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SCOTTISH EXECUTIVE

NATIONAL ASSEMBLY FOR WALES

ROAD CASUALTIES GREAT BRITAIN 2005

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Preface

This is the 2005 edition of “Road Casualties Great Britain:2005: Annual Report, renamed from Road Accidents Great Britain - The Casualty Report”. It presents statistics, collected to an agreed national standard, about personal injury road accidents and their consequent casualties. These statistics are used to inform public debate on matters of road safety and to provide both a local and national perspective for road safety problems and their remedies.

The first edition of this report covered road casualty numbers in 1951. At that time, there were 4.7 million vehicles in use and the police recorded 178,000 personal injury road accidents. In 2005, the vehicle population stood at 33 million and there were 199,000 injury accidents. Thus whilst the vehicle stock has increased seven fold the number of injury accidents has increased by about a fifth. Between 1951 and 2005, 305,972 people were killed and 17 million persons were injured in accidents on British roads. Most of the casualties were slightly injured and the numbers of people killed and seriously injured each year have been reducing; however this is still a serious problem. Against this background, in 2000 the government announced a new road safety strategy and casualty reduction targets for 2010 with particular emphasis on child casualties. This volume gives the baseline averages to be used in monitoring these new targets and the first article in this edition reports progress to date.

The national road accident statistics are collected and published partly to inform public debate and partly to provide the basis for determining and monitoring effective road safety policies. The credible monitoring of targeted reductions requires that data be reported consistently and accurately. Local and national government, and local police forces, work closely to achieve a common reporting standard. A complex devolved reporting system such as that operated in Great Britain will never produce perfect results, but the high standards that are achieved reflect the efforts of local authorities and police forces to report to the standard national requirement. However readers should note that while very few, if any, fatal accidents do not become known to the police, an appreciable proportion of non-fatal injury accidents are not reported to the police. In addition some casualties reported to the police are not recorded and the severity of injury tends to be underestimated. The Department have recently published two further reports on the website; *Under-reporting of road accidents: Phase 1 (Road Safety Research Report 69)* by Heather Ward, Ronan Lyons and Roselle Thoreau and the related document *Road accident casualties: a comparison of STATS19 data with Hospital Episodes Statistics*. The Department is undertaking further research to investigate whether the level of under-reporting has changed.

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

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

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1. Review of progress towards the 2010 casualty reduction targets

Rashmeeta Singh & David Marrott, *Transport Statistics: Road Safety*,
Department for Transport

Part 1 - Progress towards targets

This article shows progress towards the Government's casualty reduction targets for Great Britain and reviews the main trends in road casualties in 2005 compared with recent years; based on information about accidents reported to the Police. Further details are shown in the main tables.

The targets for reduction in road casualties

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

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

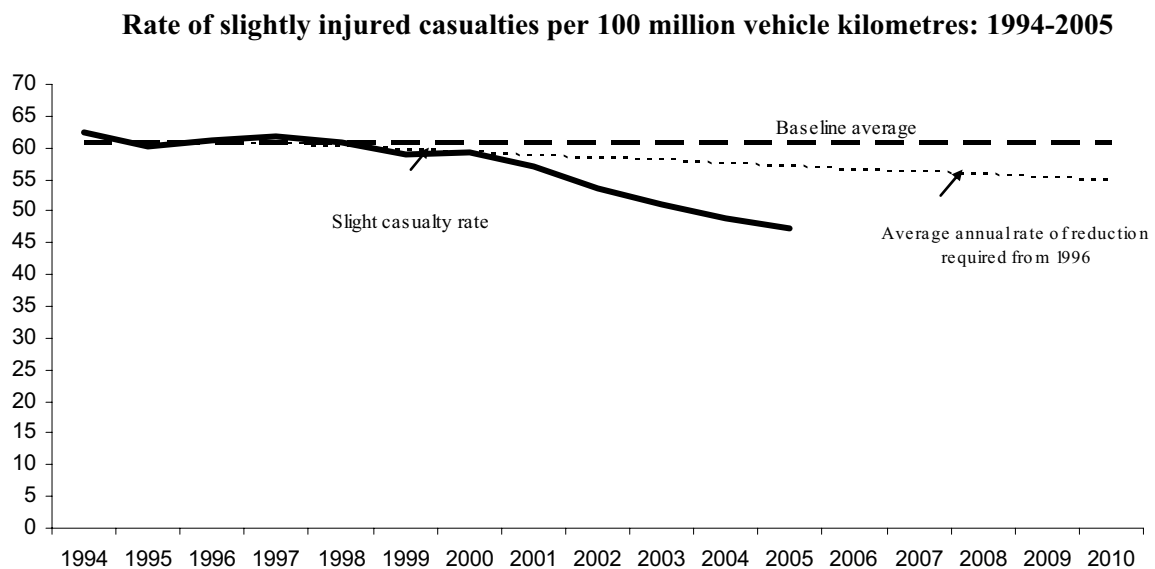
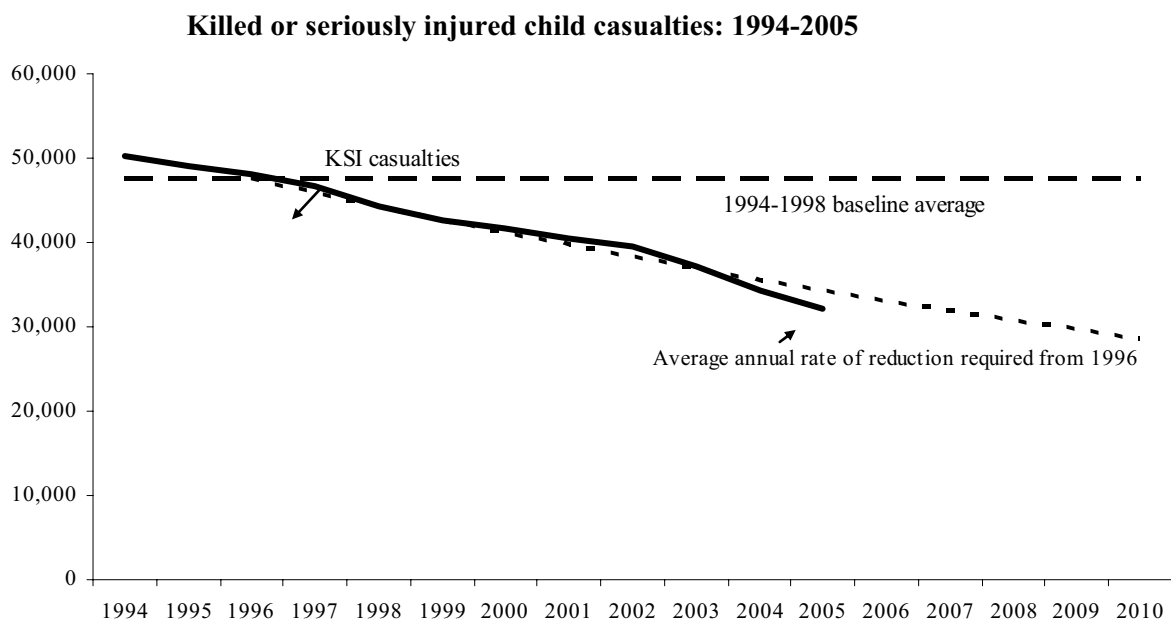
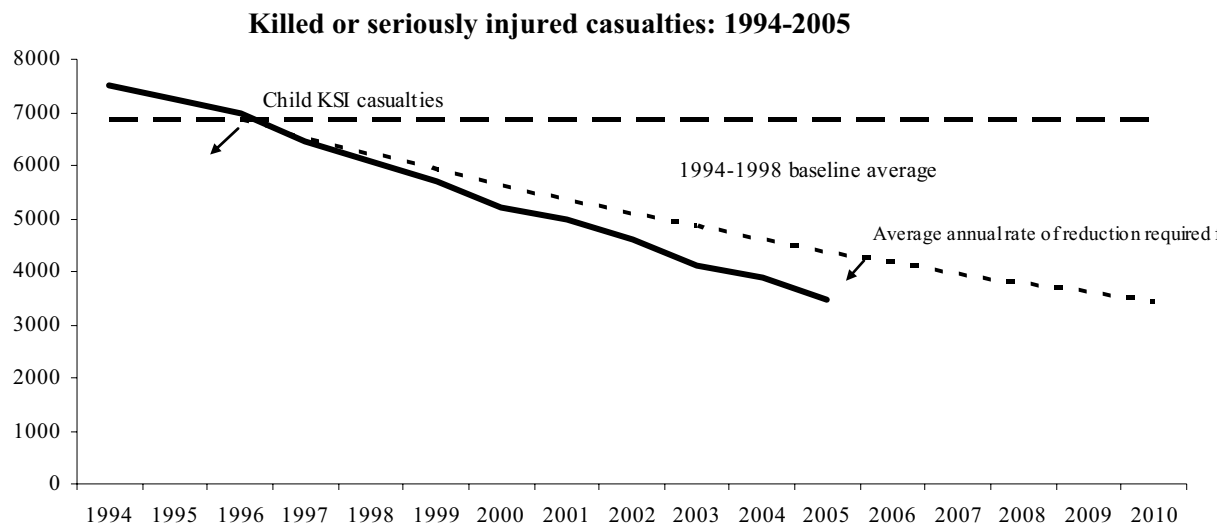
Table 1a: Killed or seriously injured (KSI) casualties and slight casualty rate¹: GB 2005

	Number				2005: Percentage Change over	
	1994-98 average	2003	2004	2005	2004	1994-98 average
KSI casualties	47,656	37,215	34,351	32,155	-6	-33
Child KSI casualties	6,860	4,100	3,905	3,472	-11	-49
The rate of slight casualties per 100 million vehicle kilometres	61	51	49	47	-3	-23

¹ Revised from previously published figures due to updated traffic figures

Comparisons with the 1994-1998 baseline average

- The number of people killed or seriously injured in 2005 was 33 per cent below the 1994-98 average.
- The number of children killed or seriously injured was 49 per cent below the 1994-98 average.
- The slight casualty rate was 23 per cent below the 1994-98 average.



Killed or seriously injured casualties
(Target reduction 40 per cent from the 1994-98 average)

Table 1b: Killed or seriously injured casualties by road user type: GB 2004

	Number				2005:	
	1994-98 average	2003	2004	2005	Percentage change over 2004	1994-98 average
Pedestrians	11,669	7,933	7,478	7,129	-5	-39
Pedal cyclists	3,732	2,411	2,308	2,360	2	-37
Motorcycle users	6,475	7,652	6,648	6,508	-2	1
Car users	23,254	17,291	16,144	14,617	-9	-37
Bus/coach users	716	500	488	363	-26	-49
Other road users	1,810	1,428	1,285	1,178	-8	-35
All road users	47,656	37,215	34,351	32,155	-6	-33

Chart 1d: Percentage change in killed or seriously injured casualties between the 1994-98 average and 2005

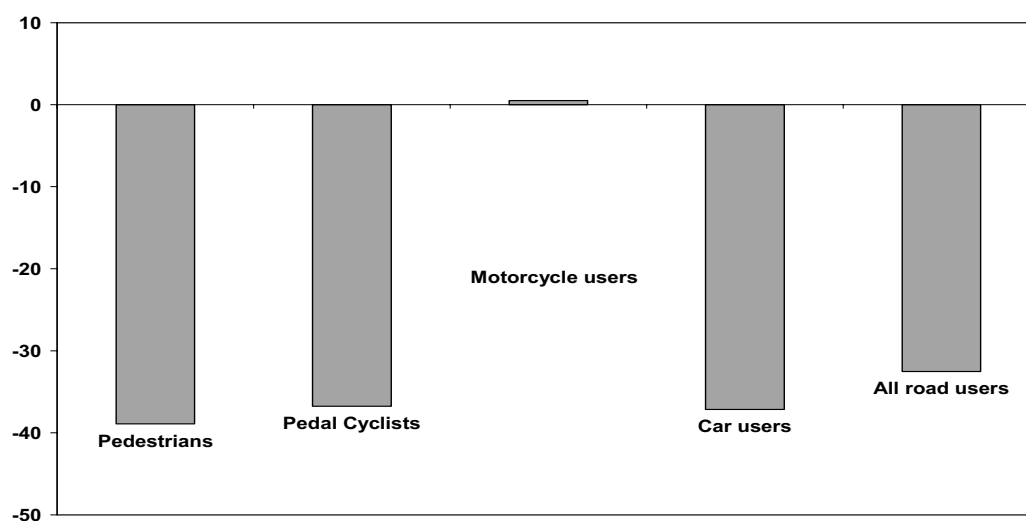
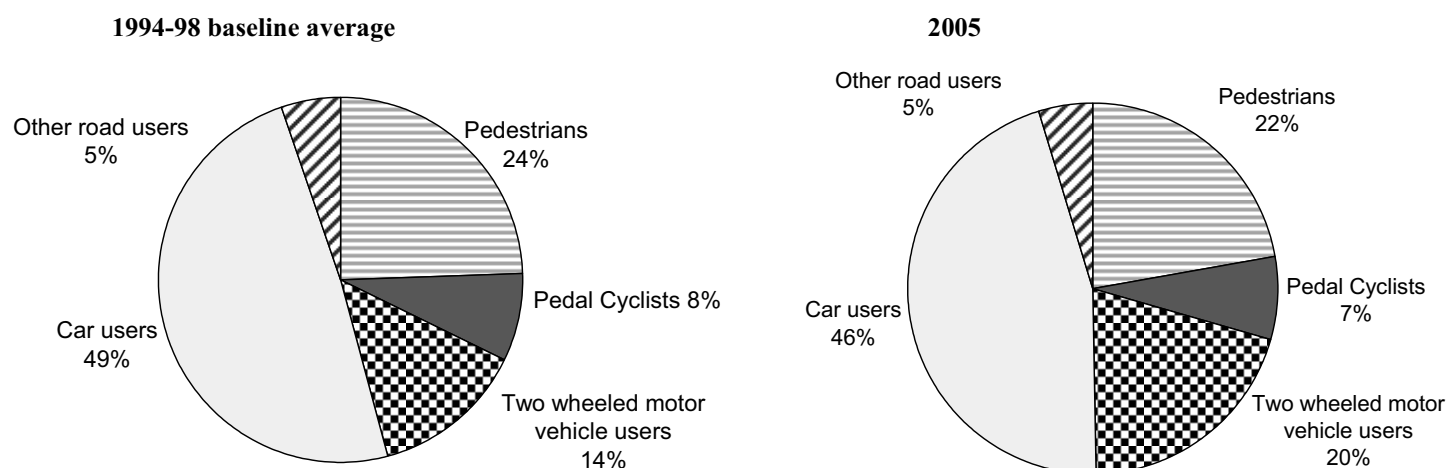


Chart 1e: Proportion of killed or seriously injured casualties by road user type: baseline (1994-98 average) and 2005



Comparisons with the 1994-1998 baseline average

- The number of pedestrians killed or seriously injured on Britain's roads in 2005 fell by 5 per cent compared with 2004 to a level 39 per cent below the baseline.
- The number of pedal cyclists killed or seriously injured, rose 2 percent compared to 2004 and is 37 per cent below the baseline.
- Killed or seriously injured casualties among motorcycle users fell by 2 per cent compared with 2004, but remained higher than the baseline by 1 per cent. Motorcycle traffic has increased by an estimated 40 per cent since the baseline.
- The number of killed or seriously injured car user casualties has fallen by 37 per cent since the baseline, and by 9 per cent compared with 2004.
- The number of people killed or seriously injured on motorways in 2005 was 16 per cent below the baseline. These casualties also fell by 3 per cent compared with 2004.
- The number of people killed or seriously injured on urban roads in 2005 has fallen by 36 per cent since the baseline period.
- The number of people killed or seriously injured on rural roads in 2005, excluding motorways, had decreased by 29 per cent since the baseline.

Table 1c: Killed or Seriously injured casualties by road type: GB 2005

	Number				2005: Percentage change over	
	1994-98 average	2003	2004	2005	2004	1994-98 average
Motorway	1,516	1,451	1,301	1,267	-3	-16
Urban roads						
A roads	11,797	8,756	7,908	7,200	-9	-39
Other	14,001	10,441	9,722	9,362	-4	-33
All	25,798	19,197	17,630	16,562	-6	-36
Rural roads						
A roads	11,682	9,366	8,683	8,237	-5	-29
Other	8,561	7,160	6,719	6,073	-10	-29
All	20,243	16,526	15,402	14,310	-7	-29
All Roads	47,656	37,215	34,351	32,155	-6	-33

1 Includes road class not reported

Children killed or seriously injured

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

Table 1d: Children¹ killed or seriously injured by road user type: GB 2005

	Number				2005: Percentage change over	
	1994-98 average	2003	2004	2005	2004	1994-98 average
Pedestrians	4,167	2,381	2,339	2,134	-9	-49
Pedal cyclists	1,129	595	577	527	-9	-53
Car users	1,303	885	759	595	-22	-54
Other road users	261	239	230	216	-6	-17
All road users	6,860	4,100	3,905	3,472	-11	-49

1 under 16

Comparisons with the 1994-1998 baseline average:

- The number of child pedestrians killed or seriously injured on Britain's roads in 2005 fell by 9 per cent compared with 2004 to a level 49 per cent below the baseline.
- The number of child pedal cyclists killed or seriously injured in 2005 had decreased by 53 per cent since the baseline.
- The number of children killed or seriously injured as a car user in 2005 was 54 per cent below the baseline. There was a 22 per cent decrease in 2005 compared with 2004.
- 3 out of 5 child pedestrians killed or seriously injured in 2005 were male, with nearly six times as many male child pedal cyclists killed or seriously injured that female.
- The total number of children killed or seriously injured on the road fell 11 per cent between 2004 and 2005, and is now 49 per cent below the baseline.

Chart 1f: Percentage change in children killed or seriously injured between the 1994-1998 average and 2005

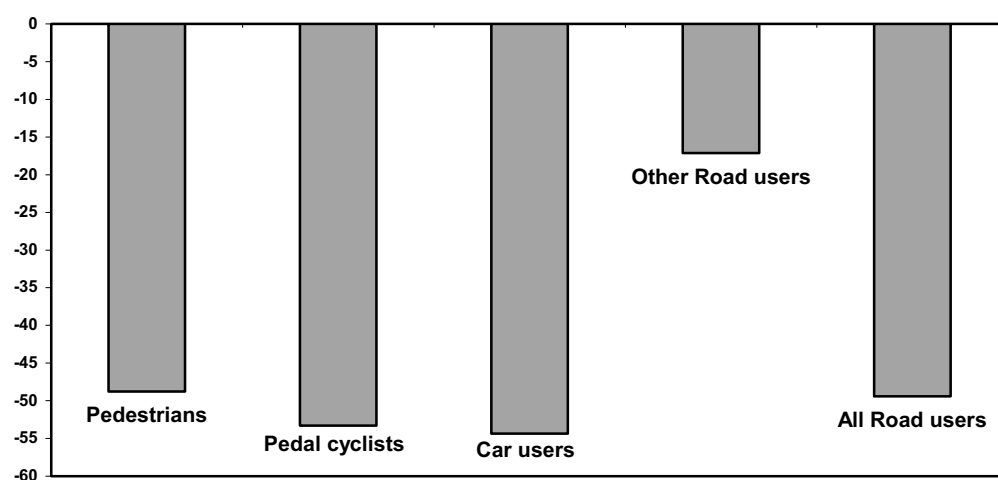
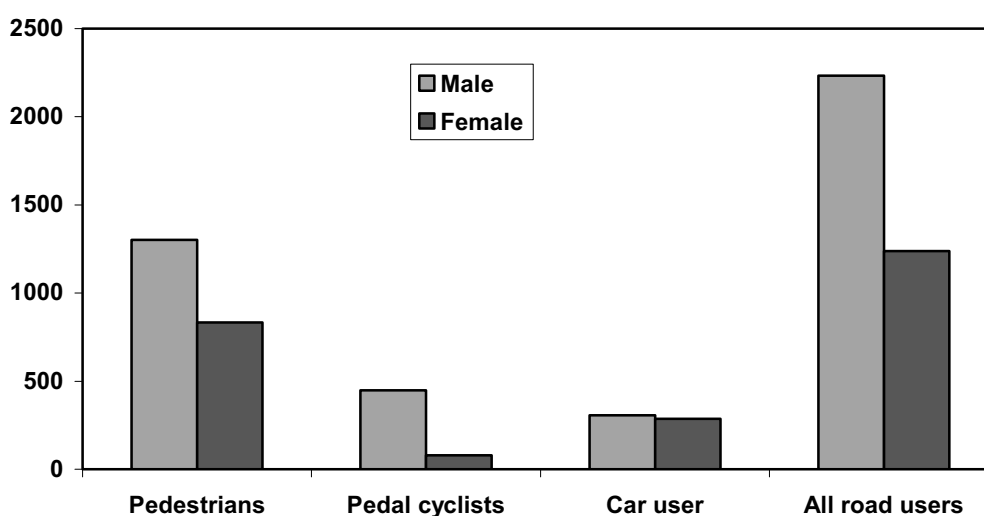


Table 1e: Children killed or seriously injured by age group: GB 2005

Road user type	Age band	2005:					
		Number				Percentage change over ¹	
		1994 - 98 Average	2003	2004	2005	2004	1994 - 98 Average
Pedestrians	0:4	571	271	250	247	-1	-57
	5:8	1,153	567	508	467	-8	-59
	9:11	1,028	578	518	498	-4	-52
	12:15	1,415	965	1,063	922	-13	-35
	All child	4,167	2,381	2,339	2,134	-9	-49
Pedal cyclists	0:4	19	13	7	10	43	-47
	5:8	222	110	83	72	-13	-68
	9:11	302	159	122	144	18	-52
	12:15	587	313	365	301	-18	-49
	All child	1,129	595	577	527	-9	-53
Car user	0:4	276	188	138	118	-14	-57
	5:8	262	158	141	101	-28	-61
	9:11	213	135	117	107	-9	-50
	12:15	553	404	363	269	-26	-51
	All child	1,303	885	759	595	-22	-54
All road users	0:4	888	489	408	382	-6	-57
	5:8	1,657	853	749	656	-12	-60
	9:11	1,592	908	785	774	-1	-51
	12:15	2,722	1,850	1,963	1660	-15	-39
	All child	6,860	4,100	3,905	3,472	-11	-49
Of which	Male	4,402	2,699	2,562	2,233	-13	-49
	Female	2,457	1,400	1,343	1,238	-8	-50

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

Chart 1g: Children killed or seriously injured by gender GB: 2005



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 2005

	Number				2005: Percentage change over	
	<u>1994-98 average</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>	<u>2004</u>	<u>1994-98 average</u>
Pedestrians	34,874	28,472	27,403	26,152	-5	-25
Pedal cyclists	20,653	14,622	14,340	14,201	-1	-31
Motorcycle users	17,547	20,759	18,993	18,316	-4	4
Car users	180,034	171,051	167,714	163,685	-2	-9
Bus/coach users	8,883	8,568	8,332	7,557	-9	-15
Other road users	10,281	9,920	9,707	8,951	-8	-13
All road users	272,272	253,392	246,489	238,862	-3	-12
Sight casualty rate ¹	61	51	49	47	-3	-23

¹ Rate per 100 million vehicle kilometres and rounded to the nearest whole number

Table 1g: Slight casualty rates by road user type: GB 2005

	Rate¹				2005: Percentage change over	
	<u>1994-98 average</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>	<u>2004</u>	<u>1994-98 average</u>
Pedestrians ²						
Urban roads	17	13	12	12	-4	-31
Rural roads	2.2	1.6	1.6	1.5	-6	-32
Pedal cyclists	509	324	341	321	-6	-37
Motorcycle users	453	370	368	337	-8	-26
Car users	50	44	42	41	-2	-18
Bus/coach users	178	159	159	146	-8	-18
Light goods vehicles	14	11	9	9	-4	-36
Heavy goods vehicles	11	9	8	8	0	-20

¹ Rounded to the nearest whole number

² Slight casualty rates for pedestrians are calculated using total vehicle kilometres for all vehicles by road type

Chart 1h: Percentage change in slight casualty rates between the 1994-98 average and 2005

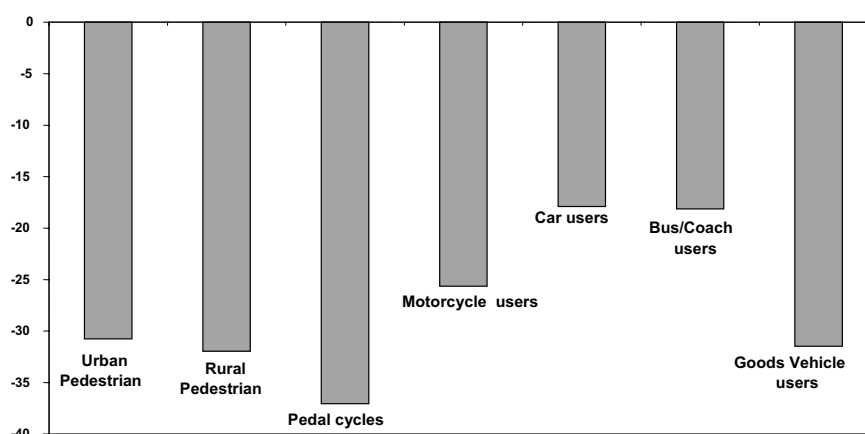


Table 1h: Slight casualty rates by road type: GB 2005

	rate per 100 million vehicle kilometres					
	Rate ¹				2005:	
	1994-98 average	2003	2004	2005	Percentage change over 2004	1994-98 average
Motorway	15	14	13	13	-4	-11
Urban roads						
A roads	100	89	82	79	-4	-21
Other	91	74	72	71	-2	-22
All	95	80	76	74	-3	-22
Rural roads						
A roads	39	33	32	31	-4	-21
Other	64	56	54	52	-3	-18
All	47	40	39	38	-4	-20
All Roads	61	51	49	47	-3	-23

1 Rounded to the nearest whole number

Comparisons with the 1994-1998 baseline average:

- The number of pedestrian slight casualties was 25 per cent below the baseline.
- The number of pedal cyclist slight casualties in 2005 was 31 per cent lower than the baseline. The rate of slight casualties amongst pedal cyclists was 37 per cent below the baseline.
- The number of slight casualties among motorcycle users was still 4 per cent higher than the baseline, despite a drop of 4 per cent from 2004. The slight casualty rate was 26 per cent lower than the baseline.
- The number of slight casualties among car users in 2005 was 9 per cent lower than the baseline, and the slight casualties rate was 18 per cent lower.
- Care should be exercised in comparing the rate of slight bus and coach user casualties with that for other road user groups. The rates given in table 1g are per 100 million vehicle kilometres and

this type of vehicle has a much higher occupancy than other road vehicles. Comparisons of rates per billion passenger kilometres are given in Table 52 of the main tables.

Casualties by Road User Type

All Road Users

Table 1i gives figures for casualties in accidents reported to the Police in 2005 compared with earlier years. The number of deaths in 2005 was 1 per cent lower than in 2004, and 11 per cent lower than the 1994-98 average. Serious injuries fell by 7 per cent compared with 2004, and 34 per cent compared with the 1994-98 average. Slight casualties were 3 per cent less than in 2004 and 12 per cent lower than the 1994-98 baseline. The slight casualty rate in 2005 was 23 per cent below the 1994-98 average. In this period traffic has risen by an estimated 13 per cent.

Table 1i: All casualties: GB 2005

	Number				2004: Percentage change over	
	1994-98 average	2002	2003	2004	2003	1994-98 average
All						
Fatal	3,578	3,508	3,221	3,201	-1	-11
Serious	44,078	33,707	31,130	28,954	-7	-34
Slight	272,272	253,392	246,489	238,862	-3	-12
All	319,928	290,607	280,840	271,017	-3	-15
Traffic ¹	4,443	4,949	5,028	5,038	0	13
Casualty Rate ²						
KSI	11	8	7	6	-7	-40
Slight	61	51	49	47	-3	-23
All	72	59	56	54	-4	-25

¹ 100 million vehicle kilometres

² Rate per 100 million vehicle kilometres and rounded to the nearest whole number

Pedestrians

Table 1j shows pedestrian casualties in 2005 by age. Pedestrian casualties account for 12 per cent of all road casualties and 21 per cent of all road deaths. Their total numbers fell to 28 per cent below the baseline average in 2005, with serious casualties 39 per cent below the baseline. Reductions are more pronounced in some age groups than others. Child pedestrian casualties aged below fifteen saw the biggest fall compared with 2004, a drop of 8 per cent. Child pedestrian casualties accounted for 34 per cent of all pedestrian casualties. Pedestrian deaths didn't change from 2004, thus remaining 33 per cent below the 1994 to 1998 baseline.

The rate of pedestrian casualties per 100,000 population has been reducing and in 2005 was 31 per cent lower than the baseline. The exposure to road traffic accidents of pedestrians in 2005, in terms of the average distance walked was 2 per cent less than the 1994 to 1998 average. According to weighted data from the National Travel Survey, the average distance walked by the individuals in 2005 was 197 miles. This was a decrease of 3 per cent compared with the average distance walked in 2004 (203 miles). (The NTS data have been weighted to adjust for non-response bias. The figures quoted here are therefore slightly different from the NTS figures quoted in *Road Casualties Great Britain 2004*).

Table 1j: Pedestrian casualties by age: GB 2005

	Number				2005: Percentage change over	
	1994-98 average	2003	2004	2005	2004	1994-98 average
Children (0-15)						
Fatal	133	74	77	63	-18	-53
Serious	4,034	2,307	2,262	2,071	-8	-49
Slight	14,382	10,163	9,895	9,116	-8	-37
All	18,548	12,544	12,234	11,250	-8	-39
Adults (16-59)						
Fatal	398	388	323	337	4	-15
Serious	4,318	3,425	3,203	3,082	-4	-29
Slight	15,016	13,672	13,256	12,877	-3	-14
All	19,732	17,485	16,782	16,296	-3	-17
Adults (over 60)						
Fatal	471	307	266	267	0	-43
Serious	2,142	1,302	1,213	1,161	-4	-46
Slight	4,491	3,437	3,143	3,001	-5	-33
All	7,104	5,046	4,622	4,429	-4	-38
All ¹						
Fatal	1008	774	671	671	0	-33
Serious	10,662	7,159	6,807	6,458	-5	-39
Slight	34,874	28,472	27,403	26,152	-5	-25
All	46,543	36,405	34,881	33,281	-5	-28
Casualty Rate per 100,000 population ²						
KSI	21	14	13	12	-5	-41
Slight	62	49	47	45	-5	-28
All	82	63	60	57	-5	-31

¹ Includes age not reported

² Revised from previously published figures due to updated population figures and rounded to the nearest whole number

Pedal cyclists

Table 1k gives numbers of reported pedal cyclist casualties in 2005. Pedal cyclist casualties have fallen by 32 per cent from the baseline average. The number of pedal cyclist deaths increased 10 per cent compared with 2004 but remained 20 per cent below the 1994-98 average. The Casualty rate decreased by 5 per cent since 2004, and is 38 per cent below the baseline average.

Table 1k: Pedal cyclist casualties: GB 2005

	Number				2005: Percentage change over	
	1994-98 average	2003	2004	2005	2004	1994-98 average
Fatal	186	114	134	148	10	-20
Serious	3,546	2,297	2,174	2,212	2	-38
Slight	20,653	14,622	14,340	14,201	-1	-31
Total	24,385	17,033	16,648	16,561	-1	-32
Pedal cycle Traffic ¹	41	45	42	44	5	9
Casualty Rate ²						
KSI	92	53	55	53	-3	-42
Slight	509	324	341	321	-6	-37
All	602	377	396	374	-5	-38

1 100 million vehicle kilometres. Figures are subject to revision

2 Rate per 100 million vehicle kilometres and rounded to the nearest whole number

Motorcycle users

Table 1l: Motorcycle user casualties: GB 2005

	Number				2005: Percentage change over	
	1994-98 average	2003	2004	2005	2004	1994-98 average
Fatal	467	693	585	569	-3	22
Serious	6,008	6,959	6,063	5,939	-2	-1
Slight	17,547	20,759	18,993	18,316	-4	4
Total	24,023	28,411	25,641	24,824	-3	3
Motorcycle Traffic ¹	39	56	52	54	5	40
Casualty Rate ²						
KSI	167	136	129	120	-7	-28
Slight	453	370	368	337	-8	-26
All	621	507	497	457	-8	-26

1 100 million vehicle kilometres. Figures are subject to revision

2 Rate per 100 million vehicle kilometres and rounded to the nearest whole number

Motorcycle user casualties are shown in table 1l. Total casualties are 3 per cent above the baseline, but 3 per cent lower than in 2004. Traffic increased by 5 per cent in 2005 compared to 2004. Deaths among motorcycle users accounted for 18 per cent of fatalities in 2005 and 9 per cent of all road traffic casualties were motorcyclists. The rate of killed or seriously injured casualties per 100 million vehicle kilometres and the slight casualty rate have fallen 28 and 26 per cent respectively

compared with the baseline. The number of fatalities decreased by 3 per cent since 2004 to a level 22 per cent above the baseline, the number of serious injuries decreased by 2 per cent from 2004, and 1 per cent below the baseline.

Car Users

Car user casualties, given in table 1m, were 12 per cent lower in 2005 than the average for 1994-98. The rate of all car user casualties per 100 million vehicle kilometres was 21 per cent lower than the 1994-98 average. Car driver deaths in 2005 remained at the same level as 2004 and were 2 per cent lower than the baseline average in 2005. Compared with 2004, serious injuries to drivers decreased by 10 per cent and slight injuries by 1 per cent. Total car driver casualties were 2 per cent lower than in 2004, and 7 per cent below the baseline average. Car passenger casualties in 2005 were 22 per cent lower than the average for 1994-98. Passenger deaths were at the same level between 2005 and 2004, and were 11 per cent below the baseline average. Totals for all other severities of injury to passengers also fell compared with the baseline.

Table 1m: Car user casualties: GB 2005

	Number				2005: Percentage change over	
	1994-98 average	2003	2004	2005	2004	1994-98 average
(a) Drivers						
Killed	1,128	1,169	1,106	1,109	0	-2
Serious	13,506	9,871	9,296	8,388	-10	-38
Slight	113,324	112,746	111,643	110,070	-1	-3
Total	127,958	123,786	122,045	119,567	-2	-7
(b) Passengers						
Killed	634	600	565	566	0	-11
Serious	7,985	5,651	5,177	4,554	-12	-43
Slight	66,710	58,305	56,071	53,615	-4	-20
Total	75,329	64,556	61,813	58,735	-5	-22
(c) All						
Killed	1,762	1,769	1,671	1,675	0	-5
Serious	21,492	15,522	14,473	12,942	-11	-40
Slight	180,034	171,051	167,714	163,685	-2	-9
Total	203,288	188,342	183,858	178,302	-3	-12
Car Traffic¹	3,585	3,931	3,981	3,972	0	11
Casualty Rate²						
KSI	6	4	4	4	-9	-43
Slight	50	44	42	41	-2	-18
All	57	48	46	45	-3	-21

1 100 million vehicle kilometres. Figures are subject to revision

2 Rate per 100 million vehicle kilometres and rounded to the nearest whole number

Bus and Coach users

Table 1n shows casualties among bus and coach users in 2005. The number of bus and coach user casualties decreased by 10 per cent compared with 2004, and was 17 per cent lower in 2005 than the baseline average. The number of serious injuries was 49 per cent lower than the 1994-98 average. The number of slight injuries has decreased by 9 per cent between 2004 and 2005. 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 2005

	Number				2004: Percentage change over ¹	
	1994-98 average	2003	2004	2005	2004	1994-98 average
Fatal	20	11	20	9	-55	-55
Serious	696	489	468	354	-24	-49
Slight	8,883	8,68	8,332	7,557	-9	-15
Total	9,598	9,068	8,820	7,920	-10	-17
Bus/coach traffic ²	50	54	52	52	-1	4
Casualty Rate ³						
KSI	14	9	9	7	-25	-51
Slight	178	159	159	146	-8	-18
All	192	168	169	153	-9	-20

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

2 100 million vehicle kilometres

3 Rate per 100 million vehicle kilometres and rounded to the nearest whole number

Goods Vehicle users

The number of light goods vehicle user casualties in 2005 was 19 per cent lower than the 1994-98 average. Deaths among light goods vehicle users have decreased by 17 per cent compared to the 1994-98 average and serious injuries by 44 per cent.

The number of heavy goods vehicle occupant casualties had decreased by 15 per cent compared with the average for 1994-98. The number of fatal casualties increased in 2005 compared with 2004 by 17 per cent, and increased by 3 per cent compared to the 1994-98 baseline. However, the overall casualty rate for heavy goods vehicle occupants has fallen by 23 per cent since the baseline.

Table 1o: Goods vehicle user casualties: GB 2005

	Number				2005 Percentage change over ¹	
	1994-98 average	2003	2004	2005	2004	1994-98 average
Light goods vehicles						
Fatal	65	72	62	54	-13	-17
Serious	950	693	569	533	-6	-44
Slight	6,410	6,132	5,535	5,461	-1	-15
All	7,424	6,897	6,166	6,048	-2	-19
Light goods traffic ²	467	579	608	626	3	34
Casualty Rate ³						
KSI	2	1	1	1	-10	-57
Slight	14	11	9	9	-4	-36
All	16	12	10	10	-5	-39
Heavy goods vehicles						
Fatal	53	44	47	55	17	3
Serious	526	385	359	340	-5	-35
Slight	2,760	2,632	2,477	2,448	-1	-11
All	3,338	3,061	2,883	2,843	-1	-15
Heavy goods traffic ²	262	285	294	290	-1	11
Casualty Rate ³						
KSI	2	2	1	1	-2	-38
Slight	11	9	8	8	0	-20
All	13	11	10	10	0	-23

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

2 100 million vehicle kilometres. Figures are subject to revision

3 Rate per 100 million vehicle kilometres and rounded to the nearest whole number

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 2005

	(£)	
<u>Accident/casualty type</u>	<u>Cost per Casualty</u>	<u>Cost per Accident</u>
Fatal	1,428,460	1,645,110
Serious	160,510	188,960
Slight	12,380	19,250
Average all severities	44,930	64,460
Damage only	-	1,710

The total cost-benefit value of prevention of road accidents in 2005 was estimated to be £17,854 million, of which £12,810 million is attributable to personal injury accidents, with damage-only accidents accounting for the remainder. **Table 1q** gives the average value of prevention of injury accidents by different types of road. 72 per cent of accidents occurred on built-up roads, but these accounted for only 55 per cent of the total value of injury accidents, because they were on average, less severe than on other roads, having both fewer casualties per accident and a lower proportion of fatal and serious injuries. Non built-up roads accounted for 24 per cent of accidents and 40 per cent of value, and 4 per cent of accidents with 5 per cent of value occurred on motorways. The lesser severity of accidents on built-up roads is shown in **Table 1q** where the average value of prevention per accident on built-up roads is less than half the average value on non built-up roads.

Table 1q: Average value of prevention of road accidents by road type: GB 2005

	(£)			
<u>Accident type</u>	<u>Built-up roads</u>	<u>Non built-up roads</u>	<u>Motorways</u>	<u>All Roads</u>
Fatal	1,558,590	1,699,470	1,751,490	1,645,110
Serious	179,240	206,740	213,580	188,960
Slight	18,130	21,620	25,570	19,250
All injury	49,590	105,920	78,940	64,460
Damage only	1,600	2,360	2,270	1,710

Further details of road accident costs are published by DfT in Highways Economic Notes. These are published annually on the DfT web site at <http://www.dft.gov.uk> under *Road Safety/Economic Assessment*. Copies are also available from DfT Free Literature; telephone 0870 122 6236. Highways Economics Note 1 for 2005 will be published later in the year.

For further information, please contact Sarah Wardle by telephone on 020 7944 6233 or by email at Sarah.Wardle@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: 2000 – 2004

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):							
2000	16.68	2.93	4479	17.6	1,527	-2	7
2001	16.95	2.99	4644	17.6	1,553	0	2
2002	17.90	3.05	4841	17.0	1,590	-4	2
2003	18.00	3.10	5174	17.2	1,671	1	5
2004	18.47	3.06	5307	16.6	1,734	-4	4
Private car (non comprehensive):							
2000	2.95	0.24	643	8.2	2,649	-8	13
2001	3.26	0.29	756	8.9	2,614	8	-1
2002	3.35	0.29	846	8.7	2,906	-2	11
2003	3.31	0.26	889	7.7	3,492	-11	20
2004	2.94	0.31	862	10.5	2,796	36	-20
Motorcycle:							
2000	0.46	0.03	72	5.9	2,623	-14	-4
2001	0.55	0.04	77	7.1	1,985	20	-24
2002	0.54	0.03	84	6.4	2,437	-10	23
2003	0.52	0.04	94	6.9	2,632	8	8
2004	0.51	0.03	82	6.1	2,639	-11	0
Commercial vehicle (including fleet):							
2000	4.82	1.03	1885	21.3	1,833	-3	5
2001	4.24	0.95	1835	22.3	1,939	5	6
2002	4.46	0.88	1904	19.8	2,157	-11	11
2003	4.54	0.85	2052	18.8	2,407	-5	12
2004	4.84	0.83	2059	17.1	2,494	-9	4
All vehicles:							
2000	24.91	4.23	7078	17.0	1,673	-3	6
2001	24.99	4.27	7311	17.1	1,714	0	2
2002	26.24	4.25	7675	16.2	1,804	-5	5
2003	26.37	4.24	8210	16.1	1,936	-1	7
2004	26.75	4.23	8310	15.8	1,967	-2	2

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

Table 1r gives claim data for the period 2000 to 2004. The figures are for all insurance claims and will include those arising from fire or theft as well as from road accidents. Exposure (expressed in million vehicle years) is the exposure to risk and is the product of the number of vehicles insured and the proportion of the year for which each vehicle was covered. The claim frequency shows the proportion of policyholders that made a claim.

The overall claim rate decreased in 2004 by 2 per cent. All risk groups saw rises in the average claim amount.

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

2. Drinking and Driving

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Introduction

Estimates for 2005 suggest that 6 per cent of all road casualties and 17 per cent of road deaths occurred when someone was driving whilst over the legal limit for alcohol. In the 1980s and early 1990s, the number of people killed or seriously injured in drink-drive accidents in Great Britain fell from over 9,000 to fewer than 3,000. During the past ten years, however, there has been no over-riding trend in the number killed or seriously injured (KSI) despite year to year fluctuation. Provisional estimates for 2005 indicate a fall of 9 per cent from the previous year. The number of people killed in drink-drive accidents fell to a low of 460 deaths in 1998, but has since risen to an estimated 560 deaths in 2005. The numbers of slight injuries in drink drive accidents have been showing a broadly rising trend since 1993 but have fallen since 2002 and provisional figures for 2005 suggest a fall of 9 per cent from 2004.

It is estimated that there were 580 drink-drive related deaths in 2004 and provisional estimates for 2005 suggest around 560 people were killed. In addition to those fatalities, around 2,340 people were seriously injured in drink-drive accidents in 2004, although provisional estimates for 2005 are of the order of 2,100. It is estimated that there were around 16,980 drink-drive casualties of all severities in 2004, but a provisional estimate of 15,400 in 2005.

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

Drink-drive limits and definitions

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

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

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

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

Blood and breath testing powers

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

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

Data sources

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

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

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

Completeness of data and reliability of estimates

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

In the case of the STATS 19 breath test data, some drivers and riders are not breath tested since there are always occasions when it is not possible to administer a test to all drivers involved. Some drivers and riders not tested might have failed if a test could have been administered. Probably as a result of ACPO's policy the percentage of drivers tested increased dramatically between 1995 and 1999. Whereas prior to 1996 less than a third of drivers involved in injury accidents were tested, by 1998 this had risen to over half and remains at that level.

