

1. Review of progress towards the 2010 casualty reduction targets

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Introduction

This article shows progress towards the Government's casualty reduction targets for Great Britain and reviews the main trends in road casualties in 2001 compared with recent years. Further details are shown in the main tables.

The targets for reduction in road casualties

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

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

Children are defined as being those aged under 16.

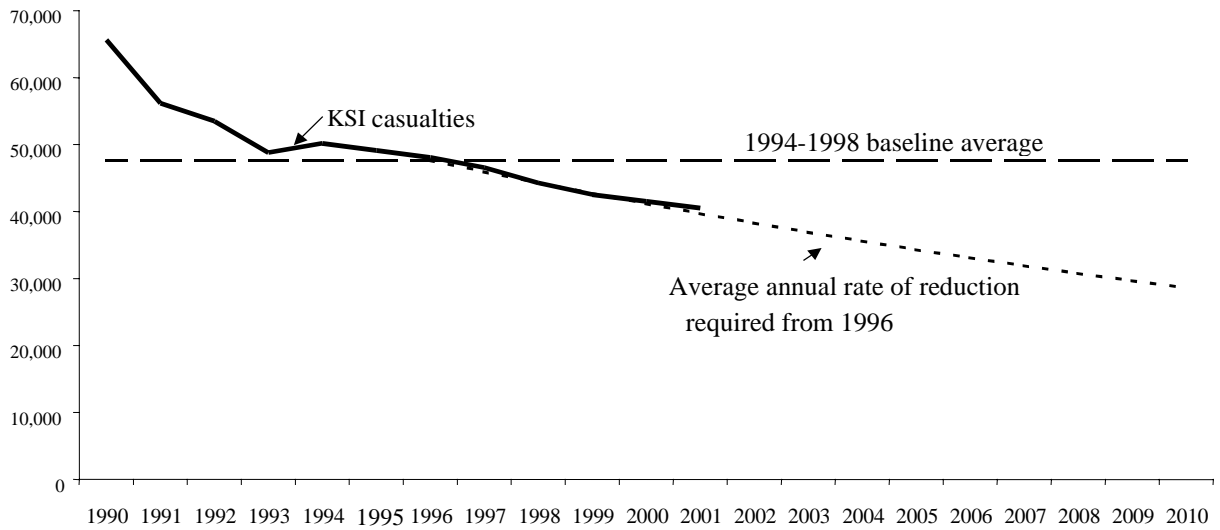
Table 1a: Killed or Seriously injured (KSI) casualties and slight casualty rate: GB 2001

	Number				2001: Percentage Change over	
	1994-98 average	1999	2000	2001	2000	1994-98 average
KSI casualties	47,656	42,545	41,564	40,560	-2	-15
Child KSI casualties	6,860	5,699	5,202	4,988	-4	-27
The rate of slight casualties per 100 million vehicle kilometres	61	59	59	57	-3	-6

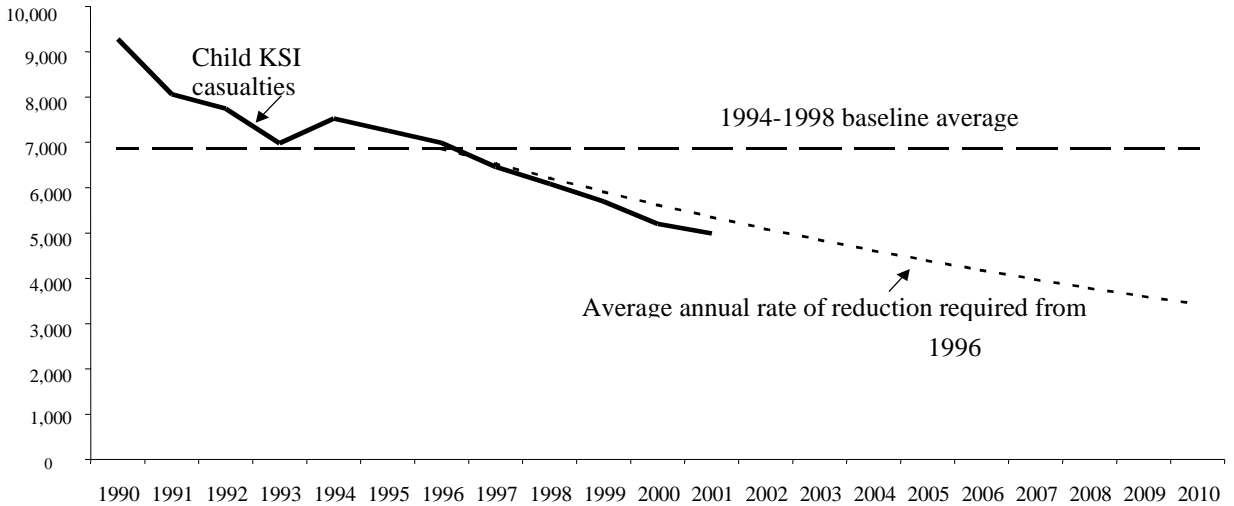
Comparisons with the 1994-1998 baseline average

- The number of people killed or seriously injured in 2001 was 15 per cent below the 1994-98 average.
- The number of children killed or seriously injured was 27 per cent below the 1994-98 average.
- The slight casualty rate was 6 per cent below the 1994-98 average.

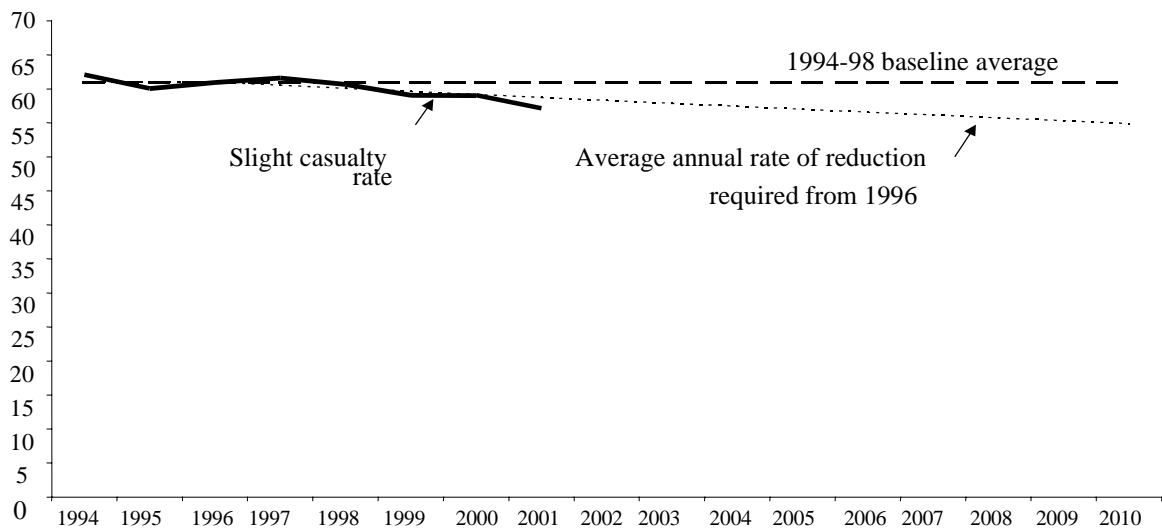
Killed or Seriously Injured Casualties: 1990-2001



Killed or Seriously Injured child Casualties: 1990-2001



Rate of Slightly injured casualties per 100 million vehicle kilometres: 1994-2001



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 2001

	Number				2001:	
	<u>1994-98 average</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>Percentage change over 2000</u>	<u>1994-98 average</u>
Pedestrians	11,669	9,825	9,498	9,064	-5	-22
Pedal cyclists	3,732	3,176	2,770	2,678	-3	-28
Two wheeled motor vehicle users	6,475	6,908	7,374	7,305	-1	13
Car users	23,254	20,368	19,719	19,424	-1	-16
Bus/coach users	716	611	578	562	-3	-21
Other road users	1,810	1,657	1,625	1,527	-6	-16
All road users	47,656	42,545	41,564	40,560	-2	-15

Chart 1d : Percentage change in killed or seriously injured casualties between the 1994-98 average and 2001

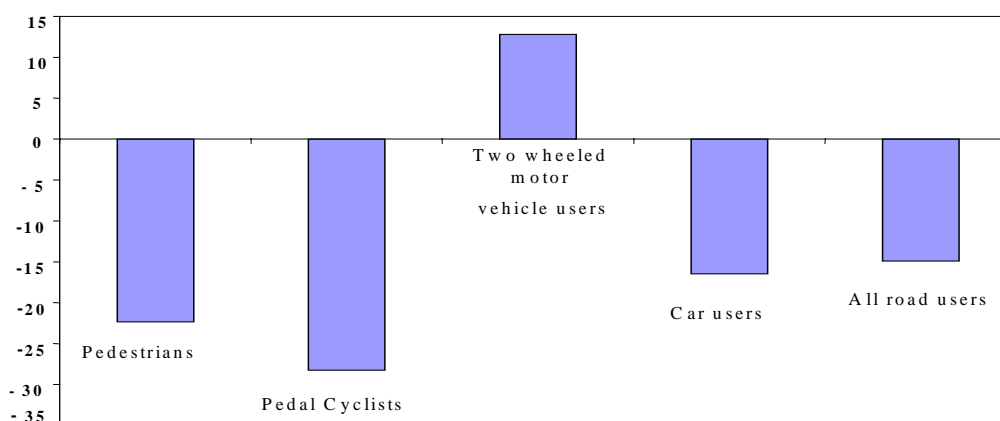
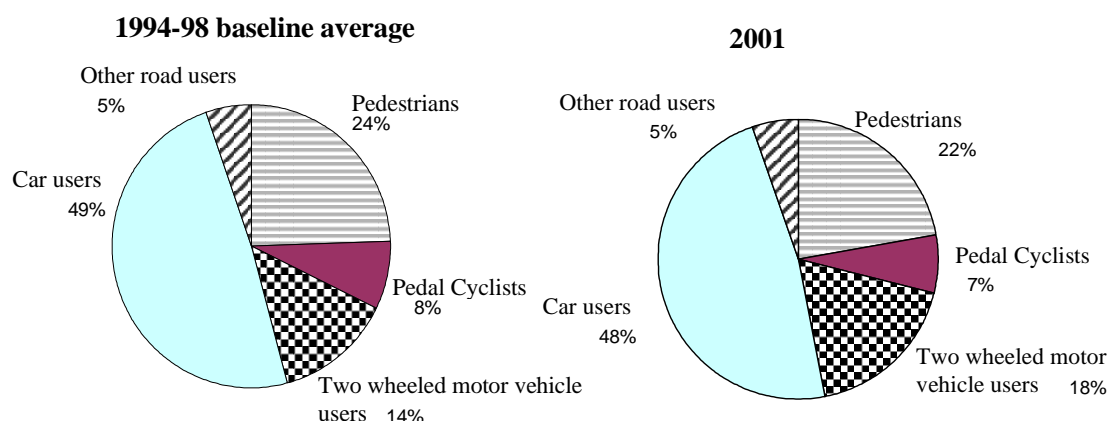


Chart 1e: Proportion of killed or serious casualties by road user type: baseline (1994-98 average) and 2001



Comparisons with the 1994-1998 baseline average

- The number of pedestrians killed or seriously injured on Britain's roads in 2001 fell by 5 per cent compared with 2000 to a level 22 per cent below the baseline.
- The number of pedal cyclists killed or seriously injured showed a 28 per cent decrease since the baseline. This is partly due to an estimated fall in pedal cycle traffic of 6 per cent over the period.
- Killed or seriously injured casualties among two-wheeled motor vehicle users peaked in 2000, at a level 14 per cent above the baseline. In 2001 the level had fallen slightly to 13 per cent above the baseline. TWMV traffic has increased by an estimated 17 per cent since the baseline.
- The number of killed or seriously injured car user casualties has fallen by 16 per cent since the baseline.
- The number of people killed or seriously injured on motorways in 2001 was 6 per cent higher than the 1994-98 average reflecting the high growth in motorway traffic over the period.
- The number of people killed or seriously injured on built up roads in 2001 had fallen by 16 per cent since the baseline.
- The number of people killed or seriously injured on non built-up roads, excluding motorways, had decreased by 14 per cent since the baseline.

Table 1c: Killed or Seriously injured casualties by road type: GB 2001

	Number				2001: Percentage change over	
	1994-98 average	1999	2000	2001	2000	1994-98 average
Motorway	1,516	1,587	1,590	1,607	1	6
Built-up roads						
A roads	12,535	10,830	10,802	10,447	-3	-17
Other	16,353	14,365	13,855	13,709	-1	-16
All	28,888	25,195	24,657	24,156	-2	-16
Non built-up roads						
A roads	10,999	10,081	9,720	9,563	-2	-13
Other	6,250	5,682	5,597	5,234	-6	-16
All	17,250	15,763	15,317	14,797	-3	-14
All Roads	47,656	42,545	41,564	40,560	-2	-15

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 2001**

	Number				2001: Percentage change over	
	<u>1994-98 average</u>	<u>1999</u>	<u>2000</u>	2001	<u>2000</u>	1994-98 average
Pedestrians	4,167	3,457	3,226	3,144	-3	-25
Pedal cyclists	1,129	950	758	674	-11	-40
Car users	1,303	1,056	1,003	938	-6	-28
Other road users	261	236	215	232	8	-11
All road users	6,860	5,699	5,202	4,988	-4	-27

1 Under 16

Comparisons with the 1994-1998 baseline average:

- The number of child pedestrians killed or seriously injured on Britain's roads in 2001 fell by 3 per cent compared with 2000 – a 25 per cent decrease since the baseline.
- The number of child pedal cyclists killed or seriously injured had decreased by 40 per cent since the baseline.
- The number of children killed or seriously injured as a car passenger was 28 per cent below the baseline.
- There are more male than female child pedestrian and pedal cyclist casualties but among child car users, the numbers were about the same.
- Killed and seriously injured casualties for children aged 9 and over have not reduced as much as those for younger children.

Chart 1f: Percentage change in Children Killed or seriously injured between the 1994-1998 average and 2001.

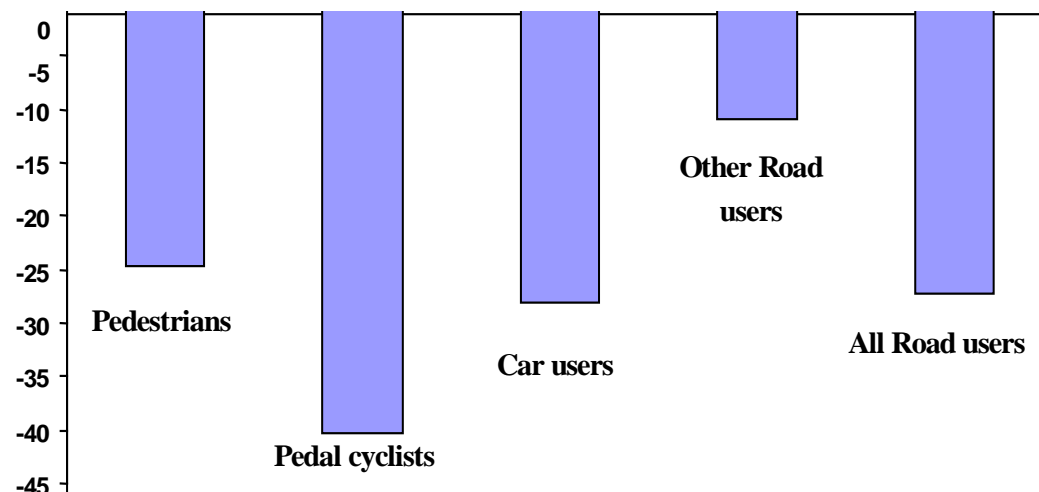
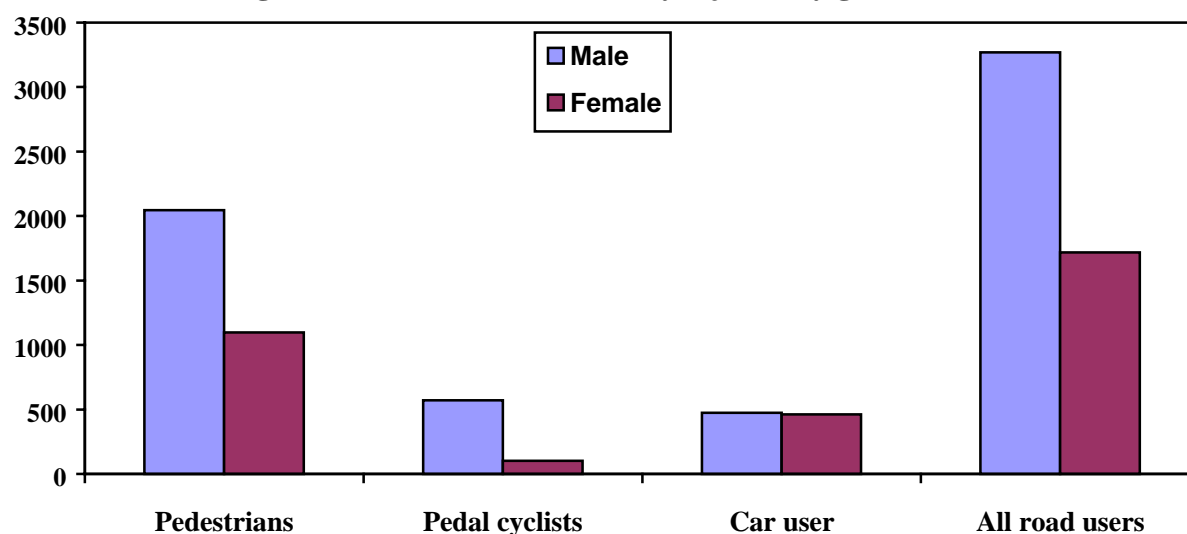


Table 1e: Children Killed or Seriously injured by age group: GB 2001

Road user type	Age band	Number				2001:	
		1994 - 98			Percentage change over ¹		
		average	1999	2000	2001	2000	1994 - 98 Average
Pedestrians	0:4	571	455	382	316	-17	-45
	5:8	1,153	950	813	774	-5	-33
	9:11	1,028	892	849	844	-1	-18
	12:15	1,415	1,160	1,182	1,210	2	-14
	All child	4,167	3,457	3,226	3,144	-3	-25
Pedal cyclists	0:4	19	21	9	8	..	..
	5:8	222	197	124	104	-16	-53
	9:11	302	242	211	174	-18	-42
	12:15	587	490	414	388	-6	-34
	All child	1,129	950	758	674	-11	-40
Car user	0:4	276	226	196	185	-6	-33
	5:8	262	220	196	163	-17	-38
	9:11	213	173	179	156	-13	-27
	12:15	553	437	432	434	0	-21
	All child	1,303	1,056	1,003	938	-6	-28
All road users	0:4	888	718	600	531	-12	-40
	5:8	1,657	1,384	1,148	1,060	-8	-36
	9:11	1,592	1,350	1,272	1,216	-4	-24
	12:15	2,722	2,247	2,182	2,181	0	-20
	All child	6,860	5,699	5,202	4,988	-4	-27
Of which	Male	4,402	3,624	3,338	3,268	-2	-26
	Female	2,457	2,078	1,864	1,718	-8	-30

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

Chart 1g: Children Killed or Seriously injured by gender GB:2001



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 2001

	Number				2001: Percentage change over	
	<u>1994-98 average</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2000</u>	<u>1994-98 average</u>
Pedestrians	34,874	33,063	32,535	31,513	-3	-10
Pedal cyclists	20,653	19,664	17,842	16,436	-8	-20
Two wheeled motor vehicle users	17,547	19,284	20,838	21,505	3	23
Car users	180,034	185,367	187,080	183,378	-2	2
Bus/coach users	8,883	9,641	9,510	9,322	-2	5
Other road users	10,281	10,746	10,914	10,595	-3	3
All road users	272,272	277,765	278,719	272,749	-2	0
Sight casualty rate ¹	61	59	59	57	-3	-6

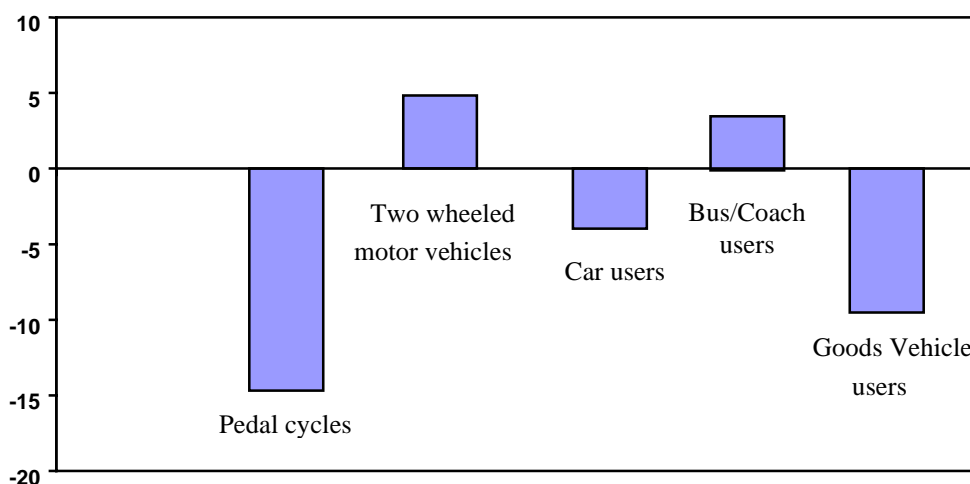
¹ Rate per 100 million vehicle kilometres

Table 1g: Slight casualty rates by road user type¹: GB 2001

	rate per 100 million vehicle kilometres				2001: Percentage change over	
	<u>Rate</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2000</u>	<u>1994-98 average</u>
Pedal cyclists	485	478	441	412	-7	-15
Two wheeled motor vehicle users	431	428	478	452	-5	5
Car users	50	49	49	48	-3	-4
Bus/coach users	185	194	196	191	-2	4
Light goods vehicles	14	13	12	13	4	-11
Heavy goods vehicles	11	10	10	10	-4	-7

¹ In future years this table will include rates for pedestrians on built-up roads and non built-up roads separately. These rates cannot be provided this year for the reasons given at table 1h opposite

Chart 1h : Percentage change in slight casualty rates¹ between the 1994-98 average and 2001



1 In future years this chart will include rates for pedestrians on built-up roads and non built-up roads separately. These rates cannot be provided this year for the reasons given at table 1h below.

Comparisons with the 1994-1998 baseline average:

- The number of pedestrian slight casualties was 10 per cent below the baseline.
- The number of pedal cyclist slight casualties was 20 per cent lower than the baseline, partly reflecting a reduction in pedal cycle traffic. The rate of slight casualties was 15 per cent lower than the baseline.
- The number of slight casualties among two wheel motor vehicle users was 23 per cent higher than the baseline and the rate was 5 per cent higher.
- The number of slight casualties among car users in 2001 was 2 per cent higher, but the rate of slight casualties was 4 per cent lower, than the baseline.
- Care should be exercised in comparing the rate of slight bus and coach user casualties compared to 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.

In future articles, it is intended to include **Table 1h Slight casualty rates by road type** which will be in the same format as Table 1c. Work is under way to improve the estimation of vehicle kilometres travelled by road type.

Casualties by Road User Type

All Road Users

Table 1i gives casualty figures in 2001 compared with earlier years. The number of deaths in 2001 was 1 per cent higher than in 2000 but 4 per cent lower than the 1994-98 average. Serious injuries fell by 3 per cent compared with 2000, a 16 per cent fall compared with the 1994-98 average. Slight casualties were 2 per cent less than in 2000 and only slightly higher than the 1994-98 baseline, since when traffic has risen by 7 per cent, so the slight casualty rate in 2001 was 6 per cent below the 1994-98 average.

Table 1i : All Casualties: GB 2001

	<u>Number</u>				<u>2001: Percentage change over</u>	
	<u>1994-98 average</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2000</u>	<u>1994-98 average</u>
All						
Fatal	3,578	3,423	3,409	3,450	1	-4
Serious	44,078	39,122	38,155	37,110	-3	-16
Slight	272,272	277,765	278,719	272,749	-2	0
All	319,928	320,310	320,283	313,309	-2	-2
Traffic ¹	4,458	4,701	4,717	4,776	1	7
Casualty Rate ²						
KSI	11	9	9	8	-4	-21
Slight	61	59	59	57	-3	-6
All	72	68	68	66	-3	-9

1 100 million vehicle kilometres. Figures are subject to revision

2 Rate per 100 million vehicle kilometres

Pedestrians

Table 1j shows pedestrian casualties in 2001 by age. Pedestrian casualties represent 13 per cent of all road casualties and 24 per cent of all road deaths. However, their total numbers have fallen by 13 per cent from the baseline average and the reduction for serious casualties is nearly double this. Reductions are more pronounced in some age groups than others. More than a quarter of the reduction in total casualties came from pedestrian casualties aged sixty and over. This reduction has not been accompanied by an increase in car user casualties in this age group.

Pedestrian deaths fell by 4 per cent between 2000 and 2001, to a level 18 per cent below the baseline. However, these reductions in recent years are not reflected in the age group 16-59, which saw only a 4 per cent reduction on the baseline. The rate of pedestrian casualties per 100,000 population has been reducing and in 2001 was 14 per cent lower than the baseline. Results from the National Travel Survey indicate a decline in the average distance walked of about 4 per cent between the average for 1994/1998 and 2001, indicating the contribution of reduced exposure to pedestrian casualty reduction.

Table 1j: Pedestrian casualties by age : GB 2001

	Number				2001: Percentage change over	
	1994-98 average	1999	2000	2001	2000	1994-98 average
Children (0-15)						
Fatal	133	107	107	107	0	-19
Serious	4,034	3,350	3,119	3,037	-3	-25
Slight	14,382	13,419	12,958	12,675	-2	-12
All	18,548	16,876	16,184	15,819	-2	-15
Adults (16-59)						
Fatal	398	382	384	382	-1	-4
Serious	4,318	3,760	3,700	3,504	-5	-19
Slight	15,016	14,598	14,565	14,104	-3	-6
All	19,732	18,740	18,649	17,990	-4	-9
Adults (over 60)						
Fatal	471	378	366	330	-10	-30
Serious	2,142	1,701	1,662	1,529	-8	-29
Slight	4,491	3,987	3,804	3,614	-5	-20
All	7,104	6,066	5,832	5,473	-6	-23
All						
Fatal	1,008	870	857	826	-4	-18
Serious	10,662	8,955	8,641	8,238	-5	-23
Slight	34,874	33,063	32,535	31,513	-3	-10
All	46,543	42,888	42,033	40,577	-3	-13
Casualty Rate per 100,000 population						
KSI	20	17	16	16	-5	-24
Slight	61	57	56	54	-3	-11
All	81	74	72	70	-3	-14

Pedal cyclists

Table 1k gives numbers of pedal cyclist casualties in 2001. Pedal cyclist casualties have fallen by 22 per cent from the baseline average, with a 7 per cent reduction from 2000. This reduction occurred against a background of falling pedal cycle traffic, which was 6 per cent lower in 2001 than the average for 1994-98. There was a fall of 15 per cent in the slight casualty rate and of 23 per cent in the KSI casualty rate.

Results from the National Travel Survey indicate a decline in the average distance cycled of about 2 per cent between the average for 1994/1998 and 2001, indicating the contribution of reduced exposure to the casualty reduction amongst cyclists.

Table 1k: Pedal cyclist casualties : GB 2001

	<u>Number</u>				<u>2001: Percentage change over</u>	
	<u>1994-98 average</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2000</u>	<u>1994-98 average</u>
Fatal	186	172	127	138	9	-26
Serious	3,546	3,004	2,643	2,540	-4	-28
Slight	20,653	19,664	17,842	16,436	-8	-20
Total	24,385	22,840	20,312	19,114	-7	-22
Pedal cycle Traffic ¹	43	41	40	40	-1	-6
Casualty Rate ²						
KSI	88	77	68	67	-2	-23
Slight	484	478	441	412	-7	-15
All	572	555	509	479	-6	-16

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 2001

	<u>Number</u>				<u>2001: Percentage change over</u>	
	<u>1994-98 average</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2000</u>	<u>1994-98 average</u>
Fatal	467	547	605	583	-4	25
Serious	6,008	6,361	6,769	6,722	-1	12
Slight	17,547	19,284	20,838	21,505	3	23
Total	24,023	26,192	28,212	28,810	2	20
TWMV Traffic ¹	41	45	44	48	9	17
Casualty Rate ²						
KSI	159	153	169	153	-9	-3
Slight	430	428	478	452	-5	5
All	589	581	647	605	-6	3

1 100 million vehicle kilometres. Figures are subject to revision

2 Rate per 100 million vehicle kilometres

Two-wheel motor vehicle user casualties are shown in table 1l. They have risen by 20 per cent since the baseline and now account for 17 per cent of fatalities and 9 per cent of all casualties. To some extent the increase reflects higher traffic levels for these vehicles; the rate of killed or seriously injured casualties per 100 million vehicle

kilometres was 3 per cent lower than the baseline and the slight casualty rate 5 per cent higher than the baseline. The upward trend in the total number of motorcyclist casualties is clear but it should be noted that there is considerable year to year variation in the rates.

Car Users

Car user deaths increased by 5 per cent in 2001. Car driver deaths were 7 per cent higher than in 2000 and were higher than the baseline average but serious injuries decreased by 2 per cent and slight injuries were down by 1 per cent. Total car driver casualties were 1 per cent lower than in 2000, but 3 per cent above the baseline average, mainly because of the increase in slight casualties over the period. Car passenger casualties in 2001 were 6 per cent lower than the average for 1994-1998 and although passenger deaths were up by 1 per cent in 2001 compared to 2000, numbers in all severities of injury have fallen since the baseline.

Table 1m: Car user casualties: GB 2001

	Number				2001: Percentage change over	
	1994-98 average	1999	2000	2001	2000	1994-98 average
(a) Drivers						
Killed	1,128	1,082	1,087	1,164	7	3
Serious	13,506	11,913	11,608	11,391	-2	-16
Slight	113,324	119,072	121,233	119,763	-1	6
Total	127,958	132,167	133,928	132,318	-1	3
(b) Passengers						
Killed	634	605	578	585	1	-8
Serious	7,985	6,768	6,446	6,284	-3	-21
Slight	66,710	66,295	65,847	63,615	-3	-5
Total	75,329	73,668	72,871	70,484	-3	-6
(c) All						
Killed	1,762	1,687	1,665	1,749	5	-1
Serious	21,492	18,681	18,054	17,675	-2	-18
Slight	180,034	185,367	187,080	183,378	-2	2
Total	203,288	205,735	206,799	202,802	-2	0
Car Traffic¹	3,616	3,784	3,787	3,837	1	6
Casualty Rate²						
KSI	6	5	5	5	-3	-21
Slight	50	49	49	48	-3	-4
All	56	54	55	53	-3	-6

1 100 million vehicle kilometres. Figures are subject to revision

2 Rate per 100 million vehicle kilometres

Buses and Coach users

Table 1n shows casualties among bus and coach users in 2001. Despite a 2 per cent fall in the number of bus and coach user casualties between 2000 and 2001, casualties were 3 per cent higher in 2001 than the average for 1994-98. The number of deaths and serious injuries was substantially lower than the 1994-98 average, so the increase in the total was due to the 5 per cent increase in slight casualties. 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 2001

	Number				2001: Percentage change over ¹	
	1994-98 average	1999	2000	2001	2000	1994-98 average
Fatal	20	11	15	14	..	..
Serious	696	600	563	548	-3	-21
Slight	8,883	9,641	9,510	9,322	-2	5
Total	9,598	10,252	10,088	9,884	-2	3
Bus/coach traffic ²	48	50	48	49	1	1
Casualty Rate ³						
KSI	15	12	12	12	-3	-22
Slight	185	194	196	191	-2	4
All	199	206	208	203	-3	2

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

Goods Vehicle users

The number of light goods vehicle user casualties in 2001 was 2 per cent lower than the 1994-98 average. Deaths among light goods vehicle users have remained at the 1994-98 average level over the last three years but serious injuries dropped substantially.

The number of heavy goods vehicle occupant casualties had increased by 1 per cent compared with the average for 1994-98 though there was a 15 per cent drop in the number of serious casualties. However, HGV traffic increased by 12 per cent so the casualty rate for heavy goods vehicle occupants has fallen by 9 per cent.

Table 1o: Goods Vehicle user casualties: GB 2001

	Number				2001: Percentage change over ¹	
	1994-98 average	1999	2000	2001	2000	1994-98 average
Light goods vehicles						
Fatal	65	65	66	64	..	..
Serious	950	802	747	747	0	-21
Slight	6,410	6,257	6,194	6,493	5	1
All	7,424	7,124	7,007	7,304	4	-2
Light goods traffic ²	450	494	505	511	1	14
Casualty Rate ³						
KSI	2	2	2	2	-1	-30
Slight	14	13	12	13	4	-11
All	16	14	14	14	3	-13
Heavy goods vehicles						
Fatal	53	52	55	54	..	..
Serious	526	488	516	446	-14	-15
Slight	2,760	2,944	3,026	2,888	-5	5
All	3,338	3,484	3,597	3,388	-6	1
Heavy goods traffic ²	261	288	293	292	0	12
Casualty Rate ³						
KSI	2	2	2	2	-12	-23
Slight	11	10	10	10	-4	-7
All	13	12	12	12	-6	-9

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 2001

<u>Accident/casualty type</u>	(£)	
	<u>Cost per Casualty</u>	<u>Cost per Accident</u>
Fatal	1,194,240	1,365,310
Serious	134,190	160,850
Slight	10,350	16,030
Average all severities	38,050	54,710
Damage only	-	1,420

The total cost-benefit value of prevention of road accidents in 2001 was estimated to be £17,418 million, of which £12,530 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.

Seventy three per cent of accidents occurred on built-up roads, but these accounted for only 57 per cent of the total value of injury accidents, because they were on average, less severe than on other roads, having both fewer casualties per accident and a lower proportion of fatal and serious injuries. Non built-up roads accounted for 23 per cent of accidents and 38 per cent of value, and 4 per cent of accidents with 5 per cent of value occurred on motorways. The lesser severity of accidents on built-up roads is shown in **Table 1q** where the average value of prevention per accident on built-up roads is less than half the average value on non built-up roads.

Table 1q: Average value of prevention of road accidents by road type: GB 2001

<u>Accident type</u>	(£)			
	<u>Built-up roads</u>	<u>Non built-up roads</u>	<u>Motorways</u>	<u>All roads</u>
Fatal	1,287,160	1,421,660	1,439,900	1,365,310
Serious	151,910	176,920	186,110	160,850
Slight	15,130	18,150	21,350	16,030
All injury	42,380	91,340	68,370	54,710
Damage only	1,330	1,970	1,870	1,420

Further details of road accident costs are published by DfT in Highways Economic Notes. These are published on the DfT web site at www.roads.dft.gov.uk/roadsafety/index.htm. Copies are also available from DfT Free Literature; telephone 0870 122 6236.

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

Motor insurance claims

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

Table 1r: Collation of motor insurance figures: UK: 1995 - 2000

Policy type	Exposure (million vehicle years)	Number of claims (millions)	Estimated cost of claims (£m)	Claim frequency (%)	Average claim (£)	Annual % change in claim frequency	Annual % change in average claim
Private car (comprehensive):							
1995	12.76	2.48	2616	19.5	1053	-1.52	0.57
1996	13.17	2.51	2959	19.0	1180	-2.56	12.06
1997	13.97	2.49	3199	17.9	1283	-5.79	8.73
1998	15.06	2.71	3684	18.0	1359	0.56	5.92
1999	15.40	2.77	3968	18.0	1429	0.00	5.15
2000	16.68	2.93	4478	17.6	1527	-2.22	5.77
Private car (non comprehensive):							
1995	4.91	0.57	864	11.7	1504	0.86	5.47
1996	4.47	0.45	827	10.0	1839	-14.53	22.27
1997	3.90	0.36	753	9.3	2072	-7.00	12.67
1998	3.23	0.31	654	9.7	2080	4.30	0.39
1999	3.01	0.27	630	8.9	2345	-8.25	12.74
2000	2.94	0.24	643	8.2	2649	-7.86	12.96
Motor cycle:							
1995	0.52	0.04	57	7.3	1506	-1.35	8.89
1996	0.58	0.03	60	5.2	1995	-28.77	32.47
1997	0.42	0.02	69	5.4	2885	3.85	44.61
1998	0.44	0.03	72	7.1	2290	31.48	-20.62
1999	0.47	0.03	87	6.9	2722	-2.82	18.86
2000	0.46	0.03	72	5.9	2623	-14.49	-3.63
Commercial vehicle (including fleet):							
1995	4.19	0.98	1413	23.4	1436	-1.27	8.21
1996	4.50	0.95	1602	21.1	1692	-9.83	17.83
1997	4.74	0.98	1662	20.7	1696	-1.90	0.24
1998	4.85	1.03	1827	21.2	1775	2.42	4.66
1999	4.88	1.08	1882	22.0	1748	3.77	-1.52
2000	4.82	1.03	1885	21.3	1833	-3.18	4.86
All vehicles:							
1995	22.38	4.08	4950	18.2	1213	-0.55	2.97
1996	22.70	3.93	5447	17.3	1385	-4.95	14.18
1997	23.05	3.86	5683	16.8	1472	-2.89	6.28
1998	23.58	4.09	6236	17.3	1526	2.98	3.67

1999	23.76	4.15	6568	17.5	1580	1.16	3.54
2000	24.91	4.23	7078	17.0	1673	-2.86	5.88

Table 1r gives claim data for the period 1995 to 2000. 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 who made a claim.

