,218	37,253	36,866	35,986	34,311	34,001	32,376	31,111	31,139
All speed limits: ⁵									
Motorways									
Killed	44	57	31	43	45	44	44	50	31
KSI	505	527	501	524	517	510	438	447	379
All severities	5,529	6,074	6,091	6,384	6,380	6,248	6,071	6,004	6,128
A roads									
Killed	602	566	573	545	512	492	524	514	454
KSI	8,272	7,925	7,690	7,007	6,617	6,347	5,956	5,485	5,114
All severities	66,562	67,585	67,137	64,957	64,307	62,936	60,015	57,331	55,198
B roads									
Killed	145	147	124	128	121	111	114	128	112
KSI	2,289	2,288	1,983	2,021	1,757	1,677	1,681	1,604	1,483
All severities	17,587	17,976	17,810	17,315	17,217	16,671	16,090	15,589	15,097
Other roads									
Killed	239	222	259	210	198	183	188	189	191
KSI	5,537	5,301	5,128	4,859	4,484	4,282	4,074	3,714	3,506
All severities	48,222	49,647	49,781	49,071	47,899	45,776	44,407	42,077	41,150
Total: ⁵									
Killed	1,030	992	987	926	876	830	870	881	788
KSI	16,603	16,041	15,302	14,411	13,375	12,816	12,149	11,250	10,482
All severities	137,900	141,282	140,819	137,727	135,803	131,631	126,583	121,001	117,573

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 avg¹, 1997 - 2004

	Number of casualties								
	1994-98 average ¹	1997	1998	1999	2000	2001	2002	2003	2004
Built-up roads: ²									
A roads									
Killed	748	778	652	665	699	687	707	703	604
KSI ³	12,535	12,288	11,631	10,830	10,802	10,447	10,304	9,573	8,571
All severities	97,700	99,670	98,084	96,036	98,069	95,461	91,963	88,052	82,608
B roads									
Killed	211	170	206	195	216	196	186	194	200
KSI	3,769	3,671	3,363	3,237	3,267	3,071	3,117	2,906	2,789
All severities	27,679	28,137	27,881	27,297	28,213	27,523	26,465	25,517	24,743
Other roads									
Killed	541	522	534	538	499	526	476	481	497
KSI	12,584	12,027	11,610	11,128	10,588	10,638	10,285	9,639	8,962
All severities	94,984	96,573	97,060	96,426	95,449	93,129	90,507	85,930	82,967
All built-up roads ⁴									
Killed	1,501	1,470	1,392	1,398	1,414	1,409	1,369	1,378	1,301
KSI	28,888	27,986	26,604	25,195	24,657	24,156	23,706	22,118	20,322
All severities	220,363	224,380	223,025	219,759	221,731	216,113	208,935	199,499	190,318
Non-built-up roads: ²									
A roads									
Killed	1,357	1,355	1,322	1,306	1,287	1,318	1,298	1,321	1,220
KSI	10,999	10,739	10,373	10,081	9,720	9,563	9,093	8,570	8,029
All severities	54,882	56,174	55,710	54,331	52,791	52,832	51,097	48,804	48,567
B roads									
Killed	264	309	248	250	247	281	272	312	265
KSI	2,794	2,870	2,620	2,497	2,521	2,337	2,322	2,346	2,109
All severities	12,846	13,403	13,028	12,636	12,299	11,878	11,781	11,697	11,424
Other roads									
Killed	280	274	285	267	272	239	268	280	271
KSI	3,456	3,375	3,183	3,185	3,076	2,897	2,779	2,730	2,590
All severities	18,938	19,726	19,320	18,720	18,044	17,725	16,522	16,578	16,223
All non-built-up roads ⁴									
Killed	1,901	1,938	1,855	1,823	1,806	1,838	1,838	1,913	1,756
KSI	17,250	16,984	16,176	15,763	15,317	14,797	14,194	13,646	12,728
All severities	86,666	89,303	88,058	85,687	83,134	82,435	79,400	77,079	76,214
All speed limits: ⁵									
Motorways									
Killed	173	191	174	202	189	203	224	217	164
KSI	1,516	1,613	1,475	1,587	1,590	1,607	1,507	1,451	1,301
All severities	12,891	14,120	14,129	14,864	15,418	14,761	14,270	14,029	14,308
A roads									
Killed	2,106	2,133	1,974	1,971	1,986	2,005	2,005	2,024	1,824
KSI	23,535	23,027	22,004	20,911	20,522	20,010	19,397	18,143	16,600
All severities	152,584	155,844	153,794	150,367	150,860	148,293	143,060	136,856	131,175
B roads									
Killed	476	479	454	445	463	477	458	506	465
KSI	6,563	6,541	5,983	5,734	5,788	5,408	5,439	5,252	4,898
All severities	40,526	41,540	40,909	39,933	40,512	39,401	38,246	37,214	36,167
Other roads									
Killed	823	796	819	805	771	765	744	761	768
KSI	16,042	15,402	14,793	14,313	13,664	13,535	13,064	12,369	11,552
All severities	113,927	116,299	116,380	115,146	113,493	110,854	107,029	102,508	99,190
Total: ⁵									
Killed	3,578	3,599	3,421	3,423	3,409	3,450	3,431	3,508	3,221
KSI	47,656	46,583	44,255	42,545	41,564	40,560	39,407	37,215	34,351
All severities	319,928	327,803	325,212	320,310	320,283	313,309	302,605	290,607	280,840

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, 1997 - 2004

		Number of casualties								
		1994-98 average ¹	1997	1998	1999	2000	2001	2002	2003	2004
Pedestrians:										
	Killed	631	625	562	579	559	565	500	505	450
	KSI ²	7,063	6,771	6,403	5,970	5,784	5,682	5,400	4,971	4,658
	All severities	27,163	26,780	26,205	24,929	24,604	23,745	22,873	21,472	20,312
Pedal cyclists:										
	Killed	154	151	125	148	104	120	109	89	107
	KSI	3,019	2,872	2,667	2,583	2,250	2,182	2,009	2,005	1,923
	All severities	19,437	19,623	18,216	18,235	16,318	15,342	13,750	13,672	13,406
Two-wheel motor vehicles										
Riders:										
	Killed	422	467	453	502	557	537	557	642	544
	KSI	5,590	5,597	5,657	6,074	6,496	6,474	6,618	6,775	5,889
	All severities	20,341	20,925	21,106	22,598	24,388	24,773	24,401	24,523	22,214
Passengers:										
	Killed	15	10	9	6	12	13	16	8	15
	KSI	202	185	162	182	209	177	217	184	179
	All severities	704	655	615	665	682	705	729	739	599
Car										
Drivers:										
	Killed	873	912	863	831	863	909	907	898	855
	KSI	9,518	9,665	8,894	8,441	8,572	8,356	8,222	7,591	7,035
	All severities	71,669	74,895	74,760	73,247	75,045	74,457	72,969	69,868	68,814
Passengers:										
	Killed	323	328	281	304	302	335	314	347	319
	KSI	3,807	3,702	3,411	3,233	3,221	3,251	3,183	3,017	2,853
	All severities	28,957	29,807	29,155	28,682	28,774	28,063	27,472	26,215	25,040
Bus or coach										
Drivers:										
	Killed	1	2	1	0	1	4	2	1	3
	KSI	66	72	63	59	48	51	48	39	37
	All severities	743	781	836	832	962	908	804	798	746
Passengers: ³										
	Killed	7	6	8	5	9	5	10	7	10
	KSI	194	159	178	141	143	147	150	128	135
	All severities	2,500	2,435	2,587	2,642	2,524	2,635	2,375	2,342	2,398
Light goods vehicle										
Drivers:										
	Killed	46	41	45	41	50	43	51	47	47
	KSI	682	632	640	570	575	574	548	546	470
	All severities	4,912	5,029	5,205	4,744	4,888	4,933	4,845	4,787	4,386
Passengers:										
	Killed	13	13	18	19	10	16	13	17	14
	KSI	200	186	191	178	153	159	150	148	113
	All severities	1,374	1,349	1,368	1,322	1,252	1,433	1,273	1,260	1,131
Heavy goods vehicle										
Drivers:										
	Killed	46	39	51	44	42	47	51	42	40
	KSI	492	484	478	462	476	429	430	361	354
	All severities	2,808	2,802	2,887	2,926	2,981	2,792	2,597	2,546	2,410
Passengers:										
	Killed	5	4	8	4	9	6	10	2	5
	KSI	67	67	65	59	76	59	67	51	37
	All severities	380	356	384	394	444	426	379	350	326
All road users: ⁴										
	Killed	2,547	2,607	2,434	2,495	2,533	2,614	2,557	2,627	2,433
	KSI	31,045	30,536	28,950	28,123	28,179	27,691	27,213	25,960	23,861
	All severities	181,906	186,398	184,277	182,392	184,259	181,167	175,706	169,492	163,173

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, 1997 - 2004

		Number of casualties								
		1994-98 average ¹	1997	1998	1999	2000	2001	2002	2003	2004
Pedestrians:										
	Killed	376	348	344	290	298	261	275	269	221
	KSI ²	4,605	4,254	4,078	3,853	3,714	3,368	3,224	2,961	2,818
	All severities	19,348	18,783	18,646	17,914	17,378	16,739	15,847	14,905	14,555
Pedal cyclists:										
	Killed	32	32	33	24	23	18	21	25	27
	KSI	713	720	645	593	518	495	439	405	385
	All severities	4,930	4,996	4,682	4,577	4,275	3,740	3,345	3,350	3,238
Two-wheel motor vehicles										
Riders:										
	Killed	12	10	13	23	16	17	21	23	13
	KSI	398	361	348	368	388	405	403	430	365
	All severities	1,906	1,768	1,876	1,910	2,117	2,333	2,205	2,203	1,979
Passengers:										
	Killed	18	22	23	16	20	15	13	20	13
	KSI	285	302	275	283	280	243	252	263	213
	All severities	1,067	1,140	1,011	1,010	1,016	965	993	938	840
Car										
Drivers:										
	Killed	255	259	271	251	224	253	238	271	251
	KSI	5,114	5,213	4,945	4,549	4,122	4,189	3,796	3,448	3,366
	All severities	56,267	59,214	60,008	58,776	58,853	57,729	55,977	53,898	53,207
Passengers:										
	Killed	312	296	281	301	276	247	286	253	246
	KSI	4,812	4,608	4,423	4,140	3,797	3,598	3,504	3,232	2,887
	All severities	46,347	47,486	46,503	44,956	44,027	42,232	40,835	38,315	36,746
Bus or coach										
Drivers:										
	Killed	0	0	0	0	0	0	0	0	0
	KSI	5	3	6	8	3	13	5	5	8
	All severities	61	52	71	76	62	84	67	64	76
Passengers: ³										
	Killed	11	6	9	5	5	5	7	3	7
	KSI	449	367	384	401	384	351	346	328	307
	All severities	6,278	6,156	6,343	6,672	6,509	6,244	5,730	5,844	5,587
Light goods vehicle										
Drivers:										
	Killed	2	4	1	1	5	3	3	3	0
	KSI	54	45	59	35	34	33	31	25	16
	All severities	466	486	471	437	354	400	356	337	254
Passengers:										
	Killed	4	6	3	4	1	2	3	5	1
	KSI	79	64	59	83	51	45	51	46	32
	All severities	671	611	625	618	510	531	523	513	392
Heavy goods vehicle										
Drivers:										
	Killed	0	0	1	1	0	0	0	0	1
	KSI	5	7	4	7	5	3	8	6	3
	All severities	46	52	56	54	55	53	58	48	41
Passengers:										
	Killed	1	2	0	3	4	1	2	0	1
	KSI	15	15	13	12	14	7	18	11	12
	All severities	103	92	116	110	115	110	141	116	106
All road users: ⁴										
	Killed	1,030	992	987	926	876	830	870	881	788
	KSI	16,603	16,041	15,302	14,411	13,375	12,816	12,149	11,250	10,482
	All severities	137,900	141,282	140,819	137,727	135,803	131,631	126,583	121,001	117,573

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, 1997 - 2004

		Number of casualties								
		1994-98 average ¹	1997	1998	1999	2000	2001	2002	2003	2004
Pedestrians:										
	Killed	1,008	973	906	870	857	826	775	774	671
	KSI ²	11,669	11,026	10,481	9,825	9,498	9,064	8,631	7,933	7,478
	All severities	46,543	45,601	44,886	42,888	42,033	40,577	38,784	36,405	34,881
Pedal cyclists:										
	Killed	186	183	158	172	127	138	130	114	134
	KSI	3,732	3,592	3,312	3,176	2,770	2,678	2,450	2,411	2,308
	All severities	24,385	24,636	22,923	22,840	20,612	19,114	17,107	17,033	16,648
Two-wheel motor vehicles										
Riders:										
	Killed	434	477	466	525	573	554	580	665	557
	KSI	5,988	5,959	6,005	6,443	6,885	6,883	7,030	7,205	6,255
	All severities	22,251	22,697	22,984	24,516	26,513	27,135	26,628	26,733	24,201
Passengers:										
	Killed	33	32	32	22	32	29	29	28	28
	KSI	487	487	437	465	489	422	470	447	393
	All severities	1,772	1,795	1,626	1,676	1,699	1,675	1,725	1,678	1,440
Car										
Drivers:										
	Killed	1,128	1,171	1,134	1,082	1,087	1,164	1,146	1,169	1,106
	KSI	14,634	14,881	13,841	12,995	12,695	12,555	12,030	11,040	10,402
	All severities	127,958	134,125	134,789	132,067	133,928	132,318	129,024	123,786	122,045
Passengers:										
	Killed	634	624	562	605	578	585	601	600	565
	KSI	8,619	8,310	7,835	7,373	7,024	6,869	6,698	6,251	5,742
	All severities	75,329	77,323	75,685	73,668	72,871	70,484	68,401	64,556	61,813
Bus or coach										
Drivers:										
	Killed	1	2	1	0	1	4	2	1	3
	KSI	71	75	69	67	51	64	53	44	45
	All severities	804	833	907	908	1,024	992	873	862	822
Passengers: ³										
	Killed	19	12	17	11	14	10	17	10	17
	KSI	645	526	562	544	527	498	498	456	443
	All severities	8,794	8,606	8,932	9,344	9,064	8,892	8,132	8,206	7,998
Light goods vehicle										
Drivers:										
	Killed	48	45	46	42	55	46	54	50	47
	KSI	735	677	699	606	609	607	579	571	486
	All severities	5,378	5,515	5,676	5,182	5,245	5,336	5,206	5,124	4,641
Passengers:										
	Killed	17	19	21	23	11	18	16	22	15
	KSI	279	251	250	261	204	204	201	194	145
	All severities	2,046	1,961	1,996	1,942	1,762	1,968	1,801	1,773	1,525
Heavy goods vehicle										
Drivers:										
	Killed	46	39	52	45	42	47	51	42	41
	KSI	497	491	482	469	481	434	438	367	357
	All severities	2,855	2,854	2,944	2,980	3,038	2,850	2,657	2,594	2,451
Passengers:										
	Killed	7	6	8	7	13	7	12	2	6
	KSI	82	82	78	71	90	66	86	62	49
	All severities	483	448	500	504	559	538	521	467	432
All road users: ⁴										
	Killed	3,578	3,599	3,421	3,423	3,409	3,450	3,431	3,508	3,221
	KSI	47,656	46,583	44,255	42,545	41,564	40,560	39,407	37,215	34,351
	All severities	319,928	327,803	325,212	320,310	320,283	313,309	302,605	290,607	280,840

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 average², 1997 - 2004

		Number of casualties									
		1994-98 average ²	1997	1998	1999	2000	2001	2002	2003	2004	
Pedestrians:	0 to 4	374	337	336	309	254	219	214	190	170	
	5 to 7	571	516	505	471	404	383	321	288	253	
	8 to 11	875	881	794	731	694	722	597	503	456	
	12 to 15	825	848	748	690	704	720	710	585	608	
	16 to 19	513	527	474	471	424	476	443	435	391	
	20 to 24	523	506	442	413	441	446	468	445	384	
	25 to 59	2,116	2,018	1,958	1,873	1,848	1,716	1,790	1,715	1,612	
	60 to 64	207	191	184	166	177	187	127	145	113	
	65 to 69	188	164	152	143	128	150	115	110	107	
	70 to 74	228	213	201	151	162	158	140	122	131	
	75 to 79	207	194	214	194	182	170	157	138	122	
	80 and over	328	283	299	266	261	234	219	215	221	
	All age groups ³	7,063	6,771	6,403	5,970	5,784	5,682	5,400	4,971	4,658	
Pedal cyclists:	0 to 4	17	15	16	18	8	7	6	12	6	
	5 to 7	123	115	101	114	68	55	55	43	40	
	8 to 11	304	283	223	233	196	171	157	178	125	
	12 to 15	489	415	414	405	361	338	289	276	323	
	16 to 19	304	290	269	236	165	199	156	157	144	
	20 to 24	263	219	207	193	165	155	138	143	141	
	25 to 59	1,245	1,259	1,196	1,143	1,077	1,033	995	980	942	
	60 and over	240	254	201	201	165	192	169	191	173	
		All age groups ³	3,019	2,872	2,667	2,583	2,250	2,182	2,009	2,005	1,923
	Moped riders:	Under 16	13	11	10	14	16	18	20	19	25
16		100	97	88	144	183	215	253	248	300	
17		39	35	40	53	80	85	117	110	105	
18		13	10	23	27	28	32	34	39	39	
19		7	4	11	14	26	24	27	23	20	
20 to 24		33	26	29	50	40	44	64	45	43	
25 to 59		110	95	88	84	118	138	126	138	112	
60 and over		37	35	20	24	18	13	14	20	12	
		All age groups ³	355	314	311	415	519	575	660	654	664
Motor cycle riders:		Under 16	39	36	26	39	50	51	50	55	46
	16	77	77	81	50	56	62	54	78	77	
	17	215	208	203	192	208	223	203	265	236	
	18	175	176	149	169	206	220	202	216	193	
	19	150	125	106	138	170	156	169	181	162	
	20 to 24	857	745	670	663	679	672	752	716	651	
	25 to 59	3,526	3,717	3,917	4,203	4,372	4,278	4,309	4,341	3,632	
	60 and over	120	128	110	122	140	120	126	175	161	
		All age groups ³	5,234	5,283	5,346	5,659	5,977	5,899	5,958	6,121	5,225
	Car drivers:	Under 17	58	54	51	42	60	63	66	53	57
17		281	294	237	190	234	200	204	202	187	
18		453	445	450	388	373	361	372	364	316	
19		393	376	373	401	390	340	355	352	327	
20 to 24		1,640	1,621	1,391	1,311	1,353	1,405	1,402	1,309	1,241	
25 to 29		1,332	1,377	1,237	1,128	1,043	1,009	1,005	896	820	
30 to 39		1,852	1,921	1,800	1,690	1,804	1,771	1,663	1,497	1,343	
40 to 59		2,082	2,117	2,016	1,948	1,977	1,891	1,942	1,763	1,672	
60 to 69		613	621	557	557	569	533	468	456	418	
70 to 79		479	485	471	471	435	453	398	377	336	
80 and over		229	247	223	187	207	217	235	213	212	
		All age groups ³	9,518	9,665	8,894	8,441	8,572	8,356	8,222	7,591	7,035
Car passengers:		Under 17	793	835	691	610	568	606	600	554	517
	17	296	305	295	233	226	244	217	213	192	
	18	295	255	312	257	267	253	257	240	239	
	19	242	216	228	244	234	215	210	205	218	
	20 to 24	755	684	661	583	645	673	721	666	647	
	25 to 29	391	388	313	324	315	334	314	279	249	
	30 to 39	403	413	351	374	361	373	333	329	300	
	40 to 59	333	307	283	309	306	270	275	249	233	
	60 to 69	103	98	101	79	84	71	73	70	66	
	70 to 79	79	70	64	80	71	62	63	68	53	
	80 and over	44	50	49	48	50	46	32	45	37	
		All age groups ³	3,807	3,702	3,411	3,233	3,221	3,251	3,183	3,017	2,853

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 average², 1997 - 2004

		Number of casualties								
		1994-98 average ²	1997	1998	1999	2000	2001	2002	2003	2004
Pedestrians:	0 to 4	197	198	167	146	128	97	107	81	80
	5 to 7	260	218	220	206	184	161	145	104	109
	8 to 11	475	441	439	434	380	350	290	250	208
	12 to 15	590	515	528	470	478	490	443	380	455
	16 to 19	300	291	278	240	232	229	224	231	211
	20 to 24	244	224	238	201	225	189	207	197	185
	25 to 59	1,020	971	921	943	914	829	809	790	742
	60 to 64	164	147	132	122	130	95	130	105	94
	65 to 69	191	179	167	142	138	133	112	119	89
	70 to 74	263	235	217	216	206	149	139	156	135
	75 to 79	310	296	273	258	232	204	195	174	151
80 and over	528	485	442	421	412	379	366	325	316	
All age groups ³	4,605	4,254	4,078	3,853	3,714	3,368	3,224	2,961	2,818	
Pedal cyclists:	0 to 4	1	0	2	3	1	1	2	1	1
	5 to 7	23	21	19	23	13	11	10	10	13
	8 to 11	74	71	58	69	58	41	36	38	27
	12 to 15	98	96	82	85	53	50	37	37	42
	16 to 19	58	62	55	45	39	30	22	23	25
	20 to 24	75	69	72	51	38	43	32	42	27
	25 to 59	299	303	288	246	260	246	238	196	197
	60 and over	72	86	57	57	45	53	51	44	48
	All age groups ³	713	720	645	593	518	495	439	405	385
	Moped riders:	Under 16	1	1	0	1	1	0	3	4
16		9	10	7	9	17	16	21	14	13
17		7	8	7	4	8	14	11	8	14
18		4	3	5	7	3	8	6	4	4
19		3	2	1	2	6	7	3	3	6
20 to 24		12	9	13	12	16	7	19	13	12
25 to 59		65	56	42	44	53	59	46	49	41
60 and over		20	15	15	9	9	8	14	12	7
All age groups ³		122	105	92	91	116	119	124	108	102
Motor cycle riders:	Under 16	2	2	3	0	2	0	3	1	0
	16	4	3	2	1	1	4	5	3	7
	17	9	2	13	7	8	9	10	11	6
	18	8	3	3	11	13	12	8	6	6
	19	11	13	15	10	14	3	6	6	12
	20 to 24	62	45	44	34	38	37	36	40	44
	25 to 59	170	178	166	205	189	210	205	244	183
	60 and over	7	7	6	8	5	5	4	7	5
	All age groups ³	276	256	256	277	272	286	279	322	263
	Car drivers:	Under 17	3	2	4	7	4	6	4	2	2
17		85	100	71	46	40	51	39	57	36
18		174	186	157	158	113	114	96	119	117
19		161	155	165	165	125	131	116	98	135
20 to 24		782	711	695	554	527	531	557	491	477
25 to 29		730	789	651	545	515	472	431	438	376
30 to 39		1,140	1,165	1,173	1,067	955	1,000	824	682	692
40 to 59		1,356	1,433	1,308	1,356	1,224	1,255	1,106	978	979
60 to 69		299	301	313	275	264	262	254	248	244
70 to 79		227	220	229	216	214	213	220	208	173
80 and over		96	94	121	99	94	102	96	90	98
All age groups ³		5,114	5,213	4,945	4,549	4,122	4,189	3,796	3,448	3,366
Car passengers:		Under 17	840	767	824	696	673	598	617	562	474
	17	215	202	219	184	140	165	168	191	155
	18	204	199	207	180	145	170	147	154	137
	19	140	124	147	130	132	108	140	123	116
	20 to 24	534	477	434	382	394	411	429	352	352
	25 to 29	396	386	334	318	264	242	244	176	170
	30 to 39	510	548	416	437	411	381	320	308	271
	40 to 59	812	756	780	724	636	585	598	519	470
	60 to 69	454	453	401	382	359	318	264	267	247
	70 to 79	403	378	386	394	364	346	311	277	246
	80 and over	209	212	194	199	194	167	180	184	174
	All age groups ³	4,812	4,608	4,423	4,140	3,797	3,598	3,504	3,232	2,887