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

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

- a) the number of fatal accidents where a driver or rider died with an illegal alcohol level is estimated from the Coroners' and Procurators' Fiscal data.
- b) the number of accidents where a surviving driver or rider had an illegal alcohol level is estimated from data, based on a calculation of the proportion of these alcohol-related accidents which can be identified from the STATS 19 breath test data.

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

Estimates for 2005 are provisional. As Coroners' data are available for analysis a year later than the main road accident data, final estimates can only be made eighteen months in arrears. Around two-thirds of the data expected to be available ultimately were available for inclusion in the provisional estimates. The provisional estimates for serious and slight accidents depend on breath test data and do not change in the final estimates. The Coroners' data affect only the numbers of casualties from fatal accidents and these form a small proportion of serious and slight casualties. The estimates for fatalities depend mainly on Coroners' data and are particularly susceptible to revision between the provisional and final figures. Therefore, the changes between provisional and final estimates can represent a greater proportion of fatalities.

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 1979-2005

Year									Number
	Accidents				Casualties				
	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	
1979	1,380	5,630	12,460	19,470	1,640	8,300	21,490	31,430	
1980	1,280	5,430	11,860	18,570	1,450	7,970	20,420	29,830	
1981	1,200	4,940	10,900	17,040	1,420	7,370	19,160	27,950	
1982	1,300	5,420	12,070	18,800	1,550	8,010	20,660	30,220	
1983	950	4,750	11,430	17,130	1,110	6,800	18,610	26,520	
1984	1,000	4,790	11,540	17,320	1,170	6,820	19,410	27,390	
1985	900	4,900	11,460	17,260	1,040	6,810	19,380	27,220	
1986	850	4,590	11,510	16,940	990	6,440	19,220	26,650	
1987	780	4,220	10,560	15,560	900	5,900	17,670	24,470	
1988	680	3,660	10,190	14,520	790	5,100	16,860	22,740	
1989	700	3,390	10,300	14,390	810	4,790	16,620	22,220	
1990	650	2,910	9,650	13,210	760	4,090	15,550	20,400	
1991	570	2,590	8,530	11,690	660	3,610	13,610	17,880	
1992	540	2,360	7,890	10,790	660	3,280	12,770	16,710	
1993	460	1,870	7,160	9,480	540	2,660	11,780	14,980	
1994	470	2,090	7,330	9,900	540	2,840	11,780	15,160	
1995	460	2,140	7,590	10,180	540	3,000	12,450	16,000	
1996	480	2,150	8,240	10,870	580	3,010	13,450	17,040	
1997	470	2,140	8,100	10,710	550	2,940	13,310	16,800	
1998	410	1,860	7,840	10,100	460	2,520	12,610	15,590	
1999	400	1,850	8,800	11,050	460	2,470	13,980	16,910	
2000	450	1,950	9,410	11,800	530	2,540	14,990	18,060	
2001	470	2,020	9,780	12,270	530	2,690	15,550	18,770	
2002	480	2,050	10,620	13,150	550	2,790	16,760	20,100	
2003	500	1,970	9,930	12,400	580	2,590	15,820	18,990	
2004	520	1,790	8,900	11,210	580	2,340	14,060	16,980	
2005 ^P	480	1,540	8,060	10,080	560	2,100	12,740	15,400	

P Provisional data. The sample of fatality data from Coroners for 2004 has now been finalised but 2005 estimates are based on a reduced sample of coroners' returns and may be biased. They remain provisional until more complete information for 2005 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 2005. The proportion has fallen considerably since the early 1980's, when around a third of drivers and riders killed were over the limit. It has since remained at about one in five (dipping to one in six between 1997 and 1999).

Table 2b shows that provisional figures for 2005 indicate a fall in the percentage of car and other motor vehicle driver fatalities who were over the limit for all age groups, except those in their thirties. Motorcycle riders showed little change, although the provisional figures are based upon a very small sample size.

Table 2b: Drivers and riders killed: Percentage over the legal blood alcohol limit: GB 1991-2005

Year	Motorcycle riders					Cars and other motor vehicles					All
	Age 16-19	Age 20-29	Age 30-39	Age 40+	All Ages	Age 16 19	Age 20 29	Age 30 39	Age 40+	All Ages	All
1991	13	16	25	12	17	11	29	24	13	20	19
1992	10	30	34	20	26	13	26	18	10	17	20
1993	16	16	17	10	15	20	28	26	10	20	19
1994	13	17	23	20	18	16	31	30	11	22	21
1995	11	18	12	13	15	18	28	26	13	21	19
1996	16	12	15	9	13	24	38	32	9	23	21
1997	10	14	16	7	13	25	23	26	12	19	17
1998	15	7	18	6	11	17	25	24	9	17	15
1999	23	8	12	2	9	22	31	31	7	20	17
2000	17	10	13	5	10	20	32	34	12	22	18
2001	11	14	12	1	10	18	35	25	14	22	18
2002	27	15	10	2	11	18	31	37	14	19	19
2003	10	20	12	8	13	18	33	28	12	19	19
2004	19	19	13	10	14	26	31	32	16	25	21
2005 ^P	20		11		14	18	30	34	11	22	20

P Provisional data. The sample size for 2005 is not yet sufficient to give a full age breakdown

2) *STATS 19 breath test data*: **Table 2c** shows the number of motor vehicle drivers and riders involved in injury accidents each year from 1994 to 2005, the number who were consequently required to take a road side breath test and the number who failed the test either by registering a positive reading or by refusing to take the test. The proportion of drivers and riders failing breath tests fell between 1994 and 1999, reflecting the fact that the lower number of tests carried out in earlier years were obviously targeted at those drivers believed to have been drinking. Subsequently, it rose again until 2003 since when there has been a small drop, even though testing rates have remained at about 50 per cent. The percentage of all drivers and riders involved in injury accidents who are required to take and subsequently fail a breath test has remained at close to 2 per cent throughout the past ten years.

**Table 2c: Drivers and riders in injury road accidents:
breath tests and failures: GB 1995 - 2005**

	Number/ Percentage										
	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>
a. Total involved	388,836	402,001	413,197	413,172	406,401	408,231	399,883	390,273	374,098	362,303	348,798
b. Total Tests requested	118,877	159,189	188,986	209,723	214,750	212,700	201,722	196,232	187,276	183,972	176,104
c. Total Failed	7,491	8,093	7,960	7,514	7,523	7,967	8,096	8,104	8,150	7,427	7,115
b as % of a	31	40	46	51	53	52	50	50	50	51	50
c as % of b	6.3	5.1	4.2	3.6	3.5	3.7	4.0	4.1	4.4	4.0	4.0
c as % of a	1.9	2.0	1.9	1.8	1.9	2.0	2.0	2.1	2.2	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 remained fairly stable during the late 1990's, but the number of failures has risen each year since 2000, despite a continuing decrease in the number of tests. 2004 showed an increase in the number of tests along with a decrease in failures. The number of convictions fell between 1997 and 2001 but has risen again since then.

Table 2d: Roadside screening breath tests: by outcome: England and Wales 1994 - 2004

	Thousands										
	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>
Number of Tests	679	703	781	800	816	765	715	624	570	534	578
Of which:											
positive/refused	93	94	101	103	102	94	95	100	104	106	103
Percentage	14	13	13	13	13	12	13	16	18	20	18
Convictions	90	93	96	100	93	89	86	85	90	94	96

1 Includes persons unable to provide a breath test specimen

Characteristics of drink-drive accidents

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

Table 2e: Estimated number of personal injury road accidents and casualties resulting where one or more driver or rider was over the legal alcohol limit by month: GB: 2004

	Accidents/casualties											
	<u>Jan</u>	<u>Feb</u>	<u>Mar</u>	<u>Apr</u>	<u>May</u>	<u>June</u>	<u>July</u>	<u>Aug</u>	<u>Sep</u>	<u>Oct</u>	<u>Nov</u>	<u>Dec</u>
Accidents	800	890	890	910	1060	920	950	960	890	1100	940	900
Casualties	1230	1370	1360	1360	1620	1440	1440	1440	1310	1650	1410	1320

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

Table 2f: Car drivers in injury road accidents: breath tests and failures: GB 2005

	Men					Women				
	a: Involved in accident	b: Tested	c: Failed	b as % of a	c as % of a	a: Involved in accident	b: Tested	c: Failed	b as % of a	c as % of a
0 - 16	318	154	36	48.4	11.3	52	31	4	59.6	7.7
17 - 19	14,469	10,029	662	69.3	4.6	6,480	4,040	101	62.3	1.6
20 - 24	21,834	14,093	1,221	64.5	5.6	12,657	7,270	216	57.4	1.7
25 - 29	17,967	11,033	838	61.4	4.7	11,026	6,060	148	55.0	1.3
30 - 34	18,235	10,752	580	59.0	3.2	11,183	5,870	155	52.5	1.4
35 - 39	17,623	10,532	532	59.8	3.0	11,565	6,313	152	54.6	1.3
40 - 49	28,721	17,674	720	61.5	2.5	18,048	9,877	213	54.7	1.2
50 - 59	19,316	12,067	358	62.5	1.9	10,594	5,926	75	55.9	0.7
60 - 69	10,940	6,838	128	62.5	1.2	4,522	2,500	25	55.3	0.6
70 - 99	8,274	4,995	63	60.4	0.8	3,110	1,670	12	53.7	0.4
All ages ¹	171,552	99,433	5,240	58.0	3.1	93,448	49,950	1,116	53.5	1.2

¹ Includes age not known

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

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

Table 2g: Car drivers in road injury accidents: Accidents per licence holder and per mile driven: GB 2004

			Number
	Car driver drink-drive accidents	Drink-drive accidents per 100 thousand licence holders ²	Drink-drive accidents per 100 million miles driven ^{2,3}
Under 17	70	..	..
17 - 19	1,050	79	41
20 - 24	2,280	87	18
25 - 29	1,520	49	8
30 - 34	1,320	35	5
35 - 39	1,050	25	3
40 - 49	1,500	21	3
50 - 59	680	11	1
60 or over	320	4	1
All ages ¹	10,010	28	4

1 Includes age not known.

2 National Travel Survey data 2004.

3 Uses traffic data from 2004.

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. It is estimated that there were 740 casualties in drink-drive accidents who were pedestrians or cyclists.

Table 2h: Estimated number of casualties in road accidents where at least one of the drivers or riders involved was over the legal limit: GB 2004

										Number
<u>Killed or seriously injured casualties</u>										
	<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>
0-15	40	10	10	0	0	70	0	80	50	130
16-24	40	0	140	390	30	490	20	860	260	1,120
25-59	90	20	210	650	150	320	70	1,130	370	1,500
60+	30	0	10	30	20	40	10	70	70	130
All ages ²	200	30	370	1,060	200	960	100	2,170	750	2,920
<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>
0-15	120	30	30	10	0	650	60	450	430	880
16-24	160	10	430	2,250	520	2,550	180	4,380	1,720	6,100
25-59	270	70	510	3,520	2,140	1,860	490	6,240	2,620	8,860
60+	60	10	10	150	290	230	30	440	330	770
All ages ²	620	120	990	5,930	2,950	5,600	770	11,720	5,250	16,980

1 Includes sex not recorded.

2 Includes age not recorded.

Table 2i is based on 2004 Coroners' and Procurators' Fiscal data using a sample which accounts for around half of all road accident fatalities in that year. For these fatalities the table shows the percentages exceeding varying levels of blood alcohol for different classes of road user and the different proportions of fatalities exceeding 80mg/100ml by time of day. The pedestrian, passenger and cyclist fatalities shown in the table were not necessarily involved in drink-drive accidents, as defined earlier in this article, which involve a motor vehicle driver or rider who was over the limit.

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

Table 2i: Blood alcohol levels of fatalities aged 16 and over: GB: 2004

	Percentage over blood							Percentage	
	alcohol levels (mg/100ml)						Sample size	over 80mg/100ml time of accident	
	<u>9</u>	<u>50</u>	<u>80</u>	<u>100</u>	<u>150</u>	<u>200</u>		<u>22:00-03:59</u>	<u>04:00-21:59</u>
Motor cycle riders	26	15	14	13	9	5	406	44	11
Other vehicle drivers	36	27	25	24	17	10	818	52	15
Passengers	45	33	29	25	13	7	249	45	20
Pedestrians	52	46	42	38	34	22	265	77	25
Cyclists	23	17	17	15	11	9	47	86	5

3. Changes to Definitions and Tables for 2005 as a result of the 2002/03 Review of Road Accident Statistics

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Introduction

The provision of personal injury road accident data (STATS19) is an extensive exercise, which involves the close co-operation of central and local government, and local police forces. It is steered by the Standing Committee on Road Accident Statistics (SCRAS) whose members represent all three bodies. Local police forces are responsible for collecting STATS19 data and, in some cases jointly with local authorities, for validating and reporting data to the Department for Transport (DfT), the Scottish Executive or the National Assembly for Wales.

All regular government surveys requiring the provision of data by businesses and local authorities are reviewed every five years. This is to verify that they continue to provide essential information for government, whilst minimising the burden of form filling and data provision imposed on data suppliers. The collection of road accident data was reviewed in 2002.

SCRAS consulted a large number of road safety organisations. Key proposals were identified which responded to changes in the road safety environment, but which could be adopted without significantly increasing costs or burden on the police. The consequential changes were implemented on 1 January 2005.

These changes have made it necessary to alter some of the tables in this issue of *Road Accidents Great Britain: The Casualty Report*. Amendments have been kept to a minimum in order to allow comparisons with previous editions, but there has been an extensive renumbering of the Tables. In some cases the definitions of variables have been revised and where this is so, the reader is warned to take this into account when analysing time series.

Changes made in the quinquennial review of collection of road accident statistics

The changes made in accident data collection were of three types:

- i. Addition of new items
- ii. Deletion of items no longer required
- iii. Modification of existing data items to reflect current conditions

Some definitions were also clarified to improve consistency of reporting practice.

The items listed below are only those where the respective variables are (or were) included in the Articles, Definitions or Tables of this publication. A full description of the review changes can be found in *Review of Road Accident Statistics* [National Statistics Quality Review Series - Report No. 45] available via the National Statistics web site at www.statistics.gov.uk/about/data/methodology/quality/reviews/transport.

The following new variables were added to the accident report form:

Journey Purpose of Driver/Rider
Pedestrian Injured in the Course of 'On the Road' Work
Foreign Registered Vehicle
Contributory Factors

The following variables were removed from the accident report form, however, neither were included in Road Casualties Great Britain:

Part(s) Damaged
Vehicle Location at the time of Accident – Road

The following changes were made to existing variables:

Road Type

The six different codes for identifying road type by the number of lanes have been combined to just two values, dual carriageway and single carriageway. In addition, slip road, which was previously included within one way street, is now identified separately.

Carriageway Hazards

Dogs are no longer identified separately. Also, other animal or pedestrian in carriageway has been replaced by the values pedestrian in carriageway - not injured and any animal in carriageway (except ridden horse).

Type of Vehicle

Motorcycle over 125cc has been replaced by two new values, motorcycle over 125cc and up to 500cc and motorcycle over 500cc. Also, private hire cars, previously included in car are now incorporated within taxi/private hire car.

The other change in data collection which affect the tables was:

The section recording the presence of oil or diesel and mud at the scene of the accident has moved from Road Surface Conditions to Special Conditions at Site. Reporting officers can now to record the presence of “Oil or diesel” or “mud” together with the overall condition of the road surface (e.g. dry, wet).

A full list of variables collected can be found on page 142.

New variables

Journey Purpose of Driver/Rider

This information was primarily added in order to identify which vehicles in road accidents were on a journey as part of work. The safety of people in the course of work can be considered the responsibility of their employer. In order to accurately identify journeys to work, vehicles which are commuting (to or from work), taking children to or from school and vehicles (generally a pedal cycle) that are being ridden by child to or from school are also identified. However, a fuller list of journey purposes, such as that collected in the National Travel Survey was not necessary.

Where a journey has more than one purpose, it is the purpose at the time of the accident which is relevant. For example, the journey purpose in an accident involving a parent travelling to work and taking a child to school would be *taking pupil to/from school* if the child is in, or leaving the vehicle when the accident occurs but would be *commuting* after the child has left the vehicle.

Some 15 per cent of drivers' journeys were recorded as *journeys as part of work* and 9 per cent were *commuting*. For almost three quarters of drivers and riders their journey was either a) not related to work or journeys to school or b) unknown or undefined. Around three quarters of drivers of buses or coaches and heavy goods vehicles (HGVs) were on a journey that was part of work. Over 40 per cent of LGV drivers involved in accidents were recorded as working; 7 per cent of pedal cyclists and motorcycle riders and 10 per cent of car drivers. The relatively low numbers of bus and goods vehicle drivers in course of work indicates that there may be a large number of accidents where the journey purpose of the drivers involved is not known. However, it is not possible to identify this. Moreover, there is some indication that there may be some slight misclassification in the coding of '*taking pupil to school*' and '*pupil riding to school*'.

Pedestrian injured in the course of 'on the road' work

This variable aims to identify pedestrians who were injured whilst carrying out any work activity on public roads such as delivery services (e.g. postmen), road maintenance or traffic control. However it only includes people who would be immediately recognisable as belonging to this category. Pedestrians travelling to/from work, or between work locations, are not included.

Table 3a: Number of pedestrian casualties injured in the course of 'on the road' work, by pedestrian movement: GB 2005

Pedestrian injured in the course of 'on the road' work	Number of casualties				
	Pedestrian movement at the time of the accident				
	Crossing road	Walking in carriageway	Stationary in carriageway	Other or unknown	All pedestrians
No	15,763	944	1,482	4,291	22,480
Yes	268	51	180	173	672
Unknown	7,177	292	626	2,034	10,129
Total	23,208	1,287	2,288	6,498	33,281

Only 2 per cent of pedestrian casualties were identified as being injured in the course of their work.

Foreign Registered Vehicles

Table 3b shows the number of foreign registered vehicles involved in accidents. This variable identifies whether vehicles involved in accidents are foreign registered and if so whether they are left hand drive vehicles, right hand drive vehicles or two wheelers. Under 1 per cent of vehicles in accidents in 2005 were foreign registered vehicles. Of these foreign vehicles, 75 per cent were left hand drive, 12 per cent were right hand drive and 13 per cent were two wheelers.

Table 3c shows the number of foreign registered vehicles involved in accidents by vehicle type. 47 per cent of these were Heavy Goods Vehicles (HGVs), the majority of which were left hand drive. 36 per cent of foreign registered vehicles in accidents were cars. 9 per cent of all HGVs in accidents are foreign registered. Of these 1,117 HGVs, 982 were left hand drive and over 7.5 tonnes in weight.

Table 3b: Foreign registered / UK registered vehicles: GB 2005

Number of vehicles involved in accidents	
Not foreign registered vehicle	351,241
Foreign registered - Left hand drive	1,807
Foreign registered - Right hand drive	279
Foreign registered two wheeler	316
Unknown/Undefined	12,593
Total	366,236

Table 3c: Foreign registered/ UK registered vehicles by vehicle type

	Number of vehicles involved in accidents						
	Pedal cycles	Motor cycles	Cars	Buses or coaches	Light goods vehicles	Heavy goods vehicles	All Vehicles ¹
Not foreign registered vehicle	16,272	24,874	271,155	9,654	15,459	10,650	351,241
Foreign registered - Left hand drive	0	0	683	28	47	1,031	1,807
Foreign registered - Right hand drive	0	0	167	9	13	86	279
Foreign registered two wheeler	0	159	0	0	0	0	159
Unknown/Undefined	767	837	9,805	297	559	353	12,750
1Total number of vehicles	17,039	25,870	281,810	9,988	16,078	12,120	366,236

¹ Includes other vehicles types and cases where the vehicle type was not reported.

Table 3d shows the number of HGVs in accidents including at least 1 car on dual carriageways. Only HGVs which were changing lane or overtaking are shown. Of the 1,031 foreign registered left hand drive HGVs involved in accidents, 443 (43 per cent) were either changing lane or overtaking on a dual carriageway.

409 foreign registered left hand drive HGVs were changing lane to the right at the time of the accident and 14 were changing lane to the left. This difference is thought to be a consequence of the reduced direct field of view for drivers of left hand drive HGVs to the side and rear on the right (passenger) side of the vehicle.

Table 3d: Foreign registered/ UK registered vehicles: Heavy Goods Vehicles¹ (HGVs): “Sideswipes”: GB 2005

	Number of HGVs involved in accidents			
	Changing lane to the left	Changing lane to the right	Overtaking moving vehicle	Total
Not foreign registered vehicle	300	325	71	696
Foreign registered - Left hand drive	14	409	20	443
Foreign registered - Right hand drive	6	3	1	10
Total number of HGVs	320	737	92	1,149

¹ Include only HGVs in accidents on dual carriageways involving at least one car.

More information on foreign registered HGVs can be found in Table 45 which shows all HGVs involved in accidents by the manoeuvre they were performing at the time.

Contributory Factors

As a result of the consultation for the 2002-03 Quality Review of the Collection of Road Accident Statistics, a specification for the inclusion of contributory factor data in the national road accident reporting system was introduced. From 2005 all police forces in Great Britain began reporting contributory factors as an integral part of the STATS19 collection system. The national system of collection of information on road accidents involving human injury gives considerable information about the circumstances of the accident including who the victims are, what types of vehicle are involved and what they are doing at the time of the accident and the general conditions at the time. However, it primarily answers questions about the 'where', 'when' and 'who' of an accident. The new contributory factors system has been developed to provide some insight into the 'why' and 'how' they occur.

The contributory factors in a road accident are the key actions and failures that led directly to the actual impact. They are largely subjective and depend on the skill and experience of the investigating officer to reconstruct the events which led directly to the accident. The contributory factors reflect the Reporting Officer's opinion at the time of reporting and are not necessarily the result of extensive investigation. An article describing the scope of the system, along with the limitations of its use, the headline findings and some general analysis from the first year of operation will be published on the Department's website.

Tables which have been changed in this publication

Table 3e overleaf contains a list of relevant changes. It has also been necessary to renumber many tables (see page 6 for details).

Table 3e: Changes to Tables in Road Casualties Great Britain 2005

RCGB 2005 Table no.	
1b	New table giving traffic by vehicle type and road class
2	Table now starts at 1930 and lists data in 5 year increments until 1980
4	New table giving accidents by road class and speed limit
7, 22, 23, 24, 27, 30, 31, 38, 40	Changes to motorcycle rows to reflect new codes
12	Built up/Non built up roads now shown by road class
13	Accidents and casualties tabulated by road type (in place of major/minor road) and speed limit.
18	"oil or diesel" and "mud" added to special conditions at site and carriageway hazards "dog" and "other animal" replaced with "pedestrian in carriageway - not injured" and "any animal in carriageway"
19	Reference to "Y" junction removed. See also Table 43
22	"taxi" replaced with "taxi/private hire car"
23c	New tables, 23a and 23b, containing Urban and Rural accidents respectively
36	New table containing school pupil casualties by road user type, severity, gender and age
44	Substantially revised table incorporating Towing and Skidded/Overtaken rows from Table 44.
45	All 18 vehicle manoeuvre codes listed separately. Towing and Skidded/Overtaken stats moved to Table 44. "Foreign registered left hand drive" column added to HGV column. Vehicle manoeuvres "stopping" and "starting" relabelled in line with new labels used in 2005 accident report form
	Table 45 (pre RCBG 2005) is no longer published but will be incorporated in Web based English Regional tables
46	Casualties for London and Metropolitan districts disaggregated. Separate child/adult pedestrian columns removed. Child KSI and Slight casualty columns added.
47	Government Office for the North West now includes Merseyside

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 1a, 1b, 40, 42 and 46a. 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. However, there is evidence that an appreciable proportion of non-fatal injury accidents is not reported to the police and thus is not included in this publication. In addition some casualties reported to the police are not recorded and the severity of injury tends to be underestimated. The research studies show that the police are more likely to underestimate severity of an injury than overestimate it because of the difficulty in distinguishing severity at the scene of the accident. It is also known that reporting rates are lower for some vulnerable road user groups such as pedal cyclists. In 1996, a study by TRL, *Comparison of hospital and police casualty data: a national study* (TRL Report 173) estimated that the combined effect of under-reporting, under-recording and misclassification suggests that there may be 2.76 times as many seriously injured casualties than are recorded in the national casualty figures and 1.70 times as many slight casualties. The Department have recently published two further reports on the website; *Under-reporting of road accidents: Phase 1 (Road Safety Research Report 69)* by Heather Ward, Ronan Lyons and Roselle Thoreau and the related document *Road accident casualties: a comparison of STATS19 data with Hospital Episodes Statistics*. The Department is undertaking further research to investigate whether the level of under-reporting has changed.

Improvements were made to the methodology used to estimate minor roads traffic in 2004 (see Special Note in “Road Traffic Statistics: 2004 bulletin”). From 2000 to 2003 trends in traffic flow, derived from a relatively small number of Automatic Traffic Counters, were used to update 1999 base-year estimates. For the 2004 and 2005 estimates the trends were derived from a set of some 4,200 manual traffic counts instead. Further refinements to the minor roads *pedal cycle* traffic methodology have been made, resulting in revisions to the 2004 pedal cycle traffic estimates; the new methodology has also been used for the 2005 estimate. Further information is available in “Road Traffic Statistics for Great Britain: 2005”.

Tables 5-7c, 30b, 38b and 46b in the main body of tables of the report include an average of aggregated accident and casualty data for the years 1994 to 1998. The average for these years represents the baseline figure for the national road casualty reduction targets. All data in the main body of tables which relate to children refer to persons aged 0-15 unless otherwise stated. Table 12 summarises the numbers of accidents, casualties and vehicles involved in road accidents which are available for detailed analysis in 2005. Tables 46a and b show these totals by local authority; the individual figures are, however, liable to differ slightly from those available locally because local authorities may continue to incorporate corrections long after the end of the year.

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

From the beginning of 2005 most police forces in England and Wales adopted a standard form, MG NCRF, for reporting road accidents. The statistics pages for this report are reproduced in this volume. Instructions for the Completion of Road Accident Reports (STATS20, 2005), a manual published by the Department for Transport, the Scottish Executive and the Welsh Assembly, gives more detail on the definitions used in collection. Copies are available on the Department's website at the address below, or may be obtained from the Department for Transport, Zone 2/18, Great Minster House, 76 Marsham Street, London, SW1P 4DR (Tel 020 7944 ext 3078).

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

Notes to individual tables

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

Table 1b. Compares traffic levels by road type and road user type for the last two years against the 1994 - 1998 baseline average figures.

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

Table 4. Shows a nine year road accident time series (including the 1994 - 98 baseline average figures) by road type, speed limit and the severity of the accident.

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

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

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

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

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

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

Table 19. An accident is considered to be at a junction if it is within 20 metres of an intersection or roundabout. Grade separated crossings (by bridge or underpass) are not junctions. “Roundabout” includes mini-roundabout junctions, “T junction” includes slip roads. “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 20. This table only covers accidents where one vehicle is involved. It does not cover accidents involving two or more vehicles.

Table 21. In column 6, “other combination” means one or both vehicles not a car.

Table 23 a (Urban Roads), b (Rural Roads) and c (All Roads). Columns 1 and 2 give, for each vehicle type, the number of accidents in which only one such vehicle was involved, showing the user casualties and any pedestrian casualties involved; e.g. 352 accidents involved only a pedal cycle, giving rise to 355 cyclist casualties (riders and passengers); a further 235 accidents also involved 239 pedestrian casualties as well as 46 cyclist casualties.

Columns 3 to 10 analyse two-vehicle accidents according to both vehicle types, also giving, by severity of injury, the casualties for the users of the vehicle class defined on the left (under vehicle A) and pedestrians who were (first) hit by vehicles of that class. Thus 13,601 accidents involved a pedal cycle and a car, resulting in 13,525 pedal cyclist casualties and 28 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. 61 accidents involved two pedal cycles with 75 cyclist casualties with 1 pedestrian first hit by one or other pedal cycle.

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

Column 12 includes all accidents involving 3 or more vehicles, at least one of which is of the class on the left (under vehicle A), together with casualties associated with that class in such accidents; e.g. 574 such accidents involved at least one pedal cycle, with 600 cyclist casualties and no pedestrians involved. Other casualties in these accidents would appear against the other vehicle classes concerned.

Column 13 is the sum of columns 1, 2, 11, and 12. In multi-vehicle accidents, the accidents (but not casualties) are multi-counted; e.g. the total number of accidents involving goods vehicles is 15,211 light goods vehicles (LGV) and 11,162 heavy goods vehicles (HGV) less the 427 accidents which involved both an HGV and a LGV and less any of the 3 or more vehicle accidents which involved at least one of each.

For completeness, figures are also given for vehicles whose type is unknown or undefined on the accident statistics reporting form i.e. “other” motor and non motor vehicles. This includes ridden horses.

Table 25. The table gives the number of casualties in accidents involving different types of vehicle. As a large proportion of accidents involve two or more vehicles, not necessarily of the same type, many casualties will be counted in two or more columns of this table. Pedestrian casualties are included under each type of vehicle involved in the accident. For example (first row, under the heading “Car”), 435 road users were killed in accidents on built-up A roads in which a car was involved.

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

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

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

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

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

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

Table 40. This table shows the number of vehicles involved in fatal, serious, and slight accidents and data for other vehicles that come within the definition of a “car”.

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

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

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

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

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

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

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

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

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

Passenger casualty rates given in the table can be interpreted as the risk a traveller runs of being injured, per billion kilometres travelled. The coverage varies for each mode of travel and the definitions of injuries and

accidents are different. Thus care should be exercised in drawing comparisons between the rates for different modes.

The table provides information on passenger casualties and where possible travel by drivers and other crew in the course of their work has been excluded. Exceptions are for private journeys and those in company owned cars and vans where drivers are included.

Figures for all modes of transport exclude confirmed suicides and deaths through natural causes. Figures for air, rail and water exclude trespassers and rail excludes attempted suicides. Accidents occurring in airports, seaports and railway stations that do not directly involve the mode of transport concerned are also excluded; for example, injuries sustained on escalators or falling over packages on platforms.

The following definitions are used:

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

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

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

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

Bus or coach: Figures for work buses are included.

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

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

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

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

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

Definitions, symbols and conventions

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

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

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

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

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

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

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

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

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

Daylight: All times other than *darkness*.

DfT: Department for Transport

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

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

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

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

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

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

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

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

KSI: Killed or seriously injured.

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

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

Motorways: Motorway and A(M) roads.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Speed limits: Permanent speed limits applicable to the roadway.

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

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

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

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

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

Symbols and conventions used

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

Symbols: The following symbols have been used throughout:

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

.. = not available/applicable.

Conversion factor: 1 kilometre = 0.6214 mile.

CHARTS

Chart 1a - Indices of population, vehicle stock, motor traffic and casualties : 1949 - 2005

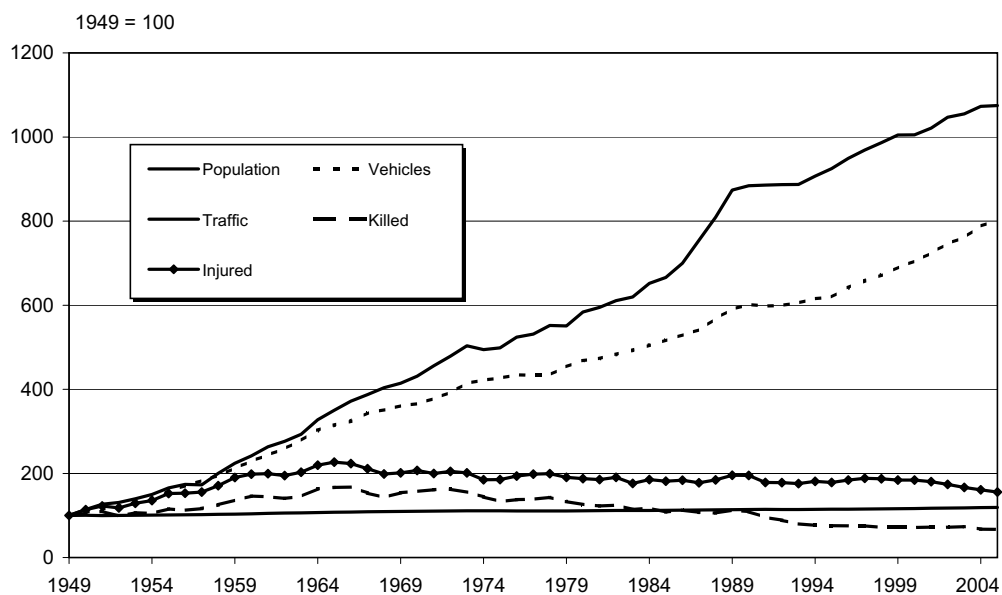
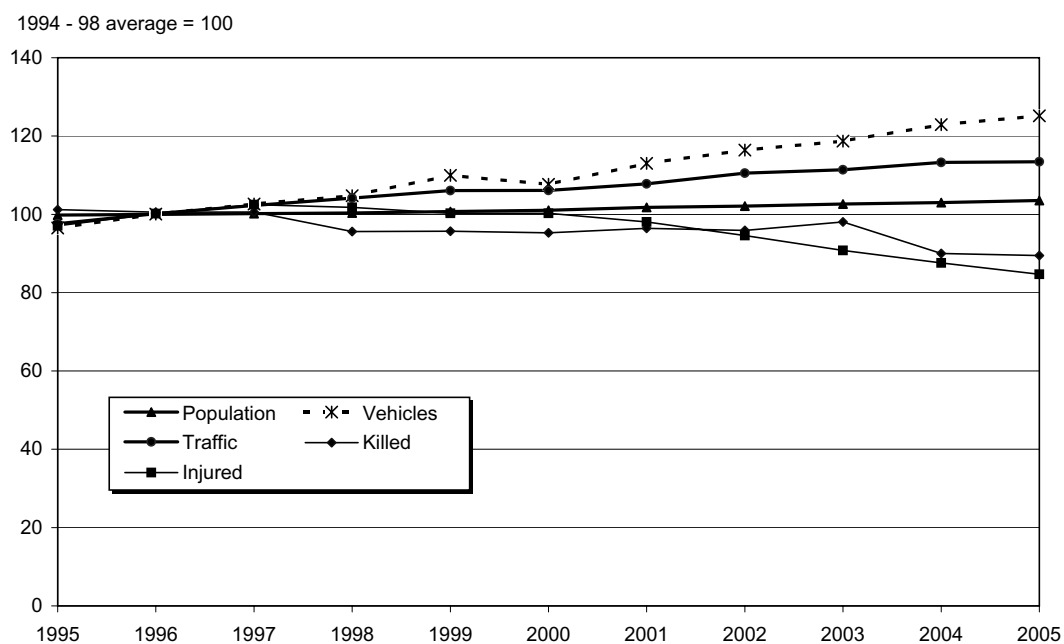
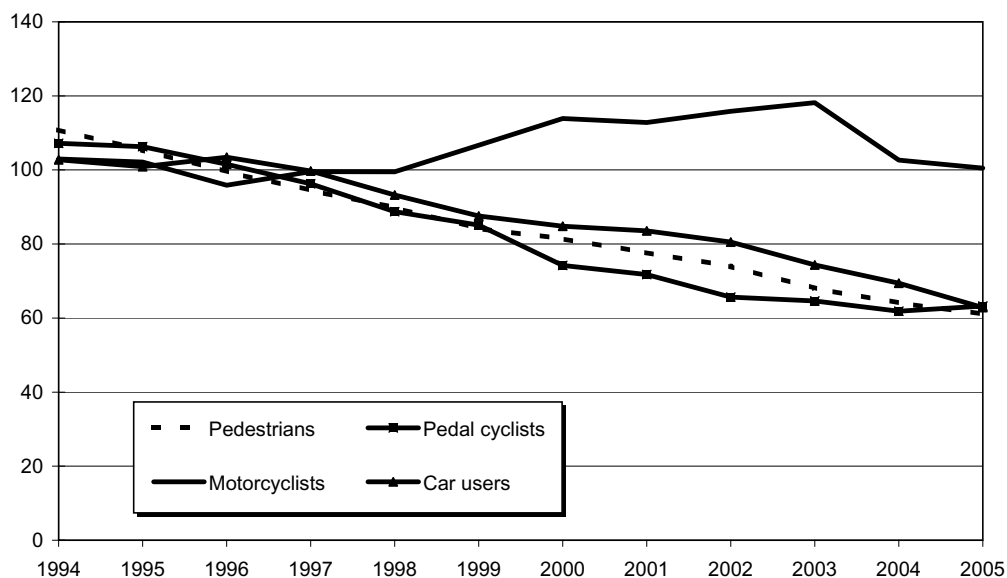


Chart 1b - Indices of population, vehicle stock, motor traffic and casualties :1995 - 2005



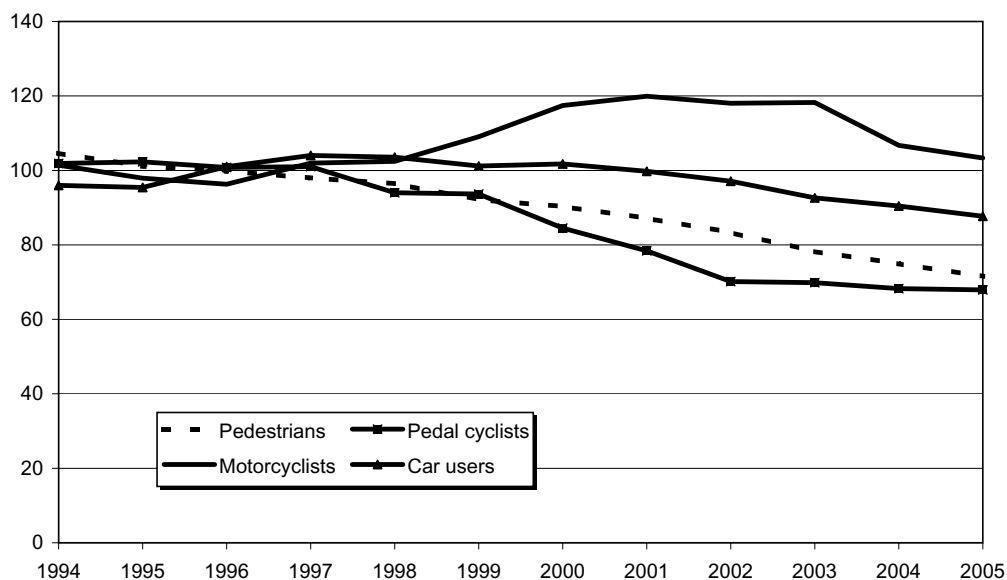
**Chart 2a - Indices of casualties by road user type:
Killed or seriously injured: 1995 - 2005**

1994-98 average = 100



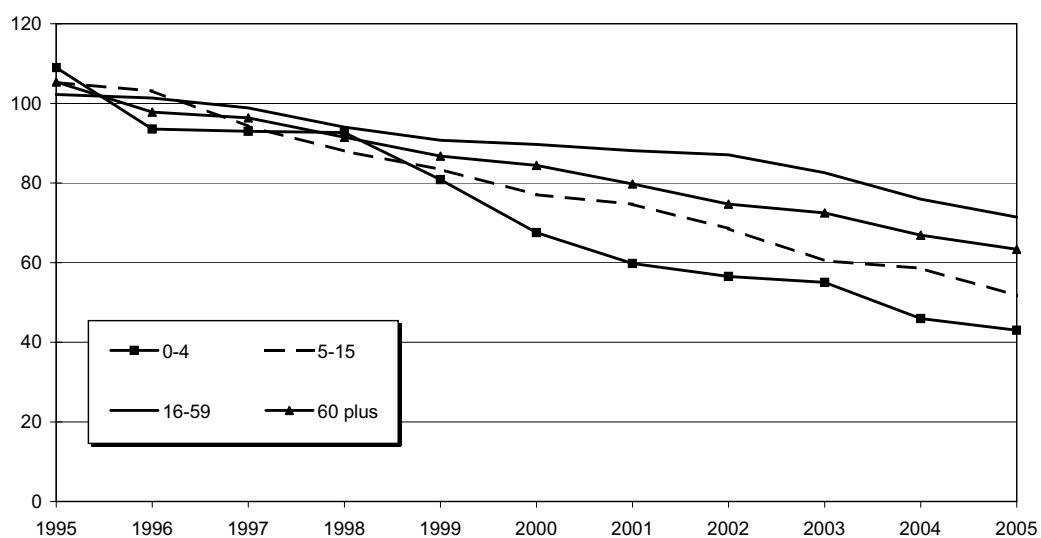
**Chart 2b - Indices of casualties by road user type :
All severities : 1995 - 2005**

1994-98 average = 100



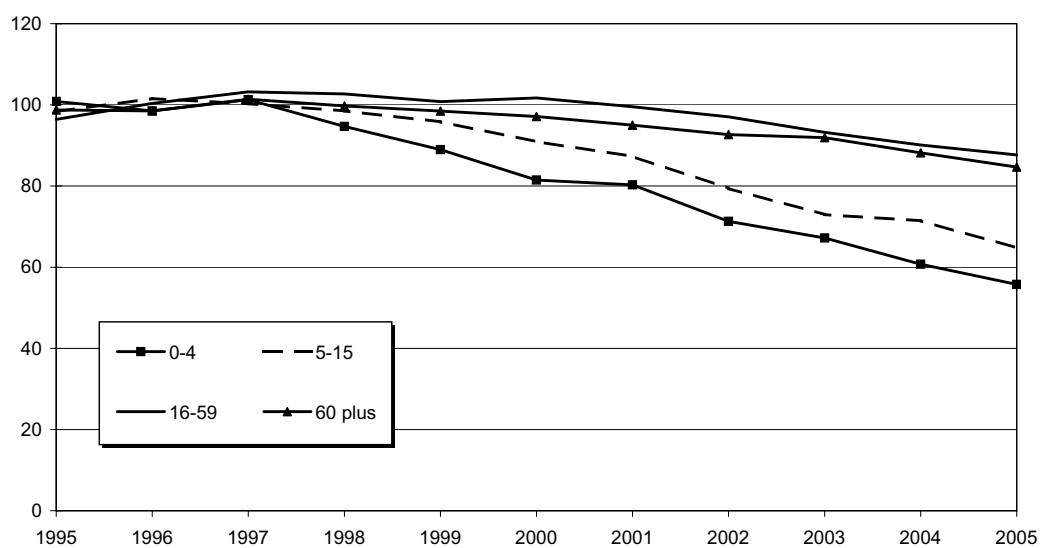
**Chart 3a - Indices of casualties by age band:
killed or seriously injured: 1995 - 2005**