The overall claim rate has decreased for the first time since 1997. All risk groups saw rises in the average claim amount, except motorcycle cover, which decreased by nearly 4%.

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 2000 suggest that 6 per cent of all road casualties and 16 per cent of road deaths occurred when someone was driving whilst over the legal limit for alcohol. The numbers of people killed and seriously injured in drink-drive accidents in Great Britain has stabilised at around 3,000 casualties a year in recent years and provisional figures for 2001 suggest a small reduction in the numbers. However, the numbers of slight injuries in drink drive accidents have been increasing since the late 1990's.

It is estimated that there were 530 drink-drive related deaths in 2000 and provisional estimates for 2001 suggest around 480 people were killed. In addition to those fatalities around 2,500 people are seriously injured in drink-drive accidents each year, although the provisional estimate for 2001 suggests that these have also fallen. It is estimated that there were around 18,100 drink-drive casualties of all severities in 2000 and a provisional estimate of around 18,400 in 2001, the highest level since 1990.

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

Drink-drive limits and definitions

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

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

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

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

Blood and breath testing powers

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

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

Data sources

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

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

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

Completeness of data and reliability of estimates

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

In the case of the STATS 19 breath test data, some drivers and riders are not breath tested since there are always occasions when it is not possible to administer a test to all drivers involved. Some drivers and riders not tested might have failed if a test could have been administered. Probably as a result of ACPO's new policy the percentage of drivers tested increased dramatically between 1995 and 1999, whereas prior to 1996 less than a third were tested. Over half of the drivers and riders involved in injury road accidents are now breath tested, whereas ten years ago only around a quarter were tested.

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 2001 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 three-quarters 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 1995 was revised downwards by 40 and that for 1996 was revised upwards by the same amount 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 1979-2001

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 ^P	420	1,820	9,780	12,030	480	2,410	15,530	18,420

^P Provisional data. The sample of fatality data from Coroners for 2000 has now been finalised but 2001 estimates are based on a reduced sample of coroners' returns and may be biased. They remain provisional until more complete information for 2001 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 2001. The proportion has fallen considerably since the early

1980's, when around a third of drivers and riders killed were over the limit. It then remained fairly constant at about one in five until the past few years when slightly lower proportions have been over the limit. It appears that motorcycle fatalities, in particular, have recently shown lower rates of illegal alcohol use than in the early 1990's.

Table 2b also shows that driver fatalities aged under forty were more likely to be over the limit than older drivers.

Table 2b: Drivers and riders killed: Percentage over the legal blood alcohol limit: GB 1991-2001

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 ^P		9		8	9	18	38	25	12	22	18

P Provisional data. The sample size for 2001 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 1991 to 2001, 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 has fallen to around half of the 1991 level. However, this reflects the fact that the lower number of tests carried out in earlier years were obviously targeted at those drivers believed to have been drinking. The percentage of drivers and riders involved in injury accidents who fail breath tests has remained at close to 2 per cent throughout the 1990's.

Table 2c: Drivers and riders in injury road accidents: breath tests and failures: GB: 1991-2001

	number/percentage										
	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
a: Total involved	391,890	390,736	386,458	396,750	388,836	402,001	413,197	413,172	406,401	408,231	399,502
b: Total tested	109,949	108,893	105,971	109,653	118,877	159,189	188,986	209,723	214,750	212,700	201,529
c: Total failed	8,615	7,974	7,024	7,228	7,491	8,093	7,960	7,514	7,523	7,967	8,085
b as % of a	28.1	27.9	27.4	27.6	30.6	39.6	45.7	50.8	52.8	52.1	50.4
c as % of b	7.8	7.3	6.6	6.6	6.3	5.1	4.2	3.6	3.5	3.7	4.0
c as % of a	2.2	2.0	1.8	1.8	1.9	2.0	1.9	1.8	1.9	2.0	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 have remained fairly stable since the mid 1990's and the lower numbers of convictions in recent years are broadly commensurate with lower levels of testing.

Table 2d: Roadside screening breath tests: by outcome: England and Wales: 1990-2000

	thousands										
	1990	1991	1992 ²	1993	1994	1995	1996	1997	1998	1999	2000
Number required	597	562	531	600	679	703	781	800	815	764	715
Of which:											
positive/refused ¹	102	90	88	89	93	94	101	104	102	94	95
percentage	17	16	17	15	14	13	13	13	13	12	13
Convictions	113	104	95	91	90	93	96	100	93	89	86

¹ Includes persons unable to provide a breath test specimen.

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

Characteristics of drink-drive accidents

Drinking and driving is a year round problem as shown by the figures in **Table 2e**. Although the pattern varies year on year, the winter months generally have lower numbers of drink-drive accidents and casualties than other months of the year. In 2000, however, January and April showed unusually high levels of drink drive accidents and casualties in comparison with the 1994 - 1998 baseline averages.

Table 2e: Estimated number of personal injury road accidents by month and casualties resulting where one or more driver or rider was over the legal alcohol limit: GB: 2000

	Accidents/casualties											
	<u>Jan</u>	<u>Feb</u>	<u>Mar</u>	<u>Apr</u>	<u>May</u>	<u>Jun</u>	<u>Jul</u>	<u>Aug</u>	<u>Sep</u>	<u>Oct</u>	<u>Nov</u>	<u>Dec</u>
Accidents	960	910	850	1,040	980	870	1,050	1,020	1,010	1,070	1,050	1,000
Casualties	1,570	1,370	1,290	1,650	1,510	1,440	1,590	1,500	1,490	1,610	1,570	1,460

Table 2f, based on breath test data, shows the percentage of car drivers involved in personal injury accidents who failed a breath test in 2000, 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.

Table 2f: Car drivers in injury road accidents: breath tests and failures: GB 2001

	Men					Women				
	a: Involved in accident	b: Tested	c: Failed	b as % of a	c as % of a	a: Involved in accident	b: Tested	c: Failed	b as % of a	c as % of a
Under 17	545	221	46	40.6	8.4	45	24	7	..	..
17 - 19	14,656	9,634	635	65.7	4.3	5,686	3,256	66	57.3	1.2
20 - 24	24,636	15,177	1,327	61.6	5.4	13,206	6,917	132	52.4	1.0
25 - 29	22,685	13,457	1,052	59.3	4.6	13,735	7,119	168	51.8	1.2
30 - 34	25,008	14,114	861	56.4	3.4	15,338	7,504	184	48.9	1.2
35 - 39	21,480	12,517	681	58.3	3.2	13,689	6,928	163	50.6	1.2
40 - 49	31,888	18,635	785	58.4	2.5	19,044	9,783	217	51.4	1.1
50 - 59	22,545	13,520	428	60.0	1.9	11,657	6,127	95	52.6	0.8
60 - 69	12,088	7,199	140	59.6	1.2	4,523	2,337	20	51.7	0.4
70 or over	8,759	5,075	56	57.9	0.6	3,156	1,538	9	48.7	0.3
All ages ¹	184,290	109,549	6,011	59.4	3.3	100,079	51,533	1,061	51.5	1.1

¹ Includes age not known

Table 2g shows, as did the previous table, that those aged under thirty have the most drink-drive accidents. However, the table goes on to analyse the data using information on the number of full or provisional licence holders and the annual average car mileage of these drivers. These data are taken from the *1999-2001 National Travel Survey* and use population and traffic figures for 2000.

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

Table 2g: Car drivers in road injury accidents: Accidents per licence holder and per mile driven: GB 2000

	Car driver drink-drive Accidents	Drink-drive accidents per 100 thousand licence holders ²	Drink-drive accidents per 100 million miles driven ³
Under 17	80	..	..
17 - 19	1,100	78	34
20 - 24	2,180	77	15
25 - 29	1,820	50	7
30 - 34	1,500	36	5
35 - 39	1,150	28	4
40 - 49	1,390	21	2
50 - 59	780	14	2
60 or over	370	6	1
All ages ¹	10,570	30	4

1 Includes age not known

2 Provisional figures using 2000 population figures in place of 1999-2001 average (population figures for 2001 not yet available).

3 Provisional figures using 2000 traffic data which are not directly comparable with previous years' data due to revised methodology.

Characteristics of drink-drive casualties

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

Table 2h: Casualties in road accidents where at least one of the drivers or riders involved was over the legal limit: GB 2000

	<u>number</u>									
<u>Killed or Seriously Injured Casualties</u>										
	<u>Pedestrians</u>	<u>Cyclists</u>	<u>Motor-cyclists</u>	<u>Car drivers over limit</u>	<u>Car drivers under limit</u>	<u>Car passengers</u>	<u>Other</u>	<u>Male</u>	<u>Female</u>	<u>Total¹</u>
Children	50	0	10	0	0	100	0	90	80	170
Adults:16-24	60	10	120	400	50	490	30	880	220	1,100
25-59	120	20	210	680	200	470	70	1,210	360	1,570
60+	20	0	0	30	40	90	0	90	60	150
All ages ²	250	30	350	1,100	280	1,200	110	2,310	740	3,070
<u>Total Casualties</u>										
	<u>Pedestrians</u>	<u>Cyclists</u>	<u>Motor-cyclists</u>	<u>Car drivers over limit</u>	<u>Car drivers under limit</u>	<u>Car passengers</u>	<u>Other</u>	<u>Male</u>	<u>Female</u>	<u>Total¹</u>
Children	160	40	20	20	0	810	40	540	560	1,090
Adults:16-24	190	30	390	2,100	580	2,660	160	4,460	1,660	6,110
25-59	340	90	550	3,640	2,500	2,110	490	6,690	3,020	9,700
60+	60	10	10	170	220	220	40	430	310	740
All ages ²	780	170	970	5,930	3,300	6,120	760	12,350	5,670	18,060

1 Includes sex not recorded.

2 Includes age not recorded.

Table 2i is based on 2000 Coroners' and Procurators' Fiscal data using a sample which accounts for around half of all road accident fatalities in that year. For these fatalities the table shows the percentages exceeding varying levels of blood alcohol for different classes of road user and the different proportions of fatalities exceeding 80mg/100ml by time of day. The pedestrian, passenger and cyclist fatalities shown in the table were not necessarily involved in drink-drive accidents, as defined earlier in this article, which involve a motor vehicle driver or rider who was over the limit.

More than one in five drivers killed were over the legal limit for driving a motor vehicle, which is 80 mg/100ml of blood alcohol. The rate for motor cycle riders killed was only half this. Alcohol levels above 150 mg/100ml (approximately twice the legal limit) were more common amongst drivers killed than amongst passenger fatalities. Around half of the drivers killed between 10 pm and 4 am were over the limit.

Table 2i: Blood alcohol levels of fatalities aged 16 and over: GB: 2000

	Percentage over blood alcohol levels. (mg/100ml)							percentage	
							Sample size	Percentage over 80mg/100ml	
	<u>9</u>	<u>50</u>	<u>80</u>	<u>100</u>	<u>150</u>	<u>200</u>		<u>22:00-03:59</u>	<u>04:00-21:59</u>
Motor cycle riders	24	12	10	10	7	4	380	43	7
Other vehicle drivers	35	24	22	22	16	10	774	49	15
Passengers	39	24	20	17	10	4	240	41	11
Pedestrians	47	38	35	33	27	22	316	74	20
Cyclists	22	14	14	14	14	8	37	..	6

3. The 2002 Quality Review Of Road Accident Statistics

Peter Wilding, Transport Statistics: Road Safety, Department for Transport

Introduction

In earlier years the STATS 19 collection system was subject to quinquennial review to check that it continued to provide essential information for government, but minimised the burden of form filling and data provision upon local police forces and local authorities. An enhanced review process designed to improve public confidence in National Statistics generally has now succeeded this quinquennial review process. Consequently the 2002 quality review of road accident statistics is being organised in accordance with the National Statistics Quality Assurance Programme Board guidance paper 'Commissioning a National Statistics Review', following publication of the White Paper 'Building Trust In Statistics' (available on the Office of National Statistics web-site: www.statistics.gov.uk).

Although the mechanics of the review process are largely unaltered, the scope has been enhanced - in particular, to include the dissemination of and means of access to national statistics on road accidents involving personal injury. Also, for the first time, the process is now subject to independent assessment and evaluation. The 2002 quality review is being assessed by Professor Richard Allsop from the Centre for Transport Studies at University College London.

The coverage and quality of the STATS19 data collection process depends upon close co-operation between central government, local government and police forces. This is achieved by placing the management and ownership of the STATS19 system in the hands of the Standing Committee on Road Accident Statistics (SCRAS), which represents the interests of all participants in the collection and processing of STATS19 data. It is a voluntary process; there is no specific statutory duty upon the police, or local authorities, to report road accidents to central government using the STATS19 return.

The 2002 quality review is being conducted by working groups drawn from the membership of SCRAS. Their recommendations are subject to approval by SCRAS, the independent assessor and a quality assurance programme manager from the Office of National Statistics (ONS). The final report of agreed recommendations will be submitted to Ministers for approval and will cover both recommended changes to the STATS19 road accident data collection and processing system, and possible improvements to the dissemination of, and access to, road accident statistics.

The STATS19 collection and processing system

Background

Personal injury road accident statistics were first collected in 1909. The modern 'STATS19' collection system was established in 1949 and the current collection system was implemented in 1979 following a wide-ranging review. Road accident statistics are essential for informing and monitoring road safety policy at local, national, and international level. Locally they have a long established application to support remedial engineering work on public roads. They also support road safety education, training and publicity at both central and local government levels, enforcement undertaken by the police, and are essential for steering road safety strategy and underpinning targeted casualty reduction. Within the EU they contribute, along with road accident data from other Member States, to European road safety initiatives and the sharing of best practice guidance.

Individual police forces and local authorities require road accident statistics to support their own road safety policy programmes. The collection process and data collected vary across local authority and police force areas, reflecting different local road safety requirements and circumstances. However, each local area is asked to report the same set of accident records for national purposes and to transmit them to central government. These are popularly known as STATS19 records, named after the code number of the collection form.

In England, within each local area, STATS19 data are collated by a central unit referred to as a Local Processing Authority (LPA) which can be managed directly either by the police or local authority, or be sub-contracted to a private consultancy. In Scotland and in Wales the Scottish Executive (SE) and the National Assembly for Wales (NAW) act as the LPA for the Department for Transport (DfT). There are 58 LPAs in Great Britain of which just under half are managed by local police authorities and the rest by local authorities.

The STATS19 report form consists of an accident record, a vehicle record to be completed for each involved vehicle, and a casualty record for each casualty arising from the accident. In 2001, local authorities and police forces collected, coded, validated and reported 229,000 accident records, 420,000 vehicle records and 313,000 casualty records for central government.

Consultation

The 2002 quality review formally started with a consultation period, and a project definition paper setting out the broad scope of the review was mailed to all participants in the STATS19 process and known users of road accident data and statistics. The paper and all other background consultation papers were mounted on the DfT statistics web-site:

<http://www.transtat.dft.gov.uk/scras/qareview.htm>.

The consultation produced a very wide range of ideas for changes to the road accident data (STATS19) collection process. There were many suggestions to improve the coverage of the collection system and also to clarify the definition and improve the quality of what is collected. The major suggestions that were made by consultees concerning the STATS19 requirement can be found in a fuller version of this article on the DfT statistics website:

<http://www.transtat.dft.gov.uk/scras/qareview.htm>

The working group sift

All suggestions received in the consultation process have been gradually sifted by a working group, drawn from SCRAS, to produce a short list of recommendations for STATS 19 changes. The sifting process was subject to independent scrutiny by Professor Richard Allsop from the Centre for Transport Studies at University College London.

The most significant of the changes to be recommended arises from the need to respond to the recommendations contained in the report to the Health and Safety Commission by the Work Related Road Safety Task Group. A key recommendation in the report was that STATS19 should be modified 'to include questions about journey purpose' in order to quantify 'the number of at-work road traffic incidents'. Subject to approval by SCRAS, the working group has agreed two new variables for inclusion in STATS19 in order to collect information about road injury accidents 'at-work'. The proposed specification takes account of police concerns about the practical difficulties of collecting this type of information.

The sifting process aims to achieve an appropriate balance between: -

- the need for new variables (and existing variables) to monitor and inform policy,
- and
- the collection burden borne by the police and the processing burden borne by the police and local authorities.

The aim of the working group is to produce recommendations for changes to the STATS19 system which are acceptable to all parties represented on SCRAS, and which police forces are prepared to accept. All parties are committed to maintaining the voluntary national framework for reporting injury road accidents which all local reporting and processing areas can carry out simultaneously.

Contributory factors

The question of whether contributory factors to personal injury road accidents should be included in the STATS19 reporting requirement was raised in the last quinquennial

review (1997) but was shelved because of the difficulty of reaching a consensus in SCRAS on an appropriate national collection form. A TRL report (1) in 1996, had set out a proposal for a national collection form but - not wholly unexpectedly - consultation revealed a wide range of divergent views concerning the form. There were many different views about the appropriate factors to include in the national form and also the particular structure of the codable framework in the form. A large proportion of consultees supported the existing proposed national collection form without reservation, but an equally large proportion, although supporting the need for harmonised national collection, were critical of the proposed national form. Fifteen police forces are currently supplying contributory factor information to DfT, using the proposed national form, on a voluntary basis.

It was decided that further independent research was required to investigate the possibilities for drawing together the divergent views to seek a reasonable modification of the proposed national form which would be acceptable to all parties. Dr Richard Hall from the Transport Research Group at Southampton University is currently leading this research. A balanced sample of local police forces and local authorities has been selected to discuss the issues. The research will be conducted in close consultation with the review working group and a report is due in October 2002. The working group, and SCRAS, will need time to assess the report and to see if an agreement can be reached which will yield a national collection form for contributory factors which will be acceptable to all.

Review of dissemination of and access to national road accident statistics

The consultation exercise carried out towards the end of last year did in fact gather some general views, from both suppliers and users of national road accident data, about published statistics. It also asked for suggestions about how statistical publications could be improved. A general picture emerged that most respondents were very frequent users of national road accident statistics because it was essential for their work, and that the statistics were a unique data source. However the consultation did not pick up many ideas for improving specific publications or improving access to road accident statistics.

It was therefore decided to conduct an additional consultation exercise about the dissemination and accessibility of national road accident statistics which would cover only the statistics produced by the Department for Transport (DfT), the National Assembly for Wales (NAW) and the Scottish Executive (SE). This will be a principal input to the review of dissemination and access, which will be chaired by Professor Richard Allsop from the Centre for Transport Studies at University College London. A copy of the questionnaire was mounted on the web (www.transtat.dft.gov.uk/scras/qareview.htm).

The broad aims of this part of the review are:

- To obtain indications of the level and frequency of use of the principal DfT, NAW and SE publications which contain road accident statistics.

- To receive and consider suggestions for modifications to existing publications which, by way of example, could include:-
 - Different analyses for specific road user groups or road accident types
 - Different use of graphics and tables
 - Changes in the balance between time-series and detailed analysis for the most recent year
 - Links to road accident statistics or research results in other publications
 - Links to statistics of exposure to risk or to other background data
- To examine the case for additional publications such as topic based fact sheets or more information for regions or local authorities.
- To examine the scope and content of the current first releases of road accident statistics.
- To obtain indications of awareness of the availability of road accident data in SPSS format from the UK Data Archive.
(<http://www.data-archive.ac.uk>)
- To consider how web based publication of and access to road accident statistics can be best developed.

The intention is to assess to what extent the DfT, NAW and SE publication effort is meeting user demand and to identify the scope for useful improvement having regard to the associated resource implications. In doing so, the review will take into account the need for exercise of professional statistical judgement in the compilation and issuing of the statistics, constraints which may arise from considerations of data protection, and the need, within the current or any future level of resources, to allocate effort among requests for information which range from school project work to parliamentary questions, and from single numbers to massive arrays of data.

Review timetable

At the time of writing the main work to consider changes to Stats19 questions and coding has been completed and the review of dissemination and access to outputs is well advanced. Work is still proceeding on a number of elements and there are still some important issues which require resolution. In particular:

- There are growing concerns (especially from the police side) about the quality of data for injury road accidents reported ‘over the counter’ at police stations. The working group will be considering to what extent, and how, the STATS19 reporting requirement could be reduced for such accidents. This will also include the treatment of contributory factors if an agreement is forthcoming on the detail of a national collection form.

- Data protection. There is a need for clear assurance about what data can be supplied in STATS19 without contravening data protection and privacy laws.

It is planned to complete all of this work and prepare a final report for delivery to Ministers by March 2003. This is somewhat later than originally planned, mainly because of the need for additional research into the collection of contributory factors. The implementation date for STATS19 changes has not yet been agreed but is likely to be 1 January 2005.

- 1) A new System for recording contributory factors in road accidents
Dr J Broughton, Miss K A Markey and Superintendent D Rowe
TRL report PR/SE/229/96

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 this level of under-reporting. In addition a fifth of casualties reported to the police were estimated to be unrecorded. Studies confirm the view that the police are more likely to underestimate severity of injury because of the difficulty in distinguishing severity at the scene of the accident, and that reporting rates are higher for less vulnerable road user groups. Some pedal cyclist injuries are not sustained on public roads and should correctly be excluded. A general review on the under reporting of road traffic accidents was produced by the TRL (in *Traffic Engineering & Control*, 1991) and a more recent study was published in 1996 (TRL Report 173).

Tables 3-6c, 29b, 37b and 46b in the main body of tables of the report include an average of aggregated accident and casualty data for the years 1994 to 1998. The average for these years represents the baseline figure for the national road safety 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.

Since 1999 traffic estimates have been produced on a new more accurate basis. Revised estimates for earlier data are not currently available. Caution should be taken when comparing new estimates with earlier data, as figures are not directly comparable.

The net result of the improvements has been little change to the estimates of total motor vehicle traffic for Great Britain since 1999, but some changes to the composition of the overall figure. In general, the new motorway traffic estimates are higher than before, whilst those for other major roads are lower. Adjustments to the minor road traffic estimates are minimal. Further details are given in "Road Traffic Statistics: 2001".

The change in basis for traffic estimates affects the casualty and accident rates. Comparisons with previous years by road user type are valid although earlier years will be subject to change. Time series by road class have not been included and figures provided for 2001 on individual tables 26, 27, 30 and 41 are not directly comparable with those published in earlier editions.

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

Notes to individual tables

Table 1. The classification of vehicles by taxation class in part (a) differs from the classification of vehicles by construction in the traffic data in part (b) and in accident data in other tables. For example, “Public transport vehicle” also includes taxis and private hire cars, while “Private and light goods” includes buses and coaches that have been taxed for private use. Since 1999 figures have been produced on a new, more accurate basis and are not directly comparable with earlier data. See “Notes” for more details.

Table 2. The population figures (as used throughout this volume) are final mid-2000 estimates. From 1946 to 1950 the population figures include British forces abroad but exclude allied forces in Great Britain. Since 1999 figures have been produced on a new, more accurate basis and are not directly comparable with earlier data. See “Notes” for more details.

Table 3. Since 1999 traffic estimates have been produced on a new more accurate basis. Revised estimates for earlier data are not currently available. Caution should be taken when comparing new estimates with earlier data, as figures are not directly comparable.

The completeness of reporting for slight injuries will vary over such a long time period. The reporting rate is especially influenced by public attitudes about reporting to the police, and the police awareness of the requirement to collect a defined long range of slight injury accidents. The reporting of injuries was suspended during the early part of the war and it is probable that from 1942 to 1945 the reporting of slight injuries was particularly incomplete.

“Transport Statistics Great Britain 2000” also published by TSO, will contain further information on vehicle population and traffic.

Table 8. Casualty rates for pedal cyclists are calculated by dividing the number of pedal cyclist casualties by an estimate of pedal cycle traffic in vehicle kilometres. The rates are therefore overstated to the extent that any casualties were pedal cycle passengers. Since 1999 traffic estimates have been produced on a new more accurate basis. Revised estimates for earlier data are not currently available. Caution should be taken when comparing new estimates with earlier data, as figures are not directly comparable.

In this table a comparison of rates between pedal cyclists in this table and alternative motorised modes of transport such as TWMVs or cars based on distance (vkms) tends to overstate the relative risk of cycling.

Table 9. Since 1999 traffic estimates have been produced on a new more accurate basis. Revised estimates for earlier data are not currently available. Caution should be taken when comparing new estimates with earlier data, as figures are not directly comparable.

Table 10. The figures relate to drivers (or riders) of cars, motor vehicles and two-wheel motor vehicles involved in accidents, whether or not the driver was a casualty. The first line, gives all such drivers of accident involved vehicles, including those who were not with their vehicles or not contacted by the police, as well as cases where injury or circumstances would have prevented a breath test. The second line gives the number required to take a breath test near the place of the accident, or at a hospital in the case of a casualty admitted there as a patient, provided the doctor in charge of the patient has not objected; it does not include breath tests at a police station following an arrest. The fourth line gives the number of positive tests, which indicated a breath alcohol concentration in excess of 35 micrograms per 100 millilitres of blood, plus the number of drivers required to provide a breath test who either or failed to provide a specimen of breath. No account is taken of whether or not a possible second breath test, or blood or urine test, confirmed the results, and whether or not a prosecution followed.

Table 11. This table compares the number of registered road deaths (as published by the Registrars General) with all accidental deaths and with deaths from all causes (both of which include registered road deaths). Road deaths published by the Registrars General are now based on the date of death as opposed to the date of death registration. They differ from the STATS19 figures that are restricted to deaths within 30 days of an accident. Year to year fluctuations occur due to time lags between accident and death and registration of death.

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

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

Table 15. “Raining” includes drizzle, hail and sleet not tending to build up a deposit. “Snowing” includes sleet building up a deposit. “Fog” does not include light mist, which does not constitute a driving hazard on the road where the accident occurred.

Table 17. Carriageway hazards are recorded as such, whether or not the animal or object concerned was hit and whether or not its presence is known to have contributed to the accident. “Other objects” are those not expected to be found in the carriageway; they do not include permanent features such as a bollard or pedestrian refuge. “Other animal” includes led animals but does not include, for example, a ridden horse that is recorded separately on the STATS19 accident report.

Table 18. An accident is considered to be at a junction if it is within 20 metres of an intersection or roundabout. Grade separated crossings (by bridge or underpass) are not junctions. “Roundabout” includes mini-roundabout junctions, “Y junction” includes slip roads. “Cross roads” includes only junctions where the alignments of both of the roads are uninterrupted, whatever the angle of the crossing, i.e. the arms are not staggered. If there is more than one junction within 20 metres of the accident, the nearest is coded.

Table 19. This table only covers accidents where one vehicle is involved. It does not cover accidents involving two or more vehicles.

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

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

Table 23. Columns 1 and 2 give, for each vehicle type, the number of accidents in which only one such vehicle was involved, showing the user casualties and any pedestrian casualties involved; e.g. 506 accidents involved only a pedal cycle, giving rise to 516 cyclist casualties (riders and passengers); a further 212 accidents also involved 215 pedestrian casualties as well as 50 cyclist casualties.

Columns 3 to 10 analyse two-vehicle accidents according to both vehicle types, also giving, by severity of injury, the casualties for the users of the vehicle class defined on the left (under vehicle A) and pedestrians who were (first) hit by vehicles of that class. Thus 15,538 accidents involved a pedal cycle and a car, resulting in 15,515 casualties and 33 pedestrian casualties hit by the pedal cycle. The car user casualties and pedestrians hit by cars, in these same accidents appear in the fourth group of column 3. Where both vehicles are of the same class, the casualties refer to those deriving from both vehicles, e.g. 53 accidents involved two pedal cycles (19 cycles) with 68 cyclist casualties and 2 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. 615 such accidents involved at least one pedal cycle, with 631 cyclist casualties and 3 pedestrians first hit by a cycle. Other casualties in these accidents would appear against the other vehicle classes concerned.

Column 13 is the sum of columns 1, 2, 11, and 12. In multi-vehicle accidents, the accidents (but not casualties) are multi-counted; e.g. the total number of accidents involving goods vehicles is 17,482 (LGVs) and 13,631 (HGVs) less the 546 accidents which involved both an HGV and a LGV and less any of the 3 or more vehicle accidents which involved at least one of each.

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

Table 25. The table gives the number of casualties in accidents involving different types of vehicle. As a large proportion of accidents involve two or more vehicles, not necessarily of the same type, many casualties will be counted in two or more columns of this table. Pedestrian casualties are included under each type of vehicle involved

in the accident. For example (first row, under the heading “Car”), 486 road users were killed in accidents on built-up 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. Since 1999 traffic estimates have been produced on a new more accurate basis. Revised estimates for earlier data are not currently available. Caution should be taken when comparing new estimates with earlier data, as figures are not directly comparable.

Table 27. Casualty rates are calculated as the number of casualties concerned divided by the traffic concerned in vehicle kilometres. In calculating rates, no allowance has been made for the number of persons per vehicle, which may vary from month to month. Since 1999 traffic estimates have been produced on a new more accurate basis. Revised estimates for earlier data are not currently available. Caution should be taken when comparing new estimates with earlier data, as figures are not directly comparable.

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

Table 32. A “zebra” crossing has broad black and white stripes on the road and orange flashing beacons. A “pelican” or “puffin” crossing has lights controlling the traffic including a flashing amber phase, and lights controlling pedestrians (or pedestrians and cyclist/horse riders) including a flashing “green man” phase. This category also includes any crossing with traffic lights which is not a pelican/puffin/toucan crossing but which has an indicator light for pedestrians only. “Light controlled junction (with pedestrian phase)” is any crossing with traffic lights at a junction, with a “green man phase” or other indicator light for pedestrians, this does not include normal traffic signals with pedestrian stud crossing points but no special indicator lights for pedestrians. Crossings with “human control” are those controlled by school crossing (“lollipop”) patrols and other authorised persons (police, traffic wardens).

Tables 35 and 36. See note to table 10 for the coverage of breath test data. The small number of breath tests which have been recorded as carried out on pedal cyclists and drivers of non motor vehicles have been excluded.

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

Table 39. This table shows the number of casualties in fatal, serious, and slight accidents for each of the road user types listed and these are further split by drivers or riders and passengers.

Table 41. Although a few pedal cycles were reported as having been involved in accidents on motorways (see Table 40), no attempt is made to estimate cycle traffic on motorways nor to calculate corresponding rates. In other cells of the table, the rates are subject to uncertainty because of the small number of involvements (see Table 40) and because the traffic estimates are based on a small number of counting points. Since 1999 traffic estimates have been produced on a new more accurate basis. Revised estimates for earlier data are not currently available. Caution should be taken when comparing new estimates with earlier data, as figures are not directly comparable.

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

Table 44. In all cases the manoeuvres are those being performed immediately before the accident. “Going ahead other” includes vehicles going ahead on a bend. For goods vehicles, “Towing: Other” includes double and multiple trailers towed by a drawbar, and other arrangements such as vehicles towed by rope or cranes on breakdown trucks. It does not include articulated vehicles, or towing units with a single trailer. For definition of “at a junction” see note to Table 18. “Skidded” does not include those vehicles which also jack-knifed. A vehicle which, as a result of the accident, was at any time on its roof, side, front or rear is recorded as having overturned, even though it may have come to rest on its wheels.

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

Definitions, symbols and conventions

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

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

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

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

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

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

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

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

Daylight: All times other than *darkness*.

DfT: Department for Transport

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

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

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

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

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

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

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

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

KSI: Killed or seriously injured.

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

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

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

Motorways: Motorway and A(M) roads.

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

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

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

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

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

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

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

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

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

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

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

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

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

Speed limits: Permanent speed limits applicable to the roadway.

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

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

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

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

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

Symbols and conventions used

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

Symbols: The following symbols have been used throughout:

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

.. = not available/applicable.

Conversion factor: 1 kilometre = 0.6214 mile.

1 Vehicle population, traffic and road length: 1991 - 2001

(a) Vehicles currently licensed by taxation class ¹											Thousands
	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
TWMVs	750	688	650	630	594	609	626	684	760	825	882
Of which:											
Over											
not over											
50cc	207	174	147	129	112	105	102	96	117	141	154
50cc - 125cc	249	221	203	187	170	162	138	149	148	160	172
over 125cc	293	293	300	315	312	342	386	439	495	525	555
Private and light goods ²											
Private cars	19,737	20,116	20,102	20,479	20,505	21,172	21,681	22,115	22,785	23,196	26,443
Others	2,215	2,228	2,187	2,192	2,217	2,267	2,317	2,362	2,427	2,469	2,544
Public transport vehicles ³	109	108	107	107	74	77	79	80	84	86	89
Goods vehicles ^{4, 5}	449	437	428	434	421	413	414	412	415	418	422
Other motor vehicles ^{6, 7}	1,251	1,274	1,352	1,389	1,558	1,764	1,857	1,885	1,898	1,903	1,912
All motor vehicles	24,511	24,851	24,826	25,231	25,369	26,302	26,974	27,538	28,368	28,898	29,747

(b) Traffic by vehicle type ⁸											100 million vehicle kilometres
	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
Pedal cycles	52	47	45	45	45	43	41	40	41	40	40
TWMVs	54	45	41	41	41	42	41	39	45	44	48
Cars and taxis	3,352	3,380	3,385	3,457	3,532	3,624	3,709	3,756	3,784	3,787	3,837
Buses or coaches	48	46	46	47	47	48	49	49	50	48	49
LGV	417	412	411	425	438	451	456	481	494	505	511
HGV	245	238	238	255	251	260	271	267	288	293	292
Of which:											
2 axles	115	114	113	121	114	114	117	109	118	117	117
3 axles rigid	15	14	13	14	15	15	18	19	17	16	16
4 or more axles rigid articulated ⁹	15	14	15	15	15	14	14	15	15	15	15
100	96	97	104	107	117	122	124	139	145	144	
All motor vehicles	4,116	4,121	4,122	4,226	4,309	4,425	4,525	4,592	4,660	4,677	4,737
All vehicles	4,167	4,168	4,167	4,271	4,353	4,467	4,566	4,632	4,701	4,717	4,741

(c) Traffic by road class ⁸											100 million vehicle kilometres
	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
Motorways	610	615	639	667	709	737	779	813	934	941	954
A roads	1,974	1,974	1,970	2,009	2,025	2,078	2,095	2,122	2,053	2,052	2,072
Other roads ¹⁰	1,583	1,579	1,558	1,595	1,619	1,652	1,692	1,697	1,714	1,724	1,711
All roads	4,167	4,168	4,167	4,271	4,353	4,467	4,566	4,631	4,701	4,717	4,741

(d) Road length at 1 April by road class											Kilometres
	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
Motorways ¹¹	3,102	3,133	3,139	3,168	3,189	3,226	3,294	3,340	3,358	3,465	3,472
A roads	47,902	47,936	47,918	47,902	48,066	48,215	48,103	48,136	48,195	46,558	46,550
B roads	30,106	30,227	30,308	30,347	30,286	30,196	30,364	30,279	30,305	30,057	29,979
Other roads ¹²	278,856	281,013	282,848	283,550	285,458	287,185	288,106	289,789	290,056	311,621	312,407
All roads	359,966	362,310	364,213	364,966	366,999	368,821	369,867	371,543	371,914	391,701	392,408

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

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

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

4 Includes agricultural vans and lorries.

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

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

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

8 From 1999 figures have been produced on a new, more accurate basis and are not directly comparable with earlier data. See "Notes" for more details.