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 average², 1997 - 2004

		Number of casualties								
		1994-98 average ²	1997	1998	1999	2000	2001	2002	2003	2004
Pedestrians:	0 to 4	571	535	503	455	382	316	321	271	250
	5 to 7	831	734	725	677	588	545	466	392	362
	8 to 11	1,350	1,322	1,233	1,165	1,074	1,073	888	753	664
	12 to 15	1,415	1,363	1,276	1,160	1,182	1,210	1,153	965	1,063
	16 to 19	813	818	752	711	656	705	668	666	603
	20 to 24	767	731	680	614	666	635	675	642	569
	25 to 59	3,136	2,989	2,879	2,817	2,762	2,546	2,600	2,505	2,354
	60 to 64	370	338	316	288	307	282	257	250	207
	65 to 69	379	343	319	285	266	283	227	229	196
	70 to 74	490	448	418	367	368	307	279	278	266
	75 to 79	517	490	487	452	414	374	352	312	273
	80 and over	856	768	741	687	673	613	586	540	537
	All age groups ³	11,669	11,026	10,481	9,825	9,498	9,064	8,631	7,933	7,478
	Pedal cyclists:	0 to 4	19	15	18	21	9	8	8	13	7
5 to 7		146	136	120	137	81	66	66	53	53
8 to 11		377	354	281	302	254	212	193	216	152
12 to 15		587	511	496	490	414	388	327	313	365
16 to 19		362	352	324	281	204	229	178	180	169
20 to 24		338	288	279	244	203	198	170	185	168
25 to 59		1,545	1,562	1,484	1,389	1,337	1,279	1,233	1,176	1,139
60 and over		313	340	258	258	210	245	220	235	221
All age groups ³		3,732	3,592	3,312	3,176	2,770	2,678	2,450	2,411	2,308
Moped riders:		Under 16	14	12	10	15	17	18	23	23	26
	16	109	107	95	153	200	232	274	262	313
	17	46	43	47	57	88	99	128	118	119
	18	17	13	28	34	31	40	40	43	43
	19	10	6	12	16	32	31	30	26	26
	20 to 24	46	35	42	62	56	51	83	58	55
	25 to 59	174	151	130	128	171	197	172	187	153
	60 and over	57	50	35	33	27	21	28	32	19
	All age groups ³	477	419	403	506	635	695	784	762	766
Motor cycle riders:	Under 16	41	38	29	39	52	51	53	56	46
	16	81	80	83	51	57	66	59	81	84
	17	224	210	221	199	216	232	213	276	242
	18	183	179	152	180	219	232	211	222	199
	19	161	138	121	148	184	159	175	187	174
	20 to 24	918	790	714	697	717	709	792	756	695
	25 to 59	3,697	3,896	4,083	4,409	4,561	4,488	4,516	4,585	3,815
	60 and over	127	135	116	130	145	125	130	182	166
	All age groups ³	5,511	5,540	5,602	5,937	6,250	6,188	6,246	6,443	5,489
	Car drivers:	Under 17	61	56	55	49	64	69	70	55	59
17		365	394	308	236	274	251	243	259	223
18		627	631	607	546	486	475	468	483	433
19		554	531	538	566	515	471	471	450	462
20 to 24		2,421	2,332	2,086	1,865	1,880	1,938	1,962	1,800	1,718
25 to 29		2,062	2,166	1,888	1,673	1,558	1,481	1,437	1,334	1,196
30 to 39		2,993	3,086	2,973	2,758	2,759	2,771	2,488	2,179	2,035
40 to 59		3,438	3,551	3,324	3,304	3,201	3,147	3,050	2,741	2,652
60 to 69		912	922	870	832	833	795	722	704	662
70 to 79		706	705	700	687	649	666	618	585	509
80 and over		325	341	344	286	301	319	331	303	310
All age groups ³	14,634	14,881	13,841	12,995	12,695	12,555	12,030	11,040	10,402	
Car passengers:	Under 17	1,633	1,602	1,515	1,306	1,241	1,204	1,217	1,117	991
	17	511	507	514	417	366	409	385	404	347
	18	498	454	519	437	412	423	404	394	376
	19	382	340	375	374	366	324	351	328	334
	20 to 24	1,288	1,161	1,095	965	1,039	1,087	1,150	1,018	999
	25 to 29	788	774	647	642	579	576	559	455	419
	30 to 39	913	961	767	811	772	755	653	637	572
	40 to 59	1,145	1,063	1,063	1,033	942	855	874	768	703
	60 to 69	556	551	502	461	443	389	337	337	313
	70 to 79	482	448	450	474	435	409	374	345	299
	80 and over	252	262	243	247	244	213	212	229	211
	All age groups ³	8,619	8,310	7,835	7,373	7,024	6,869	6,698	6,251	5,742

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: 1994 - 2004

	Number of casualties										
	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
04.00 to 17.59:											
Killed	2,124	2,146	2,005	2,081	2,015	2,036	2,017	1,989	1,952	2,033	1,818
KSI ¹	32,198	31,292	30,202	29,782	28,425	27,415	26,601	25,500	24,550	23,312	21,393
All severities	219,176	214,664	220,055	228,552	228,480	225,488	224,565	218,605	209,194	202,199	195,201
18.00 to 21.59:											
Killed	767	778	824	767	765	712	720	757	774	728	676
KSI	10,727	10,698	10,642	10,127	9,616	9,251	8,928	8,860	8,517	7,962	7,363
All severities	62,696	62,672	65,514	66,235	64,628	63,353	63,152	62,164	60,372	56,921	55,433
22.00 to 03.59: ²											
Killed	759	697	769	751	641	675	672	704	705	747	727
KSI	7,265	7,164	7,253	6,674	6,214	5,879	6,035	6,200	6,340	5,941	5,595
All severities	33,487	33,351	35,009	33,016	32,104	31,469	32,566	32,540	33,039	31,487	30,206
Total: ²											
Killed	3,650	3,621	3,598	3,599	3,421	3,423	3,409	3,450	3,431	3,508	3,221
KSI	50,190	49,154	48,097	46,583	44,255	42,545	41,564	40,560	39,407	37,215	34,351
All severities	315,359	310,687	320,578	327,803	325,212	320,310	320,283	313,309	302,605	290,607	280,840

1 Killed or Seriously injured.

2 Includes cases where time was not reported.

8 Casualty rates: by road user type and severity: 1994 - 2004

	Rate per 100 million vehicle kilometres/percentage										
	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Pedal cyclists:											
Killed	4.3	5.1	5.0	4.5	4.0	4.2	3.1	3.3	2.9	2.5	3.5
KSI ¹	100	96	93	88	84	78	67	63	55	53	60
All severities	618	602	603	604	580	560	495	451	387	377	431
Two-wheel motor vehicle riders:											
Killed	11	11	11	12	11	12	13	12	11	12	11
KSI	163	162	152	150	146	143	151	143	138	129	121
All severities	597	577	569	573	559	545	580	563	524	477	469
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	4.3	4.1	4.2	4.1	3.7	3.4	3.4	3.3	3.1	2.8	2.6
All severities	35	34	36	37	36	35	36	35	33	31	31
Bus or coach drivers:											
Killed	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1
KSI	1.4	1.7	1.2	1.5	1.3	1.3	1.0	1.2	1.0	0.8	0.9
All severities	16	15	16	16	17	17	20	19	17	16	16
Light goods vehicle drivers:											
Killed	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
KSI	1.8	1.8	1.5	1.4	1.4	1.2	1.2	1.1	1.1	1.0	0.8
All severities	12	11	11	11	11	10	10	10	9	9	8
Heavy goods vehicle drivers:											
Killed	0.2	0.2	0.2	0.1	0.2	0.2	0.1	0.2	0.2	0.1	0.1
KSI	2.0	2.1	1.8	1.8	1.7	1.7	1.7	1.5	1.5	1.3	1.2
All severities	12	11	10	11	11	11	11	10	9	9	8
All drivers and riders: ²											
Killed	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
KSI	6.2	6.0	5.8	5.7	5.3	5.1	5.0	4.9	4.6	4.4	4.0
All severities	42	41	41	42	41	40	41	39	37	36	34
Percentage of all road user casualties accounted for by drivers and riders:											
Killed	49	50	52	54	55	55	56	57	58	59	59
KSI	53	53	54	55	55	56	57	58	58	59	58
All severities	57	57	57	58	59	59	60	60	60	61	61

1 Killed or Seriously injured.

2 Includes driver and riders of other vehicles.

9 Vehicles involved and involvement rates: by vehicle type and severity of accident: 1994 - 2004

	Number of vehicles/rate per 100 million vehicle kilometres										
	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Pedal cycles:											
Fatal	188	229	214	199	167	187	141	145	141	124	144
Rate	4.7	5.5	5.2	4.9	4.2	4.6	3.4	3.4	3.2	2.7	3.7
Fatal or serious	4,246	4,180	3,984	3,795	3,485	3,351	2,937	2,823	2,583	2,544	2,416
Rate	106	101	98	93	88	82	71	67	58	56	63
All severities	25,415	25,497	25,102	25,200	23,423	23,482	21,055	19,497	17,532	17,472	17,084
Rate	633	616	616	617	592	576	506	460	397	387	442
Two Wheel Motor Vehicles:											
Fatal	501	510	505	570	570	617	695	673	694	783	659
Rate	13	14	13	14	14	14	15	14	14	14	13
Fatal or serious	7,077	6,962	6,511	6,833	6,864	7,291	7,814	7,767	7,920	8,102	7,059
Rate	187	186	173	172	167	162	171	161	156	144	137
All severities	25,127	24,219	23,798	25,211	25,514	27,122	29,236	30,084	29,503	29,523	26,857
Rate	666	646	633	636	621	603	639	625	581	527	521
Cars:											
Fatal	3,900	3,706	3,771	3,979	3,714	3,634	3,516	3,654	3,728	3,773	3,520
Rate	1.1	1.1	1.0	1.1	1.0	1.0	0.9	1.0	0.9	1.0	0.9
Fatal or serious	50,345	49,364	48,977	48,141	45,341	43,062	41,587	40,745	39,563	36,912	34,416
Rate	15	14	14	13	12	11	11	11	10	9	9
All severities	322,946	318,083	331,091	338,924	337,794	329,866	329,846	321,900	314,568	299,933	291,842
Rate	94	91	92	93	91	87	88	84	80	76	73
Buses or coaches:											
Fatal	137	134	139	129	136	139	136	164	125	119	121
Rate	3.0	2.7	2.8	2.5	2.6	2.6	2.6	3.2	2.4	2.2	2.3
Fatal or serious	1,633	1,623	1,626	1,516	1,487	1,483	1,449	1,433	1,392	1,319	1,237
Rate	35	33	32	29	28	28	28	28	27	24	24
All severities	11,413	10,994	11,196	11,241	11,762	11,888	11,733	11,521	10,781	10,939	10,573
Rate	247	224	223	218	224	224	227	223	207	203	202
Light goods vehicles:											
Fatal	326	323	299	309	290	262	279	302	296	320	267
Rate	0.8	0.7	0.6	0.6	0.6	0.5	0.5	0.6	0.5	0.6	0.4
Fatal or serious	3,513	3,372	3,260	3,167	3,113	2,676	2,620	2,660	2,554	2,509	2,207
Rate	8.1	7.6	7.1	6.5	6.1	5.2	5.0	5.0	4.6	4.3	3.6
All severities	19,495	18,674	19,186	20,070	20,083	18,052	17,671	18,314	17,755	17,486	15,728
Rate	45	42	42	41	40	35	34	34	32	30	26
Heavy goods vehicles:											
Fatal	633	614	592	572	595	617	565	588	570	533	472
Rate	2.6	2.4	2.3	2.1	2.1	2.2	2.0	2.1	2.0	1.9	1.6
Fatal or serious	3,557	3,327	3,137	3,187	3,077	3,085	3,033	2,910	2,692	2,456	2,142
Rate	14	13	12	12	11	11	11	10	10	9	7
All severities	14,572	13,771	13,582	14,385	14,526	15,191	15,194	14,813	13,480	13,173	12,516
Rate	59	54	52	54	52	54	54	53	48	46	43
All motor vehicles:¹											
Fatal	5,575	5,369	5,382	5,622	5,386	5,352	5,282	5,455	5,500	5,614	5,119
Rate	1.3	1.2	1.2	1.2	1.2	1.1	1.1	1.1	1.1	1.1	1.0
Fatal or serious	66,819	65,354	64,153	63,506	60,545	58,344	57,277	56,104	54,835	51,861	47,757
Rate	16	15	15	14	13	12	12	12	11	11	10
All severities	396,750	388,836	402,001	413,197	413,172	406,401	408,231	399,883	390,273	374,098	362,303
Rate	94	90	91	92	90	87	87	84	80	76	73
All vehicles:²											
Fatal	5,774	5,602	5,601	5,836	5,564	5,547	5,433	5,614	5,647	5,753	5,276
Rate	1.4	1.3	1.3	1.3	1.2	1.2	1.2	1.2	1.2	1.2	1.1
Fatal or serious	71,166	69,632	68,234	67,411	64,125	61,814	60,336	59,055	57,509	54,516	50,277
Rate	17	16	15	15	14	13	13	12	12	11	10
All severities	422,621	414,807	427,521	438,877	437,105	430,492	429,943	420,073	408,325	392,022	379,845
Rate	99	96	96	97	95	91	91	88	83	79	76

1 Includes other motor vehicles.

2 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: 1994 - 2004

	Number/percentage										
	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Car drivers involved:	322,946	318,083	331,091	338,924	337,794	329,866	329,846	321,900	314,568	299,933	291,842
Breath tested:											
Number	91,927	99,631	133,347	157,373	173,610	175,916	172,840	163,540	159,782	151,442	149,430
Percentage of drivers involved	28	31	40	46	51	53	52	51	51	50	51
Failed breath test: ¹											
Number	6,366	6,639	7,303	7,087	6,690	6,669	7,124	7,264	7,285	7,289	6,655
Percentage of drivers tested	6.9	6.7	5.5	4.5	3.9	3.8	4.1	4.4	4.6	4.8	4.5
Percentage of drivers involved	2.0	2.1	2.2	2.1	2.0	2.0	2.2	2.3	2.3	2.4	2.3
Two Wheel Motor Vehicle riders involved:	25,127	24,219	23,798	25,211	25,514	27,122	29,236	30,084	29,503	29,523	26,857
Breath tested:											
Number	5,159	5,720	7,906	9,926	11,416	12,970	13,945	13,725	12,992	13,178	12,422
Percentage of riders involved	21	24	33	39	45	48	48	46	44	45	46
Failed breath test: ¹											
Number	450	438	408	428	426	443	442	446	441	510	423
Percentage of riders tested	8.7	7.7	5.2	4.3	3.7	3.4	3.2	3.2	3.4	3.9	3.4
Percentage of drivers/riders involved	1.8	1.8	1.7	1.7	1.7	1.6	1.5	1.5	1.5	1.7	1.6
Other drivers involved:	48,677	46,534	47,112	49,062	49,864	49,413	49,149	47,899	46,202	44,642	43,604
Breath tested:											
Number	12,567	13,526	17,936	21,687	24,697	25,864	25,915	24,457	23,458	22,656	22,120
Percentage of drivers involved	26	29	38	44	50	52	53	51	51	51	51
Failed breath test: ¹											
Number	412	414	382	445	398	411	401	386	378	351	349
Percentage of drivers tested	3.3	3.1	2.1	2.1	1.6	1.6	1.5	1.6	1.6	1.5	1.6
Percentage of drivers/riders involved	0.8	0.9	0.8	0.9	0.8	0.8	0.8	0.8	0.8	0.8	0.8
Total involved:	396,750	388,836	402,001	413,197	413,172	406,401	408,231	399,883	390,273	374,098	362,303
Breath tested:											
Number	109,653	118,877	159,189	188,986	209,723	214,750	212,700	201,722	196,232	187,276	183,972
Percentage of driver/riders involved	28	31	40	46	51	53	52	50	50	50	51
Failed breath test: ¹											
Number	7,228	7,491	8,093	7,960	7,514	7,523	7,967	8,096	8,104	8,150	7,427
Percentage of driver/riders tested	6.6	6.3	5.1	4.2	3.6	3.5	3.7	4.0	4.1	4.4	4.0
Percentage of drivers/riders involved	1.8	1.9	2.0	1.9	1.8	1.9	2.0	2.0	2.1	2.2	2.0

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: 2003

	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	2,295	204	275	930	2,924	5,288	9,778	22,525	18,176	25,684	36,231	47,205	110,169	281,684
All accidental deaths	72	34	68	385	885	873	753	658	276	293	324	459	1,556	6,636
Road deaths (registered)	12	16	36	316	614	458	352	234	71	76	69	74	121	2,449
% of accidental deaths	17	47	53	82	69	52	47	36	26	26	21	16	8	37
% of all deaths	0.5	8	13	34	21	8.7	3.6	1.0	0.4	0.3	0.2	0.2	0.1	0.9
2003 Stats 19 fatalities	17	20	40	356	660	493	356	246	77	73	76	75	125	2,627
Female														
Deaths from all causes	1,921	171	213	410	1,173	2,825	6,427	14,752	11,458	17,073	27,112	42,499	189,008	315,042
All accidental deaths	47	21	37	104	183	207	238	297	129	168	240	536	3,358	5,565
Road deaths (registered)	12	14	25	85	116	92	93	79	36	43	48	74	135	852
% of accidental deaths	26	67	68	82	63	44	39	27	28	26	20	14	4.0	15
% of all deaths	0.6	8	12	21	10	3.3	1.4	0.5	0.3	0.3	0.2	0.2	0.1	0.3
2003 Stats 19 fatalities	12	12	32	99	135	100	87	79	33	53	43	69	123	881
All persons³														
Deaths from all causes	4,216	375	488	1,340	4,097	8,113	16,205	37,277	29,634	42,757	63,343	89,704	299,177	596,726
All accidental deaths	119	55	105	489	1,068	1,080	991	955	405	461	564	995	4,914	12,201
Road deaths (registered)	24	30	61	401	730	550	445	313	107	119	117	148	256	3,301
% of accidental deaths	20	55	58	82	68	51	45	33	26	26	21	15	5.2	27
% of all deaths	0.6	8	13	30	18	6.8	2.7	0.8	0.4	0.3	0.2	0.2	0.1	0.6
2003 Stats 19 fatalities	29	32	72	455	795	593	443	325	110	126	119	144	248	3,508

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: 2004

Number of accidents/vehicles/casualties

	Accidents	Vehicles involved	Casualties involved, by severity			
			Killed	Seriously injured	Slightly injured	All severities
Motorways:						
Fatal	149	318	164	72	125	361
Serious	898	1,912	..	1,065	721	1,786
Slight	8,025	18,024	..	..	12,161	12,161
All severities	9,072	20,254	164	1,137	13,007	14,308
Built-up roads:¹						
Fatal	1,238	1,933	1,301	315	438	2,054
Serious	17,371	27,927	..	18,706	5,109	23,815
Slight	129,768	236,603	..	..	164,449	164,449
All severities	148,377	266,463	1,301	19,021	169,996	190,318
Non built-up roads:¹						
Fatal	1,591	3,025	1,756	724	1,038	3,518
Serious	8,479	15,162	..	10,248	5,229	15,477
Slight	39,891	74,941	..	..	57,219	57,219
All severities	49,961	93,128	1,756	10,972	63,486	76,214
All speed limits:²						
Fatal	2,978	5,276	3,221	1,111	1,601	5,933
Serious	26,748	45,001	..	30,019	11,059	41,078
Slight	177,684	329,568	..	..	233,829	233,829
All severities	207,410	379,845	3,221	31,130	246,489	280,840

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: 2004

Number of accidents/casualties

	Accidents				Casualties			
	Fatal	Serious	Slight	All	Killed	Seriously injured	Slightly injured	All
Major roads: ¹								
Speed limit								
30 mph	386	5,722	44,770	50,878	405	6,231	58,545	65,181
40 mph	190	1,512	10,737	12,439	199	1,749	15,770	17,718
50 mph	108	562	3,682	4,352	117	688	5,661	6,466
60 mph	765	3,568	15,236	19,569	856	4,832	25,173	30,861
70 mph	369	1,903	13,843	16,115	411	2,396	22,252	25,059
All limits ²	1,818	13,284	88,399	103,501	1,988	15,913	127,582	145,483
Minor roads: ³								
Speed limit								
20 mph ⁴	4	82	621	707	4	88	734	826
30 mph	555	9,355	69,529	79,439	579	10,115	88,999	99,693
40 mph	103	706	4,280	5,089	114	850	6,205	7,169
50 mph	18	93	547	658	22	113	843	978
60 mph	477	3,203	14,125	17,805	511	4,024	21,844	26,379
70 mph	3	24	167	194	3	26	261	290
All limits ²	1,160	13,464	89,285	103,909	1,233	15,217	118,907	135,357
All roads ²	2,978	26,748	177,684	207,410	3,221	31,130	246,489	280,840

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: 2004

	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	52	16	1	69	54	25	1	80	149
Serious	409	144	8	563	178	145	12	335	898
Slight	4,071	1,591	51	5,727	1,210	1,023	59	2,298	8,025
All severities	4,532	1,751	60	6,359	1,442	1,193	72	2,713	9,072
Built-up roads:³									
Fatal	492	156	2	654	336	239	9	584	1,238
Serious	8,738	2,477	73	11,327	3,582	2,342	106	6,044	17,371
Slight	70,589	23,603	1,056	95,604	19,090	14,207	746	34,164	129,768
All severities	79,819	26,236	1,131	107,585	23,008	16,788	861	40,792	148,377
Non built-up roads:³									
Fatal	618	280	15	917	311	336	24	674	1,591
Serious	3,725	1,806	171	5,770	1,267	1,283	129	2,709	8,479
Slight	16,859	10,925	960	29,173	4,405	5,541	628	10,718	39,891
All severities	21,202	13,011	1,146	35,860	5,983	7,160	781	14,101	49,961
All speed limits:⁴									
Fatal	1,162	452	18	1,640	701	600	34	1,338	2,978
Serious	12,872	4,427	252	17,660	5,027	3,770	247	9,088	26,748
Slight	91,519	36,119	2,067	130,504	24,705	20,771	1,433	47,180	177,684
All severities	105,553	40,998	2,337	149,804	30,433	25,141	1,714	57,606	207,410

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: 2004

	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	56	18	2	76	61	26	1	88	164
Serious	517	174	12	705	232	185	15	432	1,137
Slight	6,508	2,594	88	9,216	1,950	1,718	103	3,791	13,007
All severities	7,081	2,786	102	9,997	2,243	1,929	119	4,311	14,308
Built-up roads:³									
Fatal	512	164	2	682	361	249	9	619	1,301
Serious	9,307	2,672	82	12,106	4,107	2,663	128	6,915	19,021
Slight	89,630	31,593	1,381	123,075	25,636	20,093	1,023	46,921	169,996
All severities	99,449	34,429	1,465	135,863	30,104	23,005	1,160	54,455	190,318
Non built-up roads:³									
Fatal	670	315	17	1,006	348	372	25	750	1,756
Serious	4,655	2,344	226	7,312	1,709	1,744	174	3,660	10,972
Slight	26,753	17,143	1,372	45,889	7,388	9,069	919	17,597	63,486
All severities	32,078	19,802	1,615	54,207	9,445	11,185	1,118	22,007	76,214
All speed limits:⁴									
Fatal	1,238	497	21	1,764	770	647	35	1,457	3,221
Serious	14,479	5,190	320	20,123	6,048	4,592	317	11,007	31,130
Slight	122,891	51,330	2,841	178,180	34,974	30,880	2,045	68,309	246,489
All severities	138,608	57,017	3,182	200,067	41,792	36,119	2,397	80,773	280,840