1994-98 average = 100



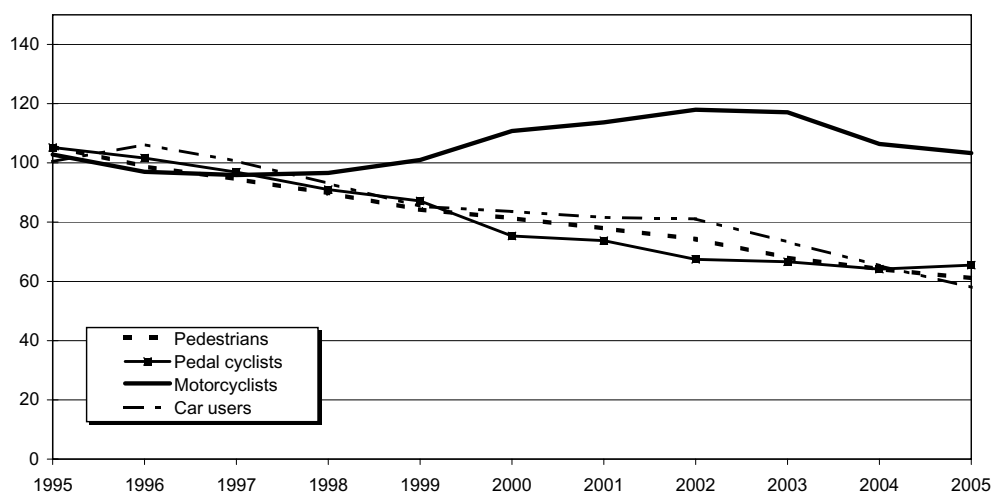
**Chart 3b - Indices of casualties by age band:
All severities: 1995 - 2005**

1994-98 average = 100



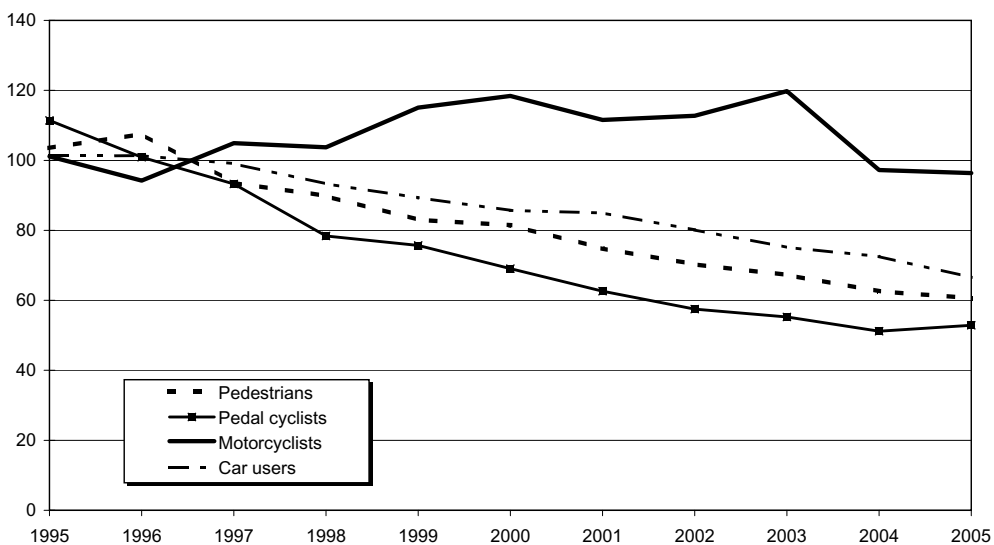
**Chart 4a - Indices of casualties by road user type: Built-up roads:
killed or seriously injured: 1995 - 2005**

1994-98 average = 100



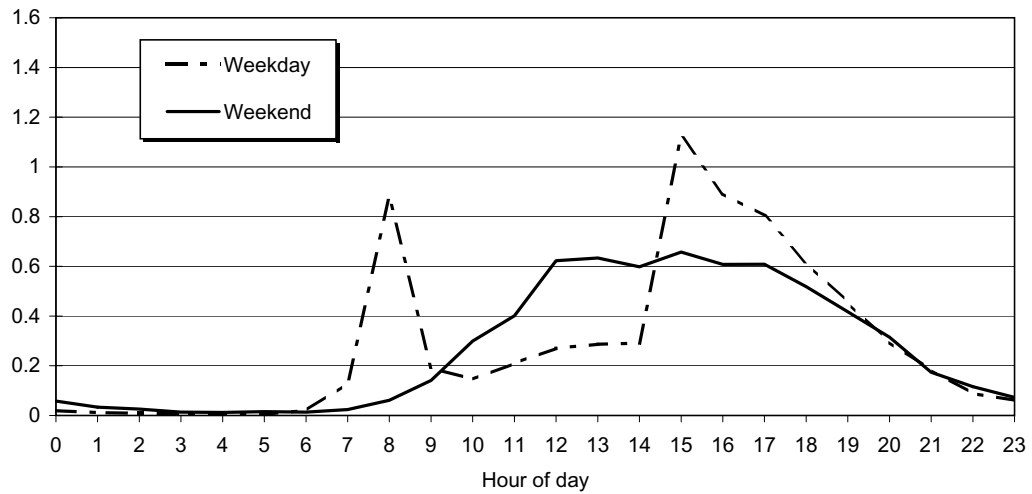
**Chart 4b - Indices of casualties by road user type: Non built-up
roads: killed or seriously injured: 1995 - 2005**

1994-98 average = 100



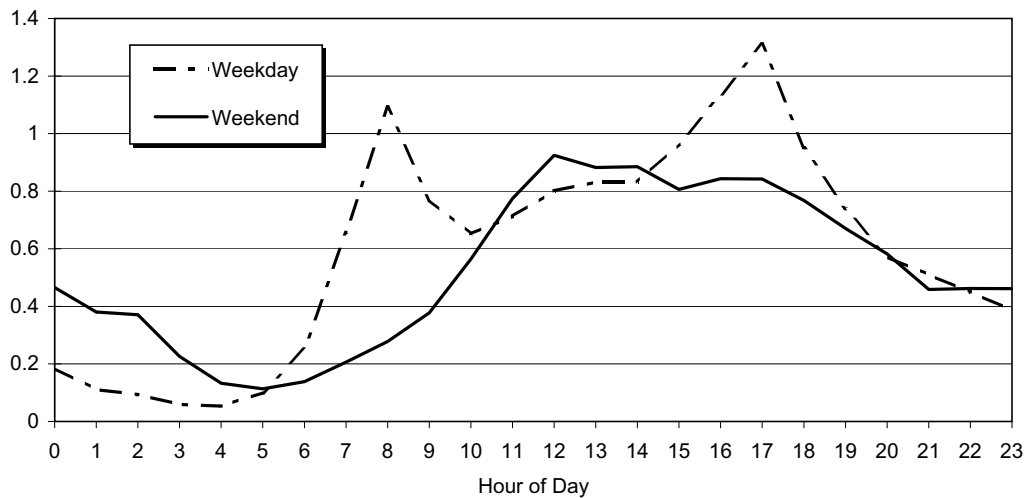
**Chart 5a - Casualty rates by hour of day and day of week:
All Severities : Children (0 -15 years) - 2005**

Average number per hour, per million population



**Chart 5b - Casualty rates by hour of day and day of week:
All Severities : Adults (16 years and over) - 2005**

Average number per hour, per million population



TABLES

1a Vehicle population, traffic¹ and road length: 1995 - 2005

(a) Vehicles currently licensed by taxation class											Thousands
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Motorcycles	594	609	626	684	760	825	882	941	1005	1,060	1075
Of which:											
Over											
not over											
50cc	112	105	96	102	117	141	154	155	159	161	153
50cc - 125cc	170	162	143	143	148	160	172	177	182	189	192
125cc - 500cc	116	119	121	122	124	122	119	127	132	134	131
over 500cc	196	223	265	317	371	403	437	482	531	576	599
Private and light goods											
Private cars	20,505	21,172	21,681	22,115	22,785	23,196	23,899	24,543	24,985	25,754	26,208
Others	2,217	2,267	2,317	2,362	2,427	2,469	2,544	2,622	2,730	2,900	3,019
Public transport vehicles ²	74	77	79	80	84	86	89	92	96	100	103
Goods vehicles ^{3,4}	421	413	414	412	415	418	422	425	426	434	433
Other motor vehicles ^{5,6}	1,558	1,764	1,857	1,885	1,898	1,903	1,912	1,933	1,966	2,011	2,060
All motor vehicles	25,369	26,302	26,974	27,538	28,368	28,898	29,747	30,557	31,207	32,259	32,897

(b) Traffic by vehicle type											100 million vehicle kilometres
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Pedal cycles	41	41	41	40	41	42	42	44	45	42	44
Motorcycles	38	38	40	41	45	46	48	51	56	52	54
Cars and taxis	3,511	3,599	3,658	3,706	3,774	3,768	3,828	3,929	3,930	3,981	3,972
Buses or coaches	49	50	52	52	53	52	52	52	54	52	52
Light Goods Vehicles	445	462	486	509	516	523	536	550	579	608	626
Heavy Goods Vehicles	254	262	269	277	281	282	281	283	285	294	290
Of which:											
2 axles	107	109	110	111	116	117	115	116	117	117	115
3 axles rigid	16	16	16	19	17	17	18	18	18	19	19
4 or more axles rigid	15	15	15	16	15	15	15	15	16	16	17
articulated ⁷	116	122	128	131	134	134	134	135	134	140	139
All motor vehicles	4,297	4,411	4,503	4,585	4,670	4,671	4,744	4,866	4,903	4,986	4,994
All vehicles	4,339	4,452	4,544	4,624	4,710	4,712	4,787	4,910	4,948	5,028	5,038

(c) Traffic by road class											100 million vehicle kilometres
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Motorways	739	783	821	857	878	884	908	926	929	966	970
A roads	2,004	2,052	2,083	2,107	2,134	2,124	2,158	2,193	2,218	2,248	2,238
Other roads ⁸	1,596	1,617	1,640	1,660	1,699	1,705	1,720	1,790	1,801	1,814	1,830
All roads	4,339	4,452	4,544	4,624	4,710	4,712	4,787	4,910	4,948	5,028	5,038

(d) Road length at 1 April by road class											Kilometres
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Motorways ⁹	3,308	3,346	3,419	3,464	3,449	3,467	3,476	3,476	3,476	3,523	3,519
A roads	46,726	46,740	46,777	46,807	46,570	46,608	46,654	46,665	46,633	46,669	46,657
B roads	30,221	30,216	30,212	30,208	30,204	30,200	30,196	30,192	30,188	30,178	30,189
Other roads ¹⁰	306,608	307,276	307,946	308,617	309,290	309,965	310,641	311,319	312,024	307,304	307,643
All roads	386,862	387,579	388,354	389,095	389,513	390,239	390,968	391,653	392,321	387,674	388,008

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

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

3 Includes agricultural vans and lorries.

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

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

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

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

8 B roads, C roads and unclassified surfaced roads.

9 Main line lengths, excluding associated slip roads.

10 C roads and unclassified surfaced roads.

1b Road traffic by vehicle type and road class: 2004 - 2005 and 1994-98 average

100 million vehicle kilometres

<u>2005</u>	<u>Pedal Cycle</u>	<u>Motorcycle</u>	<u>Car / Taxi</u>	<u>Bus / Coach</u>	<u>LGV</u>	<u>HGV</u>	<u>All Motor vehicles</u>	<u>All Vehicles</u>
Motorway	...	4.0	728	5.0	113	120	970	970
Rural A Roads	1.0	12	1,121	9.0	169	102	1,413	1,414
Urban A Roads	5.0	10	674	12	92	30	817	822
All A Roads	6.0	22	1,795	21	261	132	2,230	2,236
All Major roads	7.0	26	2,523	25	374	253	3,201	3,208
Minor roads	37	28	1,449	27	252	38	1,793	1,830
All Roads	44	54	3,972	52	626	290	4,994	5,038
<u>2004</u>	<u>Pedal Cycle</u>	<u>Motorcycle</u>	<u>Car / Taxi</u>	<u>Bus / Coach</u>	<u>LGV</u>	<u>HGV</u>	<u>All Motor vehicles</u>	<u>All Vehicles</u>
Motorway	...	3.9	726	4.6	110	122	966	966
Rural A Roads	1.3	13	1,123	9	165	103	1,413	1,414
Urban A Roads	5.6	10	686	12	90	31	828	834
All A Roads	6.9	23	1,808	20	255	134	2,241	2,248
All Major roads	6.9	27	2,534	25	365	256	3,207	3,214
Minor roads	32	25	1,447	27	243	37	1,779	1,811
All Roads	39	52	3,981	52	608	294	4,986	5,025
<u>1994 - 98 Average</u>	<u>Pedal Cycle</u>	<u>Motorcycle</u>	<u>Car / Taxi</u>	<u>Bus / Coach</u>	<u>LGV</u>	<u>HGV</u>	<u>All Motor vehicles</u>	<u>All Vehicles</u>
Motorway	...	3.2	590	5.4	81	102	781	781
Rural A Roads	2.0	9.4	985	8.6	131	95	1,230	1,232
Urban A Roads	5.8	8.8	671	13	79	32	803	809
All A Roads	7.8	18	1,656	21	211	127	2,033	2,041
All Major roads	7.8	21	2,246	27	291	229	2,815	2,822
Minor roads	33	17	1,339	23	175	33	1,588	1,621
All Roads	41	39	3,585	50	467	262	4,402	4,443

2 Population, vehicle population, index of vehicle mileage, accidents and casualties: by road user type and severity: 1930 - 2005 ^{1 2}

Year	Population (millions)	Road motor vehicles with current licences		Index of vehicle traffic ² 1949=100			Casualties from road accidents					Injured (^{000s})	All severities (^{000s})
		All	Motorcycles	Motor	All	Accidents	Killed				All		
		(m'lms)	(^{000s})	traffic	traffic	(^{000s})	Pedest- rians	Pedal ⁴ cyclists	Motorcycles users ⁴	Others ³			
1930	44.6	2.3	712	..	..	157	3,722	887	1,832	864	7,305	178	185
1935	45.6	2.6	492	..	..	196	3,073	1,400	1,277	752	6,502	222	228
1940	46.9	2.3	278	..	..	..	4,724	1,363	1,270	1,252	8,609	..	..
1945	47.8	2.6	309	..	..	..	2,602	918	553	1,183	5,256	133	138
1950	49.2	4.4	729	114	104	167	2,251	805	1,129	827	5,012	196	201
1955	49.6	6.5	1,221	166	136	217	2,287	708	1,362	1,169	5,526	262	268
1960	51.0	9.4	1,796	242	177	272	2,708	679	1,743	1,840	6,970	341	348
1965	52.9	12.9	1,612	350	242	299	3,105	543	1,244	3,060	7,952	390	398
1970	54.1	15.0	1,048	431	292	267	2,925	373	761	3,440	7,499	356	363
1975	54.7	17.5	1,161	499	337	246	2,344	278	838	2,906	6,366	319	325
1980	54.8	19.2	1,372	584	394	252	1,941	302	1,163	2,604	5,953	323	329
1981	54.8	19.4	1,371	595	402	248	1,874	310	1,131	2,531	5,846	319	325
1982	54.8	19.8	1,370	611	414	256	1,869	294	1,090	2,681	5,937	328	334
1983	54.8	20.2	1,290	620	420	243	1,914	323	963	2,245	5,445	303	309
1984	55.0	20.8	1,225	652	441	253	1,868	345	967	2,419	5,599	319	324
1985	55.1	21.2	1,148	666	450	246	1,789	286	796	2,294	5,165	312	318
1986	55.3	21.7	1,065	700	472	248	1,841	271	762	2,508	5,385	316	321
1987	55.4	22.2	978	754	508	239	1,703	280	723	2,419	5,125	306	311
1988	55.6	23.3	912	809	544	247	1,753	227	670	2,402	5,052	317	322
1989	55.8	24.2	875	874	588	261	1,706	294	683	2,690	5,373	336	342
1990	56.0	24.7	833	884	594	258	1,694	256	659	2,608	5,217	336	341
1991 ⁶	56.2	24.5	750	886	595	236	1,496	242	548	2,282	4,568	307	311
1992	55.9	24.9	688	883	592	233	1,347	204	469	2,209	4,229	307	311
1993	56.0	24.8	650	887	594	229	1,241	186	427	1,960	3,814	302	306
1994	56.2	25.2	630	907	607	234	1,124	172	444	1,910	3,650	312	315
1995	56.3	25.4	594	925	619	231	1,038	213	445	1,925	3,621	307	311
1996	56.4	26.3	609	949	635	236	997	203	440	1,958	3,598	317	321
1997	56.5	27.0	626	969	648	240	973	183	509	1,934	3,599	324	328
1998	56.6	27.5	678	987	660	239	906	158	498	1,859	3,421	322	325
1999	56.8	28.3	760	1,005	672	235	870	172	547	1,834	3,423	317	320
2000	57.0	28.9	825	1,005	672	234	857	127	605	1,820	3,409	317	320
2001	57.4	29.7	882	1,021	683	229	826	138	583	1,903	3,450	310	313
2002	57.6	30.6	941	1,047	700	222	775	130	609	1,917	3,431	299	303
2003	57.9	31.2	1,005	1,055	706	214	774	114	693	1,927	3,508	287	291
2004	58.1	32.3	1,060	1,073	717	207	671	134	585	1,831	3,221	278	281
2005	58.4	32.8	1,075	1,075	719	199	671	148	569	1,813	3,201	268	271

1. Road Accident and Casualty data was first collect on a national level in 1926. That year there were 4,886 recorded deaths in some 124,000 accidents.

2. The highest record road death figure was 9,196 in 1941, the highest post WW2 fatality figure was 7,985 in 1966.

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

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

5. Includes cases where road user type was not reported.

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

3 Accidents and accident rates: by road class and severity: 1994 - 98 average, 1998 - 2005

	Number/rate per 100 million vehicle kilometres								
	1994-98 average	1998	1999	2000	2001	2002	2003	2004	2005
Urban roads: ^{1,5}									
A roads									
Fatal	686	601	587	611	628	636	639	533	506
Fatal and serious	10,595	9,827	9,123	9,255	8,879	8,543	7,941	7,237	6,568
All severities	71,114	70,779	69,062	70,094	68,163	65,098	62,432	58,665	54,789
Rate	88	86	84	85	83	79	76	70	67
Other roads ²									
Fatal	596	562	588	554	573	491	532	518	517
Fatal and serious	12,871	11,828	11,222	10,809	10,594	10,307	9,686	8,991	8,785
All severities	85,778	86,388	85,129	84,353	82,127	79,361	75,907	73,327	72,317
Rate	84	82	79	78	75	70	66	64	63
All urban roads: ³									
Fatal	1,283	1,163	1,175	1,165	1,201	1,127	1,171	1,051	1,023
Fatal and serious	23,466	21,655	20,345	20,064	19,473	18,850	17,627	16,228	15,353
All severities	156,892	157,167	154,191	154,447	150,290	144,459	138,339	131,992	127,106
Rate	86	84	81	81	78	74	70	67	64
Rural roads: ^{1,5}									
A roads									
Fatal	1,204	1,184	1,169	1,157	1,177	1,182	1,207	1,134	1,106
Fatal and serious	8,755	8,332	8,128	7,837	7,799	7,593	7,370	6,811	6,488
All severities	38,120	38,802	37,706	36,922	36,880	37,041	35,890	35,699	33,771
Rate	31	30	29	28	28	27	26	25	24
Other roads ²									
Fatal	620	626	578	602	585	636	683	642	608
Fatal and serious	7,036	6,548	6,444	6,303	6,070	5,982	5,961	5,625	5,081
All severities	32,605	33,569	32,504	31,709	31,511	30,767	30,795	30,487	29,152
Rate	55	55	52	51	51	47	47	46	43
All rural roads: ³									
Fatal	1,825	1,810	1,747	1,759	1,762	1,818	1,890	1,776	1,714
Fatal and serious	15,791	14,880	14,572	14,140	13,869	13,575	13,331	12,436	11,569
All severities	70,725	72,371	70,210	68,631	68,391	67,808	66,685	66,186	62,923
Rate	39	38	36	36	35	34	33	32	30
All roads: ³									
Motorways									
Fatal	152	157	176	161	180	175	184	149	176
Fatal and serious	1,145	1,148	1,218	1,190	1,235	1,162	1,166	1,047	1,007
All severities	7,989	8,861	9,118	9,394	9,128	8,942	8,746	9,072	8,619
Rate	10	10	10	11	10	10	9	9	9
A roads									
Fatal	1,893	1,788	1,782	1,782	1,826	1,821	1,847	1,669	1,612
Fatal and serious	19,393	18,201	17,388	17,204	16,761	16,168	15,328	14,055	13,063
All severities	109,435	109,807	107,474	107,544	105,548	102,378	98,436	94,429	88,599
Rate	54	52	50	51	49	47	44	42	40
Other roads ²									
Fatal	1,220	1,192	1,180	1,165	1,170	1,128	1,216	1,160	1,125
Fatal and serious	19,944	18,421	17,799	17,213	16,768	16,315	15,666	14,624	13,872
All severities	118,616	120,255	118,456	116,791	114,338	110,431	106,848	103,909	101,517
Rate	73	72	70	69	66	62	59	57	55
Total: ³									
Fatal	3,264	3,137	3,138	3,108	3,176	3,124	3,247	2,978	2,913
Fatal and serious	40,481	37,770	36,405	35,607	34,764	33,645	32,160	29,726	27,942
All severities	236,040	238,923	235,048	233,729	229,014	221,751	214,030	207,410	198,735
Rate ⁴	53	52	50	50	48	45	43	41	39

1 Excludes motorways.

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

3 Includes cases where road class was not reported.

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

See "Notes" for more details.

5 See urban and rural definitions.

4 Accidents: by road class, speed limit and severity: 1994 - 98 average, 1998 - 2005

	Number								
	1994-98 average	1998	1999	2000	2001	2002	2003	2004	2005
Motorways									
Fatal	152	157	176	161	180	175	184	149	176
Fatal and serious	1,145	1,148	1,218	1,190	1,235	1,162	1,166	1,047	1,007
All severities	7,989	8,861	9,118	9,394	9,128	8,942	8,746	9,072	8,619
A roads									
20 mph									
Fatal	0.2	0.0	0.0	0.0	1.0	0.0	0.0	0.0	2.0
Fatal and serious	5.8	6.0	4.0	11	14	11	9	17	20
All severities	34	39	44	58	86	99	92	147	131
30 mph									
Fatal	505	436	453	449	447	477	466	386	389
Fatal and serious	8,948	8,233	7,743	7,759	7,478	7,203	6,804	6,102	5,648
All severities	61,551	60,992	60,114	59,921	58,637	55,981	54,050	50,747	47,838
40 mph									
Fatal	208	193	186	197	210	189	199	190	155
Fatal and serious	2,276	2,227	2,040	2,019	1,955	2,012	1,824	1,684	1,494
All severities	13,516	13,794	13,248	14,138	13,569	13,455	12,756	12,231	10,868
50 mph									
Fatal	55	60	79	75	84	94	109	106	96
Fatal and serious	479	517	513	575	639	642	670	647	655
All severities	2,630	2,970	3,085	3,427	3,768	3,852	3,994	4,057	4,083
60 mph									
Fatal	870	841	837	824	842	829	817	762	749
Fatal and serious	6,033	5,759	5,568	5,394	5,193	4,983	4,684	4,316	3,992
All severities	23,644	23,814	22,687	21,964	21,356	20,863	19,773	19,415	18,485
70 mph									
Fatal	254	258	227	237	242	232	256	225	221
Fatal and serious	1,651	1,459	1,520	1,446	1,482	1,317	1,337	1,289	1,254
All severities	8,060	8,198	8,296	8,036	8,132	8,128	7,771	7,832	7,194
Other roads ¹									
20 mph									
Fatal	2.0	3.0	1.0	3.0	4.0	3.0	4.0	4.0	6.0
Fatal and serious	37	41	40	47	74	78	86	87	113
All severities	202	249	289	359	458	569	636	724	846
30 mph									
Fatal	645	635	622	603	620	566	585	555	553
Fatal and serious	14,027	12,854	12,326	11,790	11,657	11,347	10,727	9,910	9,637
All severities	92,696	93,394	92,475	91,082	88,976	85,874	82,777	79,439	77,674
40 mph									
Fatal	74	71	79	81	73	70	66	103	84
Fatal and serious	919	887	858	887	858	859	738	809	671
All severities	4,881	5,201	5,188	5,392	5,322	5,258	4,684	5,089	4,809
50 mph									
Fatal	6	8	10	11	11	10	26	18	16
Fatal and serious	76	85	76	104	100	113	130	111	91
All severities	436	494	505	541	641	584	657	658	679
60 mph									
Fatal	486	473	466	464	460	475	532	477	462
Fatal and serious	4,834	4,513	4,464	4,337	4,046	3,890	3,967	3,680	3,336
All severities	20,091	20,624	19,768	19,106	18,679	17,906	17,892	17,805	17,279
70 mph									
Fatal	5.6	2.0	2.0	3.0	2.0	4.0	3.0	3.0	4.0
Fatal and serious	50	41	35	48	33	28	18	27	24
All severities	306	293	231	311	262	240	202	194	230

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

5a Male casualties: by built-up, non-built-up roads, road class and severity: 1994 – 98 avg ¹, 1998 – 2005

	Number of casualties								
	1994-98 average ¹	1998	1999	2000	2001	2002	2003	2004	2005
Built-up roads: ²									
A roads									
Killed	511	443	481	502	515	504	505	452	415
KSI ³	7,985	7,392	7,091	7,144	7,072	7,010	6,569	5,868	5,504
All severities	54,577	54,650	54,257	55,881	54,609	52,933	50,785	47,471	44,816
B roads									
Killed	139	143	135	153	140	139	136	147	135
KSI	2,392	2,182	2,049	2,244	2,072	2,132	1,967	1,938	1,715
All severities	15,251	15,288	15,100	15,906	15,536	14,995	14,504	14,142	13,455
Other roads									
Killed	367	350	379	357	386	354	354	363	342
KSI	8,110	7,475	7,266	7,034	7,228	7,053	6,705	6,253	5,992
All severities	54,300	55,135	54,911	54,653	54,237	52,660	50,234	48,340	47,840
All built-up roads ⁴									
Killed	1,018	936	995	1,012	1,041	997	995	962	892
KSI	18,487	17,049	16,406	16,422	16,372	16,195	15,241	14,059	13,211
All severities	124,128	125,073	124,268	126,440	124,382	120,588	115,523	109,953	106,111
Non-built-up roads: ²									
A roads									
Killed	992	958	943	972	993	975	1,005	918	942
KSI	7,275	6,921	6,805	6,760	6,562	6,411	6,089	5,615	5,299
All severities	31,393	31,960	31,065	30,613	30,538	29,961	28,694	28,471	27,483
B roads									
Killed	192	187	182	189	225	205	242	206	203
KSI	1,881	1,818	1,663	1,785	1,655	1,619	1,680	1,475	1,345
All severities	7,675	7,793	7,497	7,371	7,142	7,121	7,109	6,913	6,578
Other roads									
Killed	215	210	216	216	196	202	218	214	216
KSI	2,392	2,189	2,186	2,139	2,007	1,925	1,946	1,791	1,675
All severities	11,357	11,418	11,085	10,805	10,621	9,865	10,142	9,658	9,715
All non-built-up roads ⁴									
Killed	1,398	1,355	1,341	1,377	1,414	1,382	1,465	1,338	1,361
KSI	11,547	10,928	10,654	10,684	10,224	9,955	9,715	8,881	8,319
All severities	50,425	51,171	49,647	48,789	48,301	46,947	45,945	45,042	43,776
All speed limits: ⁵									
Motorways									
Killed	129	143	159	144	159	178	167	133	163
KSI	1,009	973	1,063	1,073	1,095	1,063	1,004	921	912
All severities	7,349	8,033	8,477	9,030	8,484	8,171	8,024	8,178	7,910
A roads									
Killed	1,503	1,401	1,424	1,474	1,508	1,479	1,510	1,370	1,357
KSI	15,260	14,313	13,896	13,904	13,634	13,421	12,658	11,483	10,803
All severities	85,971	86,610	85,322	86,494	85,147	82,894	79,479	75,942	72,299
B roads									
Killed	331	330	317	342	365	344	378	353	338
KSI	4,273	4,000	3,712	4,029	3,727	3,751	3,647	3,413	3,060
All severities	22,926	23,081	22,597	23,277	22,678	22,116	21,613	21,055	20,033
Other roads									
Killed	583	560	595	573	582	556	572	577	558
KSI	10,503	9,664	9,452	9,173	9,235	8,978	8,651	8,044	7,667
All severities	65,661	66,553	65,996	65,458	64,858	62,525	60,376	57,998	57,555
Total: ⁵									
Killed	2,547	2,434	2,495	2,533	2,614	2,557	2,627	2,433	2,416
KSI	31,045	28,950	28,123	28,179	27,691	27,213	25,960	23,861	22,442
All severities	181,906	184,277	182,392	184,259	181,167	175,706	169,492	163,173	157,797

1 Figures have been rounded to the nearest whole number.

2 Excludes motorways.

3 Killed or Seriously injured.

4 Includes cases where road class was not reported.

5 Includes cases where speed limit was not reported.

5b Female casualties: by built-up, non-built-up roads, road class and severity: 1994 – 98 avg¹, 1998 – 2005

	Number of casualties								
	1994-98 average ¹	1998	1999	2000	2001	2002	2003	2004	2005
Built-up roads: ²									
A roads									
Killed	237	209	183	197	170	202	198	152	165
KSI ³	4,550	4,239	3,736	3,657	3,357	3,282	3,004	2,701	2,381
All severities	43,086	43,397	41,726	42,151	40,720	38,936	37,233	35,121	32,922
B roads									
Killed	72	63	60	63	55	47	58	53	48
KSI	1,376	1,181	1,188	1,021	996	982	939	850	765
All severities	12,419	12,582	12,182	12,290	11,951	11,438	11,006	10,590	10,206
Other roads									
Killed	173	184	159	142	140	122	127	134	150
KSI	4,473	4,134	3,860	3,548	3,395	3,222	2,930	2,709	2,707
All severities	40,645	41,883	41,449	40,671	38,711	37,762	35,647	34,595	34,242
All built-up roads: ⁴									
Killed	483	456	402	402	365	371	383	339	363
KSI	10,399	9,554	8,784	8,226	7,748	7,486	6,873	6,260	5,853
All severities	96,150	97,862	95,357	95,112	91,382	88,136	83,886	80,306	77,370
Non-built-up roads: ²									
A roads									
Killed	365	364	362	315	322	322	316	302	275
KSI	3,723	3,451	3,271	2,960	2,990	2,674	2,481	2,413	2,259
All severities	23,475	23,740	23,231	22,156	22,216	21,079	20,098	20,077	19,022
B roads									
Killed	72	61	68	58	56	67	70	59	56
KSI	913	802	833	736	681	699	665	633	544
All severities	5,168	5,228	5,133	4,927	4,720	4,652	4,583	4,507	4,271
Other roads									
Killed	66	75	51	56	43	66	62	57	50
KSI	1,064	994	999	936	887	852	784	797	697
All severities	7,575	7,898	7,622	7,228	7,065	6,645	6,430	6,555	6,557
All non-built-up roads: ⁴									
Killed	502	500	481	429	421	455	448	418	381
KSI	5,699	5,247	5,103	4,632	4,558	4,225	3,930	3,843	3,500
All severities	36,218	36,866	35,986	34,311	34,001	32,376	31,111	31,139	29,850
All speed limits: ⁵									
Motorways									
Killed	44	31	43	45	44	44	50	31	41
KSI	505	501	524	517	510	438	447	379	355
All severities	5,529	6,091	6,384	6,380	6,248	6,071	6,004	6,128	5,867
A roads									
Killed	602	573	545	512	492	524	514	454	440
KSI	8,272	7,690	7,007	6,617	6,347	5,956	5,485	5,114	4,640
All severities	66,562	67,137	64,957	64,307	62,936	60,015	57,331	55,198	51,944
B roads									
Killed	145	124	128	121	111	114	128	112	104
KSI	2,289	1,983	2,021	1,757	1,677	1,681	1,604	1,483	1,309
All severities	17,587	17,810	17,315	17,217	16,671	16,090	15,589	15,097	14,477
Other roads									
Killed	239	259	210	198	183	188	189	191	200
KSI	5,537	5,128	4,859	4,484	4,282	4,074	3,714	3,506	3,404
All severities	48,222	49,781	49,071	47,899	45,776	44,407	42,077	41,150	40,799
Total: ⁵									
Killed	1,030	987	926	876	830	870	881	788	785
KSI	16,603	15,302	14,411	13,375	12,816	12,149	11,250	10,482	9,708
All severities	137,900	140,819	137,727	135,803	131,631	126,583	121,001	117,573	113,087
	181,906	184,277	182,392	184,259	181,167	175,706	169,492	163,173	157,797

1 Figures have been rounded to the nearest whole number.

2 Excludes motorways.

3 Killed or seriously injured.

4 Includes cases where road class was not reported.

5 Includes cases where speed limit was not reported.

5c All casualties: by built-up, non-built-up roads, road class and severity: 1994 – 98 avg¹, 1998 – 2005

	Number of casualties								
	1994-98 average ¹	1998	1999	2000	2001	2002	2003	2004	2005
Built-up roads: ²									
A roads									
Killed	748	652	665	699	687	707	703	604	580
KSI ³	12,535	11,631	10,830	10,802	10,447	10,304	9,573	8,571	7,886
All severities	97,700	98,084	96,036	98,069	95,461	91,963	88,052	82,608	77,765
B roads									
Killed	211	206	195	216	196	186	194	200	183
KSI	3,769	3,363	3,237	3,267	3,071	3,117	2,906	2,789	2,480
All severities	27,679	27,881	27,297	28,213	27,523	26,465	25,517	24,743	23,673
Other roads									
Killed	541	534	538	499	526	476	481	497	492
KSI	12,584	11,610	11,128	10,588	10,638	10,285	9,639	8,962	8,700
All severities	94,984	97,060	96,426	95,449	93,129	90,507	85,930	82,967	82,139
All built-up roads: ⁴									
Killed	1,501	1,392	1,398	1,414	1,409	1,369	1,378	1,301	1,255
KSI	28,888	26,604	25,195	24,657	24,156	23,706	22,118	20,322	19,066
All severities	220,363	223,025	219,759	221,731	216,113	208,935	199,499	190,318	183,577
Non-built-up roads: ²									
A roads									
Killed	1,357	1,322	1,306	1,287	1,318	1,298	1,321	1,220	1,217
KSI	10,999	10,373	10,081	9,720	9,563	9,093	8,570	8,029	7,561
All severities	54,882	55,710	54,331	52,791	52,832	51,097	48,804	48,567	46,526
B roads									
Killed	264	248	250	247	281	272	312	265	259
KSI	2,794	2,620	2,497	2,521	2,337	2,322	2,346	2,109	1,889
All severities	12,846	13,028	12,636	12,299	11,878	11,781	11,697	11,424	10,853
Other roads									
Killed	280	285	267	272	239	268	280	271	266
KSI	3,456	3,183	3,185	3,076	2,897	2,779	2,730	2,590	2,372
All severities	18,937	19,320	18,720	18,044	17,725	16,522	16,578	16,223	16,279
All non-built-up roads: ⁴									
Killed	1,901	1,855	1,823	1,806	1,838	1,838	1,913	1,756	1,742
KSI	17,250	16,176	15,763	15,317	14,797	14,194	13,646	12,728	11,822
All severities	86,666	88,058	85,687	83,134	82,435	79,400	77,079	76,214	73,658
All speed limits: ⁵									
Motorways									
Killed	173	174	202	189	203	224	217	164	204
KSI	1,516	1,475	1,587	1,590	1,607	1,507	1,451	1,301	1,267
All severities	12,891	14,129	14,864	15,418	14,761	14,270	14,029	14,308	13,782
A roads									
Killed	2,106	1,974	1,971	1,986	2,005	2,005	2,024	1,824	1,797
KSI	23,535	22,004	20,911	20,522	20,010	19,397	18,143	16,600	15,447
All severities	152,584	153,794	150,367	150,860	148,293	143,060	136,856	131,175	124,291
B roads									
Killed	476	454	445	463	477	458	506	465	442
KSI	6,563	5,983	5,734	5,788	5,408	5,439	5,252	4,898	4,369
All severities	40,526	40,909	39,933	40,512	39,401	38,246	37,214	36,167	34,526
Other roads									
Killed	823	819	805	771	765	744	761	768	758
KSI	16,042	14,793	14,313	13,664	13,535	13,064	12,369	11,552	11,072
All severities	113,927	116,380	115,146	113,493	110,854	107,029	102,508	99,190	98,418
Total: ⁵									
Killed	3,578	3,421	3,423	3,409	3,450	3,431	3,508	3,221	3,201
KSI	47,656	44,255	42,545	41,564	40,560	39,407	37,215	34,351	32,155
All severities	319,928	325,212	320,310	320,283	313,309	302,605	290,607	280,840	271,017
	181,906	184,277	182,392	184,259	181,167	175,706	169,492	163,173	157,797

1 Figures have been rounded to the nearest whole number.

2 Excludes motorways.

3 Killed or seriously injured.

4 Includes cases where road class was not reported.

5 Includes cases where speed limit was not reported.

6a Male casualties: by road user type and severity: 1994 – 98 average, 1998 – 2005

	Number of casualties								
	1994-98 average ¹	1998	1999	2000	2001	2002	2003	2004	2005
Pedestrians:									
Killed	631	562	579	559	565	500	505	450	421
KSI ²	7,063	6,403	5,970	5,784	5,682	5,400	4,971	4,658	4,310
All severities	27,163	26,205	24,929	24,604	23,745	22,873	21,472	20,312	19,338
Pedal cyclists:									
Killed	154	125	148	104	120	109	89	107	131
KSI	3,019	2,667	2,583	2,250	2,182	2,009	2,005	1,923	1,942
All severities	19,437	18,216	18,235	16,318	15,342	13,750	13,672	13,406	13,300
Motorcycle									
Riders:									
Killed	422	453	502	557	537	557	642	544	537
KSI	5,590	5,657	6,074	6,496	6,474	6,618	6,775	5,889	5,822
All severities	20,341	21,106	22,598	24,388	24,773	24,401	24,523	22,214	21,574
Passengers:									
Killed	15	9	6	12	13	16	8	15	13
KSI	202	162	182	209	177	217	184	179	178
All severities	704	615	665	682	705	729	739	599	591
Car									
Drivers:									
Killed	873	863	831	863	909	907	898	855	873
KSI	9,518	8,894	8,441	8,572	8,356	8,222	7,591	7,035	6,529
All severities	71,669	74,760	73,247	75,045	74,457	72,969	69,868	68,814	67,442
Passengers:									
Killed	323	281	304	302	335	314	347	319	321
KSI	3,807	3,411	3,233	3,221	3,251	3,183	3,017	2,853	2,490
All severities	28,957	29,155	28,682	28,774	28,063	27,472	26,215	25,040	23,830
Bus or coach									
Drivers:									
Killed	1.2	1.0	0.0	1.0	4.0	2.0	1.0	3.0	0.0
KSI	66	63	59	48	51	48	39	37	25
All severities	743	836	832	962	908	804	798	746	737
Passengers ³									
Killed	7.4	8.0	5.0	9.0	5.0	10.0	7.0	10.0	5.0
KSI	194	178	141	143	147	150	128	135	111
All severities	2,500	2,587	2,642	2,524	2,635	2,375	2,342	2,398	2,109
Light goods vehicle									
Drivers:									
Killed	46	45	41	50	43	51	47	47	45
KSI	682	640	570	575	574	548	546	470	410
All severities	4,912	5,205	4,744	4,888.0	4,933	4,845	4,787	4,386	4,260
Passengers:									
Killed	13	18	19	10	16	13	17	14	6
KSI	200	191	178	153	159	150	148	113	122
All severities	1,374	1,368	1,322	1,252	1,433	1,273	1,260	1,131	1,097
Heavy goods vehicle									
Drivers:									
Killed	46	51	44	42	47	51	42	40	47
KSI	492	478	462	476	429	430	361	354	341
All severities	2,808	2,887	2,926	2,981	2,792	2,597	2,546	2,410	2,395
Passengers:									
Killed	5.4	8.0	4.0	9.0	6.0	10.0	2.0	5.0	5.0
KSI	67	65	59	76	59	67	51	37	32
All severities	380	384	394	444	426	379	350	326	287
All road users: ⁴									
Killed	2,547	2,434	2,495	2,533	2,614	2,557	2,627	2,433	2,416
KSI	31,045	28,950	28,123	28,179	27,691	27,213	25,960	23,861	22,442
All severities	181,906	184,277	182,392	184,259	181,167	175,706	169,492	163,173	157,797

1 Figures have been rounded to the nearest whole number.

2 Killed or Seriously injured.

3 Includes boarding and alighting.

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

6b Female casualties: by road user type and severity: 1994 – 98 average, 1998 – 2005

	Number of casualties								
	1994-98 average ¹	1998	1999	2000	2001	2002	2003	2004	2005
Pedestrians:									
Killed	376	344	290	298	261	275	269	221	250
KSI ²	4,605	4,078	3,853	3,714	3,368	3,224	2,961	2,818	2,818
All severities	19,348	18,646	17,914	17,378	16,739	15,847	14,905	14,555	13,913
Pedal cyclists:									
Killed	32	33	24	23	18	21	25	27	17
KSI	713	645	593	518	495	439	405	385	416
All severities	4,930	4,682	4,577	4,275	3,740	3,345	3,350	3,238	3,248
Motorcycle									
Riders:									
Killed	12	13	23	16	17	21	23	13	12
KSI	398	348	368	388	405	403	430	365	320
All severities	1,906	1,876	1,910	2,117	2,333	2,205	2,203	1,979	1,904
Passengers:									
Killed	18	23	16	20	15	13	20	13	7
KSI	285	275	283	280	243	252	263	213	188
All severities	1,067	1,011	1,010	1,016	965	993	938	840	749
Car									
Drivers:									
Killed	255	271	251	224	253	238	271	251	236
KSI	5,114	4,945	4,549	4,122	4,189	3,796	3,448	3,366	2,968
All severities	56,267	60,008	58,776	58,853	57,729	55,977	53,898	53,207	52,098
Passengers:									
Killed	312	281	301	276	247	286	253	246	245
KSI	4,812	4,423	4,140	3,797	3,598	3,504	3,232	2,887	2,628
All severities	46,347	46,503	44,956	44,027	42,232	40,835	38,315	36,746	34,857
Bus or coach									
Drivers:									
Killed	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
KSI	5.2	6.0	8.0	3.0	13.0	5.0	5.0	8.0	6.0
All severities	61	71	76	62	84	67	64	76	81
Passengers ³									
Killed	11.2	9.0	5.0	5.0	5.0	7.0	3.0	7.0	4.0
KSI	449	384	401	384	351	346	328	307	221
All severities	6,278	6,343	6,672	6,509	6,244	5,730	5,844	5,587	4,984
Light goods vehicle									
Drivers:									
Killed	2.4	1.0	1.0	5.0	3.0	3.0	3.0	0.0	1.0
KSI	54	59	35	34	33	31	25	16	15
All severities	466	471	437	354	400	356	337	254	285
Passengers:									
Killed	3.8	3.0	4.0	1.0	2.0	3.0	5.0	1.0	2.0
KSI	79	59	83	51	45	51	46	32	40
All severities	671	625	618	510	531	523	513	392	406
Heavy goods vehicle									
Drivers:									
Killed	0	1	1	0	0	0	0	1	1
KSI	5	4	7	5	3	8	6	3	6
All severities	46	56	54	55	53	58	48	41	46
Passengers:									
Killed	1	0	3	4	1	2	0	1	2
KSI	15	13	12	14	7	18	11	12	16
All severities	103	116	110	115	110	141	116	106	115
All road users: ⁴									
Killed	1,030	987	926	876	830	870	881	788	785
KSI	16,603	15,302	14,411	13,375	12,816	12,149	11,250	10,482	9,708
All severities	137,900	140,819	137,727	135,803	131,631	126,583	121,001	117,573	113,087

1 Figures have been rounded to the nearest whole number.

2 Killed or Seriously injured.

3 Includes boarding and alighting.

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

6c All casualties: by road user type and severity: 1994 – 98 average, 1998 – 2005