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

10 B roads, C roads and unclassified surfaced roads.

11 Main line lengths, excluding associated slip roads.

12 C roads and unclassified surfaced roads.

2 Population, vehicle population, index of vehicle mileage, accidents and casualties: by road user type and severity: 1926 - 2001

Year	Population (millions)	Road motor vehicles with current licences		Index of vehicle traffic ¹ 1949=100			Casualties from road accidents					Injured (^{'000} s)	All severities (^{'000} s)
		All (m/lns)	TWMVs (^{'000} s)	Motor traffic	All traffic	Accidents (^{'000} s)	Killed						
							Pedest- rians	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	100	100	196	3,046	1,401	1,145	1,056	6,648	227	233
1939	46.5	3.1	418	..	..	..	4,497	1,374	1,231	1,170	8,272	..	..
1940	46.9	2.3	278	..	..	..	4,724	1,363	1,270	1,252	8,609	..	..
1941	46.9	2.5	317	..	..	..	4,781	1,355	1,412	1,621	9,169	..	..
1942	47.1	1.8	306	..	..	..	3,650	1,134	895	1,247	6,926	141	148
1943	47.4	1.5	124	..	..	..	3,058	1,069	568	1,101	5,796	117	123
1944	47.7	1.6	124	..	..	..	3,314	1,185	574	1,343	6,416	124	131
1945	47.8	2.6	309	..	..	..	2,602	918	553	1,183	5,256	133	138
1946	47.9	3.1	449	..	..	..	2,489	833	772	968	5,062	157	163
1947	48.2	3.5	514	..	..	..	2,380	812	783	906	4,881	161	166
1948	48.7	3.7	543	..	..	..	2,377	827	585	724	4,513	149	153
1949	49.0	4.1	635	100	100	147	2,315	842	818	798	4,773	172	177
1950	49.2	4.4	729	114	104	167	2,251	805	1,129	827	5,012	196	201
1951	48.9	4.7	823	127	114	178	2,398	800	1,175	877	5,250	211	216
1952	49.1	5.0	922	131	119	172	2,063	743	1,142	758	4,706	203	208
1953	49.2	5.3	1,009	140	122	186	2,233	720	1,237	900	5,090	222	227
1954	49.4	5.8	1,108	150	126	196	2,226	696	1,148	940	5,010	233	238
1955	49.6	6.5	1,221	166	136	217	2,287	708	1,362	1,169	5,526	262	268
1956	49.8	7.0	1,290	174	139	216	2,270	650	1,250	1,197	5,367	263	268
1957	50.0	7.5	1,431	173	138	219	2,225	663	1,425	1,237	5,550	268	274
1958	50.3	8.0	1,475	200	153	237	2,408	668	1,421	1,473	5,970	294	300
1959	50.5	8.7	1,679	224	168	261	2,520	738	1,680	1,582	6,520	327	333
1960	51.0	9.4	1,796	242	177	272	2,708	679	1,743	1,840	6,970	341	348
1961	51.4	10.0	1,790	263	190	270	2,717	645	1,544	2,002	6,908	343	350
1962	51.9	10.6	1,779	276	196	264	2,681	583	1,323	2,122	6,709	335	342
1963	52.2	11.4	1,755	293	206	272	2,740	589	1,279	2,314	6,922	349	356
1964	52.5	12.4	1,741	328	229	292	2,986	583	1,445	2,806	7,820	378	385
1965	52.9	12.9	1,612	350	242	299	3,105	543	1,244	3,060	7,952	390	398
1966	53.2	13.3	1,406	372	255	292	3,153	514	1,134	3,184	7,985	384	392
1967	53.5	14.1	1,350	387	265	277	2,964	463	920	2,972	7,319	363	370
1968	53.7	14.4	1,228	404	275	264	2,762	391	877	2,780	6,810	342	349
1969	53.9	14.8	1,127	415	281	262	2,955	402	791	3,217	7,365	346	353
1970	54.1	15.0	1,048	431	292	267	2,925	373	761	3,440	7,499	356	363
1971	54.4	15.5	1,021	456	308	259	2,939	411	800	3,549	7,699	344	352
1972	54.6	16.1	982	479	323	265	3,083	367	729	3,584	7,763	352	360
1973	54.7	17.0	1,006	504	339	262	2,806	336	750	3,514	7,406	346	354
1974	54.7	17.3	1,042	494	333	244	2,642	282	797	3,162	6,883	318	325
1975	54.7	17.5	1,161	499	337	246	2,344	278	838	2,906	6,366	319	325
1976	54.7	17.8	1,220	524	354	259	2,335	300	990	2,945	6,570	333	340
1977	54.7	..	..	531	361	266	2,313	301	1,182	2,818	6,614	341	348
1978	54.7	17.8	1,194	552	373	265	2,427	316	1,163	2,925	6,831	343	350
1979	54.7	18.6	1,292	551	371	255	2,118	320	1,160	2,754	6,352	328	334
1980	54.8	19.2	1,372	584	394	252	1,941	302	1,163	2,604	6,010	323	329
1981	54.8	19.4	1,371	595	402	248	1,874	310	1,131	2,531	5,846	319	325
1982	54.8	19.8	1,370	611	414	256	1,869	294	1,090	2,681	5,934	328	334
1983	54.8	20.2	1,290	620	420	243	1,914	323	963	2,245	5,445	303	309
1984	55.0	20.8	1,225	652	441	253	1,868	345	967	2,419	5,599	319	324
1985	55.1	21.2	1,148	666	450	246	1,789	286	796	2,294	5,165	312	318
1986	55.3	21.7	1,065	700	472	248	1,841	271	762	2,508	5,382	316	321
1987	55.4	22.2	978	754	508	239	1,703	280	723	2,419	5,125	306	311
1988	55.6	23.3	912	809	544	247	1,753	227	670	2,402	5,052	317	322
1989	55.8	24.2	875	874	588	261	1,706	294	683	2,690	5,373	336	342
1990	56.0	24.7	833	884	594	258	1,694	256	659	2,608	5,217	336	341
1991	56.2	24.5	750	886	595	236	1,496	242	548	2,282	4,568	307	311
1992	56.4	24.9	688	883	592	233	1,347	204	469	2,209	4,229	307	311
1993	56.6	24.8	650	883	592	229	1,241	186	427	1,960	3,814	302	306
1994	56.8	25.2	630	908	608	234	1,124	172	444	1,910	3,650	312	315
1995	57.0	25.4	594	927	621	231	1,038	213	445	1,925	3,621	307	311
1996	57.1	26.3	609	952	637	236	997	203	440	1,958	3,598	317	321
1997	57.3	27.0	626	966	646	240	973	183	509	1,934	3,599	324	328
1998	57.5	27.5	678	989	661	239	906	158	498	1,859	3,421	322	325
1999	57.8	28.3	760	1,003	671	235	870	172	547	1,834	3,423	317	320
2000	58.1	28.9	825	1,006	673	234	857	127	605	1,820	3,409	317	320
2001	..	29.7	882	1,019	681	229	826	138	583	1,903	3,450	310	313

1 From 1999 figures have been produced on a new, more accurate basis and are not directly comparable with earlier data. See "Notes" for more details.

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

3 Includes road user not reported.

3 Accidents and accident rates: by road class and severity: 1994-98 average, 1994 - 2001

Number/rate per 100 million vehicle kilometres

	1994-98 average	1994	1995	1996	1997	1998	1999	2000	2001
Built-up roads:¹									
A roads									
Fatal	713	792	692	709	741	629	639	646	658
Fatal and serious	11,230	11,807	11,648	11,204	11,023	10,466	9,787	9,789	9,447
All severities	75,100	76,152	74,078	74,567	75,879	74,825	73,406	74,117	72,292
Other roads ²									
Fatal	721	750	746	733	669	709	702	687	697
Fatal and serious	14,983	16,047	15,585	15,125	14,375	13,782	13,224	12,724	12,589
All severities	97,779	96,703	95,806	98,556	98,985	98,844	97,952	96,833	94,756
All built-up roads: ³									
Fatal	1,434	1,542	1,438	1,442	1,410	1,338	1,341	1,333	1,355
Fatal and serious	26,212	27,854	27,233	26,329	25,398	24,248	23,011	22,513	22,036
All severities	172,879	172,855	169,884	173,123	174,864	173,669	171,358	170,950	167,048
Non built-up roads:¹									
A roads									
Fatal	1,180	1,198	1,193	1,151	1,198	1,159	1,143	1,136	1,168
Fatal and serious	8,163	8,468	8,309	8,198	8,105	7,735	7,601	7,415	7,314
All severities	34,334	33,818	33,347	34,236	35,286	34,982	34,068	33,427	33,256
Other roads ²									
Fatal	498	448	498	528	531	483	478	478	473
Fatal and serious	4,960	5,177	5,089	4,974	4,921	4,639	4,575	4,489	4,179
All severities	20,833	20,341	19,906	21,047	21,459	21,411	20,504	19,958	19,582
All non built-up roads: ³									
Fatal	1,677	1,646	1,691	1,679	1,729	1,642	1,621	1,614	1,641
Fatal and serious	13,123	13,645	13,398	13,172	13,026	12,374	12,176	11,904	11,493
All severities	55,167	54,159	53,253	55,283	56,745	56,393	54,572	53,385	52,838
All speed limits:⁴									
Motorways									
Fatal	152	135	154	153	159	157	176	161	180
Fatal and serious	1,145	1,118	1,153	1,100	1,204	1,148	1,218	1,190	1,235
All severities	7,989	7,225	7,392	7,787	8,678	8,861	9,118	9,394	9,128
A roads									
Fatal	1,893	1,990	1,887	1,860	1,939	1,788	1,782	1,782	1,826
Fatal and serious	19,393	20,276	19,959	19,402	19,128	18,201	17,388	17,204	16,761
All severities	109,435	109,974	107,428	108,803	111,165	109,807	107,474	107,544	105,548
Other roads ²									
Fatal	1,220	1,201	1,245	1,261	1,200	1,192	1,180	1,165	1,170
Fatal and serious	19,944	21,227	20,675	20,099	19,296	18,421	17,799	17,213	16,768
All severities	118,616	117,055	115,724	119,603	120,444	120,255	118,456	116,791	114,338
Total:⁴									
Fatal	3,264	3,326	3,286	3,274	3,298	3,137	3,138	3,108	3,176
Fatal and serious	40,481	42,621	41,787	40,601	39,628	37,770	36,405	35,607	34,764
All severities	236,040	234,254	230,544	236,193	240,287	238,923	235,048	233,729	229,014
Rate ⁵	53	55	53	53	53	52	50	50	48

1 Excludes motorways.

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

3 Includes road class not reported.

4 Includes road class and speed limit not reported

5 From 1999 figures have been produced on a new, more accurate basis and are not directly comparable with earlier data.

See "Notes" for more details.

4a Male casualties: by built-up, non built-up roads, road class and severity: 1994-98 avg¹, 1994 - 2001

	Number of casualties								
	1994-98 average	1994	1995	1996	1997	1998	1999	2000	2001
Built-up roads: ²									
A roads									
Killed	511	562	479	529	544	443	481	502	515
KSI ³	7,985	8,347	8,237	8,073	7,874	7,392	7,091	7,144	7,072
All severities	54,577	54,563	53,537	54,161	55,973	54,650	54,257	55,881	54,609
B roads									
Killed	139	159	137	148	108	143	135	153	140
KSI	2,392	2,558	2,526	2,396	2,300	2,182	2,049	2,244	2,072
All severities	15,251	15,139	14,963	15,349	15,515	15,288	15,100	15,906	15,536
Other roads									
Killed	367	354	375	398	360	350	379	357	386
KSI	8,110	8,721	8,308	8,318	7,728	7,475	7,266	7,034	7,228
All severities	54,300	53,121	53,161	55,247	54,837	55,135	54,911	54,653	54,237
All built-up roads ⁴									
Killed	1,018	1,075	991	1,075	1,012	936	995	1,012	1,041
KSI	18,487	19,626	19,071	18,787	17,902	17,049	16,406	16,422	16,372
All severities	124,128	122,823	121,661	124,757	126,325	125,073	124,268	126,440	124,382
Non-built-up roads: ²									
A roads									
Killed	992	1,004	1,004	969	1,023	958	943	972	993
KSI	7,275	7,581	7,416	7,231	7,226	6,921	6,805	6,760	6,562
All severities	31,393	30,957	30,545	31,280	32,223	31,960	31,065	30,613	30,538
B roads									
Killed	192	173	187	190	224	187	182	189	225
KSI	1,881	1,911	1,871	1,851	1,952	1,818	1,663	1,785	1,655
All severities	7,675	7,406	7,392	7,745	8,038	7,793	7,497	7,371	7,142
Other roads									
Killed	215	186	219	244	214	210	216	216	196
KSI	2,392	2,484	2,503	2,413	2,370	2,189	2,186	2,139	2,007
All severities	11,357	11,063	11,004	11,530	11,769	11,418	11,085	10,805	10,621
All non-built-up roads ⁴									
Killed	1,398	1,363	1,410	1,403	1,461	1,355	1,341	1,377	1,414
KSI	11,547	11,976	11,790	11,495	11,548	10,928	10,654	10,684	10,224
All severities	50,425	49,426	48,941	50,555	52,030	51,171	49,647	48,789	48,301
All speed limits: ⁵									
Motorways									
Killed	129	109	137	123	134	143	159	144	159
KSI	1,009	988	1,041	958	1,086	973	1,063	1,073	1,095
All severities	7,349	6,653	6,749	7,265	8,043	8,033	8,477	9,030	8,484
A roads									
Killed	1,503	1,566	1,485	1,498	1,567	1,401	1,424	1,474	1,508
KSI	15,260	15,929	15,655	15,304	15,100	14,313	13,896	13,904	13,634
All severities	85,971	85,522	84,085	85,441	88,196	86,610	85,322	86,494	85,147
B roads									
Killed	331	333	324	338	332	330	317	342	365
KSI	4,273	4,470	4,397	4,247	4,252	4,000	3,712	4,029	3,727
All severities	22,926	22,546	22,356	23,094	23,553	23,081	22,597	23,277	22,678
Other roads									
Killed	583	544	595	642	574	560	595	573	582
KSI	10,503	11,209	10,812	10,731	10,098	9,664	9,452	9,173	9,235
All severities	65,661	64,193	64,174	66,777	66,606	66,553	65,996	65,458	64,858
Total: ⁵									
Killed	2,547	2,552	2,541	2,601	2,607	2,434	2,495	2,533	2,614
KSI	31,045	32,596	31,905	31,240	30,536	28,950	28,123	28,179	27,691
All severities	181,906	178,914	177,364	182,577	186,398	184,277	182,392	184,259	181,167

1 Figures have been rounded to the nearest whole number.

2 Excludes motorways.

3 Killed or Seriously injured.

4 Includes road class not reported.

5 Includes speed limit not reported.

4b Female casualties:by built-up, non built-up roads, road class and severity: 1994-98 Avg¹, 1994 - 2001

	Number of casualties								
	1994-98 average	1994	1995	1996	1997	1998	1999	2000	2001
Built-up roads: ²									
A roads									
Killed	237	272	250	220	234	209	183	197	170
KSI ³	4,550	4,828	4,751	4,518	4,413	4,239	3,736	3,657	3,357
All severities	43,086	43,486	42,245	42,654	43,649	43,397	41,726	42,151	40,720
B roads									
Killed	72	82	85	70	62	63	60	63	55
KSI	1,376	1,461	1,456	1,413	1,370	1,181	1,188	1,021	996
All severities	12,419	12,249	12,224	12,427	12,612	12,582	12,182	12,290	11,951
Other roads									
Killed	173	180	171	169	162	184	159	142	140
KSI	4,473	4,690	4,658	4,586	4,297	4,134	3,860	3,548	3,395
All severities	40,645	39,761	38,948	40,941	41,694	41,883	41,449	40,671	38,711
All built-up roads ⁴									
Killed	483	534	506	459	458	456	402	402	365
KSI	10,399	10,979	10,865	10,517	10,080	9,554	8,784	8,226	7,748
All severities	96,150	95,496	93,417	96,022	97,955	97,862	95,357	95,112	91,382
Non-built-up roads: ²									
A roads									
Killed	365	384	384	360	332	364	362	315	322
KSI	3,723	3,996	3,834	3,820	3,512	3,451	3,271	2,960	2,990
All severities	23,475	23,497	22,702	23,502	23,936	23,740	23,231	22,156	22,216
B roads									
Killed	72	70	67	77	85	61	68	58	56
KSI	913	974	922	948	918	802	833	736	681
All severities	5,168	4,972	4,903	5,373	5,364	5,228	5,133	4,927	4,720
Other roads									
Killed	66	54	80	59	60	75	51	56	43
KSI	1,064	1,105	1,153	1,063	1,004	994	999	936	887
All severities	7,575	7,296	7,095	7,631	7,953	7,898	7,622	7,228	7,065
All non-built-up roads ⁴									
Killed	502	508	531	496	477	500	481	429	421
KSI	5,699	6,075	5,909	5,831	5,434	5,247	5,103	4,632	4,558
All severities	36,218	35,765	34,700	36,506	37,253	36,866	35,986	34,311	34,001
All speed limits: ⁵									
Motorways									
Killed	44	48	43	42	57	31	43	45	44
KSI	505	518	472	505	527	501	524	517	510
All severities	5,529	5,049	5,099	5,331	6,074	6,091	6,384	6,380	6,248
A roads									
Killed	602	656	634	580	566	573	545	512	492
KSI	8,272	8,824	8,585	8,338	7,925	7,690	7,007	6,617	6,347
All severities	66,562	66,986	64,947	66,156	67,585	67,137	64,957	64,307	62,936
B roads									
Killed	145	153	152	147	147	124	128	121	111
KSI	2,289	2,436	2,378	2,361	2,288	1,983	2,021	1,757	1,677
All severities	17,587	17,222	17,127	17,800	17,976	17,810	17,315	17,217	16,671
Other roads									
Killed	239	236	251	228	222	259	210	198	183
KSI	5,537	5,797	5,811	5,649	5,301	5,128	4,859	4,484	4,282
All severities	48,222	47,062	46,048	48,572	49,647	49,781	49,071	47,899	45,776
Total: ⁵									
Killed	1,030	1,093	1,080	997	992	987	926	876	830
KSI	16,603	17,575	17,246	16,853	16,041	15,302	14,411	13,375	12,816
All severities	137,900	136,319	133,221	137,859	141,282	140,819	137,727	135,803	131,631

1 Figures have been rounded to the nearest whole number.

2 Excludes motorways.

3 Killed or Seriously injured.

4 Includes road class not reported.

5 Includes speed limit not reported.

4c All casualties: by built-up, non built-up roads, road class and severity: 1994-98 avg¹, 1994 - 2001

	Number of casualties								
	1994-98 average ¹	1994	1995	1996	1997	1998	1999	2000	2001
Built-up roads: ²									
A roads									
Killed	748	834	729	749	778	652	665	699	687
KSI ³	12,535	13,175	12,989	12,591	12,288	11,631	10,830	10,802	10,447
All severities	97,700	98,069	95,814	96,861	99,670	98,084	96,036	98,069	95,461
B roads									
Killed	211	241	222	218	170	206	195	216	196
KSI	3,769	4,019	3,982	3,809	3,671	3,363	3,237	3,267	3,071
All severities	27,679	27,394	27,197	27,787	28,137	27,881	27,297	28,213	27,523
Other roads									
Killed	541	536	546	567	522	534	538	499	526
KSI	12,584	13,415	12,966	12,904	12,027	11,610	11,128	10,588	10,638
All severities	94,984	92,915	92,140	96,233	96,573	97,060	96,426	95,449	93,129
All built-up roads ⁴									
Killed	1,501	1,611	1,497	1,534	1,470	1,392	1,398	1,414	1,409
KSI	28,888	30,609	29,937	29,304	27,986	26,604	25,195	24,657	24,156
All severities	220,363	218,378	215,151	220,881	224,380	223,025	219,759	221,731	216,113
Non-built-up roads: ²									
A roads									
Killed	1,357	1,390	1,388	1,329	1,355	1,322	1,306	1,287	1,318
KSI	10,999	11,579	11,252	11,054	10,739	10,373	10,081	9,720	9,563
All severities	54,882	54,464	53,264	54,800	56,174	55,710	54,331	52,791	52,832
B roads									
Killed	264	243	254	267	309	248	250	247	281
KSI	2,794	2,887	2,793	2,799	2,870	2,620	2,497	2,521	2,337
All severities	12,846	12,380	12,299	13,121	13,403	13,028	12,636	12,299	11,878
Other roads									
Killed	280	241	299	303	274	285	267	272	239
KSI	3,456	3,591	3,656	3,477	3,375	3,183	3,185	3,076	2,897
All severities	18,938	18,366	18,104	19,172	19,726	19,320	18,720	18,044	17,725
All non-built-up roads ⁴									
Killed	1,901	1,874	1,941	1,899	1,938	1,855	1,823	1,806	1,838
KSI	17,250	18,057	17,701	17,330	16,984	16,176	15,763	15,317	14,797
All severities	86,666	85,210	83,667	87,093	89,303	88,058	85,687	83,134	82,435
All speed limits: ⁵									
Motorways									
Killed	173	157	180	165	191	174	202	189	203
KSI	1,516	1,515	1,513	1,463	1,613	1,475	1,587	1,590	1,607
All severities	12,891	11,750	11,851	12,604	14,120	14,129	14,864	15,418	14,761
A roads									
Killed	2,106	2,224	2,119	2,078	2,133	1,974	1,971	1,986	2,005
KSI	23,535	24,755	24,243	23,645	23,027	22,004	20,911	20,522	20,010
All severities	152,584	152,538	149,081	151,661	155,844	153,794	150,367	150,860	148,293
B roads									
Killed	476	486	476	485	479	454	445	463	477
KSI	6,563	6,908	6,775	6,608	6,541	5,983	5,734	5,788	5,408
All severities	40,526	39,776	39,497	40,908	41,540	40,909	39,933	40,512	39,401
Other roads									
Killed	823	783	846	870	796	819	805	771	765
KSI	16,042	17,012	16,623	16,381	15,402	14,793	14,313	13,664	13,535
All severities	113,927	111,295	110,258	115,405	116,299	116,380	115,146	113,493	110,854
Total: ⁵									
Killed	3,578	3,650	3,621	3,598	3,599	3,421	3,423	3,409	3,450
KSI	47,656	50,190	49,154	48,097	46,583	44,255	42,545	41,564	40,560
All severities	319,928	315,359	310,687	320,578	327,803	325,212	320,310	320,283	313,309

1 Figures have been rounded to the nearest whole number.

2 Excludes motorways.

3 Killed or Seriously injured.

4 Includes road class not reported.

5 Includes speed limit and sex not reported.

5a Male casualties: by road user type and severity: 1994 - 98 average, 1994 - 2001

	Number of casualties								
	1994-98 average ¹	1994	1995	1996	1997	1998	1999	2000	2001
Pedestrians:									
Killed	631	688	636	643	625	562	579	559	565
KSI ²	7,063	7,687	7,371	7,084	6,771	6,403	5,970	5,784	5,682
All severities	27,163	28,133	27,366	27,329	26,780	26,205	24,929	24,604	23,745
Pedal cyclists:									
Killed	154	146	183	165	151	125	148	104	120
KSI	3,019	3,265	3,219	3,072	2,872	2,667	2,583	2,250	2,182
All severities	19,437	19,811	19,888	19,645	19,623	18,216	18,235	16,318	15,342
Two-wheel motor vehicles									
Riders:									
Killed	422	387	402	403	467	453	502	557	537
KSI	5,590	5,695	5,651	5,348	5,597	5,657	6,074	6,496	6,474
All severities	20,341	20,421	19,690	19,561	20,925	21,106	22,598	24,388	24,773
Passengers:									
Killed	15	26	14	14	10	9	6	12	13
KSI	202	225	216	220	185	162	182	209	177
All severities	704	759	796	696	655	615	665	682	705
Car									
Drivers:									
Killed	873	854	837	897	912	863	831	863	909
KSI	9,518	9,745	9,514	9,772	9,665	8,894	8,441	8,572	8,356
All severities	71,669	68,098	68,151	72,440	74,895	74,760	73,247	75,045	74,457
Passengers:									
Killed	323	332	326	346	328	281	304	302	335
KSI	3,807	4,059	3,886	3,979	3,702	3,411	3,233	3,221	3,251
All severities	28,957	27,937	28,240	29,647	29,807	29,155	28,682	28,774	28,063
Bus or coach									
Drivers:									
Killed	1	1	1	1	2	1	0	1	4
KSI	66	60	76	57	72	63	59	48	51
All severities	743	680	661	756	781	836	832	962	908
Passengers:³									
Killed	7	6	11	6	6	8	5	9	5
KSI	194	213	228	190	159	178	141	143	147
All severities	2,500	2,636	2,378	2,464	2,435	2,587	2,642	2,524	2,635
Light goods vehicle									
Drivers:									
Killed	46	49	50	44	41	45	41	50	43
KSI	682	735	752	650	632	640	570	575	574
All severities	4,912	4,860	4,669	4,796	5,029	5,205	4,744	4,888	4,933
Passengers:									
Killed	13	8	15	11	13	18	19	10	16
KSI	200	211	215	196	186	191	178	153	159
All severities	1,374	1,449	1,433	1,272	1,349	1,368	1,322	1,252	1,433
Heavy goods vehicle									
Drivers:									
Killed	46	39	50	51	39	51	44	42	47
KSI	492	503	533	462	484	478	462	476	429
All severities	2,808	2,873	2,780	2,700	2,802	2,887	2,926	2,981	2,792
Passengers:									
Killed	5	2	6	7	4	8	4	9	6
KSI	67	53	77	73	67	65	59	76	59
All severities	380	350	394	416	356	384	394	444	426
All road users:⁴									
Killed	2,547	2,552	2,541	2,601	2,607	2,434	2,495	2,533	2,614
KSI	31,045	32,596	31,905	31,240	30,536	28,950	28,123	28,179	27,691
All severities	181,906	178,914	177,365	182,577	186,398	184,277	182,392	184,259	181,167

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

2 Killed or Seriously injured.

3 Includes boarding and alighting.

4 Includes other road users and road user not reported.

5b Female casualties: by road user type and severity: 1994 - 98 average, 1994 - 2001

	Number of casualties								
	1994-98 average ¹	1994	1995	1996	1997	1998	1999	2000	2001
Pedestrians:									
Killed	376	434	402	354	348	344	290	298	261
KSI ²	4,605	5,240	4,925	4,528	4,254	4,078	3,853	3,714	3,368
All severities	19,348	20,535	19,687	19,090	18,783	18,646	17,914	17,378	16,739
Pedal cyclists:									
Killed	32	26	30	38	32	33	24	23	18
KSI	713	736	748	717	720	645	593	518	495
All severities	4,930	5,013	5,048	4,913	4,996	4,682	4,577	4,275	3,740
Two-wheel motor vehicles									
Riders:									
Killed	12	11	14	11	10	13	23	16	17
KSI	398	474	437	369	361	348	368	388	405
All severities	1,906	2,114	1,952	1,822	1,768	1,876	1,910	2,117	2,333
Passengers:									
Killed	18	18	15	12	22	23	16	20	15
KSI	285	268	311	271	302	275	283	280	243
All severities	1,067	1,052	1,082	1,051	1,140	1,011	1,010	1,016	965
Car									
Drivers:									
Killed	255	247	249	249	259	271	251	224	253
KSI	5,114	5,129	5,042	5,241	5,213	4,945	4,549	4,122	4,189
All severities	56,267	53,217	52,445	56,449	59,214	60,008	58,776	58,853	57,729
Passengers:									
Killed	312	330	337	314	296	281	301	276	247
KSI	4,812	4,956	5,018	5,053	4,608	4,423	4,140	3,797	3,598
All severities	46,347	45,875	45,142	46,728	47,486	46,503	44,956	44,027	42,232
Bus or coach									
Drivers:									
Killed	0	0	0	0	0	0	0	0	0
KSI	5	3	9	5	3	6	8	3	13
All severities	61	59	73	51	52	71	76	62	84
Passengers: ³									
Killed	11	14	23	4	6	9	5	5	5
KSI	449	530	523	443	367	384	401	384	351
All severities	6,278	6,667	6,160	6,066	6,156	6,343	6,672	6,509	6,244
Light goods vehicle									
Drivers:									
Killed	2	4	2	1	4	1	1	5	3
KSI	54	52	61	51	45	59	35	34	33
All severities	466	482	418	471	486	471	437	354	400
Passengers:									
Killed	4	3	2	5	6	3	4	1	2
KSI	79	103	78	92	64	59	83	51	45
All severities	671	766	679	675	611	625	618	510	531
Heavy goods vehicle									
Drivers:									
Killed	0	0	0	1	0	1	1	0	0
KSI	5	2	6	4	7	4	7	5	3
All severities	46	40	45	39	52	56	54	55	53
Passengers:									
Killed	1	0	1	4	2	0	3	4	1
KSI	15	13	19	15	15	13	12	14	7
All severities	103	107	111	89	92	116	110	115	110
All road users: ⁴									
Killed	1,030	1,093	1,080	997	992	987	926	876	830
KSI	16,603	17,575	17,246	16,853	16,041	15,302	14,411	13,375	12,816
All severities	137,900	136,319	133,221	137,859	141,282	140,819	137,727	135,803	131,631

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

2 Killed or Seriously injured.

3 Includes boarding and alighting.

4 Includes other road users and road user not reported.

5c All casualties: by road user type and severity: 1994 - 98 average, 1994 - 2001

	Number of casualties								
	1994-98 average ¹	1994	1995	1996	1997	1998	1999	2000	2001
Pedestrians:									
Killed	1,008	1,124	1,038	997	973	906	870	857	826
KSI ²	11,669	12,930	12,297	11,612	11,026	10,481	9,825	9,498	9,064
All severities	46,543	48,695	47,083	46,450	45,601	44,886	42,888	42,033	40,577
Pedal cyclists:									
Killed	186	172	213	203	183	158	172	127	138
KSI	3,732	4,001	3,967	3,789	3,592	3,312	3,367	2,770	2,678
All severities	24,385	24,839	24,945	24,584	24,636	22,923	22,840	20,612	19,114
Two-wheel motor vehicles									
Riders:									
Killed	434	399	416	414	477	466	525	573	554
KSI	5,988	6,172	6,088	5,717	5,959	6,005	6,443	6,885	6,883
All severities	22,251	22,542	21,646	21,386	22,697	22,984	24,516	26,513	27,135
Passengers:									
Killed	33	45	29	26	32	32	22	32	29
KSI	487	494	527	491	487	437	465	489	422
All severities	1,772	1,812	1,878	1,747	1,795	1,626	1,676	1,699	1,675
Car									
Drivers:									
Killed	1,128	1,102	1,086	1,146	1,171	1,134	1,082	1,087	1,164
KSI	14,634	14,877	14,557	15,015	14,881	13,841	12,995	12,695	12,555
All severities	127,958	121,333	120,623	128,922	134,125	134,789	132,067	133,928	132,318
Passengers:									
Killed	634	662	663	660	624	562	605	578	585
KSI	8,619	9,015	8,904	9,033	8,310	7,835	7,373	7,024	6,869
All severities	75,329	73,821	73,404	76,414	77,323	75,685	73,668	72,871	70,484
Bus or coach									
Drivers:									
Killed	1	1	1	1	2	1	0	1	4
KSI	71	63	85	62	75	69	67	51	64
All severities	804	739	734	807	833	907	908	1,024	992
Passengers:³									
Killed	19	20	34	10	12	17	11	14	10
KSI	645	752	751	633	526	562	544	527	498
All severities	8,794	9,351	8,544	8,538	8,606	8,932	9,344	9,064	8,892
Light goods vehicle									
Drivers:									
Killed	48	53	52	45	45	46	42	55	46
KSI	735	787	813	701	677	699	606	609	607
All severities	5,378	5,343	5,088	5,268	5,515	5,676	5,182	5,245	5,336
Passengers:									
Killed	17	11	17	16	19	21	23	11	18
KSI	279	314	293	288	251	250	261	204	204
All severities	2,046	2,215	2,112	1,947	1,961	1,996	1,942	1,762	1,968
Heavy goods vehicle									
Drivers:									
Killed	46	39	50	52	39	52	45	42	47
KSI	497	505	539	467	491	482	469	481	434
All severities	2,855	2,913	2,825	2,740	2,854	2,944	2,980	3,038	2,850
Passengers:									
Killed	7	2	7	11	6	8	7	13	7
KSI	82	66	96	88	82	78	71	90	66
All severities	483	457	506	505	448	500	504	559	538
All road users:⁴									
Killed	3,578	3,650	3,621	3,598	3,599	3,421	3,423	3,409	3,450
KSI	47,656	50,190	49,154	48,097	46,583	44,255	42,545	41,564	40,560
All severities	319,928	315,359	310,687	320,578	327,803	325,212	320,310	320,283	313,309

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

2 Killed or Seriously injured.

3 Includes boarding and alighting.

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

6a Male casualties: killed or seriously injured: by road user type and age¹: 1994 - 98 average², 1994 - 2001

		Number of casualties									
		1994-98 average	1994	1995	1996	1997	1998	1999	2000	2001	
Pedestrians:	0 to 4	374	408	435	354	337	336	309	254	219	
	5 to 7	571	667	566	603	516	505	471	404	383	
	8 to 11	875	949	901	850	881	794	731	694	722	
	12 to 15	825	831	863	833	848	748	690	704	720	
	16 to 19	513	511	494	557	527	474	471	424	476	
	20 to 24	523	591	563	514	506	442	413	441	446	
	25 to 59	2,116	2,276	2,214	2,113	2,018	1,958	1,873	1,848	1,716	
	60 to 64	207	233	217	209	191	184	166	177	187	
	65 to 69	188	210	208	204	164	152	143	128	150	
	70 to 74	228	284	228	212	213	201	151	162	158	
	75 to 79	207	224	194	210	194	214	194	182	170	
	80 and over	328	382	367	308	283	299	266	261	234	
	All age groups ³	7,063	7,687	7,371	7,084	6,771	6,403	5,970	5,784	5,682	
Pedal cyclists:	0 to 4	17	19	17	20	15	16	18	8	7	
	5 to 7	123	146	137	116	115	101	114	68	55	
	8 to 11	304	315	358	339	283	223	233	196	171	
	12 to 15	489	539	526	552	415	414	405	361	338	
	16 to 19	304	340	321	302	290	269	236	165	199	
	20 to 24	263	322	315	250	219	207	193	165	155	
	25 to 59	1,245	1,279	1,266	1,226	1,259	1,196	1,143	1,077	1,033	
	60 and over	240	259	248	239	254	201	201	165	192	
		All age groups ³	3,019	3,265	3,219	3,072	2,872	2,667	2,583	2,250	2,182
	Moped riders:	Under 16	13	17	14	14	11	10	14	16	18
16		100	105	116	94	97	88	144	183	215	
17		39	46	37	37	35	40	53	80	85	
18		13	9	14	11	10	23	27	28	32	
19		7	6	12	2	4	11	14	26	24	
20 to 24		33	38	36	38	26	29	50	40	44	
25 to 59		110	139	126	101	95	88	84	118	138	
60 and over		37	41	49	38	35	20	24	18	13	
		All age groups ³	355	404	409	339	314	311	415	519	575
Motor cycle riders ⁴ :		Under 16	39	39	46	48	36	26	39	50	51
	16	77	69	70	88	77	81	50	56	62	
	17	215	248	197	215	208	208	192	208	223	
	18	175	209	189	153	176	149	169	206	220	
	19	150	200	175	142	125	106	138	170	156	
	20 to 24	857	1,066	989	814	745	670	663	679	672	
	25 to 59	3,526	3,262	3,363	3,373	3,717	3,917	4,203	4,372	4,278	
	60 and over	120	117	124	120	128	110	122	140	120	
		All age groups ³	5,234	5,291	5,242	5,009	5,283	5,346	5,659	5,977	5,899
Car drivers:	Under 17	58	54	59	72	54	51	42	60	63	
	17	281	272	285	315	294	237	190	234	200	
	18	453	447	466	457	445	450	388	373	361	
	19	393	383	392	443	376	373	401	390	340	
	20 to 24	1,640	1,771	1,694	1,721	1,621	1,391	1,311	1,353	1,405	
	25 to 29	1,332	1,352	1,368	1,327	1,377	1,237	1,128	1,043	1,009	
	30 to 39	1,852	1,804	1,790	1,946	1,921	1,800	1,690	1,804	1,771	
	40 to 59	2,082	2,157	2,050	2,070	2,117	2,016	1,948	1,977	1,891	
	60 to 69	613	667	604	617	621	557	557	569	533	
	70 to 79	479	502	480	459	485	471	471	435	453	
	80 and over	229	225	223	225	247	223	187	207	217	
		All age groups ³	9,518	9,745	9,514	9,772	9,665	8,894	8,441	8,572	8,356
	Car passengers:	Under 17	793	859	805	775	835	691	610	568	606
17		296	311	246	323	305	295	233	226	244	
18		295	294	305	307	255	312	257	267	253	
19		242	263	240	265	216	228	244	234	215	
20 to 24		755	812	825	791	684	661	583	645	673	
25 to 29		391	428	426	402	388	313	324	315	334	
30 to 39		403	394	424	432	413	351	374	361	373	
40 to 59		333	363	315	395	307	283	309	306	270	
60 to 69		103	127	104	83	98	101	79	84	71	
70 to 79		79	88	94	81	70	64	80	71	62	
80 and over		44	46	39	34	50	49	48	50	46	
		All age groups ³	3,807	4,059	3,886	3,979	3,702	3,411	3,233	3,221	3,251