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: 2004

	Number of accidents								All ¹ accidents
	Daylight				Darkness				
	Fine	Raining	Snowing	Fog	Fine	Raining	Snowing	Fog	
Motorways:									
Fatal	55	11	1	0	68	8	1	0	149
Serious	488	63	2	2	258	62	4	5	898
Slight	4,742	841	26	23	1,664	523	33	16	8,025
All severities	5,285	915	29	25	1,990	593	38	21	9,072
Built-up roads:²									
Fatal	578	66	1	2	463	96	5	2	1,238
Serious	9,900	1,158	30	14	4,724	1,041	36	28	17,371
Slight	80,653	11,883	321	134	25,196	7,032	306	172	129,768
All severities	91,131	13,107	352	150	30,383	8,169	347	202	148,377
Non built-up roads:²									
Fatal	797	84	1	6	512	104	9	11	1,591
Serious	4,807	757	35	43	2,067	458	29	63	8,479
Slight	22,769	5,078	216	184	7,513	2,260	182	221	39,891
All severities	28,373	5,919	252	233	10,092	2,822	220	295	49,961
All speed limits:³									
Fatal	1,430	161	3	8	1,043	208	15	13	2,978
Serious	15,195	1,978	67	59	7,049	1,561	69	96	26,748
Slight	108,164	17,802	563	341	34,373	9,815	521	409	177,684
All severities	124,789	19,941	633	408	42,465	11,584	605	518	207,410

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: 2004

	Number of casualties								All ¹ casualties
	Daylight				Darkness				
	Fine	Raining	Snowing	Fog	Fine	Raining	Snowing	Fog	
Motorways:									
Fatal	60	12	2	0	76	8	1	0	164
Serious	605	83	5	2	339	76	5	5	1,137
Slight	7,682	1,318	42	33	2,750	850	51	30	13,007
All severities	8,347	1,413	49	35	3,165	934	57	35	14,308
Built-up roads:²									
Fatal	604	68	1	2	494	99	5	2	1,301
Serious	10,584	1,241	31	16	5,433	1,162	43	30	19,021
Slight	103,646	15,626	390	168	34,572	9,762	410	253	169,996
All severities	114,834	16,935	422	186	40,499	11,023	458	285	190,318
Non built-up roads:²									
Fatal	866	95	1	6	570	112	9	14	1,756
Serious	6,075	965	42	57	2,820	592	39	72	10,972
Slight	36,023	7,954	328	296	12,527	3,583	271	341	63,486
All severities	42,964	9,014	371	359	15,917	4,287	319	427	76,214
All speed limits:³									
Fatal	1,530	175	4	8	1,140	219	15	16	3,221
Serious	17,264	2,289	78	75	8,592	1,830	87	107	31,130
Slight	147,351	24,898	760	497	49,849	14,195	732	624	246,489
All severities	166,145	27,362	842	580	59,581	16,244	834	747	280,840

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: 2004

	Number of accidents								All accidents ²
	Daylight				Darkness				
	Dry	Wet or Flood	Snow or ice	All ¹	Dry	Wet or Flood	Snow or ice	All ¹	
Motorways:									
Street lighting	2,667	1,003	29	3,712	725	624	29	1,380	5,092
No street lights/Street lights unlit	1,702	698	29	2,431	664	547	41	1,254	3,685
Lighting not reported	163	50	2	216	53	22	2	79	295
All lighting conditions	4,532	1,751	60	6,359	1,442	1,193	72	2,713	9,072
Built-up roads: ³									
Speed limit 20 mph									
Street lighting	410	108	3	522	99	55	4	158	680
No street lights/Street lights unlit	71	23	1	96	22	2	0	24	120
Lighting not reported	46	20	0	66	4	1	0	5	71
All lighting conditions	527	151	4	684	125	58	4	187	871
Speed limit 30 mph									
Street lighting	60,249	18,491	742	79,716	18,586	13,166	628	32,456	112,172
No street lights/Street lights unlit	6,691	2,614	162	9,519	1,188	951	85	2,238	11,757
Lighting not reported	3,885	1,328	80	5,322	631	258	23	935	6,257
All lighting conditions	70,825	22,433	984	94,557	20,405	14,375	736	35,629	130,186
Speed limit 40 mph									
Street lighting	6,546	2,687	89	9,375	1,994	1,845	89	3,943	13,318
No street lights/Street lights unlit	1,392	725	35	2,174	393	459	28	887	3,061
Lighting not reported	529	240	19	795	91	51	4	146	941
All lighting conditions	8,467	3,652	143	12,344	2,478	2,355	121	4,976	17,320
All built-up roads									
Street lighting	67,205	21,286	834	89,613	20,679	15,066	721	36,557	126,170
No street lights/Street lights unlit	8,154	3,362	198	11,789	1,603	1,412	113	3,149	14,938
Lighting not reported	4,460	1,588	99	6,183	726	310	27	1,086	7,269
All lighting conditions	79,819	26,236	1,131	107,585	23,008	16,788	861	40,792	148,377
Non built-up roads: ³									
Speed limit 50 mph									
Street lighting	1,436	598	37	2,082	478	407	26	916	2,998
No street lights/Street lights unlit	591	407	36	1,050	175	232	12	419	1,469
Lighting not reported	150	54	1	208	25	14	1	40	248
All lighting conditions	2,177	1,059	74	3,340	678	653	39	1,375	4,715
Speed limit 60 mph									
Street lighting	4,030	1,929	113	6,120	767	836	76	1,693	7,813
No street lights/Street lights unlit	10,486	7,719	809	19,380	3,177	4,441	582	8,339	27,719
Lighting not reported	834	500	43	1,406	147	109	13	282	1,688
All lighting conditions	15,350	10,148	965	26,906	4,091	5,386	671	10,314	37,220
Speed limit 70 mph									
Street lighting	2,057	954	41	3,072	548	521	32	1,105	4,177
No street lights/Street lights unlit	1,452	770	61	2,287	612	574	38	1,226	3,513
Lighting not reported	166	80	5	255	54	26	1	81	336
All lighting conditions	3,675	1,804	107	5,614	1,214	1,121	71	2,412	8,026
All non built-up roads									
Street lighting	7,523	3,481	191	11,274	1,793	1,764	134	3,714	14,988
No street lights/Street lights unlit	12,529	8,896	906	22,717	3,964	5,247	632	9,984	32,701
Lighting not reported	1,150	634	49	1,869	226	149	15	403	2,272
All lighting conditions	21,202	13,011	1,146	35,860	5,983	7,160	781	14,101	49,961
All speed limits: ⁴									
Street lighting	77,395	25,770	1,054	104,599	23,197	17,454	884	41,651	146,250
No street lights/Street lights unlit	22,385	12,956	1,133	36,937	6,231	7,206	786	14,387	51,324
Lighting not reported	5,773	2,272	150	8,268	1,005	481	44	1,568	9,836
All lighting conditions	105,553	40,998	2,337	149,804	30,433	25,141	1,714	57,606	207,410

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: 2004

	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	357	96	20	0	116	473
Permanent road sign defective or obscured	198	61	28	3	92	290
Road works present	1,783	398	171	12	581	2,364
Road surface defective	383	60	47	5	112	495
Total	2,721	615	266	20	901	3,622
Carriageway hazards:						
Dislodged vehicle load in carriageway	228	32	31	2	65	293
Other object in carriageway	1,419	390	230	22	642	2,061
Involvement with previous accident	360	100	119	4	223	583
Animal in carriageway:						
Dog	203	43	39	2	84	287
Other	1,333	420	545	28	993	2,326
Total	3,543	985	964	58	2,007	5,550
All accidents ²	149,804	41,651	14,387	1,568	57,606	207,410

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: 2004

	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	1	11	0	1	0	2	15	134
Serious	17	98	1	1	1	5	123	775
All Severities	533	977	12	21	3	75	1,621	7,451
Built-up roads: ¹								
Fatal	40	434	113	15	47	24	673	565
Serious	963	6,557	1,880	256	693	469	10,818	6,553
All Severities	13,014	55,980	17,817	2,597	6,085	5,490	100,983	47,394
Non built-up roads: ¹								
Fatal	22	219	62	7	48	30	388	1,203
Serious	389	1,426	360	47	359	157	2,738	5,741
All Severities	4,527	9,124	2,122	274	2,037	1,027	19,111	30,850
All speed limits: ²								
Fatal	63	664	175	23	95	56	1,076	1,902
Serious	1,369	8,081	2,241	304	1,053	631	13,679	13,069
All Severities	18,074	66,081	19,951	2,892	8,125	6,592	121,715	85,695

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: 2004

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	482	6,975	31,018	38,475	None	175	1,182	4,352	5,709
Road sign or traffic signal	13	91	547	651	Road sign or traffic signal	24	162	565	751
Lamp post	45	286	1,128	1,459	Lamp post	13	84	396	493
Telegraph pole or electricity pole	11	53	240	304	Telegraph pole or electricity pole	18	93	397	508
Tree	51	255	668	974	Tree	182	620	1,633	2,435
Bus stop or shelter	3	33	106	142	Bus stop or shelter	1	5	14	20
Crash barrier	11	80	371	462	Crash barrier	27	175	775	977
Submerged	2	3	4	9	Submerged	3	2	14	19
Entered ditch	2	24	163	189	Entered ditch	25	281	1,295	1,601
Other permanent objects	82	535	2,363	2,980	Other permanent objects	103	671	2,753	3,527
Total ³	703	8,337	36,615	45,655	Total ³	571	3,277	12,195	16,043

(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	9	95	430	534	None	666	8,252	35,800	44,718
Road sign or traffic signal	2	19	42	63	Road sign or traffic signal	39	272	1,154	1,465
Lamp post	6	9	33	48	Lamp post	64	379	1,557	2,000
Telegraph pole or electricity pole	0	0	0	0	Telegraph pole or electricity pole	29	146	637	812
Tree	13	28	115	156	Tree	246	903	2,416	3,565
Bus stop or shelter	0	0	0	0	Bus stop or shelter	4	38	120	162
Crash barrier	17	114	774	905	Crash barrier	55	369	1,920	2,344
Submerged	0	0	3	3	Submerged	5	5	21	31
Entered ditch	0	12	65	77	Entered ditch	27	317	1,523	1,867
Other permanent objects	8	48	134	190	Other permanent objects	193	1,254	5,250	6,697
Total ³	55	326	1,596	1,977	Total ³	1,329	11,940	50,406	63,675

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: 2004

	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	66	39	147	76	67	124	40	17	576
Serious	504	468	1,867	536	1,050	2,285	407	110	7,227
All severities	3,044	3,242	8,356	2,486	21,326	18,332	5,219	1,120	63,125
B roads									
Fatal	23	9	37	17	34	53	13	6	192
Serious	209	135	599	118	368	710	127	48	2,314
All severities	1,250	760	2,929	581	6,514	5,078	1,382	317	18,811
Other roads									
Fatal	81	41	110	57	44	101	25	11	470
Serious	578	507	2,387	429	1,078	2,377	366	108	7,830
All severities	3,830	2,765	13,978	2,434	20,813	18,182	3,622	817	66,441
All built-up roads: ⁵									
Fatal	170	89	294	150	145	278	78	34	1,238
Serious	1,291	1,110	4,853	1,083	2,496	5,372	900	266	17,371
All severities	8,124	6,767	25,263	5,501	48,653	41,592	10,223	2,254	148,377
Non built-up roads:³									
A roads									
Fatal	197	67	63	25	216	304	155	66	1,093
Serious	1,071	571	147	39	1,183	1,342	568	238	5,159
All severities	6,460	1,721	425	105	10,534	6,603	3,968	1,488	31,304
B roads									
Fatal	55	17	11	4	52	65	32	9	245
Serious	376	191	37	10	344	347	133	20	1,458
All severities	2,405	516	115	32	2,376	1,439	599	119	7,601
Other roads									
Fatal	88	24	19	1	40	55	23	3	253
Serious	587	178	55	15	473	426	115	13	1,862
All severities	3,356	559	290	59	3,775	2,331	595	91	11,056
All non built-up roads: ⁵									
Fatal	340	108	93	30	308	424	210	78	1,591
Serious	2,034	940	239	64	2,000	2,115	816	271	8,479
All severities	12,221	2,796	830	196	16,685	10,373	5,162	1,698	49,961
All speed limits:⁴									
Motorways									
Fatal	36	15	1	3	18	38	21	17	149
Serious	232	76	12	6	138	216	102	116	898
All severities	1,588	343	31	15	2,394	2,248	1,532	921	9,072
A roads									
Fatal	263	106	210	101	283	428	195	83	1,669
Serious	1,575	1,039	2,014	575	2,233	3,627	975	348	12,386
All severities	9,504	4,963	8,781	2,591	31,860	24,935	9,187	2,608	94,429
B roads									
Fatal	78	26	48	21	86	118	45	15	437
Serious	585	326	636	128	712	1,057	260	68	3,772
All severities	3,655	1,276	3,044	613	8,890	6,517	1,981	436	26,412
Other roads									
Fatal	169	65	129	58	84	156	48	14	723
Serious	1,165	685	2,442	444	1,551	2,803	481	121	9,692
All severities	7,186	3,324	14,268	2,493	24,588	20,513	4,217	908	77,497
Total: ⁵									
Fatal	546	212	388	183	471	740	309	129	2,978
Serious	3,557	2,126	5,104	1,153	4,634	7,703	1,818	653	26,748
All severities	21,933	9,906	26,124	5,712	67,732	54,213	16,917	4,873	207,410

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: 2004

	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+	0+	0+	1+	0	0+	0+	0+	1+	0				
Seriously injured	0	0	3	22	24	58	99	370	21	68	386	1,329	5,423	11,627	43,695	63,125	
Slightly injured	0	0	0	8	12	24	32	116	9	18	146	407	1,734	3,485	12,820	18,811	
Built-up roads:	1	1	3	14	24	54	68	305	21	53	338	1,207	6,211	10,120	48,021	66,441	
A roads	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
B roads	0	0	0	8	12	24	32	116	9	18	146	407	1,734	3,485	12,820	18,811	
Other roads	1	1	3	14	24	54	68	305	21	53	338	1,207	6,211	10,120	48,021	66,441	
All built-up roads ¹	1	1	6	44	60	136	199	791	51	139	870	2,943	13,368	25,232	104,536	148,377	
Non built-up roads: ²	1	2	17	80	109	183	276	425	69	133	622	1,529	2,806	7,735	17,317	31,304	
A roads	0	1	3	11	10	58	54	108	11	37	184	409	817	1,739	4,159	7,601	
B roads	0	0	1	16	18	31	53	134	15	43	233	501	1,070	2,544	6,397	11,056	
Other roads	0	0	1	16	18	31	53	134	15	43	233	501	1,070	2,544	6,397	11,056	
All non built-up roads ¹	1	3	21	107	137	272	383	667	95	213	1,039	2,439	4,693	12,018	27,873	49,961	
All speed limits: ³	0	0	2	11	13	22	34	67	6	20	105	303	464	2,603	5,422	9,072	
Motorways	1	2	20	102	133	241	375	795	90	201	1,008	2,858	8,229	19,362	61,012	94,429	
A roads	0	1	3	19	22	82	86	224	20	55	330	816	2,551	5,224	16,979	26,412	
B roads	1	1	4	30	42	85	121	439	36	96	571	1,708	7,281	12,664	54,418	77,497	
Other roads	1	1	4	30	42	85	121	439	36	96	571	1,708	7,281	12,664	54,418	77,497	
Total ³	2	4	29	162	210	430	616	1,525	152	372	2,014	5,685	18,525	39,853	137,831	207,410	

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 and one vehicle: by severity and vehicle type: 2004

	Number of accidents			
	Fatal	Serious	Slight	All severities
Single vehicle accidents:				
Pedal cycle	3	44	159	206
Moped	3	43	230	276
Motor cycle 125cc and under	4	97	316	417
Motor cycle over 125cc	16	143	445	604
Car	372	4,899	19,858	25,129
Taxi	13	181	664	858
Minibuses	3	24	110	137
Bus or coach	43	339	1,434	1,816
Light goods vehicle	39	286	1,041	1,366
Heavy goods vehicle ¹	65	117	363	545
of which				
Rigid ²	41	91	310	443
Articulated	24	25	53	102
Other motor vehicle	9	74	362	445
Other non-motor vehicle	0	6	10	16
Any vehicle ³	571	6,257	25,008	31,836
Accidents involving two or more vehicles.	102	469	1,302	1,873

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: 2004

Vehicle A	Accidents/Casualties												
	Single vehicle		Two vehicle accidents by vehicle type B									All accidents with three or more vehicles	All accidents with vehicles of type 'A'
	No pedestrian	With pedestrian	Pedal cycle	Moped	Motor ¹ cycle	Car	Bus or Coach	Light goods vehicle	Heavy goods vehicle	Any ² other vehicle	All two vehicle accidents		
Pedal cycle:													
Accidents involving	415	206	53	85	253	13,681	425	717	367	198	15,781	520	16,922
User casualties	421	59	69	68	226	13,601	401	714	363	195	15,639	529	16,648
of which: killed	11	2	2	0	1	61	6	8	22	1	101	20	134
seriously injured	139	6	11	14	35	1,601	41	113	79	28	1,923	106	2,174
Pedestrians hit by cycles	0	210	1	1	0	20	3	0	0	1	26	0	236
of which: killed	0	1	0	0	0	0	0	0	0	0	0	0	1
seriously injured	0	42	0	1	0	4	1	0	0	1	7	0	49
Moped:													
Accidents involving	673	276	85	67	80	3,356	44	159	59	69	3,920	251	5,120
User casualties	690	74	34	87	53	3,324	36	161	60	66	3,822	233	4,819
of which: killed	4	0	1	0	0	9	1	1	4	0	16	5	25
seriously injured	135	13	4	14	8	488	7	38	8	9	576	43	767
Pedestrians hit by mopeds	0	290	2	1	0	11	3	1	0	1	19	1	310
of which: killed	0	3	0	0	0	0	0	0	0	0	0	0	3
seriously injured	0	37	0	1	0	2	0	0	0	1	4	0	41
Motor cycle:¹													
Accidents involving	3,623	1,021	253	80	246	12,803	179	791	354	246	14,954	1,539	21,137
User casualties	3,866	267	109	56	359	12,958	175	800	355	250	15,065	1,624	20,822
of which: killed	139	0	0	1	8	227	7	30	24	9	306	115	560
seriously injured	1,302	38	18	6	97	2,899	38	195	99	60	3,414	542	5,296
Pedestrians hit by motor cycles	0	1,059	0	0	2	43	2	6	1	3	57	2	1,118
of which: killed	0	20	0	0	0	2	0	0	0	1	3	1	24
seriously injured	0	229	0	0	0	10	0	2	0	1	13	0	242
Car:													
Accidents involving	21,933	26,124	13,681	3,356	12,803	67,732	3,190	6,483	5,739	2,357	115,364	21,431	184,852
User casualties	29,842	567	308	203	1,390	101,135	1,907	6,481	6,736	2,032	120,220	33,229	183,858
of which: killed	605	8	0	0	6	494	27	65	152	14	759	299	1,671
seriously injured	4,406	37	10	7	82	6,147	141	494	621	175	7,679	2,351	14,473
Pedestrians hit by cars	0	26,957	23	8	20	930	175	85	63	72	1,378	243	28,578
of which: killed	0	388	0	0	1	42	1	3	3	0	50	24	462
seriously injured	0	5,177	2	2	7	208	47	20	16	14	317	58	5,552
Bus or coach:													
Accidents involving	3,454	1,816	425	44	179	3,190	127	222	148	94	4,434	685	10,389
User casualties	4,057	87	55	10	22	2,868	347	256	305	164	4,033	643	8,820
of which: killed	9	0	0	0	0	4	1	0	1	1	7	4	20
seriously injured	292	1	2	1	1	106	8	9	14	9	150	25	468
Pedestrians hit by buses or coaches	0	1,857	0	0	2	44	7	5	0	8	66	8	1,931
of which: killed	0	43	0	0	0	6	1	1	0	0	8	1	52
seriously injured	0	342	0	0	0	8	2	0	0	1	11	3	356
Light goods vehicle:													
Accidents involving	773	1,366	717	159	791	6,483	222	323	475	140	9,312	3,381	14,832
User casualties	947	18	9	3	47	2,568	90	446	487	97	3,749	1,452	6,166
of which: killed	19	0	0	0	0	13	1	0	16	4	34	9	62
seriously injured	149	1	1	0	5	170	7	31	79	22	315	104	569
Pedestrians hit by LGVs	0	1,408	0	0	3	60	9	10	13	5	100	20	1,528
of which: killed	0	39	0	0	0	3	0	0	0	0	3	1	43
seriously injured	0	292	0	0	2	19	2	2	2	0	27	10	329
Heavy goods vehicle:													
Accidents involving	746	545	367	59	354	5,739	148	475	393	133	7,670	2,581	11,542
User casualties	829	17	15	2	14	713	54	133	503	47	1,483	554	2,883
of which: killed	19	0	0	0	0	0	1	0	13	1	15	13	47
seriously injured	144	1	1	0	2	51	7	9	63	5	138	76	359
Pedestrians hit by HGVs	0	566	3	0	0	41	0	11	10	4	69	14	649
of which: killed	0	65	0	0	0	4	0	2	1	0	7	4	76
seriously injured	0	121	1	0	0	10	0	3	2	1	17	3	141
Any other vehicle A:²													
Accidents involving	222	461	198	69	246	2,357	94	140	133	119	3,357	918	4,958
User casualties	282	10	6	5	19	992	38	76	113	148	1,397	254	1,943
of which: killed	14	1	0	0	0	10	1	0	3	0	14	2	31
seriously injured	53	0	0	0	3	94	5	12	18	7	139	25	217
Pedestrians hit by these vehicles	0	469	0	1	1	15	3	3	4	6	34	5	508
of which: killed	0	9	0	0	0	0	0	0	0	0	0	0	9
seriously injured	0	84	0	0	0	2	2	0	1	2	7	1	92
All Vehicles:³													
Accidents involving	31,839	31,836	15,781	3,920	14,954	115,364	4,434	9,312	7,670	3,357	121,945	21,790	207,410
All vehicle user casualties	40,934	1,099	16,175	4,169	16,836	157,244	6,734	12,370	9,902	4,248	165,408	38,518	245,959
of which: killed	820	11	102	17	313	1,083	51	138	237	44	1,252	467	2,550
seriously injured	6,620	97	1,959	604	3,550	13,088	396	1,185	1,056	447	14,334	3,272	24,323
Pedestrian casualties	0	32,838	54	29	83	1,613	261	211	150	128	1,750	293	34,881
of which: killed	0	569	0	0	4	65	9	9	10	1	71	31	671
seriously injured	0	6,328	10	7	22	373	63	52	36	26	404	75	6,807

1 Includes motor cycle combinations and scooters.

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

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: 2004

	Number of casualties											
	Motorways			Built-up roads			Non built-up roads			All speed limits ¹		
	Killed	KSI	All	Killed	KSI	All	Killed	KSI	All	Killed	KSI	All
Pedestrian:												
Children	1	1	6	57	2,248	11,999	19	90	229	77	2,339	12,234
Adults	19	48	84	439	4,526	20,338	131	431	982	589	5,005	21,404
All ages ²	20	51	92	501	6,901	33,536	150	526	1,253	671	7,478	34,881
Pedal cyclist:												
Children	0	0	3	20	543	4,542	5	34	137	25	577	4,682
Adults	0	1	8	66	1,390	10,347	43	306	1,011	109	1,697	11,366
All ages ²	0	1	11	86	1,966	15,460	48	341	1,177	134	2,308	16,648
Horse rider												
Children	0	0	0	0	3	7	0	2	12	0	5	19
Adults	0	0	0	1	12	45	0	10	65	1	22	110
All ages ²	0	0	0	1	15	52	1	13	80	2	28	132
Moped:												
Users	0	0	2	16	678	4,309	9	114	508	25	792	4,819
Motorcycle:³												
Riders	13	106	340	201	3,201	14,106	319	2,182	5,060	533	5,489	19,506
Passengers	1	10	40	15	213	855	11	144	421	27	367	1,316
All casualties	14	116	380	216	3,414	14,961	330	2,326	5,481	560	5,856	20,822
Car and taxi:												
Drivers	58	570	7,787	268	4,103	72,389	778	5,702	41,539	1,104	10,375	121,715
Passengers	39	321	4,322	165	2,392	36,451	355	2,957	20,369	559	5,670	61,142
All casualties	97	891	12,109	433	6,495	108,840	1,133	8,659	61,908	1,663	16,045	182,857
Minibuses												
Drivers	0	5	24	0	11	190	2	11	116	2	27	330
Passengers	1	18	98	4	37	334	1	17	239	6	72	671
All casualties	1	23	122	4	48	524	3	28	355	8	99	1,001
Bus or coach:												
Drivers	0	1	15	1	24	678	2	20	129	3	45	822
Passengers	1	3	74	13	401	7,125	3	39	799	17	443	7,998
of whom were boarding and alighting												
Children	0	0	0	0	16	121	0	0	4	0	16	125
Adults	0	0	0	2	77	931	1	2	5	3	79	936
All ages ²	0	0	0	2	100	1,181	1	2	9	3	102	1,190
All casualties	1	4	89	14	425	7,803	5	59	928	20	488	8,820
Light goods vehicle:												
Drivers	5	68	589	5	125	2,107	37	293	1,945	47	486	4,641
Passengers	4	36	234	5	42	682	6	67	609	15	145	1,525
All casualties	9	104	823	10	167	2,789	43	360	2,554	62	631	6,166
Heavy goods vehicle:												
Drivers	18	94	523	6	75	685	17	188	1,243	41	357	2,451
Passengers	3	12	83	1	13	168	2	24	181	6	49	432
All casualties	21	106	606	7	88	853	19	212	1,424	47	406	2,883
Other vehicle:												
Drivers	0	3	41	12	103	872	11	67	393	23	173	1,306
Passengers	1	2	33	1	22	319	4	23	153	6	47	505
All casualties	1	5	74	13	125	1,191	15	90	546	29	220	1,811
All road users:												
Children	5	49	842	99	3,286	25,408	62	570	4,750	166	3,905	31,000
Adults	158	1,235	13,295	1,195	16,622	158,883	1,684	11,970	70,188	3,037	29,827	242,366
All ages ²	164	1,301	14,308	1,301	20,322	190,318	1,756	12,728	76,214	3,221	34,351	280,840