	Number of casualties								
	1994-98 average ¹	1998	1999	2000	2001	2002	2003	2004	2005
Pedestrians:									
Killed	1,008	906	870	857	826	775	774	671	671
KSI ²	11,669	10,481	9,825	9,498	9,064	8,631	7,933	7,478	7,129
All severities	46,543	44,886	42,888	42,033	40,577	38,784	36,405	34,881	33,281
Pedal cyclists:									
Killed	186	158	172	127	138	130	114	134	148
KSI	3,732	3,312	3,176	2,770	2,678	2,450	2,411	2,308	2,360
All severities	24,385	22,923	22,840	20,612	19,114	17,107	17,033	16,648	16,561
Motorcycle									
Riders:									
Killed	434	466	525	573	554	580	665	557	549
KSI	5,988	6,005	6,443	6,885	6,883	7,030	7,205	6,255	6,142
All severities	22,251	22,984	24,516	26,513	27,135	26,628	26,733	24,201	23,484
Passengers:									
Killed	33	32	22	32	29	29	28	28	20
KSI	487	437	465	489	422	470	447	393	366
All severities	1,772	1,626	1,676	1,699	1,675	1,725	1,678	1,440	1,340
Car									
Drivers:									
Killed	1,128	1,134	1,082	1,087	1,164	1,146	1,169	1,106	1,109
KSI	14,634	13,841	12,995	12,695	12,555	12,030	11,040	10,402	9,497
All severities	127,958	134,789	132,067	133,928	132,318	129,024	123,786	122,045	119,567
Passengers:									
Killed	634	562	605	578	585	601	600	565	566
KSI	8,619	7,835	7,373	7,024	6,869	6,698	6,251	5,742	5,120
All severities	75,329	75,685	73,668	72,871	70,484	68,401	64,556	61,813	58,735
Bus or coach									
Drivers:									
Killed	1.2	1.0	0.0	1.0	4.0	2.0	1.0	3.0	0.0
KSI	71	69	67	51	64	53	44	45	31
All severities	804	907	908	1,024	992	873	862	822	818
Passengers ³									
Killed	19	17	11	14	10	17	10	17	9
KSI	645	562	544	527	498	498	456	443	332
All severities	8,794	8,932	9,344	9,064	8,892	8,132	8,206	7,998	7,102
Light goods vehicle									
Drivers:									
Killed	48	46	42	55	46	54	50	47	46
KSI	735	699	606	609	607	579	571	486	425
All severities	5,378	5,676	5,182	5,245	5,336	5,206	5,124	4,641	4,545
Passengers:									
Killed	17	21	23	11	18	16	22	15	8
KSI	279	250	261	204	204	201	194	145	162
All severities	2,046	1,996	1,942	1,762	1,968	1,801	1,773	1,525	1,503
Heavy goods vehicle									
Drivers:									
Killed	46	52	45	42	47	51	42	41	48
KSI	497	482	469	481	434	438	367	357	347
All severities	2,855	2,944	2,980	3,038	2,850	2,657	2,594	2,451	2,441
Passengers:									
Killed	6.8	8.0	7.0	13.0	7.0	12.0	2.0	6.0	7.0
KSI	82	78	71	90	66	86	62	49	48
All severities	483	500	504	559	538	521	467	432	402
All road users: ⁴									
Killed	3,578	3,421	3,423	3,409	3,450	3,431	3,508	3,221	3,201
KSI	47,656	44,255	42,545	41,564	40,560	39,407	37,215	34,351	32,155
All severities	319,928	325,212	320,310	320,283	313,309	302,605	290,607	280,840	271,017

1 Figures have been rounded to the nearest whole number.

2 Killed or Seriously injured.

3 Includes boarding and alighting.

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

7a Male casualties: killed or seriously injured: by road user type and age¹: 1994 - 98 average², 1998 - 2005

		Number of casualties								
		1994-98 average ²	1998	1999	2000	2001	2002	2003	2004	2005
Pedestrians:	0 to 4	374	336	309	254	219	214	190	170	156
	5 to 7	571	505	471	404	383	321	288	253	207
	8 to 11	875	794	731	694	722	597	503	456	419
	12 to 15	825	748	690	704	720	710	585	608	519
	16 to 19	513	474	471	424	476	443	435	391	410
	20 to 24	523	442	413	441	446	468	445	384	396
	25 to 59	2,116	1,958	1,873	1,848	1,716	1,790	1,715	1,612	1,438
	60 to 64	207	184	166	177	187	127	145	113	104
	65 to 69	188	152	143	128	150	115	110	107	108
	70 to 74	228	201	151	162	158	140	122	131	133
	75 to 79	207	214	194	182	170	157	138	122	123
	80 and over	328	299	266	261	234	219	215	221	201
	All age groups ³	7,063	6,403	5,970	5,784	5,682	5,400	4,971	4,658	4,310
Pedal cyclists:	0 to 4	17	16	18	8	7	6	12	6	9
	5 to 7	123	101	114	68	55	55	43	40	39
	8 to 11	304	223	233	196	171	157	178	125	134
	12 to 15	489	414	405	361	338	289	276	323	266
	16 to 19	304	269	236	165	199	156	157	144	144
	20 to 24	263	207	193	165	155	138	143	141	145
	25 to 59	1,245	1,196	1,143	1,077	1,033	995	980	942	1,002
	60 and over	240	201	201	165	192	169	191	173	170
	All age groups ³	3,019	2,667	2,583	2,250	2,182	2,009	2,005	1,923	1,942
Motorcycle riders: Under 50cc	Under 16	13	10	14	16	18	20	19	25	39
	16	100	88	144	183	215	253	248	300	299
	17	39	40	53	80	85	117	110	105	105
	18	13	23	27	28	32	34	39	39	40
	19	7	11	14	26	24	27	23	20	23
	20 to 24	33	29	50	40	44	64	45	43	45
	25 to 59	110	88	84	118	138	126	138	112	108
	60 and over	37	20	24	18	13	14	20	12	9
	All age groups ³	355	311	415	519	575	660	654	664	671
Motorcycle riders: 50cc and over	Under 16	39	26	39	50	51	50	55	46	44
	16	77	81	50	56	62	54	78	77	68
	17	215	208	192	208	223	203	265	236	256
	18	175	149	169	206	220	202	216	193	172
	19	150	106	138	170	156	169	181	162	171
	20 to 24	857	670	663	679	672	752	716	651	668
	25 to 59	3,526	3,917	4,203	4,372	4,278	4,309	4,341	3,632	3,557
	60 and over	120	110	122	140	120	126	175	161	142
	All age groups ³	5,234	5,346	5,659	5,977	5,899	5,958	6,121	5,225	5,151
Car drivers:	Under 17	58	51	42	60	63	66	53	57	41
	17	281	237	190	234	200	204	202	187	209
	18	453	450	388	373	361	372	364	316	332
	19	393	373	401	390	340	355	352	327	328
	20 to 24	1,640	1,391	1,311	1,353	1,405	1,402	1,309	1,241	1,160
	25 to 29	1,332	1,237	1,128	1,043	1,009	1,005	896	820	748
	30 to 39	1,852	1,800	1,690	1,804	1,771	1,663	1,497	1,343	1,217
	40 to 59	2,082	2,016	1,948	1,977	1,891	1,942	1,763	1,672	1,502
	60 to 69	613	557	557	569	533	468	456	418	397
	70 to 79	479	471	471	435	453	398	377	336	302
	80 and over	229	223	187	207	217	235	213	212	210
	All age groups ³	9,518	8,894	8,441	8,572	8,356	8,222	7,591	7,035	6,529
Car passengers:	Under 17	793	691	610	568	606	600	554	517	401
	17	296	295	233	226	244	217	213	192	240
	18	295	312	257	267	253	257	240	239	201
	19	242	228	244	234	215	210	205	218	161
	20 to 24	755	661	583	645	673	721	666	647	564
	25 to 29	391	313	324	315	334	314	279	249	234
	30 to 39	403	351	374	361	373	333	329	300	245
	40 to 59	333	283	309	306	270	275	249	233	206
	60 to 69	103	101	79	84	71	73	70	66	65
	70 to 79	79	64	80	71	62	63	68	53	54
	80 and over	44	49	48	50	46	32	45	37	36
	All age groups ³	3,807	3,411	3,233	3,221	3,251	3,183	3,017	2,853	2,490

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

2 Figures have been rounded to the nearest whole number.

3 Includes cases where age was not reported.

7b Female casualties: killed or seriously injured: by road user type and age¹: 1994 - 98 average², 1998 - 2005

		Number of casualties								
		1994-98 average ²	1998	1999	2000	2001	2002	2003	2004	2005
Pedestrians:	0 to 4	197	167	146	128	97	107	81	80	91
	5 to 7	260	220	206	184	161	145	104	109	121
	8 to 11	475	439	434	380	350	290	250	208	218
	12 to 15	590	528	470	478	490	443	380	455	403
	16 to 19	300	278	240	232	229	224	231	211	241
	20 to 24	244	238	201	225	189	207	197	185	181
	25 to 59	1,020	921	943	914	829	809	790	742	752
	60 to 64	164	132	122	130	95	130	105	94	97
	65 to 69	191	167	142	138	133	112	119	89	93
	70 to 74	263	217	216	206	149	139	156	135	111
	75 to 79	310	273	258	232	204	195	174	151	167
	80 and over	528	442	421	412	379	366	325	316	291
	All age groups ³	4,605	4,078	3,853	3,714	3,368	3,224	2,961	2,818	2,818
Pedal cyclists:	0 to 4	1	2	3	1	1	2	1	1	1
	5 to 7	23	19	23	13	11	10	10	13	14
	8 to 11	74	58	69	58	41	36	38	27	29
	12 to 15	98	82	85	53	50	37	37	42	35
	16 to 19	58	55	45	39	30	22	23	25	30
	20 to 24	75	72	51	38	43	32	42	27	37
	25 to 59	299	288	246	260	246	238	196	197	205
	60 and over	72	57	57	45	53	51	44	48	54
	All age groups ³	713	645	593	518	495	439	405	385	416
Motorcycle riders: Under 50cc	Under 16	1	0	1	1	0	3	4	1	1
	16	9	7	9	17	16	21	14	13	23
	17	7	7	4	8	14	11	8	14	9
	18	4	5	7	3	8	6	4	4	5
	19	3	1	2	6	7	3	3	6	4
	20 to 24	12	13	12	16	7	19	13	12	8
	25 to 59	65	42	44	53	59	46	49	41	37
	60 and over	20	15	9	9	8	14	12	7	4
	All age groups ³	122	92	91	116	119	124	108	102	92
Motorcycle riders: 50cc and over	Under 16	2	3	0	2	0	3	1	0	0
	16	4	2	1	1	4	5	3	7	6
	17	9	13	7	8	9	10	11	6	8
	18	8	3	11	13	12	8	6	6	3
	19	11	15	10	14	3	6	6	12	5
	20 to 24	62	44	34	38	37	36	40	44	33
	25 to 59	170	166	205	189	210	205	244	183	164
	60 and over	7	6	8	5	5	4	7	5	5
	All age groups ³	276	256	277	272	286	279	322	263	228
Car drivers:	Under 17	3	4	7	4	6	4	2	2	4
	17	85	71	46	40	51	39	57	36	47
	18	174	157	158	113	114	96	119	117	122
	19	161	165	165	125	131	116	98	135	107
	20 to 24	782	695	554	527	531	557	491	477	432
	25 to 29	730	651	545	515	472	431	438	376	317
	30 to 39	1,140	1,173	1,067	955	1,000	824	682	692	555
	40 to 59	1,356	1,308	1,356	1,224	1,255	1,106	978	979	863
	60 to 69	299	313	275	264	262	254	248	244	224
	70 to 79	227	229	216	214	213	220	208	173	178
	80 and over	96	121	99	94	102	96	90	98	88
	All age groups ³	5,114	4,945	4,549	4,122	4,189	3,796	3,448	3,366	2,968
Car passengers:	Under 17	840	824	696	673	598	617	562	474	400
	17	215	219	184	140	165	168	191	155	140
	18	204	207	180	145	170	147	154	137	121
	19	140	147	130	132	108	140	123	116	102
	20 to 24	534	434	382	394	411	429	352	352	313
	25 to 29	396	334	318	264	242	244	176	170	169
	30 to 39	510	416	437	411	381	320	308	271	233
	40 to 59	812	780	724	636	585	598	519	470	454
	60 to 69	454	401	382	359	318	264	267	247	220
	70 to 79	403	386	394	364	346	311	277	246	234
	80 and over	209	194	199	194	167	180	184	174	165
	All age groups ³	4,812	4,423	4,140	3,797	3,598	3,504	3,232	2,887	2,628

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

2 Figures have been rounded to the nearest whole number.

3 Includes cases where age was not reported.

7c All casualties: killed or seriously injured: by road user type and age¹: 1994 - 98 average², 1998 - 2005

		Number of casualties								
		1994-98 average ²	1998	1999	2000	2001	2002	2003	2004	2005
Pedestrians:	0 to 4	571	503	455	382	316	321	271	250	247
	5 to 7	831	725	677	588	545	466	392	362	328
	8 to 11	1,350	1,233	1,165	1,074	1,073	888	753	664	637
	12 to 15	1,415	1,276	1,160	1,182	1,210	1,153	965	1,063	922
	16 to 19	813	752	711	656	705	668	666	603	651
	20 to 24	767	680	614	666	635	675	642	569	577
	25 to 59	3,136	2,879	2,817	2,762	2,546	2,600	2,505	2,354	2,191
	60 to 64	370	316	288	307	282	257	250	207	201
	65 to 69	379	319	285	266	283	227	229	196	201
	70 to 74	490	418	367	368	307	279	278	266	244
	75 to 79	517	487	452	414	374	352	312	273	290
	80 and over	856	741	687	673	613	586	540	537	492
All age groups ³	11,669	10,481	9,825	9,498	9,064	8,631	7,933	7,478	7,129	
Pedal cyclists:	0 to 4	19	18	21	9	8	8	13	7	10
	5 to 7	146	120	137	81	66	66	53	53	53
	8 to 11	377	281	302	254	212	193	216	152	163
	12 to 15	587	496	490	414	388	327	313	365	301
	16 to 19	362	324	281	204	229	178	180	169	174
	20 to 24	338	279	244	203	198	170	185	168	182
	25 to 59	1,545	1,484	1,389	1,337	1,279	1,233	1,176	1,139	1,207
	60 and over	313	258	258	210	245	220	235	221	224
	All age groups ³	3,732	3,312	3,176	2,770	2,678	2,450	2,411	2,308	2,360
	Motorcycle riders: Under 50cc	Under 16	14	10	15	17	18	23	23	26
16		109	95	153	200	232	274	262	313	322
17		46	47	57	88	99	128	118	119	114
18		17	28	34	31	40	40	43	43	45
19		10	12	16	32	31	30	26	26	27
20 to 24		46	42	62	56	51	83	58	55	53
25 to 59		174	130	128	171	197	172	187	153	145
60 and over		57	35	33	27	21	28	32	19	13
All age groups ³		477	403	506	635	695	784	762	766	763
Motorcycle riders: 50cc and over	Under 16	41	29	39	52	51	53	56	46	44
	16	81	83	51	57	66	59	81	84	74
	17	224	221	199	216	232	213	276	242	264
	18	183	152	180	219	232	211	222	199	175
	19	161	121	148	184	159	175	187	174	176
	20 to 24	918	714	697	717	709	792	756	695	701
	25 to 59	3,697	4,083	4,409	4,561	4,488	4,516	4,585	3,815	3,721
	60 and over	127	116	130	145	125	130	182	166	147
	All age groups ³	5,511	5,602	5,937	6,250	6,188	6,246	6,443	5,489	5,379
Car drivers:	Under 17	61	55	49	64	69	70	55	59	45
	17	365	308	236	274	251	243	259	223	256
	18	627	607	546	486	475	468	483	433	454
	19	554	538	566	515	471	471	450	462	435
	20 to 24	2,421	2,086	1,865	1,880	1,938	1,962	1,800	1,718	1,592
	25 to 29	2,062	1,888	1,673	1,558	1,481	1,437	1,334	1,196	1,065
	30 to 39	2,993	2,973	2,758	2,759	2,771	2,488	2,179	2,035	1,772
	40 to 59	3,438	3,324	3,304	3,201	3,147	3,050	2,741	2,652	2,365
	60 to 69	912	870	832	833	795	722	704	662	621
	70 to 79	706	700	687	649	666	618	585	509	480
	80 and over	325	344	286	301	319	331	303	310	298
	All age groups ³	14,634	13,841	12,995	12,695	12,555	12,030	11,040	10,402	9,497
Car passengers:	Under 17	1,633	1,515	1,306	1,241	1,204	1,217	1,117	991	802
	17	511	514	417	366	409	385	404	347	380
	18	498	519	437	412	423	404	394	376	322
	19	382	375	374	366	324	351	328	334	263
	20 to 24	1,288	1,095	965	1,039	1,087	1,150	1,018	999	877
	25 to 29	788	647	642	579	576	559	455	419	403
	30 to 39	913	767	811	772	755	653	637	572	478
	40 to 59	1,145	1,063	1,033	942	855	874	768	703	660
	60 to 69	556	502	461	443	389	337	337	313	285
	70 to 79	482	450	474	435	409	374	345	299	288
	80 and over	252	243	247	244	213	212	229	211	201
	All age groups ³	8,619	7,835	7,373	7,024	6,869	6,698	6,251	5,742	5,120

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

2 Figures have been rounded to the nearest whole number.

3 Includes cases where age was not reported.

8 Casualties: by time of accident and severity: 1995 - 2005

	Number of casualties										
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
04.00 to 17.59:											
Killed	2,146	2,005	2,081	2,015	2,036	2,017	1,989	1,952	2,033	1,818	1,804
KSI ¹	31,292	30,202	29,782	28,425	27,415	26,601	25,500	24,550	23,312	21,393	20,061
All severities	214,664	220,055	228,552	228,480	225,488	224,565	218,605	209,194	202,199	195,201	188,210
18.00 to 21.59:											
Killed	778	824	767	765	712	720	757	774	728	676	704
KSI	10,698	10,642	10,127	9,616	9,251	8,928	8,860	8,517	7,962	7,363	6,917
All severities	62,672	65,514	66,235	64,628	63,353	63,152	62,164	60,372	56,921	55,433	53,678
22.00 to 03.59:											
Killed	697	769	751	641	674	672	703	705	747	727	693
KSI	7,156	7,252	6,671	6,209	5,872	6,028	6,193	6,337	5,937	5,593	5,173
All severities	33,325	34,987	33,005	32,038	31,410	32,512	32,450	33,011	31,461	30,191	29,099
Total: ²											
Killed	3,621	3,598	3,599	3,421	3,423	3,409	3,450	3,431	3,508	3,221	3,201
KSI	49,154	48,097	46,583	44,255	42,545	41,564	40,560	39,407	37,215	34,351	32,155
All severities	310,687	320,578	327,803	325,212	320,310	320,283	313,309	302,605	290,607	280,840	271,017

1 Killed or Seriously injured.

2 Excludes cases where time was not reported.

9 Casualty rates: by road user type¹ and severity: 1995 - 2005

	Rate per 100 million vehicle kilometres/percentage										
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Pedal cyclists:											
Killed	5.1	4.9	4.5	4.0	4.2	3.1	3.3	2.9	2.5	3.2	3.3
KSI ²	95	92	87	83	77	66	63	55	53	54	53
All severities	596	596	597	573	554	489	446	383	374	392	371
Motorcycle riders:											
Killed	11	11	12	11	12	13	12	11	12	11	10
KSI	162	152	150	146	143	151	143	138	128	121	113
All severities	577	569	573	559	545	580	563	524	477	469	432
Car drivers:											
Killed	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
KSI	4.1	4.2	4.1	3.7	3.4	3.4	3.3	3.1	2.8	2.6	2.4
All severities	34	36	37	36	35	36	35	33	31	31	30
Bus or coach drivers:											
Killed	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0
KSI	1.7	1.2	1.5	1.3	1.3	1.0	1.2	1.0	0.8	0.9	0.6
All severities	15	16	16	17	17	20	19	17	16	16	16
Light goods vehicle drivers:											
Killed	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
KSI	1.8	1.5	1.4	1.4	1.2	1.2	1.1	1.1	1.0	0.8	0.7
All severities	11	11	11	11	10	10	9.9	9.5	8.9	7.6	7.3
Heavy goods vehicle drivers:											
Killed	0.2	0.2	0.1	0.2	0.2	0.1	0.2	0.2	0.1	0.1	0.2
KSI	2.1	1.8	1.8	1.7	1.7	1.7	1.5	1.5	1.3	1.2	1.2
All severities	11	10	11	11	11	11	10	9.4	9.1	8.3	8.4
All drivers and riders: ³											
Killed	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
KSI	6.0	5.8	5.7	5.3	5.1	5.0	4.9	4.6	4.4	4.0	3.8
All severities	41	41	42	41	40	41	39	37	36	34	33
Percentage of all road user casualties accounted for by drivers and riders:											
Killed	50	52	54	55	55	56	57	58	59	59	60
KSI	53	54	55	55	56	57	58	58	59	58	59
All severities	57	57	58	59	59	60	60	60	61	61	62

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

2 Killed or Seriously injured.

3 Includes driver and riders of other vehicles.

10 Vehicles involved and involvement rates ¹: by vehicle type and severity of accident: 1995 - 2005

	Number of vehicles/rate per 100 million vehicle kilometres										
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Pedal cycles:											
Fatal	229	214	199	167	187	141	145	141	124	144	158
Rate	5.6	5.2	4.9	4.2	4.6	3.4	3.5	3.2	2.8	3.4	3.6
Fatal or serious	4,180	3,984	3,795	3,485	3,351	2,937	2,823	2,583	2,544	2,416	2,497
Rate	102	97	93	87	82	70	67	59	57	58	57
All severities	25,497	25,102	25,200	23,423	23,482	21,055	19,497	17,532	17,472	17,084	17,039
Rate	622	612	615	586	573	501	464	398	388	407	387
Motorcycle riders:											
Fatal	510	505	570	570	617	695	673	694	783	659	620
Rate	14	13	14	14	14	15	14	14	14	13	11
Fatal or serious	6,962	6,511	6,833	6,864	7,291	7,814	7,767	7,920	8,102	7,059	6,854
Rate	188	171	171	167	162	170	162	155	145	136	127
All severities	24,219	23,798	25,211	25,514	27,122	29,236	30,084	29,503	29,523	26,857	25,870
Rate	655	626	630	622	603	636	627	578	527	516	479
Cars:											
Fatal	3,706	3,771	3,979	3,714	3,634	3,516	3,654	3,728	3,773	3,520	3,465
Rate	1.1	1.0	1.1	1.0	1.0	0.9	1.0	0.9	1.0	0.9	0.9
Fatal or serious	49,364	48,977	48,141	45,341	43,062	41,587	40,745	39,563	36,912	34,416	32,129
Rate	14	14	13	12	11	11	11	10	9	9	8
All severities	318,083	331,091	338,924	337,794	329,866	329,846	321,900	314,568	299,933	291,842	281,810
Rate	91	92	93	91	87	88	84	80	76	73	71
Buses or coaches:											
Fatal	134	139	129	136	139	136	164	125	119	121	108
Rate	2.7	2.8	2.5	2.6	2.6	2.6	3.2	2.4	2.2	2.3	2.1
Fatal or serious	1,623	1,626	1,516	1,487	1,483	1,449	1,433	1,392	1,319	1,237	1,131
Rate	33	33	29	29	28	28	28	27	24	24	22
All severities	10,994	11,196	11,241	11,762	11,888	11,733	11,521	10,781	10,939	10,573	9,988
Rate	224	224	216	226	224	226	222	207	203	203	192
Light goods vehicles:											
Fatal	323	299	309	290	262	279	302	296	320	267	261
Rate	0.7	0.6	0.6	0.6	0.5	0.5	0.6	0.5	0.6	0.4	0.4
Fatal or serious	3,372	3,260	3,167	3,113	2,676	2,620	2,660	2,554	2,509	2,207	2,080
Rate	7.6	7.1	6.5	6.1	5.2	5.0	5.0	4.6	4.3	3.6	3.3
All severities	18,674	19,186	20,070	20,083	18,052	17,671	18,314	17,755	17,486	15,728	16,078
Rate	42	42	41	40	35	34	34	32	30	26	26
Heavy goods vehicles:											
Fatal	614	592	572	595	617	565	588	570	533	472	520
Rate	2	2	2	2	2	2	2	2	2	2	2
Fatal or serious	3,327	3,137	3,187	3,077	3,085	3,033	2,910	2,692	2,456	2,142	2,168
Rate	13	12	12	11	11	11	10	10	9	7	7
All severities	13,771	13,582	14,385	14,526	15,191	15,194	14,813	13,480	13,173	12,516	12,120
Rate	54	52	53	52	54	54	53	48	46	43	42
All motor vehicles: ²											
Fatal	5,369	5,382	5,622	5,386	5,352	5,282	5,455	5,500	5,614	5,119	5,036
Rate	1.2	1.2	1.2	1.2	1.1	1.1	1.1	1.1	1.1	1.0	1.0
Fatal or serious	65,354	64,153	63,506	60,545	58,344	57,277	56,104	54,835	51,861	47,757	44,805
Rate	15	15	14	13	12	12	12	11	11	10	9
All severities	388,836	402,001	413,197	413,172	406,401	408,231	399,883	390,273	374,098	362,303	348,773
Rate	90	91	92	90	87	87	84	80	76	73	70
All vehicles: ³											
Fatal	5,602	5,601	5,836	5,564	5,547	5,433	5,614	5,647	5,753	5,276	5,204
Rate	1.3	1.3	1.3	1.2	1.2	1.2	1.2	1.2	1.2	1.0	1.0
Fatal or serious	69,632	68,234	67,411	64,125	61,814	60,336	59,055	57,509	54,516	50,277	47,380
Rate	16	15	15	14	13	13	12	12	11	10	9
All severities	414,807	427,521	438,877	437,105	430,492	429,943	420,073	408,325	392,022	379,845	366,236
Rate	96	96	97	95	91	91	88	83	79	76	73

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

² Includes other motor vehicles.

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

11 Breath tests and breath test failures: by drivers and riders involved in accidents: 1995 - 2005

	Number/percentage										
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Car drivers involved:	318,083	331,091	338,924	337,794	329,866	329,846	321,900	314,568	299,933	291,842	281,810
Breath tested:											
Number	99,631	133,347	157,373	173,610	175,916	172,840	163,540	159,782	151,442	149,430	149,687
Percentage of drivers involved	31	40	46	51	53	52	51	51	50	51	53
Failed breath test: ¹											
Number	6,639	7,303	7,087	6,690	6,669	7,124	7,264	7,285	7,289	6,655	6,397
Percentage of drivers tested	6.7	5.5	4.5	3.9	3.8	4.1	4.4	4.6	4.8	4.5	4.3
Percentage of drivers involved	2.1	2.2	2.1	2.0	2.0	2.2	2.3	2.3	2.4	2.3	2.3
Motorcycle riders involved:	24,219	23,798	25,211	25,514	27,122	29,236	30,084	29,503	29,523	26,857	25,870
Breath tested:											
Number	5,720	7,906	9,926	11,416	12,970	13,945	13,725	12,992	13,178	12,422	12,221
Percentage of riders involved	24	33	39	45	48	48	46	44	45	46	47
Failed breath test: ¹											
Number	438	408	428	426	443	442	446	441	510	423	391
Percentage of riders tested	7.7	5.2	4.3	3.7	3.4	3.2	3.2	3.4	3.9	3.4	3.2
Percentage of drivers/riders involved	1.8	1.7	1.7	1.7	1.6	1.5	1.5	1.5	1.7	1.6	1.5
Other drivers involved:	46,534	47,112	49,062	49,864	49,413	49,149	47,899	46,202	44,642	43,604	41,093
Breath tested:											
Number	13,526	17,936	21,687	24,697	25,864	25,915	24,457	23,458	22,656	22,120	21,311
Percentage of drivers involved	29	38	44	50	52	53	51	51	51	51	52
Failed breath test: ¹											
Number	414	382	445	398	411	401	386	378	351	349	327
Percentage of drivers tested	3.1	2.1	2.1	1.6	1.6	1.5	1.6	1.6	1.5	1.6	1.5
Percentage of drivers/riders involved	0.9	0.8	0.9	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
Total involved:	388,836	402,001	413,197	413,172	406,401	408,231	399,883	390,273	374,098	362,303	348,773
Breath tested:											
Number	118,877	159,189	188,986	209,723	214,750	212,700	201,722	196,232	187,276	183,972	183,219
Percentage of driver/riders involved	31	40	46	51	53	52	50	50	50	51	53
Failed breath test: ¹											
Number	7,491	8,093	7,960	7,514	7,523	7,967	8,096	8,104	8,150	7,427	7,115
Percentage of driver/riders tested	6.3	5.1	4.2	3.6	3.5	3.7	4.0	4.1	4.4	4.0	3.9
Percentage of drivers/riders involved	1.9	2.0	1.9	1.8	1.9	2.0	2.0	2.1	2.2	2.0	2.0

¹ Failed or refused to provide a specimen of breath.

12 Accidents, vehicles and casualties: casualties by severity: by road class, built-up and non built-up roads: 2005

Number of accidents/vehicles/casualties						
	Accidents	Vehicles involved	Casualties involved, by severity			
			Killed	Seriously injured	Slightly injured	All severities
Motorways:						
Fatal	176	402	204	76	130	410
Serious	831	1,728	...	987	660	1,647
Slight	7,612	17,068	...	...	11,725	11,725
All severities	8,619	19,198	204	1,063	12,515	13,782
Built-up A roads						
Fatal	546	850	580	139	243	962
Serious	6,616	10,821	...	7,167	2,101	9,268
Slight	51,675	98,480	...	...	67,535	67,535
All severities	58,837	110,151	580	7,306	69,879	77,765
Built-up other roads						
Fatal	643	994	675	136	232	1,043
Serious	9,778	15,607	...	10,369	2,637	13,006
Slight	72,908	130,723	...	...	91,763	91,763
All severities	83,329	147,324	675	10,505	94,632	105,812
All built-up roads: ¹						
Fatal	1,189	1,844	1,255	275	475	2,005
Serious	16,394	26,428	...	17,536	4,738	22,274
Slight	124,583	229,203	...	...	159,298	159,298
All severities	142,166	257,475	1,255	17,811	164,511	183,577
Non-built-up A roads						
Fatal	1,066	2,134	1,217	468	676	2,361
Serious	4,835	9,083	...	5,876	3,131	9,007
Slight	23,861	47,479	...	...	35,158	35,158
All severities	29,762	58,696	1,217	6,344	38,965	46,526
Non-built-up A roads						
Fatal	482	824	525	216	279	1,020
Serious	2,969	4,937	...	3,520	1,690	5,210
Slight	14,737	25,106	...	...	20,902	20,902
All severities	18,188	30,867	525	3,736	22,871	27,132
Non built-up roads: ¹						
Fatal	1,548	2,958	1,742	684	955	3,381
Serious	7,804	14,020	...	9,396	4,821	14,217
Slight	38,598	72,585	...	...	56,060	56,060
All severities	47,950	89,563	1,742	10,080	61,836	73,658
All speed limits: ²						
Fatal	2,913	5,204	3,201	1,035	1,560	5,796
Serious	25,029	42,176	...	27,919	10,219	38,138
Slight	170,793	318,856	...	...	227,083	227,083
All severities	198,735	366,236	3,201	28,954	238,862	271,017

1 Excludes motorways.

2 Includes cases where speed limit was not reported.

13 Accidents and casualties: by severity, road type and speed limit: 2005

	Number of accidents/casualties							
	Accidents				Casualties			
	Fatal	Serious	Slight	All	Killed	Seriously injured	Slightly injured	All
Roundabout								
Speed limit								
20 mph ¹	0	1	19	20	0	1	24	25
30 mph	26	543	7,001	7,570	26	567	8,823	9,416
40 mph	12	145	1,725	1,882	12	154	2,166	2,332
50 mph	3	37	411	451	3	40	537	580
60 mph	7	182	1,651	1,840	7	194	2,119	2,320
70 mph	7	83	806	896	7	91	1,084	1,182
All limits ²	55	991	11,613	12,659	55	1,047	14,753	15,855
One way street								
Speed limit								
20 mph ¹	1	13	93	107	1	13	109	123
30 mph	20	464	3,636	4,120	20	478	4,438	4,936
40 mph	0	11	82	93	0	12	117	129
50 mph	0	3	23	26	0	3	29	32
60 mph	0	12	84	96	0	14	111	125
70 mph	1	21	84	106	1	23	137	161
All limits ²	22	524	4,002	4,548	22	543	4,941	5,506
Single C/way								
Speed limit								
20 mph ¹	6	102	644	752	6	104	772	882
30 mph	801	12,292	90,662	103,755	843	13,259	118,285	132,387
40 mph	164	1,254	7,558	8,976	181	1,463	11,573	13,217
50 mph	82	369	1,948	2,399	102	486	3,202	3,790
60 mph	1,164	5,673	25,090	31,927	1,293	7,445	41,096	49,834
70 mph	...	...	...	...	...	...	...	...
All limits ²	2,217	19,690	125,902	147,809	2,425	22,757	174,928	200,110
Slip road								
Speed limit								
20 mph ¹	0	1	13	14	0	1	14	15
30 mph	6	50	565	621	6	63	727	796
40 mph	1	5	107	113	1	6	140	147
50 mph	1	10	116	127	1	11	160	172
60 mph	1	33	246	280	1	37	346	384
70 mph	15	65	731	811	19	78	1,119	1,216
All limits ²	24	164	1,778	1,966	28	196	2,506	2,730
Dual C/way								
Speed limit								
20 mph ¹	0	2	21	23	0	2	26	28
30 mph	84	900	7,522	8,506	89	987	10,368	11,444
40 mph	62	517	4,110	4,689	64	599	5,970	6,633
50 mph	31	244	1,736	2,011	35	290	2,594	2,919
60 mph	35	207	1,346	1,588	38	257	2,119	2,414
70 mph	370	1,647	11,409	13,426	428	2,120	18,911	21,459
All limits ²	582	3,517	26,144	30,243	654	4,255	39,988	44,897
All roads ³								
Speed limit								
20 mph ¹	8	125	844	977	8	128	1,011	1,147
30 mph	943	14,347	110,399	125,689	990	15,458	143,894	160,342
40 mph	239	1,935	13,643	15,817	258	2,238	20,043	22,539
50 mph	118	664	4,250	5,032	143	831	6,544	7,518
60 mph	1,211	6,136	28,573	35,920	1,346	7,981	46,034	55,361
70 mph	394	1,822	13,084	15,300	456	2,318	21,336	24,110
All limits ²	2,913	25,029	170,793	198,735	3,201	28,954	238,862	271,017

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

2 Includes unknown and other speed limits.

3 Includes unknown and other road types.

4 Includes some slip road figures.

14 Accidents: severity, number of casualties involved, built-up and non built-up, roads and road class: 2005

	Number of accidents															
	Fatal accidents								Serious accidents					Slight accidents		
	5+	4	3	2	1	1	1	1	4+	3	2	1	1			All
Killed	0+	0+	0+	0+	2+	1	0	0	0+	0+	0+	1+	0			accidents
Seriously injured	0+	0+	0+	0+	0+	0+	1+	0								
Slightly injured																
Built-up roads:																
A roads	0	2	3	22	26	53	90	350	32	56	331	1,160	5,037	11,083	40,592	58,837
B roads	1	0	2	7	1	24	31	102	5	19	110	380	1,586	3,384	12,221	17,873
Other roads	0	0	2	13	16	54	65	325	13	42	303	1,123	6,197	10,127	47,176	65,456
All built-up roads ¹	1	2	7	42	43	131	186	777	50	117	744	2,663	12,820	24,594	99,989	142,166
Non built-up roads: ²																
A roads	2	3	21	91	76	181	231	461	47	128	617	1,488	2,555	7,515	16,346	29,762
B roads	0	1	3	18	21	45	46	98	10	26	156	391	675	1,732	3,896	7,118
Other roads	0	0	1	14	11	41	66	117	12	40	195	495	969	2,609	6,500	11,070
All non built-up roads ¹	2	4	25	123	108	267	343	676	69	194	968	2,374	4,199	11,856	26,742	47,950
All speed limits: ³																
Motorways	0	0	6	16	13	30	42	69	4	19	105	255	448	2,607	5,005	8,619
A roads	2	5	24	113	102	234	321	811	79	184	948	2,648	7,592	18,598	56,938	88,599
B roads	1	1	5	25	22	69	77	200	15	45	266	771	2,261	5,116	16,117	24,991
Other roads	0	0	3	27	27	95	131	442	25	82	498	1,618	7,166	12,736	53,676	76,526
Total ³	3	6	38	181	164	428	571	1,522	123	330	1,817	5,292	17,467	39,057	131,736	198,735

1 Includes cases where road class was not reported.

2 Excludes motorways.

3 Includes cases where speed limit was not reported.

15a Accidents: by daylight and darkness, road surface condition, built-up and non built-up roads and severity: 2005

	Number of accidents								
	Daylight				Darkness				All ² accidents
	Dry	Wet or flood	Snow or ice	All ¹	Dry	Wet or flood	Snow or ice	All ¹	
Motorways:									
Fatal	64	11	0	75	63	34	4	101	176
Serious	410	114	6	530	166	124	11	301	831
Slight	4,027	1,413	58	5,506	1,135	918	50	2,106	7,612
All severities	4,501	1,538	64	6,111	1,364	1,076	65	2,508	8,619
Built-up roads: ³									
Fatal	531	130	2	664	282	229	13	525	1,189
Serious	8,654	2,126	91	10,888	3,292	2,089	124	5,506	16,394
Slight	70,899	20,076	1,129	92,218	18,462	12,938	932	32,365	124,583
All severities	80,084	22,332	1,222	103,770	22,036	15,256	1,069	38,396	142,166
Non built-up roads: ³									
Fatal	641	272	13	929	348	258	13	619	1,548
Serious	3,587	1,604	138	5,334	1,231	1,113	124	2,470	7,804
Slight	17,255	10,002	984	28,277	4,470	5,092	750	10,321	38,598
All severities	21,483	11,878	1,135	34,540	6,049	6,463	887	13,410	47,950
All speed limits: ⁴									
Fatal	1,236	413	15	1,668	693	521	30	1,245	2,913
Serious	12,651	3,844	235	16,752	4,689	3,326	259	8,277	25,029
Slight	92,181	31,491	2,171	126,001	24,067	18,948	1,732	44,792	170,793
All severities	106,068	35,748	2,421	144,421	29,449	22,795	2,021	54,314	198,735

1 Includes cases where road surface condition was not reported.

2 Includes cases where lighting condition was not reported.

3 Excludes motorways.

4 Includes cases where speed limit was not reported.

15b Casualties: by daylight and darkness, road surface condition, built-up and non built-up roads and severity: 2005

	Number of casualties								
	Daylight				Darkness				All ² casualties
	Dry	Wet or flood	Snow or ice	All ¹	Dry	Wet or flood	Snow or ice	All ¹	
Motorways:									
Killed	74	11	0	85	76	39	4	119	204
Serious	506	132	7	645	233	165	20	418	1,063
Slight	6,440	2,403	76	8,927	1,964	1,549	72	3,588	12,515
All severities	7,020	2,546	83	9,657	2,273	1,753	96	4,125	13,782
Built-up roads: ³									
Killed	551	133	2	687	300	254	13	568	1,255
Serious	9,174	2,284	98	11,573	3,687	2,403	147	6,238	17,811
Slight	91,088	27,177	1,447	119,859	25,067	18,296	1,246	44,652	164,511
All severities	100,813	29,594	1,547	132,119	29,054	20,953	1,406	51,458	183,577
Non built-up roads: ³									
Killed	702	307	13	1,025	403	301	13	717	1,742
Serious	4,439	2,095	167	6,707	1,702	1,515	154	3,373	10,080
Slight	27,475	15,800	1,406	44,742	7,542	8,414	1,127	17,094	61,836
All severities	32,616	18,202	1,586	52,474	9,647	10,230	1,294	21,184	73,658
All speed limits: ⁴									
Killed	1,327	451	15	1,797	779	594	30	1,404	3,201
Serious	14,119	4,511	272	18,925	5,622	4,083	321	10,029	28,954
Slight	125,003	45,380	2,929	173,528	34,573	28,259	2,445	65,334	238,862
All severities	140,449	50,342	3,216	194,250	40,974	32,936	2,796	76,767	271,017

1 Includes cases where road surface condition was not reported.

2 Includes cases where lighting condition was not reported.

3 Excludes motorways.

4 Includes cases where speed limit was not reported.

16a Accidents: by daylight and darkness, weather condition, built-up and non built-up roads and severity: 2005

Number of accidents

	Daylight				Darkness				All ¹ accidents
	Fine	Raining	Snowing	Fog	Fine	Raining	Snowing	Fog	
Motorways:									
Fatal	70	4	0	0	81	11	3	1	176
Serious	459	48	8	4	233	53	6	4	831
Slight	4,580	667	45	29	1,531	427	43	35	7,612
All severities	5,109	719	53	33	1,845	491	52	40	8,619
Built-up roads: ²									
Fatal	601	42	3	1	424	76	4	4	1,189
Serious	9,636	908	51	19	4,332	823	46	30	16,394
Slight	78,387	9,239	630	213	23,854	5,685	380	246	124,583
All severities	88,624	10,189	684	233	28,610	6,584	430	280	142,166
Non built-up roads: ²									
Fatal	794	97	4	8	486	71	6	12	1,548
Serious	4,525	603	42	45	1,928	356	35	48	7,804
Slight	22,361	4,147	374	277	7,212	1,947	269	216	38,598
All severities	27,680	4,847	420	330	9,626	2,374	310	276	47,950
All speed limits: ³									
Fatal	1,465	143	7	9	991	158	13	17	2,913
Serious	14,620	1,559	101	68	6,493	1,232	87	82	25,029
Slight	105,328	14,053	1,049	519	32,597	8,059	692	497	170,793
All severities	121,413	15,755	1,157	596	40,081	9,449	792	596	198,735

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

2 Excludes motorways.

3 Includes cases where speed limit was not reported.

16b Casualties: by daylight and darkness, weather condition, built-up and non built-up roads and severity: 2005

Number of casualties

	Daylight				Darkness				All ¹ casualties
	Fine	Raining	Snowing	Fog	Fine	Raining	Snowing	Fog	
Motorways:									
Fatal	80	4	0	0	97	11	4	1	204
Serious	564	51	11	6	327	65	11	4	1,063
Slight	7,423	1,109	57	59	2,671	673	70	67	12,515
All severities	8,067	1,164	68	65	3,095	749	85	72	13,782
Built-up roads: ²									
Fatal	623	43	3	1	459	82	4	4	1,255
Serious	10,231	977	54	20	4,916	911	49	49	17,811
Slight	101,604	12,545	785	294	33,072	7,885	479	351	164,511
All severities	112,458	13,565	842	315	38,447	8,878	532	404	183,577
Non built-up roads: ²									
Fatal	874	108	4	8	567	79	7	13	1,742
Serious	5,681	774	52	55	2,677	457	39	62	10,080
Slight	35,541	6,597	548	442	12,224	3,102	408	313	61,836
All severities	42,096	7,479	604	505	15,468	3,638	454	388	73,658
All speed limits: ³									
Fatal	1,577	155	7	9	1,123	172	15	18	3,201
Serious	16,476	1,802	117	81	7,920	1,433	99	115	28,954
Slight	144,568	20,251	1,390	795	47,967	11,660	957	731	238,862
All severities	162,621	22,208	1,514	885	57,010	13,265	1,071	864	271,017