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

2 Figures have been rounded to the nearest whole number.

3 Includes age not reported.

4 Includes scooter rider.

6b Female casualties: killed or seriously injured: by road user type and age¹: 1994 - 98 average², 1994 - 2001

		Number of casualties								
		1994-98 average	1994	1995	1996	1997	1998	1999	2000	2001
Pedestrians:	0 to 4	197	225	220	173	198	167	146	128	97
	5 to 7	260	319	291	250	218	220	206	184	161
	8 to 11	475	525	488	482	441	439	434	380	350
	12 to 15	590	686	636	587	515	528	470	478	490
	16 to 19	300	290	314	327	291	278	240	232	229
	20 to 24	244	259	260	239	224	238	201	225	189
	25 to 59	1,020	1,165	1,057	988	971	921	943	914	829
	60 to 64	164	192	188	159	147	132	122	130	95
	65 to 69	191	201	205	205	179	167	142	138	133
	70 to 74	263	346	282	234	235	217	216	206	149
	75 to 79	310	327	339	315	296	273	258	232	204
80 and over	528	621	586	506	485	442	421	412	379	
All age groups ³	4,605	5,240	4,925	4,528	4,254	4,078	3,853	3,714	3,368	
Pedal cyclists:	0 to 4	1	2	2	1	0	2	3	1	1
	5 to 7	23	18	26	32	21	19	23	13	11
	8 to 11	74	81	74	84	71	58	69	58	41
	12 to 15	98	114	109	87	96	82	85	53	50
	16 to 19	58	55	54	63	62	55	45	39	30
	20 to 24	75	81	84	71	69	72	51	38	43
	25 to 59	299	296	312	298	303	288	246	260	246
	60 and over	72	78	73	68	86	57	57	45	53
	All age groups ³	713	736	748	717	720	645	593	518	495
	Moped riders:	Under 16	1	1	0	1	1	0	1	1	0
16		9	11	12	7	10	7	9	17	16
17		7	7	7	6	8	7	4	8	14
18		4	3	4	3	3	5	7	3	8
19		3	3	8	0	2	1	2	6	7
20 to 24		12	25	7	8	9	13	12	16	7
25 to 59		65	82	84	59	56	42	44	53	59
60 and over		20	23	29	19	15	15	9	9	8
All age groups ³		122	158	151	103	105	92	91	116	119
Motor cycle riders ⁴ :	Under 16	2	4	0	1	2	3	0	2	0
	16	4	4	5	6	3	2	1	1	4
	17	9	7	9	12	2	13	7	8	9
	18	8	6	16	12	3	3	11	13	12
	19	11	9	10	8	13	15	10	14	3
	20 to 24	62	93	75	51	45	44	34	38	37
	25 to 59	170	172	167	167	178	166	205	189	210
	60 and over	7	13	3	5	7	6	8	5	5
	All age groups ³	276	316	286	266	256	256	277	272	286
Car drivers:	Under 17	3	5	2	3	2	4	7	4	6
	17	85	76	99	78	100	71	46	40	51
	18	174	188	161	178	186	157	158	113	114
	19	161	149	158	177	155	165	165	125	131
	20 to 24	782	867	827	809	711	695	554	527	531
	25 to 29	730	741	699	771	789	651	545	515	472
	30 to 39	1,140	1,076	1,127	1,161	1,165	1,173	1,067	955	1,000
	40 to 59	1,356	1,353	1,316	1,371	1,433	1,308	1,356	1,224	1,255
	60 to 69	299	279	296	306	301	313	275	264	262
	70 to 79	227	246	220	218	220	229	216	214	213
	80 and over	96	90	71	103	94	121	99	94	102
	All age groups ³	5,114	5,129	5,042	5,241	5,213	4,945	4,549	4,122	4,189
	Car passengers:	Under 17	840	856	832	923	767	824	696	673	598
17		215	195	229	231	202	219	184	140	165
18		204	187	198	227	199	207	180	145	170
19		140	147	148	134	124	147	130	132	108
20 to 24		534	613	594	551	477	434	382	394	411
25 to 29		396	402	441	418	386	334	318	264	242
30 to 39		510	526	511	548	548	416	437	411	381
40 to 59		812	840	842	844	756	780	724	636	585
60 to 69		454	460	497	457	453	401	382	359	318
70 to 79		403	399	423	429	378	386	394	364	346
80 and over		209	235	210	192	212	194	199	194	167
All age groups ³		4,812	4,956	5,018	5,053	4,608	4,423	4,140	3,797	3,598

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

2 Figures have been rounded to the nearest whole number.

3 Includes age not reported.

4 Includes scooter riders.

6c All casualties: killed or seriously injured: by road user type and age¹ 1994 - 98 average², 1994 - 2001

		Number of casualties								
		1994-98 average	1994	1995	1996	1997	1998	1999	2000	2001
Pedestrians:	0 to 4	571	633	655	527	535	503	455	382	316
	5 to 7	831	986	857	853	734	725	677	588	545
	8 to 11	1,350	1,474	1,389	1,332	1,322	1,233	1,165	1,074	1,073
	12 to 15	1,415	1,517	1,499	1,420	1,363	1,276	1,160	1,182	1,210
	16 to 19	813	801	808	884	818	752	711	656	705
	20 to 24	767	850	823	753	731	680	614	666	635
	25 to 59	3,136	3,442	3,271	3,101	2,989	2,879	2,817	2,762	2,546
	60 to 64	370	425	405	368	338	316	288	307	282
	65 to 69	379	411	413	409	343	319	285	266	283
	70 to 74	490	630	510	446	448	418	367	368	307
	75 to 79	517	551	533	525	490	487	452	414	374
	80 and over	856	1,004	953	814	768	741	687	673	613
	All age groups ³	11,669	12,930	12,297	11,612	11,026	10,481	9,825	9,498	9,064
Pedal cyclists:	0 to 4	19	21	19	21	15	18	21	9	8
	5 to 7	146	164	163	148	136	120	137	81	66
	8 to 11	377	396	432	423	354	281	302	254	212
	12 to 15	587	653	635	639	511	496	490	414	388
	16 to 19	362	395	375	365	352	324	281	204	229
	20 to 24	338	403	399	321	288	279	244	203	198
	25 to 59	1,545	1,575	1,578	1,524	1,562	1,484	1,389	1,337	1,279
	60 and over	313	337	321	307	340	258	258	210	245
	All age groups ³	3,732	4,001	3,967	3,789	3,592	3,312	3,176	2,770	2,678
	Moped riders:	Under 16	14	18	14	15	12	10	15	17	18
16		109	116	128	101	107	95	153	200	232
17		46	53	44	43	43	47	57	88	99
18		17	12	18	14	13	28	34	31	40
19		10	9	20	2	6	12	16	32	31
20 to 24		46	63	43	46	35	42	62	56	51
25 to 59		174	221	210	160	151	130	128	171	197
60 and over		57	64	78	57	50	35	33	27	21
All age groups ³		477	562	560	442	419	403	506	635	695
Motor cycle riders ⁴ :	Under 16	41	43	46	49	38	29	39	52	51
	16	81	73	75	94	80	83	51	57	66
	17	224	255	206	227	210	221	199	216	232
	18	183	215	205	165	179	152	180	219	232
	19	161	209	185	150	138	121	148	184	159
	20 to 24	918	1,159	1,064	865	790	714	697	717	709
	25 to 59	3,697	3,435	3,530	3,540	3,896	4,083	4,409	4,561	4,488
	60 and over	127	130	127	125	135	116	130	145	125
	All age groups ³	5,511	5,610	5,528	5,275	5,540	5,602	5,937	6,250	6,188
Car drivers:	Under 17	61	59	61	75	56	55	49	64	69
	17	365	348	384	393	394	308	236	274	251
	18	627	635	627	635	631	607	546	486	475
	19	554	532	550	620	531	538	566	515	471
	20 to 24	2,421	2,638	2,521	2,530	2,332	2,086	1,865	1,880	1,938
	25 to 29	2,062	2,093	2,067	2,098	2,166	1,888	1,673	1,558	1,481
	30 to 39	2,993	2,880	2,917	3,107	3,086	2,973	2,758	2,759	2,771
	40 to 59	3,438	3,510	3,366	3,441	3,551	3,324	3,304	3,201	3,147
	60 to 69	912	946	900	923	922	870	832	833	795
	70 to 79	706	748	700	677	705	700	687	649	666
	80 and over	325	315	295	328	341	344	286	301	319
	All age groups ³	14,634	14,877	14,557	15,015	14,881	13,841	12,995	12,695	12,555
Car passengers:	Under 17	1,633	1,715	1,637	1,698	1,602	1,515	1,306	1,241	1,204
	17	511	506	475	554	507	514	417	366	409
	18	498	481	503	534	454	519	437	412	423
	19	382	410	388	399	340	375	374	366	324
	20 to 24	1,288	1,425	1,419	1,342	1,161	1,095	965	1,039	1,087
	25 to 29	788	830	867	820	774	647	642	579	576
	30 to 39	913	920	935	980	961	767	811	772	755
	40 to 59	1,145	1,203	1,157	1,239	1,063	1,063	1,033	942	855
	60 to 69	556	587	601	540	551	502	461	443	389
	70 to 79	482	487	517	510	448	450	474	435	409
	80 and over	252	281	249	227	262	243	247	244	213
	All age groups ³	8,619	9,015	8,904	9,033	8,310	7,835	7,373	7,024	6,869

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

2 Figures have been rounded to the nearest whole number.

3 Includes age and sex not reported.

4 Includes scooter riders.

7 Casualties: by time of accident and severity: 1991 - 2001

	Number of casualties										
	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
04.00 to 17.59:											
Killed	2,697	2,481	2,241	2,124	2,146	2,005	2,081	2,015	2,036	2,017	1,989
KSI ¹	35,405	33,928	31,423	32,198	31,292	30,202	29,782	28,425	27,415	26,601	25,500
All severities	210,621	211,941	212,280	219,176	214,664	220,055	228,552	228,480	225,488	224,565	218,605
18.00 to 21.59:											
Killed	968	882	841	767	778	824	767	765	712	720	757
KSI	12,278	11,455	10,512	10,727	10,698	10,642	10,127	9,616	9,251	8,928	8,860
All severities	63,824	62,820	61,030	62,696	62,672	65,514	66,235	64,628	63,353	63,152	62,164
22.00 to 03.59:											
Killed	903	866	732	759	697	769	751	641	675	672	704
KSI	8,503	8,102	6,899	7,265	7,164	7,253	6,674	6,214	5,879	6,035	6,200
All severities	36,923	35,992	32,825	33,487	33,351	35,009	33,016	32,104	31,469	32,566	32,540
Total: ²											
Killed	4,568	4,229	3,814	3,650	3,621	3,598	3,599	3,421	3,423	3,409	3,450
KSI	56,186	53,485	48,834	50,190	49,154	48,097	46,583	44,255	42,545	41,564	40,560
All severities	311,368	310,753	306,135	315,359	310,687	320,578	327,803	325,212	320,310	320,283	313,309

1 Killed or Seriously injured.

2 Includes time not reported.

8 Casualty rates: by road user type and severity: 1991 - 2001

	Rate per 100 million vehicle kilometres ¹ /percentage										
	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
Pedal cyclists:											
Killed	4.7	4.3	4.1	3.8	4.7	4.7	4.5	4.0	4.2	3.1	3.5
KSI ²	81	84	84	89	88	88	88	84	82	68	67
All severities	477	522	535	552	554	572	601	578	555	509	481
Two-wheel motor vehicle riders:											
Killed	9.3	9.7	9.6	9.7	10	9.9	12	12	12	13	12
KSI	145	150	155	151	148	136	145	152	143	158	145
All severities	525	551	566	550	528	509	554	582	544	608	570
Car drivers:											
Killed	0.4	0.4	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
KSI	4.7	4.6	4.2	4.3	4.1	4.1	4.0	3.7	3.4	3.4	3.3
All severities	32	34	34	35	34	36	36	36	35	35	34
Bus or coach drivers:											
Killed	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
KSI	1.3	1.3	1.3	1.3	1.8	1.3	1.5	1.4	1.3	1.1	1.3
All severities	14	15	14	16	16	17	17	18	18	21	20
Light goods vehicle drivers:											
Killed	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
KSI	2.6	2.3	2.1	2.2	2.1	1.8	1.7	1.6	1.2	1.2	1.2
All severities	16	15	14	15	13	13	14	13	11	10	10
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	0.2
KSI	2.0	2.0	1.9	1.7	1.9	1.5	1.5	1.5	1.6	1.6	1.5
All severities	10	10	10	10	10	8.9	8.9	9.2	10	10	10
All drivers and riders: ³											
Killed	0.5	0.5	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
KSI	7.2	6.7	6.2	6.2	6.0	5.8	5.6	5.3	5.1	5.0	4.9
All severities	41	42	41	42	41	41	42	41	40	40	39
Percentage of all road user casualties accounted for by drivers and riders:											
Killed	47	48	47	49	50	52	54	55	55	56	57
KSI	52	52	53	53	53	54	55	55	56	57	58
All severities	55	55	56	57	57	57	58	59	59	60	60

¹ From 1999 figures have been produced on a new, more accurate basis and are not directly comparable with earlier data. See "Notes" for more details

² Killed or Seriously injured.

³ Includes driver and riders of other vehicles.

9 Vehicles involved and involvement rates: by vehicle type and severity of accident: 1991 - 2001

	Number of vehicles/rate per 100 million vehicle kilometres ¹										
	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
Pedal cycles:											
Fatal	259	217	198	188	229	214	199	167	187	141	145
Rate	5.0	4.6	4.4	4.2	5.1	5.0	4.9	4.2	4.5	3.5	3.7
Fatal or serious	4,434	4,210	4,020	4,246	4,180	3,984	3,795	3,485	3,351	2,937	2,823
Rate	85	90	89	94	93	93	93	88	81	73	71
All severities	25,439	25,299	24,612	25,415	25,497	25,102	25,200	23,423	23,482	21,055	19,497
Rate	489	538	547	565	567	584	615	591	571	520	491
TWMVs:											
Fatal	652	536	489	501	510	505	570	570	617	695	673
Rate	12	12	12	12	12	12	14	14	14	16	14
Fatal or serious	9,081	7,820	7,313	7,077	6,962	6,511	6,833	6,864	7,291	7,814	7,767
Rate	168	174	178	173	170	155	167	174	162	179	163
All severities	31,722	27,660	25,836	25,127	24,219	23,798	25,211	25,514	27,122	29,236	30,084
Rate	587	615	630	613	591	567	615	646	602	671	632
Cars:											
Fatal	4,717	4,573	3,990	3,900	3,706	3,771	3,979	3,714	3,634	3,516	3,654
Rate	1.4	1.4	1.2	1.1	1.0	1.0	1.1	1.0	1.0	0.9	1.0
Fatal or serious	54,990	53,462	48,869	50,345	49,364	48,977	48,141	45,341	43,062	41,587	40,745
Rate	16	16	15	15	14	14	13	12	11	11	11
All severities	308,076	313,382	312,790	322,946	318,083	331,091	338,924	337,794	329,866	329,846	321,900
Rate	92	93	93	94	90	91	92	90	87	87	84
Buses or coaches:											
Fatal	186	162	140	137	134	139	129	136	139	136	164
Rate	3.9	3.5	3.0	2.9	2.9	2.9	2.6	2.7	2.8	2.8	3.4
Fatal or serious	1,771	1,669	1,513	1,633	1,623	1,626	1,516	1,487	1,483	1,449	1,433
Rate	37	36	33	35	35	34	31	30	30	30	29
All severities	11,417	11,264	10,947	11,413	10,994	11,196	11,241	11,762	11,888	11,733	11,521
Rate	238	245	238	243	234	233	229	235	239	242	236
Light goods vehicles:											
Fatal	467	424	341	326	323	299	309	290	262	279	302
Rate	1.3	1.2	0.9	0.9	0.8	0.7	0.8	0.7	0.5	0.6	0.6
Fatal or serious	4,430	3,948	3,397	3,513	3,372	3,260	3,167	3,113	2,676	2,620	2,660
Rate	12	11	9	9	9	8.1	7.8	7.3	5.4	5.2	5.2
All severities	21,802	20,490	19,069	19,495	18,674	19,186	20,070	20,083	18,052	17,671	18,314
Rate	59	56	52	51	48	47	50	47	37	35	36
Heavy goods vehicles:											
Fatal	836	846	681	633	614	592	572	595	617	565	588
Rate	2.9	3.0	2.4	2.1	2.1	1.9	1.8	1.9	2.1	1.9	2.0
Fatal or serious	4,092	3,922	3,506	3,557	3,327	3,137	3,187	3,077	3,085	3,033	2,910
Rate	14	14	12	12	11	10	10	10	11	10	10
All severities	15,241	14,500	14,417	14,572	13,771	13,582	14,385	14,526	15,191	15,194	14,813
Rate	53	51	51	49	46	44	45	45	53	52	51
All motor vehicles:²											
Fatal	6,947	6,637	5,729	5,575	5,369	5,382	5,622	5,386	5,352	5,282	5,455
Rate	1.7	1.6	1.4	1.3	1.2	1.2	1.3	1.2	1.1	1.1	1.2
Fatal or serious	75,192	71,574	65,372	66,819	65,354	64,153	63,506	60,545	58,344	57,277	56,104
Rate	18	17	16	16	15	14	14	13	13	12	12
All severities	391,890	390,736	386,458	396,750	388,836	402,001	413,197	413,172	406,401	408,231	399,883
Rate	95	95	94	94	90	91	92	90	87	87	84
All vehicles:³											
Fatal	7,215	6,864	5,935	5,774	5,602	5,601	5,836	5,564	5,547	5,433	5,614
Rate	1.7	1.7	1.4	1.4	1.3	1.3	1.3	1.2	1.2	1.2	1.2
Fatal or serious	79,748	75,925	69,520	71,166	69,632	68,234	67,411	64,125	61,814	60,336	59,055
Rate	19	18	17	17	16	15	15	14	13	13	12
All severities	417,792	416,725	411,729	422,621	414,807	427,521	438,877	437,105	430,492	429,943	420,073
Rate	100	100	99	99	95	96	97	94	92	91	88

1 From 1999 figures have been produced on a new, more accurate basis and are not directly comparable with earlier data. See "Notes" for more details

2 Includes other motor vehicles.

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

10 Breath tests and breath test failures: by drivers and riders involved in accidents: 1991 - 2001

	Number/percentage										
	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
Car drivers involved:	308,076	313,382	312,790	322,946	318,083	331,091	338,924	337,794	329,866	329,846	321,900
Breath tested:											
Number	90,138	90,295	88,282	91,927	99,631	133,347	157,373	173,610	175,916	172,840	163,540
Percentage of drivers involved	29	29	28	28	31	40	46	51	53	52	51
Failed breath test: ¹											
Number	7,356	6,893	6,171	6,366	6,639	7,303	7,087	6,690	6,669	7,124	7,264
Percentage of drivers tested	8.2	7.6	7.0	6.9	6.7	5.5	4.5	3.9	3.8	4.1	4.4
Percentage of drivers involved	2.4	2.2	2.0	2.0	2.1	2.2	2.1	2.0	2.0	2.2	2.3
TWMV riders involved:	31,722	27,660	25,836	25,127	24,219	23,798	25,211	25,514	27,122	29,236	30,084
Breath tested:											
Number	6,566	5,779	5,422	5,159	5,720	7,906	9,926	11,416	12,970	13,945	13,725
Percentage of riders involved	21	21	21	21	24	33	39	45	48	48	46
Failed breath test: ¹											
Number	648	555	451	450	438	408	428	426	443	442	446
Percentage of riders tested	9.9	9.6	8.3	8.7	7.7	5.2	4.3	3.7	3.4	3.2	3.2
Percentage of drivers/riders involved	2.0	2.0	1.7	1.8	1.8	1.7	1.7	1.7	1.6	1.5	1.5
Other drivers involved:	52,092	49,694	47,832	48,677	46,534	47,112	49,062	49,864	49,413	49,149	47,899
Breath tested:											
Number	13,245	12,819	12,267	12,567	13,526	17,936	21,687	24,697	25,864	25,915	24,457
Percentage of drivers involved	25	26	26	26	29	38	44	50	52	53	51
Failed breath test: ¹											
Number	611	526	402	412	414	382	445	398	411	401	386
Percentage of drivers tested	4.6	4.1	3.3	3.3	3.1	2.1	2.1	1.6	1.6	1.5	1.6
Percentage of drivers/riders involved	1.2	1.1	0.8	0.8	0.9	0.8	0.9	0.8	0.8	0.8	0.8
Total involved:	391,890	390,736	386,458	396,750	388,836	402,001	413,197	413,172	406,401	408,231	399,883
Breath tested:											
Number	109,949	108,893	105,971	109,653	118,877	159,189	188,986	209,723	214,750	212,700	201,722
Percentage of driver/riders involved	28	28	27	28	31	40	46	51	53	52	50
Failed breath test: ¹											
Number	8,615	7,974	7,024	7,228	7,491	8,093	7,960	7,514	7,523	7,967	8,096
Percentage of driver/riders tested	8.5	7.8	7.3	6.6	6.6	6.3	5.1	4.2	3.6	3.5	4.0
Percentage of drivers/riders involved	2.2	2.2	2.0	1.8	1.8	1.9	2.0	1.9	1.8	1.9	2.0

¹ Failed or refused to provide a specimen of breath.

11 Deaths: by age, sex, deaths from all causes, all accidental deaths and all road deaths: 2000

	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	2,412	238	306	960	3,230	5,377	9,356	22,133	18,954	27,623	40,128	51,435	100,426	282,578
All accidental deaths	74	53	98	369	919	991	741	615	296	292	390	508	1,332	6,678
Road deaths (registered)	19	31	55	274	540	462	265	196	79	68	69	66	128	2,252
% of accidental deaths	26	58	56	74	59	47	36	32	27	23	18	13	10	34
% of all deaths	0.8	13	18	29	17	8.6	2.8	0.9	0.4	0.2	0.2	0.1	0.1	0.8
2000 Stats 19 fatalities	19	34	61	296	633	511	306	226	89	79	76	65	132	2,533
Female														
Deaths from all causes	1,884	165	198	423	1,237	2,956	6,326	14,579	11,788	18,188	29,480	46,526	176,511	310,261
All accidental deaths	57	21	29	90	186	224	256	294	132	191	292	499	2,879	5,150
Road deaths (registered)	14	8	19	64	109	86	87	71	27	45	61	67	129	787
% of accidental deaths	25	38	66	71	59	38	34	24	20	24	21	13	4.5	15
% of all deaths	0.7	5	10	15	9	2.9	1.4	0.5	0.2	0.2	0.2	0.1	0.1	0.3
2000 Stats 19 fatalities	14	10	24	76	122	107	101	86	34	40	64	66	131	876
All persons³														
Deaths from all causes	4,296	403	504	1,383	4,467	8,333	15,682	36,712	30,742	45,811	69,608	97,961	276,937	592,839
All accidental deaths	131	74	127	459	1,105	1,215	997	909	428	483	682	1,007	4,211	11,828
Road deaths (registered)	33	39	74	338	649	548	352	267	106	113	130	133	257	3,039
% of accidental deaths	25	53	58	74	59	45	35	29	25	23	19	13	6.1	26
% of all deaths	0.8	10	15	24	15	6.6	2.2	0.7	0.3	0.2	0.2	0.1	0.1	0.5
2000 Stats 19 fatalities	33	44	85	372	755	618	407	312	123	119	140	131	263	3,409

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

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

2 Includes age not reported.

3 Includes sex not reported.

12 Accidents, vehicles and casualties: casualties by severity: by built-up and non built-up roads: 2001

Number of accidents/vehicles/casualties

	Accidents	Vehicles involved	Casualties involved, by severity			
			Killed	Seriously injured	Slightly injured	All severities
Motorways:						
Fatal	180	386	203	94	148	445
Serious	1,055	2,306	..	1,310	870	2,180
Slight	7,893	17,822	..	..	12,136	12,136
All severities	9,128	20,514	203	1,404	13,154	14,761
Built-up roads:¹						
Fatal	1,355	2,044	1,409	342	541	2,292
Serious	20,681	33,184	..	22,405	6,429	28,834
Slight	145,012	264,690	..	..	184,987	184,987
All severities	167,048	299,918	1,409	22,747	191,957	216,113
Non built-up roads:¹						
Fatal	1,641	3,184	1,838	808	1,070	3,716
Serious	9,852	17,951	..	12,151	6,229	18,380
Slight	41,345	78,506	..	..	60,339	60,339
All severities	52,838	99,641	1,838	12,959	67,638	82,435
All speed limits:²						
Fatal	3,176	5,614	3,450	1,244	1,759	6,453
Serious	31,588	53,441	..	35,866	13,528	49,394
Slight	194,250	361,018	..	..	257,462	257,462
All severities	229,014	420,073	3,450	37,110	272,749	313,309

¹ Excludes motorways.

² Includes speed limit not reported.

13 Accidents and casualties: by severity, major and minor roads and speed limit: 2001

Number of accidents/casualties

	Accidents				Casualties			
	Fatal	Serious	Slight	All	Killed	Seriously injured	Slightly injured	All
Major roads: ¹								
Speed limit								
30 mph	449	7,040	51,292	58,781	463	7,712	67,921	76,096
40 mph	212	1,759	11,732	13,703	228	2,066	17,359	19,653
50 mph	89	586	3,480	4,155	99	742	5,472	6,313
60 mph	846	4,366	16,311	21,523	952	5,980	27,602	34,534
70 mph	409	2,225	13,793	16,427	465	2,892	22,986	26,343
All limits ²	2,006	15,990	96,680	114,676	2,208	19,409	141,437	163,054
Minor roads: ³								
Speed limit								
20 mph ⁴	4	70	382	456	4	77	472	553
30 mph	620	11,037	77,319	88,976	639	11,975	99,861	112,475
40 mph	73	785	4,464	5,322	79	935	6,605	7,619
50 mph	11	89	541	641	13	110	831	954
60 mph	460	3,586	14,633	18,679	505	4,562	23,189	28,256
70 mph	2	31	229	262	2	42	349	393
All limits ²	1,170	15,598	97,570	114,338	1,242	17,701	131,312	150,255
All roads ²	3,176	31,588	194,250	229,014	3,450	37,110	272,749	313,309

1 Motorways and A roads.

2 Includes unknown and other speed limits.

3 B, C and unclassified roads.

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

14a Accidents: by daylight and darkness, road surface condition, built-up and non built-up roads and severity: 20

	Number of accidents								All ² accidents
	Daylight				Darkness				
	Dry	Wet or flood	Snow or ice	All ¹	Dry	Wet or flood	Snow or ice	All ¹	
Motorways:									
Fatal	64	19	1	84	58	37	0	96	180
Serious	487	177	16	683	189	167	16	372	1,055
Slight	3,978	1,644	79	5,719	1,107	989	66	2,174	7,893
All severities	4,529	1,840	96	6,486	1,354	1,193	82	2,642	9,128
Built-up roads:³									
Fatal	562	172	11	752	328	260	13	603	1,355
Serious	10,249	3,110	158	13,575	3,958	2,918	210	7,106	20,681
Slight	77,540	27,765	1,449	107,283	20,440	15,871	1,281	37,729	145,012
All severities	88,351	31,047	1,618	121,610	24,726	19,049	1,504	45,438	167,048
Non built-up roads:³									
Fatal	666	315	23	1,007	296	310	23	634	1,641
Serious	4,353	2,138	271	6,851	1,284	1,461	229	3,001	9,852
Slight	17,039	11,235	1,586	30,270	4,270	5,629	1,049	11,075	41,345
All severities	22,058	13,688	1,880	38,128	5,850	7,400	1,301	14,710	52,838
All speed limits:⁴									
Fatal	1,292	506	35	1,843	682	607	36	1,333	3,176
Serious	15,089	5,425	445	21,109	5,431	4,546	455	10,479	31,588
Slight	98,557	40,644	3,114	143,272	25,817	22,489	2,396	50,978	194,250
All severities	114,938	46,575	3,594	166,224	31,930	27,642	2,887	62,790	229,014

1 Includes road surface condition not reported.

2 Includes lighting condition not reported.

3 Excludes motorways.

4 Includes speed limit not reported.

14b Casualties: by daylight and darkness, road surface condition, built-up and non built-up roads and severity: 2001

	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	75	20	1	96	66	40	0	107	203
Serious	635	243	20	901	251	231	21	503	1,404
Slight	6,445	2,833	119	9,424	1,888	1,714	102	3,730	13,154
All severities	7,155	3,096	140	10,421	2,205	1,985	123	4,340	14,761
Built-up roads:³									
Fatal	574	175	11	767	344	281	15	642	1,409
Serious	10,995	3,409	169	14,640	4,491	3,345	250	8,107	22,747
Slight	99,152	37,871	1,946	139,676	27,589	22,750	1,754	52,281	191,957
All severities	110,721	41,455	2,126	155,083	32,424	26,376	2,019	61,030	216,113
Non built-up roads:³									
Fatal	741	348	26	1,118	338	349	24	720	1,838
Serious	5,565	2,818	338	8,842	1,765	2,036	283	4,117	12,959
Slight	27,904	18,310	2,336	49,150	7,263	9,465	1,579	18,488	67,638
All severities	34,210	21,476	2,700	59,110	9,366	11,850	1,886	23,325	82,435
All speed limits:⁴									
Fatal	1,390	543	38	1,981	748	670	39	1,469	3,450
Serious	17,195	6,470	527	24,383	6,507	5,612	554	12,727	37,110
Slight	133,501	59,014	4,401	198,250	36,740	33,929	3,435	74,499	272,749
All severities	152,086	66,027	4,966	224,614	43,995	40,211	4,028	88,695	313,309

1 Includes road surface condition not reported.

2 Includes lighting condition not reported.

3 Excludes motorways.

4 Includes speed limit not reported.

15a Accidents: by daylight and darkness, weather condition, built-up and non built-up roads and severity: 2001

	Number of accidents								All ¹ Accidents
	Daylight				Darkness				
	Fine	Raining	Snowing	Fog	Fine	Raining	Snowing	Fog	
Motorways:									
Fatal	79	4	0	1	77	16	0	0	180
Serious	576	87	5	6	283	68	4	7	1,055
Slight	4,700	798	41	60	1,617	413	26	45	7,893
All severities	5,355	889	46	67	1,977	497	30	52	9,128
Built-up roads:²									
Fatal	679	48	1	5	500	89	1	1	1,355
Serious	11,895	1,333	35	34	5,664	1,103	39	59	20,681
Slight	90,724	12,638	464	350	28,623	6,650	308	338	145,012
All severities	103,298	14,019	500	389	34,787	7,842	348	398	167,048
Non built-up roads:²									
Fatal	872	100	6	11	488	97	4	15	1,641
Serious	5,716	845	49	99	2,348	418	35	76	9,852
Slight	23,930	4,541	341	449	7,918	1,972	215	325	41,345
All severities	30,518	5,486	396	559	10,754	2,487	254	416	52,838
All speed limits:³									
Fatal	1,630	152	7	17	1,065	202	5	16	3,176
Serious	18,187	2,265	89	139	8,295	1,589	78	142	31,588
Slight	119,354	17,977	846	859	38,158	9,035	549	708	194,250
All severities	139,171	20,394	942	1,015	47,518	10,826	632	866	229,014

1 Includes weather condition and lighting condition not reported.

2 Excludes motorways.

3 Includes speed limit not reported.

15b Casualties: by daylight and darkness, weather condition, built-up and non built-up roads and severity: 2001

	Number of casualties								All ¹ casualties
	Daylight				Darkness				
	Fine	Raining	Snowing	Fog	Fine	Raining	Snowing	Fog	
Motorways:									
Fatal	90	5	0	1	86	18	0	0	203
Serious	761	114	5	7	375	94	6	11	1,404
Slight	7,681	1,405	61	98	2,789	701	48	86	13,154
All severities	8,532	1,524	66	106	3,250	813	54	97	14,761
Built-up roads:²									
Fatal	692	50	1	5	535	93	1	1	1,409
Serious	12,785	1,474	35	38	6,470	1,253	49	67	22,747
Slight	117,748	17,041	606	487	39,751	9,271	415	451	191,957
All severities	131,225	18,565	642	530	46,756	10,617	465	519	216,113
Non built-up roads:²									
Fatal	972	108	7	11	555	109	4	16	1,838
Serious	7,346	1,116	66	130	3,241	566	51	96	12,959
Slight	38,943	7,435	532	760	13,395	3,246	337	517	67,638
All severities	47,261	8,659	605	901	17,191	3,921	392	629	82,435
All speed limits:³									
Fatal	1,754	163	8	17	1,176	220	5	17	3,450
Serious	20,892	2,704	106	175	10,086	1,913	106	174	37,110
Slight	164,372	25,881	1,199	1,345	55,935	13,218	800	1,054	272,749
All severities	187,018	28,748	1,313	1,537	67,197	15,351	911	1,245	313,309

1 Includes weather condition and lighting condition not reported.

2 Excludes motorways.

3 Includes speed limit not reported.

16 Accidents: by daylight and darkness, road surface condition, built-up and non built-up roads, speed limit and street lighting: 2001

	Number of accidents								
	Daylight				Darkness				All accidents ²
	Dry	Wet or Flood	Snow or ice	All ¹	Dry	Wet or Flood	Snow or ice	All ¹	
Motorways:									
Street lighting	2,684	1,092	38	3,825	656	616	46	1,325	5,150
No street lights/Street lights unlit	1,683	700	55	2,443	657	544	36	1,240	3,683
Lighting not reported	162	48	3	218	41	33	0	77	295
All lighting conditions	4,529	1,840	96	6,486	1,354	1,193	82	2,642	9,128
Built-up roads:³									
Speed limit 20 mph									
Street lighting	244	70	5	319	64	32	3	99	418
No street lights/Street lights unlit	48	12	0	62	10	9	0	19	81
Lighting not reported	30	8	0	38	5	1	1	7	45
All lighting conditions	322	90	5	419	79	42	4	125	544
Speed limit 30 mph									
Street lighting	68,083	22,741	1,084	92,230	20,182	15,246	1,151	36,679	128,909
No street lights/Street lights unlit	6,198	2,607	213	9,067	1,132	982	92	2,220	11,287
Lighting not reported	4,561	1,565	82	6,331	693	326	44	1,086	7,417
All lighting conditions	78,842	26,913	1,379	107,628	22,007	16,554	1,287	39,985	147,613
Speed limit 40 mph									
Street lighting	7,394	3,071	159	10,683	2,212	2,059	165	4,452	15,135
No street lights/Street lights unlit	1,237	684	64	2,000	332	338	40	714	2,714
Lighting not reported	556	289	11	880	96	56	8	162	1,042
All lighting conditions	9,187	4,044	234	13,563	2,640	2,453	213	5,328	18,891
All built-up roads									
Street lighting	75,721	25,882	1,248	103,232	22,458	17,337	1,319	41,230	144,462
No street lights/Street lights unlit	7,483	3,303	277	11,129	1,474	1,329	132	2,953	14,082
Lighting not reported	5,147	1,862	93	7,249	794	383	53	1,255	8,504
All lighting conditions	88,351	31,047	1,618	121,610	24,726	19,049	1,504	45,438	167,048
Non built-up roads:³									
Speed limit 50 mph									
Street lighting	1,425	663	32	2,136	427	378	31	840	2,976
No street lights/Street lights unlit	488	299	25	821	142	189	28	361	1,182
Lighting not reported	140	58	5	205	22	22	1	46	251
All lighting conditions	2,053	1,020	62	3,162	591	589	60	1,247	4,409
Speed limit 60 mph									
Street lighting	4,202	2,265	211	6,734	780	1,027	113	1,931	8,665
No street lights/Street lights unlit	11,174	8,026	1,387	20,919	3,222	4,466	955	8,763	29,682
Lighting not reported	842	449	63	1,383	145	115	31	305	1,688
All lighting conditions	16,218	10,740	1,661	29,036	4,147	5,608	1,099	10,999	40,035
Speed limit 70 mph									
Street lighting	2,157	1,073	62	3,325	494	553	48	1,097	4,422
No street lights/Street lights unlit	1,461	794	88	2,358	579	628	87	1,298	3,656
Lighting not reported	169	61	7	247	39	22	7	69	316
All lighting conditions	3,787	1,928	157	5,930	1,112	1,203	142	2,464	8,394
All non built-up roads									
Street lighting	7,784	4,001	305	12,195	1,701	1,958	192	3,868	16,063
No street lights/Street lights unlit	13,123	9,119	1,500	24,098	3,943	5,283	1,070	10,422	34,520
Lighting not reported	1,151	568	75	1,835	206	159	39	420	2,255
All lighting conditions	22,058	13,688	1,880	38,128	5,850	7,400	1,301	14,710	52,838
All speed limits:⁴									
Street lighting	86,189	30,975	1,591	119,252	24,815	19,911	1,557	46,423	165,675
No street lights/Street lights unlit	22,289	13,122	1,832	37,670	6,074	7,156	1,238	14,615	52,285
Lighting not reported	6,460	2,478	171	9,302	1,041	575	92	1,752	11,054
All lighting conditions	114,938	46,575	3,594	166,224	31,930	27,642	2,887	62,790	229,014