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: 2004

	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	39	116	448	46	40	70	599	604
KSI ⁵	754	2,031	6,990	616	529	422	8,502	8,571
All severities	5,822	10,732	73,230	6,551	5,750	3,589	82,322	82,608
B roads								
Killed	17	41	164	9	17	18	198	200
KSI	251	631	2,394	132	166	84	2,768	2,789
All severities	1,779	2,871	22,580	1,531	1,594	713	24,666	24,743
Other roads								
Killed	33	102	366	36	42	39	490	497
KSI	1,045	1,849	7,520	397	554	248	8,858	8,962
All severities	8,658	8,766	74,936	4,746	4,768	1,898	82,578	82,967
All built-up roads⁶								
Killed	89	259	978	91	99	127	1,287	1,301
KSI	2,050	4,511	16,904	1,145	1,249	754	20,128	20,322
All severities	16,259	22,369	170,746	12,828	12,112	6,200	189,566	190,318
Non built-up roads:								
A roads								
Killed	28	225	1,052	26	128	226	1,219	1,220
KSI	200	1,614	6,896	134	726	954	8,010	8,029
All severities	696	4,415	44,827	1,030	4,839	5,071	48,538	48,567
B roads								
Killed	11	68	228	3	20	17	264	265
KSI	58	474	1,782	28	151	119	2,104	2,109
All severities	213	1,144	10,493	204	848	594	11,415	11,424
Other roads								
Killed	11	60	231	5	18	18	268	271
KSI	103	455	2,266	34	174	114	2,571	2,590
All severities	435	1,280	15,016	332	1,286	785	16,182	16,223
All non built-up roads⁶								
Killed	50	353	1,511	34	166	261	1,751	1,756
KSI	361	2,543	10,944	196	1,051	1,187	12,685	12,728
All severities	1,344	6,839	70,336	1,566	6,973	6,450	76,135	76,214
All speed limits:⁷								
Motorways								
Killed	0	15	131	2	18	61	164	164
KSI	3	119	1,097	16	175	392	1,301	1,301
All severities	16	425	13,293	161	1,982	3,496	14,307	14,308
A roads								
Killed	67	341	1,500	72	168	296	1,818	1,824
KSI	954	3,645	13,886	750	1,255	1,376	16,512	16,600
All severities	6,518	15,147	118,057	7,581	10,589	8,660	130,860	131,175
B roads								
Killed	28	109	392	12	37	35	462	465
KSI	309	1,105	4,176	160	317	203	4,872	4,898
All severities	1,992	4,015	33,073	1,735	2,442	1,307	36,081	36,167
Other roads								
Killed	44	162	597	41	60	57	758	768
KSI	1,148	2,304	9,786	431	728	362	11,429	11,552
All severities	9,093	10,046	89,952	5,078	6,054	2,683	98,760	99,190
Total:⁸								
Killed	139	627	2,620	127	283	449	3,202	3,221
KSI	2,414	7,173	28,945	1,357	2,475	2,333	34,114	34,351
All severities	17,619	29,633	254,375	14,555	21,067	16,146	280,008	280,840

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 and pedestrian involvement: 2004

Rate per 100 million vehicle kilometres

	Urban roads ¹			Rural roads ¹			All roads			Total ³
	A	Other ²	All urban ³	A	Other ²	All rural ³	Motorways	A	Other ²	
Pedal cycle:										
Accidents involving	948	370	480	749	227	302	..	910	335	438
User casualties	928	365	472	735	223	297	..	892	331	431
of whom killed	6.3	1.6	2.5	23	3.9	7	..	9	2.2	3.5
seriously injured	114	42	56	155	42	58	..	122	42	56
Pedestrians hit by a cycle	16	5.2	7	4.5	1.8	2.2	..	14	4.4	6.1
of whom killed	0.0	0.0	0.0	0.0	0.0	0.0	..	0.0	0.0	0.0
seriously injured	2.9	1.1	1.5	1.5	0.5	0.7	..	2.6	1.0	1.3
Two-wheel motor vehicle:										
Accidents involving	904	524	665	324	469	378	94	577	508	507
User casualties	861	503	636	339	479	391	98	566	496	497
of whom killed	9	5.6	6.8	17	21	19	3.6	14	10.4	11
seriously injured	160	103	124	111	152	127	26	133	118	118
Pedestrians hit by a TWMV	72	34	48	2.9	11.2	6.0	0.0	33	27	28
of whom killed	1.3	0.5	0.8	0.2	0.5	0.3	0.0	0.7	0.5	0.5
seriously injured	14	6.7	10	0.5	2.6	1.3	0.0	6.5	5.4	5.5
Car:										
Accidents involving	74	71	72	29	53	36	11	46	64	46
User casualties	67	54	60	39	61	46	17	49	57	46
of whom killed	0.2	0.2	0.2	0.7	0.8	0.7	0.1	0.6	0.4	0.4
seriously injured	3.5	2.9	3.2	4.4	7	5.2	1.1	4.0	4.4	3.6
Pedestrians hit by a car	12	18	15	1.0	4.7	2.2	0.1	5.3	13	7
of whom killed	0.2	0.2	0.2	0.1	0.1	0.1	0.0	0.1	0.1	0.1
seriously injured	2.7	3.1	2.9	0.3	0.9	0.5	0.0	1.2	2.3	1.4
Bus or coach:										
Accidents involving	408	213	284	67	97	80	13	261	183	199
User casualties	335	171	231	89	83	86	19	229	149	169
of whom killed	0.8	0.2	0.4	0.2	0.4	0.3	0.2	0.5	0.3	0.4
seriously injured	19	9	12	5.0	3.9	4.5	0.7	13	7	9
Pedestrians hit by a bus or coach	78	44	57	5.0	10.9	7.6	0.2	47	36	37
of whom killed	1.9	1.3	1.5	0.2	0.1	0.2	0.0	1.2	1.0	1.0
seriously injured	17	6.9	10	0.9	2.0	1.4	0.0	9.9	5.6	6.8
Light goods vehicle:										
Accidents involving	44	30	36	20	21	21	11	28	26	24
User casualties	14	8	11	11	11	11	7	12	9	10
of whom killed	0.1	0.0	0.1	0.2	0.1	0.1	0.1	0.2	0.0	0.1
seriously injured	0.7	0.5	0.6	1.4	1.1	1.3	0.9	1.1	0.7	0.9
Pedestrians hit by a LGV	5	6	6	0.5	1.5	0.9	0.0	2.1	4.1	2.5
of whom killed	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.1
seriously injured	1.1	1.1	1.1	0.2	0.5	0.3	0.0	0.5	0.8	0.5
Heavy goods vehicle:										
Accidents involving	81	85	83	35	78	42	19	46	82	39
User casualties	13	15	14	11	23	13	5.0	12	19	10
of whom killed	0.1	0.1	0.1	0.2	0.1	0.2	0.2	0.2	0.1	0.2
seriously injured	1.2	1.0	1.1	1.6	2.6	1.8	0.7	1.5	1.8	1.2
Pedestrians hit by a HGV	7.4	13.0	9.5	0.8	3.8	1.2	0.2	2.3	8.4	2.2
of whom killed	0.8	0.9	0.8	0.2	0.3	0.2	0.1	0.3	0.6	0.3
seriously injured	1.7	2.5	2.0	0.2	0.9	0.3	0.1	0.5	1.7	0.5
All vehicles:⁴										
Accidents involving	70	64	67	25	46	32	9	42	57	41
User casualties	79	64	70	37	60	45	15	53	62	49
of whom killed	0.4	0.3	0.3	0.8	0.9	0.8	0.1	0.7	0.5	0.5
seriously injured	5.9	5.0	5.4	5.0	8	6.0	1.1	5.3	6.2	4.8
All pedestrian casualties	13	17	15	1.0	4.4	2.1	0.1	5.5	12	7
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	2.9	3.0	2.9	0.3	0.9	0.5	0.0	1.2	2.2	1.4

1 See urban and rural definitions.

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

3 Includes cases where road class was not reported.

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

27 Casualties and casualty rates: by month, road user type and severity: 2004

	Number of casualties/rate per 100 million vehicle kilometres											
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Pedestrians:												
Killed	74	58	43	57	45	35	37	57	55	56	76	78
KSI ¹	708	612	613	617	670	591	478	520	596	696	681	696
All severities	3,116	2,794	2,923	2,766	2,990	2,775	2,559	2,428	2,982	3,320	3,174	3,054
of whom children												
Killed	6	10	7	9	7	5	4	7	6	6	6	4
KSI	177	179	208	206	271	217	174	164	204	218	180	141
All severities	962	957	1,069	1,041	1,198	1,127	976	812	1,123	1,137	1,012	820
Pedal cyclists:												
Killed	7	10	9	7	18	15	11	13	15	9	10	10
KSI	148	138	167	161	226	277	238	221	207	198	178	149
All severities	1,073	977	1,118	1,232	1,694	1,826	1,626	1,619	1,786	1,420	1,260	1,017
of whom children												
Killed	1	0	2	2	2	6	1	3	4	1	2	1
KSI	23	21	36	34	69	90	69	62	70	49	28	26
All severities	183	205	255	365	623	634	534	560	609	362	205	147
Rate (all pedal cyclists)	476	407	390	402	452	432	351	398	488	511	501	421
Horse riders												
Killed	0	0	0	0	0	0	0	0	0	1	1	0
KSI	3	2	2	2	3	1	3	2	3	1	4	2
All severities	12	16	5	9	11	9	11	8	15	8	17	11
Two Wheel Motor Vehicles² users:												
Killed	19	19	34	57	81	70	69	74	67	29	34	32
KSI	317	391	415	615	788	683	709	702	690	492	475	371
All severities	1,487	1,511	1,796	2,131	2,634	2,522	2,434	2,468	2,616	2,218	2,151	1,673
Rate (all TWMV users)	531	539	523	493	464	453	413	439	506	563	620	586
Car users:												
Killed	122	141	125	125	137	128	112	135	119	162	162	185
KSI	1,337	1,254	1,201	1,236	1,328	1,319	1,161	1,425	1,323	1,506	1,300	1,514
All severities	15,682	13,219	14,483	14,205	14,427	14,432	14,152	15,601	14,779	16,832	15,798	16,926
Other car³ users												
Killed	2	2	2	0	0	5	2	2	1	0	1	1
KSI	17	19	19	19	15	31	25	23	13	15	22	22
All severities	279	245	311	233	259	299	306	201	228	326	298	337
Rate (all car users)	53	45	45	43	43	43	40	44	44	50	50	54
Bus or coach users:												
Killed	3	0	3	1	4	0	1	1	1	1	3	2
KSI	39	43	42	45	53	40	46	30	30	34	38	48
All severities	685	742	798	690	820	858	744	681	699	673	791	639
Rate (all bus & coach users)	175	190	182	165	193	193	161	149	149	143	175	154
Light goods vehicle users:												
Killed	5	4	7	5	5	5	5	4	4	5	9	4
KSI	72	56	53	43	35	38	64	42	47	73	51	57
All severities	571	464	522	459	459	463	507	491	521	579	585	545
Heavy goods vehicle users:												
Killed	1	2	5	6	3	8	2	1	6	1	4	8
KSI	25	37	28	40	38	36	31	26	41	30	34	40
All severities	188	216	210	236	243	276	245	246	275	258	240	250
Rate (all goods vehicle users)	10	10	9	9	9	9	9	10	10	11	11	12
Agricultural vehicle users:												
Killed	1	0	0	0	2	1	1	0	0	2	0	0
KSI	2	3	1	1	2	3	4	6	3	4	0	1
All severities	20	9	12	12	6	15	13	20	12	10	13	10
All road users:												
Killed	237	236	230	260	296	269	240	289	272	269	300	323
KSI	2,679	2,570	2,550	2,791	3,181	3,037	2,777	3,016	2,976	3,064	2,797	2,913
All severities	23,225	20,311	22,278	22,089	23,698	23,643	22,764	23,920	24,059	25,785	24,477	24,591
of whom children												
Killed	11	17	16	13	16	19	11	20	15	9	11	8
KSI	277	281	308	325	447	387	326	354	363	341	262	234
All severities	2,238	2,189	2,426	2,584	2,987	3,045	2,666	2,864	2,870	2,686	2,281	2,164
Rate (all ages)	62	54	53	53	56	55	50	53	56	59	60	61

1 Killed or Seriously injured.

2 Includes motor cycle combinations, motor scooters and mopeds.

3 Includes taxis and minibuses.

28a Casualties: by day, road user type and hour of day: 2004

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	190	34	96	1,591	1,968	Midnight	79	15	38	454	621
01:00	110	27	43	939	1,178	01:00	46	12	13	301	390
02:00	107	10	35	711	918	02:00	57	4	16	281	380
03:00	48	10	20	440	594	03:00	24	3	8	209	257
04:00	26	10	22	421	595	04:00	10	4	3	149	203
05:00	35	78	111	653	1,007	05:00	13	23	30	219	321
06:00	106	239	313	1,650	2,578	06:00	32	74	62	440	689
07:00	495	738	931	4,645	7,545	07:00	112	166	199	1,075	1,703
08:00	1,901	1,183	1,425	8,358	13,901	08:00	391	259	304	1,844	3,047
09:00	989	581	719	5,480	8,670	09:00	253	121	171	1,369	2,118
10:00	819	363	462	4,332	6,922	10:00	257	75	134	1,153	1,932
11:00	907	376	516	4,902	7,682	11:00	261	91	156	1,408	2,207
12:00	1,096	441	659	5,355	8,582	12:00	358	124	209	1,702	2,656
13:00	1,123	471	784	5,868	9,256	13:00	308	132	219	1,698	2,617
14:00	1,068	437	733	5,660	8,979	14:00	331	109	246	1,856	2,821
15:00	2,643	771	841	6,915	12,438	15:00	728	209	293	2,143	3,669
16:00	2,184	1,044	1,356	8,091	13,744	16:00	605	268	382	2,332	3,858
17:00	2,030	1,385	1,722	9,575	15,493	17:00	492	318	414	2,417	3,851
18:00	1,543	1,010	1,288	7,132	11,482	18:00	388	222	323	1,981	3,022
19:00	1,127	687	987	5,248	8,418	19:00	370	150	265	1,740	2,620
20:00	721	406	661	4,061	6,040	20:00	290	108	179	1,568	2,224
21:00	503	245	590	3,714	5,202	21:00	271	60	141	1,271	1,792
22:00	378	174	413	3,309	4,421	22:00	219	49	112	1,075	1,517
23:00	347	91	213	2,528	3,334	23:00	268	31	112	1,156	1,619
All hours ²	20,496	10,811	14,942	101,584	160,955	All hours ²	6,163	2,627	4,029	29,846	46,139

(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	228	17	52	997	1,319	Midnight	229	22	48	966	1,288
01:00	176	14	21	743	989	01:00	216	12	34	784	1,059
02:00	173	11	34	757	1,021	02:00	215	17	23	750	1,028
03:00	78	1	16	490	612	03:00	87	5	15	548	690
04:00	22	2	13	273	330	04:00	25	2	12	341	389
05:00	11	8	13	249	306	05:00	9	8	17	233	281
06:00	15	12	27	299	403	06:00	10	7	15	206	273
07:00	18	31	40	480	605	07:00	18	13	28	351	446
08:00	59	38	77	705	961	08:00	25	35	43	418	554
09:00	131	66	112	998	1,410	09:00	40	63	96	604	851
10:00	197	101	161	1,390	1,993	10:00	110	101	196	1,060	1,517
11:00	325	125	231	2,048	2,931	11:00	131	133	251	1,351	1,918
12:00	325	154	257	2,195	3,110	12:00	194	145	298	1,612	2,316
13:00	315	137	266	1,960	2,843	13:00	181	135	319	1,707	2,437
14:00	314	137	274	1,879	2,793	14:00	228	121	336	1,698	2,455
15:00	313	122	262	1,707	2,569	15:00	189	125	350	1,700	2,441
16:00	373	142	285	1,721	2,665	16:00	200	140	310	1,635	2,366
17:00	372	135	275	1,779	2,716	17:00	216	116	272	1,557	2,238
18:00	305	139	241	1,636	2,423	18:00	245	116	251	1,511	2,177
19:00	285	112	190	1,476	2,131	19:00	176	72	173	1,324	1,794
20:00	275	72	129	1,339	1,858	20:00	139	58	121	1,183	1,557
21:00	186	50	108	1,034	1,403	21:00	138	51	95	970	1,290
22:00	206	21	92	980	1,363	22:00	119	22	77	818	1,060
23:00	272	25	74	1,218	1,626	23:00	107	19	40	748	939
All hours ²	4,974	1,672	3,250	28,353	40,381	All hours ²	3,248	1,538	3,420	24,075	33,365

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: 2004

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	65	10	36	266	384	Midnight	19	1	16	72	116
01:00	32	7	18	167	235	01:00	12	3	5	59	82
02:00	24	1	17	147	191	02:00	11	2	11	50	78
03:00	15	0	7	95	130	03:00	8	1	2	53	65
04:00	9	2	9	96	146	04:00	3	2	1	33	45
05:00	10	19	38	107	191	05:00	3	5	6	44	68
06:00	25	28	103	218	415	06:00	12	11	19	54	103
07:00	100	102	233	390	889	07:00	20	18	41	82	177
08:00	267	128	237	465	1,162	08:00	79	22	68	114	307
09:00	188	84	118	347	806	09:00	45	17	33	81	199
10:00	163	49	89	312	704	10:00	52	11	26	90	192
11:00	178	50	117	334	756	11:00	42	10	33	84	193
12:00	183	57	170	331	815	12:00	64	13	55	119	267
13:00	220	49	180	345	881	13:00	57	17	52	98	248
14:00	214	69	155	432	959	14:00	63	20	70	123	294
15:00	455	88	191	506	1,328	15:00	125	31	72	130	377
16:00	462	134	323	505	1,499	16:00	123	34	85	154	423
17:00	421	195	411	645	1,720	17:00	104	37	100	198	453
18:00	351	140	328	470	1,341	18:00	95	26	83	144	359
19:00	238	108	264	427	1,081	19:00	89	16	60	133	306
20:00	179	72	170	384	826	20:00	83	16	46	180	332
21:00	130	44	173	460	821	21:00	76	8	38	145	272
22:00	102	30	117	456	726	22:00	64	8	34	131	245
23:00	94	25	64	367	571	23:00	100	3	36	167	314
All hours ²	4,125	1,491	3,570	8,272	18,579	All hours ²	1,349	332	992	2,538	5,515

(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	64	1	16	157	239	Midnight	61	8	12	161	247
01:00	61	5	5	150	229	01:00	64	4	11	133	214
02:00	50	6	12	160	236	02:00	57	4	8	118	192
03:00	18	1	8	85	121	03:00	37	1	7	95	145
04:00	8	1	8	68	89	04:00	9	0	8	59	79
05:00	4	1	2	51	66	05:00	3	2	9	51	70
06:00	4	1	11	65	92	06:00	3	3	8	26	47
07:00	10	7	11	79	109	07:00	7	3	13	38	68
08:00	14	4	21	74	124	08:00	11	4	21	49	90
09:00	35	10	21	93	169	09:00	8	9	38	56	119
10:00	46	18	41	81	198	10:00	26	19	61	80	189
11:00	74	13	70	118	288	11:00	28	19	76	99	228
12:00	67	20	66	167	332	12:00	38	19	104	108	276
13:00	52	13	70	134	282	13:00	26	18	110	119	284
14:00	58	25	74	144	314	14:00	58	18	127	108	314
15:00	69	17	92	110	301	15:00	42	13	128	150	337
16:00	77	17	89	147	340	16:00	43	22	112	164	350
17:00	79	16	68	142	312	17:00	52	22	84	139	309
18:00	85	19	71	129	315	18:00	56	18	83	143	307
19:00	69	18	46	142	286	19:00	38	9	57	128	239
20:00	85	12	29	145	281	20:00	31	7	42	122	208
21:00	56	11	35	100	205	21:00	38	8	23	112	184
22:00	51	6	23	114	198	22:00	34	5	23	112	181
23:00	68	5	20	191	287	23:00	30	3	12	118	167
All hours ²	1,204	247	909	2,846	5,413	All hours ²	800	238	1,177	2,488	4,844

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: 2004

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	26	2	9	83	121	Midnight	183	18	71	573	865
01:00	27	5	6	74	119	01:00	142	14	33	435	641
02:00	19	2	6	64	93	02:00	123	11	42	411	604
03:00	19	0	1	54	81	03:00	59	3	23	274	380
04:00	5	0	7	42	61	04:00	24	5	19	214	298
05:00	3	2	12	41	65	05:00	17	25	43	212	330
06:00	5	9	16	49	85	06:00	39	34	125	314	572
07:00	6	4	23	68	108	07:00	131	126	275	521	1,135
08:00	24	5	25	58	119	08:00	347	153	322	644	1,564
09:00	26	9	8	49	97	09:00	250	111	202	528	1,196
10:00	33	6	21	42	108	10:00	254	91	196	521	1,175
11:00	27	9	19	57	119	11:00	295	83	277	578	1,346
12:00	32	8	34	74	157	12:00	320	101	361	651	1,533
13:00	25	2	41	47	133	13:00	330	95	371	649	1,562
14:00	33	6	24	76	150	14:00	360	126	402	731	1,731
15:00	34	6	44	91	186	15:00	657	143	439	805	2,157
16:00	49	9	56	99	217	16:00	656	198	553	871	2,395
17:00	53	12	62	79	213	17:00	603	258	601	1,045	2,581
18:00	41	6	53	68	178	18:00	546	197	512	818	2,144
19:00	40	9	31	76	166	19:00	394	142	396	754	1,746
20:00	38	9	28	96	173	20:00	340	98	259	735	1,474
21:00	36	3	26	94	159	21:00	264	68	243	723	1,323
22:00	33	5	17	78	137	22:00	218	44	180	735	1,213
23:00	37	6	16	112	176	23:00	255	30	116	731	1,163
All hours ²	671	134	585	1,671	3,221	All hours ²	6,807	2,174	6,063	14,473	31,130