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

2 Excludes motorways.

3 Includes cases where speed limit was not reported.

17 Accidents: by daylight and darkness, road surface condition, built-up and non built-up roads, speed limit and street lighting: 2005

Number of accidents									
	Daylight				Darkness				All accidents ²
	Dry	Wet or Flood	Snow or ice	All ¹	Dry	Wet or Flood	Snow or ice	All ¹	
Motorways:									
Street lighting	2,702	921	30	3,660	701	572	30	1,304	4,964
No street lights/Street lights unlit	1,674	585	33	2,292	619	484	35	1,139	3,431
Lighting not reported	125	32	1	159	44	20	0	65	224
All lighting conditions	4,501	1,538	64	6,111	1,364	1,076	65	2,508	8,619
Built-up roads: ³									
Speed limit 20 mph									
Street lighting	498	102	7	607	114	65	3	182	789
No street lights/Street lights unlit	87	32	1	120	10	8	1	19	139
Lighting not reported	32	7	1	40	6	2	1	9	49
All lighting conditions	617	141	9	767	130	75	5	210	977
Speed limit 30 mph									
Street lighting	61,511	15,530	782	77,923	18,014	12,102	843	30,983	108,906
No street lights/Street lights unlit	7,213	2,734	219	10,171	903	759	65	1,728	11,899
Lighting not reported	2,807	899	51	3,772	639	262	28	935	4,707
All lighting conditions	71,531	19,163	1,052	91,866	19,556	13,123	936	33,646	125,512
Speed limit 40 mph									
Street lighting	6,105	2,081	101	8,297	1,938	1,665	100	3,706	12,003
No street lights/Street lights unlit	1,377	798	50	2,226	326	335	22	683	2,909
Lighting not reported	454	149	10	614	86	58	6	151	765
All lighting conditions	7,936	3,028	161	11,137	2,350	2,058	128	4,540	15,677
All built-up roads									
Street lighting	68,114	17,713	890	86,827	20,066	13,832	946	34,871	121,698
No street lights/Street lights unlit	8,677	3,564	270	12,517	1,239	1,102	88	2,430	14,947
Lighting not reported	3,293	1,055	62	4,426	731	322	35	1,095	5,521
All lighting conditions	80,084	22,332	1,222	103,770	22,036	15,256	1,069	38,396	142,166
Non built-up roads: ³									
Speed limit 50 mph									
Street lighting	1,600	556	35	2,193	484	382	24	890	3,083
No street lights/Street lights unlit	697	370	27	1,094	173	206	25	406	1,500
Lighting not reported	105	39	7	151	16	11	1	28	179
All lighting conditions	2,402	965	69	3,438	673	599	50	1,324	4,762
Speed limit 60 mph									
Street lighting	4,271	1,915	98	6,296	843	790	66	1,701	7,997
No street lights/Street lights unlit	10,469	7,147	830	18,461	3,244	4,007	637	7,892	26,353
Lighting not reported	735	374	35	1,148	162	86	17	266	1,414
All lighting conditions	15,475	9,436	963	25,905	4,249	4,883	720	9,859	35,764
Speed limit 70 mph									
Street lighting	1,980	767	34	2,791	533	472	45	1,051	3,842
No street lights/Street lights unlit	1,475	656	64	2,196	537	499	70	1,106	3,302
Lighting not reported	151	54	5	210	57	10	2	70	280
All lighting conditions	3,606	1,477	103	5,197	1,127	981	117	2,227	7,424
All non built-up roads									
Street lighting	7,851	3,238	167	11,280	1,860	1,644	135	3,642	14,922
No street lights/Street lights unlit	12,641	8,173	921	21,751	3,954	4,712	732	9,404	31,155
Lighting not reported	991	467	47	1,509	235	107	20	364	1,873
All lighting conditions	21,483	11,878	1,135	34,540	6,049	6,463	887	13,410	47,950
All speed limits: ⁴									
Street lighting	78,667	21,872	1,087	101,767	22,627	16,048	1,111	39,817	141,584
No street lights/Street lights unlit	22,992	12,322	1,224	36,560	5,812	6,298	855	12,973	49,533
Lighting not reported	4,409	1,554	110	6,094	1,010	449	55	1,524	7,618
All lighting conditions	106,068	35,748	2,421	144,421	29,449	22,795	2,021	54,314	198,735

1 Includes cases where road surface condition was not reported.

2 Includes cases where light condition was not reported.

3 Excludes motorways.

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

18 Accidents: by daylight and darkness, lighting conditions, special conditions and carriageway hazards: 2005

Number of accidents

		Darkness				Number of accidents
	Daylight	Street lights lit	No street lighting / street lights unlit	Street lighting unknown	All darkness	All ¹ accidents
Special conditions at site:						
Automatic Traffic signal out or defective	410	103	15	1	119	529
Permanent road sign defective or obscured	242	85	26	3	114	356
Road works present	1,776	390	149	14	553	2,329
Road surface defective	356	52	53	1	106	462
Oil or Diesel	622	78	42	6	126	748
Mud	473	29	156	2	187	660
Total	3,879	737	441	27	1,205	5,084
Carriageway hazards:						
Dislodged vehicle load in carriageway	170	21	23	0	44	214
Other object in carriageway	1,375	360	244	20	624	1,999
Involvement with previous accident	208	44	101	2	147	355
Uninjured pedestrian in carriageway	262	102	32	6	140	402
Animal in carriageway (except ridden horses)	501	167	357	9	533	1,034
Total	2,516	694	757	37	1,488	4,004
All accidents ²	144,421	39,817	12,973	1,524	54,314	198,735

1 Includes cases where lighting condition was not reported.

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

19 Accidents: by junction type, built-up and non built-up roads and severity: 2005

Number of accidents

	Roundabout	T or staggered ³	Crossroads	Multiple Junction	Private Drive/ Entrance	Other Junction	All Junctions	Not at or within 20 metres of junction ⁴
Motorways								
Fatal	1	21	1	0	0	1	24	152
Serious	20	94	0	1	0	3	118	713
All Severities	507	922	7	25	3	56	1,520	7,099
Built-up roads: ¹								
Fatal	53	401	102	13	28	22	619	570
Serious	941	6,078	1,723	286	520	529	10,077	6,317
All Severities	13,021	53,432	16,399	2,773	5,026	6,009	96,660	45,506
Non built-up roads: ¹								
Fatal	23	221	49	3	59	42	397	1,151
Serious	363	1,338	335	42	281	188	2,547	5,257
All Severities	4,362	8,900	1,968	296	1,770	1,304	18,600	29,350
All speed limits: ²								
Fatal	77	643	152	16	87	65	1,040	1,873
Serious	1,324	7,510	2,058	329	801	720	12,742	12,287
All Severities	17,890	63,254	18,374	3,094	6,799	7,369	116,780	81,955

1 Excludes motorways.

2 Includes cases where speed limit was not reported.

3 Includes slip roads

4 Includes cases where junction detail was not reported.

**20 Single vehicle accidents¹: by object hit off carriageway:
built-up and non built-up roads and severity: 2005**

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	454	6,455	28,572	35,481	None	163	1,014	3,981	5,158
Road sign or traffic signal	22	110	587	719	Road sign or traffic signal	26	146	615	787
Lamp post	45	250	1,052	1,347	Lamp post	16	84	380	480
Telegraph pole or electricity pole	8	67	274	349	Telegraph pole or electricity pole	13	67	374	454
Tree	54	230	683	967	Tree	184	577	1,608	2,369
Bus stop or shelter	8	23	112	143	Bus stop or shelter	1	2	16	19
Crash barrier	8	78	410	496	Crash barrier	30	157	801	988
Submerged	0	2	3	5	Submerged	5	5	17	27
Entered ditch	4	32	149	185	Entered ditch	29	286	1,261	1,576
Other permanent objects	68	558	2,362	2,988	Other permanent objects	90	605	2,705	3,400
Total ³	671	7,805	34,206	42,682	Total ³	557	2,943	11,758	15,258

(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	18	87	366	471	None	635	7,556	32,919	41,110
Road sign or traffic signal	2	15	38	55	Road sign or traffic signal	50	271	1,240	1,561
Lamp post	6	10	28	44	Lamp post	67	344	1,460	1,871
Telegraph pole or electricity pole	0	0	1	1	Telegraph pole or electricity pole	21	134	649	804
Tree	5	20	84	109	Tree	243	827	2,375	3,445
Bus stop or shelter	0	0	0	0	Bus stop or shelter	9	25	128	162
Crash barrier	29	128	768	925	Crash barrier	67	363	1,979	2,409
Submerged	0	1	0	1	Submerged	5	8	20	33
Entered ditch	1	17	67	85	Entered ditch	34	335	1,477	1,846
Other permanent objects	4	32	129	165	Other permanent objects	162	1,195	5,196	6,553
Total ³	65	310	1,481	1,856	Total ³	1,293	11,058	47,445	59,796

1 Includes single vehicle accidents involving pedestrians.

2 Excludes motorways.

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

4 Includes cases where speed limit was not reported.

21 Accidents: by number of vehicles involved, built-up and non built-up roads, road class and severity: 2005

Number of accidents									
	One vehicle only		Pedestrian and one vehicle ¹		Two vehicles ²				
	Car	Other vehicle	Car	Other vehicle	Both cars	Other combination	Three ² vehicles	Four ² or more vehicles	All accidents
Built-up roads: ³									
A roads									
Fatal	62	28	133	73	70	137	37	6	546
Serious	485	376	1,680	489	923	2,176	403	84	6,616
All severities	2,981	2,447	7,576	2,286	19,724	17,503	5,174	1,146	58,837
B roads									
Fatal	27	15	39	17	19	35	12	4	168
Serious	170	136	540	100	317	684	130	23	2,100
All severities	1,156	678	2,654	538	6,209	4,907	1,453	278	17,873
Other roads									
Fatal	65	40	114	58	54	101	33	10	475
Serious	541	493	2,333	462	954	2,403	388	104	7,678
All severities	3,889	2,575	13,392	2,510	20,163	18,115	3,947	865	65,456
All built-up roads: ⁵									
Fatal	154	83	286	148	143	273	82	20	1,189
Serious	1,196	1,005	4,553	1,051	2,194	5,263	921	211	16,394
All severities	8,026	5,700	23,622	5,334	46,096	40,525	10,574	2,289	142,166
Non built-up roads: ³									
A roads									
Fatal	197	67	62	18	206	283	158	75	1,066
Serious	994	478	151	29	1,068	1,350	564	201	4,835
All severities	6,043	1,599	421	89	9,957	6,367	3,852	1,434	29,762
B roads									
Fatal	57	11	9	2	42	70	32	9	232
Serious	339	151	36	5	317	285	104	21	1,258
All severities	2,242	453	116	26	2,281	1,326	568	106	7,118
Other roads									
Fatal	92	25	14	3	41	57	15	3	250
Serious	514	174	54	18	407	438	96	10	1,711
All severities	3,199	596	410	64	3,805	2,331	586	79	11,070
All non built-up roads: ⁵									
Fatal	346	103	85	23	289	410	205	87	1,548
Serious	1,847	803	241	52	1,792	2,073	764	232	7,804
All severities	11,484	2,648	947	179	16,043	10,024	5,006	1,619	47,950
All speed limits: ⁴									
Motorways									
Fatal	43	12	5	5	18	44	21	28	176
Serious	199	94	12	5	115	217	98	91	831
All severities	1,465	345	29	17	2,317	2,161	1,432	853	8,619
A roads									
Fatal	259	95	195	91	276	420	195	81	1,612
Serious	1,479	854	1,831	518	1,991	3,526	967	285	11,451
All severities	9,024	4,046	7,997	2,375	29,681	23,870	9,026	2,580	88,599
B roads									
Fatal	84	26	48	19	61	105	44	13	400
Serious	509	287	576	105	634	969	234	44	3,358
All severities	3,398	1,131	2,770	564	8,490	6,233	2,021	384	24,991
Other roads									
Fatal	157	65	128	61	95	158	48	13	725
Serious	1,055	667	2,387	480	1,361	2,841	484	114	9,389
All severities	7,088	3,171	13,802	2,574	23,968	20,446	4,533	944	76,526
Total: ⁵									
Fatal	543	198	376	176	450	727	308	135	2,913
Serious	3,242	1,902	4,806	1,108	4,101	7,553	1,783	534	25,029
All severities	20,975	8,693	24,598	5,530	64,456	52,710	17,012	4,761	198,735

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

2 Includes accidents in which pedestrians were injured.

3 Excludes motorways.

4 Includes cases where speed limit was not reported.

5 Includes cases where road class was not reported.

22 Accidents: involving pedestrians and one vehicle: by severity and vehicle type: 2005

	Number of accidents			
	Fatal	Serious	Slight	All severities
Single vehicle accidents:				
Pedal cycle	3	61	171	235
Motorcycle under 50 cc	0	44	223	267
Motorcycle 50cc - 125cc	6	70	294	370
Motorcycle over 125cc - 500cc	6	38	147	191
Motorcycle over 500cc	10	94	240	344
All motorcycles	22	246	904	1,172
Car	356	4,591	18,467	23,414
Taxi / private hire car	19	187	847	1,053
Minibuses	1	28	102	131
Bus or coach	43	332	1,395	1,770
Light goods vehicle	47	275	1,114	1,436
Heavy goods vehicle ¹ of which	54	138	372	564
Rigid ²	34	110	319	463
Articulated	20	28	53	101
Other motor vehicle	5	48	257	310
Other non-motor vehicle	1	6	14	21
Any vehicle ³	552	5,914	23,662	30,128
Accidents involving two or more vehicles.	121	483	1,433	2,037

1 Includes cases where towing status was not reported

2 Includes Heavy goods vehicles towing trailers or caravans.

3 Includes cases where vehicle type was not reported.

**23a Accidents, vehicle user and pedestrian casualties in urban areas:
by combination of vehicles involved: 2005**

												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	Motor cycle to 50cc	Motor ¹ cycle 50cc +	Car	Bus or Coach	Light goods vehicle	Heavy goods vehicle	Any ² other vehicle	All two ³ vehicle accidents		
Pedal cycle:													
Accidents involving	238	215	47	63	174	11,506	419	631	279	103	13,226	417	14,096
User casualties	240	40	54	58	154	11,445	385	624	280	101	13,105	439	13,824
of which: killed	8	0	0	0	1	30	7	4	18	0	60	5	73
seriously injured	87	3	9	5	21	1,342	41	91	50	14	1,573	65	1,728
Pedestrians hit by cycles	0	219	1	0	0	24	6	1	1	1	34	0	253
of which: killed	0	2	0	0	0	0	0	0	0	0	0	0	2
seriously injured	0	52	0	0	0	1	0	0	0	0	1	0	53
Motorcycle under 50cc:													
Accidents involving	360	247	63	51	38	2,714	44	130	37	20	3,099	233	3,939
User casualties	374	53	13	68	23	2,689	40	129	35	18	3,017	237	3,681
of which: killed	5	0	0	0	0	5	1	0	2	0	8	1	14
seriously injured	80	3	0	9	5	352	6	16	2	0	390	43	516
Pedestrians hit by mopeds	0	254	0	0	0	13	0	0	3	0	16	3	273
of which: killed	0	0	0	0	0	0	0	0	0	0	0	0	0
seriously injured	0	36	0	0	0	4	0	0	1	0	5	1	42
Motorcycle 50cc and over: ¹													
Accidents involving	1,251	843	174	38	112	8,982	118	563	190	63	10,245	941	13,280
User casualties	1,326	248	86	29	157	9,060	114	573	194	66	10,284	924	12,782
of which: killed	49	2	0	0	2	79	1	4	9	2	97	17	165
seriously injured	402	36	13	1	31	1,781	21	120	53	12	2,032	250	2,720
Pedestrians hit by motor cycles	0	878	0	0	3	52	3	7	1	2	68	9	955
of which: killed	0	18	0	0	0	2	0	0	0	0	2	0	20
seriously injured	0	178	0	0	1	13	1	0	0	0	15	2	195
Car:													
Accidents involving	6,386	21,641	11,506	2,714	8,982	41,560	2,528	3,974	2,158	714	74,144	11,946	114,117
User casualties	8,619	474	282	203	800	59,743	1,409	3,924	2,472	465	69,306	16,839	95,238
of which: killed	133	0	0	0	3	102	5	16	19	0	145	61	339
seriously injured	1,171	31	5	7	33	2,124	78	148	123	21	2,539	757	4,498
Pedestrians hit by cars	0	22,294	18	2	4	860	123	107	48	46	1,208	207	23,709
of which: killed	0	272	0	0	0	30	3	1	1	1	36	15	323
seriously injured	0	4,240	3	0	0	166	32	25	11	5	242	49	4,531
Bus or coach:													
Accidents involving	2,827	1,664	419	44	118	2,528	118	204	128	55	3,615	511	8,617
User casualties	3,258	99	61	7	14	2,338	182	212	219	83	3,117	412	6,886
of which: killed	7	0	0	0	0	0	0	0	0	0	0	0	7
seriously injured	206	2	2	0	0	57	2	7	4	1	73	17	298
Pedestrians hit by buses or coaches	0	1,711	2	0	1	22	11	5	3	0	44	2	1,757
of which: killed	0	40	0	0	0	1	2	0	1	0	4	0	44
seriously injured	0	313	0	0	0	5	6	0	0	0	11	0	324
Light goods vehicle:													
Accidents involving	192	1,223	631	130	563	3,974	204	154	141	42	5,839	1,646	8,900
User casualties	226	8	8	5	24	1,322	52	198	123	17	1,749	536	2,519
of which: killed	5	0	0	0	0	0	0	0	0	0	0	0	5
seriously injured	41	0	1	1	1	51	2	10	15	1	82	19	142
Pedestrians hit by LGVs	0	1,255	1	0	0	60	10	10	9	4	94	7	1,356
of which: killed	0	34	0	0	0	2	0	1	0	0	3	1	38
seriously injured	0	235	0	0	0	13	5	1	1	1	21	2	258
Heavy goods vehicle:													
Accidents involving	163	457	279	37	190	2,158	128	141	72	33	3,039	759	4,418
User casualties	180	13	6	0	5	260	35	35	85	15	441	116	750
of which: killed	3	0	0	0	0	1	0	0	1	0	2	1	6
seriously injured	24	1	1	0	0	11	3	0	14	0	29	11	65
Pedestrians hit by HGVs	0	469	2	0	3	22	2	7	5	1	42	5	516
of which: killed	0	37	0	0	0	4	0	0	1	0	5	1	43
seriously injured	0	105	2	0	1	5	1	1	2	0	12	1	118
Any other vehicle A: ²													
Accidents involving	71	259	103	20	63	714	55	42	33	6	1,036	211	1,577
User casualties	79	0	2	4	4	415	13	25	19	5	487	34	600
of which: killed	6	0	0	0	0	3	1	1	1	0	6	1	13
seriously injured	19	0	0	0	2	51	1	2	3	0	59	2	80
Pedestrians hit by these vehicles	0	264	0	0	0	9	0	2	1	2	14	2	280
of which: killed	0	5	0	0	0	1	0	0	0	0	1	0	6
seriously injured	0	41	0	0	0	2	0	0	0	2	4	0	45
All Vehicles: ³													
Accidents involving	11,488	26,566	13,226	3,099	10,245	74,144	3,615	5,839	3,039	1,036	78,192	12,053	128,299
All vehicle user casualties	14,302	935	13,563	3,323	11,308	96,835	5,165	7,271	3,783	1,252	101,506	19,537	136,280
of which: killed	216	2	60	8	101	263	15	25	51	8	318	86	622
seriously injured	2,030	76	1,595	404	2,094	6,184	225	466	279	108	6,777	1,164	10,047
Pedestrian casualties	0	27,361	57	18	76	1,410	188	223	109	68	1,521	235	29,117
of which: killed	0	409	0	0	2	46	7	4	7	2	51	17	477
seriously injured	0	5,202	6	5	16	285	50	47	25	10	311	55	5,568

¹ Includes motorcycle combinations and scooters.

² Includes other motor and non motor vehicles.

³ Includes cases where vehicle type was not reported.

23b Accidents, vehicle user and pedestrian casualties in rural areas: by combination of vehicles involved: 2005

Vehicle A	Single vehicle		Two vehicle accidents by vehicle type B									Accidents/Casualties	
	No pedestrian	With pedestrian	Pedal cycle	Motor cycle to 50cc	Motor ¹ cycle 50cc +	Car	Bus or Coach	Light goods vehicle	Heavy goods vehicle	Any ² other vehicle	All two ³ vehicle accidents	All accidents with three or more vehicles	All accidents with vehicles of type 'A'
Pedal cycle:													
Accidents involving	114	20	14	19	41	2,091	36	142	79	39	2,464	157	2,755
User casualties	115	6	21	15	38	2,076	37	142	79	39	2,450	161	2,732
of which: killed	9	0	1	0	3	41	2	3	6	3	59	7	75
seriously injured	41	1	7	4	5	319	5	36	23	4	404	38	484
Pedestrians hit by cycles	0	20	0	0	0	4	0	0	0	0	4	2	26
of which: killed	0	1	0	0	0	0	0	0	0	0	0	0	1
seriously injured	0	7	0	0	0	1	0	0	0	0	1	0	8
Motorcycle under 50cc:													
Accidents involving	213	20	19	18	16	679	9	34	39	8	822	72	1,127
User casualties	218	7	7	29	9	680	8	36	38	7	814	66	1,105
of which: killed	2	0	0	0	0	7	0	0	0	0	7	0	9
seriously injured	52	0	2	6	0	164	0	6	7	1	186	22	260
Pedestrians hit by mopeds	0	20	0	0	0	0	0	0	0	0	0	0	20
of which: killed	0	0	0	0	0	0	0	0	0	0	0	0	0
seriously injured	0	5	0	0	0	0	0	0	0	0	0	0	5
Motorcycle 50cc and over: ¹													
Accidents involving	1,886	60	41	16	122	3,530	40	231	181	100	4,268	701	6,915
User casualties	2,015	21	27	12	181	3,659	40	239	184	100	4,449	761	7,246
of which: killed	77	0	2	0	3	152	5	16	24	12	214	90	381
seriously injured	787	3	7	4	66	1,150	9	73	61	30	1,402	247	2,439
Pedestrians hit by motor cycles	0	64	0	1	2	6	1	1	0	0	11	2	77
of which: killed	0	2	0	0	0	1	0	0	0	0	1	0	3
seriously injured	0	16	0	0	0	1	1	0	0	0	2	1	19
Car:													
Accidents involving	14,577	2,948	2,091	679	3,530	22,869	491	2,834	3,400	794	36,710	9,539	63,774
User casualties	20,219	117	66	62	574	37,425	416	2,905	4,070	811	46,351	16,287	82,974
of which: killed	480	1	0	0	2	389	13	43	127	12	586	269	1,336
seriously injured	2,852	12	6	5	33	3,282	54	254	440	87	4,161	1,410	8,435
Pedestrians hit by cars	0	3,049	2	0	4	207	45	29	16	11	315	67	3,431
of which: killed	0	106	0	0	0	18	1	1	3	1	24	17	147
seriously injured	0	619	0	0	0	55	10	10	4	0	79	21	719
Bus or coach:													
Accidents involving	160	104	36	9	40	491	12	39	51	17	695	222	1,181
User casualties	232	7	0	1	4	352	19	48	152	23	599	191	1,029
of which: killed	0	0	0	0	0	1	0	0	0	0	1	1	2
seriously injured	15	0	0	0	0	16	1	3	10	2	32	9	56
Pedestrians hit by buses or coaches	0	106	0	1	0	1	3	1	0	0	6	0	112
of which: killed	0	3	0	0	0	0	0	0	0	0	0	0	3
seriously injured	0	21	0	1	0	1	1	1	0	0	4	0	25
Light goods vehicle:													
Accidents involving	572	213	142	34	231	2,834	39	174	285	52	3,791	1,730	6,306
User casualties	715	6	2	1	17	1,266	37	256	318	33	1,930	873	3,524
of which: killed	17	0	0	0	0	7	0	1	10	1	19	13	49
seriously injured	111	0	0	0	2	110	8	26	47	6	199	79	389
Pedestrians hit by LGVs	0	221	0	0	0	19	1	3	1	0	24	6	251
of which: killed	0	13	0	0	0	2	0	1	0	0	3	1	17
seriously injured	0	44	0	0	0	9	0	1	1	0	11	1	56
Heavy goods vehicle:													
Accidents involving	538	107	79	39	181	3,400	51	285	314	72	4,423	1,674	6,742
User casualties	584	2	1	1	12	457	23	89	427	36	1,049	457	2,092
of which: killed	12	0	0	0	0	3	0	2	14	0	20	17	49
seriously injured	92	0	0	0	1	40	3	8	60	5	117	66	275
Pedestrians hit by HGVs	0	112	0	0	0	13	1	2	2	1	19	8	139
of which: killed	0	17	0	0	0	1	0	0	1	0	2	3	22
seriously injured	0	33	0	0	0	4	1	1	0	0	6	2	41
Any other vehicle A: ²													
Accidents involving	107	72	39	8	100	794	17	52	72	16	1,098	319	1,596
User casualties	142	1	0	2	10	268	7	33	63	19	402	93	638
of which: killed	2	0	0	0	0	4	0	1	0	0	5	0	7
seriously injured	18	0	0	1	1	42	2	3	12	3	64	14	96
Pedestrians hit by these vehicles	0	77	0	0	0	6	0	0	0	5	11	1	89
of which: killed	0	1	0	0	0	0	0	0	0	0	0	0	1
seriously injured	0	14	0	0	0	1	0	0	0	1	2	0	16
All Vehicles: ³													
Accidents involving	18,167	3,549	2,464	822	4,268	36,710	695	3,791	4,423	1,098	38,922	9,708	70,346
All vehicle user casualties	24,240	167	2,553	908	5,113	55,109	1,167	5,422	5,953	1,451	58,044	18,889	101,340
of which: killed	599	1	61	7	219	801	21	84	187	33	911	397	1,908
seriously injured	3,968	16	419	200	1,444	6,002	113	582	717	199	6,565	1,885	12,434
Pedestrian casualties	0	3,674	6	2	15	364	54	57	36	23	390	86	4,150
of which: killed	0	143	0	0	1	28	1	4	5	1	30	21	194
seriously injured	0	759	1	1	2	96	16	23	11	2	105	25	889

1 Includes motorcycle combinations and scooters.

2 Includes other motor and non motor vehicles.

3 Includes cases where vehicle type was not reported.

23c Accidents, vehicle user and pedestrian casualties in all areas: by combination of vehicles involved: 2005

Accidents/Casualties													
Vehicle A	Single vehicle		Two vehicle accidents by vehicle type B										
	No pedestrian	With pedestrian	Pedal cycle	Motor cycle to 50cc	Motor ¹ cycle 50cc +	Car	Bus or Coach	Light goods vehicle	Heavy goods vehicle	Any ² other vehicle	All two ³ vehicle accidents	All accidents with three or more vehicles	All accidents with vehicles of type 'A'
Pedal cycle:													
Accidents involving	352	235	61	82	215	13,601	455	773	358	143	15,695	574	16856
User casualties	355	46	75	73	192	13,525	422	766	359	141	15,560	600	16561
of which: killed	17	0	1	0	4	71	9	7	24	3	119	12	148
seriously injured	128	4	16	9	26	1,661	46	127	73	18	1,977	103	2212
Pedestrians hit by cycles	0	239	1	0	0	28	6	1	1	1	38	2	279
of which: killed	0	3	0	0	0	0	0	0	0	0	0	0	3
seriously injured	0	59	0	0	0	2	0	0	0	0	2	0	61
Motorcycle under 50cc:													
Accidents involving	573	267	82	69	54	3,393	53	164	76	28	3,921	305	5066
User casualties	592	60	20	97	32	3,369	48	165	73	25	3,831	303	4786
of which: killed	7	0	0	0	0	12	1	0	2	0	15	1	23
seriously injured	132	3	2	15	5	516	6	22	9	1	576	65	776
Pedestrians hit by mopeds	0	274	0	0	0	13	0	0	3	0	16	3	293
of which: killed	0	0	0	0	0	0	0	0	0	0	0	0	0
seriously injured	0	41	0	0	0	4	0	0	1	0	5	1	47
Motorcycle 50cc and over: ¹													
Accidents involving	3,138	905	215	54	234	12,520	158	794	372	163	14,522	1642	20207
User casualties	3,342	269	113	41	338	12,727	154	812	379	166	14,742	1685	20038
of which: killed	126	2	2	0	5	231	6	20	33	14	311	107	546
seriously injured	1,189	39	20	5	97	2,935	30	193	114	42	3,438	497	5163
Pedestrians hit by motor cycles	0	944	0	1	5	58	4	8	1	2	79	11	1034
of which: killed	0	20	0	0	0	3	0	0	0	0	3	0	23
seriously injured	0	194	0	0	1	14	2	0	0	0	17	3	214
Car:													
Accidents involving	20,975	24,598	13,601	3,393	12,520	64,456	3,022	6,811	5,558	1,509	110,901	21497	177971
User casualties	28,862	591	349	265	1,375	97,206	1,826	6,833	6,542	1,280	115,707	33142	178302
of which: killed	613	1	0	0	5	491	18	59	146	12	731	330	1675
seriously injured	4,026	43	11	12	66	5,409	132	402	563	108	6,703	2170	12942
Pedestrians hit by cars	0	25,353	20	2	8	1,067	168	136	64	57	1,523	274	27150
of which: killed	0	378	0	0	0	48	4	2	4	2	60	32	470
seriously injured	0	4,860	3	0	0	221	42	35	15	5	321	70	5251
Bus or coach:													
Accidents involving	2,987	1,770	455	53	158	3,022	131	243	179	73	4,315	734	9806
User casualties	3,490	106	61	8	18	2,692	202	260	371	107	3,720	604	7920
of which: killed	7	0	0	0	0	1	0	0	0	0	1	1	9
seriously injured	221	2	2	0	0	73	3	10	14	3	105	26	354
Pedestrians hit by buses or coaches	0	1,819	2	1	1	23	14	6	3	0	50	2	1871
of which: killed	0	43	0	0	0	1	2	0	1	0	4	0	47
seriously injured	0	334	0	1	0	6	7	1	0	0	15	0	349
Light goods vehicle:													
Accidents involving	764	1,436	773	164	794	6,811	243	328	427	94	9,634	3377	15211
User casualties	941	14	10	6	41	2,592	89	454	441	50	3,683	1410	6048
of which: killed	22	0	0	0	0	7	0	1	10	1	19	13	54
seriously injured	152	0	1	1	3	162	10	36	62	7	282	99	533
Pedestrians hit by LGVs	0	1,476	1	0	0	79	11	13	10	4	118	13	1607
of which: killed	0	47	0	0	0	4	0	2	0	0	6	2	55
seriously injured	0	279	0	0	0	22	5	2	2	1	32	3	314
Heavy goods vehicle:													
Accidents involving	701	564	358	76	372	5,558	179	427	386	105	7,464	2433	11162
User casualties	764	15	7	1	17	717	58	125	512	51	1,491	573	2843
of which: killed	15	0	0	0	0	4	0	2	15	0	22	18	55
seriously injured	116	1	1	0	1	51	6	8	74	5	146	77	340
Pedestrians hit by HGVs	0	581	2	0	3	35	3	9	7	2	61	13	655
of which: killed	0	54	0	0	0	5	0	0	2	0	7	4	65
seriously injured	0	138	2	0	1	9	2	2	2	0	18	3	159
Any other vehicle A: ²													
Accidents involving	178	331	143	28	163	1,509	73	94	105	22	2,137	531	3177
User casualties	221	1	2	6	14	683	20	58	82	24	889	127	1238
of which: killed	8	0	0	0	0	7	1	2	1	0	11	1	20
seriously injured	37	0	0	1	3	93	3	5	15	3	123	16	176
Pedestrians hit by these vehicles	0	341	0	0	0	15	0	2	1	7	25	3	369
of which: killed	0	6	0	0	0	1	0	0	0	0	1	0	7
seriously injured	0	55	0	0	0	3	0	0	0	3	6	0	61
All Vehicles: ³													
Accidents involving	29,668	30,128	15,695	3,921	14,522	110,901	4,315	9,634	7,464	2,137	117,166	21773	198735
All vehicle user casualties	38,567	1,102	16,122	4,231	16,431	152,012	6,337	12,702	9,738	2,709	159,623	38444	237736
of which: killed	815	3	121	15	320	1,064	36	109	238	41	1,229	483	2530
seriously injured	6,001	92	2,014	604	3,542	12,194	338	1,049	996	307	13,350	3053	22496
Pedestrian casualties	0	31,049	63	20	91	1,774	242	280	145	91	1,911	321	33281
of which: killed	0	552	0	0	3	74	8	8	12	3	81	38	671
seriously injured	0	5,962	7	6	18	381	66	70	36	12	416	80	6458

1 Includes motorcycle combinations and scooters.

2 Includes other motor and non motor vehicles.

3 Includes cases where vehicle type was not reported.

24 Casualties: by built-up and non built-up roads and motorways, severity and road user type: 2005

	Number of casualties											
	Motorways			Built-up roads			Non built-up roads			All speed limits ¹		
	Killed	KSI	All	Killed	KSI	All	Killed	KSI	All	Killed	KSI	All
Pedestrian:												
Children	2	3	3	47	2,059	11,000	14	72	247	63	2,134	11,250
Adults	29	54	87	446	4,375	19,650	129	418	988	604	4,847	20,725
All ages ²	31	58	91	494	6,570	31,816	146	501	1,374	671	7,129	33,281
Pedal cyclist:												
Children	0	0	0	13	487	4,105	7	40	181	20	527	4,286
Adults	0	0	3	72	1,480	10,502	55	307	1,132	127	1,787	11,637
All ages ²	0	0	3	85	2,008	15,196	63	352	1,362	148	2,360	16,561
Horse rider:												
Children	0	0	0	0	1	13	0	2	10	0	3	23
Adults	0	0	0	1	12	43	0	8	58	1	20	101
All ages ²	0	0	0	1	14	59	0	10	69	1	24	128
Motorcycle under 50cc:												
Users	0	0	0	17	634	4,221	6	165	565	23	799	4,786
Motorcycle 50cc and over: ³												
Riders	18	143	375	185	3,158	13,525	325	2,078	4,941	528	5,379	18,841
Passengers	0	13	32	8	181	746	10	136	419	18	330	1,197
All casualties	18	156	407	193	3,339	14,271	335	2,214	5,360	546	5,709	20,038
Car and taxi:												
Drivers	80	530	7,636	262	3,707	71,422	764	5,230	40,171	1,106	9,467	119,229
Passengers	42	312	4,174	167	2,091	34,352	348	2,645	19,402	557	5,048	57,928
All casualties	122	842	11,810	429	5,798	105,774	1,112	7,875	59,573	1,663	14,515	177,157
Minibuses:												
Drivers	0	3	27	0	6	196	3	21	115	3	30	338
Passengers	1	10	79	2	15	406	6	47	322	9	72	807
All casualties	1	13	106	2	21	602	9	68	437	12	102	1,145
Bus or coach:												
Drivers	0	1	13	0	19	672	0	11	133	0	31	818
Passengers	0	1	46	8	301	6,490	1	30	566	9	332	7,102
of whom were boarding or alighting												
Children	0	0	0	0	8	96	0	0	2	0	8	98
Adults	0	0	2	3	71	817	0	0	9	3	71	828
All ages ²	0	0	2	3	82	1,019	0	0	17	3	82	1,038
All casualties	0	2	59	8	320	7,162	1	41	699	9	363	7,920
Light goods vehicle:												
Drivers	5	48	471	5	128	2,146	36	249	1,928	46	425	4,545
Passengers	2	24	202	1	51	690	5	87	611	8	162	1,503
All casualties	7	72	673	6	179	2,836	41	336	2,539	54	587	6,048
Heavy goods vehicle:												
Drivers	22	108	527	5	60	731	21	179	1,183	48	347	2,441
Passengers	2	10	68	1	14	176	4	24	158	7	48	402
All casualties	24	118	595	6	74	907	25	203	1,341	55	395	2,843
Other vehicle:												
Drivers	1	3	19	14	98	545	3	40	245	18	141	809
Passengers	0	3	19	0	11	188	1	17	94	1	31	301
All casualties	1	6	38	14	109	733	4	57	339	19	172	1,110
All road users: ⁴												
Children	5	40	735	72	2,938	23,000	64	494	4,391	141	3,472	28,126
Adults	198	1,211	12,863	1,182	15,700	154,777	1,671	11,171	67,781	3,051	28,082	235,421
All ages ²	204	1,267	13,782	1,255	19,066	183,577	1,742	11,822	73,658	3,201	32,155	271,017

1 Includes cases where speed limit was not reported.

2 Includes cases where age was not reported.

3 Includes motor cycle combinations and scooters.

4 Includes cases where vehicle type was not reported.

25 Casualties in accidents involving vehicles of different types: by built-up and non built-up roads, road class and severity¹: 2005

	Number of casualties							
	Pedal cycle	Motorcycle ²	Car	Bus or coach	Light goods vehicle	Heavy goods vehicle	Any motor vehicle ³	Any vehicle ⁴
Built-up roads:								
A roads								
Killed	46	110	435	38	29	74	577	580
KSI ⁵	763	1,923	6,510	510	493	380	7,817	7,886
All severities	5,779	9,986	69,723	5,944	5,962	3,511	77,537	77,765
B roads								
Killed	10	34	143	11	18	13	180	183
KSI	265	586	2,116	106	135	78	2,455	2,480
All severities	1,853	2,636	21,686	1,352	1,693	740	23,600	23,673
Other roads								
Killed	34	95	370	34	39	41	482	492
KSI	1,081	1,847	7,279	408	542	254	8,593	8,700
All severities	8,445	8,918	74,332	4,743	5,321	1,905	81,761	82,139
All built-up roads ⁶								
Killed	90	239	948	83	86	128	1,239	1,255
KSI	2,109	4,356	15,905	1,024	1,170	712	18,865	19,066
All severities	16,077	21,540	165,741	12,039	12,976	6,156	182,898	183,577
Non built-up roads:								
A roads								
Killed	46	230	1,067	19	119	215	1,214	1,217
KSI	229	1,569	6,577	104	679	927	7,544	7,561
All severities	788	4,353	43,193	860	4,732	4,931	46,480	46,526
B roads								
Killed	10	71	223	0	26	34	259	259
KSI	46	414	1,629	25	142	121	1,886	1,889
All severities	203	1,043	9,976	195	847	566	10,838	10,853
Other roads								
Killed	11	51	225	5	18	20	259	266
KSI	107	492	2,035	40	152	112	2,346	2,372
All severities	519	1,421	15,088	314	1,134	714	16,228	16,279
All non built-up roads ⁶								
Killed	67	352	1,515	24	163	269	1,732	1,742
KSI	382	2,475	10,241	169	973	1,160	11,776	11,822
All severities	1,510	6,817	68,257	1,369	6,713	6,211	73,546	73,658
All speed limits⁷								
Motorways								
Killed	0	18	168	3	23	89	204	204
KSI	0	158	1,039	12	169	399	1,267	1,267
All severities	3	457	12,845	140	1,789	3,379	13,782	13,782
A roads								
Killed	92	340	1,502	57	148	289	1,791	1,797
KSI	992	3,492	13,087	614	1,172	1,307	15,361	15,447
All severities	6,567	14,339	112,916	6,804	10,694	8,442	124,017	124,291
B roads								
Killed	20	105	366	11	44	47	439	442
KSI	311	1,000	3,745	131	277	199	4,341	4,369
All severities	2,056	3,679	31,662	1,547	2,540	1,306	34,438	34,526
Other roads								
Killed	45	146	595	39	57	61	741	758
KSI	1,188	2,339	9,314	448	694	366	10,939	11,072
All severities	8,964	10,339	89,420	5,057	6,455	2,619	97,989	98,418
Total:⁸								
Killed	157	609	2,631	110	272	486	3,175	3,201
KSI	2,491	6,989	27,185	1,205	2,312	2,271	31,908	32,155
All severities	17,590	28,814	246,843	13,548	21,478	15,746	270,226	271,017

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

2 Includes motorcycle combinations and scooters .

3 Includes other motor vehicles.

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

5 Killed or seriously injured.

6 Excludes motorways.

7 Includes cases where speed limit was not reported.

8 Includes cases where road class was not reported.

26 Casualty and accident rates: by urban and rural roads, road class, road user type, severity and pedestrian involvement: 2005

	Rate per 100 million vehicle kilometres									
	Urban roads ¹			Rural roads ¹			All roads			
	A	Other ²	All urban ³	A	Other ²	All rural ³	Motorways	A	Other ²	Total ³
Pedal cycle:										
Accidents involving	946	309	411	769	198	275	..	911	284	381
User casualties	926	304	403	763	196	273	..	894	279	374
of whom killed	7.7	1.1	2.1	35	3.2	7	..	13	1.6	3.3
seriously injured	117	38	50	153	32	48	..	124	36	50
Pedestrians hit by a cycle	17	5.5	7	8.9	1.6	2.6	..	16	4.6	6.3
of whom killed	0.2	0.0	0.1	0.0	0.1	0.1	..	0.1	0.1	0.1
seriously injured	4.0	1.1	1.5	1.5	0.7	0.8	..	3.5	1.0	1.4
Motorcycle:										
Accidents involving	842	459	588	340	394	363	96	564	438	464
User casualties	804	441	564	356	408	378	101	555	431	457
of whom killed	9	4.7	6.1	19	16	18	4.5	14	8.4	10
seriously injured	148	91	110	118	127	122	34	132	103	109
Pedestrians hit by a Motorcycle	71	28	42	2.4	7.5	4.6	0.2	33	21	24
of whom killed	1.3	0.4	0.7	0.2	0.0	0.1	0.0	0.7	0.2	0.4
seriously injured	13	5.5	8	0.7	1.7	1.1	0.0	6.3	4.3	4.8
Car:										
Accidents involving	72	70	71	27	50	35	11	44	63	45
User casualties	65	54	59	37	59	44	16	48	56	45
of whom killed	0.2	0.2	0.2	0.7	0.8	0.7	0.2	0.5	0.4	0.4
seriously injured	3.1	2.5	2.8	4.0	6	4.7	1.0	3.7	3.9	3.3
Pedestrians hit by a car	12	17	15	0.9	4.5	2.1	0.1	4.9	13	7
of whom killed	0.2	0.2	0.2	0.1	0.1	0.1	0.0	0.1	0.1	0.1
seriously injured	2.6	3.0	2.8	0.3	0.8	0.4	0.0	1.1	2.2	1.3
Bus or coach:										
Accidents involving	367	211	268	58	101	75	15	234	185	190
User casualties	293	169	214	59	74	65	13	193	147	153
of whom killed	0.1	0.3	0.2	0.2	0.0	0.1	0.0	0.1	0.2	0.2
seriously injured	13	7	9	3.4	3.9	3.6	0.4	9	7	7
Pedestrians hit by a bus or coach	72	45	55	3.7	12.8	7.5	0.0	43	37	36
of whom killed	2.2	0.9	1.4	0.2	0.2	0.2	0.0	1.4	0.7	0.9
seriously injured	15	7.2	10	0.8	2.9	1.7	0.0	9.0	6.2	6.7
Light goods vehicle:										
Accidents involving	45	33	37	19	20	19	9	28	27	24
User casualties	13	8	10	11	10	11	6	12	9	10
of whom killed	0.0	0.0	0.0	0.2	0.1	0.2	0.1	0.1	0.1	0.1
seriously injured	0.7	0.5	0.6	1.3	1.0	1.2	0.6	1.1	0.7	0.9
Pedestrians hit by a LGV	5	6	6	0.5	1.5	0.9	0.1	2.0	4.3	2.6
of whom killed	0.1	0.2	0.2	0.1	0.1	0.1	0.0	0.1	0.1	0.1
seriously injured	0.9	1.2	1.1	0.1	0.3	0.2	0.0	0.4	0.8	0.5
Heavy goods vehicle:										
Accidents involving	82	90	85	33	69	39	19	45	79	38
User casualties	13	17	15	11	22	13	4.9	12	19	10
of whom killed	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.1	0.2
seriously injured	1.1	1.4	1.2	1.4	2.3	1.5	0.8	1.3	1.8	1.2
Pedestrians hit by a HGV	7.2	16.0	10.5	0.6	3.2	1.0	0.2	2.1	9.3	2.3
of whom killed	0.8	1.0	0.9	0.1	0.1	0.1	0.1	0.3	0.6	0.2
seriously injured	2.1	3.0	2.4	0.2	0.9	0.3	0.0	0.6	1.9	0.5
All vehicles: ⁴										
Accidents involving	67	63	64	24	43	30	9	40	55	39
User casualties	75	63	68	36	57	43	14	50	61	47
of whom killed	0.4	0.3	0.3	0.8	0.9	0.8	0.2	0.6	0.5	0.5
seriously injured	5.4	4.8	5.0	4.7	7	5.5	1.1	5.0	5.7	4.5
All pedestrian casualties	12	16	15	0.9	4.2	2.0	0.1	5.1	12	7
of whom killed	0.3	0.2	0.2	0.1	0.1	0.1	0.0	0.2	0.2	0.1
seriously injured	2.7	2.9	2.8	0.2	0.8	0.4	0.0	1.1	2.1	1.3