1 Includes road surface condition not reported.

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

3 Excludes motorways.

4 Includes speed limit not reported and motorways.

17 Accidents: by daylight and darkness, lighting conditions, special conditions and carriageway hazards: 2001

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	472	129	16	3	148	620
Permanent road sign defective or obscured	307	109	36	2	147	454
Road works present	2,210	453	232	23	708	2,918
Road surface defective	545	84	70	5	159	704
Total	3,534	775	354	33	1,162	4,696
Carriageway hazards:						
Dislodged vehicle load in carriageway	242	36	20	4	60	302
Other object in carriageway	1,589	462	284	29	775	2,364
Involvement with previous accident	369	128	137	5	270	639
Animal in carriageway:						
Dog	206	74	27	7	108	314
Other	1,252	374	524	26	924	2,176
Total	3,658	1,074	992	71	2,137	5,795
All accidents ²	166,224	46,423	14,615	1,752	62,790	229,014

1 Includes accidents where lighting condition not reported.

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

18 Accidents: by junction type, built-up and non built-up roads and severity: 2001

	Number of accidents							
	Round- about	T, Y or staggered ³	Crossroads	Multiple junction	Private drive or entrance	Other junction	All junctions	Not a tor within 20 metres of junction ⁴
Motorways								
Fatal	3	12	0	0	0	2	17	163
Serious	36	130	0	1	1	0	168	887
All Severities	623	1,081	4	19	7	42	1,776	7,352
Built-up roads: ¹								
Fatal	35	481	126	16	44	30	732	623
Serious	1,069	8,109	2,370	348	832	533	13,261	7,420
All Severities	14,040	65,748	21,389	3,103	7,410	4,977	116,667	50,381
Non built-up roads: ¹								
Fatal	27	279	56	6	64	34	466	1,175
Serious	388	1,804	443	61	475	191	3,362	6,490
All Severities	4,636	10,533	2,333	332	2,441	986	21,261	31,577
All speed limits: ²								
Fatal	65	772	182	22	108	66	1,215	1,961
Serious	1,493	10,043	2,813	410	1,308	724	16,791	14,797
All Severities	19,299	77,362	23,726	3,454	9,858	6,005	139,704	89,310

1 Excludes motorways.

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

3 Includes slip roads

4 Includes junction detail undefined.

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

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	583	8,309	34,781	43,673	None	187	1,297	3,988	5,472
Road sign or traffic signal	14	113	556	683	Road sign or traffic signal	20	146	613	779
Lamp post	58	388	1,311	1,757	Lamp post	15	115	428	558
Telegraph pole or electricity pole	5	69	272	346	Telegraph pole or electricity pole	17	84	391	492
Tree	39	276	630	945	Tree	153	642	1,504	2,299
Bus stop or shelter	6	30	126	162	Bus stop or shelter	1	5	13	19
Crash barrier	17	81	361	459	Crash barrier	20	175	760	955
Submerged	3	2	5	10	Submerged	3	4	11	18
Entered ditch	2	32	163	197	Entered ditch	40	319	1,298	1,657
Other permanent objects	90	692	2,640	3,422	Other permanent objects	106	789	2,924	3,819
Total ³	820	9,997	40,910	51,727	Total ³	562	3,578	11,949	16,089

(c) Motorways					(d) All roads: ⁴				
Object hit	All one vehicle accidents				Object hit	All one vehicle accidents			
	Fatal	Serious	Slight	All		Fatal	Serious	Slight	All
None	24	110	397	531	None	794	9,716	39,166	49,676
Road sign or traffic signal	4	18	32	54	Road sign or traffic signal	38	277	1,201	1,516
Lamp post	0	14	34	48	Lamp post	73	517	1,773	2,363
Telegraph pole or electricity pole	0	0	1	1	Telegraph pole or electricity pole	22	153	664	839
Tree	11	29	82	122	Tree	203	947	2,216	3,366
Bus stop or shelter	0	0	0	0	Bus stop or shelter	7	35	139	181
Crash barrier	19	125	787	931	Crash barrier	56	381	1,908	2,345
Submerged	0	0	2	2	Submerged	6	6	18	30
Entered ditch	0	14	75	89	Entered ditch	42	365	1,536	1,943
Other permanent objects	5	57	161	223	Other permanent objects	201	1,538	5,725	7,464
Total ³	63	367	1,572	2,002	Total ³	1,445	13,942	54,431	69,818

1 Includes single vehicle accidents involving pedestrians.

2 Excludes motorways.

3 Includes object hit not reported.

4 Includes speed limit not reported.

20 Accidents: by number of vehicles involved, built-up and non built-up roads, road class and severity: 2001

	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	82	37	151	109	67	159	36	17	658
Serious	619	553	2,228	566	1,429	2,738	519	137	8,789
All severities	3,274	3,600	9,777	2,759	24,049	21,507	6,015	1,311	72,292
B roads									
Fatal	24	8	58	20	18	39	12	5	184
Serious	233	151	675	128	471	734	154	49	2,595
All severities	1,219	836	3,342	641	7,167	5,601	1,606	312	20,724
Other roads									
Fatal	77	43	137	74	41	100	32	9	513
Serious	726	536	3,042	540	1,293	2,644	391	125	9,297
All severities	4,208	2,996	16,373	2,702	22,857	19,840	4,160	896	74,032
All built-up roads:⁵									
Fatal	183	88	346	203	126	298	80	31	1,355
Serious	1,578	1,240	5,945	1,234	3,193	6,116	1,064	311	20,681
All severities	8,701	7,432	29,492	6,102	54,073	46,948	11,781	2,519	167,048
Non built-up roads:³									
A roads									
Fatal	175	68	70	39	230	327	184	75	1,168
Serious	1,168	646	166	47	1,454	1,641	757	267	6,146
All severities	6,324	1,902	460	149	11,124	7,393	4,355	1,549	33,256
B roads									
Fatal	75	13	13	2	50	63	25	12	253
Serious	367	190	42	5	359	442	159	23	1,587
All severities	2,171	529	142	20	2,470	1,621	676	142	7,771
Other roads									
Fatal	61	26	14	6	42	52	14	5	220
Serious	635	204	90	18	517	522	116	17	2,119
All severities	3,349	667	302	74	4,095	2,581	636	107	11,811
All non built-up roads:⁵									
Fatal	311	107	97	47	322	442	223	92	1,641
Serious	2,170	1,040	298	70	2,330	2,605	1,032	307	9,852
All severities	11,844	3,098	904	243	17,689	11,595	5,667	1,798	52,838
All speed limits:⁴									
Motorways									
Fatal	31	14	9	9	19	51	21	26	180
Serious	252	97	14	4	170	247	139	132	1,055
All severities	1,563	384	39	16	2,431	2,194	1,527	974	9,128
A roads									
Fatal	257	105	221	148	297	486	220	92	1,826
Serious	1,787	1,199	2,394	613	2,883	4,379	1,276	404	14,935
All severities	9,598	5,502	10,237	2,908	35,173	28,900	10,370	2,860	105,548
B roads									
Fatal	99	21	71	22	68	102	37	17	437
Serious	600	341	717	133	830	1,176	313	72	4,182
All severities	3,390	1,365	3,484	661	9,637	7,222	2,282	454	28,495
Other roads									
Fatal	138	69	151	80	83	152	46	14	733
Serious	1,361	740	3,132	558	1,810	3,166	507	142	11,416
All severities	7,557	3,663	16,675	2,776	26,952	22,421	4,796	1,003	85,843
Total:⁵									
Fatal	525	209	452	259	467	791	324	149	3,176
Serious	4,000	2,377	6,257	1,308	5,693	8,968	2,235	750	31,588
All severities	22,108	10,914	30,435	6,361	74,193	60,737	18,975	5,291	229,014

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

2 Includes accidents in which pedestrians were injured.

3 Excludes motorways.

4 Includes speed limit not reported.

5 Includes road class not reported.

21. Accidents: by severity, number of casualties involved, built-up and non built-up roads and road class: 2001

	Number of accidents															
	Fatal accidents							Serious accidents					Slight accidents			All accidents
	5+	4	3	2	1	1	1	4+	3	2	1	1	2+	1		
Killed	0+	0+	0+	0+	0+	0+	1+	0	0	0	0	0	0	0	0	
Seriously injured	0+	0+	0+	0+	0+	0+	1+	0	0	0	0	0	0	0	0	
Slightly injured	0+	0+	0+	0+	0+	0+	1+	0	0	0	0	0	0	0	0	
Built-up roads:																
A roads	0	0	1	27	28	71	126	405	28	85	522	1,671	6,483	13,160	49,685	72,292
B roads	0	2	1	4	5	21	47	104	14	24	145	507	1,905	3,841	14,104	20,724
Other roads	0	0	1	11	25	49	82	345	13	82	489	1,387	7,326	11,375	52,847	74,032
All built-up roads¹	0	2	3	42	58	141	255	854	55	191	1,156	3,565	15,714	28,376	116,636	167,048
Non built-up roads:²																
A roads	0	8	14	98	109	214	284	441	88	192	827	1,864	3,175	8,180	17,762	33,256
B roads	1	1	2	17	26	37	56	113	15	48	194	418	912	1,767	4,164	7,771
Other roads	0	0	1	17	13	41	52	96	25	68	238	614	1,174	2,756	6,716	11,811
All non built-up roads³	1	9	17	132	148	292	392	650	128	308	1,259	2,896	5,261	12,703	28,642	52,838
All speed limits:³																
M otoways	0	2	3	11	18	25	41	80	16	42	116	338	543	2,630	5,263	9,128
A roads	0	8	15	125	137	285	410	846	116	277	1,349	3,535	9,658	21,340	67,447	105,548
B roads	1	3	3	21	31	58	103	217	29	72	339	925	2,817	5,608	18,268	28,495
Other roads	0	0	2	28	38	90	134	441	38	150	727	2,001	8,500	14,131	59,563	85,843
Total³	1	13	23	185	224	458	688	1,584	199	541	2,531	6,799	21,518	43,709	150,541	229,014

1 Includes road class not reported.

2 Excludes motorways.

3 Includes speed limit not reported.

22 Accidents : involving pedestrians and one vehicle : by severity and vehicle type : 2001

Vehicle type	Number of accidents			
	Fatal	Serious	Slight	All severities
Pedal cycle	0	55	157	212
Moped	1	47	234	282
Motorcycle 125cc and under	7	96	359	462
Motorcycle over 125cc	21	200	585	806
Car	434	6,004	22,861	29,299
Taxi	14	233	739	986
Minibuses	4	20	126	150
Bus or coach	73	338	1,455	1,866
Light goods vehicle	50	344	1,265	1,659
Heavy goods vehicle ¹ of which	97	169	454	720
Rigid ²	70	135	392	606
Articulated	27	31	56	114
Other motor vehicle	9	52	244	305
Other non-motor vehicle	0	3	13	16
Any vehicle ³	711	7,565	28,520	36,796
Accidents involving two or more vehicles.	122	564	1,639	2,325

1 Includes towing status not reported

2 Includes Heavy goods vehicles towing trailers or caravans.

3 Includes vehicle type not reported.

23 Accidents, vehicle user and pedestrian casualties: by combination of vehicles involved: 2001

Accidents/Casualties													
Vehicle A	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:													
A accidents involving	506	212	53	79	293	15,538	450	892	504	148	17,983	615	19,316
User casualties	516	50	68	69	261	15,515	435	894	503	146	17,917	631	19,114
of which: killed	17	0	2	0	5	50	5	8	30	1	101	20	138
seriously injured	153	4	19	10	42	1,875	60	141	100	29	2,278	105	2,540
Pedestrians hit by cycles	0	215	2	0	1	33	2	0	2	0	40	3	258
of which: killed	0	0	0	0	0	0	0	0	0	0	0	0	0
seriously injured	0	53	0	0	0	5	0	0	1	0	6	1	60
Moped:													
A accidents involving	637	282	79	51	53	3,211	43	214	68	33	3,759	265	4,943
User casualties	650	78	22	64	41	3,184	42	217	67	31	3,675	243	4,646
of which: killed	2	0	0	0	0	8	1	0	2	0	11	1	14
seriously injured	145	8	4	4	5	430	8	37	14	6	509	34	696
Pedestrians hit by mopeds	0	295	0	1	0	13	0	0	1	1	16	3	314
of which: killed	0	1	0	0	0	0	0	0	0	0	0	0	1
seriously injured	0	45	0	0	0	0	0	0	1	1	1	1	47
Motor cycle³:													
A accidents involving	4,107	1,268	293	53	264	14,891	200	1,041	433	186	17,377	1,780	24,532
User casualties	4,375	347	134	33	398	15,090	201	1,067	444	178	17,561	1,881	24,164
of which: killed	138	2	0	0	11	229	6	24	26	13	309	120	569
seriously injured	1,474	53	29	5	116	3,309	38	217	125	50	3,893	606	6,026
Pedestrians hit by motor cycles	0	1,320	0	1	6	88	5	9	2	0	111	15	1,446
of which: killed	0	26	0	0	0	3	0	0	0	0	3	1	30
seriously injured	0	284	0	0	2	18	3	2	1	0	26	7	317
Car:													
A accidents involving	22,108	30,435	15,538	3,211	14,891	74,193	3,455	7,615	6,784	1,717	127,495	23,937	203,975
User casualties	30,765	775	364	195	1,668	111,577	2,171	7,566	8,030	1,498	133,165	38,097	202,802
of which: killed	577	4	0	0	10	505	37	69	180	22	823	345	1,749
seriously injured	5,037	51	19	6	122	7,514	201	615	870	164	9,518	3,069	17,675
Pedestrians hit by cars	0	31,444	22	4	14	1,202	191	114	99	69	1,721	321	33,486
of which: killed	0	452	0	0	0	43	2	3	5	2	55	24	531
seriously injured	0	6,362	2	1	4	253	59	25	29	21	396	70	6,828
Bus or coach:													
A accidents involving	3,752	1,866	450	43	200	3,455	139	324	207	96	4,925	791	11,334
User casualties	4,428	115	48	5	18	3,238	468	408	371	141	4,707	634	9,884
of which: killed	9	0	0	0	0	1	0	0	3	0	4	1	14
seriously injured	345	10	1	0	3	109	12	6	27	4	163	30	548
Pedestrians hit by buses or coaches	0	1,916	0	0	3	28	9	8	10	4	65	5	1,986
of which: killed	0	73	0	0	0	1	1	0	1	1	4	2	79
seriously injured	0	338	0	0	1	2	3	4	0	1	12	1	351
Light goods vehicle:													
A accidents involving	970	1,659	892	214	1,041	7,615	324	344	546	97	11,075	3,778	17,482
User casualties	1,240	23	12	3	46	3,192	137	477	541	59	4,470	1,571	7,304
of which: killed	18	0	0	0	1	7	0	6	18	0	32	14	64
seriously injured	195	1	0	0	6	256	15	42	99	10	429	122	747
Pedestrians hit by LGVs	0	1,710	2	0	1	66	14	10	10	2	105	20	1,835
of which: killed	0	50	0	0	1	4	2	0	0	0	7	2	59
seriously injured	0	354	0	0	0	11	3	3	5	0	22	8	384
Heavy goods vehicle:													
A accidents involving	768	720	504	68	433	6,784	207	546	460	121	9,124	3,019	13,631
User casualties	855	18	15	2	13	884	68	152	604	56	1,795	720	3,388
of which: killed	20	0	0	0	0	3	2	2	10	3	20	14	54
seriously injured	150	7	2	0	1	56	5	16	85	16	182	107	446
Pedestrians hit by HGVs	0	760	1	1	0	38	4	10	20	1	75	13	848
of which: killed	0	97	0	0	0	4	3	4	1	0	12	5	114
seriously injured	0	170	0	0	0	5	0	2	6	0	13	3	186
Any other vehicle A⁴:													
A accidents involving	174	321	148	33	186	1,717	96	97	121	31	2,431	676	3,602
User casualties	218	6	4	6	27	770	38	55	94	36	1,032	174	1,430
of which: killed	9	0	0	0	0	6	0	1	1	0	8	5	22
seriously injured	38	2	0	0	3	102	7	5	20	1	138	16	194
Pedestrians hit by these vehicles	0	335	0	0	1	18	1	2	3	3	28	5	368
of which: killed	0	9	0	0	0	1	0	0	0	0	1	1	11
seriously injured	0	56	0	0	0	4	0	0	1	0	5	0	61
All vehicles³:													
A accidents involving	33,022	36,796	17,983	3,759	17,377	127,495	4,925	11,075	9,124	2,431	134,930	24,266	229,014
All vehicle user casualties	43,047	1,412	18,516	3,988	19,635	175,038	7,799	14,829	11,845	3,141	184,322	43,951	272,732
of which: killed	790	6	101	11	325	1,127	55	136	280	47	1,308	520	2,624
seriously injured	7,537	136	2,333	530	4,075	15,655	497	1,466	1,437	417	17,110	4,089	28,872
Pedestrian casualties	0	38,029	65	22	131	2,007	282	248	202	105	2,163	385	40,577
of which: killed	0	709	0	0	4	68	11	14	18	4	82	35	826
seriously injured	0	7,666	8	2	31	441	77	55	50	28	481	91	8,238

1 Includes motor cycle combinations and scooters.

2 Includes other motor and non motor vehicles.

3 Includes type not reported.

4 Users are advised to refer to the Notes to Individual Tables section.

24 Casualties: by built-up and non built-up roads and motorways, severity and road user type: 2001

	Number of casualties											
	Motorways			Built-up roads			Non built-up roads			All speed limits ¹		
	Killed	KSI	AI	Killed	KSI	AI	Killed	KSI	AI	Killed	KSI	AI
Pedestrian:												
Children	1	3	5	99	3,043	15,553	7	98	261	107	3,144	15,819
Adults	27	56	88	515	5,165	22,232	170	524	1,143	712	5,745	23,463
All ages ²	30	61	95	617	8,372	39,031	179	631	1,451	826	9,064	40,577
Pedal cyclist:												
Children	0	0	1	21	617	5,213	4	57	237	25	674	5,451
Adults	0	1	5	55	1,597	11,743	56	353	1,226	111	1,951	12,974
All ages ²	0	1	6	78	2,261	17,603	60	416	1,505	138	2,678	19,114
House rider												
Children	0	0	0	1	3	14	0	1	7	1	4	21
Adults	0	0	0	0	6	47	2	11	67	2	17	114
All ages ²	0	0	0	1	9	62	2	12	75	3	21	137
Motorcyclist:												
Users	0	0	3	6	595	4,116	8	115	527	14	710	4,646
Motorcycle³												
Riders	15	129	400	204	3,568	16,495	321	2,491	5,714	540	6,188	22,609
Passengers	1	10	31	8	211	995	20	186	529	29	407	1,555
All casualties	16	139	431	212	3,779	17,490	341	2,677	6,243	569	6,595	24,164
Car and taxi:												
Drivers	72	681	7,833	273	5,180	80,382	814	6,659	43,738	1,159	12,520	131,953
Passengers	39	421	4,630	177	2,939	42,318	350	3,374	22,573	566	6,734	69,521
All casualties	111	1,102	12,463	450	8,119	122,700	1,164	10,033	66,311	1,725	19,254	201,474
Minibus												
Drivers	1	4	26	1	15	220	3	16	119	5	35	365
Passengers	6	42	154	2	36	459	11	57	350	19	135	963
All casualties	7	46	180	3	51	679	14	73	469	24	170	1,328
Bus or coach:												
Drivers	0	1	16	1	52	833	3	11	143	4	64	992
Passengers	0	5	66	10	463	8,050	0	30	776	10	498	8,892
of whom were boarding and alighting:												
Children	0	0	0	1	22	171	0	0	4	1	22	175
Adults	0	0	0	4	121	1,113	0	0	14	4	121	1,127
All ages ²	0	0	0	5	147	1,396	0	0	20	5	147	1,416
All casualties	0	6	82	11	515	8,883	3	41	919	14	562	9,884
Light goods vehicle:												
Drivers	9	70	522	7	192	2,680	30	345	2,134	46	607	5,336
Passengers	1	35	237	6	56	940	11	113	791	18	204	1,968
All casualties	10	105	759	13	248	3,620	41	458	2,925	64	811	7,304
Heavy goods vehicle:												
Drivers	23	124	587	8	79	874	16	231	1,389	47	434	2,850
Passengers	2	14	114	2	21	207	3	31	217	7	66	538
All casualties	25	138	701	10	100	1,081	19	262	1,606	54	500	3,388
Other vehicle:												
Drivers	1	4	20	5	85	609	7	57	278	13	146	907
Passengers	3	5	21	3	22	239	0	22	126	6	49	386
All casualties	4	9	41	8	107	848	7	79	404	19	195	1,293
All road users:												
Children	14	63	903	150	4,260	31,609	55	665	5,757	219	4,988	38,269
Adults	184	1,508	13,580	1,245	19,352	178,105	1,770	13,898	75,243	3,199	34,758	266,928
All ages ²	203	1,607	14,761	1,409	24,156	216,113	1,838	14,797	82,435	3,450	40,560	313,309

1 Includes speed limit not reported.

2 Includes age not reported.

3 Includes motorcycle combinations and scooters.

25 Casualties in accidents involving vehicles of different types: by built-up and non built-up roads, road class and severity¹: 2001

	Number of casualties							
	Pedal cycle	TW M V ²	Car	Bus or coach	Light goods vehicle	Heavy goods vehicle	Any motor vehicle ³	Any vehicle ⁴
Built-up roads:								
A roads								
Killed	40	125	486	56	52	113	685	687
KSI ⁵	919	2,356	8,619	681	670	602	10,382	10,447
All severities	6,888	12,800	84,848	7,312	7,239	4,518	95,153	95,461
B roads								
Killed	4	35	157	16	14	19	196	196
KSI	237	634	2,655	145	201	111	3,049	3,071
All severities	2,083	3,141	25,159	1,689	1,898	928	27,435	27,523
Other roads								
Killed	34	97	385	46	45	37	517	526
KSI	1,211	1,918	9,026	512	663	336	10,515	10,638
All severities	9,547	9,304	84,214	5,379	6,133	2,372	92,694	93,129
All built-up roads⁶								
Killed	78	257	1,028	118	111	169	1,398	1,409
KSI	2,367	4,908	20,300	1,338	1,534	1,049	23,946	24,156
All severities	18,518	25,245	194,221	14,380	15,270	7,818	215,282	216,113
Non built-up roads:								
A roads								
Killed	34	259	1,121	39	137	276	1,317	1,318
KSI	254	1,925	8,187	153	890	1,297	9,548	9,563
All severities	905	5,125	48,571	1,138	5,169	5,993	52,783	52,832
B roads								
Killed	9	63	255	11	22	21	280	281
KSI	58	565	2,021	44	177	168	2,331	2,337
All severities	253	1,321	10,916	264	976	748	11,865	11,878
Other roads								
Killed	20	48	198	0	15	13	228	239
KSI	137	452	2,519	33	222	165	2,857	2,897
All severities	527	1,435	16,385	339	1,453	1,010	17,648	17,725
All non built-up roads⁶								
Killed	63	370	1,574	50	174	310	1,825	1,838
KSI	449	2,942	12,727	230	1,289	1,630	14,736	14,797
All severities	1,685	7,881	75,872	1,741	7,598	7,751	82,296	82,435
All speed limits:⁷								
Motorways								
Killed	0	16	159	2	34	96	203	203
KSI	1	145	1,359	19	227	460	1,607	1,607
All severities	7	496	13,699	175	1,948	3,590	14,761	14,761
A roads								
Killed	74	384	1,607	95	189	389	2,002	2,005
KSI	1,173	4,281	16,806	834	1,560	1,899	19,930	20,010
All severities	7,793	17,925	133,419	8,450	12,408	10,511	147,936	148,293
B roads								
Killed	13	98	412	27	36	40	476	477
KSI	295	1,199	4,676	189	378	279	5,380	5,408
All severities	2,336	4,462	36,075	1,953	2,874	1,676	39,300	39,401
Other roads								
Killed	54	145	583	46	60	50	745	765
KSI	1,348	2,370	11,545	545	885	501	13,372	13,535
All severities	10,074	10,739	100,599	5,718	7,586	3,382	110,342	110,854
Total:⁸								
Killed	141	643	2,761	170	319	575	3,426	3,450
KSI	2,817	7,995	34,386	1,587	3,050	3,139	40,289	40,560
All severities	20,210	33,622	283,792	16,296	24,816	19,159	312,339	313,309

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

2 Includes motor cycle combinations and scooters.

3 Includes other motor vehicle.

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

5 Killed or seriously injured.

6 Excludes motorways.

7 Includes speed limit not reported.

8 Includes road class not reported.

26 Casualty and accident rates: by built-up and non built-up roads, road class, road user type, severity and pedestrian involvement:

	Rate per 100 million vehicle kilometres ¹									
	Built-up roads			Non built-up roads			All speed limits ²			
	A	Other ³	All built-up ⁴	A	Other ³	All non built-up ⁴	Motorways	A	Other ³	Total ⁴
Pedal cycle:										
Accidents involving	1,281	401	538	506	140	228	.	1,097	361	486
User casualties	1,264	397	532	504	137	226	.	1,083	357	481
of whom killed	7.8	1.4	2.4	21	5.1	9	.	11	1.9	3.5
seriously injured	164	48	66	125	30	53	.	155	45	64
Pedestrians hit by a cycle	18	5.7	8	1.2	0.8	0.9	.	14	4.9	6.5
of whom killed	0.0	0.0	0.0	0.0	0.0	0.0	.	0.0	0.0	0.0
seriously injured	2.7	1.5	1.7	0.6	0.4	0.5	.	2.2	1.4	1.5
Two-wheel motor vehicle:										
Accidents involving	1,221	729	917	346	321	336	105	733	599	617
User casualties	1,163	701	877	368	337	357	109	720	585	605
of whom killed	11	7.5	8.8	20	15	18	4.0	16	9.9	12
seriously injured	207	145	169	133	122	129	31	166	138	141
Pedestrians hit by a TW M V	105	48	70	2.5	2.1	2.4	0.0	48	33	37
of whom killed	1.5	0.9	1.1	0.3	0.0	0.2	0.0	0.8	0.6	0.7
seriously injured	22	9.4	14	0.9	0.3	0.7	0.0	10.3	6.5	7.6
Car:										
Accidents involving	98	81	88	29	44	33	12	56	71	53
User casualties	89	64	73	41	60	47	18	60	63	53
of whom killed	0.4	0.2	0.3	0.8	0.8	0.8	0.2	0.6	0.4	0.5
seriously injured	5.5	4.0	4.6	5.5	8	6.2	1.4	5.5	5.2	4.6
Pedestrians hit by a car	17	21	19	0.6	1.4	0.8	0.1	6.7	15	9
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	3.7	3.9	3.8	0.2	0.4	0.3	0.0	1.6	2.9	1.8
Bus or coach:										
Accidents involving	445	293	355	49	74	57	15	272	250	233
User casualties	377	249	301	67	69	67	15	241	214	203
of whom killed	0.5	0.3	0.4	0.3	0.0	0.2	0.0	0.4	0.2	0.3
seriously injured	23	13	17	3.0	2.3	2.8	1.1	14	11	11
Pedestrians hit by a bus or coach	76	60	66	2.0	2.1	2.1	0.2	44	49	41
of whom killed	3.0	2.1	2.5	0.5	0.2	0.4	0.0	1.9	1.8	1.6
seriously injured	14	10.0	12	0.7	0.2	0.6	0.2	8.2	8.1	7.2
Light goods vehicle:										
Accidents involving	67	48	56	22	29	24	11	38	43	34
User casualties	22	15	17	13	18	15	7	16	16	14
of whom killed	0.1	0.0	0.1	0.2	0.1	0.2	0.1	0.2	0.1	0.1
seriously injured	1.4	1.0	1.1	2.0	2.3	2.1	0.9	1.8	1.4	1.5
Pedestrians hit by a LGV	8	9	8	0.3	0.9	0.4	0.1	2.9	6.4	3.6
of whom killed	0.3	0.2	0.2	0.1	0.1	0.1	0.0	0.1	0.1	0.1
seriously injured	1.6	1.8	1.7	0.1	0.2	0.1	0.0	0.6	1.3	0.8
Heavy goods vehicle:										
Accidents involving	125	102	114	40	82	45	19	58	94	47
User casualties	21	20	21	12	24	14	5.7	14	22	12
of whom killed	0.3	0.1	0.2	0.2	0.1	0.2	0.2	0.2	0.1	0.2
seriously injured	1.9	1.5	1.7	1.9	3.2	2.1	0.9	1.9	2.2	1.5
Pedestrians hit by a HGV	11.8	15.9	13.7	0.9	0.8	0.9	0.2	3.3	10.1	2.9
of whom killed	1.7	1.0	1.4	0.3	0.1	0.3	0.1	0.6	0.7	0.4
seriously injured	2.2	3.6	2.9	0.2	0.5	0.3	0.0	0.7	2.4	0.6
All vehicles:⁵										
Accidents involving	93	75	82	26	40	30	10	51	66	48
User casualties	105	76	87	40	59	45	15	64	71	57
of whom killed	0.5	0.3	0.4	0.9	1.0	0.9	0.2	0.8	0.5	0.5
seriously injured	8.7	6.5	7.4	6.1	9	7.0	1.4	7.1	7.3	6.0
All pedestrian casualties	18	20	19	0.6	1.4	0.8	0.1	7.0	15	8
of whom killed	0.4	0.3	0.3	0.1	0.1	0.1	0.0	0.2	0.2	0.2
seriously injured	3.9	3.8	3.8	0.2	0.4	0.3	0.0	1.6	2.8	1.7

1 From 1999 figures have been produced on a new, more accurate basis and are not directly comparable with tables in earlier editions. See "Notes" form for details.

2 Includes speed limit not reported.

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

4 Includes road class not reported.

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

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

	Number of casualties/rate per 100 million vehicle kilometres ¹											
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Pedestrians:												
Killed	99	73	79	52	44	50	57	52	62	64	86	108
KSI ²	829	702	739	681	792	671	653	643	723	821	897	913
All severities	3,537	3,084	3,366	3,061	3,644	3,229	3,151	2,894	3,364	3,705	3,895	3,647
of whom children												
Killed	14	10	10	6	6	7	13	8	10	6	6	11
KSI	203	220	271	256	359	292	272	230	292	290	263	196
All severities	1,082	1,078	1,356	1,322	1,719	1,438	1,332	1,133	1,401	1,518	1,401	1,039
Pedal cyclists:												
Killed	10	9	10	7	22	15	19	10	10	12	6	8
KSI	201	177	139	178	283	294	294	269	217	251	206	169
All severities	1,462	1,194	1,161	1,353	2,077	2,038	2,115	1,957	1,578	1,636	1,453	1,090
of whom children												
Killed	1	0	3	3	4	6	4	1	0	1	1	1
KSI	31	34	32	49	85	94	91	90	57	57	29	25
All severities	259	248	280	456	736	747	739	720	470	394	230	172
Rate (all pedal cyclists)	450	580	482	478	585	504	564	490	461	470	385	344
Horse riders:												
Killed	1	0	0	0	0	2	0	0	0	0	0	0
KSI	3	3	0	1	0	3	2	1	1	1	1	5
All severities	22	11	4	9	8	17	11	8	6	14	16	11
TW M V³ users:												
Killed	19	26	23	37	85	68	74	70	80	54	39	8
KSI	399	399	414	544	884	765	814	786	685	691	582	342
All severities	1,890	1,805	1,873	2,148	2,995	2,777	2,869	2,712	2,661	2,693	2,552	1,835
Rate (all TW M V users)	606	622	529	515	509	538	548	567	679	769	871	749
Car users:												
Killed	140	123	102	121	124	135	131	163	144	161	191	186
KSI	1,705	1,439	1,454	1,394	1,453	1,440	1,553	1,675	1,530	1,739	1,830	1,874
All severities	18,015	15,640	15,482	15,216	15,274	15,247	15,881	16,770	16,067	17,493	18,654	19,085
Other car⁴ users												
Killed	3	5	2	0	5	0	4	5	0	0	1	3
KSI	30	28	16	24	33	16	53	31	23	21	25	38
All severities	378	324	247	331	265	312	366	278	309	354	339	475
Rate (all car users)	61	57	50	50	47	48	48	49	50	53	60	63
Bus or coach users:												
Killed	0	3	3	0	0	0	2	0	2	0	1	3
KSI	40	46	50	48	50	49	44	48	67	34	32	54
All severities	689	711	771	810	906	962	873	772	846	928	832	784
Rate	254	266	260	218	210	199	169	163	189	203	187	191
Light goods vehicle users:												
Killed	7	3	5	3	3	6	5	7	8	3	2	12
KSI	88	58	47	49	69	54	81	53	59	87	73	93
All severities	666	645	602	498	519	517	596	590	571	725	673	702
Heavy goods vehicle users:												
Killed	6	5	3	0	8	5	8	1	2	8	5	3
KSI	45	53	39	31	49	28	50	42	30	49	48	36
All severities	335	297	262	231	257	231	293	304	279	320	337	242
Rate (all goods vehicle users)	16	16	13	11	11	11	12	13	12	14	14	15
Agricultural vehicle users:												
Killed	0	0	1	0	1	1	0	0	0	0	0	0
KSI	2	1	1	0	2	4	3	4	3	3	5	1
All severities	12	3	11	6	9	16	15	22	11	17	19	11
All road users:												
Killed	286	250	228	223	293	284	301	308	311	303	332	331
KSI	3,369	2,920	2,903	2,963	3,629	3,338	3,563	3,569	3,350	3,713	3,712	3,531
All severities	27,148	23,813	23,855	23,723	26,039	25,452	26,274	26,419	25,781	27,975	28,863	27,967
of whom children												
Killed	20	13	19	17	23	20	20	17	18	14	19	19
KSI	337	338	380	397	554	454	469	446	467	454	378	314
All severities	2,675	2,603	2,838	3,196	3,790	3,562	3,549	3,607	3,256	3,460	3,033	2,700
Rate (all ages)	73	68	61	62	64	63	62	61	64	67	72	73

1 From 1999 figures have been produced on a new, more accurate basis and are not directly comparable with tables in earlier editions. See "Notes" for more details.