(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	517	68	154	3,352	4,210	Midnight	726	88	234	4,008	5,196
01:00	379	46	72	2,258	2,856	01:00	548	65	111	2,767	3,616
02:00	410	29	60	2,024	2,650	02:00	552	42	108	2,499	3,347
03:00	159	16	35	1,359	1,692	03:00	237	19	59	1,687	2,153
04:00	54	13	24	928	1,158	04:00	83	18	50	1,184	1,517
05:00	48	90	116	1,101	1,520	05:00	68	117	171	1,354	1,915
06:00	119	289	276	2,232	3,286	06:00	163	332	417	2,595	3,943
07:00	506	818	900	5,962	9,056	07:00	643	948	1,198	6,551	10,299
08:00	2,005	1,357	1,502	10,623	16,780	08:00	2,376	1,515	1,849	11,325	18,463
09:00	1,137	711	888	7,874	11,756	09:00	1,413	831	1,098	8,451	13,049
10:00	1,096	543	736	7,372	11,081	10:00	1,383	640	953	7,935	12,364
11:00	1,302	633	858	9,074	13,273	11:00	1,624	725	1,154	9,709	14,738
12:00	1,621	755	1,028	10,139	14,974	12:00	1,973	864	1,423	10,864	16,664
13:00	1,572	778	1,176	10,537	15,458	13:00	1,927	875	1,588	11,233	17,153
14:00	1,548	672	1,163	10,286	15,167	14:00	1,941	804	1,589	11,093	17,048
15:00	3,182	1,078	1,263	11,569	18,774	15:00	3,873	1,227	1,746	12,465	21,117
16:00	2,657	1,387	1,724	12,809	20,021	16:00	3,362	1,594	2,333	13,779	22,633
17:00	2,454	1,684	2,020	14,204	21,504	17:00	3,110	1,954	2,683	15,328	24,298
18:00	1,894	1,284	1,538	11,374	16,782	18:00	2,481	1,487	2,103	12,260	19,104
19:00	1,524	870	1,188	8,958	13,051	19:00	1,958	1,021	1,615	9,788	14,963
20:00	1,047	537	803	7,320	10,032	20:00	1,425	644	1,090	8,151	11,679
21:00	798	335	665	6,172	8,205	21:00	1,098	406	934	6,989	9,687
22:00	671	217	497	5,369	7,011	22:00	922	266	694	6,182	8,361
23:00	702	130	307	4,807	6,179	23:00	994	166	439	5,650	7,518
All hours ²	27,403	14,340	18,993	167,714	246,489	All hours ²	34,881	16,648	25,641	183,858	280,840

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: 2004

	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	10	12	18	37	42	80	71	66	64	65	85	116	671
KSI ³	250	362	664	1,063	603	1,014	766	623	520	403	539	537	7,478
All severities	1,343	1,832	3,803	5,256	3,243	4,980	3,716	2,729	2,114	1,612	1,582	1,428	34,881
Pedal cyclists:													
Killed	0	2	10	13	6	23	13	18	17	16	11	5	134
KSI	7	53	152	365	169	362	377	345	223	136	60	25	2,308
All severities	76	475	1,480	2,651	1,360	2,916	2,902	2,000	1,267	567	268	86	16,648
Moped users:													
Killed	0	0	0	1	14	2	2	2	1	1	1	0	25
KSI	0	0	2	33	511	92	66	29	28	9	9	1	792
All severities	1	0	12	121	3,250	590	382	185	117	49	22	9	4,819
Motor cycle⁴													
Riders:													
Killed	0	0	0	1	36	116	212	114	37	10	3	0	533
KSI	0	0	3	43	699	1,332	1,637	1,088	453	139	20	7	5,489
All severities	0	0	7	128	3,065	4,912	5,448	3,617	1,472	410	89	15	19,506
Passengers:													
Killed	1	0	1	3	1	9	7	3	1	1	0	0	27
KSI	2	2	10	26	63	94	75	56	23	5	1	0	367
All severities	5	11	44	105	241	331	238	190	72	23	4	1	1,316
Car													
Drivers:													
Killed	0	0	0	0	151	291	200	133	98	68	79	82	1,106
KSI	0	0	1	23	1,153	2,914	2,035	1,518	1,134	662	509	310	10,402
All severities	0	0	1	71	11,017	33,581	29,324	21,115	13,518	6,546	3,843	1,669	122,045
Passengers:													
Killed	15	4	5	27	159	159	46	21	25	20	41	41	565
KSI	138	105	152	340	1,313	1,418	572	379	324	313	299	211	5,742
All severities	2,215	2,088	3,393	4,117	10,935	13,652	7,132	5,147	3,897	2,957	2,304	1,160	61,813
Bus and coach													
Drivers:													
Killed	0	0	0	0	0	1	1	0	0	1	0	0	3
KSI	0	0	0	0	0	8	12	9	12	4	0	0	45
All severities	0	0	0	0	3	121	249	235	164	39	2	0	822
Passengers:													
Killed	1	0	0	1	0	1	1	2	1	0	5	5	17
KSI	10	6	7	34	16	30	29	37	40	51	76	83	443
All severities	277	136	285	711	397	729	658	652	768	943	1,004	674	7,998
Goods vehicle													
Drivers:													
Killed	0	0	0	0	0	18	24	17	22	7	0	0	88
KSI	0	0	0	0	12	157	240	198	156	67	6	1	843
All severities	0	0	0	1	140	1,449	2,215	1,717	1,065	408	32	3	7,092
Passengers:													
Killed	0	0	0	3	1	8	3	4	1	0	0	0	21
KSI	1	4	0	13	18	53	43	25	17	9	4	2	194
All severities	30	26	38	73	223	592	402	239	163	67	13	8	1,957
All road users⁵:													
Killed	27	18	35	86	410	712	582	385	272	191	231	254	3,221
KSI	408	535	999	1,963	4,568	7,504	5,897	4,352	2,959	1,814	1,540	1,193	34,351
All severities	3,962	4,587	9,126	13,325	33,983	64,190	53,090	38,183	24,829	13,729	9,241	5,121	280,840

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.

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

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

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

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

2 Figures have been rounded to the nearest whole number.

3 Includes 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: 2004

	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	0.3	0.6	0.6	1.2	1.4	1.1	0.8	0.8	0.9	1.2	2.0	4.5	1.2
KSI ³	8	17	23	35	20	14	9	8	7	7	13	21	13
All severities	41	88	133	173	107	69	43	33	29	29	38	56	60
Pedal cyclists:													
Killed	0	0.1	0.3	0.4	0.2	0.3	0.1	0.2	0.2	0.3	0.3	0.2	0.2
KSI	0.2	2.6	5	12	6	5.0	4.3	4.2	3.0	2.4	1.4	1.0	4.0
All severities	2.3	23	52	87	45	40	33	24	17	10	6.4	3.4	29
Moped users:													
Killed	0	0	0	0	0.5	0	0	0	0	0	0	0	0
KSI	0	0	0	1.1	16.8	1.3	0.8	0.4	0.4	0.2	0.2	0.0	1.4
All severities	0	0	0.4	4.0	107	8.2	4.4	2.3	1.6	0.9	0.5	0.4	8.3
Motor cycle													
Riders:													
Killed	0	0	0	0.0	1.2	1.6	2.4	1.4	0.5	0.2	0	0	0.9
KSI	0	0	0	1.4	23	18	19	13.3	6.1	2.5	0.5	0.3	9
All severities	0	0	0.2	4.2	101	68	62	44	20	7.4	2.1	0.6	34
Passengers:													
Killed	0	0	0	0	0	0.1	0.1	0	0	0	0	0	0.0
KSI	0	0	0.3	0.9	2.1	1.3	0.9	0.7	0.3	0.1	0	0	0.6
All severities	0	0.5	1.5	3.5	8	4.6	2.7	2.3	1.0	0.4	0.1	0	2.3
Car													
Drivers:													
Killed	0	0	0	0.0	5.0	4.0	2.3	1.6	1.3	1.2	1.9	3.2	1.9
KSI	0	0	0	0.8	38	40	23	18	15	12	12	12	18
All severities	0	0	0.0	2.3	363	464	336	257	183	118	92	65	210
Passengers:													
Killed	0.5	0.2	0.2	0.9	5.2	2.2	0.5	0.3	0.3	0.4	1.0	1.6	1.0
KSI	4.2	5.1	5	11	43	20	7	4.6	4.4	6	7	8	10
All severities	68	101	118	136	360	189	82	63	53	53	55	45	106
Bus and coach													
Drivers:													
Killed	0	0	0	0	0	0	0	0	0	0	0	0	0
KSI	0	0	0	0	0	0.1	0.1	0.1	0.2	0.1	0	0	0.1
All severities	0	0	0	0	0.1	1.7	2.9	2.9	2.2	0.7	0	0	1.4
Passengers:													
Killed	0	0	0	0	0	0	0	0	0	0.0	0	0.2	0
KSI	0.3	0.3	0.2	1.1	0.5	0.4	0.3	0.5	0.5	0.9	1.8	3.2	0.8
All severities	8	6.5	10	23	13	10.1	7.5	8	10	17	24	26	14
Goods vehicle													
Drivers:													
Killed	0	0	0	0	0.0	0.2	0.3	0.2	0.3	0.1	0	0	0.2
KSI	0	0	0	0	0.4	2.2	2.8	2.4	2.1	1.2	0.1	0.0	1.5
All severities	0	0	0	0.0	5	20	25	21	14	7.3	0.8	0.1	12
Passengers:													
Killed	0	0	0	0	0.0	0.1	0	0	0	0	0	0	0
KSI	0.0	0.2	0.0	0.4	0.6	0.7	0.5	0.3	0.2	0.2	0.1	0	0.3
All severities	0.9	1.3	1.3	2.4	7	8.2	4.6	2.9	2.2	1.2	0.3	0.3	3.4
All road users:⁴													
Killed	0.8	0.9	1.2	2.8	14	10	6.7	4.7	3.7	3.4	5.5	10	5.5
KSI	12	26	35	65	151	104	68	53	40	33	37	47	59
All severities	121	221	318	439	1,120	887	609	465	336	247	222	201	483
<hr/>													
Population (thousands)	3,280	2,077	2,869	3,037	3,035	7,234	8,717	8,209	7,380	5,566	4,166	2,554	58,125

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: 2004

	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	77	8	11	14	390	86	41	551	69	1,343
5-7	86	95	7	15	24	537	101	51	836	80	1,832
8-11	190	161	15	42	95	958	258	214	1,718	152	3,803
12-15	338	379	34	53	127	955	460	365	2,330	215	5,256
16-19	363	328	13	44	75	361	311	268	1,305	175	3,243
20-24	399	301	17	35	75	260	316	265	1,054	181	2,903
25-29	320	233	8	26	48	148	216	220	734	124	2,077
30-34	391	258	9	29	37	116	200	158	661	118	1,977
35-39	331	265	12	15	25	87	153	137	596	118	1,739
40-44	284	228	4	15	19	93	145	130	533	106	1,557
45-49	192	156	10	12	17	77	134	91	417	66	1,172
50-54	170	170	10	12	23	47	100	86	398	55	1,071
55-59	127	159	5	12	9	69	107	89	414	52	1,043
60-64	109	123	6	10	13	50	102	54	352	51	870
65-69	58	109	5	5	6	44	87	63	323	42	742
70-74	54	100	6	7	11	46	78	61	376	40	779
75-79	39	104	4	8	6	61	98	64	383	36	803
80-84	42	81	8	9	12	63	97	82	424	46	864
85+	21	57	3	5	4	37	52	39	330	16	564
All ages ²	3,758	3,478	188	378	660	4,524	3,202	2,578	14,247	1,868	34,881
Percentage	10.8	10.0	0.5	1.1	1.9	13.0	9.2	7.4	40.8	5.4	100.0
All ages ² :											
Killed	104	42	6	2	6	30	54	56	323	48	671
Seriously injured	636	517	43	79	130	935	640	565	2,945	317	6,807
Slightly injured	3,018	2,919	139	297	524	3,559	2,508	1,957	10,979	1,503	27,403
Total	3,758	3,478	188	378	660	4,524	3,202	2,578	14,247	1,868	34,881

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: 2004

	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	0	8	8	1	11	12
Seriously injured	24	123	153	34	81	116
Slightly injured	197	465	688	152	274	437
All severities	221	596	849	187	366	565
Pelican:³						
Killed	6	19	25	4	24	28
Seriously injured	80	228	311	96	219	320
Slightly injured	416	716	1,174	351	635	1,022
All severities	502	963	1,510	451	878	1,370
Light controlled junction (with ped'n phase):						
Killed	1	19	20	4	14	18
Seriously injured	48	196	250	43	164	215
Slightly injured	240	644	914	182	656	890
All severities	289	859	1,184	229	834	1,123
Crossing with human control:⁴						
Killed	0	1	1	0	0	0
Seriously injured	0	8	8	4	6	10
Slightly injured	23	29	52	35	17	53
All severities	23	38	61	39	23	63
All crossings:^{5,6}						
Killed	7	52	59	10	52	62
Seriously injured	165	563	743	180	492	686
Slightly injured	880	1,876	2,855	722	1,611	2,433
All severities	1,052	2,491	3,657	912	2,155	3,181

1 Children - aged between 0-15 years.

2 Includes cases where age was not reported.

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

4 Includes school crossing patrols and other authorised persons.

5 Includes footbridges, subways and uncontrolled central refuges.

6 Excludes cases where road crossing type was undefined.

33 Casualties: by age, road user type and severity: 2004

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	16	0	0	0	3	12	135	4	16	166
1	1	17	83	0	0	3	4	18	474	5	37	624
2	6	48	295	0	0	7	2	31	446	9	82	830
3	2	85	413	0	2	14	3	35	557	6	126	1,075
4	0	96	536	0	5	52	3	42	603	3	147	1,267
5	7	95	537	0	10	105	2	37	624	9	143	1,322
6	3	120	618	1	16	142	1	37	749	5	181	1,580
7	2	147	677	1	27	228	1	31	715	4	211	1,685
8	3	146	770	2	30	267	0	36	825	6	214	1,936
9	5	121	780	1	27	309	1	30	846	8	187	2,012
10	5	168	970	5	47	431	4	43	874	14	263	2,393
11	5	229	1,283	2	48	473	0	44	849	7	335	2,785
12	8	292	1,518	4	86	663	1	46	817	15	451	3,215
13	10	296	1,411	3	105	738	8	51	902	24	495	3,368
14	11	260	1,302	2	105	686	5	91	1,080	18	502	3,397
15	8	215	1,025	4	69	564	13	175	1,389	29	515	3,345
0-15	77	2,339	12,234	25	577	4,682	51	759	11,885	166	3,905	31,000
16	15	172	938	0	48	424	25	291	2,288	53	935	6,247
17	7	132	796	3	57	379	86	570	4,955	109	1,150	8,319
18	8	153	789	1	28	281	106	809	7,760	127	1,274	10,331
19	12	146	720	2	36	276	93	796	6,949	121	1,209	9,086
16-19	42	603	3,243	6	169	1,360	310	2,466	21,952	410	4,568	33,983
20	7	130	720	4	40	305	70	662	6,431	99	1,032	8,541
21	11	138	618	4	31	262	62	549	5,565	89	895	7,336
22	13	104	563	2	25	231	59	531	5,334	93	853	7,055
23	6	105	517	1	36	313	53	507	5,233	82	847	7,047
24	9	92	485	2	36	316	43	468	5,029	72	779	6,728
20-24	46	569	2,903	13	168	1,427	287	2,717	27,592	435	4,406	36,707
25-29	34	445	2,077	10	194	1,489	163	1,615	19,641	277	3,098	27,483
30-34	34	421	1,977	6	200	1,512	127	1,415	19,072	297	3,097	27,615
35-39	37	345	1,739	7	177	1,390	119	1,192	17,384	285	2,800	25,475
40-44	38	352	1,557	13	205	1,215	96	1,083	15,044	244	2,564	22,088
45-49	28	271	1,172	5	140	785	58	814	11,218	141	1,788	16,095
50-54	35	253	1,071	4	116	681	56	757	9,406	133	1,565	13,391
55-59	29	267	1,043	13	107	586	67	701	8,009	139	1,394	11,438
60-64	39	207	870	9	77	347	45	550	5,475	109	1,033	8,001
65-69	26	196	742	7	59	220	43	425	4,028	82	781	5,728
70-74	37	266	779	5	36	171	55	430	3,537	104	801	5,178
75-79	48	273	803	6	24	97	65	378	2,610	127	739	4,063
80-84	73	322	864	3	18	55	70	327	1,895	149	736	3,285
85+	43	215	564	2	7	31	53	194	934	105	457	1,836
All ages ⁴	671	7,478	34,881	134	2,308	16,648	1,671	16,144	183,858	3,221	34,351	280,840

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: 2004

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	7	132	2,645	360	5,399	91,629	368	5,657	96,648
Rear seat occupant	8	175	4,520	58	645	7,331	66	852	12,408
All occupants ⁶	15	309	7,216	421	6,070	99,171	437	6,543	109,364
Non built-up roads:⁵									
Front seat occupant	12	127	1,187	988	7,355	53,043	1,005	7,607	55,103
Rear seat occupant	20	276	2,627	109	767	4,131	129	1,064	6,936
All occupants ⁶	32	403	3,866	1,099	8,136	57,338	1,136	8,687	62,263
Motorways:									
Front seat occupant	0	4	161	80	749	10,188	80	759	10,459
Rear seat occupant	3	37	629	14	101	1,033	17	140	1,690
All occupants ⁶	4	47	803	94	858	11,288	98	914	12,231
All speed limits:⁷									
Front seat occupant	19	263	3,993	1,428	13,503	154,860	1,453	14,023	162,210
Rear seat occupant	31	488	7,776	181	1,513	12,495	212	2,056	21,034
All occupants ⁶	51	759	11,885	1,614	15,064	167,797	1,671	16,144	183,858

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: 2004

(a) All motor vehicles involved in accidents								Number of drivers & riders
Hour beginning	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	All days
Midnight	579	424	458	567	679	1,374	1,321	5,402
01:00	342	268	257	351	436	986	1,007	3,647
02:00	210	211	193	308	381	999	977	3,279
03:00	137	131	159	166	238	605	675	2,111
04:00	131	178	137	181	228	358	411	1,624
05:00	314	291	336	348	413	359	306	2,367
06:00	845	937	895	899	936	463	311	5,286
07:00	2,623	2,724	2,872	2,788	2,471	730	530	14,738
08:00	4,478	5,088	5,077	4,887	4,224	1,268	662	25,684
09:00	2,834	3,067	3,108	3,220	3,001	1,836	1,035	18,101
10:00	2,299	2,393	2,319	2,416	2,515	2,536	1,929	16,407
11:00	2,397	2,702	2,538	2,733	2,996	3,777	2,376	19,519
12:00	2,909	2,903	2,946	2,953	3,637	4,005	2,906	22,259
13:00	3,104	3,121	2,978	3,307	3,683	3,609	2,992	22,794
14:00	2,895	3,081	2,937	3,101	3,948	3,552	2,958	22,472
15:00	3,894	4,020	3,904	4,079	4,853	3,138	3,004	26,892
16:00	4,447	4,668	4,601	4,912	5,220	3,265	2,835	29,948
17:00	5,115	5,393	5,598	5,504	5,247	3,308	2,747	32,912
18:00	3,500	3,944	3,983	3,918	4,132	2,954	2,606	25,037
19:00	2,495	2,666	2,860	2,730	3,388	2,521	2,138	18,798
20:00	1,685	1,833	1,906	1,944	2,611	2,114	1,806	13,899
21:00	1,427	1,576	1,578	1,591	2,144	1,611	1,496	11,423
22:00	1,121	1,180	1,414	1,333	1,706	1,533	1,167	9,454
23:00	795	799	942	1,182	1,786	1,703	1,024	8,231
All hours ¹	50,580	53,599	53,996	55,423	60,878	48,607	39,220	362,303

(b) Required to take breath test								Number of drivers & riders
Hour beginning	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	All days
Midnight	307	238	257	310	376	764	719	2,971
01:00	186	151	143	208	253	510	544	1,995
02:00	109	106	101	154	207	530	518	1,725
03:00	75	78	79	83	139	307	348	1,109
04:00	69	101	82	97	150	183	198	880
05:00	184	157	186	173	216	186	157	1,259
06:00	437	519	489	473	505	260	162	2,845
07:00	1,401	1,359	1,499	1,435	1,297	408	297	7,696
08:00	2,208	2,441	2,482	2,337	2,066	678	359	12,571
09:00	1,373	1,415	1,513	1,586	1,537	991	594	9,009
10:00	1,122	1,175	1,100	1,234	1,234	1,319	1,049	8,233
11:00	1,150	1,285	1,204	1,310	1,483	1,938	1,289	9,659
12:00	1,353	1,376	1,460	1,433	1,837	2,108	1,556	11,123
13:00	1,461	1,472	1,421	1,568	1,879	1,780	1,561	11,142
14:00	1,388	1,436	1,434	1,557	1,967	1,723	1,569	11,074
15:00	1,850	1,929	1,878	1,944	2,397	1,623	1,600	13,221
16:00	2,212	2,328	2,273	2,445	2,554	1,670	1,540	15,022
17:00	2,496	2,652	2,875	2,693	2,677	1,662	1,501	16,556
18:00	1,709	2,013	1,892	1,933	2,099	1,513	1,394	12,553
19:00	1,258	1,355	1,449	1,404	1,821	1,349	1,130	9,766
20:00	891	968	1,038	1,025	1,405	1,125	940	7,392
21:00	751	869	876	818	1,220	859	784	6,177
22:00	657	684	786	752	928	858	667	5,332
23:00	439	461	531	661	1,013	982	569	4,656
All hours ¹	25,088	26,568	27,048	27,634	31,262	25,327	21,045	183,972

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: 2004**

(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	66	46	47	80	68	175	175	657
01:00	57	40	25	54	52	143	150	521
02:00	27	28	24	42	60	182	149	512
03:00	14	21	18	24	41	96	116	330
04:00	9	9	13	19	22	60	61	193
05:00	9	2	3	11	14	37	35	111
06:00	13	6	8	9	13	24	27	100
07:00	13	8	8	13	24	30	25	121
08:00	16	21	21	6	14	24	22	124
09:00	11	10	17	13	13	29	13	106
10:00	9	8	3	10	11	20	19	80
11:00	11	11	7	0	7	19	18	73
12:00	16	12	14	10	10	25	21	108
13:00	7	11	9	11	20	21	22	101
14:00	19	14	15	21	21	29	25	144
15:00	17	22	25	25	23	39	47	198
16:00	30	33	33	32	46	62	57	293
17:00	42	43	30	51	48	70	69	353
18:00	47	47	42	49	87	70	86	428
19:00	52	45	47	58	70	99	84	455
20:00	50	39	53	63	118	100	91	514
21:00	47	46	60	58	120	94	92	517
22:00	51	60	53	74	96	123	110	567
23:00	63	77	73	117	189	179	122	820
All hours ¹	697	659	648	850	1,187	1,750	1,636	7,427

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 2004

	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	419	192	45.8	44	10.5	22.9
17-19	20,488	13,093	63.9	694	3.4	5.3
20-24	35,977	21,639	60.1	1,513	4.2	7.0
25-29	30,355	17,445	57.5	1,008	3.3	5.8
30-34	32,407	17,685	54.6	875	2.7	4.9
35-39	31,356	17,264	55.1	691	2.2	4.0
40-49	47,855	26,841	56.1	991	2.1	3.7
50-59	31,037	17,818	57.4	444	1.4	2.5
60-69	15,830	9,193	58.1	134	0.8	1.5
70 and over	11,786	6,480	55.0	75	0.6	1.2
Age not reported	34,332	1,780	5.2	186	0.5	10.4
All ages	291,842	149,430	51.2	6,655	2.3	4.5
Two-wheeled motor vehicle riders:						
Under 17	2,799	1,249	44.6	28	1.0	2.2
17-19	4,216	2,067	49.0	86	2.0	4.2
20-24	3,172	1,563	49.3	87	2.7	5.6
25-29	2,759	1,327	48.1	56	2.0	4.2
30-34	3,206	1,521	47.4	49	1.5	3.2
35-39	3,113	1,479	47.5	44	1.4	3.0
40-49	4,150	2,043	49.2	52	1.3	2.5
50-59	1,707	770	45.1	14	0.8	1.8
60-69	512	260	50.8	4	0.8	1.5
70 and over	146	63	43.2	0	0.0	0.0
Age not reported	1,077	80	7.4	3	0.3	3.8
All ages	26,857	12,422	46.3	423	1.6	3.4
Bus/coach drivers	10,573	4,085	38.6	14	0.1	0.3
Light goods vehicle drivers	15,728	8,392	53.4	235	1.5	2.8
Heavy goods vehicle drivers	12,516	7,673	61.3	59	0.5	0.8
Other drivers/riders	4,787	1,970	41.2	41	0.9	2.1
All motor vehicle drivers and riders:						
Under 17	3,322	1,458	43.9	73	2.2	5.0
17-19	25,216	15,486	61.4	786	3.1	5.1
20-24	41,793	24,826	59.4	1,638	3.9	6.6
25-29	36,914	21,047	57.0	1,117	3.0	5.3
30-34	40,837	22,208	54.4	977	2.4	4.4
35-39	40,463	22,254	55.0	792	2.0	3.6
40-49	61,640	34,470	55.9	1,129	1.8	3.3
50-59	39,447	22,468	57.0	490	1.2	2.2
60-69	18,718	10,911	58.3	144	0.8	1.3
70 and over	12,206	6,679	54.7	76	0.6	1.1
Age not reported	41,747	2,165	5.2	205	0.5	9.5
All ages	362,303	183,972	50.8	7,427	2.0	4.0