1 See urban and rural definitions.

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

3 Includes cases where road class was not reported.

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

27 Number of casualties: by accident and casualty severity and road user type: 2005

	Number of casualties								
	Casualties in fatal accidents				Casualties in serious accidents			Casualties in slight accidents	Casualties in all accidents
	Killed	Serious	Slight	Total	Serious	Slight	Total	Slight	Total
Pedestrians	671	35	21	727	6,423	277	6,700	25,854	33,281
Pedal cyclists	148	2	6	156	2,210	65	2,275	14,130	16,561
Motorcycle under 50cc ¹ riders and passengers	23	1	0	24	775	53	828	3,934	4,786
Motorcycle 50cc - 125cc riders	61	1	5	67	1,353	50	1,403	5,020	6,490
passengers	1	3	1	5	65	24	89	115	209
Motorcycle 125cc - 500cc riders	57	4	2	63	559	27	586	1,655	2,304
passengers	2	6	3	11	44	17	61	122	194
Motorcycle over 500cc riders	410	15	17	442	2,919	136	3,055	6,550	10,047
passengers	15	14	5	34	180	95	275	485	794
Taxi drivers	2	6	10	18	80	78	158	1,539	1,715
passengers	7	3	6	16	84	91	175	1,380	1,571
Car drivers	1,104	371	591	2,066	7,904	4,278	12,182	103,266	117,514
passengers	550	482	538	1,570	3,922	3,833	7,755	47,032	56,357
Minibus drivers	3	1	8	12	26	18	44	282	338
passengers	9	15	38	62	48	134	182	563	807
Bus or coach drivers	0	2	21	23	29	55	84	711	818
passengers	9	10	74	93	313	327	640	6,369	7,102
Light goods vehicle drivers	46	26	49	121	353	239	592	3,832	4,545
passengers	8	16	26	50	138	148	286	1,167	1,503
Heavy goods vehicle Rigid drivers	26	10	61	97	154	119	273	1,172	1,542
passengers	6	2	7	15	31	30	61	253	329
Articulated drivers	22	9	56	87	126	68	194	618	899
passengers	1	0	2	3	8	6	14	56	73
Total ² drivers	48	19	117	184	280	187	467	1,790	2,441
passengers	7	2	9	18	39	36	75	309	402
Other motor vehicle drivers	12	1	9	22	97	26	123	544	689
passengers	1	0	4	5	28	20	48	238	291
Other non-motor vehicle drivers	7	0	0	7	48	1	49	189	245
passengers	0	0	0	0	2	4	6	7	13
All casualties ³	3,201	1,035	1,560	5,796	27,919	10,219	38,138	227,083	271,017

1 Includes data on scooters and motorcycle combinations

2 Includes cases where HGV type was not reported.

3 Includes cases where road user type was not reported.

28 Casualties and casualty rates: by month, road user type and severity: 2005

Number of casualties/rate per 100 million vehicle kilometres												
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Pedestrians:												
Killed	68	46	64	48	50	59	49	34	50	53	83	67
KSI ¹	635	545	559	586	603	592	514	495	536	609	738	717
All severities	2,866	2,563	2,668	2,879	2,920	2,750	2,572	2,377	2,669	2,841	3,218	2,958
of whom children												
Killed	4	1	9	9	3	5	5	6	7	3	8	3
KSI	139	148	190	214	220	201	184	160	182	165	186	145
All severities	842	858	958	1,097	1,164	1,029	930	790	953	936	935	758
Pedal cyclists:												
Killed	7	8	9	13	16	16	12	21	16	12	12	6
KSI	122	101	148	158	254	251	241	259	239	226	211	150
All severities	1,009	875	1,000	1,290	1,475	1,762	1,747	1,789	1,713	1,504	1,378	1,019
of whom children												
Killed	2	2	0	1	6	5	1	0	3	0	0	0
KSI	17	15	26	35	77	63	64	66	63	51	34	16
All severities	154	166	241	375	457	537	575	567	492	366	220	136
Rate (all pedal cyclists)	424	380	318	346	322	358	336	351	389	419	511	450
Horse riders												
Killed	0	0	1	0	0	0	0	0	0	0	0	0
KSI	4	1	5	2	3	0	0	2	0	0	3	4
All severities	13	8	11	6	14	5	9	12	13	9	13	15
Motorcycle ² users:												
Killed	22	23	33	39	50	70	67	69	84	56	33	23
KSI	365	327	414	521	688	706	747	710	662	614	436	318
All severities	1,623	1,347	1,722	2,044	2,484	2,478	2,467	2,403	2,434	2,307	2,052	1,463
Rate (all TWMV users)	394	329	381	455	530	533	505	488	525	491	473	342
Car users:												
Killed	160	133	138	97	120	109	127	128	129	154	171	188
KSI	1,207	1,096	1,120	1,029	1,107	1,109	1,194	1,225	1,114	1,319	1,389	1,424
All severities	14,814	13,156	13,282	13,361	14,365	13,968	14,567	14,369	13,884	15,224	16,524	16,357
Other car ³ users												
Killed	0	4	0	1	0	3	1	1	0	1	4	6
KSI	12	37	20	22	22	21	19	12	24	38	32	25
All severities	329	352	340	360	434	365	385	289	324	435	404	414
All Car users	15,143	13,508	13,622	13,721	14,799	14,333	14,952	14,658	14,208	15,659	16,928	16,771
Rate (all car users)	52	44	42	42	44	42	43	42	41	45	49	54
Bus or coach users:												
Killed	0	0	0	0	2	2	0	1	0	0	4	0
KSI	19	29	22	23	28	31	40	29	42	42	39	19
All severities	567	541	617	663	724	774	720	640	669	732	745	528
Rate (all bus & coach users)	152	139	143	156	165	171	152	144	146	164	172	129
Light goods vehicle users:												
Killed	5	4	1	8	3	3	0	4	6	2	5	13
KSI	45	48	39	48	37	42	48	67	46	44	67	56
All severities	516	505	440	453	467	484	473	525	516	534	623	512
Heavy goods vehicle users:												
Killed	2	3	6	4	4	5	5	8	4	7	4	3
KSI	33	27	30	39	37	47	28	40	27	27	23	37
All severities	249	195	201	261	234	262	214	247	227	250	256	247
All goods vehicle users	765	700	641	714	701	746	687	772	743	784	879	759
Rate (all goods vehicle users)	12	10	9	9	9	9	8	9	9	10	12	12
Agricultural vehicle users:												
Killed	0	0	0	0	0	0	0	1	0	1	0	0
KSI	2	1	1	1	1	3	3	3	3	2	1	4
All severities	8	6	13	13	8	13	16	18	25	15	11	12
All road users:												
Killed	264	222	254	212	246	269	261	268	289	287	319	310
KSI	2,452	2,221	2,368	2,439	2,791	2,819	2,849	2,855	2,712	2,928	2,955	2,766
All severities	22,055	19,617	20,365	21,396	23,206	22,945	23,280	22,761	22,575	23,916	25,315	23,586
of whom children												
Killed	8	6	16	10	18	14	10	9	12	13	14	11
KSI	213	234	278	293	367	348	321	309	298	292	292	227
All severities	2,030	1,907	2,129	2,378	2,677	2,732	2,660	2,609	2,377	2,382	2,254	1,991
Rate (all ages)	58	51	49	51	54	53	52	50	52	55	62	60

1 Killed or Seriously injured.

2 Includes motorcycle combinations, motor scooters and mopeds.

3 Includes taxis and minibuses.

29a Casualties: by day, road user type and hour of day: 2005

Number of casualties

(a) Monday to Thursday						(b) Friday					
Hour beginning	Pedes- trians	Pedal cyclists	Motorcycle users	Car users	All road users ¹	Hour beginning	Pedes- trians	Pedal cyclists	Motorcycle users	Car users	All road users ¹
Midnight	142	44	99	1,417	1,769	Midnight	66	11	30	491	608
01:00	93	10	35	880	1,059	01:00	43	6	9	299	377
02:00	87	14	35	633	845	02:00	44	8	11	282	361
03:00	36	10	17	435	559	03:00	12	4	5	175	208
04:00	20	16	15	365	508	04:00	6	4	4	141	178
05:00	35	64	87	654	985	05:00	7	17	22	197	282
06:00	102	239	259	1,629	2,521	06:00	27	44	76	473	676
07:00	459	745	937	4,254	7,036	07:00	122	142	200	950	1,559
08:00	1,846	1,226	1,371	7,965	13,384	08:00	410	282	281	1,810	2,968
09:00	962	542	640	5,265	8,314	09:00	234	117	160	1,282	1,971
10:00	870	318	410	4,210	6,778	10:00	223	85	120	1,162	1,824
11:00	930	361	500	4,757	7,521	11:00	256	88	163	1,320	2,090
12:00	1,003	413	634	5,478	8,526	12:00	321	120	199	1,500	2,423
13:00	1,076	489	716	5,614	8,843	13:00	311	117	235	1,652	2,529
14:00	1,062	508	708	5,503	8,716	14:00	308	127	226	1,730	2,633
15:00	2,552	792	920	6,649	11,902	15:00	723	200	283	2,111	3,633
16:00	1,953	977	1,225	7,903	13,077	16:00	555	257	364	2,454	3,859
17:00	1,972	1,423	1,744	9,307	15,203	17:00	473	303	419	2,304	3,661
18:00	1,494	979	1,231	6,669	10,822	18:00	377	214	295	2,016	3,001
19:00	1,088	675	890	5,294	8,255	19:00	323	159	196	1,652	2,424
20:00	655	412	662	4,244	6,150	20:00	276	94	173	1,334	1,935
21:00	506	254	560	3,745	5,198	21:00	233	64	155	1,243	1,759
22:00	362	175	411	3,287	4,377	22:00	245	55	122	1,083	1,554
23:00	323	111	224	2,644	3,420	23:00	255	32	98	1,220	1,651
All hours ²	19,630	10,800	14,331	98,814	155,787	All hours ²	5,851	2,552	3,846	28,882	44,168

(c) Saturday						(d) Sunday					
Hour beginning	Pedes- trians	Pedal cyclists	Motorcycle users	Car users	All road users ¹	Hour beginning	Pedes- trians	Pedal cyclists	Motorcycle users	Car users	All road users ¹
Midnight	190	13	60	989	1,280	Midnight	193	26	42	849	1,133
01:00	144	18	37	758	984	01:00	156	13	27	765	979
02:00	169	8	31	616	844	02:00	203	8	15	801	1,061
03:00	86	4	7	420	537	03:00	76	4	15	500	608
04:00	21	5	13	243	303	04:00	26	5	13	313	373
05:00	16	8	19	260	342	05:00	6	2	11	200	241
06:00	16	15	25	315	402	06:00	18	13	15	254	316
07:00	24	22	46	453	608	07:00	21	20	31	356	447
08:00	42	53	78	687	934	08:00	26	35	54	391	536
09:00	104	77	98	825	1,206	09:00	40	65	85	613	837
10:00	214	103	136	1,238	1,827	10:00	99	95	179	928	1,359
11:00	280	123	209	1,728	2,480	11:00	115	114	271	1,320	1,890
12:00	372	159	296	2,080	3,079	12:00	186	137	286	1,639	2,321
13:00	301	144	287	1,950	2,841	13:00	172	126	320	1,656	2,353
14:00	302	134	297	1,851	2,737	14:00	186	114	332	1,729	2,408
15:00	297	140	269	1,770	2,619	15:00	204	146	298	1,505	2,225
16:00	330	139	322	1,754	2,665	16:00	201	121	297	1,620	2,301
17:00	366	137	263	1,882	2,754	17:00	210	122	262	1,554	2,206
18:00	336	114	248	1,640	2,407	18:00	213	100	218	1,488	2,059
19:00	278	101	183	1,462	2,093	19:00	196	87	193	1,242	1,768
20:00	235	81	133	1,271	1,763	20:00	139	63	125	1,158	1,538
21:00	182	35	99	943	1,289	21:00	128	46	102	918	1,217
22:00	218	28	92	1,013	1,379	22:00	112	25	60	864	1,093
23:00	245	38	96	1,051	1,472	23:00	103	23	52	740	941
All hours ²	4,770	1,699	3,344	27,199	38,847	All hours ²	3,030	1,510	3,303	23,407	32,215

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

² Includes cases where time was not reported.

29b Casualties: killed or seriously injured: by day, road user type and hour of day: 2005

Number of casualties

(a) Monday to Thursday						(b) Friday					
Hour beginning	Pedestrians	Pedal cyclists	Motorcycle users	Car users	All road users ¹	Hour beginning	Pedestrians	Pedal cyclists	Motorcycle users	Car users	All road users ¹
Midnight	39	14	30	190	280	Midnight	21	2	10	92	126
01:00	22	1	17	167	216	01:00	11	2	6	51	73
02:00	28	5	11	113	174	02:00	12	2	5	68	88
03:00	13	2	8	90	125	03:00	3	0	4	28	37
04:00	5	2	4	66	93	04:00	1	2	1	14	24
05:00	8	12	24	117	189	05:00	3	5	5	29	52
06:00	36	42	73	197	395	06:00	11	6	25	46	99
07:00	100	92	228	296	769	07:00	29	23	48	62	178
08:00	268	138	235	409	1,116	08:00	59	25	56	98	250
09:00	177	58	120	302	714	09:00	41	14	28	67	163
10:00	165	52	96	250	639	10:00	52	12	29	87	193
11:00	194	50	115	297	716	11:00	44	11	39	106	226
12:00	183	56	139	352	799	12:00	60	14	46	82	215
13:00	199	70	143	377	867	13:00	72	11	65	99	259
14:00	197	65	181	411	933	14:00	56	22	63	106	260
15:00	436	98	206	424	1,233	15:00	130	22	76	136	382
16:00	390	154	273	495	1,394	16:00	117	29	92	153	406
17:00	410	181	425	576	1,662	17:00	93	37	103	138	390
18:00	326	126	301	429	1,221	18:00	92	27	76	137	338
19:00	245	102	226	396	990	19:00	89	27	58	128	310
20:00	166	70	189	429	870	20:00	78	17	50	112	264
21:00	153	35	155	367	727	21:00	60	17	33	142	258
22:00	100	41	108	379	644	22:00	75	13	46	152	292
23:00	89	21	54	334	521	23:00	72	6	34	177	294
All hours ²	3,950	1,487	3,362	7,463	17,289	All hours ²	1,281	346	998	2,310	5,177

(c) Saturday						(d) Sunday					
Hour beginning	Pedestrians	Pedal cyclists	Motorcycle users	Car users	All road users ¹	Hour beginning	Pedestrians	Pedal cyclists	Motorcycle users	Car users	All road users ¹
Midnight	55	3	28	173	263	Midnight	65	3	17	129	221
01:00	46	11	13	137	213	01:00	45	3	14	114	177
02:00	49	0	10	103	166	02:00	56	3	4	141	211
03:00	29	0	5	80	119	03:00	21	0	6	68	97
04:00	8	4	5	46	67	04:00	8	2	3	57	74
05:00	5	1	8	57	79	05:00	2	1	6	44	55
06:00	4	1	11	40	58	06:00	8	1	4	38	55
07:00	5	4	14	61	94	07:00	6	3	12	59	83
08:00	12	10	19	67	117	08:00	6	6	24	40	80
09:00	22	8	32	51	122	09:00	8	16	36	59	120
10:00	57	13	46	81	213	10:00	20	19	72	74	187
11:00	44	16	62	80	211	11:00	19	12	89	101	228
12:00	78	21	83	111	309	12:00	44	27	97	100	272
13:00	50	19	68	117	266	13:00	38	13	110	99	265
14:00	46	29	100	123	308	14:00	50	14	106	129	302
15:00	62	30	98	128	326	15:00	45	27	104	110	288
16:00	63	27	91	130	326	16:00	41	14	103	125	285
17:00	80	22	80	167	353	17:00	50	28	88	128	302
18:00	74	17	71	145	315	18:00	60	16	59	108	247
19:00	56	23	52	129	265	19:00	48	8	60	103	224
20:00	61	13	36	139	257	20:00	36	10	43	138	235
21:00	59	6	30	124	224	21:00	32	7	34	98	172
22:00	70	2	30	138	240	22:00	34	3	17	103	159
23:00	78	7	34	146	271	23:00	42	4	14	105	166
All hours ²	1,114	287	1,026	2,573	5,183	All hours ²	784	240	1,122	2,271	4,506

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

² Includes cases where time was not reported.

29c Casualties: all days: by severity, road user type and hour of day: 2005

Number of casualties

(a) Fatal						(b) Serious					
Hour beginning	Pedes- trians	Pedal cyclists	Motorcycle users	Car users	All road users ¹	Hour beginning	Pedes- trians	Pedal cyclists	Motorcycle users	Car users	All road users ¹
Midnight	22	2	17	89	135	Midnight	158	20	68	495	755
01:00	15	2	6	74	99	01:00	109	15	44	395	580
02:00	25	0	2	62	95	02:00	120	10	28	363	544
03:00	12	1	2	29	48	03:00	54	1	21	237	330
04:00	8	2	2	32	49	04:00	14	8	11	151	209
05:00	3	3	8	36	61	05:00	15	16	35	211	314
06:00	9	6	8	45	75	06:00	50	44	105	276	532
07:00	10	7	29	62	116	07:00	130	115	273	416	1,008
08:00	20	8	24	61	117	08:00	325	171	310	553	1,446
09:00	32	6	17	41	101	09:00	216	90	199	438	1,018
10:00	33	10	25	47	122	10:00	261	86	218	445	1,110
11:00	26	11	24	52	127	11:00	275	78	281	532	1,254
12:00	24	7	29	88	155	12:00	341	111	336	557	1,440
13:00	33	6	38	63	144	13:00	326	107	348	629	1,513
14:00	25	10	43	85	174	14:00	324	120	407	684	1,629
15:00	32	9	43	76	164	15:00	641	168	441	722	2,065
16:00	39	12	48	83	187	16:00	572	212	511	820	2,224
17:00	51	14	51	90	212	17:00	582	254	645	919	2,495
18:00	48	9	40	85	185	18:00	504	177	467	734	1,936
19:00	54	3	45	90	197	19:00	384	157	351	666	1,592
20:00	39	5	20	106	178	20:00	302	105	298	712	1,448
21:00	36	3	12	91	144	21:00	268	62	240	640	1,237
22:00	38	9	23	100	172	22:00	241	50	178	672	1,163
23:00	37	3	13	88	144	23:00	244	35	123	674	1,108
All hours ²	671	148	569	1,675	3,201	All hours ²	6,458	2,212	5,939	12,942	28,954

(c) Slight						(d) All Severities					
Hour beginning	Pedes- trians	Pedal cyclists	Motorcycle users	Car users	All road users ¹	Hour beginning	Pedes- trians	Pedal cyclists	Motorcycle users	Car users	All road users ¹
Midnight	411	72	146	3,162	3,900	Midnight	591	94	231	3,746	4,790
01:00	312	30	58	2,233	2,720	01:00	436	47	108	2,702	3,399
02:00	358	28	62	1,907	2,472	02:00	503	38	92	2,332	3,111
03:00	144	20	21	1,264	1,534	03:00	210	22	44	1,530	1,912
04:00	51	20	32	879	1,104	04:00	73	30	45	1,062	1,362
05:00	46	72	96	1,064	1,475	05:00	64	91	139	1,311	1,850
06:00	104	261	262	2,350	3,308	06:00	163	311	375	2,671	3,915
07:00	486	807	912	5,535	8,526	07:00	626	929	1,214	6,013	9,650
08:00	1,979	1,417	1,450	10,239	16,259	08:00	2,324	1,596	1,784	10,853	17,822
09:00	1,092	705	767	7,506	11,209	09:00	1,340	801	983	7,985	12,328
10:00	1,112	505	602	7,046	10,556	10:00	1,406	601	845	7,538	11,788
11:00	1,280	597	838	8,541	12,600	11:00	1,581	686	1,143	9,125	13,981
12:00	1,517	711	1,050	10,052	14,754	12:00	1,882	829	1,415	10,697	16,349
13:00	1,501	763	1,172	10,180	14,909	13:00	1,860	876	1,558	10,872	16,566
14:00	1,509	753	1,113	10,044	14,691	14:00	1,858	883	1,563	10,813	16,494
15:00	3,103	1,101	1,286	11,237	18,150	15:00	3,776	1,278	1,770	12,035	20,379
16:00	2,428	1,270	1,649	12,828	19,491	16:00	3,039	1,494	2,208	13,731	21,902
17:00	2,388	1,717	1,992	14,038	21,117	17:00	3,021	1,985	2,688	15,047	23,824
18:00	1,868	1,221	1,485	10,994	16,168	18:00	2,420	1,407	1,992	11,813	18,289
19:00	1,447	862	1,066	8,894	12,751	19:00	1,885	1,022	1,462	9,650	14,540
20:00	964	540	775	7,189	9,760	20:00	1,305	650	1,093	8,007	11,386
21:00	745	334	664	6,118	8,082	21:00	1,049	399	916	6,849	9,463
22:00	658	224	484	5,475	7,068	22:00	937	283	685	6,247	8,403
23:00	645	166	334	4,893	6,232	23:00	926	204	470	5,655	7,484
All hours ²	26,152	14,201	18,316	163,685	238,862	All hours ²	33,281	16,561	24,824	178,302	271,017

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

² Includes cases where time was not reported.

30a Casualties: by age band¹, road user type and severity: 2005

Number of casualties													
	0-4 ¹	5-7	8-11	12-15	16-19	20-29	30-39	40-49	50-59	60-69	70-79	80 and over	All ² ages
Pedestrians:													
Killed	13	6	11	33	52	82	62	72	69	61	90	116	671
KSI ³	247	328	637	922	651	957	687	607	517	402	534	492	7,129
All severities	1,233	1,676	3,427	4,914	3,107	4,740	3,519	2,815	2,115	1,537	1,549	1,343	33,281
Pedal cyclists:													
Killed	1	0	8	11	8	21	25	18	26	8	13	8	148
KSI	10	53	163	301	174	404	409	336	240	126	72	26	2,360
All severities	61	426	1,396	2,403	1,405	2,982	2,939	2,123	1,251	557	294	86	16,561
Motorcycle under 50cc:													
Killed	0	0	0	2	13	3	1	2	1	0	1	0	23
KSI	2	3	5	45	522	91	47	40	27	9	4	0	799
All severities	2	6	21	162	3,216	594	339	186	113	50	18	3	4,786
Motorcycle 50cc and over: ⁴													
Riders:													
Killed	0	0	0	2	33	134	155	123	55	17	7	1	528
KSI	0	0	0	44	689	1,277	1,485	1,162	498	126	19	2	5,379
All severities	0	1	3	100	2,865	4,721	5,043	3,691	1,574	404	79	10	18,841
Passengers:													
Killed	0	0	1	0	2	7	3	3	1	1	0	0	18
KSI	1	0	3	39	52	99	57	47	18	3	2	0	330
All severities	3	4	24	106	213	340	200	169	61	16	8	0	1,197
Car													
Drivers:													
Killed	0	0	0	4	149	324	183	127	103	66	76	76	1,109
KSI	0	0	0	12	1,178	2,657	1,772	1,377	988	621	480	298	9,497
All severities	0	1	0	55	11,709	32,757	27,305	21,230	13,264	6,474	3,642	1,742	119,567
Passengers:													
Killed	11	7	9	20	142	158	43	34	23	30	39	49	566
KSI	118	68	140	257	1,184	1,280	478	354	306	285	288	201	5,120
All severities	2,037	1,855	3,141	3,701	10,668	13,187	6,683	4,820	3,890	2,841	2,077	1,081	58,735
Bus and coach													
Drivers:													
Killed	0	0	0	0	0	0	0	0	0	0	0	0	0
KSI	0	0	0	0	0	6	9	6	6	1	0	0	31
All severities	0	0	0	0	3	139	251	221	146	47	0	0	818
Passengers:													
Killed	0	0	0	1	0	0	0	0	0	1	4	3	9
KSI	2	4	6	20	14	20	18	15	29	39	81	67	332
All severities	275	119	205	486	348	627	594	628	700	853	924	628	7,102
Goods vehicle													
Drivers:													
Killed	0	0	0	0	4	16	19	19	27	7	2	0	94
KSI	0	0	0	1	16	143	197	194	151	53	7	0	772
All severities	0	0	0	2	156	1,375	2,098	1,771	1,113	358	45	3	6,986
Passengers:													
Killed	1	0	0	0	2	6	3	1	1	0	0	0	15
KSI	2	4	7	4	25	50	44	25	26	9	1	4	210
All severities	21	22	51	70	235	545	396	262	144	57	12	9	1,905
All road users: ⁵													
Killed	26	13	29	73	405	752	495	400	306	193	237	263	3,201
KSI	382	462	968	1,660	4,518	7,011	5,237	4,190	2,820	1,684	1,504	1,118	32,155
All severities	3,637	4,121	8,299	12,069	34,015	62,194	49,624	38,123	24,498	13,266	8,716	4,985	271,017

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

² Includes cases where age was not reported.

³ Killed or seriously injured.

⁴ Includes Scooters.

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

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

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

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

² Figures have been rounded to the nearest whole number.

³ Includes cases where age was not reported.

⁴ Killed or seriously injured.

⁵ Includes scooters.

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

31 Casualty rates: by age bands¹, road user type and severity: 2005

	Rate per 100,000 population												
	0-4	5-7	8-11	12-15	16-19	20-29	30-39	40-49	50-59	60-69	70-79	80 and over	All ² ages
Pedestrians:													
Killed	0.4	0.3	0.4	1.1	1.7	1.1	0.7	0.9	0.9	1.1	2.2	4.5	1.1
KSI ³	7.4	16	22	30	21	13	8.0	7.2	7.0	7.1	13	19	12
All severities	37	83	120	162	101	64	41	34	29	27	37	52	57
Pedal cyclists:													
Killed	0	0	0.3	0.4	0.3	0.3	0.3	0.2	0.4	0.1	0.3	0.3	0.3
KSI	0.3	2.6	5.7	10	5.7	5.5	4.8	4.0	3.2	2.2	1.7	1.0	4.0
All severities	1.8	21	49	79	46	40	34	25	17	10	7.0	3.3	28
Motorcycles under 50cc:													
Killed	0	0	0	0.1	0.4	0	0	0	0	0	0	0	0
KSI	0.1	0.1	0.2	1.5	17	1.2	0.5	0.5	0.4	0.2	0.1	0	1.4
All severities	0.1	0.3	0.7	5.4	105	8.0	4.0	2.2	1.5	0.9	0.4	0.1	8.2
Motor cycle Riders:													
Killed	0	0	0	0.1	1.1	1.8	1.8	1.5	0.7	0.3	0.2	0	0.9
KSI	0	0	0	1.5	22	17	17	14	6.7	2.2	0.5	0.1	9.2
All severities	0	0	0.1	3.3	93	64	59	44	21	7.1	1.9	0.4	32
Passengers:													
Killed	0	0	0	0	0.1	0.1	0.0	0.0	0	0	0	0	0
KSI	0	0	0.1	1.3	1.7	1.3	0.7	0.6	0.2	0.1	0	0	0.6
All severities	0.1	0.2	0.8	3.5	6.9	4.6	2.3	2.0	0.8	0.3	0.2	0	2.0
Car Drivers:													
Killed	0	0	0	0.1	4.9	4.4	2.1	1.5	1.4	1.2	1.8	2.9	1.9
KSI	0	0	0	0.4	38	36	21	16	13	11	11	11	16
All severities	0	0	0	1.8	381	442	319	253	180	114	87	67	204
Car Passengers:													
Killed	0.3	0.3	0.3	0.7	4.6	2.1	0.5	0.4	0.3	0.5	0.9	1.9	1.0
KSI	3.6	3.4	4.9	8.5	39	17	5.6	4.2	4.1	5.0	6.9	7.7	8.8
All severities	61	91	110	122	347	178	78	57	53	50	50	42	100
Bus and coach Drivers:													
Killed	0	0	0	0	0	0	0	0	0	0	0	0	0
KSI	0	0	0	0	0	0.1	0.1	0.1	0.1	0	0	0	0.1
All severities	0	0	0	0	0.1	1.9	2.9	2.6	2.0	0.8	0	0	1.4
Bus and coach Passengers:													
Killed	0	0	0	0	0	0	0	0	0	0	0.1	0.1	0.0
KSI	0.1	0.2	0.2	0.7	0.5	0.3	0.2	0.2	0.4	0.7	1.9	2.6	0.6
All severities	8.3	5.9	7.2	16	11	8.5	6.9	7.5	9.5	15	22	24	12
Goods vehicle Drivers:													
Killed	0	0	0	0	0.1	0.2	0.2	0.2	0.4	0.1	0.0	0.0	0.2
KSI	0	0	0	0	0.5	1.9	2.3	2.3	2.0	0.9	0.2	0.0	1.3
All severities	0	0	0	0.1	5.1	19	25	21	15	6.3	1.1	0.1	12
Goods vehicle Passengers:													
Killed	0	0	0	0	0.1	0.1	0.0	0	0	0	0	0	0
KSI	0.1	0.2	0.2	0.1	0.8	0.7	0.5	0.3	0.4	0.2	0.0	0.2	0.4
All severities	0.6	1.1	1.8	2.3	7.7	7.4	4.6	3.1	1.9	1.0	0.3	0.3	3.3
All road users:⁴													
Killed	0.8	0.6	1.0	2.4	13	10	5.8	4.8	4.1	3.4	5.7	10.1	5.5
KSI	12	23	34	55	147	95	61	50	38	30	36	43	55
All severities	110	203	292	399	1,108	839	580	454	332	234	209	192	463
Population (thousands)	3,317	2,028	2,846	3,025	3,070	7,411	8,557	8,402	7,386	5,672	4,177	2,594	58,485

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

2 Includes cases where age was not reported

3 Killed or seriously injured.

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

32 Casualties among pedestrians: location by age band¹ and by severity: 2005

	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	84	92	13	7	12	363	95	35	446	86	1,233
5- 7	67	80	3	14	17	580	97	55	681	82	1,676
8-11	187	165	15	37	64	823	232	193	1,516	195	3,427
12-15	285	407	20	63	143	798	425	355	2,158	260	4,914
16-19	305	293	7	38	92	349	324	253	1,238	208	3,107
20-24	378	272	6	43	39	200	309	297	1,029	185	2,758
25-29	271	235	9	29	32	126	232	180	702	166	1,982
30-34	314	224	5	15	29	102	194	164	606	157	1,810
35-39	308	239	15	20	23	93	173	134	563	141	1,709
40-44	304	227	10	22	22	77	152	96	527	136	1,573
45-49	191	190	7	15	19	62	121	100	433	104	1,242
50-54	151	149	11	9	10	64	134	103	412	84	1,127
55-59	150	151	7	6	11	47	92	91	348	85	988
60-64	94	110	7	6	6	52	79	78	311	68	811
65-69	49	98	4	5	13	49	87	57	304	60	726
70-74	49	92	5	9	13	44	100	60	354	52	778
75-79	41	69	4	13	7	40	101	69	375	52	771
80-84	26	71	5	7	11	59	76	69	379	53	756
85+	30	55	0	6	6	35	67	58	294	36	587
All ages ²	3,443	3,368	160	375	589	4,058	3,193	2,542	13,189	2,364	33,281
Percentage	10	10	0.5	1.1	1.8	12	10	8	40	7	100
All ages ² :											
Killed	94	51	7	2	2	37	69	50	308	51	671
Seriously injured	595	490	28	79	123	859	671	528	2,686	399	6,458
Slightly injured	2,754	2,827	125	294	464	3,162	2,453	1,964	10,195	1,914	26,152
Total	3,443	3,368	160	375	589	4,058	3,193	2,542	13,189	2,364	33,281

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

2 Includes cases where age was not reported.

33 Casualties among pedestrians: by location, age, road crossing type and severity: 2005

	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	3	14	17	0	7	7
Seriously injured	36	132	171	23	70	96
Slightly injured	183	480	688	122	247	381
All severities	222	626	876	145	324	484
Pelican:³						
Killed	3	26	29	0	23	23
Seriously injured	81	215	305	79	207	293
Slightly injured	378	666	1,069	347	632	1,007
All severities	462	907	1,403	426	862	1,323
Light controlled junction (with ped'n phase):						
Killed	3	22	25	0	15	15
Seriously injured	36	218	265	37	173	217
Slightly injured	238	682	963	171	628	837
All severities	277	922	1,253	208	816	1,069
Crossing with human control:⁴						
Killed	1	1	2	0	1	1
Seriously injured	7	19	27	9	8	17
Slightly injured	36	56	95	54	41	99
All severities	44	76	124	63	50	117
All crossings:^{5,6,7}						
Killed	10	65	75	0	50	50
Seriously injured	161	578	762	146	472	635
Slightly injured	824	1,889	2,809	694	1,569	2,345
All severities	995	2,532	3,646	840	2,091	3,030

1 Children - aged between 0-15 years.

2 Includes cases where age was not reported.

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

4 Includes school crossing patrols and other authorised persons.

5 Involves double counting between Zebra crossings and Crossings with human control.

6 Includes footbridges, subways and uncontrolled central refuges.

7 Excludes cases where road crossing type was undefined.

34 Casualties: by age, road user type and severity: 2005

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	19	0	0	0	3	11	156	4	13	190
1	3	13	84	0	0	2	3	26	419	6	39	562
2	4	56	258	0	0	6	4	30	447	9	89	809
3	4	74	373	0	3	14	0	23	477	4	101	937
4	1	102	499	1	7	39	1	28	538	3	140	1,139
5	2	118	533	0	8	86	0	24	521	2	156	1,189
6	1	98	544	0	22	163	3	20	671	4	145	1,434
7	3	112	599	0	23	177	4	24	664	7	161	1,498
8	1	139	680	2	19	265	3	33	725	6	194	1,724
9	2	129	727	2	47	292	3	31	776	8	210	1,871
10	5	160	832	2	40	363	0	40	862	7	247	2,142
11	3	209	1,188	2	57	476	3	36	778	8	317	2,562
12	6	246	1,367	0	71	595	3	41	779	10	378	2,942
13	9	236	1,260	3	87	628	3	38	771	16	398	2,876
14	11	238	1,242	3	77	634	6	67	933	20	428	3,090
15	7	202	1,045	5	66	546	12	123	1,273	27	456	3,161
0-15	63	2,134	11,250	20	527	4,286	51	595	10,790	141	3,472	28,126
16	10	188	876	5	55	457	37	252	2,102	60	926	5,942
17	19	162	795	0	48	399	85	636	5,636	127	1,268	8,980
18	14	175	795	1	38	292	92	776	7,676	120	1,234	10,180
19	9	126	641	2	33	257	77	698	6,963	98	1,090	8,913
16-19	52	651	3,107	8	174	1,405	291	2,362	22,377	405	4,518	34,015
20	16	137	655	5	46	349	77	617	6,623	120	1,001	8,600
21	13	123	597	1	28	267	57	541	5,492	84	876	7,188
22	10	107	518	1	35	267	52	454	4,990	78	784	6,649
23	5	102	498	0	38	298	53	425	4,834	79	745	6,466
24	8	108	490	2	35	298	66	432	4,870	91	746	6,536
20-24	52	577	2,758	9	182	1,479	305	2,469	26,809	452	4,152	35,439
25-29	30	380	1,982	12	222	1,503	177	1,468	19,135	300	2,859	26,755
30-34	37	354	1,810	13	202	1,536	115	1,181	17,413	241	2,597	25,234
35-39	25	333	1,709	12	207	1,403	111	1,069	16,575	254	2,640	24,390
40-44	37	325	1,573	10	195	1,204	82	965	14,781	218	2,399	21,783
45-49	35	282	1,242	8	141	919	79	766	11,269	182	1,791	16,340
50-54	35	284	1,127	8	125	688	67	662	9,239	163	1,520	13,273
55-59	34	233	988	18	115	563	59	632	7,915	143	1,300	11,225
60-64	26	201	811	4	81	347	52	502	5,417	98	944	7,705
65-69	35	201	726	4	45	210	44	404	3,898	95	740	5,561
70-74	35	244	778	5	34	164	65	397	3,227	114	748	4,818
75-79	55	290	771	8	38	130	50	371	2,492	123	756	3,898
80-84	64	247	756	6	16	59	74	330	1,871	153	644	3,139
85+	52	245	587	2	10	27	51	169	952	110	474	1,846
All ages ⁴	671	7,129	33,281	148	2,360	16,561	1,675	14,617	178,302	3,201	32,155	271,017

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

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

3 Killed or seriously injured.

4 Includes cases where age was not reported.

35 Casualties in cars¹: by severity, age, seating position, built-up and non built-up roads: 2005

	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	6	89	2,288	360	4,799	89,427	366	5,003	94,006
Rear seat occupant	3	132	4,062	60	631	7,388	63	798	11,972
All occupants ⁶	9	221	6,426	422	5,447	97,086	431	5,819	106,376
Non built-up roads: ⁵									
Front seat occupant	9	122	1,164	982	6,752	50,982	991	6,963	53,028
Rear seat occupant	29	210	2,425	93	693	4,015	123	926	6,646
All occupants ⁶	39	338	3,661	1,081	7,493	55,241	1,121	7,943	60,010
Motorways:									
Front seat occupant	0	11	157	98	692	9,999	99	715	10,297
Rear seat occupant	3	25	544	20	109	996	23	134	1,569
All occupants ⁶	3	36	703	119	807	11,043	123	855	11,916
All speed limits: ⁷									
Front seat occupant	15	222	3,609	1,440	12,243	150,408	1,456	12,681	157,331
Rear seat occupant	35	367	7,031	173	1,433	12,399	209	1,858	20,187
All occupants ⁶	51	595	10,790	1,622	13,747	163,370	1,675	14,617	178,302

1 Includes taxis and minibuses.

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

3 Includes cases where age was not reported.

4 Killed or seriously injured.

5 Motorways excluded.

6 Includes cases where seating position was not reported.

7 Includes cases where speed limit was not reported.

36 School pupil casualties to and from school : by road user type, severity, gender and age: 2005

Number of casualties										
	Pedestrian		Pedal cycle		Car occupants		Bus or tram Occupants		All road users ¹	
	KSI	All	KSI	All	KSI	All	KSI	All	KSI	All
Male										
3 and under	0	6	0	0	0	13	0	1	0	20
4	5	35	0	0	0	12	0	1	5	48
5	7	51	0	2	0	16	1	3	8	72
6	10	60	0	9	1	38	0	4	11	112
7	8	64	0	1	2	44	0	3	10	112
8	19	76	1	8	1	38	0	1	21	123
9	20	95	0	8	0	32	0	12	20	148
10	17	101	2	13	1	36	0	8	20	159
11	44	256	4	45	3	45	2	27	53	373
12	47	280	10	76	4	29	2	34	63	421
13	40	230	10	82	0	26	2	44	52	383
14	27	172	5	82	2	32	0	47	34	333
15	19	125	10	55	2	30	1	19	33	232
16	8	51	3	27	3	25	4	12	31	181
All male children	271	1,602	45	408	19	416	12	216	361	2,717
Female										
3 and under	1	7	0	0	1	11	0	0	2	18
4	2	12	0	0	0	13	0	1	2	26
5	7	36	0	2	0	24	0	1	7	63
6	7	31	0	2	0	35	0	2	7	70
7	4	36	0	1	2	32	0	1	6	70
8	3	32	1	4	2	40	1	4	7	80
9	12	69	0	6	1	39	0	14	14	129
10	15	82	0	3	1	32	0	14	16	131
11	28	201	2	18	2	26	0	24	32	269
12	42	250	2	21	1	49	2	34	47	355
13	33	227	3	21	1	45	2	38	39	333
14	19	174	2	13	3	46	1	30	25	263
15	18	124	0	9	1	45	2	26	21	205
16	9	73	1	5	0	44	1	19	11	151
All female children	200	1,354	11	105	15	481	9	208	236	2,163
All pupils										
3 and under	1	13	0	0	1	24	0	1	2	38
4	7	47	0	0	0	25	0	2	7	74
5	14	87	0	4	0	40	1	4	15	135
6	17	91	0	11	1	73	0	6	18	182
7	12	100	0	2	4	76	0	4	16	182
8	22	108	2	12	3	78	1	5	28	203
9	32	164	0	14	1	71	0	26	34	277
10	32	183	2	16	2	68	0	22	36	290
11	72	457	6	63	5	71	2	51	85	642
12	89	530	12	97	5	78	4	68	110	776
13	73	457	13	103	1	71	4	82	91	716
14	46	346	7	95	5	78	1	77	59	596
15	37	249	10	64	3	75	3	45	54	437
16	17	124	4	32	3	69	5	31	42	332
All children	471	2,956	56	513	34	897	21	424	597	4,880

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

37 Breath tests and breath test failures: all drivers and riders involved, by day of week and time of day: 2005

(a) All motor vehicles involved in accidents								Number of drivers & riders
Hour beginning	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	All days
Midnight	560	456	443	475	610	1,240	1,176	4,960
01:00	330	202	252	319	375	1,031	1,015	3,524
02:00	211	234	177	216	367	883	979	3,067
03:00	92	155	143	174	214	570	606	1,954
04:00	166	154	131	153	206	320	362	1,492
05:00	347	306	315	296	331	343	251	2,189
06:00	841	856	968	898	932	443	361	5,299
07:00	2,432	2,541	2,746	2,595	2,262	737	503	13,816
08:00	4,390	4,557	5,042	4,757	4,186	1,192	640	24,764
09:00	2,746	3,006	3,050	2,969	2,745	1,558	1,018	17,092
10:00	2,256	2,266	2,329	2,198	2,442	2,385	1,681	15,557
11:00	2,614	2,426	2,601	2,457	2,840	3,238	2,406	18,582
12:00	2,882	2,830	2,977	2,853	3,374	3,865	2,927	21,708
13:00	2,985	2,887	3,054	3,001	3,492	3,630	2,883	21,932
14:00	2,971	2,874	2,954	2,893	3,554	3,409	2,940	21,595
15:00	3,599	3,985	3,926	3,977	4,710	3,134	2,696	26,027
16:00	4,075	4,454	4,516	4,486	5,118	3,286	2,834	28,769
17:00	4,856	5,413	5,456	5,263	5,161	3,263	2,662	32,074
18:00	3,321	3,670	3,857	3,656	3,953	2,934	2,502	23,893
19:00	2,459	2,533	2,794	2,719	3,137	2,478	2,150	18,270
20:00	1,723	1,866	1,974	1,993	2,356	1,968	1,775	13,655
21:00	1,479	1,551	1,486	1,644	1,985	1,492	1,375	11,012
22:00	1,125	1,193	1,315	1,398	1,779	1,460	1,201	9,471
23:00	754	915	1,021	1,063	1,708	1,564	1,002	8,027
All hours ¹	49,217	51,334	53,539	52,463	57,842	46,425	37,953	348,773

(b) Required to take breath test								Number of drivers & riders
Hour beginning	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	All days
Midnight	315	272	278	264	344	676	658	2,807
01:00	189	112	143	172	199	540	532	1,887
02:00	115	138	95	117	183	436	521	1,605
03:00	57	102	85	100	124	293	309	1,070
04:00	84	87	77	84	117	172	200	821
05:00	199	165	183	165	181	196	131	1,220
06:00	459	442	504	522	513	252	207	2,899
07:00	1,336	1,295	1,455	1,477	1,234	431	264	7,492
08:00	2,263	2,343	2,617	2,368	2,092	685	342	12,710
09:00	1,414	1,527	1,511	1,488	1,370	863	589	8,762
10:00	1,118	1,156	1,257	1,145	1,216	1,346	967	8,205
11:00	1,396	1,276	1,302	1,217	1,478	1,733	1,304	9,706
12:00	1,431	1,441	1,582	1,432	1,753	2,051	1,583	11,273
13:00	1,503	1,411	1,539	1,494	1,782	1,866	1,560	11,155
14:00	1,503	1,449	1,472	1,483	1,792	1,767	1,573	11,039
15:00	1,798	2,014	1,917	1,946	2,401	1,594	1,471	13,141
16:00	2,092	2,260	2,249	2,366	2,722	1,827	1,572	15,088
17:00	2,514	2,783	2,708	2,711	2,817	1,800	1,517	16,850
18:00	1,681	1,885	1,972	1,918	2,081	1,531	1,367	12,435
19:00	1,299	1,348	1,496	1,492	1,673	1,325	1,160	9,793
20:00	884	1,022	1,068	1,108	1,330	1,094	955	7,461
21:00	792	850	807	905	1,128	811	759	6,052
22:00	630	694	724	777	968	780	647	5,220
23:00	424	496	598	631	942	845	577	4,513
All hours ¹	25,497	26,570	27,643	27,385	30,441	24,915	20,768	183,219

¹ Includes cases where hour of day was not reported.