2 Killed or Seriously injured.

3 Includes motor cycle combinations, motor scooters and mopeds.

4 Includes taxis and minibuses.

28a Casualties: by day, road user type and hour of day: 2001

Number of casualties

(a) Monday to Thursday						(b) Friday					
Hour beginning	Pedestrians	Pedal cyclists	TW M V users	Car users	All road users ¹	Hour beginning	Pedestrians	Pedal cyclists	TW M V users	Car users	All road users ¹
Midnight	213	57	93	1,567	2,015	Midnight	67	8	43	463	608
01.00	109	13	52	1,047	1,277	01.00	50	13	17	326	417
02.00	100	13	29	711	930	02.00	57	4	10	318	416
03.00	60	8	20	429	594	03.00	9	3	11	178	216
04.00	26	17	20	396	569	04.00	10	8	6	125	166
05.00	34	111	118	721	1,144	05.00	10	22	34	192	307
06.00	108	295	362	1,806	2,887	06.00	32	65	93	449	721
07.00	548	943	1,119	5,143	8,506	07.00	121	199	262	1,093	1,841
08.00	2,182	1,308	1,554	9,539	15,797	08.00	488	279	338	2,160	3,579
09.00	1,114	663	778	6,399	9,996	09.00	276	137	176	1,427	2,240
10.00	948	403	547	5,055	8,124	10.00	239	101	151	1,227	2,025
11.00	1,092	418	626	5,432	8,726	11.00	304	130	171	1,440	2,332
12.00	1,334	497	787	6,193	10,037	12.00	369	144	198	1,665	2,710
13.00	1,393	553	861	6,237	10,144	13.00	399	151	260	1,863	2,976
14.00	1,211	531	876	6,150	9,827	14.00	374	158	286	1,910	3,053
15.00	2,929	855	983	7,410	13,504	15.00	837	247	331	2,386	4,088
16.00	2,586	1,164	1,356	8,558	14,737	16.00	633	337	419	2,583	4,254
17.00	2,405	1,575	1,970	10,110	16,962	17.00	584	348	468	2,769	4,378
18.00	1,779	1,187	1,490	7,821	12,901	18.00	498	256	376	2,260	3,566
19.00	1,268	781	1,109	5,886	9,364	19.00	461	197	318	1,933	3,005
20.00	828	491	784	4,564	6,898	20.00	351	116	214	1,671	2,439
21.00	641	296	673	3,856	5,653	21.00	277	70	165	1,268	1,852
22.00	425	196	505	3,248	4,524	22.00	315	40	121	1,260	1,795
23.00	415	118	223	2,864	3,730	23.00	346	44	125	1,350	1,924
All hours ²	23,752	12,496	16,937	111,173	178,893	All hours ²	7,107	3,078	4,596	32,331	50,927
(c) Saturday						(d) Sunday					
Hour beginning	Pedestrians	Pedal cyclists	TW M V users	Car users	All road users ¹	Hour beginning	Pedestrians	Pedal cyclists	TW M V users	Car users	All road users ¹
Midnight	268	17	61	1,004	1,399	Midnight	255	21	56	1,018	1,394
01.00	168	13	53	791	1,062	01.00	211	7	37	796	1,075
02.00	177	8	30	780	1,022	02.00	203	14	24	839	1,112
03.00	64	8	12	497	609	03.00	97	3	9	558	683
04.00	27	3	14	314	371	04.00	24	9	6	358	412
05.00	16	10	18	259	330	05.00	17	5	15	251	309
06.00	13	24	37	328	451	06.00	4	12	16	268	316
07.00	17	32	52	538	734	07.00	9	22	32	358	451
08.00	65	70	77	886	1,194	08.00	25	37	53	522	688
09.00	128	74	110	1,158	1,578	09.00	54	70	95	776	1,031
10.00	259	108	172	1,580	2,281	10.00	121	106	157	1,185	1,658
11.00	371	151	266	2,121	3,115	11.00	159	108	235	1,586	2,154
12.00	435	162	297	2,441	3,576	12.00	219	144	339	1,883	2,673
13.00	404	129	323	2,388	3,456	13.00	225	144	304	1,906	2,671
14.00	443	186	348	2,285	3,452	14.00	232	146	360	2,031	2,835
15.00	426	144	339	1,969	3,090	15.00	268	174	316	1,863	2,704
16.00	432	150	357	2,033	3,106	16.00	269	147	328	1,857	2,698
17.00	440	174	336	1,971	3,056	17.00	271	132	302	1,796	2,585
18.00	441	136	229	1,850	2,772	18.00	244	113	241	1,787	2,437
19.00	337	111	182	1,740	2,453	19.00	220	103	189	1,484	2,042
20.00	245	62	159	1,438	1,959	20.00	176	57	146	1,298	1,746
21.00	249	48	116	1,180	1,652	21.00	143	44	111	1,097	1,425
22.00	244	31	95	1,142	1,568	22.00	135	26	90	994	1,273
23.00	321	21	76	1,225	1,699	23.00	147	22	54	850	1,108
All hours ²	5,990	1,874	3,760	31,931	46,001	All hours ²	3,728	1,666	3,517	27,367	37,488

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

2 Includes time not reported.

28b Casualties: killed or seriously injured: by day, road user type and hour of day: 2001

Number of casualties

(a) Monday to Thursday						(b) Friday					
Hour beginning	Pedestrians	Pedal cyclists	TW M V users	Car users	Allroad users ¹	Hour beginning	Pedestrians	Pedal cyclists	TW M V users	Car users	Allroad users ¹
Midnight	56	14	34	250	369	Midnight	19	0	10	95	129
01.00	30	1	23	184	252	01.00	17	5	10	60	92
02.00	28	6	15	137	202	02.00	17	3	3	54	81
03.00	19	3	5	96	142	03.00	1	1	2	37	46
04.00	8	4	10	67	117	04.00	1	1	3	20	30
05.00	10	21	31	121	222	05.00	3	5	8	39	64
06.00	31	43	100	218	435	06.00	11	6	21	76	130
07.00	114	126	258	486	1,057	07.00	31	16	51	108	219
08.00	357	163	274	555	1,435	08.00	75	31	58	161	349
09.00	197	75	136	451	943	09.00	57	23	37	85	213
10.00	187	61	110	369	836	10.00	39	13	23	106	205
11.00	229	68	137	463	997	11.00	68	24	37	121	274
12.00	261	62	176	453	1,063	12.00	88	17	44	135	301
13.00	259	66	199	486	1,093	13.00	76	22	79	137	338
14.00	239	77	204	534	1,143	14.00	67	24	70	159	348
15.00	514	104	206	546	1,484	15.00	194	40	86	166	509
16.00	491	149	290	684	1,714	16.00	133	42	94	171	461
17.00	519	214	437	721	1,940	17.00	130	48	109	256	560
18.00	449	158	358	631	1,646	18.00	136	37	80	197	462
19.00	310	104	303	594	1,347	19.00	114	23	76	199	417
20.00	214	71	230	494	1,036	20.00	110	20	47	175	369
21.00	154	31	207	493	903	21.00	83	11	41	156	300
22.00	121	33	141	408	725	22.00	108	13	36	172	337
23.00	130	27	61	454	686	23.00	117	9	42	215	391
Allhours ²	4,927	1,681	3,945	9,899	21,791	Allhours ²	1,695	434	1,067	3,101	6,626
(c) Saturday						(d) Sunday					
Hour beginning	Pedestrians	Pedal cyclists	TW M V users	Car users	Allroad users ¹	Hour beginning	Pedestrians	Pedal cyclists	TW M V users	Car users	Allroad users ¹
Midnight	77	1	21	176	287	Midnight	89	4	15	138	253
01.00	58	1	21	147	233	01.00	75	4	15	152	249
02.00	44	1	15	141	205	02.00	64	3	7	155	237
03.00	19	1	4	84	115	03.00	34	0	6	133	177
04.00	8	2	9	66	86	04.00	5	0	2	73	83
05.00	4	3	9	59	80	05.00	7	1	6	52	70
06.00	2	4	6	52	77	06.00	1	1	1	40	44
07.00	4	7	11	64	97	07.00	3	3	14	49	72
08.00	23	24	25	115	197	08.00	5	11	17	82	121
09.00	29	7	26	99	174	09.00	16	11	37	88	154
10.00	54	9	49	106	232	10.00	33	21	49	113	223
11.00	86	19	73	175	381	11.00	34	15	79	127	262
12.00	85	25	69	194	398	12.00	44	16	111	163	340
13.00	89	13	98	169	389	13.00	42	33	90	157	331
14.00	90	29	115	194	443	14.00	50	23	149	145	372
15.00	86	26	115	173	424	15.00	58	30	110	173	380
16.00	85	17	105	187	404	16.00	65	19	133	165	390
17.00	129	31	101	170	442	17.00	69	22	85	167	354
18.00	125	20	68	181	400	18.00	67	15	77	192	360
19.00	71	15	57	163	315	19.00	71	12	51	178	319
20.00	65	8	46	148	271	20.00	40	11	41	142	246
21.00	60	9	31	126	231	21.00	42	9	31	151	238
22.00	66	8	20	152	254	22.00	31	9	26	123	196
23.00	92	6	22	196	327	23.00	46	4	25	127	208
Allhours ²	1,451	286	1,116	3,339	6,464	Allhours ²	991	277	1,177	3,085	5,679

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

2 Includes time not reported.

28c Casualties: all days: by severity, road user type and hour of day: 2001

Number of casualties

(a) Fatal						(b) Serious					
Hour beginning	Pedestrians	Pedal cyclists	TW M V users	Car users	All road users ¹	Hour beginning	Pedestrians	Pedal cyclists	TW M V users	Car users	All road users ¹
Midnight	29	1	11	74	121	Midnight	212	18	69	585	917
01:00	26	3	13	55	97	01:00	154	8	56	488	729
02:00	28	1	4	61	96	02:00	125	12	36	426	629
03:00	19	1	1	53	77	03:00	54	4	16	297	403
04:00	4	2	4	24	42	04:00	18	5	20	202	274
05:00	3	1	5	27	46	05:00	21	29	49	244	390
06:00	4	5	13	43	73	06:00	41	49	115	343	613
07:00	18	5	32	64	130	07:00	134	147	302	643	1,315
08:00	27	6	19	68	129	08:00	433	223	355	845	1,973
09:00	25	4	10	55	99	09:00	274	112	226	668	1,385
10:00	43	8	24	57	142	10:00	270	96	207	637	1,354
11:00	55	6	26	81	179	11:00	362	120	300	805	1,735
12:00	38	4	39	77	166	12:00	440	116	361	868	1,936
13:00	34	9	29	67	143	13:00	432	125	437	882	2,008
14:00	39	10	44	81	181	14:00	407	143	494	951	2,125
15:00	47	9	33	89	194	15:00	805	191	484	969	2,603
16:00	63	12	55	108	242	16:00	711	215	567	1,099	2,727
17:00	57	14	44	101	223	17:00	790	301	688	1,213	3,073
18:00	65	14	51	103	235	18:00	712	216	532	1,098	2,633
19:00	53	5	43	94	200	19:00	513	149	444	1,040	2,198
20:00	36	5	27	87	159	20:00	393	105	337	872	1,763
21:00	35	5	29	91	163	21:00	304	55	281	835	1,509
22:00	33	5	13	86	144	22:00	293	58	210	769	1,368
23:00	45	3	14	102	168	23:00	340	43	136	890	1,444
All hours ²	826	138	583	1,749	3,450	All hours ²	8,238	2,540	6,722	17,675	37,110

(c) Slight						(d) All Severities					
Hour beginning	Pedestrians	Pedal cyclists	TW M V users	Car users	All road users ¹	Hour beginning	Pedestrians	Pedal cyclists	TW M V users	Car users	All road users ¹
Midnight	562	84	173	3,393	4,378	Midnight	803	103	253	4,052	5,416
01:00	358	35	90	2,417	3,005	01:00	538	46	159	2,960	3,831
02:00	384	26	53	2,161	2,755	02:00	537	39	93	2,648	3,480
03:00	157	17	35	1,312	1,622	03:00	230	22	52	1,662	2,102
04:00	65	30	22	967	1,202	04:00	87	37	46	1,193	1,518
05:00	53	118	131	1,152	1,654	05:00	77	148	185	1,423	2,090
06:00	112	342	380	2,465	3,689	06:00	157	396	508	2,851	4,375
07:00	543	1,044	1,131	6,425	10,087	07:00	695	1,196	1,465	7,132	11,532
08:00	2,300	1,465	1,648	12,194	19,156	08:00	2,760	1,694	2,022	13,107	21,258
09:00	1,273	828	923	9,037	13,361	09:00	1,572	944	1,159	9,760	14,845
10:00	1,254	614	796	8,353	12,592	10:00	1,567	718	1,027	9,047	14,088
11:00	1,509	681	972	9,693	14,413	11:00	1,926	807	1,298	10,579	16,327
12:00	1,879	827	1,221	11,237	16,894	12:00	2,357	947	1,621	12,182	18,996
13:00	1,955	843	1,282	11,445	17,096	13:00	2,421	977	1,748	12,394	19,247
14:00	1,814	868	1,332	11,344	16,861	14:00	2,260	1,021	1,870	12,376	19,167
15:00	3,608	1,220	1,452	12,570	20,589	15:00	4,460	1,420	1,969	13,628	23,386
16:00	3,146	1,571	1,838	13,824	21,826	16:00	3,920	1,798	2,460	15,031	24,795
17:00	2,853	1,914	2,344	15,332	23,685	17:00	3,700	2,229	3,076	16,646	26,981
18:00	2,185	1,462	1,753	12,517	18,808	18:00	2,962	1,692	2,336	13,718	21,676
19:00	1,720	1,038	1,311	9,909	14,466	19:00	2,286	1,192	1,798	11,043	16,864
20:00	1,171	616	939	8,012	11,120	20:00	1,600	726	1,303	8,971	13,042
21:00	971	398	755	6,475	8,910	21:00	1,310	458	1,065	7,401	10,582
22:00	793	230	588	5,789	7,648	22:00	1,119	293	811	6,644	9,160
23:00	844	159	328	5,297	6,849	23:00	1,229	205	478	6,289	8,461
All hours ²	31,513	16,436	21,505	183,378	272,749	All hours ²	40,577	19,114	28,810	202,802	313,309

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

2 Includes time not reported.

29a Casualties: by age band¹, road user type and severity: 2001

	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 ages
Pedestrians:													
Killed	16	16	28	47	48	109	88	62	75	80	114	136	826
KSI ³	316	545	1,073	1,210	705	1,110	854	652	565	565	681	613	9,064
All severities	1,699	2,608	5,483	6,029	3,321	5,436	4,139	2,823	2,271	1,879	1,981	1,613	40,577
Pedal cyclists:													
Killed	1	2	3	19	9	14	14	18	19	20	11	6	138
KSI	8	66	212	388	229	382	483	349	263	142	78	25	2,678
All severities	81	620	1,834	2,916	1,727	3,274	3,493	2,087	1,334	656	310	93	19,114
Moped users:													
Killed	0	0	0	0	6	3	1	1	2	0	1	0	14
KSI	0	0	1	23	409	100	60	48	42	17	3	1	710
All severities	1	0	4	84	2,802	727	442	238	168	73	30	1	4,646
Motorcycle													
Riders:													
Killed	0	0	0	4	37	147	215	81	37	7	3	0	540
KSI	0	0	2	49	689	1,630	2,098	1,006	463	98	25	2	6,188
All severities	0	2	6	138	2,980	6,178	7,427	3,505	1,481	323	92	10	22,609
Passengers:													
Killed	1	0	0	1	3	9	8	5	1	0	0	0	29
KSI	2	1	7	27	70	124	76	57	23	6	2	1	407
All severities	3	11	45	123	275	434	318	182	74	19	4	4	1,555
Car													
Drivers:													
Killed	0	0	0	5	134	285	225	146	120	84	91	67	1,164
KSI	0	0	0	28	1,238	3,419	2,771	1,767	1,380	795	666	319	12,555
All severities	0	1	0	114	10,862	37,100	34,123	21,914	14,336	6,761	3,952	1,539	132,318
Passengers:													
Killed	18	10	12	30	138	146	51	32	26	38	49	31	585
KSI	185	114	205	406	1,450	1,663	755	427	428	389	409	213	6,869
All severities	3,009	2,497	4,104	4,690	11,633	15,319	8,810	5,501	4,725	3,555	2,527	1,202	70,484
Bus and coach													
Drivers:													
Killed	0	0	0	0	0	0	1	0	0	3	0	0	4
KSI	0	0	0	0	2	11	16	16	14	5	0	0	64
All severities	0	0	0	0	7	167	323	250	185	46	2	0	992
Passengers:													
Killed	0	0	0	1	1	0	2	1	2	0	1	2	10
KSI	14	4	15	28	20	43	34	29	46	65	98	81	498
All severities	388	138	480	738	464	744	783	740	803	1,026	1,164	680	8,892
Goods vehicle													
Drivers:													
Killed	0	0	0	0	1	11	29	21	20	7	2	0	93
KSI	0	0	0	0	18	196	332	241	171	59	6	2	1,041
All severities	0	0	0	2	148	1,887	2,727	1,740	1,178	349	44	10	8,186
Passengers:													
Killed	1	2	0	0	4	4	4	5	3	2	0	0	25
KSI	3	3	8	10	41	73	57	31	25	10	2	0	270
All severities	46	43	74	97	291	719	543	303	192	66	30	4	2,506
All road users:⁴													
Killed	37	30	44	108	381	731	640	375	307	243	275	247	3,450
KSI	531	738	1,538	2,181	4,885	8,780	7,573	4,653	3,446	2,165	1,982	1,274	40,560
All severities	5,238	5,943	12,103	14,985	34,585	72,234	63,443	39,518	26,891	14,843	10,203	5,211	313,309

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

2 Includes age not reported.

3 Killed or seriously injured.

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

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

	Number of casualties												
	0-4 ¹	5-7	8-11	12-15	16-19	20-29	30-39	40-49	50-59	60-69	70-79	80 and over	All ³ ages
Pedestrians:													
Killed	27	20	36	50	50	113	85	75	76	106	171	193	1,008
KSI ⁴	571	831	1,350	1,415	813	1,433	1,015	759	697	749	1,008	856	11,669
All severities	2,408	3,606	6,239	6,295	3,525	6,297	4,351	3,041	2,518	2,354	2,701	2,050	46,543
Pedal cyclists:													
Killed	1	5	13	24	12	23	24	22	23	18	16	6	186
KSI	19	146	377	587	362	669	547	378	289	172	105	35	3,732
All severities	138	1,003	2,681	4,028	2,581	4,963	3,729	2,100	1,346	703	359	123	24,385
Moped users:													
Killed	0	0	0	0	5	1	2	1	2	2	1	1	15
KSI	0	0	1	17	185	76	53	46	50	35	19	4	490
All severities	1	2	7	56	995	418	259	209	208	133	66	14	2,403
Motorcycle⁵													
Riders:													
Killed	0	0	0	2	34	169	130	49	22	6	3	1	420
KSI	0	0	1	40	649	2,070	1,594	664	287	94	28	5	5,511
All severities	0	0	8	112	2,543	7,390	5,838	2,310	957	302	80	14	19,905
Passengers:													
Killed	0	0	0	1	4	17	6	3	1	0	0	0	33
KSI	1	2	8	33	85	188	92	40	14	4	2	0	475
All severities	4	7	38	120	301	692	311	139	45	14	5	0	1,715
Car													
Drivers:													
Killed	0	0	0	3	128	323	193	130	110	87	91	58	1,128
KSI	0	0	1	27	1,580	4,484	2,993	2,044	1,395	912	706	325	14,634
All severities	0	1	3	113	12,550	41,574	30,226	19,212	11,794	6,186	3,744	1,328	127,958
Passengers:													
Killed	21	9	12	32	144	148	50	35	37	45	55	43	634
KSI	276	189	285	526	1,749	2,076	913	597	548	556	482	252	8,619
All severities	3,499	2,857	4,160	4,788	12,677	17,791	9,021	5,953	4,907	3,902	2,815	1,199	75,329
Bus and coach													
Drivers:													
Killed	0	0	0	0	0	0	0	0	0	0	0	0	1
KSI	0	0	0	0	0	13	21	17	13	5	0	0	71
All severities	0	0	0	0	4	186	244	201	128	31	2	0	804
Passengers:													
Killed	0	0	0	1	0	2	1	2	1	3	4	4	19
KSI	14	5	23	42	21	45	48	44	47	99	128	100	645
All severities	408	187	430	706	355	733	725	715	813	1,313	1,204	641	8,794
Goods vehicle													
Drivers:													
Killed	0	0	0	0	4	18	21	19	22	8	2	0	95
KSI	0	0	0	1	40	328	353	238	182	65	8	1	1,232
All severities	0	0	0	3	288	2,483	2,440	1,559	1,018	311	39	7	8,233
Passengers:													
Killed	0	0	0	1	5	8	4	2	1	1	0	1	24
KSI	7	5	16	24	50	100	68	41	25	10	3	3	361
All severities	54	54	97	125	328	745	499	286	166	65	25	10	2,529
All road users:⁶													
Killed	49	35	62	114	388	823	519	341	298	277	345	309	3,578
KSI	888	1,181	2,069	2,722	5,550	11,528	7,742	4,900	3,572	2,712	2,496	1,590	47,656
All severities	6,524	7,732	13,695	16,403	36,234	83,596	57,985	35,931	24,016	15,369	11,071	5,413	319,928

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

2 Figures have been rounded to the nearest whole number.

3 Includes age not reported.

4 Killed or seriously injured.

5 Includes scooters.

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

30 Casualty rates: by age bands¹, road user type and severity: 2001

	Rate per 100,000 population ²												
	0-4	5-7	8-11	12-15	16-19	20-29	30-39	40-49	50-59	60-69	70-79	80 and over	All ages
Pedestrians:													
Killed	0.5	0.7	0.9	1.6	1.7	1.5	0.9	0.8	1.1	1.5	2.7	5.8	1.4
KSI ⁴	9	25	35	41	25	15	9	8	8	11	16	26	16
All severities	49	119	180	203	117	73	44	37	32	35	47	69	70
Pedal cyclists:													
Killed	0	0.1	0.1	0.6	0.3	0.2	0.2	0.2	0.3	0.4	0.3	0.3	0.2
KSI	0.2	3.0	7	13	8	5.1	5.2	4.5	3.7	2.7	1.8	1.1	4.6
All severities	2.3	28	60	98	61	44	37	27	19	12	7.3	4.0	33
Moped users:													
Killed	0	0	0	0	0.2	0	0	0	0	0	0	0	0
KSI	0	0	0	0.8	14.5	1.3	0.6	0.6	0.6	0.3	0.1	0.0	1.2
All severities	0	0	0.1	2.8	99	9.7	4.7	3.1	2.4	1.4	0.7	0.0	8.0
Motorcycle Riders:													
Killed	0	0	0	0.1	1.3	2.0	2.3	1.0	0.5	0.1	0	0	0.9
KSI	0	0	0	1.7	24	22	23	13.0	6.5	1.8	0.6	0.1	11
All severities	0	0	0.2	4.7	105	83	80	45	21	6.1	2.2	0.4	39
Passengers:													
Killed	0	0	0	0	0	0.1	0.1	0	0	0	0	0	0.0
KSI	0	0	0.2	0.9	2.5	1.7	0.8	0.7	0.3	0.1	0	0	0.7
All severities	0	0.5	1.5	4.1	10	5.8	3.4	2.4	1.0	0.4	0.1	0	2.7
Car Drivers:													
Killed	0	0	0	0.2	4.7	3.8	2.4	1.9	1.7	1.6	2.2	2.8	2.0
KSI	0	0	0	0.9	44	46	30	23	19	15	16	14	22
All severities	0	0	0.0	3.8	384	496	366	283	201	127	94	65	228
Passengers:													
Killed	0.5	0.5	0.4	1.0	4.9	2.0	0.5	0.4	0.4	0.7	1.2	1.3	1.0
KSI	5.4	5.2	7	14	51	22	8	5.5	6.0	7	10	9	12
All severities	87	114	134	158	411	205	95	71	66	67	60	51	121
Bus and coach Drivers:													
Killed	0	0	0	0	0	0	0	0	0	0	0	0	0
KSI	0	0	0	0	0	0.1	0.2	0.2	0.2	0.1	0	0	0.1
All severities	0	0	0	0	0.2	2.2	3.5	3.2	2.6	0.9	0	0	1.7
Passengers:													
Killed	0	0	0	0	0	0	0	0	0	0.0	0	0.1	0
KSI	0.4	0.2	0.5	0.9	0.7	0.6	0.4	0.4	0.6	1.2	2.3	3.4	0.9
All severities	11	6.3	16	25	16	9.9	8.4	10	11	19	28	29	15
Goods vehicle Drivers:													
Killed	0	0	0	0	0.0	0.1	0.3	0.3	0.3	0.1	0	0	0.2
KSI	0	0	0	0	0.6	2.6	3.6	3.1	2.4	1.1	0.1	0.1	1.8
All severities	0	0	0	0.1	5	25	29	23	17	6.6	1.0	0.4	14
Passengers:													
Killed	0	0	0	0	0.1	0.1	0	0	0	0	0	0	0
KSI	0.1	0.1	0.3	0.3	1.4	1.0	0.6	0.4	0.4	0.2	0.0	0	0.5
All severities	1.3	2.0	2.4	3.3	10	9.6	5.8	3.9	2.7	1.2	0.7	0.2	4.3
All road users:⁵													
Killed	1.1	1.4	1.4	3.6	1.3	10	6.9	4.9	4.3	4.6	6.5	10	5.9
KSI	15	34	50	74	173	117	81	60	48	41	47	54	70
All severities	152	271	397	505	1,223	966	681	511	377	279	242	221	540
Population (thousands)													
	3,457	2,194	3,052	2,966	2,828	7,479	9,321	7,730	7,125	5,328	4,223	2,354	58,058

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

2 2000 population figures.

3 Includes age not reported.

4 Killed or seriously injured.

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

31. Casualties among pedestrians: location by age band¹ and by severity: 2001

	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	101	114	10	12	14	517	104	47	694	86	1699
5-7	105	111	9	19	26	869	118	86	1179	86	2608
8-11	265	218	10	40	103	1374	372	267	2664	170	5483
12-15	374	418	18	72	160	1060	480	435	2794	218	6029
16-19	368	290	18	37	58	413	285	305	1400	147	3321
20-24	443	280	11	25	82	239	313	289	1203	162	3047
25-29	375	286	13	23	44	175	248	221	863	141	2389
30-34	391	291	17	19	44	160	227	210	770	129	2258
35-39	386	242	10	18	28	102	166	179	621	129	1881
40-44	300	199	7	18	33	94	139	124	560	100	1574
45-49	219	170	6	5	15	74	149	104	435	72	1249
50-54	207	165	9	14	19	81	125	85	499	64	1268
55-59	164	125	4	10	11	49	98	84	397	61	1003
60-64	99	124	6	11	16	53	100	82	403	51	945
65-69	80	109	10	8	12	57	111	80	429	38	934
70-74	67	114	5	15	14	66	112	91	473	28	985
75-79	38	94	1	8	13	74	136	89	510	33	996
80-84	33	79	6	5	10	69	106	76	465	37	886
85+	21	53	9	3	14	52	65	53	418	39	727
All ages ²	4175	3595	184	373	745	5678	3565	3015	17303	1944	40577
Percentage	10.3	8.9	0.5	0.9	1.8	14.0	8.8	7.4	42.6	4.8	100.0

All ages²:

Killed	123	55	4	1	7	56	59	57	414	50	826
Seriously injured	747	550	29	73	167	1208	754	709	3687	314	8238
Slightly injured	3305	2990	151	299	571	4414	2752	2249	13202	1580	31513
Total	4175	3595	184	373	745	5678	3565	3015	17303	1944	40577

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

2. Includes age not reported.

32 Casualties among pedestrians: by location, age, road crossing type and severity: 2001

	Number of casualties					
	On pedestrian crossing, refuge or central island			Within 50 metres of a pedestrian crossing		
	Child ¹	Adult	All ² ages	Child ¹	Adult	All ² ages
Zebra:						
Killed	2	5	7	1	9	10
Seriously injured	52	144	201	41	95	139
Slightly injured	237	563	829	173	298	490
All severities	291	712	1037	215	402	639
Pelican:³						
Killed	4	27	31	2	31	33
Seriously injured	103	231	338	126	276	407
Slightly injured	485	761	1283	392	717	1146
All severities	592	1019	1652	520	1024	1586
Light controlled junction (with ped.h phase):						
Killed	1	20	21	1	13	14
Seriously injured	62	209	283	55	206	275
Slightly injured	245	643	921	256	683	992
All severities	308	872	1225	312	902	1281
Crossing with human control:⁴						
Killed	0	1	1	0	3	3
Seriously injured	6	10	16	9	3	12
Slightly injured	38	31	73	28	26	54
All severities	44	42	90	37	32	69
All crossings:⁵						
Killed	7	56	63	4	60	64
Seriously injured	223	596	840	236	602	861
Slightly injured	998	2000	3101	865	1769	2744
All severities	1228	2652	4004	1105	2431	3669

1 Children - aged between 0-15 years.

2 Includes age not reported.

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

4 Includes school crossing patrols and other authorised persons.

5 Includes footbridges, subways and uncontrolled central refuges.

33 Casualties: by age, road user type and severity: 2001

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	2	23	0	0	1	5	18	243	6	21	296
1	2	16	96	0	1	5	5	44	666	8	69	861
2	8	62	337	0	0	7	3	42	651	12	109	1,089
3	2	107	567	1	2	19	1	41	716	4	152	1,418
4	3	129	676	0	5	49	4	40	733	7	180	1,574
5	3	172	793	1	15	122	4	42	749	8	231	1,735
6	8	168	871	0	15	208	2	40	846	11	227	1,992
7	5	205	944	1	36	290	4	32	903	11	280	2,216
8	5	229	1,145	2	38	336	2	49	992	10	322	2,625
9	7	214	1,163	1	47	416	6	49	1,007	14	320	2,707
10	7	267	1,346	0	71	543	3	48	1,100	10	401	3,184
11	9	363	1,829	0	56	539	1	59	1,005	10	495	3,587
12	10	384	1,898	5	89	729	3	60	1,054	18	549	3,941
13	11	320	1,533	5	115	804	9	71	1,004	25	538	3,619
14	14	281	1,419	6	107	769	8	119	1,203	31	551	3,750
15	12	225	1,179	3	77	614	15	184	1,543	34	543	3,675
0-15	107	3,144	15,819	25	674	5,451	75	938	14,415	219	4,988	38,269
16	12	207	977	2	67	576	26	335	2,483	51	940	6,295
17	11	172	824	4	63	469	78	660	5,322	107	1,275	8,651
18	11	161	797	3	53	341	87	898	7,623	116	1,431	10,332
19	14	165	723	0	46	341	81	795	7,067	107	1,239	9,307
16-19	48	705	3,321	9	229	1,727	272	2,688	22,495	381	4,885	34,585
20	9	159	796	1	40	355	68	758	7,179	91	1,177	9,529
21	11	152	728	2	43	328	69	692	6,510	99	1,097	8,697
22	15	119	563	2	34	309	55	606	5,600	95	956	7,466
23	10	89	497	0	40	276	46	514	4,886	65	799	6,551
24	14	116	463	1	41	312	46	455	4,594	81	802	6,263
20-24	59	635	3,047	6	198	1,580	284	3,025	28,769	431	4,831	38,506
25-29	50	475	2,389	8	184	1,694	147	2,057	23,650	300	3,949	33,728
30-34	45	442	2,258	9	251	1,896	150	1,908	23,267	356	4,035	34,370
35-39	43	412	1,881	5	232	1,597	126	1,618	19,666	284	3,538	29,073
40-44	35	343	1,574	9	201	1,235	95	1,160	15,341	201	2,578	22,437
45-49	27	309	1,249	9	148	852	83	1,034	12,074	174	2,075	17,081
50-54	39	301	1,268	7	138	775	80	1,021	11,083	160	1,940	15,709
55-59	36	264	1,003	12	125	559	66	787	7,978	147	1,506	11,182
60-64	44	282	945	8	76	392	60	659	5,883	126	1,187	8,397
65-69	36	283	934	12	66	264	62	525	4,433	117	978	6,446
70-74	48	307	985	8	46	179	76	575	3,652	139	1,015	5,616
75-79	66	374	996	3	32	131	64	500	2,827	136	967	4,587
80-84	58	316	886	2	13	60	58	315	1,735	122	696	3,143
85+	78	297	727	4	12	33	40	217	1,006	125	578	2,068
All ages ⁴	826	9,064	40,577	138	2,678	19,114	1,749	19,424	202,802	3,450	40,560	313,309

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

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

3 Killed or seriously injured.

4 Includes age not reported.

34 Casualties in cars¹: by severity, age, seating position, built-up and non built-up roads: 2001

	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	11	169	3,191	377	6,770	102,697	390	7,112	108,467
Rear seat occupant	10	243	5,685	53	793	8,680	63	1,058	14,912
All occupants ⁶	21	412	8,876	430	7,563	111,377	453	8,170	123,379
Non built-up roads:⁵									
Front seat occupant	14	173	1,514	1,034	8,627	56,399	1,055	8,954	58,906
Rear seat occupant	29	300	3,180	93	830	4,523	123	1,152	7,874
All occupants ⁶	43	473	4,694	1,127	9,457	60,922	1,178	10,106	66,780
Motorways:									
Front seat occupant	2	11	180	87	937	10,513	90	971	10,888
Rear seat occupant	9	42	665	19	132	1,047	28	177	1,755
All occupants ⁶	11	53	845	106	1,069	11,560	118	1,148	12,643
All speed limits:⁷									
Front seat occupant	27	353	4,885	1,498	16,334	169,609	1,535	17,037	178,261
Rear seat occupant	48	585	9,530	165	1,755	14,250	214	2,387	24,541
All occupants ⁶	75	938	14,415	1,663	18,089	183,859	1,749	19,424	202,802

1 Includes taxis and minibuses.

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

3 Includes age not reported.

4 Killed or seriously injured.

5 Motorways excluded.

6 Includes seating position not reported.

7 Includes speed limit not reported.

35 Breath tests and breath test failures: all drivers and riders involved,
day of week and time of day: 2001

(a) All motor vehicles involved in accidents								Number of drivers & riders
Hour beginning	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	All days
Midnight	638	440	487	586	670	1,412	1,443	5,676
01:00	415	255	299	304	430	1,055	1,064	3,822
02:00	262	220	176	294	427	1,036	1,063	3,478
03:00	176	137	139	176	230	617	641	2,116
04:00	159	158	141	177	168	380	395	1,578
05:00	332	351	395	426	400	395	325	2,624
06:00	1,010	1,016	919	1,048	960	562	342	5,857
07:00	2,909	3,116	2,945	3,236	2,664	923	500	16,293
08:00	5,382	5,372	5,598	5,658	4,973	1,515	762	29,260
09:00	3,541	3,479	3,595	3,688	3,087	2,015	1,197	20,602
10:00	2,842	2,678	2,663	2,726	2,653	2,942	1,960	18,464
11:00	3,001	2,908	2,849	2,979	3,090	3,978	2,746	21,551
12:00	3,388	3,093	3,471	3,263	3,653	4,523	3,295	24,686
13:00	3,477	3,435	3,419	3,308	3,987	4,408	3,220	25,254
14:00	3,370	3,165	3,305	3,331	4,188	4,238	3,403	25,000
15:00	4,415	4,173	4,210	4,325	5,394	3,765	3,137	29,419
16:00	4,806	4,745	4,879	5,038	5,655	3,703	3,200	32,026
17:00	5,554	5,804	6,122	5,838	5,892	3,759	3,101	36,070
18:00	3,938	4,438	4,399	4,446	4,662	3,289	2,806	27,978
19:00	2,811	2,906	3,122	2,969	3,702	2,857	2,374	20,741
20:00	1,953	2,022	2,035	2,345	2,902	2,202	2,033	15,492
21:00	1,513	1,652	1,818	1,762	2,124	1,884	1,606	12,359
22:00	1,195	1,276	1,408	1,464	1,928	1,599	1,490	10,360
23:00	907	939	1,115	1,131	2,002	1,754	1,231	9,079
All hours ¹	58,016	57,789	59,514	60,528	65,863	54,827	43,346	399,883

(b) Required to take breath test								Number of drivers & riders
Hour beginning	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	All days
Midnight	369	245	277	313	372	824	847	3,247
01:00	234	143	166	166	252	588	598	2,147
02:00	144	116	101	163	237	535	557	1,853
03:00	98	81	74	88	131	345	355	1,172
04:00	83	94	75	91	91	211	219	864
05:00	177	168	198	214	186	181	189	1,313
06:00	552	503	476	545	520	313	198	3,107
07:00	1,460	1,610	1,521	1,679	1,373	527	251	8,421
08:00	2,507	2,425	2,644	2,703	2,304	839	415	13,837
09:00	1,714	1,658	1,694	1,709	1,459	1,033	677	9,944
10:00	1,414	1,265	1,337	1,339	1,293	1,528	1,042	9,218
11:00	1,532	1,426	1,382	1,380	1,495	2,077	1,466	10,758
12:00	1,647	1,448	1,583	1,555	1,772	2,293	1,733	12,031
13:00	1,662	1,603	1,556	1,514	1,963	2,220	1,680	12,198
14:00	1,621	1,524	1,593	1,605	2,047	2,147	1,779	12,316
15:00	2,106	1,947	1,963	2,173	2,616	1,982	1,697	14,484
16:00	2,322	2,217	2,422	2,483	2,868	1,966	1,678	15,956
17:00	2,714	2,872	2,997	2,760	2,994	1,941	1,671	17,949
18:00	1,943	2,102	2,163	2,157	2,418	1,713	1,465	13,961
19:00	1,444	1,408	1,583	1,568	1,996	1,576	1,273	10,848
20:00	1,033	1,016	1,076	1,220	1,571	1,197	1,118	8,231
21:00	819	908	999	933	1,243	1,022	908	6,832
22:00	651	762	807	855	1,092	918	806	5,891
23:00	509	556	622	651	1,132	996	652	5,118
All hours ¹	28,761	28,100	29,310	29,867	33,429	28,980	23,275	201,722