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

37a Drivers: by sex, number injured, car driver and two-wheeled motor vehicle rider and age: 2004

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	377	202	53.6	39	24	61.5	419	226	53.9
17-19	14,253	6,864	48.2	6,186	3,998	64.6	20,488	10,862	53.0
20-24	23,020	10,642	46.2	12,848	8,097	63.0	35,977	18,740	52.1
25-29	18,830	8,013	42.6	11,377	6,826	60.0	30,355	14,839	48.9
30-34	19,802	8,077	40.8	12,304	7,050	57.3	32,407	15,128	46.7
35-39	18,893	7,550	40.0	12,216	6,646	54.4	31,356	14,198	45.3
40-49	29,553	11,373	38.5	18,184	9,738	53.6	47,855	21,112	44.1
50-59	20,028	7,459	37.2	10,943	6,061	55.4	31,037	13,520	43.6
60-69	11,262	4,114	36.5	4,512	2,430	53.9	15,830	6,544	41.3
70 and over	8,579	3,664	42.7	3,175	1,852	58.3	11,786	5,516	46.8
Age not reported	12,946	858	6.6	4,450	483	10.9	34,332	1,360	4.0
All ages	177,543	68,816	38.8	96,234	53,205	55.3	291,842	122,045	41.8
Moped riders:									
Under 16	100	88	88.0	8	8	100.0	108	96	88.9
16	1,879	1,714	91.2	184	181	98.4	2,065	1,895	91.8
17	841	780	92.7	99	96	97.0	940	876	93.2
18	251	234	93.2	52	52	100.0	303	286	94.4
19	123	113	91.9	38	36	94.7	161	149	92.5
20-24	306	283	92.5	106	96	90.6	413	379	91.8
25-29	160	146	91.3	50	48	96.0	210	194	92.4
30-39	296	276	93.2	101	95	94.1	397	371	93.5
40-49	139	127	91.4	61	55	90.2	200	182	91.0
50-59	76	71	93.4	43	42	97.7	119	113	95.0
60 and over	62	58	93.5	25	21	84.0	87	79	90.8
Age not reported	131	64	48.9	16	8	50.0	235	75	31.9
All ages	4,364	3,954	90.6	783	738	94.3	5,238	4,695	89.6
Motor cycle riders:									
Under 16	153	131	85.6	4	4	100.0	157	135	86.0
16	446	410	91.9	22	21	95.5	469	431	91.9
17	1,072	1,004	93.7	42	42	100.0	1,116	1,046	93.7
18	912	852	93.4	56	55	98.2	970	907	93.5
19	681	638	93.7	44	42	95.5	726	680	93.7
20-24	2,522	2,330	92.4	234	227	97.0	2,759	2,557	92.7
25-29	2,328	2,150	92.4	219	205	93.6	2,549	2,355	92.4
30-39	5,523	5,079	92.0	394	369	93.7	5,922	5,448	92.0
40-49	3,745	3,431	91.6	204	187	91.7	3,950	3,618	91.6
50-59	1,524	1,414	92.8	64	58	90.6	1,588	1,472	92.7
60 and over	550	495	90.0	21	19	90.5	571	514	90.0
Age not reported	551	327	59.3	21	11	52.4	842	343	40.7
All ages	20,007	18,261	91.3	1,325	1,240	93.6	21,619	19,506	90.2
Other motor vehicle drivers ²	38,204	8,512	22.3	1,763	547	31.0	43,604	9,060	20.8
All motor vehicle drivers or riders:									
Under 17	3,048	2,609	85.6	268	246	91.8	3,322	2,855	85.9
17-19	18,619	10,649	57.2	6,542	4,333	66.2	25,216	14,982	59.4
20-24	28,359	14,000	49.4	13,311	8,462	63.6	41,793	22,463	53.7
25-29	24,890	11,233	45.1	11,851	7,144	60.3	36,914	18,377	49.8
30-34	27,666	12,052	43.6	12,804	7,375	57.6	40,837	19,428	47.6
35-39	27,427	11,506	42.0	12,737	6,944	54.5	40,463	18,452	45.6
40-49	42,615	17,003	39.9	18,858	10,106	53.6	61,640	27,110	44.0
50-59	28,083	10,248	36.5	11,273	6,240	55.4	39,447	16,488	41.8
60-69	14,071	5,034	35.8	4,577	2,477	54.1	18,718	7,511	40.1
70 and over	8,939	3,872	43.3	3,232	1,895	58.6	12,206	5,767	47.2
Age not reported	16,401	1,337	8.2	4,652	508	10.9	41,747	1,873	4.5
All ages	240,118	99,543	41.5	100,105	55,730	55.7	362,303	155,306	42.9

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: 2004

	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:	144	2,272	14,668	17,084	..
Mopeds:	29	845	4,364	5,238	109
Motorcycles ²	630	5,555	15,434	21,619	1,077
Taxis:	34	437	3,433	3,904	41
Cars :	3,465	30,307	252,929	286,701	27,046
Minibus	21	152	1,064	1,237	229
All cars ³ :	3,520	30,896	257,426	291,842	27,316
Buses or coaches:	121	1,116	9,336	10,573	73
Light Goods Vehicles:	267	1,940	13,521	15,728	2,581
Heavy Goods Vehicles:					
Rigid:	265	1,022	6,510	7,797	323
Articulated:	207	643	3,860	4,710	119
Total ⁴ :	472	1,670	10,374	12,516	442
Other motor vehicles:	80	616	4,091	4,787	431
Other non-motor vehicles:	10	80	295	385	..
All vehicles ⁵ :	5,276	45,001	329,568	379,845	32,259

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: 2004

	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	671	32	30	733	6,775	299	7,074	27,074	34,881
Pedal cyclists	134	2	2	138	2,172	48	2,220	14,290	16,648
Moped riders and passengers	25	5	1	31	762	36	798	3,990	4,819
Motor cycle 125cc and under ¹									
riders	54	3	4	61	1,391	64	1,455	5,306	6,822
passengers	4	2	2	8	55	26	81	155	244
Motor cycle over 125cc ¹									
riders	479	30	21	530	3,532	192	3,724	8,430	12,684
passengers	23	20	9	52	263	112	375	645	1,072
Taxi									
drivers	7	2	6	15	58	43	101	1,035	1,151
passengers	3	1	6	10	70	58	128	1,032	1,170
Car									
drivers	1,097	400	603	2,100	8,811	4,447	13,258	105,206	120,564
passengers	556	507	538	1,601	4,533	4,255	8,788	49,583	59,972
Minibus									
drivers	2	2	4	8	23	27	50	272	330
passengers	6	14	18	38	52	77	129	504	671
Bus or coach									
drivers	3	6	25	34	36	75	111	677	822
passengers	17	7	130	154	419	572	991	6,853	7,998
Light goods vehicle									
drivers	47	31	54	132	408	257	665	3,844	4,641
passengers	15	9	20	44	121	167	288	1,193	1,525
Heavy goods vehicle									
Rigid									
drivers	16	14	57	87	150	103	253	1,140	1,480
passengers	3	3	3	9	30	35	65	287	361
Articulated									
drivers	25	12	36	73	138	64	202	692	967
passengers	3	3	2	8	7	5	12	51	71
Total ²									
drivers	41	26	93	160	290	168	458	1,833	2,451
passengers	6	6	5	17	37	40	77	338	432
Other motor vehicle									
drivers	17	2	20	39	119	46	165	942	1,146
passengers	6	3	10	19	32	40	72	392	483
Other non-motor vehicle									
drivers	8	1	0	9	54	7	61	220	290
passengers	0	0	0	0	6	3	9	15	24
All casualties ³	3,221	1,111	1,601	5,933	30,019	11,059	41,078	233,829	280,840

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: 2004

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	40	121	577	47	38	69	863	905
Fatal or serious	755	1,991	8,298	576	482	391	11,880	12,650
All severities	5,671	9,805	87,612	5,041	4,489	2,852	111,135	116,885
B roads								
Fatal	18	41	221	9	15	16	306	324
Fatal or serious	250	609	2,857	128	160	73	3,875	4,134
All severities	1,728	2,607	26,516	1,110	1,224	554	32,429	34,196
Other roads								
Fatal	33	109	432	32	42	40	666	704
Fatal or serious	1,050	1,825	8,846	372	525	236	11,981	13,076
All severities	8,430	8,089	88,156	3,677	3,948	1,561	106,758	115,382
All built-up roads:⁴								
Fatal	91	271	1,230	88	95	125	1,835	1,933
Fatal or serious	2,055	4,425	20,001	1,076	1,167	700	27,736	29,860
All severities	15,829	20,501	202,284	9,828	9,661	4,967	250,322	266,463
Non built-up roads:³								
A roads								
Fatal	30	237	1,491	21	119	231	2,133	2,165
Fatal or serious	197	1,602	8,289	90	596	848	11,601	11,814
All severities	644	3,816	48,742	395	3,210	3,771	60,799	61,485
B roads								
Fatal	12	76	318	5	20	17	444	457
Fatal or serious	58	468	2,085	26	137	102	2,874	2,939
All severities	190	1,003	10,372	104	587	458	12,783	13,001
Other roads								
Fatal	11	60	280	5	17	17	389	403
Fatal or serious	104	444	2,522	29	149	96	3,318	3,434
All severities	407	1,155	14,905	181	919	602	18,163	18,642
All non built-up roads:⁴								
Fatal	53	373	2,089	31	156	265	2,966	3,025
Fatal or serious	359	2,514	12,896	145	882	1,046	17,793	18,187
All severities	1,241	5,974	74,019	680	4,716	4,831	91,745	93,128
All speed limits:⁵								
Motorways								
Fatal	0	15	201	2	16	82	318	318
Fatal or serious	2	120	1,519	16	158	396	2,228	2,230
All severities	14	382	15,539	65	1,351	2,718	20,236	20,254
A roads								
Fatal	70	358	2,068	68	157	300	2,996	3,070
Fatal or serious	952	3,593	16,587	666	1,078	1,239	23,481	24,464
All severities	6,315	13,621	136,354	5,436	7,699	6,623	171,934	178,370
B roads								
Fatal	30	117	539	14	35	33	750	781
Fatal or serious	308	1,077	4,942	154	297	175	6,749	7,073
All severities	1,918	3,610	36,888	1,214	1,811	1,012	45,212	47,197
Other roads								
Fatal	44	169	712	37	59	57	1,055	1,107
Fatal or serious	1,154	2,269	11,368	401	674	332	15,299	16,510
All severities	8,837	9,244	103,061	3,858	4,867	2,163	124,921	134,024
Total⁴								
Fatal	144	659	3,520	121	267	472	5,119	5,276
Fatal or serious	2,416	7,059	34,416	1,237	2,207	2,142	47,757	50,277
All severities	17,084	26,857	291,842	10,573	15,728	12,516	362,303	379,845

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: 2004

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	6.8	11	0.8	3.9	0.5	2.1	1.0	1.0
Fatal or serious	127	186	11	48	5	12	13	14
All severities	954	920	119	416	46	85	125	130
Other roads ⁵								
Fatal	1.6	6.5	0.6	1.9	0.4	2.2	0.7	0.7
Fatal or serious	45	116	11	22	3.9	12	12	13
All severities	373	536	107	216	31	87	107	113
All Urban roads: ^{6,8}								
Fatal	2.6	8	0.7	2.6	0.4	2.1	0.8	0.8
Fatal or serious	61	142	11	31	4	12	12	13
All severities	483	678	112	289	37	86	115	120
Rural roads: ^{4,8}								
A roads								
Fatal	24	19	1.4	2.6	0.7	2.3	1.5	1.6
Fatal or serious	186	133	8	12	3.9	9	9	9
All severities	757	339	49	68	22	39	48	49
Other roads ³								
Fatal	4.4	23	1.4	1.9	0.4	2.6	1.6	1.6
Fatal or serious	48	179	12	16	4.1	15	13	14
All severities	232	487	78	98	23	83	76	78
All Rural roads: ⁶								
Fatal	7.3	21	1.4	2.3	0.6	2.3	1.6	1.6
Fatal or serious	68	150	9	14	3.9	10	10	11
All severities	307	394	58	81	22	45	57	59
All speed limits: ⁷								
Motorways								
Fatal	..	3.9	0.3	0.4	0.1	0.7	0.3	0.3
Fatal or serious	..	31	2.1	3.5	1.4	3.2	2.3	2.3
All severities	..	98	21	14	12	22	21	21
A roads								
Fatal	10	16	1.1	3.3	0.6	2.2	1.3	1.4
Fatal or serious	138	156	9	33	4.2	9	10	11
All severities	917	593	75	266	30	49	77	79
Other roads ⁵								
Fatal	2.3	12	0.9	1.9	0.4	2.4	1.0	1.0
Fatal or serious	46	136	11	20	4.0	14	12	13
All severities	339	521	97	186	27	85	96	100
Total ⁶								
Fatal	3.7	13	0.9	2.3	0.4	1.6	1.0	1.1
Fatal or serious	63	137	9	24	3.6	7	10	10
All severities	442	521	73	202	26	43	73	76
Estimated vehicle kilometres (100 million):								
Built-up roads: ⁴	29	27	1,610	32	229	50	1,948	1,977
Non built-up roads: ⁴	9	21	1,644	16	269	122	2,072	2,081
Motorways	0	4	726	5	110	122	966	966
Total	39	52	3,981	52	608	294	4,986	5,025

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.

8 See urban and rural definitions.

42 Vehicles: by junction type, vehicle type, built-up and non built-up roads: 2004

		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	1,678	6,524	1,617	211	57	621	1,012	4,106
	Non built-up roads	189	237	47	4	34	28	62	640
	Motorways	1	2	1	0	2	0	0	8
Two-wheel motor vehicles	Built-up roads	1,768	8,658	2,184	286	117	744	1,288	5,453
	Non built-up roads	703	996	206	31	134	154	338	3,412
	Motorways	35	2	1	1	50	2	1	290
Cars	Built-up roads	18,596	75,462	26,544	3,697	1,415	7,475	8,491	60,569
	Non built-up roads	6,673	12,599	3,714	468	2,403	1,618	3,309	43,225
	Motorways	932	76	19	36	1,498	124	1	12,853
Buses or coaches	Built-up roads	663	3,347	1,166	240	48	381	178	3,804
	Non built-up roads	47	114	30	5	20	12	32	420
	Motorways	1	1	0	0	8	4	1	50
Light goods vehicles	Built-up roads	793	3,579	1,206	127	69	297	464	3,124
	Non built-up roads	338	793	188	25	148	96	289	2,837
	Motorways	53	7	1	2	131	10	0	1,147
Heavy goods vehicles:									
Articulated	Built-up roads	231	301	120	24	14	31	50	395
	Non built-up roads	279	177	37	6	85	38	80	1,211
	Motorways	27	3	0	2	148	8	1	1,441
Rigid	Built-up roads	423	1,251	426	69	34	119	190	1,289
	Non built-up roads	242	380	102	15	103	56	160	1,859
	Motorways	50	3	0	0	96	10	0	929
Other vehicles ¹	Built-up roads	231	1,176	339	69	17	193	137	1,231
	Non built-up roads	65	235	49	6	49	55	112	1,095
	Motorways	7	0	0	0	9	3	1	165
All vehicles ¹	Built-up roads	24,383	100,298	33,602	4,723	1,771	9,861	11,810	79,971
	Non built-up roads	8,536	15,531	4,373	560	2,976	2,057	4,382	54,699
	Motorways	1,106	94	22	41	1,942	161	5	16,883

¹ Includes cases where vehicle type was unknown.

43 Vehicles skidding: by road surface condition and vehicle type: 2004

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	13,288	19,708	185,992	8,110	9,999	8,074	3,251	334	248,756
% of which skidded	2.8	19.2	10.2	3.3	12.4	11.0	7.3	2.1	10.4
Wet or flood:									
All	3,650	6,622	98,845	2,321	5,311	4,136	1,417	114	122,416
% of which skidded	5.3	29.6	19.5	8.8	22.0	15.6	11.6	2.6	19.3
Snow or ice:									
All	110	246	5,588	102	307	222	83	5	6,663
% of which skidded	20.9	51.6	45.0	30.4	45.6	24.8	37.3	-	43.9
Mud or oil:									
All	12	254	1,125	31	90	75	33	2	1,622
% of which skidded	41.7	72.8	51.4	32.3	44.4	28.0	36.4	-	52.5
All conditions:²									
All	17,084	26,857	291,842	10,573	15,728	12,516	4,787	458	379,845
% of which skidded	3.5	22.6	14.2	4.9	16.5	12.8	9.3	2.2	14.0

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: by vehicle type and manoeuvre: 2004

(a) Two-wheel vehicles

	Number of vehicles				
	Pedal cycles	Mopeds	Motorcycles under 125cc	Motorcycles over 125cc ¹	All two-wheel vehicles
Reversing	29	3	3	4	39
Parked	48	21	22	34	125
Waiting to go ahead but held up	177	123	165	378	843
Stopping	123	182	170	350	825
Starting	162	24	50	81	317
U turning	30	20	15	31	96
Turning left or waiting to	473	176	221	341	1,211
Turning right or waiting to	1,261	412	388	471	2,532
Changing lane	253	43	69	174	539
Overtaking a moving or stationary vehicle	853	653	1,007	2,316	4,829
Going ahead on a bend	666	392	667	2,111	3,836
Going ahead other	12,986	3,184	4,724	7,813	28,707
All known manoeuvres	17,061	5,233	7,501	14,104	43,899
Number of vehicles ⁵ involved in accidents	17,084	5,238	7,505	14,114	43,941
of which:					
at a junction	12,327	3,626	5,195	8,878	30,026
skidded	599	988	1,413	3,667	6,667

(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	3,746	42	449	146	33	179	4,556
Parked	10,732	863	940	416	170	586	13,512
Waiting to go ahead but held up	27,195	478	1,081	318	139	460	29,403
Stopping	13,286	1,274	745	330	189	519	15,997
Starting	3,517	767	190	99	46	145	4,681
U turning	2,329	19	175	33	21	54	2,613
Turning left or waiting to	11,446	318	591	280	153	433	12,982
Turning right or waiting to	38,171	590	1,651	661	228	890	41,914
Changing lane	4,749	134	384	586	845	1,431	6,814
Overtaking a moving or stationary vehicle	10,045	300	584	285	155	440	11,560
Going ahead on a bend	26,317	496	1,312	799	519	1,318	29,913
Going ahead other	139,904	5,280	7,619	3,836	2,212	6,051	161,503
All known manoeuvres	291,437	10,561	15,721	7,789	4,710	12,506	335,448
Towing:							
Caravan	203	0	12	5	0	5	223
Other	782	7	224	382	0	382	1,875
All towing	985	7	236	387	0	387	2,098
Number of vehicles ⁵ involved in accidents	291,842	10,573	15,728	7,797	4,710	12,516	335,904
of which:							
at a junction	175,150	6,298	8,616	3,725	1,662	5,391	198,208
skidded ⁶	41,364	516	2,590	1,031	575	1,606	46,530
jackknifed ⁶	81	2	12	16	132	148	262
overturned	3,917	3	233	125	224	349	4,633

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): 2004

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	22,625	5,897	198	290	17,926	10,562	3,868	28,778	9.9
Greater Manchester	5,922	3,640	163	632	4,508	4,620	938	9,760	7.3
Merseyside	3,831	1,193	37	144	2,167	2,757	658	5,068	8.7
South Yorkshire	2,928	1,582	78	234	1,694	2,660	611	4,588	7.7
Tyne and Wear	2,414	1,192	63	52	1,630	2,000	387	3,682	8.4
West Midlands	6,129	2,635	125	213	3,604	5,096	1,044	8,913	5.8
West Yorkshire	5,224	2,643	139	412	3,334	4,292	1,064	8,038	8.0
Avon	2,371	1,081	38	291	1,298	1,917	478	3,506	5.9
Bath & North East Somerset UA	279	155	11	0	211	238	68	449	4.8
City of Bristol UA	1,055	405	9	53	618	800	210	1,471	6.6
North Somerset UA	449	229	5	67	207	414	94	688	5.7
South Gloucestershire UA	588	292	13	171	262	465	106	898	5.6
Bedfordshire	1,054	547	50	85	676	898	223	1,659	5.2
Bedfordshire (excludes UA)	753	412	45	75	551	589	168	1,215	5.2
Luton UA	301	135	5	10	125	309	55	444	5.4
Berkshire	1,723	759	38	298	1,020	1,210	327	2,528	4.2
Bracknell Forest UA	194	90	4	9	134	146	41	289	3.5
West Berkshire UA	283	156	9	75	154	220	86	449	3.9
Reading UA	329	141	1	9	251	213	54	473	6.2
Slough UA	327	110	4	62	142	237	41	441	3.1
Windsor and Maidenhead UA	306	138	13	80	170	209	48	459	5.4
Wokingham UA	284	124	7	63	169	185	57	417	4.5
Buckinghamshire	1,653	863	68	271	904	1,430	418	2,605	5.5
Buckinghamshire (excludes UA)	1,089	614	51	205	695	871	320	1,771	5.6
Milton Keynes UA	564	249	17	66	209	559	98	834	5.3
Cambridgeshire	2,218	1,130	73	46	1,587	1,817	559	3,450	7.8
Cambridgeshire (excluding UAs)	1,594	835	64	46	1,110	1,363	448	2,519	7.2
Peterborough UA	624	295	9	0	477	454	111	931	10.5
Cheshire	2,562	1,607	66	439	1,871	1,964	608	4,274	6.5
Cheshire (excluding UAs)	1,689	1,189	56	289	1,401	1,276	433	2,966	6.1
Halton UA	286	139	3	12	100	320	61	432	6.9
Warrington UA	587	279	7	138	370	368	114	876	7.9
Cleveland	982	466	34	0	630	856	226	1,486	5.9
Hartlepool UA	173	79	8	0	95	165	40	260	6.9
Middlesborough UA	304	131	3	0	164	276	52	440	8.1
Redcar & Cleveland UA	199	97	9	0	128	177	52	305	4.5
Stockton on Tees UA	306	159	14	0	243	238	82	481	5.1
Cornwall	1,138	814	33	0	866	1,136	209	2,002	6.2
Cumbria	1,221	625	53	88	927	894	337	1,909	6.4
Derbyshire	2,096	1,295	95	200	1,550	1,755	574	3,505	5.9
Derbyshire (excludes UA)	1,585	1,028	80	200	1,188	1,324	467	2,712	5.8
City of Derby UA	511	267	15	0	362	431	107	793	6.6
Devon	2,411	1,327	40	46	1,298	2,453	325	3,797	5.8
Devon (excluding UAs)	1,473	910	36	46	997	1,393	228	2,436	5.2
Plymouth UA	638	297	4	0	201	739	70	940	8.1
Torbay UA	300	120	0	0	100	321	27	421	6.1