**37 (continued) Breath tests and breath test failures: all drivers and riders involved,
by day of week and time of day: 2005**

(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	80	58	51	46	67	157	149	608
01:00	58	31	31	33	40	146	151	490
02:00	21	35	25	40	71	138	171	501
03:00	18	17	23	25	39	106	106	334
04:00	10	6	10	5	22	52	58	163
05:00	20	6	1	7	9	40	30	113
06:00	11	3	4	10	6	27	30	91
07:00	18	12	12	18	14	32	16	122
08:00	18	11	11	21	22	31	27	141
09:00	13	10	13	3	12	26	20	97
10:00	11	6	11	13	10	27	19	97
11:00	10	5	13	12	10	18	25	93
12:00	9	12	13	6	13	26	30	109
13:00	8	15	10	11	13	21	24	102
14:00	24	7	15	15	19	32	26	138
15:00	24	25	26	42	24	34	35	210
16:00	30	42	33	28	44	52	58	287
17:00	35	42	39	43	55	72	58	344
18:00	38	40	43	56	74	80	70	401
19:00	47	44	55	57	69	98	82	452
20:00	40	53	49	48	65	94	87	436
21:00	51	45	50	49	104	83	96	478
22:00	49	53	55	62	121	94	104	538
23:00	61	81	72	104	185	146	121	770
All hours ¹	704	659	665	754	1,108	1,632	1,593	7,115

¹ Includes cases where hour of day was not reported.

38a Drivers: by gender, number injured, car driver and motorcycle rider and age: 2005

Number of driverspercentage									
	Male			Female			All drivers or riders ¹		
	Involved	of which casualties		Involved	of which casualties		Involved	of which casualties	
		Number	Percentage		Number	Percentage		Number	Percentage
Car drivers:									
Under 17	318	179	56.3	52	32	61.5	374	211	56.4
17-19	14,469	7,285	50.3	6,480	4,269	65.9	20,998	11,554	55.0
20-24	21,834	10,198	46.7	12,657	8,101	64.0	34,617	18,299	52.9
25-29	17,967	7,885	43.9	11,026	6,573	59.6	29,141	14,458	49.6
30-34	18,235	7,515	41.2	11,183	6,301	56.3	29,616	13,816	46.7
35-39	17,623	7,157	40.6	11,565	6,332	54.8	29,491	13,489	45.7
40-49	28,721	11,436	39.8	18,048	9,793	54.3	46,873	21,230	45.3
50-59	19,316	7,322	37.9	10,594	5,942	56.1	29,989	13,264	44.2
60-69	10,940	4,015	36.7	4,522	2,458	54.4	15,491	6,474	41.8
70 and over	8,274	3,584	43.3	3,110	1,800	57.9	11,407	5,384	47.2
Age not reported	13,855	866	6.3	4,211	497	11.8	33,813	1,388	4.1
All ages	171,552	67,442	39.3	93,448	52,098	55.8	281,810	119,567	42.4
Motorcycle riders under 50cc:									
Under 16	154	126	81.8	9	9	100.0	164	135	82.3
16	1,849	1,728	93.5	161	154	95.7	2,011	1,882	93.6
17	852	785	92.1	104	99	95.2	956	884	92.5
18	235	219	93.2	36	34	94.4	271	253	93.4
19	117	112	95.7	29	28	96.6	146	140	95.9
20-24	309	283	91.6	61	61	100.0	372	344	92.5
25-29	197	176	89.3	61	58	95.1	259	234	90.3
30-39	267	248	92.9	92	88	95.7	359	336	93.6
40-49	134	124	92.5	62	61	98.4	196	185	94.4
50-59	74	69	93.2	45	40	88.9	119	109	91.6
60 and over	44	43	97.7	28	27	96.4	72	70	97.2
Age not reported	150	64	42.7	5	4	80.0	264	71	26.9
All ages	4,382	3,977	90.8	693	663	95.7	5,189	4,643	89.5
Motorcycle riders: 50cc and over:									
Under 16	113	102	90.3	2	2	100.0	115	104	90.4
16	353	326	92.4	25	23	92.0	379	349	92.1
17	985	930	94.4	45	45	100.0	1,032	975	94.5
18	886	846	95.5	49	45	91.8	936	891	95.2
19	641	602	93.9	49	48	98.0	691	650	94.1
20-24	2,504	2,332	93.1	203	195	96.1	2,709	2,527	93.3
25-29	2,159	2,009	93.1	199	185	93.0	2,360	2,194	93.0
30-39	4,991	4,651	93.2	404	392	97.0	5,402	5,043	93.4
40-49	3,763	3,477	92.4	230	214	93.0	3,993	3,691	92.4
50-59	1,620	1,513	93.4	68	61	89.7	1,688	1,574	93.2
60 and over	504	475	94.2	21	18	85.7	525	493	93.9
Age not reported	567	334	58.9	22	13	59.1	851	350	41.1
All ages	19,086	17,597	92.2	1,317	1,241	94.2	20,681	18,841	91.1
Other motor vehicle drivers ²	36,076	7,938	22.0	1,617	555	34.3	41,093	8,493	20.7
All motor vehicle drivers or riders:									
Under 17	2,852	2,507	87.9	255	225	88.2	3,114	2,732	87.7
17-19	18,674	10,954	58.7	6,810	4,576	67.2	25,542	15,530	60.8
20-24	26,924	13,454	50.0	13,024	8,401	64.5	40,092	21,855	54.5
25-29	23,663	10,921	46.2	11,478	6,892	60.0	35,312	17,813	50.4
30-34	25,317	11,001	43.5	11,668	6,628	56.8	37,223	17,629	47.4
35-39	25,423	10,921	43.0	12,044	6,634	55.1	37,824	17,555	46.4
40-49	41,420	17,030	41.1	18,767	10,201	54.4	60,322	27,232	45.1
50-59	27,192	10,180	37.4	10,908	6,109	56.0	38,194	16,289	42.6
60-69	13,522	4,866	36.0	4,600	2,514	54.7	18,156	7,381	40.7
70 and over	8,623	3,778	43.8	3,173	1,851	58.3	11,822	5,629	47.6
Age not reported	17,486	1,342	7.7	4,348	526	12.1	41,172	1,899	4.6
All ages	231,096	96,954	42.0	97,075	54,557	56.2	348,773	151,544	43.5

1 Includes cases where gender was not reported.

2 Includes drivers of buses, coaches and goods vehicles.

38b Drivers: by gender, number injured, car driver and motorcycle rider and age: 1994 - 1998 average

							Number of drivers/percentage		
	Male ²			Female ²			All drivers or riders ¹		
	Involved	of which casualties		Involved	of which casualties		Involved	of which casualties	
		Number	Percentage		Number	Percentage		Number	Percentage
Car drivers:									
Under 17	439	226	51.4	38	21	54.8	486	247	50.7
17-19	17,525	7,835	44.7	7,334	4,576	62.4	24,941	12,411	49.8
20-24	29,065	11,795	40.6	15,743	9,564	60.8	45,066	21,361	47.4
25-29	29,227	10,820	37.0	16,556	9,378	56.6	46,072	20,199	43.8
30-34	26,896	9,067	33.7	15,407	8,067	52.4	42,655	17,135	40.2
35-39	20,693	6,860	33.2	12,152	6,226	51.2	33,078	13,087	39.6
40-49	32,735	10,114	30.9	18,037	9,095	50.4	51,021	19,210	37.7
50-59	21,664	6,694	30.9	9,686	5,099	52.6	31,429	11,795	37.5
60-69	12,499	4,069	32.6	4,018	2,118	52.7	16,545	6,187	37.4
70 and over	8,594	3,468	40.4	2,793	1,606	57.5	11,405	5,073	44.5
Age not reported	10,056	715	7.1	3,342	495	14.8	27,070	1,230	4.5
All ages	209,393	71,662	34.2	105,106	56,245	53.5	329,768	127,935	38.8
Motorcycle riders under 50cc:									
Under 16	50	43	85.5	3	2	84.6	53	45	84.8
16	540	500	92.6	67	65	97.3	607	565	93.1
17	223	203	91.0	39	38	98.4	262	241	92.1
18	91	82	89.9	25	24	94.4	116	106	90.9
19	57	50	89.0	16	15	94.9	73	65	89.8
20-24	180	163	90.4	74	70	95.7	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	91.4	97	94	96.7	222	208	93.5
50-59	118	110	93.2	99	97	98.6	217	207	95.7
60 and over	143	137	95.7	75	73	96.8	218	210	96.1
Age not reported	43	26	60.6	9	7	78.3	72	34	46.7
All ages	1,890	1,713	90.6	658	633	96.2	2,572	2,346	91.2
Motorcycle riders: 50cc and over:									
Under 16	138	117	85.2	4	4	86.4	144	121	84.3
16	385	358	93.0	23	23	99.1	409	381	93.2
17	912	853	93.5	41	37	91.2	954	890	93.3
18	708	659	93.0	43	41	95.8	752	700	93.1
19	563	523	92.9	50	48	96.4	613	571	93.2
20-24	3,256	2,966	91.1	295	275	93.1	3,556	3,241	91.1
25-29	4,244	3,843	90.6	326	303	92.8	4,574	4,146	90.7
30-39	6,076	5,528	91.0	347	311	89.7	6,432	5,840	90.8
40-49	2,414	2,191	90.8	133	119	89.2	2,550	2,311	90.6
50-59	982	892	90.9	71	64	90.1	1,053	956	90.8
60 and over	404	369	91.3	33	28	86.1	437	397	90.9
Age not reported	480	329	68.5	26	18	67.7	727	349	48.0
All ages	20,561	18,628	90.6	1,393	1,271	91.2	22,202	19,903	89.6
Other motor vehicle drivers ³	43,297	9,008	20.8	1,800	654	36.3	48,250	9,664	20.0
All motor vehicle drivers or riders:									
Under 17	1,583	1,255	79.3	138	116	84.3	1,734	1,372	79.1
17-19	20,888	10,494	50.2	7,598	4,804	63.2	28,575	15,298	53.5
20-24	36,248	15,988	44.1	16,354	10,016	61.2	52,884	26,006	49.2
25-29	39,846	16,310	40.9	17,278	9,874	57.1	57,454	26,186	45.6
30-34	37,523	14,052	37.4	15,992	8,429	52.7	53,919	22,482	41.7
35-39	28,577	10,245	35.9	12,550	6,458	51.5	41,404	16,704	40.3
40-49	44,889	14,193	31.6	18,601	9,412	50.6	63,806	23,606	37.0
50-59	29,455	8,858	30.1	10,020	5,318	53.1	39,579	14,177	35.8
60-69	14,600	4,787	32.8	4,127	2,204	53.4	18,757	6,990	37.3
70 and over	8,913	3,668	41.2	2,836	1,643	57.9	11,769	5,311	45.1
Age not reported	12,617	1,162	9.2	3,463	528	15.3	32,910	1,715	5.2
All ages	275,140	101,011	36.7	108,956	58,802	54.0	402,791	159,847	39.7

1 Includes cases where gender was not reported.

2 Casualty figures have been slightly revised.

3 Includes drivers of buses, coaches and goods vehicles.

39 Breath tests and breath test failures: by motor vehicle driver and motorcycle rider and age: GB 2005

Number of drivers or riders/ <i>percentage</i>						
	Involved in accident	Tested	Tested as percentage of involved	Failed ¹	Failed as a percentage of	
					Involved	Tested
Car drivers:						
Under 17	374	185	49.5	40	10.7	21.6
17-19	20,998	14,074	67.0	763	3.6	5.4
20-24	34,617	21,371	61.7	1,438	4.2	6.7
25-29	29,141	17,101	58.7	986	3.4	5.8
30-34	29,616	16,633	56.2	735	2.5	4.4
35-39	29,491	16,858	57.2	684	2.3	4.1
40-49	46,873	27,561	58.8	933	2.0	3.4
50-59	29,989	17,996	60.0	433	1.4	2.4
60-69	15,491	9,340	60.3	153	1.0	1.6
70 and over	11,407	6,667	58.4	75	0.7	1.1
Age not reported	33,813	1,901	5.6	157	0.5	8.3
All ages	281,810	149,687	53.1	6,397	2.3	4.3
Motorcycle riders:						
Under 17	2,669	1,212	45.4	20	0.7	1.7
17-19	4,032	2,068	51.3	76	1.9	3.7
20-24	3,081	1,543	50.1	83	2.7	5.4
25-29	2,619	1,289	49.2	57	2.2	4.4
30-34	2,772	1,306	47.1	40	1.4	3.1
35-39	2,989	1,398	46.8	40	1.3	2.9
40-49	4,189	2,091	49.9	53	1.3	2.5
50-59	1,807	902	49.9	14	0.8	1.6
60-69	482	243	50.4	2	0.4	0.8
70 and over	115	51	44.3	0	0.0	0.0
Age not reported	1,115	118	10.6	6	0.5	5.1
All ages	25,870	12,221	47.2	391	1.5	3.2
Bus/coach drivers	9,988	3,830	38.3	14	0.1	0.4
Light goods vehicle drivers	16,078	8,574	53.3	238	1.5	2.8
Heavy goods vehicle drivers	12,120	7,698	63.5	49	0.4	0.6
Other drivers/riders	2,907	1,209	41.6	26	0.9	2.2
All motor vehicle drivers and riders:						
Under 17	3,114	1,424	45.7	63	2.0	4.4
17-19	25,542	16,467	64.5	848	3.3	5.1
20-24	40,092	24,450	61.0	1,552	3.9	6.3
25-29	35,312	20,579	58.3	1,103	3.1	5.4
30-34	37,223	20,795	55.9	826	2.2	4.0
35-39	37,824	21,465	56.7	768	2.0	3.6
40-49	60,322	35,220	58.4	1,057	1.8	3.0
50-59	38,194	22,727	59.5	481	1.3	2.1
60-69	18,156	10,951	60.3	163	0.9	1.5
70 and over	11,822	6,852	58.0	75	0.6	1.1
Age not reported	41,172	2,289	5.6	179	0.4	7.8
All ages	348,773	183,219	52.5	7,115	2.0	3.9

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

40 Vehicles: by accident severity, vehicle type and vehicle population: 2005

	Number of vehicles involved in				Number of vehicles/vehicle stock
	Fatal accidents	Serious accidents	Slight accidents	All accidents	Road motor vehicles with current licences (thousand) ¹
Pedal cycles	158	2,339	14,542	17,039	..
Motorcycles: ²					
Motorcycles under 50cc	22	858	4,309	5,189	163
Motorcycles 50cc - 125cc	68	1,500	5,517	7,085	206
Motorcycles 126cc - 500cc	69	641	1,961	2,671	209
Motorcycles over 500cc	461	3,235	7,229	10,925	628
All motorcycles ³	620	6,234	19,016	25,870	1,206
Taxis	53	599	4,801	5,453	42
Cars	3,389	27,916	243,825	275,130	27,520
Minibus	23	149	1,055	1,227	104
All cars ⁴	3,465	28,664	249,681	281,810	27,666
Buses or coaches	108	1,023	8,857	9,988	74
Light Goods Vehicles	261	1,819	13,998	16,078	2,937
Heavy Goods Vehicles:					
Rigid	287	1,023	6,416	7,726	324
Articulated	233	625	3,534	4,392	117
Total ⁵	520	1,648	9,952	12,120	441
Other motor vehicles	62	381	2,464	2,907	573
Other non-motor vehicles	8	63	254	325	..
All vehicles ⁶	5,204	42,176	318,856	366,236	32,897

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

² Includes motor cycle combinations and scooters.

³ Includes cases where engine size was not reported.

⁴ Includes cars, taxis, minibuses.

⁵ Includes cases where HGV type was not reported.

⁶ Includes cases where vehicle type was not reported.

41a Vehicles: by vehicle type, built-up and non built-up roads, road class and accident severity: 2005

	Number of vehicles							
	Pedal Cycles	Motorcycles	Cars	Buses or coaches	Light goods vehicles	Heavy goods vehicles	All motor vehicles ¹	All vehicles ²
Built-up roads:³								
A roads								
Fatal	46	108	539	38	31	75	802	850
Fatal or serious	760	1,878	7,635	495	462	362	10,896	11,671
All severities	5,563	9,082	82,818	4,514	4,643	2,798	104,523	110,151
B roads								
Fatal	10	35	176	11	16	12	251	262
Fatal or serious	266	574	2,519	105	126	74	3,425	3,697
All severities	1,823	2,393	25,469	994	1,318	573	30,951	32,807
Other roads								
Fatal	33	92	480	34	38	42	695	732
Fatal or serious	1,089	1,811	8,679	401	525	238	11,778	12,904
All severities	8,229	8,131	87,426	3,732	4,407	1,531	106,098	114,517
All built-up roads:⁴								
Fatal	89	235	1,195	83	85	129	1,748	1,844
Fatal or serious	2,115	4,263	18,833	1,001	1,113	674	26,099	28,272
All severities	15,615	19,606	195,713	9,240	10,368	4,902	241,572	257,475
Non built-up roads:³								
A roads								
Fatal	48	236	1,471	18	112	221	2,084	2,134
Fatal or serious	230	1,550	7,809	69	580	847	10,980	11,217
All severities	731	3,725	46,532	382	3,128	3,547	57,921	58,696
B roads								
Fatal	9	81	285	0	26	31	428	437
Fatal or serious	42	412	1,847	22	111	108	2,538	2,582
All severities	193	916	9,808	107	581	435	12,007	12,217
Other roads								
Fatal	12	50	274	4	19	19	374	387
Fatal or serious	110	478	2,265	30	131	102	3,058	3,179
All severities	497	1,226	14,971	190	830	573	18,085	18,650
All non built-up roads:⁴								
Fatal	69	367	2,030	22	157	271	2,886	2,958
Fatal or serious	382	2,440	11,921	121	822	1,057	16,576	16,978
All severities	1,421	5,867	71,311	679	4,539	4,555	88,013	89,563
All speed limits:⁵								
Motorways								
Fatal	0	18	240	3	19	120	402	402
Fatal or serious	0	151	1,375	9	145	437	2,130	2,130
All severities	3	397	14,786	69	1,171	2,663	19,188	19,198
A roads								
Fatal	94	344	2,010	56	143	296	2,886	2,984
Fatal or serious	990	3,428	15,444	564	1,042	1,209	21,876	22,888
All severities	6,294	12,807	129,350	4,896	7,771	6,345	162,444	168,847
B roads								
Fatal	19	116	461	11	42	43	679	699
Fatal or serious	308	986	4,366	127	237	182	5,963	6,279
All severities	2,016	3,309	35,277	1,101	1,899	1,008	42,958	45,024
Other roads								
Fatal	45	142	754	38	57	61	1,069	1,119
Fatal or serious	1,199	2,289	10,944	431	656	340	14,836	16,083
All severities	8,726	9,357	102,397	3,922	5,237	2,104	124,183	133,167
Total⁴								
Fatal	158	620	3,465	108	261	520	5,036	5,204
Fatal or serious	2,497	6,854	32,129	1,131	2,080	2,168	44,805	47,380
All severities	17,039	25,870	281,810	9,988	16,078	12,120	348,773	366,236

1 Includes other motor vehicles.

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

3 Excludes motorways.

4 Includes cases where road class was not reported.

5 Includes cases where speed limit was not reported.

41b Vehicles: by vehicle type, built-up and non built-up roads, road class and accident severity: 1994-98 average¹

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

1 Includes other motor vehicles.

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

3 Excludes motorways.

4 Includes cases where road class was not reported.

5 Includes cases where speed limit was not reported.

42 Vehicle involvement rates: by vehicle type, urban and rural roads, road class, accident severity and traffic: 2005

	<i>Rate per 100 million vehicle kilometres</i>							
	Pedal cycles	Motorcycles	Cars	Buses or coaches	Light goods vehicles	Heavy goods vehicles	All motor vehicles ¹	All vehicles ²
Urban roads:³								
A roads								
Fatal	8.2	10	0.7	3.1	0.4	2.1	0.9	1.0
Fatal or serious	132	171	10	40	5	11	12	13
All severities	953	858	115	373	47	85	119	125
Other roads ⁴								
Fatal	1.1	5.1	0.5	1.9	0.3	2.5	0.7	0.7
Fatal or serious	41	102	10	22	4	13	11	12
All severities	312	467	106	215	34	93	106	111
All Urban roads:^{5,7}								
Fatal	2.2	7	0.6	2.3	0.3	2.3	0.8	0.8
Fatal or serious	55	125	10	29	4	12	12	12
All severities	414	600	110	273	39	88	112	117
Rural roads:^{3,7}								
A roads								
Fatal	41	20	1.3	2.3	0.6	2.3	1.5	1.5
Fatal or serious	222	142	8	11	4	9	8	9
All severities	883	355	46	59	21	37	46	47
Other roads ²								
Fatal	3.7	18	1.4	1.6	0.5	3.0	1.5	1.5
Fatal or serious	38	147	11	17	3	15	12	12
All severities	204	412	75	103	21	72	72	74
All Rural roads:⁵								
Fatal	8.1	19	1.3	2.0	0.6	2.4	1.5	1.5
Fatal or serious	60	144	9	13	3	10	10	10
All severities	282	379	56	77	21	43	54	55
All speed limits:⁶								
Motorways								
Fatal	..	4.5	0.3	0.7	0.2	1.0	0.4	0.4
Fatal or serious	..	37	2	2	1	4	2	2
All severities	..	98	20	15	10	22	20	20
A roads								
Fatal	14	16	1.1	2.7	0.5	2.2	1.3	1.3
Fatal or serious	145	155	9	27	4	9	10	10
All severities	921	578	72	238	30	48	73	75
Other roads ⁴								
Fatal	1.7	9	0.8	1.8	0.4	2.7	1.0	1.0
Fatal or serious	40	116	11	21	4	14	12	12
All severities	287	450	95	189	28	82	93	97
Total⁵								
Fatal	3.6	11	0.9	2.1	0.4	1.8	1.0	1.0
Fatal or serious	56	126	8	22	3	7	9	9
All severities	385	476	71	193	26	42	70	73
Estimated vehicle kilometres (100 million):								
Built-up roads: ³	34	29	1,598	32	234	49	1,942	1,976
Non built-up roads: ³	10	21	1,645	15	279	121	2,081	2,091
Motorways	.	4	728	5	113	120	970	970
Total	44	54	3,972	52	626	290	4,994	5,038

1 Includes other motor vehicles.

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

3 Excludes motorways.

4 B, C and unclassified roads.

5 Includes cases where road class was not reported.

6 Includes cases where speed limit was not reported.

7 See urban and rural definitions.

43 Vehicles: by junction type, vehicle type, built-up and non built-up roads: 2005

		Number of vehicles							
		Round- about	T or staggered junction	Crossroads	Multiple junction	Slip road	Other junction	Using private drive or entrance	Not at or within 20 metres of junction
Pedal cycles	Built-up roads	1,641	6,551	1,545	258	76	697	861	3,985
	Non built-up roads	190	243	56	7	49	36	53	787
	Motorways	2	1	0	0	0	0	0	0
Motorcycles	Built-up roads	1,738	8,337	2,033	326	93	764	1,061	5,254
	Non built-up roads	695	1,002	234	35	121	188	299	3,293
	Motorways	28	2	1	3	47	1	0	315
Cars	Built-up roads	18,854	72,614	24,737	3,950	1,381	8,303	7,078	58,786
	Non built-up roads	6,410	12,460	3,400	511	2,198	2,114	2,926	41,292
	Motorways	861	55	7	39	1,476	99	5	12,244
Buses or coaches	Built-up roads	595	3,176	1,113	249	50	415	116	3,526
	Non built-up roads	55	119	29	11	17	13	20	415
	Motorways	5	1	1	0	9	2	0	51
Light goods vehicles	Built-up roads	923	3,812	1,190	205	66	351	422	3,399
	Non built-up roads	348	767	210	22	129	126	229	2,708
	Motorways	59	4	1	2	116	6	1	982
Heavy goods vehicles:									
Articulated	Built-up roads	240	262	110	15	18	39	31	377
	Non built-up roads	246	180	48	9	87	44	64	1,097
	Motorways	28	1	0	3	121	8	0	1,364
Rigid	Built-up roads	493	1,210	390	91	33	122	164	1,305
	Non built-up roads	218	392	81	9	88	72	125	1,795
	Motorways	51	3	1	4	91	6	0	982
Other vehicles ¹	Built-up roads	148	618	180	47	14	131	83	810
	Non built-up roads	63	153	34	6	23	43	108	761
	Motorways	3	0	0	0	15	1	0	90
All vehicles ¹	Built-up roads	24,632	96,580	31,299	5,141	1,731	10,822	9,816	77,442
	Non built-up roads	8,225	15,316	4,092	610	2,712	2,636	3,824	52,148
	Motorways	1,037	67	11	51	1,875	123	6	16,028

¹ Includes cases where vehicle type was unknown.

44 Vehicles skidding or overturning, and towing: by road surface condition special conditions at site and vehicle type 2005

	Vehicles					
	Road surface conditions ⁵			Special conditions at site ⁵		All ¹
	Dry	Wet or flood	Snow or ice	Oil or diesel	Mud	
Pedal Cycles						
Involved	13,650	3,220	144	8	12	17,039
Skidded	444	178	17	4	6	639
Motorcycles						
Involved	19,654	5,918	268	202	89	25,870
Skidded	4,065	1,848	142	157	63	6,059
Cars						
Involved	187,489	87,852	6,151	872	765	281,810
Skidded	18,650	17,220	2,660	428	430	38,561
Overturned ²	5,637	4,012	651	66	129	10,307
Towing caravan	168	39	0	1	0	207
Other tow	537	242	8	6	3	788
Light goods vehicles						
Involved	10,686	5,008	368	75	72	16,078
Skidded	1,135	1,104	153	36	41	2,395
Overturned ²	330	221	50	5	4	601
Towing caravan	12	3	0	0	0	15
Other tow	162	75	2	1	0	239
Heavy goods vehicles						
Rigid ³						
Involved	5,210	2,342	165	43	43	7,727
Skidded	546	418	59	11	17	1,024
Jackknifed	8	6	0	0	0	14
Overturned ²	187	78	12	0	5	277
Articulated						
Involved	2,971	1,349	67	13	8	4,392
Skidded	336	146	9	3	1	491
Jackknifed	75	50	9	2	0	134
Overturned ²	242	92	5	0	0	339
All HGVs ⁴						
Involved	8,181	3,691	232	56	51	12,120
Skidded	882	564	68	14	18	1,515
Jackknifed	83	56	9	2	0	148
Overturned ²	429	170	17	0	5	616
Buses or coaches						
Involved	7,856	2,024	94	24	9	9,988
Skidded	227	183	21	8	2	431
Overturned ²	9	2	1	0	0	12
Other motor vehicles						
Involved	2,094	746	58	15	24	2,907
Skidded	113	83	13	5	5	209
Overturned ²	106	40	6	3	3	152
Other vehicles						
Involved	333	83	8	0	3	424
Skidded	11	2	0	0	0	13
Overturned ²	21	4	1	0	0	26
All	249,943	108,542	7,323	1,252	1,025	366,236

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

2 Includes vehicles which may have skidded or jackknifed before overturning

3 Includes vehicles towing trailers or caravans.

4 Includes cases where body type was not reported.

5 Involves double counting between Road Surface Conditions and Special Conditions at Site.

45 Vehicles involved in accidents: by vehicle type and manoeuvre 2005

	Number of vehicles					
	Pedal cycles	Motorcycles Under 50cc	Motorcycles 51 - 125cc	Motorcycles 126 - 500cc	Motorcycles over 500cc	All motorcycles ¹
Reversing	33	8	11	8	17	44
Parked	48	14	26	9	33	82
Waiting to go ahead but held up	199	119	153	72	245	589
Slowing or stopping	234	273	308	111	467	1,159
Moving off	380	96	100	32	148	376
U turning	26	21	22	12	20	75
Turning left	409	130	184	60	192	566
Waiting to turn left	29	22	22	7	35	86
Turning right	1,135	312	325	97	319	1,053
Waiting to turn right	114	45	46	21	56	168
Changing lane to left	68	16	25	18	50	109
Changing lane to right	209	16	29	20	74	139
Overtaking a moving vehicle - offside	110	295	576	224	1,104	2,199
Overtaking a stationary vehicle - offside	341	218	271	114	425	1,028
Overtaking - nearside	294	80	135	53	184	452
Going ahead on a left-hand bend	240	197	275	148	952	1,572
Going ahead on a right-hand bend	390	196	270	144	746	1,356
Going ahead other	12,776	3,131	4,307	1,521	5,857	14,816
All known manoeuvres	17,035	5,189	7,085	2,671	10,924	25,869
Number of vehicles involved in accidents ³	17,036	5,189	7,085	2,671	10,924	25,869
of which - at a junction	12,266	3,538	4,965	1,757	6,748	17,008

	Number of vehicles					
	Cars	Buses or coaches	Light goods vehicles	Heavy goods vehicles		All vehicles other than two-wheel ²
				HGVs involved	of which foreign reg'd LHD ⁴	
Reversing	4,022	56	484	221	8	4,851
Parked	11,249	772	962	631	32	13,834
Waiting to go ahead but held up	23,472	462	992	465	17	25,509
Slowing or stopping	20,893	1,503	1,297	729	32	24,562
Moving off	8,310	1,048	457	314	23	10,240
U turning	2,352	14	184	63	5	2,637
Turning left	8,373	279	504	377	9	9,654
Waiting to turn left	1,943	24	70	30	1	2,078
Turning right	29,432	498	1,502	691	50	32,451
Waiting to turn right	6,022	46	243	77	2	6,427
Changing lane to left	1,958	43	188	473	21	2,691
Changing lane to right	2,443	74	226	878	431	3,679
Overtaking a moving vehicle - offside	4,889	103	327	274	21	5,657
Overtaking a stationary vehicle - offside	2,757	114	179	102	1	3,182
Overtaking - nearside	1,193	41	82	56	4	1,391
Going ahead on a left-hand bend	11,740	180	638	437	13	13,128
Going ahead on a right-hand bend	12,497	240	582	682	24	14,169
Going ahead other	128,185	4,490	7,159	5,617	336	147,091
All known manoeuvres	281,730	9,987	16,076	12,117	1,030	323,231
Number of vehicles involved in accidents ³	281,774	9,988	16,078	12,120	1,031	323,286
of which - at a junction	169,478	5,996	8,989	5,199	264	191,332

1 Includes motorcycles where engine size was not reported

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

3 Includes cases where vehicle manoeuvre was not reported.

4 Left hand drive

46a Casualties by road user type, severity and local authority: 2005

Number of casualties

Local authority	Population (Thousands)	Pedestrians		Pedal cyclists		Motorcycle users		Car users		All road users ¹			
		KSI	All	KSI	All	KSI	All	KSI	All	Child KSI	All KSI	Slight	All Severities
Greater London	7,517,726	1,224	6,035	372	2,898	849	5,152	1,015	15,239	345	3,657	28,248	31,905
City of London	9,185	12	92	14	99	10	75	5	53	0	43	308	351
Barking	164,521	18	102	1	36	13	76	18	423	9	52	630	682
Barnet	329,681	49	210	7	56	38	187	48	810	22	146	1,210	1,356
Bexley	220,310	21	95	4	26	21	84	36	416	10	87	579	666
Brent	270,084	32	208	10	71	22	147	50	632	13	124	1,024	1,148
Bromley	301,926	28	121	5	50	33	149	58	652	16	134	924	1,058
Camden	226,102	58	270	19	182	33	234	12	245	10	131	905	1,036
Croydon	342,697	48	255	8	71	26	191	64	790	13	158	1,254	1,412
Ealing	301,783	45	253	9	73	25	175	38	705	15	127	1,191	1,318
Enfield	280,540	37	181	7	48	26	112	51	792	8	126	1,079	1,205
Greenwich	228,145	31	184	7	54	33	154	33	476	11	108	833	941
Hackney	207,742	43	247	18	134	30	169	26	391	21	124	902	1,026
Hammersmith	179,850	44	182	21	138	34	232	20	244	10	122	717	839
Haringey	224,477	49	203	4	59	16	112	24	361	15	94	712	806
Harrow	213,961	21	113	7	35	11	58	34	392	4	76	564	640
Havering	226,209	25	113	2	27	10	80	37	656	11	83	879	962
Hillingdon ²	252,404	33	141	8	62	21	120	58	787	22	126	1,089	1,215
Hounslow	212,508	27	109	14	81	33	138	38	654	9	120	936	1,056
Islington	182,637	35	198	21	165	20	184	10	192	6	90	725	815
Kensington and Chelsea	196,232	44	212	18	153	36	239	11	228	3	113	776	889
Kingston upon Thames	153,027	17	60	7	49	12	75	24	247	2	63	405	468
Lambeth	269,127	62	318	22	154	50	298	21	423	7	162	1,173	1,335
Lewisham	247,463	58	224	9	85	34	201	35	456	18	145	942	1,087
Merton	194,740	24	104	10	56	11	103	22	246	5	71	488	559
Newham	246,230	35	193	5	52	12	94	22	603	9	80	953	1,033
Redbridge	251,502	28	132	5	38	14	93	43	705	12	94	940	1,034
Richmond upon Thames	186,265	16	88	11	77	20	119	22	227	3	72	477	549
Southwark	257,675	46	241	16	160	32	229	32	386	8	132	1,016	1,148
Sutton	177,699	12	87	10	40	16	89	21	348	4	66	540	606
Tower Hamlets	213,178	40	184	11	104	43	224	14	430	8	111	893	1,004
Waltham Forest	224,067	39	178	3	62	18	96	31	517	21	93	825	918
Wandsworth	281,394	26	169	28	152	46	267	19	332	6	121	860	981
Westminster	244,365	121	568	31	249	50	348	38	420	14	263	1,499	1,762
Greater Manchester	2,547,647	434	2,145	86	782	191	786	338	8,224	205	1,080	11,725	12,805
Bolton	265,372	50	266	6	67	26	104	40	945	25	125	1,346	1,471
Bury	183,486	26	142	4	47	15	61	36	656	16	83	866	949
Manchester	441,184	137	618	28	241	41	141	75	1,921	42	284	2,889	3,173
Oldham	219,178	44	188	3	47	14	59	34	694	21	98	983	1,081
Rochdale	206,391	29	172	4	50	17	72	19	814	20	75	1,125	1,200
Salford	216,428	29	160	6	55	17	73	28	733	13	84	1,010	1,094
Stockport	281,628	32	162	10	80	11	76	25	628	11	80	933	1,013
Tameside	214,104	33	151	7	51	9	44	21	496	17	70	735	805
Trafford	213,196	20	96	8	68	10	34	12	527	10	51	705	756
Wigan	306,680	34	190	10	76	31	122	48	810	30	130	1,133	1,263
Merseyside	1,367,146	262	962	58	336	95	327	277	5,077	146	710	6,592	7,302
Knowsley	149,393	15	69	6	41	10	26	31	522	15	66	643	709
Liverpool	447,457	142	469	20	104	29	98	85	2,038	62	282	2,755	3,037
St Helens	176,275	23	98	7	37	15	53	22	573	14	70	760	830
Sefton	280,942	29	156	10	81	8	60	45	829	17	94	1,109	1,203
Wirral	313,079	53	170	15	73	33	90	94	1,115	38	198	1,325	1,523

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

² Includes London Airport data.