1 Includes hour of day not reported.

35 (continued) Breath tests and breath test failures: all drivers and riders involved,
day of week and time of day: 2001

(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	82	50	44	63	90	198	212	739
01:00	61	33	28	53	69	160	158	562
02:00	26	25	28	34	70	175	155	513
03:00	18	15	6	15	35	93	97	279
04:00	17	13	6	12	15	53	61	177
05:00	9	5	7	9	8	31	44	113
06:00	6	9	10	7	10	23	23	88
07:00	16	10	8	9	20	31	23	117
08:00	25	11	11	26	21	27	22	143
09:00	20	14	7	11	10	12	15	89
10:00	7	7	5	10	13	16	22	80
11:00	12	8	7	14	8	22	21	92
12:00	16	12	11	11	14	21	14	99
13:00	21	12	13	12	10	22	21	111
14:00	19	12	24	18	28	38	32	171
15:00	37	21	26	24	43	40	49	240
16:00	26	24	29	34	56	75	77	321
17:00	33	50	48	46	74	80	78	409
18:00	56	52	49	49	78	103	106	493
19:00	57	59	57	73	97	102	114	559
20:00	67	51	46	64	96	117	116	557
21:00	60	46	56	62	133	119	112	588
22:00	48	59	57	68	147	137	125	641
23:00	75	82	94	97	216	185	166	915
All hours ¹	814	680	677	821	1,361	1,880	1,863	8,096

1 Includes hour of day not reported.

36 Breath tests and breath test failures: by motor vehicle driver and rider age: GB 2001

	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	603	248	41.1	53	8.8	21.4
17-19	20,435	12,914	63.2	702	3.4	5.4
20-24	38,117	22,146	58.1	1,465	3.8	6.6
25-29	36,681	20,628	56.2	1,225	3.3	5.9
30-34	40,681	21,682	53.3	1,049	2.6	4.8
35-39	35,380	19,491	55.1	845	2.4	4.3
40-49	51,188	28,488	55.7	1,008	2.0	3.5
50-59	34,454	19,698	57.2	524	1.5	2.7
60-69	16,675	9,555	57.3	160	1.0	1.7
70 and over	11,957	6,632	55.5	67	0.6	1.0
Age not reported	35,729	2,058	5.8	166	0.5	8.1
All ages	321,900	163,540	50.8	7,264	2.3	4.4
Two-wheeled motor vehicle riders:						
Under 17	2,390	1,022	42.8	28	1.2	2.7
17-19	4,030	1,908	47.3	92	2.3	4.8
20-24	3,467	1,684	48.6	85	2.5	5.0
25-29	4,005	1,902	47.5	69	1.7	3.6
30-34	4,676	2,218	47.4	50	1.1	2.3
35-39	3,868	1,844	47.7	49	1.3	2.7
40-49	4,048	1,922	47.5	44	1.1	2.3
50-59	1,788	858	48.0	19	1.1	2.2
60-69	435	208	47.8	5	1.1	2.4
70 and over	149	57	38.3	0	0.0	0.0
Age not reported	1,228	102	8.3	5	0.4	4.9
All ages	30,084	13,725	45.6	446	1.5	3.2
Bus/coach drivers	11,521	4,748	41.2	14	0.1	0.3
Light goods vehicle drivers	18,314	9,506	51.9	306	1.7	3.2
Heavy goods vehicle drivers	14,813	8,749	59.1	52	0.4	0.6
Other drivers/riders	3,251	1,454	44.7	14	0.4	1.0
All motor vehicle drivers and riders:						
Under 17	3,031	1,291	42.6	83	2.7	6.4
17-19	24,980	15,145	60.6	809	3.2	5.3
20-24	44,439	25,564	57.5	1,594	3.6	6.2
25-29	45,568	25,488	55.9	1,355	3.0	5.3
30-34	52,040	27,723	53.3	1,178	2.3	4.2
35-39	45,644	25,051	54.9	953	2.1	3.8
40-49	65,339	36,075	55.2	1,125	1.7	3.1
50-59	43,895	24,978	56.9	569	1.3	2.3
60-69	19,319	11,093	57.4	171	0.9	1.5
70 and over	12,366	6,808	55.1	67	0.5	1.0
Age not reported	43,262	2,506	5.8	192	0.4	7.7
All ages	399,883	201,722	50.4	8,096	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: 2001

	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
Cardrivers:									
Under 17	545	265	48.6	46	20	43.5	603	285	47.3
17-19	14,675	7,081	48.3	5,692	3,607	63.4	20,435	10,692	52.3
20-24	24,681	10,981	44.5	13,231	8,311	62.8	38,117	19,297	50.6
25-29	22,727	9,532	41.9	13,760	8,265	60.1	36,681	17,803	48.5
30-34	25,064	9,751	38.9	15,355	8,453	55.1	40,681	18,208	44.8
35-39	21,517	8,375	38.9	13,706	7,536	55.0	35,380	15,915	45.0
40-49	31,965	11,616	36.3	19,079	10,291	53.9	51,188	21,914	42.8
50-59	22,593	7,891	34.9	11,681	6,441	55.1	34,454	14,336	41.6
60-69	12,112	4,322	35.7	4,532	2,437	53.8	16,675	6,761	40.5
70 and over	8,779	3,667	41.8	3,159	1,822	57.7	11,957	5,491	45.9
Age not reported	12,574	976	7.8	4,046	546	13.5	35,729	1,616	4.5
All ages	197,232	74,457	37.8	104,287	57,729	55.4	321,900	132,318	41.1
Motorcyclists:									
Under 16	72	57	79.2	7	7	100.0	79	64	81.0
16	1,592	1,465	92.0	150	147	98.0	1,746	1,616	92.6
17	644	593	92.1	99	94	94.9	743	687	92.5
18	248	235	94.8	49	46	93.9	297	281	94.6
19	132	117	88.6	52	49	94.2	186	166	89.2
20-24	307	280	91.2	99	95	96.0	407	375	92.1
25-29	228	203	89.0	133	123	92.5	361	326	90.3
30-39	344	313	91.0	126	121	96.0	471	434	92.1
40-49	160	152	95.0	83	82	98.8	243	234	96.3
50-59	104	96	92.3	75	70	93.3	181	166	91.7
60 and over	62	57	91.9	48	47	97.9	110	104	94.5
Age not reported	128	65	50.8	15	8	53.3	209	73	34.9
All ages	4,021	3,633	90.4	936	889	95.0	5,033	4,526	89.9
Motorcycle riders:									
Under 16	170	143	84.1	3	3	100.0	174	146	83.9
16	364	323	88.7	25	25	100.0	391	348	89.0
17	1,012	957	94.6	56	55	98.2	1,070	1,013	94.7
18	941	881	93.6	59	57	96.6	1,003	939	93.6
19	678	631	93.1	51	49	96.1	731	680	93.0
20-24	2,839	2,594	91.4	214	208	97.2	3,060	2,802	91.6
25-29	3,357	3,102	92.4	286	273	95.5	3,644	3,376	92.6
30-39	7,553	6,949	92.0	512	476	93.0	8,073	7,427	92.0
40-49	3,605	3,328	92.3	199	176	88.4	3,805	3,505	92.1
50-59	1,517	1,406	92.7	86	75	87.2	1,607	1,481	92.2
60 and over	454	408	89.9	20	17	85.0	474	425	89.7
Age not reported	647	418	64.6	41	30	73.2	1,019	467	45.8
All ages	23,137	21,140	91.4	1,552	1,444	93.0	25,051	22,609	90.3
Other motor vehicle drivers ²	42,273	9,212	21.8	1,791	662	37.0	47,899	9,884	20.6
All motor vehicle drivers or riders:									
Under 17	2,777	2,265	81.6	232	202	87.1	3,031	2,471	81.5
17-19	18,810	10,659	56.7	6,088	3,973	65.3	24,980	14,638	58.6
20-24	30,490	14,610	47.9	13,720	8,701	63.4	44,439	23,318	52.5
25-29	30,911	14,082	45.6	14,433	8,759	60.7	45,568	22,848	50.1
30-34	35,709	15,261	42.7	16,013	8,887	55.5	52,040	24,153	46.4
35-39	31,196	13,151	42.2	14,265	7,904	55.4	45,644	21,060	46.1
40-49	45,415	17,108	37.7	19,728	10,661	54.0	65,339	27,778	42.5
50-59	31,627	10,776	34.1	12,040	6,659	55.3	43,895	17,440	39.7
60-69	14,659	5,086	34.7	4,626	2,514	54.3	19,319	7,602	39.3
70 and over	9,129	3,873	42.4	3,217	1,870	58.1	12,366	5,745	46.5
Age not reported	15,940	1,571	9.9	4,204	594	14.1	43,262	2,284	5.3
All ages	266,663	108,442	40.7	108,566	60,724	55.9	399,883	169,337	42.3

1 Includes sex not reported.

2 Includes drivers of buses, coaches and goods vehicles.

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

	Number of drivers/percentage								
	Male			Female			All drivers or riders ¹		
	Involved	of which casualties		Involved	of which casualties		Involved	of which casualties	
		Number	Percentage		Number	Percentage		Number	Percentage
Cardrivers:									
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
Motorcycle riders:									
Under 16	138	117	85.2	4	4	86.4	144	121	84.3
16	385	357	92.8	24	24	100.0	409	380	93.1
17	912	853	93.5	41	38	92.6	954	891	93.3
18	708	660	93.2	43	41	95.3	752	701	93.2
19	563	523	92.9	50	48	96.4	613	571	93.1
20-24	3,256	2,968	91.2	295	276	93.4	3,556	3,244	91.2
25-29	4,244	3,843	90.5	326	304	93.1	4,574	4,147	90.7
30-39	6,076	5,527	91.0	347	311	89.7	6,432	5,838	90.8
40-49	2,414	2,191	90.8	133	119	89.1	2,550	2,310	90.6
50-59	982	893	90.9	71	64	90.4	1,053	957	90.9
60 and over	404	368	91.3	33	28	85.5	437	397	90.8
Age not reported	480	329	68.5	26	18	67.7	727	348	47.9
All ages	20,561	18,628	90.6	1,393	1,273	91.4	22,202	19,905	89.7
Other motor vehicle drivers ²	43,297	9,006	20.8	1,800	656.6	36.5	48,250	9,664	20.0
All motor vehicle drivers or riders:									
Under 17	1,583	1,258	79.4	138	118	85.9	1,734	1,376	79.4
17-19	20,888	10,497	50.3	7,598	4,809	63.3	28,575	15,306	53.6
20-24	36,248	15,994	44.1	16,354	10,025	61.3	52,884	26,020	49.2
25-29	39,846	16,310	40.9	17,278	9,877	57.2	57,454	26,189	45.6
30-34	37,523	14,054	37.5	15,992	8,431	52.7	53,919	22,486	41.7
35-39	28,577	10,243	35.8	12,550	6,461	51.5	41,404	16,705	40.3
40-49	44,889	14,194	31.6	18,601	9,412	50.6	63,806	23,607	37.0
50-59	29,455	8,855	30.1	10,020	5,320	53.1	39,579	14,177	35.8
60-69	14,600	4,784	32.8	4,127	2,205	53.4	18,757	6,989	37.3
70 and over	8,913	3,668	41.1	2,836	1,643	57.9	11,769	5,311	45.1
Age not reported	12,617	1,160	9.2	3,463	527	15.2	32,910	1,708	5.2
All ages	275,140	101,016	36.7	108,956	58,829	54.0	402,791	159,873	39.7

1 Includes sex not reported.

2 Includes drivers of buses, coaches and goods vehicles.

38 Vehicles: by accident severity, vehicle type and vehicle population: 2001

	Number of vehicles involved in				Number of vehicles/vehicle stock
	Fatal	Serious	Slight	All	Road motor vehicles with current licences (thousand) ¹
	accidents	accidents	accidents	accidents	
Pedal cycles:	145	2,678	16,674	19,497	..
Mopeds:	17	762	4,254	5,033	111
Motorcycles ²	656	6,332	18,063	25,051	894
Taxis:	31	555	3,829	4,415	39
Cars:	3,596	36,368	276,147	316,111	25,148
Minibus	27	168	1,179	1,374	199
All cars ³ :	3,654	37,091	281,155	321,900	25,386
Buses or coaches:	164	1,269	10,088	11,521	71
Light Goods Vehicles:	302	2,358	15,654	18,314	2,276
Heavy Goods Vehicles:					
Rigid:	357	1,518	8,119	9,994	314
Articulated:	230	790	3,703	4,723	115
Total ⁴ :	588	2,322	11,903	14,813	430
Other motor vehicles:	74	515	2,662	3,251	579
Other non-motor vehicles:	12	79	340	431	..
All vehicles ⁵ :	5,614	53,441	361,018	420,073	29,747

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

2 Includes motor cycle combinations and scooters

3 Includes cars, taxis, minibuses

4 Includes HGV type not reported.

5 Includes vehicle type not reported.

39 Number of casualties: by accident and casualty severity and road user type: 2001

	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	826	35	41	902	8,203	341	8,544	31,131	40,577
Pedal cyclists	138	4	2	144	2,536	76	2,612	16,358	19,114
Moped riders and passengers	14	2	0	16	694	36	730	3,900	4,646
Motorcycle 125cc and under ¹									
riders	70	5	6	81	1,423	68	1,491	5,782	7,354
passengers	5	3	2	10	59	34	93	210	313
Motorcycle over 125cc ¹									
riders	470	32	36	538	4,188	209	4,397	10,320	15,255
passengers	24	19	10	53	297	129	426	763	1,242
Taxi									
drivers	1	1	5	7	66	69	135	1,112	1,254
passengers	3	2	6	11	95	76	171	1,214	1,396
Car									
drivers	1,158	460	645	2,263	10,834	5,423	16,257	112,179	130,699
passengers	563	521	580	1,664	5,550	5,470	11,020	55,441	68,125
Minibus									
drivers	5	6	9	20	24	24	48	297	365
passengers	19	43	65	127	73	119	192	644	963
Bus or coach									
drivers	4	8	28	40	52	85	137	815	992
passengers	10	13	73	96	475	481	956	7,840	8,892
Light goods vehicle									
drivers	46	32	64	142	529	299	828	4,366	5,336
passengers	18	23	29	70	163	214	377	1,521	1,968
Heavy goods vehicle									
Rigid									
drivers	23	19	69	111	213	158	371	1,436	1,918
passengers	5	3	11	19	51	60	111	353	483
Articulated									
drivers	24	8	49	81	145	76	221	614	916
passengers	2	0	1	3	5	2	7	42	52
Total ²									
drivers	47	27	119	193	360	235	595	2,062	2,850
passengers	7	3	12	22	56	62	118	398	538
Other motor vehicle									
drivers	9	1	16	26	88	49	137	543	706
passengers	6	2	11	19	37	24	61	286	366
Other non-motor vehicle									
drivers	7	2	0	9	60	3	63	266	338
passengers	0	0	0	0	4	2	6	14	20
All casualties ³	3,450	1,244	1,759	6,453	35,866	13,528	49,394	257,462	313,309

1 Includes data on scooter, motorcycle and combinations

2 Includes HGV type not reported.

3 Includes road user type not reported.

40a Vehicles: by vehicle type, built-up and non built-up roads, road class and accident severity: 2001

	Number of vehicles							
	Pedal Cycles	TW M V	Cars	Buss or coaches	Light goods vehicles	Heavy goods vehicles	All motor vehicles ²	All vehicles ²
Built-up roads:³								
A roads								
Fatal	40	126	617	56	48	110	971	1,015
Fatal or serious	921	2,286	10,357	632	626	549	14,551	15,494
All severities	6,652	11,652	100,298	5,452	5,591	3,599	127,409	134,175
B roads								
Fatal	4	36	190	15	13	19	276	280
Fatal or serious	239	613	3,234	135	192	106	4,310	4,552
All severities	2,028	2,825	29,198	1,173	1,490	702	35,636	37,711
Other roads								
Fatal	35	97	477	46	45	37	712	749
Fatal or serious	1,214	1,869	10,507	476	610	319	13,909	15,182
All severities	9,244	8,484	98,249	4,017	4,933	1,911	118,481	128,032
All built-up roads:⁴								
Fatal	79	259	1,284	117	106	166	1,959	2,044
Fatal or serious	2,374	4,768	24,098	1,243	1,428	974	32,770	35,228
All severities	17,924	22,961	227,745	10,642	12,014	6,212	281,526	299,918
Non built-up roads:³								
A roads								
Fatal	37	282	1,581	34	132	273	2,330	2,369
Fatal or serious	250	1,869	9,764	115	716	1,172	13,831	14,096
All severities	831	4,304	51,560	473	3,404	4,505	64,952	65,856
B roads								
Fatal	9	69	318	11	22	18	444	454
Fatal or serious	60	552	2,251	33	143	135	3,166	3,231
All severities	232	1,134	10,773	129	646	561	13,417	13,678
Other roads								
Fatal	20	47	250	0	16	13	336	361
Fatal or serious	138	440	2,765	31	190	157	3,651	3,808
All severities	504	1,255	15,969	188	1,008	756	19,507	20,107
All non built-up roads:⁴								
Fatal	66	398	2,149	45	170	304	3,110	3,184
Fatal or serious	448	2,861	14,780	179	1,049	1,464	20,648	21,135
All severities	1,567	6,693	78,302	790	5,058	5,822	97,876	99,641
All speed limits:⁵								
Motorways								
Fatal	0	16	221	2	26	118	386	386
Fatal or serious	1	138	1,867	11	183	472	2,686	2,692
All severities	6	430	15,853	89	1,242	2,779	20,481	20,514
A roads								
Fatal	77	408	2,198	90	180	383	3,301	3,384
Fatal or serious	1,171	4,155	20,121	747	1,342	1,721	28,382	29,590
All severities	7,483	15,956	151,858	5,925	8,995	8,104	192,361	200,031
B roads								
Fatal	13	105	508	26	35	37	720	734
Fatal or serious	299	1,165	5,485	168	335	241	7,476	7,783
All severities	2,260	3,959	39,971	1,302	2,136	1,263	49,053	51,389
Other roads								
Fatal	55	144	727	46	61	50	1,048	1,110
Fatal or serious	1,352	2,309	13,272	507	800	476	17,560	18,990
All severities	9,748	9,739	114,218	4,205	5,941	2,667	137,988	148,139
Total⁴								
Fatal	145	673	3,654	164	302	588	5,455	5,614
Fatal or serious	2,823	7,767	40,745	1,433	2,660	2,910	56,104	59,055
All severities	19,497	30,084	321,900	11,521	18,314	14,813	399,883	420,073

1 Includes other motor vehicles.

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

3 Excludes motorways.

4 Includes road class not reported.

5 Includes speed limit not reported.

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

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

1 Includes other motor vehicles.

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

3 Excludes motorways.

4 Includes road class not reported.

5 Includes speed limit not reported.

41 Vehicle involvement rates: by vehicle type, built-up and non built-up roads, road class, accident severity and traffic: 2001

	Rate per 100 million vehicle kilometres ¹							
	Pedal cycles	Two-wheel motor vehicles	Cars	Buses or coaches	Light goods vehicles	Heavy goods vehicles	All motor vehicles ²	All vehicles ³
Built-up roads:⁴								
A roads								
Fatal	7.8	13	1.0	4.7	0.6	4.0	1.3	1.3
Fatal or serious	178	243	16	52	8	20	19	20
All severities	1,289	1,240	157	453	69	129	165	173
Other roads⁵								
Fatal	1.4	8.7	0.6	3.5	0.5	2.3	0.8	0.8
Fatal or serious	52	163	13	35	6.2	17	15	16
All severities	404	742	122	298	50	106	125	132
All built-up roads:⁶								
Fatal	2.4	11	0.8	4.0	0.5	3.2	1.0	1.0
Fatal or serious	72	194	14	42	7	19	16	17
All severities	542	932	135	361	57	118	141	148
Non built-up roads:⁴								
A roads								
Fatal	23	24	1.5	3.6	0.9	2.7	1.8	1.8
Fatal or serious	155	158	9	12	4.9	12	11	11
All severities	516	363	50	50	23	45	50	51
Other roads³								
Fatal	5.7	16	1.4	2.6	0.7	2.0	1.6	1.7
Fatal or serious	39	139	13	15	6.1	19	14	14
All severities	146	335	67	74	30	86	68	69
All non built-up roads:⁶								
Fatal	9.9	21	1.5	3.3	0.8	2.6	1.7	1.8
Fatal or serious	67	151	10	13	5.2	13	12	12
All severities	235	352	55	58	25	50	55	56
All speed limits:⁷								
Motorways								
Fatal	0	4.0	0.3	0.4	0.3	1.0	0.4	0.4
Fatal or serious	0	35	2.6	2.0	1.8	3.8	2.8	2.8
All severities	0	108	22	16	12	23	21	22
A roads								
Fatal	11	19	1.3	4.2	0.8	3.0	1.6	1.6
Fatal or serious	173	195	12	35	5.9	13	14	14
All severities	1,105	751	91	277	40	63	93	96
Other roads⁵								
Fatal	2.1	11	0.9	3.3	0.5	2.2	1.0	1.1
Fatal or serious	50	155	13	31	6.2	18	15	15
All severities	364	612	107	254	44	98	109	114
Total^f								
Fatal	3.7	14	1.0	3.4	0.6	2.0	1.2	1.2
Fatal or serious	71	163	11	29	5.2	10	12	12
All severities	491	632	84	236	36	51	84	88
Estimated vehicle kilometres (100 million):								
Built-up roads: ⁴	33	25	1,684	29	209	53	2,000	2,033
Non built-up roads: ⁴	7	19	1,434	14	200	116	1,783	1,790
Motorways	0	4	719	6	102	123	954	954
Total	40	48	3,837	49	511	292	4,737	4,776

1 From 1999 figures have been produced on a new, more accurate basis and are not directly comparable with earlier data.

See "Notes" for more details.

2 Includes other motor vehicles.

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

4 Excludes motorways.

5 B, C and unclassified roads.

6 Includes road class not reported.

7 Includes speed limit not reported.

42 Vehicles: by junction type, vehicle type, built-up and non built-up roads: 2001

		Number of vehicles							
		Round- about	T, Y or staggered junction	Crossroads	Multiple junction	Slip road	Other junction	Using private drive or entrance	Notator within 20 metres of junction
Pedal cycles	Built-up roads	1,884	7,562	1,944	297	78	581	1,121	4,436
	Non built-up roads	204	272	58	9	43	28	79	871
	Motorways	4	1	0	0	0	0	0	1
Two-wheel motor vehicles	Built-up roads	1,908	9,868	2,848	366	113	764	1,489	5,584
	Non built-up roads	723	1,254	238	29	154	137	481	3,673
	Motorways	47	7	0	2	49	5	0	320
Cars	Built-up roads	20,176	88,468	31,550	4,305	1,495	6,620	10,550	64,356
	Non built-up roads	6,789	14,796	4,088	577	2,372	1,645	3,967	43,980
	Motorways	1,008	232	7	28	1,624	65	14	12,869
Buses or coaches	Built-up roads	728	3,941	1,347	256	51	329	231	3,754
	Non built-up roads	66	143	37	5	15	14	31	479
	Motorways	11	3	0	0	7	2	0	66
Light goods vehicles	Built-up roads	925	4,675	1,625	213	59	323	622	3,563
	Non built-up roads	389	888	225	25	137	90	341	2,958
	Motorways	78	21	2	4	113	4	0	1,020
Heavy goods vehicles:									
Articulated	Built-up roads	198	355	125	27	11	28	55	380
	Non built-up roads	245	230	56	6	98	27	77	1,255
	Motorways	51	15	0	1	129	6	0	1,348
Rigid	Built-up roads	519	1,667	587	109	40	145	278	1,686
	Non built-up roads	287	601	142	17	112	68	207	2,389
	Motorways	55	15	0	6	102	4	0	1,045
Other vehicles	Built-up roads	173	816	252	48	10	93	122	882
	Non built-up roads	44	211	56	6	31	49	127	876
	Motorways	4	2	0	0	10	0	0	98
All vehicles ¹	Built-up roads	26,511	117,352	40,278	5,621	1,857	8,883	14,468	84,641
	Non built-up roads	8,747	18,395	4,900	674	2,962	2,058	5,310	56,481
	Motorways	1,258	296	9	41	2,034	86	14	16,767

1 Includes vehicle type unknown.

43 Vehicles skidding: by road surface condition and vehicle type: 2001

Road surface condition	Number of vehicles/percentage								
	Pedal cycles	Two-wheel motor vehicles	Cars	Buses or coaches	Light goods vehicles	Heavy goods vehicles	Other motor vehicles	Other vehicles ²	All vehicles
Dry:									
All	14,998	21,942	198,591	8,677	11,284	9,177	2,076	468	267,213
% of which skidded	2.7	18.3	10.5	3.7	11.4	12.7	7.4	5.3	10.6
Wet or flood:									
All	4,240	7,399	112,677	2,658	6,412	5,165	1,027	179	139,757
% of which skidded	4.2	27.2	18.7	11.1	21.5	19.4	10.3	12.3	18.7
Snow or ice:									
All	191	415	8,896	141	473	362	102	13	10,593
% of which skidded	13.6	50.1	46.1	32.6	42.7	36.7	28.4	46.2	44.9
Mud or oil:									
All	14	280	1,079	23	100	81	30	3	1,610
% of which skidded	42.9	71.1	55.1	21.7	54.0	28.4	16.7	0.0	55.0
All conditions:¹									
All	19,497	30,084	321,900	11,521	18,314	14,813	3,251	693	420,073
% of which skidded	3.1	21.4	14.5	5.8	16.0	15.7	9.0	7.8	14.3

1 Includes road surface condition not reported.

2 Includes non motor vehicles and vehicle class not reported.

44 Vehicles: by vehicle type and manoeuvre: 2001

	Number of vehicles				
	Pedal cycles	Mopeds	Motorcycles under 125cc	Motorcycles over 125cc ¹	All two-wheel vehicles
Reversing	24	2	8	16	50
Paiked	53	23	29	55	160
Waiting to go ahead but held up	224	149	185	445	1003
Stopping	139	143	214	424	920
Starting	197	32	51	102	382
U turning	34	25	20	31	110
Turning left or waiting to	500	156	189	376	1221
Turning right or waiting to	1524	418	407	563	2912
Changing lane	341	48	89	203	681
Overtaking a moving or stationary vehicle	1076	598	1166	2730	5570
Going ahead on a bend	726	394	664	2587	4371
Going ahead other	14617	3040	5060	9405	32122
All known manoeuvres	19455	5028	8082	16937	49502
Number of vehicles ² involved in accidents	19497	5033	8092	16959	49581
of which:					
at a junction	14165	3616	5881	10985	34647
skidded	609	867	1320	4245	7041

	Number of vehicles						
	Cars	Buses or coaches	Light goods vehicles	Heavy goods vehicles			All vehicles other than two-wheel ⁴
				Rigid ³	Articulated	All ⁶	
Reversing	3976	43	483	234	47	284	4873
Paiked	12400	862	1136	625	186	819	15498
Waiting to go ahead but held up	30668	579	1180	478	183	662	33205
Stopping	14565	1373	881	390	204	595	17530
Starting	3980	841	274	121	41	164	5304
U turning	2730	10	201	57	33	90	3054
Turning left or waiting to	12052	322	663	409	140	551	13731
Turning right or waiting to	43025	714	2113	749	256	1008	47360
Changing lane	5091	167	465	615	722	1351	7174
Overtaking a moving or stationary vehicle	11361	348	701	411	156	571	13150
Going ahead on a bend	28026	576	1484	1037	505	1551	31987
Going ahead other	153368	5675	8705	4855	2246	7139	176827
All known manoeuvres	321242	11510	18286	9981	4719	14785	369693
Towing:							
Caravan	242	0	26	4	0	4	273
Other	879	6	265	415	0	415	2042
All towing	1121	6	291	419	0	419	2315
Number of vehicles ² involved in accidents	321900	11521	18314	9994	4723	14813	370492
of which:							
at a junction	200376	7217	10759	4922	1740	6701	228016
skidded ⁵	46777	670	2931	1639	664	2325	52703
jackknifed ⁵	109	2	16	8	150	158	140
overtumed	3665	3	240	139	188	330	4238

1 Includes combinations.

2 Includes manoeuvre not reported.

3 Includes vehicles towing trailers or caravans.

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

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

6 Includes body type unknown.

45 Accidents: by road surface condition, road class, severity, rate per thousand vehicles, county and unitary authority (UA): 2001

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	Motorway	A	Other ¹	Fatal or Serious	All	
Greater London	28,253	8,144	281	308	23,193	13,250	5,584	36,751	12.9
Greater Manchester	6,640	4,306	258	664	4,998	5,587	977	11,249	8.6
Merseyside	3,893	1,743	117	141	2,456	3,186	626	5,783	10.9
South Yorkshire	3,228	1,663	147	205	2,080	2,753	622	5,038	9.3
Tyne and Wear	2,176	1,411	107	60	1,628	2,019	400	3,707	9.4
West Midlands	6,844	3,410	190	324	4,290	5,848	1,253	10,462	7.4
West Yorkshire	5,503	2,951	256	417	3,637	4,686	1,156	8,740	9.6
Avon	2,373	1,009	37	245	1,358	1,826	415	3,429	6.4
Bath & North East Somerset UA	322	146	5	0	262	213	57	475	5.5
City of Bristol UA	1,121	408	15	44	633	868	171	1,545	7.8
North Somerset UA	400	178	3	62	200	323	76	585	5.4
South Gloucestershire UA	530	277	14	139	263	422	111	824	5.7
Bedfordshire	1,199	703	73	134	824	1,025	273	1,983	6.8
Bedfordshire (excludes UA)	869	508	60	116	693	635	216	1,444	6.7
Luton UA	330	195	13	18	131	390	57	539	7.0
Berkshire	2,019	895	69	313	1,275	1,407	452	2,995	5.4
Bracknell Forest UA	252	108	10	1	167	203	54	371	4.8
West Berkshire UA	354	196	22	81	220	276	112	577	5.5
Reading UA	377	134	5	4	300	213	58	517	6.5
Slough UA	372	149	8	77	195	257	65	529	4.6
Windsor and Maidenhead UA	374	155	13	92	215	239	91	546	6.4
Wokingham UA	290	153	11	58	178	219	72	455	5.2
Buckinghamshire	1,738	1,011	132	307	1,024	1,603	447	2,934	6.2
Buckinghamshire (excludes UA)	1,128	717	108	231	788	985	343	2,004	6.5
Milton Keynes UA	610	294	24	76	236	618	104	930	5.7
Cambridgeshire	2,185	1,147	131	52	1,671	1,780	549	3,503	8.5
Cambridgeshire (excluding UA 's)	1,637	880	99	52	1,236	1,362	433	2,650	7.9
Peterborough UA	548	267	32	0	435	418	116	853	10.9
Cheshire	2,549	1,842	115	401	1,740	2,382	665	4,523	8.4
Cheshire (excluding UA 's)	1,709	1,314	83	293	1,372	1,453	462	3,118	8.1
Halton UA	292	191	15	11	124	365	59	500	8.9
Warrington UA	548	337	17	97	244	564	144	905	8.9
Cleveland	929	550	45	0	584	948	221	1,532	6.8
Hartlepool UA	140	106	6	0	73	180	39	253	7.6
Middlesbrough UA	300	177	8	0	175	314	72	489	9.9
Redcar & Cleveland UA	208	83	13	0	106	199	42	305	5.0
Stockton on Tees UA	281	184	18	0	230	255	68	485	5.9
Cornwall	1,321	732	37	0	888	1,234	277	2,122	7.4
Cumbria	1,047	680	96	105	885	833	379	1,823	6.6
Derbyshire	2,184	1,315	153	188	1,679	1,814	628	3,681	6.6
Derbyshire (excludes UA)	1,642	1,064	132	188	1,291	1,386	505	2,865	6.4
City of Derby UA	542	251	21	0	388	428	123	816	7.3
Devon	2,483	1,275	64	54	1,398	2,402	481	3,854	6.5
Devon (excluding UA 's)	1,525	905	59	54	994	1,467	350	2,515	6.0
Plymouth UA	672	274	3	0	303	651	94	954	9.0
Torbay UA	286	96	2	0	101	284	37	385	6.0

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): 2001

County/Unitary Authority	Number of accidents/severity								
	Road surface condition			Road Class			Severity		Rate per thousand Licensed vehicles
	Day	Wet or Flood	Snow or ice	Motorway	A	Other ¹	Fatal or Serious	All	
East Sussex	1,986	791	64	0	1,333	1,548	428	2,881	7.8
East Sussex (excludes UA)	1,114	536	50	0	868	869	295	1,737	6.4
Brighton & Hove UA	872	255	14	0	465	679	133	1,144	11.7
Essex	4,100	2,384	235	318	2,637	3,818	1,159	6,773	7.4
Essex (excluding UA's)	3,176	1,951	214	273	1,975	3,137	967	5,385	7.1
Southend on Sea UA	465	203	14	0	299	387	78	686	9.0
Thurrock UA	459	230	7	45	363	294	114	702	9.4
Gloucestershire	1,421	574	68	82	988	1,004	321	2,074	6.3
Hampshire	4,307	1,923	178	406	2,355	3,669	923	6,430	6.8
Hampshire (excludes UA's)	3,071	1,480	166	351	1,644	2,738	738	4,733	6.2
Portsmouth UA	597	205	4	40	334	437	85	811	10.2
Southampton UA	639	238	8	15	377	494	100	886	9.1
Hertfordshire UA*	399	255	24	4	378	306	147	688	6.4
Hertfordshire	1,509	801	122	737	1,704	2,077	747	4,518	6.8
Humber-side	1,941	1,334	124	47	1,200	2,161	640	3,408	8.3
East Riding of Yorkshire UA	625	450	52	18	407	706	237	1,131	6.6
Kingston upon Hull UA	569	405	14	0	306	683	127	989	11.1
North East Lincolnshire UA	425	225	17	0	242	426	129	668	9.9
North Lincolnshire UA	322	254	41	29	245	346	147	620	7.4
Isle of Wight UA	342	139	18	0	214	290	98	504	7.0
Kent	4,092	1,969	184	429	2,900	2,968	977	6,297	7.5
Kent (excluding UA's)	3,573	1,738	170	418	2,658	2,452	878	5,528	7.7
Medway Town UA	519	231	14	11	242	516	99	769	6.3
Lancashire	3,572	2,152	169	311	2,428	3,181	1,039	5,920	8.8
Lancashire (excluding UA's)	2,785	1,727	145	299	1,886	2,497	858	4,682	8.3
Blackburn with Dawson UA	323	232	18	12	264	298	80	574	10.5
Blackpool UA	464	193	6	0	278	386	101	664	11.4
Leicestershire	2,127	1,503	93	225	1,556	1,983	420	3,764	7.7
Leicestershire (excludes UA's)	1,332	1,025	68	225	930	1,305	309	2,460	7.2
City of Leicester UA	731	413	16	0	547	616	88	1,163	9.3
Rutland UA	64	65	9	0	79	62	23	141	7.0
Lincolnshire	1,536	876	169	0	1,228	1,384	453	2,612	7.0
Norfolk	1,573	1,096	103	0	1,332	1,457	591	2,789	5.9
Northamptonshire	1,197	659	77	104	1,011	830	460	1,945	5.2
Northumbria	552	407	73	0	518	521	165	1,039	6.9
North Yorkshire	1,855	1,064	162	13	1,547	1,582	739	3,142	7.5
North Yorkshire (excludes UA)	1,428	856	146	13	1,271	1,193	625	2,477	7.4
City of York UA	427	208	16	0	276	389	114	665	8.1

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

45 Accidents: by road surface condition, road class, severity, rate per thousand vehicles, county and unitary authority (UA): 2001

Number of accidents/1,000

County/Unitary Authority	Road surface condition			Road Class			Severity		Rate per thousand Licensed vehicles
	Dry	Wet or Flood	Snow or ice	Motorway	A	Other ¹	Fatal or Serious	All	
Somerset	1,147	633	61	74	814	969	268	1,857	6.1
Staffordshire	2,757	1,648	137	277	2,215	2,071	433	4,563	8.2
Staffordshire (excludes UA)	2,076	1,283	114	277	1,644	1,569	339	3,490	7.7
Stoke on Trent UA	681	365	23	0	571	502	94	1,073	10.5
Suffolk	1,453	774	107	0	1,160	1,196	395	2,356	5.9
Surrey	3,195	1,613	138	596	2,296	2,261	587	5,153	7.9
Warrickshire	1,429	741	68	239	793	1,212	513	2,244	7.1
West Sussex	1,814	893	70	31	1,356	1,406	520	2,793	6.2
Wiltshire	1,529	827	101	146	1,193	1,141	371	2,480	5.0
Wiltshire (excludes UA)	1,005	571	89	98	936	648	280	1,682	6.4
Swindon UA	524	256	12	48	257	493	91	798	3.5
Worcestershire*	1,110	546	59	123	735	872	279	1,730	5.4
England	131,414	64,570	5,412	8,370	95,051	101,418	30,276	204,839	8.0
Wales	6,269	2,949	252	251	4,210	5,038	1,352	9,499	6.6
Scotland	8,141	5,677	817	507	6,287	7,882	3,136	14,676	6.5
Great Britain	145,824	73,196	6,481	9,128	105,548	114,338	34,764	229,014	7.8

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

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

46a Casualties by road user type, child and adult pedestrians, severity, county and unitary authority (UA): 2001

County/Unitary Authority	Population ² (Thousands)	Pedestrians										Number of casualties	
		Children		Adults		Pedal cyclists		Two-wheel motor vehicle users		Car users		All road users ¹	
		KSI	All	KSI	All	KSI	All	KSI	All	KSI	All	KSI	All
Greater London	7,375	482	2,306	1,237	5,391	463	3,318	1,286	7,920	2,174	21,643	6,101	44,622
Greater Manchester	2,586	186	1,165	265	1,414	88	974	145	844	362	10,248	1,078	15,895
Merseyside	1,403	85	538	166	656	48	405	102	404	276	5,818	702	8,672
South Yorkshire	1,302	105	482	131	516	54	344	104	465	295	4,412	715	6,932
Tyne and Wear	1,104	78	365	119	453	37	273	55	217	124	3,438	431	5,223
West Midlands	2,619	212	1,048	325	1,340	81	713	163	726	595	9,163	1,435	13,904
West Yorkshire	2,121	149	794	229	983	91	499	226	800	586	9,100	1,331	13,140
Avon	1,015	41	219	78	410	41	397	94	497	180	2,738	461	4,516
Bath & North East Somerset UA	170	6	28	10	61	4	46	13	65	26	371	61	599
City of Bristol UA	406	19	118	46	243	25	224	36	234	49	1,004	180	1,946
North Somerset UA	191	8	29	9	54	3	53	15	60	51	607	91	856
South Gloucestershire UA	248	8	44	13	52	9	74	30	138	54	756	129	1,115
Bedfordshire	566	18	100	46	162	12	149	80	276	153	1,936	331	2,846
Bedfordshire (excludes UA)	383	9	57	22	92	10	117	66	219	143	1,453	268	2,118
Luton UA	183	9	43	24	70	2	32	14	57	10	483	63	728
Berkshire	803	25	123	57	248	33	276	108	397	272	2,759	521	3,995
Blackwell Forest UA	111	4	21	7	24	6	41	13	50	26	335	58	504
West Berkshire UA	144	3	16	8	25	5	25	23	71	85	609	136	794
Reading UA	148	4	28	19	86	7	62	15	83	12	375	61	663
Slough UA	111	6	25	11	45	5	51	12	52	33	489	73	702
Windsor and Maidenhead UA	143	5	18	4	31	6	49	31	93	61	520	109	733
Wokingham UA	146	3	15	8	37	4	48	14	48	55	431	84	599
Buckinghamshire	693	22	112	47	160	28	181	104	322	331	3,150	561	4,139
Buckinghamshire (excludes UA)	483	15	74	39	128	18	113	82	231	255	2,126	431	2,830
Milton Keynes UA	210	7	38	8	32	10	68	22	91	76	1,024	130	1,309
Cambridgeshire	730	15	95	58	193	70	537	86	350	384	3,423	654	4,889
Cambridgeshire (excluding UA)	574	11	66	47	157	51	415	60	257	326	2,599	525	3,718
Peterborough UA	156	4	29	11	36	19	122	26	93	58	824	129	1,171
Cheshire	984	46	220	85	275	46	341	162	502	395	4,653	777	6,479
Cheshire (excluding UAs)	673	25	135	53	176	32	219	118	366	288	3,251	540	4,448
Haltwhistle UA	121	12	44	6	31	7	45	8	38	30	467	69	708
Warrington UA	191	9	41	26	68	7	77	36	98	77	935	168	1,323
Cleveland	557	39	166	43	151	20	155	45	135	89	1,387	244	2,096
Hartlepool UA	92	8	31	10	29	1	28	5	24	19	227	46	354
Middlesbrough UA	144	7	35	19	68	5	40	20	42	30	443	81	654
Redcar & Cleveland UA	136	10	45	6	23	7	41	6	23	12	258	44	411
Stockton on Tees UA	184	14	55	8	31	7	46	14	46	28	459	73	677
Cornwall	499	12	123	29	201	12	125	77	305	187	1,931	335	2,849
Cumbria	491	25	118	41	144	29	135	68	177	298	1,903	485	2,668
Derbyshire	978	48	191	77	280	54	283	172	508	329	3,563	716	5,217
Derbyshire (excludes UA)	742	35	143	47	190	31	173	146	396	291	2,895	583	4,136
City of Derby UA	236	13	48	30	90	23	110	26	112	38	668	133	1,081
Devon	1,087	38	288	81	453	43	334	121	589	255	3,018	556	4,984
Devon (excluding UAs)	707	19	145	45	250	29	208	85	386	224	2,157	419	3,362
Plymouth UA	254	15	94	26	128	12	91	22	128	23	645	99	1,157
Torbay UA	126	4	49	10	75	2	35	14	75	8	216	38	465

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

2 2000 population data.