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): 2004

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	1,739	828	53	0	1,069	1,552	367	2,621	6.0
Dorset (excludes UAs)	929	489	39	0	656	802	237	1,458	5.5
Bournemouth UA	462	196	6	0	252	412	78	664	7.6
Poole UA	348	143	8	0	161	338	52	499	5.8
Durham	1,035	657	68	60	668	1,049	236	1,777	6.1
Durham (excludes UA)	828	535	59	48	540	849	199	1,437	5.9
Darlington UA	207	122	9	12	128	200	37	340	6.7
East Sussex	2,007	744	37	0	1,247	1,548	410	2,795	7.0
East Sussex (excludes UA)	1,162	521	31	0	863	857	295	1,720	5.9
Brighton & Hove UA	845	223	6	0	384	691	115	1,075	10.3
Essex	4,031	1,936	129	285	2,244	3,602	1,111	6,131	6.3
Essex (excluding UAs)	3,192	1,623	106	242	1,747	2,959	929	4,948	6.1
Southend on Sea UA	414	141	13	1	222	348	81	571	6.9
Thurrock UA	425	172	10	42	275	295	101	612	7.4
Gloucestershire	1,332	617	52	110	893	1,019	233	2,022	5.7
Hampshire	3,911	1,630	63	437	2,011	3,176	783	5,624	5.5
Hampshire (excludes UAs)	2,720	1,219	57	367	1,350	2,297	578	4,014	5.0
Portsmouth UA	581	199	3	50	363	371	111	784	7.7
Southampton UA	610	212	3	20	298	508	94	826	7.9
Herefordshire UA	382	222	16	7	329	288	120	624	4.9
Hertfordshire	2,553	1,574	89	671	1,631	1,929	582	4,231	6.7
Humberside	1,888	1,073	90	63	1,121	1,877	640	3,061	6.6
East Riding of Yorkshire UA	577	386	44	24	380	607	238	1,011	5.2
Kingston upon Hull UA	542	300	11	0	296	558	121	854	8.5
North East Lincolnshire UA	367	192	11	0	222	349	134	571	7.7
North Lincolnshire UA	402	195	24	39	223	363	147	625	6.7
Isle of Wight UA	320	130	5	0	203	254	84	457	5.8
Kent	3,973	1,690	125	447	2,735	2,628	808	5,810	6.4
Kent (excluding UAs)	3,515	1,479	115	428	2,505	2,196	717	5,129	6.6
Medway Town UA	458	211	10	19	230	432	91	681	5.2
Lancashire	3,360	1,994	100	396	2,238	2,859	850	5,493	7.4
Lancashire (excluding UAs)	2,711	1,662	89	388	1,848	2,262	738	4,498	7.3
Blackburn with Darwen UA	304	189	6	8	196	297	58	501	8.1
Blackpool UA	345	143	5	0	194	300	54	494	7.8
Leicestershire	2,006	1,240	69	225	1,317	1,813	363	3,355	6.3
Leicestershire (excludes UAs)	1,189	833	41	225	735	1,139	257	2,099	5.6
City of Leicester UA	750	351	22	0	493	632	82	1,125	8.1
Rutland UA	67	56	6	0	89	42	24	131	5.9
Lincolnshire	1,623	960	117	0	1,250	1,499	386	2,749	6.6
Norfolk	1,584	1,028	86	0	1,251	1,456	471	2,707	5.4
Northamptonshire	1,269	610	70	122	983	870	420	1,975	5.1
Northumberland	690	414	57	0	550	618	197	1,168	7.0
North Yorkshire	1,887	1,017	94	25	1,448	1,616	682	3,089	6.7
North Yorkshire (excludes UA)	1,483	837	79	25	1,208	1,236	581	2,469	6.7
City of York UA	404	180	15	0	240	380	101	620	7.0

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): 2004

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	2,248	1,117	89	62	1,713	1,841	727	3,616	7.0
Nottinghamshire (excluding UAs)	1,542	861	78	62	1,202	1,329	560	2,593	6.2
City of Nottingham UA	706	256	11	0	511	512	167	1,023	10.5
Oxfordshire	1,287	688	46	95	979	962	342	2,036	5.5
Shropshire	836	518	34	18	595	797	245	1,410	5.0
Shropshire (excluding UAs)	548	343	26	8	462	465	172	935	4.8
Telford and Wrekin UA	288	175	8	10	133	332	73	475	5.6
Somerset	1,082	620	36	73	872	812	282	1,757	5.3
Staffordshire	2,598	1,606	100	307	2,116	1,909	398	4,332	7.1
Staffordshire (excludes UA)	1,967	1,254	71	307	1,530	1,478	317	3,315	6.7
Stoke on Trent UA	631	352	29	0	586	431	81	1,017	8.9
Suffolk	1,343	780	67	0	1,089	1,131	354	2,220	5.1
Surrey	3,236	1,596	94	629	2,177	2,146	523	4,952	6.9
Warwickshire	1,370	747	50	272	719	1,181	434	2,172	6.5
West Sussex	1,639	803	21	28	1,167	1,281	341	2,476	5.3
Wiltshire	1,341	832	57	130	1,067	1,042	338	2,239	5.0
Wiltshire (excludes UA)	896	608	50	91	818	654	264	1,563	5.4
Swindon UA	445	224	7	39	249	388	74	676	4.2
Worcestershire	994	532	41	132	689	761	254	1,582	4.5
England	122,066	57,499	3,346	8,335	83,861	91,833	25,835	184,029	6.7
Wales	6,193	3,105	180	277	4,363	4,895	1,302	9,535	5.9
Scotland	7,727	5,535	525	460	6,205	7,181	2,589	13,846	5.7
Great Britain	135,986	66,139	4,051	9,072	94,429	103,909	29,726	207,410	6.6

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): 2004

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		
Greater London	7,429	303	1,506	966	4,475	340	2,960	895	5,560	1,321	16,549	4,171	34,581
Greater Manchester	2,539	151	930	264	1,339	78	816	177	795	351	8,850	1,042	13,543
Merseyside	1,366	99	433	150	588	46	302	101	342	347	5,163	770	7,374
South Yorkshire	1,278	65	366	132	461	40	283	130	427	299	4,196	705	6,335
Tyne and Wear	1,086	66	315	101	468	33	287	66	285	125	3,262	414	5,085
West Midlands	2,579	150	742	280	1,097	62	554	168	749	432	7,829	1,149	11,814
West Yorkshire	2,108	103	595	257	931	78	440	228	782	494	8,305	1,215	12,031
Avon	1,007	30	182	86	384	54	401	136	493	201	2,843	525	4,523
Bath & North East Somerset UA	172	6	31	15	59	2	44	20	66	26	371	71	593
City of Bristol UA	394	17	78	49	214	35	213	58	220	62	1,008	228	1,829
North Somerset UA	193	3	37	11	63	6	60	26	80	63	613	111	907
South Gloucestershire UA	248	4	36	11	48	11	84	32	127	50	851	115	1,194
Bedfordshire	576	27	110	36	150	14	117	57	181	107	1,632	251	2,341
Bedfordshire (excludes UA)	392	14	61	18	91	11	87	46	141	96	1,254	194	1,756
Luton UA	184	13	49	18	59	3	30	11	40	11	378	57	585
Berkshire	806	16	106	44	224	39	275	83	321	171	2,139	367	3,216
Bracknell Forest UA	110	1	8	9	17	5	27	12	45	14	251	42	357
West Berkshire UA	145	1	16	2	17	6	28	22	58	62	430	98	587
Reading UA	144	5	28	14	84	6	75	15	67	17	284	57	568
Slough UA	118	5	27	8	50	8	48	8	39	10	357	45	552
Windsor and Maidenhead UA	137	2	12	6	30	3	42	14	54	30	448	55	613
Wokingham UA	152	2	15	5	26	11	55	12	58	38	369	70	539
Buckinghamshire	696	21	100	38	152	21	162	89	283	314	2,757	512	3,651
Buckinghamshire (excludes UA)	479	16	72	31	108	16	102	67	196	250	1,841	401	2,450
Milton Keynes UA	217	5	28	7	44	5	60	22	87	64	916	111	1,201
Cambridgeshire	738	16	91	41	194	74	508	117	388	363	3,189	649	4,666
Cambridgeshire (excluding UA)	579	12	61	33	136	61	402	99	303	292	2,273	527	3,396
Peterborough UA	159	4	30	8	58	13	106	18	85	71	916	122	1,270
Cheshire	993	44	173	84	313	43	294	142	441	379	4,327	723	5,982
Cheshire (excluding UAs)	680	22	112	56	216	30	200	102	312	288	3,054	519	4,163
Halton UA	119	7	26	9	36	5	33	13	50	36	429	74	629
Warrington UA	194	15	35	19	61	8	61	27	79	55	844	130	1,190
Cleveland	553	43	171	38	148	16	129	38	132	103	1,311	252	2,009
Hartlepool UA	90	8	28	9	32	3	22	8	25	21	230	49	353
Middlesborough UA	138	9	46	13	54	3	38	8	23	19	399	56	593
Redcar & Cleveland UA	139	14	50	6	17	3	29	8	29	20	277	54	428
Stockton on Tees UA	186	12	47	10	45	7	40	14	55	43	405	93	635
Cornwall	517	8	92	24	139	15	97	55	252	156	2,004	268	2,738
Cumbria	495	24	124	42	171	18	121	73	233	244	1,890	434	2,742
Derbyshire	979	45	175	80	289	56	258	144	435	306	3,288	672	4,909
Derbyshire (excludes UA)	745	33	120	49	177	38	155	127	365	270	2,688	555	3,909
City of Derby UA	234	12	55	31	112	18	103	17	70	36	600	117	1,000
Devon	1,102	14	229	36	381	22	275	99	552	188	3,081	378	4,824
Devon (excluding UAs)	725	7	110	15	198	12	172	67	311	157	2,198	269	3,166
Plymouth UA	244	4	78	16	115	7	71	23	175	26	632	81	1,152
Torbay UA	133	3	41	5	68	3	32	9	66	5	251	28	506

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): 2004

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	701	10	89	49	209	28	247	112	457	207	2,434	421	3,608
Dorset (excludes UAs)	400	5	40	22	91	12	85	64	229	167	1,568	281	2,128
Bournemouth UA	164	3	29	19	79	10	95	25	117	26	486	85	843
Poole UA	137	2	20	8	39	6	67	23	111	14	380	55	637
Durham	596	13	120	39	135	17	119	51	163	127	1,839	258	2,610
Durham (excludes UA)	497	9	100	31	106	15	85	42	136	108	1,532	216	2,142
Darlington UA	99	4	20	8	29	2	34	9	27	19	307	42	468
East Sussex	749	36	159	92	366	33	225	98	373	188	2,176	466	3,673
East Sussex (excludes UA)	497	24	96	52	171	19	96	77	250	155	1,558	343	2,337
Brighton & Hove UA	252	12	63	40	195	14	129	21	123	33	618	123	1,336
Essex	1,636	56	251	128	424	72	452	295	911	664	5,555	1,280	8,155
Essex (excluding UAs)	1,330	41	192	105	328	58	360	255	749	567	4,529	1,075	6,608
Southend on Sea UA	160	8	36	19	68	8	60	17	79	30	426	89	707
Thurrock UA	146	7	23	4	28	6	32	23	83	67	600	116	840
Gloucestershire	573	8	85	36	170	15	188	54	248	144	1,896	276	2,714
Hampshire	1,663	61	322	101	460	97	674	219	826	373	4,545	895	7,326
Hampshire (excludes UAs)	1,253	37	192	54	256	56	424	165	564	324	3,559	670	5,332
Portsmouth UA	189	13	67	23	85	29	151	24	104	28	473	118	962
Southampton UA	221	11	63	24	119	12	99	30	158	21	513	107	1,032
Herefordshire UA	178	1	17	9	48	6	38	29	74	83	657	141	918
Hertfordshire	1,041	30	145	74	270	49	337	131	543	369	4,508	691	6,174
Humberside	888	47	207	85	261	83	394	150	398	314	2,694	721	4,197
East Riding of Yorkshire UA	325	7	38	21	67	18	86	59	129	150	1,013	277	1,432
Kingston upon Hull UA	249	20	89	32	108	24	144	25	107	20	553	126	1,065
North East Lincolnshire UA	158	13	54	16	48	26	110	30	72	57	450	149	771
North Lincolnshire UA	156	7	26	16	38	15	54	36	90	87	678	169	929
Isle of Wight UA	138	5	26	12	41	10	36	22	105	39	379	91	617
Kent	1,610	67	333	96	462	42	359	228	873	450	5,125	936	7,587
Kent (excluding UA)	1,359	53	258	85	405	36	310	198	752	418	4,626	839	6,753
Medway Town UA	251	14	75	11	57	6	49	30	121	32	499	97	834
Lancashire	1,435	89	446	123	527	76	454	175	616	494	5,267	1,018	7,807
Lancashire (excluding UAs)	1,152	76	326	100	387	64	359	149	487	447	4,507	891	6,488
Blackburn with Darwen UA	140	9	73	12	62	2	25	9	51	32	424	68	678
Blackpool UA	143	4	47	11	78	10	70	17	78	15	336	59	641
Leicestershire	947	22	197	43	272	29	304	84	377	229	3,153	426	4,620
Leicestershire (excludes UAs)	625	9	85	24	117	16	152	61	252	181	2,184	302	3,020
City of Leicester UA	285	13	109	17	150	12	145	17	109	30	821	94	1,411
Rutland UA	37	0	3	2	5	1	7	6	16	18	148	30	189
Lincolnshire	674	15	94	39	209	16	194	76	347	337	2,863	516	3,980
Norfolk	817	19	110	55	223	46	237	106	406	308	2,571	557	3,751
Northamptonshire	647	22	100	52	183	23	120	87	222	279	1,909	498	2,774
Northumberland	311	8	45	21	82	15	58	47	117	137	1,297	234	1,754
North Yorkshire	765	34	128	68	252	34	240	180	492	471	2,941	845	4,486
North Yorkshire (excludes UA)	580	27	103	55	192	24	121	155	375	414	2,517	723	3,649
City of York UA	185	7	25	13	60	10	119	25	117	57	424	122	837

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): 2004

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		
Nottinghamshire	1,035	59	233	87	313	65	331	186	509	395	3,158	858	5,010
Nottinghamshire (excluding UA)	760	40	147	47	167	45	227	149	389	337	2,423	678	3,696
City of Nottingham UA	275	19	86	40	146	20	104	37	120	58	735	180	1,314
Oxfordshire	620	14	74	41	153	43	268	78	258	185	1,707	381	2,635
Shropshire	449	17	67	19	97	20	98	56	157	179	1,460	299	1,998
Shropshire (excluding UA)	288	9	37	11	63	11	74	41	105	134	959	213	1,329
Telford and Wrekin UA	161	8	30	8	34	9	24	15	52	45	501	86	669
Somerset	512	10	58	30	139	13	133	70	214	213	1,789	345	2,448
Staffordshire	1,051	29	249	63	313	33	277	87	475	229	4,256	464	5,991
Staffordshire (excludes UA)	813	21	154	47	207	26	200	65	363	195	3,397	373	4,649
Stoke on Trent UA	238	8	95	16	106	7	77	22	112	34	859	91	1,342
Suffolk	684	14	67	37	134	32	209	101	331	207	2,016	416	2,982
Surrey	1,067	20	117	62	286	51	370	148	676	330	4,979	648	6,905
Warwickshire	525	27	87	36	131	27	156	99	254	296	2,166	515	2,999
West Sussex	762	19	98	44	222	39	274	92	321	181	2,168	389	3,259
Wiltshire	627	13	80	33	148	29	167	73	287	245	2,302	406	3,216
Wiltshire (excludes UA)	445	8	45	23	91	16	100	54	185	214	1,704	326	2,265
Swindon UA	182	5	35	10	57	13	67	19	102	31	598	80	951
Worcestershire	552	12	68	26	125	23	122	60	196	140	1,488	283	2,204
England	50,094	2,002	10,512	4,299	18,559	2,115	15,360	5,992	23,877	13,714	161,913	29,771	248,762
Wales	2,952	92	549	208	982	66	516	267	778	833	10,082	1,537	13,687
Scotland	5,078	245	1,173	498	1,863	127	772	389	986	1,597	11,863	3,043	18,391
Great Britain	58,124	2,339	12,234	5,005	21,404	2,308	16,648	6,648	25,641	16,144	183,858	34,351	280,840

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

2 2003 population data.

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
Middlesborough 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	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 Casualties: by Government Office Region, country and severity: 1994-98 average, 1997 - 2004

		Number of casualties								
		1994-98 Average	1997	1998	1999	2000	2001	2002	2003	2004
North East	Fatal	139	135	121	126	93	102	126	132	128
	KSI ¹	1,471	1,347	1,244	1,275	1,188	1,145	1,195	1,261	1,158
	Total	12,067	12,667	12,310	11,536	11,760	11,617	11,706	11,878	11,458
North West	Fatal	331	321	305	305	299	298	271	338	276
	KSI	4,530	4,413	3,829	3,717	3,542	3,495	3,398	3,350	3,217
	Total	35,446	36,531	36,001	34,791	34,616	33,527	32,197	30,590	30,074
Merseyside	Fatal	61	55	50	55	71	43	62	67	62
	KSI	841	838	763	688	759	702	781	781	770
	Total	9,754	9,981	9,814	9,959	9,898	8,672	7,798	7,473	7,374
North West/Merseyside	Fatal	393	376	355	360	370	341	333	405	338
	KSI	5,371	5,251	4,592	4,405	4,301	4,197	4,179	4,131	3,987
	Total	45,200	46,512	45,815	44,750	44,514	42,199	39,995	38,063	37,448
Yorkshire/Humberside	Fatal	327	324	315	305	319	331	322	318	311
	KSI	4,206	4,157	3,894	3,803	3,606	3,711	3,756	3,593	3,486
	Total	28,808	29,918	30,639	29,759	29,564	29,235	29,053	28,368	27,049
East Midlands	Fatal	357	357	381	390	330	323	373	366	299
	KSI	4,020	4,019	3,900	3,739	3,483	3,347	3,401	3,169	2,970
	Total	23,116	23,943	24,087	23,597	23,582	22,675	22,515	21,819	21,293
West Midlands	Fatal	328	338	313	269	304	323	306	321	286
	KSI	4,759	4,680	4,333	3,794	3,685	3,446	3,185	2,987	2,851
	Total	28,592	29,889	28,766	29,037	29,520	28,924	28,044	26,863	25,924
East of England	Fatal	363	350	328	408	393	382	385	370	355
	KSI	4,991	4,886	4,703	4,518	4,552	4,370	4,071	3,994	3,844
	Total	30,170	30,659	30,821	30,186	31,350	30,609	29,158	28,301	28,069
South East	Fatal	489	508	477	516	522	469	520	525	472
	KSI	6,039	5,814	5,632	6,086	5,924	5,765	5,694	5,079	4,685
	Total	44,918	45,642	45,135	45,070	44,565	44,213	42,194	40,008	38,869
London	Fatal	247	276	226	264	286	300	281	272	216
	KSI	6,696	7,035	6,870	5,961	6,106	6,101	5,671	5,164	4,171
	Total	45,805	46,432	45,679	45,978	46,003	44,622	41,508	38,477	34,581
South West	Fatal	343	337	318	284	298	345	334	295	309
	KSI	3,262	3,064	2,977	3,051	3,021	3,010	3,113	2,918	2,619
	Total	24,092	24,706	24,964	25,213	24,863	25,584	24,847	24,122	24,071
England	Fatal	2,986	3,001	2,834	2,922	2,915	2,916	2,980	3,004	2,714
	KSI	40,815	40,253	38,145	36,632	35,866	35,092	34,265	32,296	29,771
	Total	282,768	290,368	288,216	285,126	285,721	279,678	269,020	257,899	248,762
Wales	Fatal	213	221	202	191	169	187	147	173	201
	KSI	2,008	1,910	1,661	1,869	1,821	1,722	1,632	1,655	1,537
	Total	14,856	14,832	14,540	14,347	14,087	13,775	14,336	14,036	13,687
Scotland	Fatal	378	377	385	310	325	347	304	331	306
	KSI	4,833	4,420	4,449	4,044	3,877	3,746	3,510	3,264	3,043
	Total	22,304	22,603	22,456	20,837	20,475	19,856	19,249	18,672	18,391
Great Britain	Fatal	3,578	3,599	3,421	3,423	3,409	3,450	3,431	3,508	3,221
	KSI	47,656	46,583	44,255	42,545	41,564	40,560	39,407	37,215	34,351
	Total	319,928	327,803	325,212	320,310	320,283	313,309	302,605	290,607	280,840
Northern Ireland	Fatal	149	144	160	141	171	148	150	150	147
	KSI	1,662	1,548	1,538	1,650	1,786	1,830	1,676	1,438	1,330
	Total	12,499	12,698	13,402	13,449	14,720	13,142	11,914	10,325	9,507
United Kingdom	Fatal	3,727	3,743	3,581	3,564	3,580	3,598	3,581	3,658	3,368
	KSI	49,317	48,131	45,793	44,195	43,350	42,390	41,083	38,653	35,681
	Total	332,427	340,501	338,614	333,759	335,003	326,451	314,519	300,932	290,347

¹ Killed or seriously injured

48 Number of casualties: by road class, Government Office Region¹ and severity: 2004

Number of casualties

		Built-Up				Non Built-Up			All Roads ²
		Motorways	A Roads	Other	Total	A Roads	Other	Total	
North East	Fatal	1	24	33	57	49	21	70	128
	KSI ³	8	216	456	672	321	157	478	1,158
	Total	178	2,465	4,909	7,374	2,781	1,125	3,906	11,458
North West	Fatal	30	77	93	170	106	32	138	338
	KSI	222	1,165	1,611	2,776	650	339	989	3,987
	Total	2,770	13,024	15,855	28,879	3,875	1,924	5,799	37,448
Yorkshire/Humberside	Fatal	18	67	77	144	101	48	149	311
	KSI	119	796	1,348	2,144	707	516	1,223	3,486
	Total	1,207	7,901	11,930	19,831	3,667	2,344	6,011	27,049
East Midlands	Fatal	8	39	51	90	143	58	201	299
	KSI	89	488	862	1,350	976	555	1,531	2,970
	Total	978	4,642	7,283	11,925	5,319	3,071	8,390	21,293
West Midlands	Fatal	18	69	71	140	81	47	128	286
	KSI	149	701	1,079	1,780	500	422	922	2,851
	Total	1,500	7,883	10,759	18,642	3,445	2,337	5,782	25,924
East of England	Fatal	14	38	53	91	158	92	250	355
	KSI	175	576	1,177	1,753	1,073	843	1,916	3,844
	Total	1,838	5,154	9,801	14,955	6,823	4,453	11,276	28,069
South East	Fatal	38	67	100	167	182	85	267	472
	KSI	302	948	1,573	2,521	1,182	680	1,862	4,685
	Total	3,339	9,358	14,085	23,443	7,524	4,563	12,087	38,869
London	Fatal	5	124	66	190	17	4	21	216
	KSI	41	2,467	1,491	3,958	153	19	172	4,171
	Total	422	20,512	12,446	32,958	1,106	95	1,201	34,581
South West	Fatal	21	29	62	91	142	55	197	309
	KSI	110	459	798	1,257	783	469	1,252	2,619
	Total	1,026	4,854	8,759	13,613	5,584	3,848	9,432	24,071
England	Fatal	153	534	606	1,140	979	442	1,421	2,714
	KSI	1,215	7,816	10,395	18,211	6,345	4,000	10,345	29,771
	Total	13,258	75,793	95,827	171,620	40,124	23,760	63,884	248,762
Wales	Fatal	3	29	37	66	89	43	132	201
	KSI	13	252	473	725	556	243	799	1,537
	Total	408	3,049	5,087	8,136	3,535	1,608	5,143	13,687
Scotland	Fatal	8	41	54	95	152	51	203	306
	KSI	73	503	883	1,386	1,128	456	1,584	3,043
	Total	642	3,766	6,796	10,562	4,908	2,279	7,187	18,391
Great Britain	Fatal	164	604	697	1,301	1,220	536	1,756	3,221
	KSI	1,301	8,571	11,751	20,322	8,029	4,699	12,728	34,351
	Total	14,308	82,608	107,710	190,318	48,567	27,647	76,214	280,840

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: 2004

Road user type	Number of casualties				
	England	Wales	Scotland	Northern Ireland	United Kingdom
Pedestrians:					
Killed	563	33	75	23	694
Injured	29,727	1,498	2,985	722	34,932
All severities	30,290	1,531	3,060	745	35,626
Pedal cyclists:					
Killed	118	9	7	2	136
Injured	15,242	507	765	158	16,672
All severities	15,360	516	772	160	16,808
Horse riders:					
Killed	2	0	0	0	2
Injured	121	8	1	4	134
All severities	123	8	1	4	136
TWMV users:					
Killed	505	39	41	22	607
Injured	23,372	739	945	475	25,531
All severities	23,877	778	986	497	26,138
Car users:					
Killed	1,393	111	167	94	1,765
Injured	160,520	9,971	11,696	7,275	189,462
All severities	161,913	10,082	11,863	7,369	191,227
Others:¹					
Killed	133	9	16	6	164
Injured	17,066	763	1,693	726	20,248
All severities	17,199	772	1,709	732	20,412
All road users:					
Killed	2,714	201	306	147	3,368
Injured	246,048	13,486	18,085	9,360	286,979
All severities	248,762	13,687	18,391	9,507	290,347

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: 2003¹

	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	3,004	1,498	677	535	6.0	1.1	7.1	1.4	1.2	0.6
Wales	173	84	34	527	5.9	1.1	6.5	1.2	1.7	0.9
Scotland	331	187	63	471	6.5	1.4	7.9	1.2	1.5	0.6
Great Britain	3,508	1,769	774	529	6.1	1.1	7.2	1.3	1.3	0.6
Northern Ireland	150	92	28	501	8.8	1.8	6.5	1.6	3.3	1.9
United Kingdom	3,658	1,861	802	528	6.1	1.2	7.1	1.3	1.3	0.6
Austria	931	524	132	630	11.5	1.8	11.7	1.6	2.8	0.5
Belgium	1,486 ⁵	899 ⁵	158 ⁵	559 ⁵	14.5 ⁵	2.6 ⁵	16.3 ⁵	1.5 ⁵	3.5 ⁵	0.9 ⁵
Denmark	432	244	49	465	8.0	1.7	9.7 ⁸	0.9	2.2	0.3
Finland	379	217	59	510	7.3	1.4	7.6	1.1	2.4	0.8
France	6,058	3,709	626	607	10.2	1.7	10.9	1.0	2.0	0.5
Germany	6,613	3,774	812	650	8.0	1.2	9.7	1.0	1.7	0.4
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	335	172	64	487	8.4	1.7 ⁴	10.9 ⁵	1.6	1.9	0.8
Italy	6,015	3,125	762	754	10.5	1.4	..	1.3	1.6	0.6
Luxembourg	53	..	7	781	11.8	1.5	..	1.6	1.2	1.2 ⁶
Netherlands	1,028	483	97	518	6.3	1.2	7.7	0.6	2.1	0.6
Portugal	1,546	630	280	496	14.8	3.0	..	2.7	3.3	1.3
Spain	5,399	3,211	787	597	12.8	2.1	..	1.9	2.5	0.6
Sweden	529	346	55	559	5.9	1.1	..	0.6	1.3	0.3
Czech Republic	1,447	798	290	440	14.2	3.2	31.7	2.8	2.4	1.2
Hungary	1,326	640	299	310	13.1	4.2	..	2.9	3.1	0.6
Norway	282	189	33	601	6.2	1.0	8.3 ⁸	0.7	2.2	0.9
Poland	5,640	2,543	1,878	416	14.8	3.5	..	4.9	3.5	1.6
Switzerland	546	260	91	668	7.5	1.1	8.8	1.2	1.9	0.8
Australia	1,621	..	232	662	8.2	1.2 ⁴	8.0	1.2	2.7	0.5
Canada	2,766	1,440	379	597	8.7	1.5	8.9	1.2	2.0	0.5
Iceland	23	17	3	714	7.9	1.1	16.0 ⁶	1.0	3.1	0.0
Japan	8,877	2,230	2,739	634	7.0	1.1	11.2	2.1	1.3	0.6
New Zealand	461	349	58	699	11.5	1.6	12.4 ⁶	1.4	3.1	1.1
Republic of Korea	7,212	1,717	2,896	366	15.0	4.1	26.0	6.0	4.1	2.8
USA	42,643	19,460	4,749	794	14.7	1.8	9.4 ⁵	1.6	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%; Republic of Korea (3 days) +15%.

3 All motor vehicles excluding mopeds/mofas.

4 Includes mopeds/mofas.

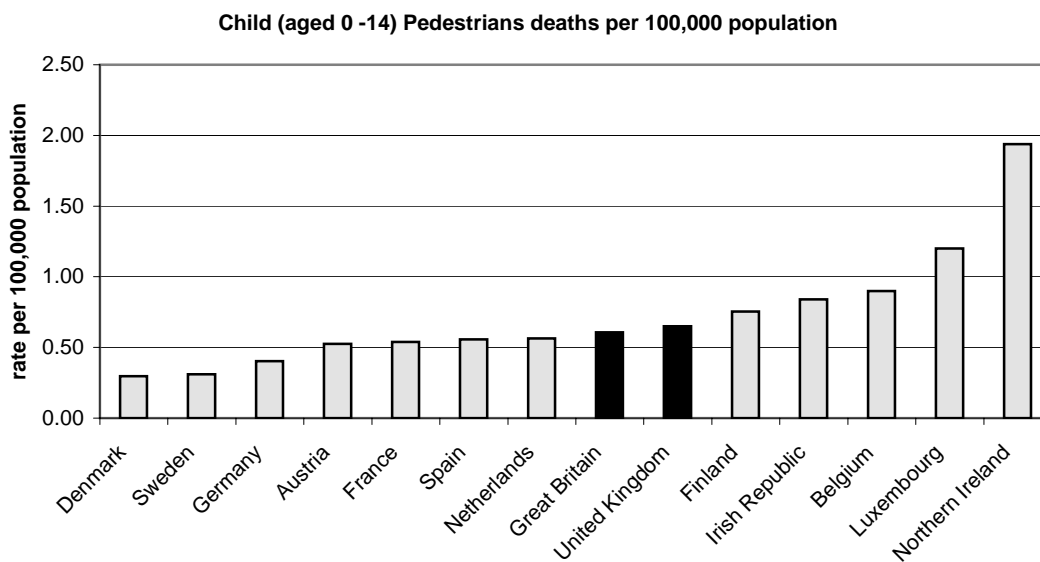
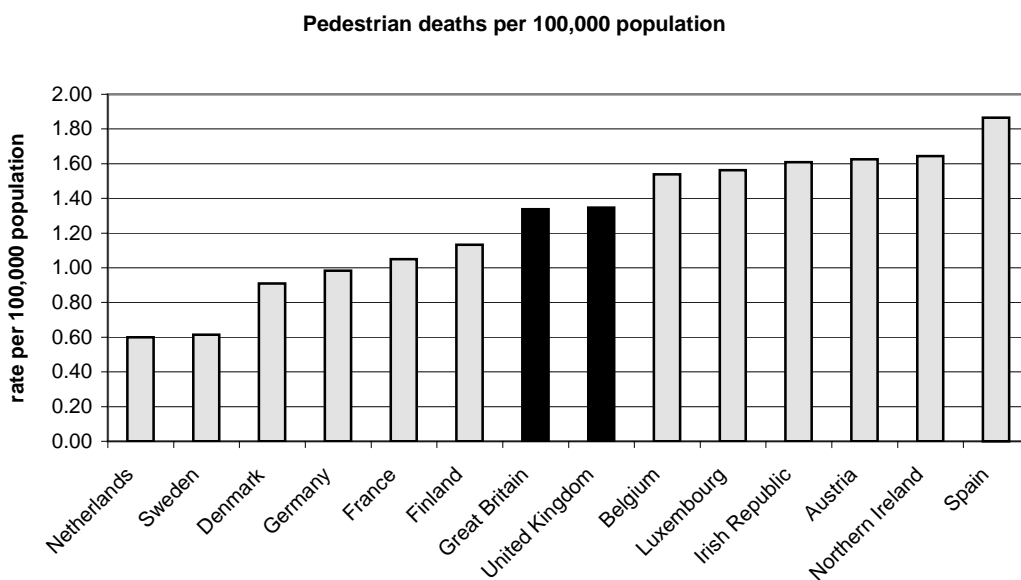
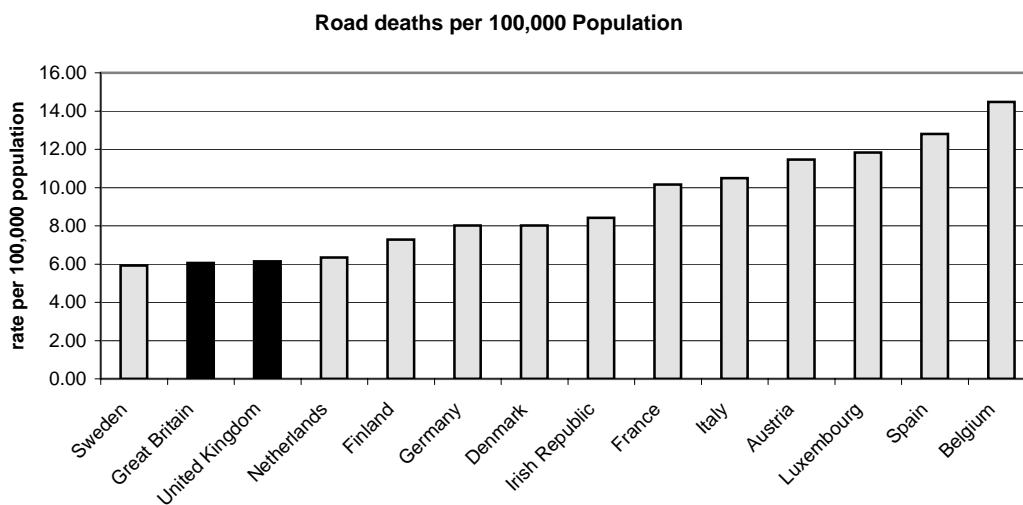
5 2001 data.

6 2000 data.

7 Excludes motorized two wheelers.

8 2002 data.

Table 50 - International comparisons: rates for different road users: EU Members: 2003



51 Passenger casualty rates by mode: 1994-2003¹

	Per billion passenger kilometres										
	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	1994-03 average
Air²											
Killed	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
KSI	0.00	0.05	0.01	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.01
All	0.01	0.07	0.01	0.03	0.07	0.18	0.04	0.00	0.00	0.00	0.04
Rail^{3,4}											
Killed	0.4	0.2	0.4	0.5	0.4	0.9	0.4	0.2	0.4	0.1	0.4
KSI	2.4	1.7	..	..	..	..	..	..	..	..	..
All	68.7	79.6	..	..	..	..	..	..	..	..	..
Injured	..	..	19.1	19.4	16.2	18.5	17.0	12.5	14.3	11.5	..
Water⁵											
Killed	0.0	0.0	0.8	0.0	0.7	0.4	0.4	0.4	0.0	0.0	0.3
KSI	33	39	39	33	41	28	52	54	49	61	43
Bus or coach											
Killed	0.5	0.8	0.2	0.3	0.4	0.2	0.3	0.2	0.4	0.2	0.3
KSI	17	17	15	12	13	12	11	11	11	10	13
All	214	197	198	196	199	202	195	191	173	175	194
Car⁶											
Killed	3.0	2.9	3.0	2.9	2.8	2.7	2.7	2.8	2.7	2.7	2.8
KSI	40	40	40	38	35	33	32	31	29	27	34
All	331	327	341	346	342	332	335	322	303	290	326
Van⁶											
Killed	1.1	1.2	1.0	1.0	1.0	0.9	0.9	0.9	1.0	0.9	1.0
KSI	19	19	16	14	14	13	12	11	11	10	14
All	131	121	117	115	113	104	100	102	96	89	108
Two wheeled motor vehicle⁶											
Killed	110	110	108	119	112	113	122	112	111	114	113
KSI	1,651	1,634	1,529	1,507	1,452	1,423	1,493	1,405	1,367	1,264	1,458
All	6,033	5,809	5,697	5,724	5,546	5,395	5,712	5,539	5,168	4,606	5,487
Pedal cycle											
Killed	43	51	50	45	40	42	31	33	29	25	39
KSI	996	958	929	880	838	779	666	632	555	534	771
All	6,184	6,023	6,031	6,036	5,798	5,599	4,953	4,512	3,874	3,775	5,246
Pedestrian											
Killed	62	57	56	57	50	50	49	47	44	43	52
KSI	713	672	651	651	580	564	543	521	491	443	583
All	2,684	2,572	2,606	2,693	2,484	2,464	2,404	2,332	2,207	2,035	2,448

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

- Figures have been revised from those published in previous years, see Notes and Definitions for more details.
- Passenger casualties in accidents involving UK registered airline aircraft in UK and foreign airspace.
- Figures provided are for Financial years.
- Passenger casualties involved in train accidents and accidents occurring through movement of railway vehicles. Reporting regulations changed on 1 April 1996. Since then figures are only available for passenger fatalities and injuries. The reporting trigger for an injury is the passenger being taken to hospital directly from the scene.
- Passenger casualties on UK registered merchant vessels.
- Driver and passenger casualties.

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.

2004: The first three year review of the Government's road safety strategy published. The World Health Organisation dedicated World Health Day to the issue of road safety. The United Nations issued a resolution on global road safety.

Launch of the new National Cycle Training standard.

2005: Publication of the Government's Strategy for Motorcycling.

Review topics 1951-2003

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
Contributory Factors to Accidents	2003
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, 1983-2003
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, 1959-2003
Goods vehicles	1968, 1971-1972, 1974-1975, 1979, 1981
Heavy goods vehicles	1982
High Risk Offenders, June 1990-February 1993	1992
Historic cost of road accidents	1987
Hit and run accidents	1984, 1989, 1994
How many of us will die in road accidents?	1986
If you double your mileage, do you double your accident risk?	1991
Impact of large motorway accidents	1985
Impact of speed cameras on road casualties	2000
Importance of accident data to local authorities	1990
Insurance claims statistics ³	1985, 1987-1995
International road accident statistics	1982
Invalid tricycles	1974-1975, 1977
Involvement of alcohol in fatal accidents to adult pedestrians	1991
Involvement of Horses in road accidents	2002
Involvement rates by age and sex	1981
Involvement rates by road class	1979
Lighting and accidents	1984, 1988
Local authority road safety committees	1961-1964
Location of accidents	1960-1962, 1966
Long term trends	1968, 1993
Major British Road Accidents 1946-1994	1994
Manoeuvres	1956-1966
Mind that child campaign	1956
Mopeds and motorcycles (also see Two wheel motor vehicles)	1953-1956, 1959-1963, 1982-1983
Motorcycle casualties and accidents	1985-1986, 1988
Motorway accidents	1972-1973, 1984
Motorway accidents in the presence of road works	1985
Motorway safety: general	1987
Motorway safety: international comparisons	1986
National cycling proficiency scheme	1961-1964, 1969
National Hospital Study of Road Accident Casualties	1996
Nature of accidents	1966
Nature of injuries	1980-1981, 1985-1986
New traffic signs	1964
Offences relating to motor vehicles	1973
Panda crossings	1963-1964
Parking without lights	1972
Peak times for casualties	1959-1963
Pedal cycles	1953-1956, 1959-1963, 1968, 1978-1979, 1981, 1983-1984, 1989
Pedestrian casualties	1987, 1989
Pedestrian crossings	1953-1955, 1963-1964
Pedestrians and pedestrian safety	1953-1956, 1959-1963, 1968, 1970-1972, 1974-1978, 1980, 1984, 1993
Penalty system for motoring offences	1963
Pedestrian casualties: comparisons with Japan and the Netherlands	1985
Prevention of accidents	1969
Prospect for the 1970s	1969
Public holiday casualties	1959-1963

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

Research commissioned by the Department for Transport during 2004

For details of the latest research, papers and publications refer to the Road Safety web site:
http://www.dft.gov.uk/stellent/groups/dft_rdsafety/documents/divisionhomepage/030765.hcsp

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DETR/SOWO

Accident Record Attendant Circumstances

STATS19 (1999)

<p>1.1 Record Type <input type="text" value="1"/></p> <p>11 New accident record 15 Amended accident record</p> <p>1.2 Police Force <input type="text"/></p> <p>1.3 Accident Ref No <input type="text"/></p> <p>1.5 Number of Vehicle Records <input type="text"/></p> <p>1.6 Number of Casualty Records <input type="text"/></p> <p>1.7 Date <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/></p> <p>1.9 Time of Day <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/></p> <p>1.10 Local Authority <input type="text"/></p> <p>1.11 Location 10 digit OS Grid Reference number <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/></p> <p>1.12 1st Road Class <input type="text"/></p> <p>1 Motorway 2 A(M) 3 A 4 B 5 C 6 Unclassified</p> <p>1.13 1st Road Number <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/></p>	<p>1.14 Road Type <input type="text"/></p> <p>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</p> <p>1.15 Speed Limit (mph) <input type="text" value="0"/></p> <p>1.16 Junction Detail <input type="text" value="0"/></p> <p>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</p> <p>Junction Accidents Only <input type="text"/></p> <p>1.17 Junction Control 1 Authorised Person 2 Automatic traffic signal 3 Stop sign 4 Give way sign or markings 5 Uncontrolled</p> <p>1.18 2nd Road Class <input type="text"/></p> <p>1 Motorway 2 A(M) 3 A 4 B 5 C 6 Unclassified</p> <p>1.19 2nd Road Number <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/></p>	<p>1.20a Pedestrian Crossing - Human Control <input type="text"/></p> <p>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</p> <p>1.20b Pedestrian Crossing - Physical Facilities <input type="text"/></p> <p>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</p> <p>1.21 Light Conditions <input type="text"/></p> <p>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</p> <p>1.22 Weather <input type="text"/></p> <p>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</p>	<p>1.23 Road Surface Condition <input type="text"/></p> <p>1 Dry 2 Wet / Damp 3 Snow 4 Frost / Ice 5 Flood (surface water over 3cm deep) 6 Oil or diesel 7 Mud</p> <p>1.24 Special Conditions at Site <input type="text"/></p> <p>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</p> <p>1.25 Carriageway Hazards <input type="text"/></p> <p>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</p> <p>1.26 Place Accident Reported <input type="text"/></p> <p>1 At scene 2 Elsewhere</p> <p>1.27 DETR Special Projects <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/></p>
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Vehicle Record

STATS19 (1999)

<p>DETR/SOWO</p> <p>2.1 Record Type <input type="text" value="2"/></p> <p>21 New vehicle record 25 Amended vehicle record</p> <p>2.2 Police Force <input type="text"/></p> <p>2.3 Accident Ref No <input type="text"/></p> <p>2.4 Vehicle Ref No <input type="text"/></p> <p>2.5 Type of Vehicle <input type="text"/></p> <p>01 Pedal cycle 02 Moped 03 Motor cycle 125 cc and under 04 Motor cycle over 125cc 08 Taxi 09 Car 10 Minibus (8 - 16 passenger seats) 11 Bus or coach (17 or more passenger seats) 14 Other motor vehicle</p> <p>2.6 Towing and Articulation <input type="text"/></p> <p>0 No tow or articulation 1 Articulated vehicle 2 Double or multiple trailer</p> <p>2.7 Manoeuvres <input type="text"/></p> <p>01 Reversing 02 Parked 03 Waiting to go ahead but held up 04 Stopping 05 Starting 06 U turn 07 Turning left 08 Waiting to turn left 09 Turning right 10 Waiting to turn right 11 Changing lane to left</p> <p>15 Other non-motor vehicle 16 Ridden horse 17 Agricultural vehicle (includes diggers etc.) 18 Tram / Light rail 19 Goods vehicle 3.5 tonnes mgw and under 20 Goods vehicle over 3.5 tonnes and under 7.5 tonnes mgw 21 Goods vehicle 7.5 tonnes mgw and over</p> <p>2.8 Vehicle Movement Compass Point <input type="text"/> From <input type="text"/> To <input type="text"/></p> <p>1 N 2 NE 3 E 4 SE 5 S 6 SW 7 W 8 NW * code 1 - 8</p> <p>2.9a Vehicle Location at Time of Accident - Road <input type="text"/></p> <p>1 Leaving the main road 2 Entering the main road 3 On the main road 4 On the minor road</p> <p>2.9b Vehicle Location at Time of Accident - Restricted Lane/ Away from Main Carriageway <input type="text"/></p> <p>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)</p> <p>2.10 Junction Location of Vehicle at First Impact <input type="text"/></p> <p>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</p>	<p>2.11 Skidding and Overturning <input type="text"/></p> <p>0 No skidding, jack-knifing or overturning 1 Skidded 2 Skidded and overturned 3 Jack-knifed 4 Jack-knifed and overturned 5 Overturned</p> <p>2.12 Hit Object in Carriageway <input type="text"/></p> <p>00 None 01 Previous accident 02 Roadworks 03 Parked vehicle - lit 04 Parked vehicle - unlit 05 Bridge - roof 06 Bridge - side 07 Bollard / refuge 08 Open door of vehicle 09 Central island of roundabout 10 Kerb 11 Other object</p> <p>2.13 Vehicle Leaving Carriageway <input type="text"/></p> <p>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</p> <p>2.14 Hit Object Off Carriageway <input type="text"/></p> <p>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</p>	<p>2.16 First Point of Impact <input type="text"/></p> <p>0 Did not impact 1 Front 2 Back 3 Offside 4 Nearside</p> <p>2.17 Other Vehicle Hit <input type="text"/></p> <p>Ref no of other vehicle <input type="text"/></p> <p>2.18 Part(s) Damaged <input type="text"/></p> <p>0 None 1 Front 2 Back 3 Offside 4 Nearside 5 Roof 6 Underside 7 All four sides</p> <p>2.21 Sex of Driver <input type="text"/></p> <p>1 Male 2 Female 3 Not traced</p> <p>2.22 Age of Driver <input type="text"/> Years Estimated if necessary</p> <p>2.23 Breath Test <input type="text"/></p> <p>0 Not applicable 1 Positive 2 Negative 3 Not requested 4 Refused to provide 5 Driver not contacted at time of accident 6 Not provided (medical reasons)</p> <p>2.24 Hit and Run <input type="text"/></p> <p>0 Other 1 Hit and Run 2 Non-stop vehicle, not hit</p> <p>2.25 DETR Special Projects <input type="text"/></p> <p>2.26 Vehicle Registration Mark (VRM) <input type="text"/></p> <p>Special codes: 2 Foreign / Diplomatic 3 Military 4 Trade plates 9 Unknown</p> <p>2.27 Driver Postcode <input type="text"/></p> <p>Special codes: 1 Unknown 2 Non-UK resident 3 Parked and unattended</p>
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Casualty Record

STATS19 (1999)

DETR/SOWO

<p>3.1 Record Type <input type="text" value="3"/></p> <p>31 New casualty record 35 Amended casualty record</p> <p>3.2 Police Force <input type="text"/></p> <p>3.3 Accident Ref No <input type="text"/></p> <p>3.4 Vehicle Ref No <input type="text"/></p> <p>3.5 Casualty Ref No <input type="text"/></p> <p>3.6 Casualty Class <input type="text"/></p> <p>1 Driver or rider 2 Vehicle or pillion passenger 3 Pedestrian</p>	<p>3.7 Sex of Casualty <input type="text"/></p> <p>1 Male 2 Female</p> <p>3.8 Age of Casualty <input type="text"/> <input type="text"/> Years Estimated if necessary</p> <p>3.9 Severity of Casualty <input type="text"/></p> <p>1 Fatal 2 Serious 3 Slight</p> <p>3.10 Pedestrian Location <input type="text"/></p> <p>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</p>	<p>3.11 Pedestrian Movement <input type="text"/></p> <p>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</p> <p>3.12 Pedestrian Direction <input type="text"/></p> <p>Compass point bound 1 N 2 NE 3 E 4 SE 5 S 6 SW 7 W 8 NW 9 Unknown 0 Standing still</p>	<p>3.13 School Pupil Casualty <input type="text"/></p> <p>1 School pupil on journey to or from school 0 Other</p> <p>3.15 Car Passenger <input type="text"/></p> <p>0 Not a car passenger 1 Front seat passenger 2 Rear seat passenger</p> <p>3.16 Bus or Coach Passenger <input type="text"/></p> <p>0 Not a bus or coach passenger 1 Boarding 2 Alighting 3 Standing passenger 4 Seated passenger</p> <p>3.17 DETR Special Projects <input type="text"/></p> <p>3.18 Casualty Postcode <input type="text"/></p> <p>Special codes: 1 Unknown 2 Non-UK resident</p>
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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 in the section **Charts** (see contents pages). Information contained in the text of the review articles is not referred to in the index.

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

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