46a Casualties by road user type, child and adult pedestrians, severity, county and unitary authority (UA): 2001

County/Unitary Authority	Population ² (Thousands)	Number of casualties													
		Pedestrians						Pedal cyclists		Two-wheel motor vehicle users		Car users		All road users ¹	
		Children		Adults		KSI	All	KSI	All	KSI	All	KSI	All	KSI	All
		KSI	All	KSI	All										
Dorset	698	22	140	62	269	37	291	98	460	235	2,694	475	4,098		
Dorset (excludes UAs)	394	15	87	34	136	20	115	63	249	198	1,714	342	2,460		
Bournemouth UA	163	5	38	19	95	12	108	22	128	22	550	85	965		
Poole UA	141	2	15	9	38	5	68	13	83	15	430	48	673		
Durham	607	22	149	36	172	15	120	35	157	136	1,857	258	2,702		
Durham (excludes UA)	506	19	120	29	135	13	88	33	129	114	1,553	218	2,227		
Darlington UA	101	3	29	7	37	2	32	2	28	22	304	40	475		
East Sussex	759	20	160	105	421	28	219	109	358	198	2,306	485	3,796		
East Sussex (excludes UA)	499	14	96	56	196	14	99	86	234	150	1,572	339	2,349		
Brighton & Hove UA	260	6	64	49	225	14	120	23	124	48	734	146	1,447		
Essex	1,629	75	331	142	486	93	538	307	969	633	6,152	1,324	9,097		
Essex (excluding UAs)	1,316	59	231	115	371	69	399	256	781	546	5,029	1,108	7,280		
Southend on Sea UA	177	11	66	16	81	13	82	26	95	19	463	87	862		
Thames Valley UA	136	5	34	11	34	11	57	25	93	68	660	129	955		
Gloucestershire	565	18	94	37	152	24	269	54	226	241	2,016	393	2,865		
Hampshire	1,657	58	362	121	503	87	706	214	954	536	5,442	1,076	8,578		
Hampshire (excludes UAs)	1,253	42	219	73	299	62	440	166	714	480	4,364	874	6,457		
Portsmouth UA	189	6	63	20	89	13	137	21	101	30	526	94	1,014		
Southampton UA	215	10	80	28	115	12	129	27	139	26	552	108	1,107		
Hertfordshire UA *	169	4	18	6	48	11	69	37	73	110	734	179	1,046		
Hertfordshire	1,051	46	188	89	292	52	265	160	524	507	4,856	883	6,481		
Humber	881	54	263	96	342	83	557	127	407	352	2,691	739	4,530		
East Riding of Yorkshire UA	319	9	66	21	75	16	128	59	151	173	1,060	290	1,564		
Kingston upon Hull UA	254	20	107	37	139	19	233	28	102	30	577	134	1,225		
North East Lincolnshire UA	155	15	58	20	78	24	117	20	80	57	471	137	864		
North Lincolnshire UA	153	10	32	18	50	24	79	20	74	92	583	178	877		
Isle of Wight UA	129	6	46	10	62	4	48	28	86	68	436	121	700		
Kent	1,598	89	429	111	444	59	435	228	860	596	5,634	1,174	8,442		
Kent (excluding UA)	1,353	77	348	94	378	54	393	196	725	566	5,076	1,068	7,488		
Maidstone UA	245	12	81	17	66	5	42	32	135	30	558	106	954		
Lancashire	1,429	154	592	186	586	96	504	204	600	471	5,703	1,155	8,485		
Lancashire (excluding UAs)	1,141	118	402	142	404	84	419	176	480	394	4,648	955	6,772		
Blackburn with Darwen UA	138	18	103	18	66	3	22	14	56	31	509	85	786		
Blackpool UA	151	18	87	26	116	9	63	14	64	46	546	115	927		
Leicestershire	939	39	270	60	323	34	348	90	457	258	3,330	513	5,069		
Leicestershire (excludes UAs)	611	21	128	29	155	20	197	73	348	214	2,319	383	3,384		
City of Leicester UA	290	18	142	28	155	12	142	12	94	23	867	97	1,488		
Rutland UA	38	0	0	3	13	2	9	5	15	21	144	33	197		
Lincolnshire	634	14	126	37	191	25	257	100	338	406	2,790	614	3,908		
Norfolk	804	41	163	58	228	46	241	132	374	401	2,752	710	4,044		
Northamptonshire	626	32	109	36	132	40	154	92	219	309	1,871	546	2,671		
Northumbria	310	10	66	14	67	13	58	38	85	127	1,187	212	1,596		
North Yorkshire	754	35	142	58	235	57	327	196	446	514	3,117	926	4,633		
North Yorkshire (excludes UA)	575	23	105	47	175	35	187	172	339	469	2,657	793	3,742		
City of York UA	179	12	37	11	60	22	140	24	107	45	460	133	891		

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

2 2000 population data.

46a Casualties by road user type, child and adult pedestrians, severity, county and unitary authority (UA): 2001

County/Unitary Authority	Population ² (Thousands)	Number of casualties											
		Pedestrians				Pedal cyclists	Two-wheel motor vehicle users		Car users		All road users ¹		
		Children		Adults			KSI	All	KSI	All	KSI	All	KSI	All
		KSI	All	KSI	All	KSI							
Nottinghamshire	1,031	76	299	129	356	79	382	181	509	426	3,722	958	5,810
Nottinghamshire (excluding UA)	748	39	174	69	174	56	238	132	349	356	2,773	706	4,063
City of Nottingham UA	283	37	125	60	182	23	144	49	160	70	949	252	1,747
Oxfordshire	632	18	74	35	165	36	286	83	307	314	2,327	521	3,389
Shropshire	436	22	87	41	116	15	107	81	164	192	1,442	371	2,052
Shropshire (excluding UA)	285	14	52	32	78	11	72	62	123	141	1,055	278	1,491
Telford and Wrekin UA	151	8	35	9	38	4	35	19	41	51	387	93	561
Somerset	496	11	74	22	139	15	171	57	233	213	1,900	336	2,650
Staffordshire	1,060	37	314	73	372	30	335	59	402	264	4,500	507	6,338
Staffordshire (excludes UA)	811	26	208	42	240	19	246	49	319	227	3,614	400	4,950
Stoke on Trent UA	249	11	106	31	132	11	89	10	83	37	886	107	1,388
Suffolk	680	18	108	33	162	42	249	93	293	264	2,251	468	3,252
Surrey	1,081	20	168	58	241	46	429	148	676	382	5,314	711	7,387
Warrickshire	510	23	88	53	139	23	174	118	280	366	2,218	636	3,152
West Sussex	764	32	125	69	215	51	302	124	361	294	2,525	595	3,787
Wiltshire	613	26	101	54	179	21	180	85	340	240	2,573	454	3,622
Wiltshire (excludes UA)	432	15	63	33	117	11	101	60	204	209	1,841	347	2,501
Swindon UA	181	11	38	21	62	10	79	25	136	31	732	107	1,121
Worcestershire*	541	23	81	44	143	22	159	66	199	146	1,689	318	2,432
England	49,997	2,671	13,620	4,989	20,610	2,434	17,619	6,542	26,791	16,484	180,312	35,092	279,678
Wales	2,946	120	730	193	948	73	579	312	848	949	9,832	1,722	13,775
Scotland	5,115	353	1,469	563	1,905	171	916	451	1,171	1,991	12,658	3,746	19,856
Great Britain	58,058	3,144	15,819	5,745	23,463	2,678	19,114	7,305	28,810	19,424	202,802	40,560	313,309

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

2 2000 population data.

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

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

County/Unitary Authority	Number of casualties											
	Pedestrians				Pedal cyclists		Two-wheel motor vehicle users		Car users		All road users ²	
	Children		Adults		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
Backwell Forest UA	2	19	5	15	4	40	7	46	28	346	48	486
West Berkshire UA	3	21	7	36	4	52	13	68	51	671	82	898
Reading UA	5	47	11	72	5	89	10	68	12	346	45	664
Slough UA	4	34	9	41	4	60	7	39	16	429	42	627
Windsor and Maidenhead UA	3	19	8	38	5	64	10	63	32	501	60	714
Wokingham UA	3	22	4	26	4	66	11	61	30	472	54	677
Buckinghamshire	20	123	41	180	26	247	72	292	227	2,951	407	4,034
Buckinghamshire (excluding UA)	13	82	29	130	17	155	50	205	177	2,026	303	2,774
Milton Keynes UA	7	41	12	50	9	92	22	88	49	925	104	1,260
Cambridgeshire	29	106	62	205	103	648	115	365	403	3,007	759	4,606
Cambridgeshire (excluding UA)	15	62	45	152	79	503	94	282	327	2,278	597	3,503
Peterborough UA	14	44	18	54	25	145	21	83	76	729	162	1,103
Cheshire	70	267	110	347	89	442	138	396	675	4,914	1,152	6,858
Cheshire (excluding UAs)	39	162	72	236	62	299	108	292	505	3,334	830	4,630
Halton UA	16	46	14	36	12	53	13	30	88	529	157	784
Warrington UA	15	59	24	75	15	90	17	73	82	1,051	166	1,444
Cleveland	51	271	52	219	25	199	21	77	99	1,613	257	2,543
Hartlepool UA	9	50	11	38	4	32	5	12	16	258	46	429
Middlesbrough UA	18	90	16	77	6	59	6	20	17	467	65	751
Redcar & Cleveland UA	9	58	10	46	6	46	5	21	27	362	57	565
Stockton on Tees UA	15	74	15	58	9	62	5	25	38	526	88	799
Cornwall	19	105	39	198	23	146	76	262	213	1,872	383	2,719
Cumbria	36	140	56	184	36	183	84	208	308	1,867	555	2,766
Derbyshire	63	263	103	346	54	340	136	428	371	3,516	761	5,271
Derbyshire (excluding UA)	43	174	65	225	37	217	116	346	327	2,927	618	4,203
City of Derby UA	20	89	38	120	17	122	19	82	44	589	143	1,068
Devon	49	280	99	437	51	377	141	519	333	3,254	701	5,113
Devon (excluding UAs)	23	137	57	239	30	211	99	330	277	2,239	510	3,326
Plymouth UA	21	94	30	121	18	116	31	126	42	777	145	1,296
Torbay UA	5	49	12	77	2	50	11	63	14	238	46	491

1 Figures have been rounded to the nearest whole number.

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

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

County/Unitary Authority	Number of casualties											
	Pedestrians						Two-wheel motor vehicle users				All road users ²	
	Children		Adults		Pedal cyclists		Car users		All road users ²			
	KSI	All	KSI	All	KSI	All	KSI	All	KSI	All	KSI	All
Dorset	25	119	63	259	47	322	78	335	247	2,540	479	3,787
Dorset (excluding UA s)	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 UA s)	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 UA s)	54	238	96	340	99	646	187	641	573	4,640	1,054	6,883
Poiston 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
Humberston	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 UA s)	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

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

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

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

County/Unitary Authority	Number of casualties											
	Pedestrians				Pedal cyclists		Two-wheel motor vehicle users		Car users		All road users ²	
	Children		Adults		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
Sussex	40	182	110	365	84	571	171	690	484	5,366	932	7,567
Warrickshire	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 is 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, 1994 - 2001

		Number of casualties								
		1994-98 Average	1994	1995	1996	1997	1998	1999	2000	2001
North East	Fatal	139	132	152	157	135	121	126	93	102
	KSI ¹	1,471	1,673	1,516	1,573	1,347	1,244	1,275	1,188	1,145
	Total	12,067	11,491	11,514	12,351	12,667	12,310	11,536	11,760	11,617
North West	Fatal	331	350	358	323	321	305	305	299	298
	KSI	4,530	4,892	4,875	4,641	4,413	3,829	3,717	3,542	3,495
	Total	35,446	35,085	34,447	35,166	36,531	36,001	34,791	34,616	33,527
Merseyside	Fatal	61	76	60	66	55	50	55	71	43
	KSI	841	923	823	858	838	763	688	759	702
	Total	9,754	10,151	9,173	9,651	9,981	9,814	9,959	9,898	8,672
North West/Merseyside	Fatal	393	426	418	389	376	355	360	370	341
	KSI	5,371	5,815	5,698	5,499	5,251	4,592	4,405	4,301	4,197
	Total	45,200	45,236	43,620	44,817	46,512	45,815	44,750	44,514	42,199
Yorkshire/Humberside	Fatal	327	325	345	324	324	315	305	319	331
	KSI	4,206	4,357	4,444	4,180	4,157	3,894	3,803	3,606	3,711
	Total	28,808	27,310	27,279	28,892	29,918	30,639	29,759	29,564	29,235
East Midlands	Fatal	357	341	378	329	357	381	390	330	323
	KSI	4,020	3,905	4,140	4,134	4,019	3,900	3,739	3,483	3,347
	Total	23,116	22,375	22,331	22,845	23,943	24,087	23,597	23,582	22,675
West Midlands	Fatal	328	382	286	319	338	313	269	304	323
	KSI	4,759	5,303	4,713	4,765	4,680	4,333	3,794	3,685	3,446
	Total	28,592	28,114	27,473	28,717	29,889	28,766	29,037	29,520	28,924
East of England	Fatal	363	391	374	370	350	328	408	393	382
	KSI	4,991	5,242	5,040	5,085	4,886	4,703	4,518	4,552	4,370
	Total	30,170	29,749	29,253	30,370	30,659	30,821	30,186	31,350	30,609
South East	Fatal	489	474	470	517	508	477	516	522	469
	KSI	6,039	6,305	6,160	6,283	5,814	5,632	6,086	5,924	5,765
	Total	44,918	43,976	43,408	46,428	45,642	45,135	45,070	44,565	44,213
London	Fatal	247	270	214	251	276	226	264	286	300
	KSI	6,696	6,204	6,520	6,852	7,035	6,870	5,961	6,106	6,101
	Total	45,805	46,007	45,176	45,733	46,432	45,679	45,978	46,003	44,622
South West	Fatal	343	336	358	368	337	318	284	298	345
	KSI	3,262	3,608	3,455	3,206	3,064	2,977	3,051	3,021	3,010
	Total	24,092	23,413	23,500	23,876	24,706	24,964	25,213	24,863	25,584
England	Fatal	2,986	3,077	2,995	3,024	3,001	2,834	2,922	2,915	2,916
	KSI	40,815	42,412	41,686	41,577	40,253	38,145	36,632	35,866	35,092
	Total	282,768	277,671	273,554	284,029	290,368	288,216	285,126	285,721	279,678
Wales	Fatal	213	210	218	216	221	202	191	169	187
	KSI	2,008	2,208	2,133	2,130	1,910	1,661	1,869	1,821	1,722
	Total	14,856	15,105	14,950	14,853	14,832	14,540	14,347	14,087	13,775
Scotland	Fatal	378	363	408	358	377	385	310	325	347
	KSI	4,833	5,570	5,335	4,390	4,420	4,449	4,044	3,877	3,746
	Total	22,304	22,583	22,183	21,696	22,603	22,456	20,837	20,475	19,856
Great Britain	Fatal	3,578	3,650	3,621	3,598	3,599	3,421	3,423	3,409	3,450
	KSI	47,656	50,190	49,154	48,097	46,583	44,255	42,545	41,564	40,560
	Total	319,928	315,359	310,687	320,578	327,803	325,212	320,310	320,283	313,309
Northern Ireland	Fatal	149	157	144	142	144	160	141	171	148
	KSI	1,662	1,805	1,676	1,741	1,548	1,538	1,650	1,786	1,830
	Total	12,499	12,094	11,725	12,575	12,698	13,402	13,449	14,720	13,142
United Kingdom	Fatal	3,727	3,807	3,765	3,740	3,743	3,581	3,564	3,580	3,598
	KSI	49,317	51,995	50,830	49,838	48,131	45,793	44,195	43,350	42,390
	Total	332,427	327,453	322,412	333,153	340,501	338,614	333,759	335,003	326,451

1 Killed or seriously injured

48 Number of casualties by road class, Government Office Region¹ and severity: 2001

		Number of casualties							
		Built-Up				Non Built-Up			All Roads ²
		Motoways	A Roads	Other	Total	A Roads	Other	Total	
North East	Fatal	1	19	22	41	46	14	60	102
	KSI ³	16	187	511	698	289	142	431	1,145
	Total	269	2,402	5,233	7,635	2,638	1,075	3,713	11,617
North West	Fatal	27	84	81	165	76	30	106	298
	KSI	242	922	1,384	2,306	616	331	947	3,495
	Total	2,473	11,133	14,298	25,431	3,600	2,023	5,623	33,527
Merseyside	Fatal	1	19	18	37	2	3	5	43
	KSI	18	260	357	617	39	28	67	702
	Total	221	3,426	4,392	7,818	468	1,65	633	8,672
North West Merseyside	Fatal	28	103	99	202	78	33	111	341
	KSI	260	1,182	1,741	2,923	655	359	1,014	4,197
	Total	2,694	14,559	18,690	33,249	4,068	2,188	6,256	42,199
Yorkshire/Humber side	Fatal	17	65	91	156	118	40	158	331
	KSI	116	858	1,395	2,253	806	536	1,342	3,711
	Total	1,198	8,746	12,623	21,369	4,137	2,531	6,668	29,235
East Midlands	Fatal	15	37	49	86	159	63	222	323
	KSI	97	603	930	1,533	1,161	556	1,717	3,347
	Total	969	5,306	7,774	13,080	5,620	3,006	8,626	22,675
West Midlands	Fatal	26	60	75	135	115	47	162	323
	KSI	188	812	1,282	2,094	707	457	1,164	3,446
	Total	1,528	8,797	12,188	20,985	3,889	2,522	6,411	28,924
East of England	Fatal	30	42	52	94	173	85	258	382
	KSI	229	651	1,286	1,937	1,343	861	2,204	4,370
	Total	2,001	6,039	10,412	16,451	7,571	4,586	12,157	30,609
South East	Fatal	32	89	90	179	173	85	258	469
	KSI	380	1,183	1,788	2,971	1,447	967	2,414	5,765
	Total	3,427	10,530	15,504	26,034	8,938	5,814	14,752	44,213
London	Fatal	8	186	85	271	18	3	21	300
	KSI	75	3,658	2,153	5,811	187	28	215	6,101
	Total	502	26,921	15,746	42,667	1,306	147	1,453	44,622
South West	Fatal	26	27	64	91	168	60	228	345
	KSI	112	485	928	1,413	956	529	1,485	3,010
	Total	1,049	5,207	9,573	14,780	5,953	3,802	9,755	25,584
England	Fatal	183	628	627	1,255	1,048	430	1,478	2,916
	KSI	1,473	9,619	12,014	21,633	7,551	4,435	11,986	35,092
	Total	13,637	88,507	107,743	196,250	44,120	25,671	69,791	279,678
Wales	Fatal	9	15	44	59	88	31	119	187
	KSI	46	251	513	764	644	268	912	1,722
	Total	418	2,936	5,264	8,200	3,557	1,600	5,157	13,775
Scotland	Fatal	11	44	51	95	182	59	241	347
	KSI	88	577	1,182	1,759	1,368	531	1,899	3,746
	Total	706	4,018	7,645	11,663	5,155	2,332	7,487	19,856
Great Britain	Fatal	203	687	722	1,409	1,318	520	1,838	3,450
	KSI	1,607	10,447	13,709	24,156	9,563	5,234	14,797	40,560
	Total	14,761	95,461	120,652	216,113	52,832	29,603	82,435	313,309

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

2 Includes speed limit not reported.

3 Killed or seriously injured

49 Casualties by severity, road user type and country: United Kingdom : 2001

Road user type	Number of casualties				
	England	Wales	Scotland	Northern Ireland	United Kingdom
Pedestrians:					
Killed	713	38	75	32	858
Injured	34,789	1,641	3,321	946	40,697
All severities	35,502	1,679	3,396	978	41,555
Pedal cyclists:					
Killed	120	8	10	2	140
Injured	17,499	571	906	214	19,190
All severities	17,619	579	916	216	19,330
Horse riders:					
Killed	3	0	0	0	3
Injured	128	3	3	3	137
All severities	131	3	3	3	140
TW M V users:					
Killed	498	36	49	11	594
Injured	26,293	812	1,122	450	28,677
All severities	26,791	848	1,171	461	29,271
Car users:					
Killed	1,452	98	199	95	1,844
Injured	178,860	9,734	12,459	10,143	211,196
All severities	180,312	9,832	12,658	10,238	213,040
Others:¹					
Killed	130	7	14	8	159
Injured	19,193	827	1,698	1,238	22,956
All severities	19,323	834	1,712	1,246	23,115
All road users:					
Killed	2,916	187	347	148	3,598
Injured	276,762	13,588	19,509	12,994	322,853
All severities	279,678	13,775	19,856	13,142	326,451

1 Includes road user type not reported

50a International comparisons of road deaths: number and rates for different road users: by selected countries: 2000¹

	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	Population (000s)	2000 Motor Vehicles (000s)
England	2,915	1,390	747	497 ⁴	5.8	1.2 ⁴	7.3	1.5	1.4	0.9	49,997	24,855
Wales	169	89	38	468 ⁴	5.7	1.2 ⁴	6.8	1.3	1.3	0.9	2,946	1,380
Scotland	325	186	72	428 ⁴	6.4	1.5 ⁴	7.6	1.4	2.1	1.4	5,115	2,188
Great Britain	3,409	1,665	857	496	5.9	1.2	7.3	1.5	1.5	0.9	58,058	28,790
Northern Ireland	171	119	32	431	10.1	2.3	..	1.9	2.4	1.8	1,698	731
United Kingdom	3,580	1,784	889	494	6.0	1.2	..	1.5	1.5	0.9	59,756	29,521
Austria	976	549	140	631	12.0	1.9	13.2	1.7	1.8	0.6	8,110	5,117
Belgium	1,470	922	142	560	14.4	2.6	16.3	1.4	2.9	0.7	10,239	5,735
Denmark	498	235	99	452	9.3	2.1	10.6	1.9	2.6	0.8	5,330	2,409
Finland	396	224	62	480	7.7	1.6	8.5	1.2	2.1	0.5	5,171	2,483
France	8,079	5,291	838	579	13.6	2.4	15.1	1.4	3.2	0.7	59,225	34,278
Germany	7,503	4,396	993	625	9.1	1.5	12.0	1.2	1.9	0.5	82,163	51,365
Greece	2,116 ⁵	..	..	..	..	..	..	..	..	..	10,544	5,061
Irish Republic	415	260	85	445 ⁴	11.0	2.5 ⁴	..	2.2	2.7	1.0	3,787	1,684
Italy	6,410	3,522 ⁶	846 ⁶	..	11.1	..	..	..	..	..	57,679	..
Luxembourg	76	53	11	736	17.5	2.4	..	2.5	3.7	1.2	435	320
Netherlands	1,082	513	106	500	6.8	1.4	..	0.7	1.9	0.4	15,864	7,927
Portugal	1,860	732	384	..	..	2.3	..	..	..	..	..	7,926
Spain	5,776	3,294	898	586	14.5	2.5	..	2.3	3.1	0.9	39,733	23,284
Sweden	591	393	73	534	6.7	1.2	..	0.8	1.2	0.2	8,861	4,735
Czech Republic	1,486	784	362	455	14.5	3.2	37.8	3.5	3.2	1.3	10,278	4,680
Hungary	1,200	500	346	269	11.9	4.4	..	3.4	2.6	1.3	10,043	2,706
Norway	341	225	47	724	7.6	1.0	10.5	1.0	2.0	0.3	4,490	3,253
Poland	6,294	2,709	2,256	365	16.3	4.5	..	5.8	3.7	1.9	38,644	14,106
Switzerland	592	273	130	640	8.3	1.3	10.6	1.8	2.2	1.3	7,164	4,583
Turkey	5,123	2,027	1,139	141	7.5	5.4	..	..	..	..	67,884	9,555
Australia	1,824	..	287	620 ⁴	9.5	1.5 ⁴	10.1	1.5	2.9	1.0	19,157	11,876
Canada	2,972 ⁵	1,637 ⁵	417	581	9.7	1.7	..	1.4	..	..	30,759	17,882
Iceland	32	27	1	643	11.3	1.8	16.0	0.4	0.0	0.0	283	182
Japan	10,403	2,901	2,955	621	8.2	1.3	13.4	2.3	1.3	0.6	126,698	78,682
New Zealand	462	358	35	679	12.1	1.8	12.4	0.9	4.7	0.6	3,831	2,602
Republic of Korea	10,236	2,792	3,764	279	21.8	7.8	39.0	8.0	5.8	4.2	46,858	13,058
USA	41,821	20,492	4,739	789	15.2	1.9	9.4	1.7	4.0	0.8	275,130	217,028

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

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

3 All motor vehicles excluding mopeds/mofas.

4 Includes mopeds/mofas.

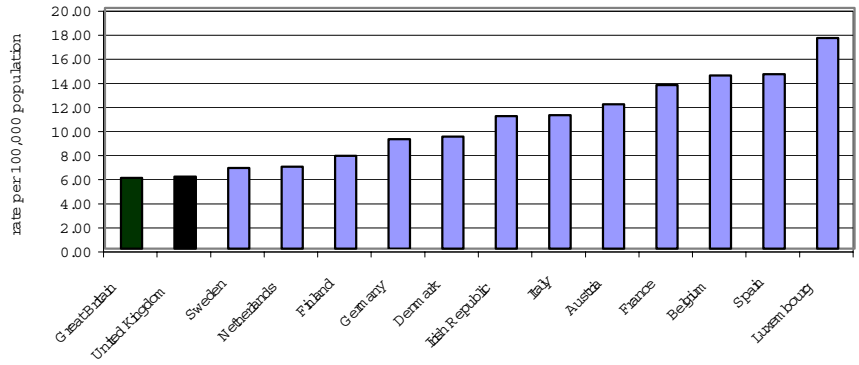
5 1999 data.

6 1998 data.

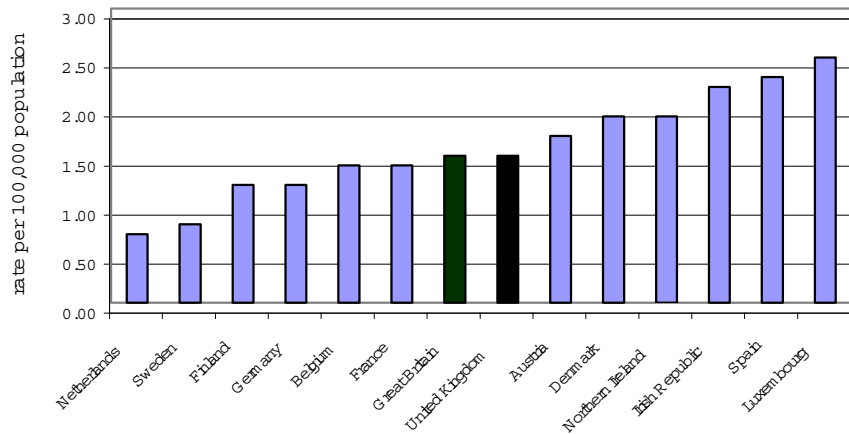
7 Excludes motorized two wheelers.

Table 50 - International comparisons: rates for different road users: EU Members: 2000

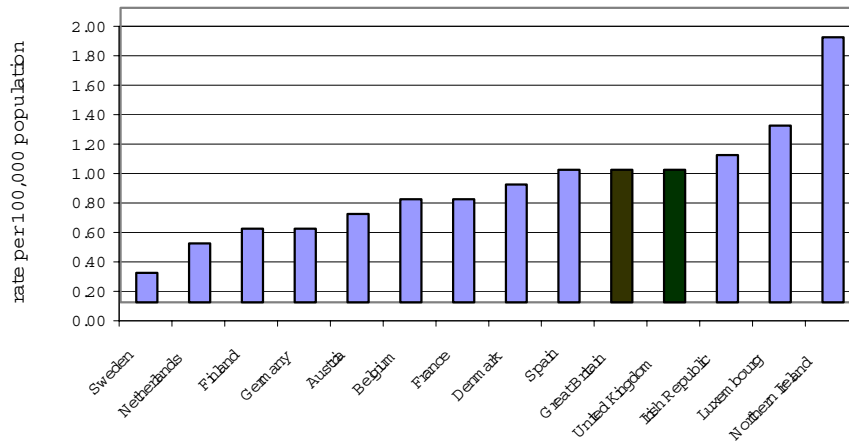
Road deaths per 100,000 Population



Pedestrian deaths per 100,000 population



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



51 Passenger casualty rates by mode: 1992-2001¹

Per billion passenger kilometres

	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001 ^P	Average 1992-01 ^P
Air²											
Killed	0.07	0.00	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.01
KSI	0.08	0.00	0.00	0.05	0.01	0.00	0.00	0.01	0.00	0.00	0.01
All	0.11	0.00	0.01	0.07	0.01	0.03	0.07	0.29	0.04	0.00	0.07
Rail^{3,4}											
Killed	0.4	0.4	0.4	0.2	0.4	0.5	0.4	0.9	0.4	0.1	0.4
KSI	2.6	1.7	2.4	1.7	..	..	..	..	..	..	..
All	66	64	69	80	..	..	..	..	..	..	..
Injured	..	..	..	..	19	19	16	19	17	13	..
Water⁵											
Killed	0.0	0.0	0.0	0.0	0.8	0.0	0.7	0.4	0.4	0.5	0.3
KSI	53	60	33	39	39	33	41	28	52	28	43
Bus or coach											
Killed	0.4	0.7	0.5	0.8	0.2	0.3	0.4	0.2	0.3	0.2	0.4
KSI	14	15	17	17	15	12	12	12	11	10	14
All	196	199	213	196	196	195	197	206	189	185	197
Car⁶											
Killed	3.6	3.2	3.1	3.1	3.1	3.1	2.9	2.8	2.8	2.9	3.0
KSI	45	41	43	41	42	39	36	34	33	32	39
All	334	337	347	343	355	360	354	344	351	331	346
Van⁶											
Killed	2.1	1.7	1.1	1.2	1.0	1.1	1.0	1.0	1.0	0.9	1.2
KSI	24	20	19	19	16	15	15	13	12	12	16
All	148	135	133	123	120	123	120	108	104	107	121
Two wheeled motor vehicle⁶											
Killed	97	97	101	100	98	116	119	114	129	114	109
KSI	1,523	1,569	1,521	1,494	1,387	1,469	1,544	1,435	1,566	1,422	1,492
All	5,580	5,720	5,555	5,313	5,169	5,583	5,897	5,440	5,992	5,609	5,585
Pedal cycle											
Killed	43	41	38	47	47	45	40	42	32	35	41
KSI	849	844	889	882	881	876	828	775	693	670	821
All	5,270	5,353	5,520	5,543	5,717	6,009	5,731	5,571	5,153	4,779	5,465
Pedestrian											
Killed	74	69	61	56	55	57	49	49	48	47	57
KSI	780	709	706	665	644	643	572	557	535	515	633
All	2,837	2,693	2,659	2,545	2,577	2,660	2,452	2,430	2,369	2,306	2,553

Note: KSI = Killed and seriously injured
 All = Killed, seriously and slightly injured
 P = Provisional

¹ Figures have been revised from those published in previous years.

² Passenger casualties in accidents involving UK registered airline aircraft in UK and foreign airspace.

³ Financial years.

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

⁵ Passenger casualties on UK registered merchant vessels.

⁶ Driver and passenger casualties.