46a Casualties by road user type, severity and local authority: 2005

Local authority	Population ² (Thousands)	Number of casualties											
		Pedestrians		Pedal cyclists		Motorcycle users		Car users		All road users ¹			
		KSI	All	KSI	All	KSI	All	KSI	All	Child KSI	All KSI	Slight	All Severities
South Yorkshire	1,285,615	204	884	36	260	143	442	255	4,159	95	658	5,594	6,252
Barnsley	222,120	19	131	7	43	36	107	49	681	13	114	931	1,045
Doncaster	289,602	43	239	4	76	36	108	56	1,041	21	146	1,430	1,576
Rotherham	253,214	33	123	3	42	20	83	35	889	19	93	1,109	1,202
Sheffield	520,679	109	391	22	99	51	144	115	1,548	42	305	2,124	2,429
Tyne and Wear	1,095,180	143	727	38	257	64	276	119	3,091	67	378	4,393	4,771
Gateshead	191,479	20	110	4	34	17	62	35	705	9	78	908	986
Newcastle upon Tyne	276,377	52	280	15	79	8	47	29	823	19	105	1,246	1,351
North Tyneside	192,319	20	103	2	56	13	55	24	555	5	61	769	830
South Tyneside	151,316	22	77	5	39	10	43	6	305	13	44	459	503
Sunderland	283,689	29	157	12	49	16	69	25	703	21	90	1,011	1,101
West Midlands	2,591,305	419	1,946	71	627	187	788	411	8,078	209	1,131	11,082	12,213
Birmingham	1,001,185	210	978	26	272	71	304	201	3,595	95	521	4,960	5,481
Coventry	304,236	52	195	9	86	15	88	32	764	21	110	1,101	1,211
Dudley	305,620	41	186	7	54	25	105	51	868	19	132	1,141	1,273
Sandwell	286,305	43	206	5	53	17	92	32	942	24	103	1,281	1,384
Solihull	200,886	14	89	5	39	23	55	37	533	13	89	676	765
Walsall	253,463	25	132	6	57	12	64	30	656	21	74	907	981
Wolverhampton	239,610	34	160	13	66	24	80	28	720	16	102	1,016	1,118
West Yorkshire	2,118,579	308	1,421	86	466	216	702	424	7,369	133	1,085	9,718	10,803
Bradford	485,015	80	379	18	80	42	146	98	1,869	32	248	2,368	2,616
Calderdale	195,291	22	107	11	41	29	79	45	664	12	111	842	953
Kirklees	394,557	69	266	19	88	37	132	79	1,397	29	210	1,793	2,003
Leeds	723,088	100	510	27	191	70	236	132	2,465	39	352	3,440	3,792
Wakefield	320,628	37	159	11	66	38	109	70	974	21	164	1,275	1,439
Avon	1,015,179	106	553	46	380	123	553	141	2,728	45	433	4,072	4,505
Bath and NE Somerset	173,708	16	92	8	53	21	93	25	424	3	71	634	705
Bristol	398,276	58	317	27	220	55	258	32	919	25	179	1,639	1,818
North Somerset	195,104	15	76	7	48	20	75	38	581	11	81	765	846
South Gloucestershire	248,091	17	68	4	59	27	127	46	804	6	102	1,034	1,136
Bedfordshire	582,612	54	254	19	120	66	221	139	1,582	23	294	2,031	2,325
Bedfordshire excl Luton	397,717	29	147	16	86	54	175	118	1,198	17	232	1,501	1,733
Luton	184,895	25	107	3	34	12	46	21	384	6	62	530	592
Berkshire	812,315	54	321	20	264	64	310	152	2,108	20	302	2,888	3,190
Bracknell Forest	111,241	7	26	2	28	10	39	10	250	3	35	325	360
Reading	146,335	16	96	2	72	8	57	4	276	6	31	506	537
Slough	145,085	9	74	3	41	10	49	28	409	2	50	544	594
West Berkshire	117,530	4	46	3	30	17	63	51	439	2	78	561	639
Windsor and Maidenhead	138,527	12	47	5	42	10	54	31	370	5	60	474	534
Wokingham	153,597	6	32	5	51	9	48	28	364	2	48	478	526
Buckinghamshire	700,021	47	234	24	145	92	286	262	2,898	36	446	3,317	3,763
Bucks excl Milton Keynes	481,539	28	165	14	82	71	202	199	1,871	17	324	2,114	2,438
Milton Keynes	218,482	19	69	10	63	21	84	63	1,027	19	122	1,203	1,325
Cambridgeshire	748,592	70	298	54	447	145	394	307	3,226	57	609	4,041	4,650
Cambs excl Peterborough	588,886	43	202	41	355	106	303	237	2,278	36	458	2,908	3,366
Peterborough	159,706	27	96	13	92	39	91	70	948	21	151	1,133	1,284
Cheshire	993,320	120	420	72	305	157	436	403	4,119	79	786	4,773	5,559
Cheshire excl Halton & Warrington	679,857	83	286	60	215	116	314	326	2,792	51	608	3,177	3,785
Halton	118,752	16	40	3	30	23	48	29	428	13	77	513	590
Warrington	194,711	21	94	9	60	18	74	48	899	15	101	1,083	1,184

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

46a Casualties by road user type, severity and local authority: 2005

Number of casualties													
Local authority	Population (Thousands)	Pedestrians		Pedal cyclists		Motorcycle users		Car users		All road users ¹			
		KSI	All	KSI	All	KSI	All	KSI	All	Child KSI	All KSI	Slight	All Severities
Cleveland	552,863	66	257	11	97	42	118	93	1,306	31	224	1,652	1,876
Hartlepool	90,012	8	45	2	20	9	17	20	242	5	39	298	337
Middlesbrough	137,571	29	87	2	21	10	32	21	363	12	63	472	535
Redcar & Cleveland	138,599	14	60	2	16	8	29	23	275	4	49	350	399
Stockton-on-Tees	186,681	15	65	5	40	15	40	29	426	10	73	532	605
Cornwall	519,446	27	287	10	122	52	250	165	2,118	14	261	2,639	2,900
Cumbria	498,870	61	270	24	149	79	238	237	1,870	33	427	2,303	2,730
Derbyshire	981,266	96	469	48	263	154	463	261	3,301	59	586	4,241	4,827
Derbyshire excl Derby	747,518	63	327	32	178	134	373	233	2,735	43	484	3,407	3,891
Derby	233,748	33	142	16	85	20	90	28	566	16	102	834	936
Devon	1,109,912	72	715	17	270	102	562	211	3,456	29	410	4,812	5,222
Devon excl Plymouth and Torbay	730,978	35	399	13	167	76	357	189	2,543	13	320	3,300	3,620
Plymouth	246,130	16	184	4	84	18	135	14	626	5	53	1,023	1,076
Torbay	132,804	21	132	0	19	8	70	8	287	11	37	489	526
Dorset	701,800	72	306	32	322	81	427	213	2,327	43	408	3,158	3,566
Dorset excl Bournemouth and Poole	401,145	34	145	12	84	56	227	159	1,408	25	270	1,723	1,993
Bournemouth	163,561	22	111	9	156	11	94	25	481	5	68	809	877
Poole	137,094	16	50	11	82	14	106	29	438	13	70	626	696
Durham	598,936	90	322	11	116	50	175	126	1,777	43	289	2,304	2,593
Durham excl Darlington	499,759	75	257	9	81	45	148	108	1,508	36	248	1,891	2,139
Darlington	99,177	15	65	2	35	5	27	18	269	7	41	413	454
East Sussex	752,929	139	536	43	252	123	390	191	2,137	50	514	3,118	3,632
East Sussex excl Brighton & Hove	497,907	84	289	22	123	84	253	151	1,530	33	353	1,989	2,342
Brighton & Hove	255,022	55	247	21	129	39	137	40	607	17	161	1,129	1,290
Essex	1,645,924	174	725	71	450	255	774	596	5,191	102	1,152	6,406	7,558
Essex excl Southend and Thurrock	1,339,976	145	574	60	344	200	602	512	4,240	89	963	5,128	6,091
Southend	159,324	15	92	7	73	24	89	31	388	8	78	592	670
Thurrock	146,624	14	59	4	33	31	83	53	563	5	111	686	797
Gloucestershire	575,225	37	232	29	215	48	252	147	1,777	24	272	2,322	2,594
Hampshire	1,671,042	132	695	98	629	203	808	352	4,244	67	819	5,952	6,771
Hants excl Portsmouth & Southampton	1,259,474	66	397	61	421	157	581	300	3,313	42	613	4,376	4,989
Portsmouth	189,599	37	144	20	115	16	97	31	475	9	106	809	915
Southampton	221,969	29	154	17	93	30	130	21	456	16	100	767	867
Herefordshire	178,763	16	62	4	43	26	54	90	645	13	147	732	879
Hertfordshire	1,048,187	87	374	52	285	124	493	283	4,267	42	580	5,195	5,775
Humberside	891,029	125	444	69	397	143	384	315	2,419	82	686	3,214	3,900
Kingston upon Hull	327,378	49	194	27	172	29	104	27	480	24	136	879	1,015
East Riding of Yorkshire	249,097	30	115	17	96	58	129	128	956	24	247	1,148	1,395
North-East Lincolnshire	157,504	31	85	15	83	25	71	52	400	18	133	549	682
North Lincolnshire	157,050	15	50	10	46	31	80	108	583	16	170	638	808
Isle of Wight	140,015	15	73	2	26	23	78	40	405	7	83	528	611
Kent	1,621,011	136	845	38	379	199	794	432	5,081	56	847	6,591	7,438
Kent excl Medway Towns	1,369,939	111	707	38	322	179	684	389	4,562	47	757	5,835	6,592
Medway Towns	251,072	25	138	0	57	20	110	43	519	9	90	756	846
Lancashire	1,439,266	235	946	88	460	196	643	489	5,524	156	1,060	6,970	8,030
Lancashire excl Blackburn and Blackpool	1,156,123	176	700	78	373	165	535	444	4,710	119	912	5,794	6,706
Blackburn (and Darwen)	140,228	31	118	4	33	11	49	24	459	22	72	614	686
Blackpool	142,915	28	128	6	54	20	59	21	355	15	76	562	638

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

46a Casualties by road user type, severity and local authority: 2005

Local authority	Population (Thousands)	Number of casualties											
		Pedestrians		Pedal cyclists		Motorcycle users		Car users		All road users ¹			
		KSI	All	KSI	All	KSI	All	KSI	All	Child KSI	All KSI	Slight	All Severities
Leicestershire	953,170	86	515	33	299	77	376	177	3,018	33	403	4,076	4,479
Leics excl Leicester City & Rutland	627,814	51	225	24	174	56	269	154	2,084	23	308	2,624	2,932
Leicester City	288,016	34	279	6	107	13	88	13	783	8	69	1,265	1,334
Rutland	37,340	1	11	3	18	8	19	10	151	2	26	187	213
Lincolnshire	678,695	52	292	18	182	82	380	268	2,758	47	440	3,418	3,858
Norfolk	824,240	56	305	29	237	106	387	344	2,635	38	568	3,216	3,784
North Yorkshire	651,824	87	343	34	239	169	424	464	2,704	58	798	3,187	3,985
North Yorkshire excl York	311,329	76	260	23	116	147	342	413	2,286	51	697	2,536	3,233
York	768,721	11	83	11	123	22	82	51	418	7	101	651	752
Northamptonshire	581,959	73	231	30	122	83	217	286	1,771	57	517	2,034	2,551
Northumberland	186,762	27	137	13	67	45	109	101	1,205	17	202	1,448	1,650
Nottinghamshire	1,041,380	176	576	75	366	169	493	337	3,283	108	791	4,301	5,092
Nottinghamshire excl Nottingham	762,687	95	322	49	225	126	371	292	2,558	80	593	3,159	3,752
Nottingham	278,693	81	254	26	141	43	122	45	725	28	198	1,142	1,340
Oxfordshire	626,927	38	202	25	264	67	264	192	1,933	25	339	2,519	2,858
Shropshire	450,620	47	172	22	99	63	157	136	1,294	29	286	1,539	1,825
Shropshire excl Telford & Wrekin	289,021	37	123	17	65	47	115	110	926	18	228	1,082	1,310
Telford & Wrekin	161,599	10	49	5	34	16	42	26	368	11	58	457	515
Somerset	515,617	41	199	24	163	78	267	188	1,885	24	344	2,293	2,637
Staffordshire	1,054,979	84	522	28	277	86	451	185	4,223	54	406	5,387	5,793
Staffordshire excl Stoke on Trent	816,701	54	332	20	207	67	352	165	3,457	36	329	4,274	4,603
Stoke on Trent	238,278	30	190	8	70	19	99	20	766	18	77	1,113	1,190
Suffolk	692,081	54	252	21	195	98	322	183	2,092	23	380	2,666	3,046
Surrey	1,075,529	87	431	62	413	144	578	273	5,085	40	584	6,274	6,858
Warwickshire	533,939	48	198	25	141	79	234	235	2,103	29	407	2,421	2,828
West Sussex	764,435	67	272	42	278	112	361	241	2,192	28	489	2,804	3,293
Wiltshire	630,615	46	220	32	145	78	262	194	2,074	32	360	2,499	2,859
Wiltshire excl Swindon	446,616	31	134	19	87	62	169	174	1,614	22	296	1,826	2,122
Swindon	183,999	15	86	13	58	16	93	20	460	10	64	673	737
Worcestershire	555,832	42	197	25	101	60	190	147	1,508	24	297	1,846	2,143
England	50,431,654	6,136	28,822	2,167	15,350	5,888	23,048	12,435	157,506	2,977	27,945	212,539	240,484
Wales	2,958,590	269	1,411	62	432	224	697	729	9,522	136	1,327	11,411	12,738
Scotland	5,094,800	724	3,048	131	779	396	1,079	1,453	11,274	359	2,883	14,912	17,795
Great Britain	58,485,044	7,129	33,281	2,360	16,561	6,508	24,824	14,617	178,302	3,472	32,155	238,862	271,017

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

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

Local authority	Number of casualties											
	Pedestrians		Pedal cyclists		Motorcycle users		Car users		All road users ²			
	KSI	All	KSI	All	KSI	All	KSI	All	Child	All	All	
									KSI	KSI	Slight	Severities
Greater London	2,136	9,307	568	4,418	934	6,083	2,632	22,478	936	6,696	39,109	45,805
City of London	25	148	7	74	16	123	13	100	2	65	415	480
Barking	35	159	7	69	13	67	84	572	30	151	782	933
Barnet	70	323	14	103	34	202	135	1,276	31	268	1,778	2,047
Bexley	36	147	9	66	17	94	79	565	25	148	806	955
Brent	84	341	18	106	24	158	103	890	42	243	1,362	1,605
Bromley	49	225	18	108	33	154	128	870	34	241	1,234	1,475
Camden	105	457	31	224	41	330	59	550	25	251	1,433	1,684
Croydon	67	341	13	132	31	206	119	1,076	42	246	1,632	1,878
Ealing	92	360	21	157	32	200	129	1,062	35	288	1,612	1,900
Enfield	65	285	13	94	21	137	125	1,090	33	235	1,490	1,725
Greenwich	59	251	10	88	30	179	88	704	36	198	1,141	1,339
Hackney	79	338	19	146	25	177	72	524	39	211	1,098	1,309
Hammersmith	59	253	20	170	26	204	32	367	18	149	931	1,080
Haringey	65	322	12	89	21	139	55	538	23	161	1,011	1,171
Harrow	35	165	7	59	12	80	61	503	20	122	734	856
Havering	38	153	12	81	19	95	134	894	35	212	1,099	1,311
Hillingdon ³	55	211	20	131	27	132	147	1,125	38	267	1,443	1,710
Hounslow	50	224	19	152	28	170	113	921	29	228	1,358	1,586
Islington	75	335	26	203	31	252	39	399	18	184	1,111	1,295
Kensington and Chelsea	72	320	18	162	31	233	38	380	11	170	1,006	1,176
Kingston upon Thames	32	122	15	108	22	103	53	431	13	127	691	819
Lambeth	124	484	36	259	51	365	82	854	45	312	1,832	2,143
Lewisham	82	341	14	132	30	203	63	769	42	206	1,388	1,594
Merton	37	158	11	95	21	118	50	405	21	127	700	827
Newham	68	316	11	99	18	107	77	661	43	189	1,115	1,303
Redbridge	48	212	12	86	15	106	103	884	26	187	1,199	1,386
Richmond upon Thames	32	135	21	134	24	135	48	387	14	135	714	849
Southwark	79	365	25	214	48	299	70	739	34	239	1,542	1,781
Sutton	30	131	10	71	16	94	53	482	22	115	714	829
Tower Hamlets	72	282	14	126	38	236	53	481	27	186	1,021	1,207
Waltham Forest	61	266	12	101	19	138	67	604	30	170	1,032	1,202
Wandsworth	79	306	33	237	54	317	76	590	29	256	1,305	1,561
Westminster	178	831	38	341	65	532	84	788	23	408	2,383	2,790
Greater Manchester	587	2,937	108	1,189	127	581	402	10,820	304	1,280	15,417	16,697
Bolton	62	322	10	107	15	62	44	1,076	35	136	1,536	1,672
Bury	35	169	4	67	7	39	23	687	15	72	952	1,024
Manchester	156	748	28	287	23	108	76	2,208	71	291	3,337	3,628
Oldham	51	272	8	80	12	48	34	883	29	109	1,260	1,368
Rochdale	49	243	6	78	8	32	38	878	28	107	1,212	1,319
Salford	52	256	11	118	12	58	38	1,238	25	126	1,688	1,814
Stockport	40	225	12	115	11	60	44	1,078	16	111	1,485	1,596
Tameside	47	221	10	78	11	53	34	751	31	105	1,074	1,179
Trafford	29	160	9	126	8	40	29	814	18	77	1,140	1,217
Wigan	67	323	11	133	20	82	43	1,208	37	146	1,734	1,881
Merseyside	351	1,519	75	593	80	324	300	6,566	199	841	8,913	9,754
Knowsley	34	138	7	48	6	23	46	794	29	98	992	1,090
Liverpool	180	744	27	199	22	103	99	2,659	89	341	3,747	4,088
St Helens	32	142	7	59	12	42	47	824	20	104	1,050	1,154
Sefton	42	222	14	139	13	55	46	1,083	24	119	1,466	1,585
Wirral	63	272	20	147	27	101	62	1,206	38	179	1,657	1,836

1 Figures have been rounded to the nearest whole number.

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

3 Includes London Airport figures.

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

Local authority	Number of casualties											
	Pedestrians		Pedal cyclists		Motorcycle users		Car users		All road users ²			
	KSI	All	KSI	All	KSI	All	KSI	All	Child KSI	All KSI	Slight	All Severities
South Yorkshire	251	1,086	47	396	86	303	308	3,922	146	732	5,578	6,310
Barnsley	37	183	7	60	20	62	68	734	29	139	991	1,131
Doncaster	43	221	13	133	18	74	66	994	28	147	1,397	1,545
Rotherham	47	191	11	69	18	63	67	837	34	152	1,130	1,282
Sheffield	124	491	16	134	31	104	107	1,357	56	294	2,059	2,353
Tyne and Wear	282	1,047	50	346	41	137	202	3,039	147	602	4,383	4,985
Gateshead	53	171	7	40	12	32	56	735	27	134	930	1,064
Newcastle upon Tyne	84	322	12	96	7	31	39	728	35	149	1,145	1,295
North Tyneside	40	149	10	69	8	22	29	436	21	92	639	731
South Tyneside	35	121	6	46	6	21	15	320	16	64	476	541
Sunderland	71	283	14	94	9	31	63	821	46	162	1,192	1,354
West Midlands	756	2,587	161	908	201	624	893	7,733	415	2,092	10,479	12,571
Birmingham	329	1,206	44	310	61	227	311	3,108	151	775	4,381	5,156
Coventry	103	268	36	139	34	80	138	754	69	322	979	1,301
Dudley	68	251	17	95	29	90	84	813	41	202	1,110	1,312
Sandwell	80	286	16	99	20	66	98	909	44	224	1,229	1,453
Solihull	34	110	15	63	17	44	107	619	24	184	701	885
Walsall	65	222	15	93	22	65	75	798	42	185	1,070	1,255
Wolverhampton	77	244	18	109	19	52	80	732	44	200	1,009	1,209
West Yorkshire	524	2,200	106	665	158	559	626	8,511	272	1,484	11,391	12,875
Bradford	139	628	21	150	31	127	107	1,998	69	309	2,748	3,057
Calderdale	39	194	8	64	16	60	52	813	20	123	1,106	1,229
Kirklees	76	356	18	99	27	103	120	1,440	42	255	1,887	2,142
Leeds	197	764	36	246	53	178	239	3,133	91	554	4,168	4,722
Wakefield	74	257	22	106	31	92	107	1,128	51	244	1,482	1,725
Avon	123	588	38	351	81	358	207	2,457	57	472	3,507	3,979
Bath and North-East Somerset	17	82	3	36	13	49	37	335	7	72	455	527
Bristol	68	336	21	197	32	165	51	885	28	175	1,505	1,680
North Somerset	18	83	7	48	16	56	54	504	11	101	643	744
South Gloucestershire	21	88	8	70	20	88	66	732	12	124	904	1,028
Bedfordshire	88	366	31	210	63	204	196	1,983	53	398	2,561	2,959
Bedfordshire excl Luton	52	211	22	143	49	152	167	1,476	31	309	1,828	2,136
Luton	36	155	8	66	14	52	29	507	21	89	733	823
Berkshire	65	424	26	371	58	345	169	2,764	34	332	3,734	4,066
Bracknell Forest *	7	38	4	40	7	46	28	346	5	48	438	486
Reading *	16	129	5	89	10	68	12	346	6	45	618	664
Slough *	13	81	4	60	7	39	16	429	6	42	585	627
West Berkshire *	10	62	4	52	13	68	51	671	6	82	816	898
Windsor and Maidenhead *	12	63	5	64	10	63	32	501	5	60	654	714
Wokingham *	7	51	4	66	11	61	30	472	5	54	623	677
Buckinghamshire	62	327	26	247	72	292	227	2,951	42	407	3,627	4,034
Buckinghamshire excl Milton Keynes *	43	233	17	155	50	205	177	2,026	29	303	2,471	2,774
Milton Keynes *	19	94	9	92	22	88	49	925	13	104	1,156	1,260
Cambridgeshire	91	324	103	648	115	365	403	3,007	75	759	3,847	4,606
Cambridgeshire excl Peterborough	59	224	79	503	94	282	327	2,278	48	597	2,906	3,503
Peterborough	32	100	25	145	21	83	76	729	27	162	941	1,103
Cheshire	180	614	89	442	138	396	675	4,914	138	1,152	5,706	6,858
Cheshire excl Halton and Warrington	111	399	62	299	108	292	505	3,334	81	830	3,800	4,630
Halton	30	82	12	53	13	30	88	529	33	157	627	784
Warrington	39	134	15	90	17	73	82	1,051	24	166	1,279	1,444

¹ Figures have been rounded to the nearest whole number.

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

* See 'Notes to Tables'

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

Local authority	Number of casualties											
	Pedestrians		Pedal cyclists		Motorcycle users		Car users		All road users ²			
	KSI	All	KSI	All	KSI	All	KSI	All	Child KSI	All KSI	Slight	All Severities
Cleveland	103	490	25	199	21	77	99	1,613	67	257	2,286	2,543
Hartlepool	19	88	4	32	5	12	16	258	12	46	383	429
Middlesbrough	35	166	6	59	6	20	17	467	22	65	685	751
Redcar & Cleveland	18	104	6	46	5	21	27	362	12	57	507	565
Stockton-on-Tees	30	132	9	62	5	25	38	526	21	88	711	799
Cornwall	58	303	23	146	76	262	213	1,872	41	383	2,336	2,719
Cumbria	92	325	36	183	84	208	308	1,867	68	555	2,211	2,766
Derbyshire	168	631	54	340	136	428	371	3,516	101	761	4,510	5,271
Derbyshire excl Derby	109	414	37	217	116	346	327	2,927	72	618	3,585	4,203
Derby	59	217	17	122	19	82	44	589	28	143	925	1,068
Devon	148	717	51	377	141	519	333	3,254	87	701	4,412	5,113
Devon excl Plymouth and Torbay	79	376	30	211	99	330	277	2,239	51	510	2,816	3,326
Plymouth	52	214	18	116	31	126	42	777	30	145	1,151	1,296
Torbay	17	126	2	50	11	63	14	238	6	46	445	491
Dorset	88	380	47	322	78	335	247	2,540	48	479	3,308	3,787
Dorset excl Bournemouth and Poole	38	176	22	132	52	183	198	1,649	25	326	1,948	2,274
Bournemouth	31	132	14	120	13	83	25	466	13	84	759	843
Poole	19	72	12	71	13	69	24	426	9	69	602	671
Durham	98	446	20	145	42	115	172	1,971	62	351	2,580	2,932
Durham excl Darlington	80	360	16	108	34	91	149	1,663	53	295	2,131	2,426
Darlington	18	86	4	36	8	24	23	308	10	57	449	506
East Sussex	163	653	49	300	108	341	286	2,585	69	628	3,519	4,148
East Sussex excl Brighton & Hove	89	333	29	167	78	236	243	1,919	47	457	2,369	2,826
Brighton & Hove	73	321	19	133	30	105	43	667	22	171	1,150	1,322
Essex	275	970	137	699	231	718	714	6,268	184	1,429	7,760	9,189
Essex excl Southend and Thurrock	213	741	107	535	191	582	617	5,098	145	1,187	6,189	7,377
Southend	39	152	17	109	17	65	38	490	18	115	759	874
Thurrock	23	77	13	55	23	72	60	680	21	127	812	939
Gloucestershire	52	269	25	225	59	240	205	1,731	35	360	2,257	2,617
Hampshire	232	970	148	1,004	233	860	645	5,810	157	1,314	7,856	9,170
Hants excl Portsmouth & Southampton	150	579	99	646	187	641	573	4,640	111	1,054	5,829	6,883
Portsmouth	43	185	28	198	24	104	39	572	23	142	990	1,131
Southampton	39	207	21	160	23	114	32	599	23	119	1,037	1,155
Herefordshire *	27	86	18	65	34	77	122	567	19	216	654	870
Hertfordshire	171	557	80	418	142	455	621	4,706	113	1,065	5,437	6,502
Humberside	199	738	105	685	127	396	351	2,682	139	820	4,003	4,822
Kingston upon Hull	87	338	36	292	32	118	43	576	49	207	1,231	1,438
East Riding of Yorkshire	39	145	28	152	48	127	174	1,077	32	302	1,293	1,596
North-East Lincolnshire	44	161	24	149	19	70	48	442	34	140	740	880
North Lincolnshire	28	94	17	91	28	81	86	587	24	170	739	909
Isle of Wight	25	98	17	72	24	81	51	399	15	122	568	690
Kent	269	1,038	105	593	256	772	627	5,226	174	1,321	6,721	8,042
Kent excl Medway Towns	225	848	96	510	227	675	578	4,661	146	1,183	5,880	7,064
Medway Towns	44	190	9	84	29	98	50	564	28	138	841	979
Lancashire	283	907	103	491	157	406	576	4,713	200	1,186	5,841	7,027
Lancashire excl Blackburn and Blackpool	58	199	11	48	15	37	68	685	37	159	864	1,024
Blackburn (and Darwen)	70	226	18	78	18	55	83	658	37	197	877	1,074
Blackpool	125	663	43	421	77	340	297	3,187	73	574	4,359	4,933

1 Figures have been rounded to the nearest whole number.

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

* See 'Notes to Tables'

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

Local authority	Number of casualties											
	Pedestrians		Pedal cyclists		Motorcycle users		Car users		All road users ²			
	KSI	All	KSI	All	KSI	All	KSI	All	Child KSI	All KSI	Slight	All Severities
Leicestershire	125	663	43	421	77	340	297	3,187	73	574	4,359	4,933
Leics excl Leicester City & Rutland	60	302	28	235	61	239	233	2,173	42	408	2,773	3,181
Leicester City	62	351	13	174	12	84	35	836	27	126	1,390	1,516
Rutland	2	11	2	12	4	17	29	178	3	40	196	236
Lincolnshire	80	323	44	292	112	308	478	2,659	76	764	3,079	3,843
Norfolk	113	380	61	317	131	371	516	2,710	89	862	3,132	3,994
North Yorkshire	137	427	73	335	186	462	700	3,237	122	1,171	3,630	4,801
North Yorkshire excl York *	113	332	57	218	170	389	672	2,946	111	1,083	3,115	4,198
York *	24	94	15	117	16	73	28	291	11	88	515	602
Northamptonshire	123	354	47	197	89	203	471	2,171	88	773	2,316	3,089
Northumberland	43	170	15	86	28	71	162	1,124	31	260	1,346	1,606
Nottinghamshire	276	855	125	498	177	433	512	3,725	195	1,147	4,833	5,980
Nottinghamshire excl Nottingham	143	439	86	323	133	307	418	2,821	129	824	3,381	4,205
Nottingham City	133	416	39	175	44	126	94	904	67	323	1,452	1,775
Oxfordshire *	54	276	34	343	57	277	215	2,157	31	385	2,881	3,266
Shropshire	64	213	43	150	69	162	318	1,553	59	535	1,706	2,241
Shropshire excl Telford & Wrekin	43	134	28	97	52	118	237	1,100	37	395	1,188	1,583
Telford & Wrekin	22	79	15	54	17	44	81	453	22	140	518	658
Somerset	57	223	28	198	59	184	222	1,772	33	380	2,111	2,492
Staffordshire	129	765	36	423	96	438	326	4,638	84	625	6,141	6,766
Staffordshire excl Stoke on Trent	82	487	28	325	74	334	280	3,729	60	498	4,763	5,262
Stoke on Trent	47	278	8	98	22	104	45	909	24	126	1,378	1,504
Suffolk	71	292	37	284	78	289	266	1,893	51	478	2,443	2,921
Surrey	156	603	84	571	171	690	484	5,366	84	932	6,635	7,567
Warwickshire	93	289	47	227	108	263	419	2,302	69	710	2,607	3,317
West Sussex	99	355	72	407	111	334	289	2,621	60	597	3,337	3,935
Wiltshire	72	293	38	239	88	300	260	2,326	50	487	2,899	3,386
Wiltshire excl Swindon	49	191	25	145	65	200	225	1,841	33	389	2,163	2,551
Swindon	23	102	13	94	23	101	35	485	16	98	736	834
Worcestershire *	94	307	50	214	91	224	312	1,885	62	581	2,246	2,827
England	9,861	40,119	3,376	22,373	5,867	22,306	19,579	179,136	5,729	40,815	241,953	282,768
Wales	434	2,041	107	730	253	782	1,115	10,344	288	2,008	12,848	14,856
Scotland	1,374	4,383	249	1,282	355	935	2,559	13,808	842	4,833	17,471	22,304
Great Britain	11,669	46,543	3,732	24,385	6,475	24,023	23,254	203,288	6,860	47,656	272,272	319,928

1 Figures have been rounded to the nearest whole number.

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

* See 'Notes to Tables'

47 Casualties: by Government Office Region, country and severity: 1994-98 average, 1998 - 2005

Casualties										
		1994-98 Average	1998	1999	2000	2001	2002	2003	2004	2005
North East	Fatal	139	121	126	93	102	126	132	128	108
	KSI ¹	1,471	1,244	1,275	1,188	1,145	1,195	1,261	1,158	1,093
	Total	12,067	12,310	11,536	11,760	11,617	11,706	11,878	11,458	10,890
North West	Fatal	393	355	360	370	341	333	405	338	362
	KSI	5,371	4,592	4,405	4,301	4,197	4,179	4,131	3,987	4,063
	Total	45,200	45,815	44,750	44,514	42,199	39,995	38,063	37,448	36,426
Yorkshire/Humberside	Fatal	327	315	305	319	331	322	318	311	302
	KSI	4,206	3,894	3,803	3,606	3,711	3,756	3,593	3,486	3,227
	Total	28,808	30,639	29,759	29,564	29,235	29,053	28,368	27,049	24,940
East Midlands	Fatal	357	381	390	330	323	373	366	299	299
	KSI	4,020	3,900	3,739	3,483	3,347	3,401	3,169	2,970	2,737
	Total	23,116	24,087	23,597	23,582	22,675	22,515	21,819	21,293	20,807
West Midlands	Fatal	328	313	269	304	323	306	321	286	281
	KSI	4,759	4,333	3,794	3,685	3,446	3,185	2,987	2,851	2,674
	Total	28,592	28,766	29,037	29,520	28,924	28,044	26,863	25,924	25,681
East of England	Fatal	363	328	408	393	382	385	370	355	342
	KSI	4,991	4,703	4,518	4,552	4,370	4,071	3,994	3,844	3,583
	Total	30,170	30,821	30,186	31,350	30,609	29,158	28,301	28,069	27,138
South East	Fatal	489	477	516	522	469	520	525	472	519
	KSI	6,039	5,632	6,086	5,924	5,765	5,694	5,079	4,685	4,423
	Total	44,918	45,135	45,070	44,565	44,213	42,194	40,008	38,869	38,414
London	Fatal	247	226	264	286	300	281	272	216	214
	KSI	6,696	6,870	5,961	6,106	6,101	5,671	5,164	4,171	3,657
	Total	45,805	45,679	45,978	46,003	44,622	41,508	38,477	34,581	31,905
South West	Fatal	343	318	284	298	345	334	295	309	308
	KSI	3,262	2,977	3,051	3,021	3,010	3,113	2,918	2,619	2,488
	Total	24,092	24,964	25,213	24,863	25,584	24,847	24,122	24,071	24,283
England	Fatal	2,986	2,834	2,922	2,915	2,916	2,980	3,004	2,714	2,735
	KSI	40,815	38,145	36,632	35,866	35,092	34,265	32,296	29,771	27,945
	Total	282,768	288,216	285,126	285,721	279,678	269,020	257,899	248,762	240,484
Wales	Fatal	213	202	191	169	187	147	173	201	180
	KSI	2,008	1,661	1,869	1,821	1,722	1,632	1,655	1,537	1,327
	Total	14,856	14,540	14,347	14,087	13,775	14,336	14,036	13,687	12,738
Scotland	Fatal	378	385	310	325	347	304	331	306	286
	KSI	4,833	4,449	4,044	3,877	3,746	3,510	3,264	3,043	2,883
	Total	22,304	22,456	20,837	20,475	19,856	19,249	18,672	18,391	17,795
Great Britain	Fatal	3,578	3,421	3,423	3,409	3,450	3,431	3,508	3,221	3,201
	KSI	47,656	44,255	42,545	41,564	40,560	39,407	37,215	34,351	32,155
	Total	319,928	325,212	320,310	320,283	313,309	302,605	290,607	280,840	271,017
Northern Ireland	Fatal	149	160	141	171	148	150	150	147	135
	KSI	1,662	1,538	1,650	1,786	1,830	1,676	1,438	1,330	1,208
	Total	12,499	13,402	13,449	14,720	13,142	11,914	10,325	9,507	8,159
United Kingdom	Fatal	3,727	3,581	3,564	3,580	3,598	3,581	3,658	3,368	3,336
	KSI	49,317	45,793	44,195	43,350	42,390	41,083	38,653	35,681	33,363
	Total	332,427	338,614	333,759	335,003	326,451	314,519	300,932	290,347	279,176

1 Killed or seriously injured

48 Casualties: by road class, Government Office Region and severity: 2005

Casualties

		Built-Up				Non Built-Up			All Roads ¹
		Motorways	A Roads	Other	Total	A Roads	Other	Total	
North East	Fatal	4	10	23	33	61	10	71	108
	KSI ²	23	178	458	636	314	120	434	1,093
	Total	205	2,440	4,636	7,076	2,572	1,037	3,609	10,890
North West	Fatal	38	97	91	188	103	33	136	362
	KSI	242	1,177	1,636	2,813	675	333	1,008	4,063
	Total	2,569	12,612	15,768	28,380	3,585	1,892	5,477	36,426
Yorkshire/Humberside	Fatal	17	74	65	139	98	48	146	302
	KSI	114	769	1,246	2,015	677	421	1,098	3,227
	Total	1,190	7,315	10,902	18,217	3,513	2,020	5,533	24,940
East Midlands	Fatal	15	21	64	85	139	60	199	299
	KSI	86	451	864	1,315	848	488	1,336	2,737
	Total	1,034	4,728	7,197	11,925	5,020	2,828	7,848	20,807
West Midlands	Fatal	15	52	72	124	95	47	142	281
	KSI	141	582	1,058	1,640	521	372	893	2,674
	Total	1,414	7,090	11,376	18,466	3,471	2,330	5,801	25,681
East of England	Fatal	32	38	52	90	138	82	220	342
	KSI	153	589	1,060	1,649	1,065	716	1,781	3,583
	Total	1,782	5,213	9,387	14,600	6,514	4,242	10,756	27,138
South East	Fatal	51	58	90	148	212	108	320	519
	KSI	286	896	1,408	2,304	1,165	668	1,833	4,423
	Total	3,271	8,894	14,399	23,293	7,316	4,534	11,850	38,414
London	Fatal	0	122	81	203	11	0	11	214
	KSI	27	2,136	1,348	3,484	142	4	146	3,657
	Total	366	18,518	11,958	30,476	992	71	1,063	31,905
South West	Fatal	16	39	61	100	133	59	192	308
	KSI	81	410	777	1,187	723	497	1,220	2,488
	Total	901	4,579	8,540	13,119	5,741	4,522	10,263	24,283
England	Fatal	188	511	599	1,110	990	447	1,437	2,735
	KSI	1,153	7,188	9,855	17,043	6,130	3,619	9,749	27,945
	Total	12,732	71,389	94,163	165,552	38,724	23,476	62,200	240,484
Wales	Fatal	6	34	32	66	83	25	108	180
	KSI	29	249	412	661	460	177	637	1,327
	Total	428	2,816	4,910	7,726	3,175	1,409	4,584	12,738
Scotland	Fatal	10	35	44	79	144	53	197	286
	KSI	85	449	913	1,362	971	465	1,436	2,883
	Total	622	3,560	6,739	10,299	4,627	2,247	6,874	17,795
Great Britain	Fatal	204	580	675	1,255	1,217	525	1,742	3,201
	KSI	1,267	7,886	11,180	19,066	7,561	4,261	11,822	32,155
	Total	13,782	77,765	105,812	183,577	46,526	27,132	73,658	271,017

1 Includes cases where speed limit was not reported.

2 Killed or seriously injured

49 Casualties: by severity, road user type and country: United Kingdom: 2005

Casualties					
Road user type	England	Wales	Scotland	Northern Ireland	United Kingdom
Pedestrians:					
Killed	573	32	66	28	699
Injured	28,249	1,379	2,982	639	33,249
All severities	28,822	1,411	3,048	667	33,948
Pedal cyclists:					
Killed	130	2	16	4	152
Injured	15,220	430	763	145	16,558
All severities	15,350	432	779	149	16,710
Horse riders:					
Killed	1	0	0	0	1
Injured	113	8	6	2	129
All severities	114	8	6	2	130
Motorcycles users:					
Killed	513	22	34	15	584
Injured	22,535	675	1,045	414	24,669
All severities	23,048	697	1,079	429	25,253
Car users:					
Killed	1,400	121	154	81	1,756
Injured	156,106	9,401	11,120	6,170	182,797
All severities	157,506	9,522	11,274	6,251	184,553
Others: ¹					
Killed	118	3	16	7	144
Injured	15,526	665	1,593	654	18,438
All severities	15,644	668	1,609	661	18,582
All road users:					
Killed	2,735	180	286	135	3,336
Injured	237,749	12,558	17,509	8,024	275,840
All severities	240,484	12,738	17,795	8,159	279,176

¹ Includes cases where road user type was not reported

50 Deaths: by age, gender, deaths from all causes, all accidental deaths and all road deaths: 2004

	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	2,269	191	279	880	2,748	5,136	9,577	21,602	17,479	24,835	34,208	44,906	106,795	270,905
All accidental deaths	56	33	81	361	797	880	692	671	292	278	333	501	1,631	6,606
Road deaths (registered)	13	20	56	300	537	465	297	222	78	59	53	77	153	2,330
% of accidental deaths	23	61	69	83	67	53	43	33	27	21	16	15	9	35
% of all deaths	0.6	10	20	34	20	9.1	3.1	1.0	0.4	0.2	0.2	0.2	0.1	0.9
2004 Stats 19 fatalities	14	25	54	331	585	492	315	199	72	52	55	74	148	2433
Female														
Deaths from all causes	1,780	148	185	427	1,158	2,774	6,272	14,214	11,121	16,489	25,363	39,469	178,423	297,823
All accidental deaths	46	10	31	119	178	192	219	276	123	164	260	487	3,322	5,427
Road deaths (registered)	12	5	20	94	113	71	53	74	34	34	48	55	111	724
% of accidental deaths	26	50	65	79	63	37	24	27	28	21	18	11	3.3	13
% of all deaths	0.7	3	11	22	10	2.6	0.8	0.5	0.3	0.2	0.2	0.1	0.1	0.2
2004 Stats 19 fatalities	13	7	24	108	127	90	70	73	37	30	49	53	106	788
All persons ³														
Deaths from all causes	4,049	339	464	1,307	3,906	7,910	15,849	35,816	28,600	41,324	59,571	84,375	285,218	568,728
All accidental deaths	102	43	112	480	975	1,072	911	947	415	442	593	988	4,953	12,033
Road deaths (registered)	25	25	76	394	650	536	350	296	112	93	101	132	264	3,054
% of accidental deaths	25	58	68	82	67	50	38	31	27	21	17	13	5.3	25
% of all deaths	0.6	7	16	30	17	6.8	2.2	0.8	0.4	0.2	0.2	0.2	0.1	0.5
2004 Stats 19 fatalities	27	32	78	439	712	582	385	272	109	82	104	127	254	3221

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

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

2 Includes cases where age was not reported.

3 Includes cases where gender was not reported.

51 International comparisons of road deaths: number and rates for different road users: by selected countries: 2004¹

	Number of road deaths ²	Number of car user deaths ²	Number of pedestrian deaths ²	Motor vehicles ³ per 1,000 population	Road deaths per 100,000 population	Road deaths per 10,000 motor vehicles ³	Road deaths per billion motor vehicle kilometres	Pedestrian deaths per 100,000 population	Children (aged 0-14) deaths per 100,000 population	Child pedestrian (aged 0-14) deaths per 100,000 population
England	2,714	1,393	563	545	5.4	1.0	6.3	1.1	1.3	0.6
Wales	201	111	33	547	6.8	1.2	7.4	1.1	1.5	0.8
Scotland	306	167	75	481	6.0	1.3	7.2	1.5	1.3	0.9
Great Britain	3,221	1,671	671	553	5.5	1.0	6.5	1.2	1.3	0.7
Northern Ireland	147	99	23	487	8.6	1.8	0.8	1.3	2.8	0.8
United Kingdom	3,368	1,770	694	552	5.6	1.0	4.9	1.2	1.3	0.7
Austria	878	480	132	637	10.7	1.7	10.8	1.6	1.7	0.8
Belgium	1,162	623	101	583	11.2	1.9	12.3	1.0	1.2	..
Denmark	369	191	43	467	6.8	1.5	7.7	0.8	2.0	0.4
Finland	375	221	49	528	7.2	1.4	7.4	0.9	1.4	0.1
France	5,530	3,368	581	615	9.2	1.5	9.9	1.0	1.7	0.3
Germany	5,842	3,238	838	655	7.1	1.1	8.4	1.0	1.3	0.4
Greece	1,605 ⁵	761 ⁵	857 ⁵	..	14.6 ⁵	..	..	7.8 ⁵	..	..
Irish Republic	337 ⁵	172 ⁵	64 ⁵	487 ⁵	8.4 ⁵	1.7 ⁵	..	1.6 ⁵	1.9 ⁵	0.8
Italy	5,625	2,808	710	745	9.7	1.3	..	1.2	1.4	0.2
Luxembourg	50	27	12	794	11.1	1.4	..	2.7	0.0	0.0
Netherlands	804	373	65	522	4.9	0.9	..	0.4	1.2	0.2
Portugal	1,294	537	233	510	12.3	2.4	..	2.2	2.9	1.5
Spain	4,741	2,692	683	614	11.0	1.8	..	1.6	2.0	0.6
Sweden	480	284	67	563	5.3	0.9	6.3	0.7	0.9	0.2
Cyprus	..	..	..	..	..	..	..	..	..	..
Czech Republic	1,382	779	281	448	13.5	3.0	29.3	2.8	1.7	0.6
Estonia	..	..	..	..	..	..	..	..	..	..
Hungary	1,296	606	326	327	12.8	3.9	..	3.2	2.4	..
Latvia	..	..	..	..	..	..	..	..	..	..
Lithuania	..	..	..	..	..	..	..	..	..	..
Malta	..	..	..	..	..	..	..	..	..	..
Poland	5,712	2,460	1,986	437	15.0	3.4	..	5.2	3.6	1.6
Slovakia	..	..	..	..	..	..	..	..	..	..
Slovenia	274	171	35	..	..	..	..	..	..	..
Norway	259	176	22	625	5.7	0.9	7.3	0.5	1.2	0.3
Switzerland	510	232	95	675	6.9	1.0	8.1	1.3	1.9	0.7
Australia	1,590	..	222	673	7.9	1.2	..	1.1	2.0	0.4
Canada	2,725	1,359	367	597	8.5	1.4	8.6	1.1	1.7	0.3
Iceland	23	15	3	741	7.8	1.1	..	1.0	4.6	1.5
Japan	8,492	2,135	2,609	636	6.7	1.0	..	2.0	1.3	0.5
New Zealand	436	335	38	719	10.7	1.5	..	0.9	2.8	0.7
Republic of Korea	6,563	1,426	2,581	376	13.6	3.6	23.1	5.4	3.1	2.3
USA	42,636	19,091	4,641	..	14.5	..	..	1.6	3.5	0.6

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

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

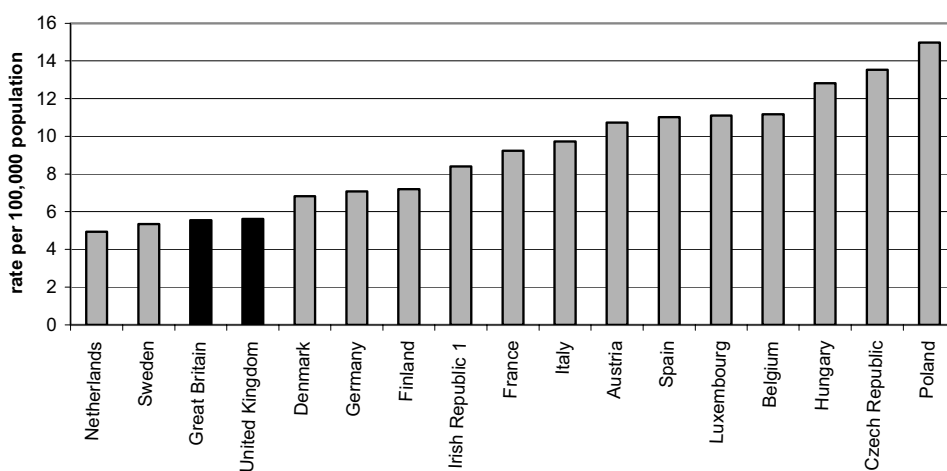
³ All motor vehicles excluding mopeds/mofas.

⁴ Includes mopeds/mofas.

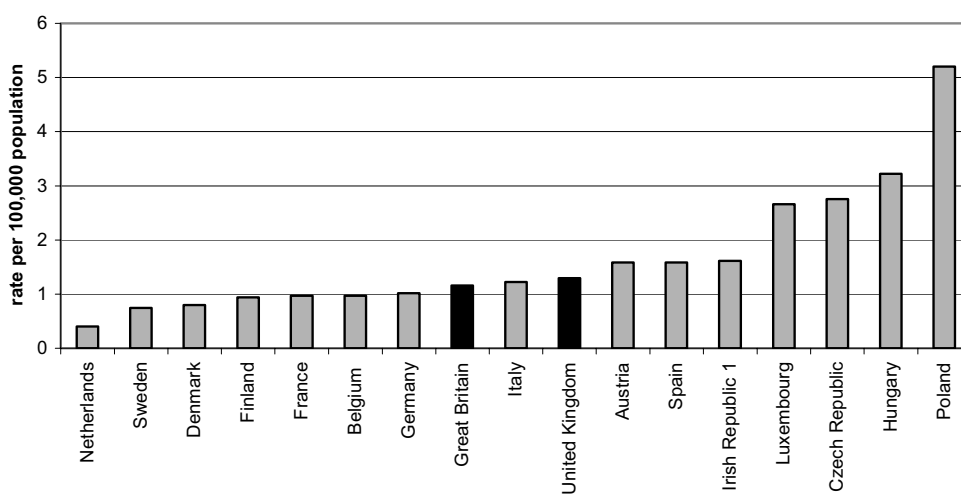
⁵ 2003 data.

Table 51 - International comparisons: rates for different road users:
EU Members: 2004

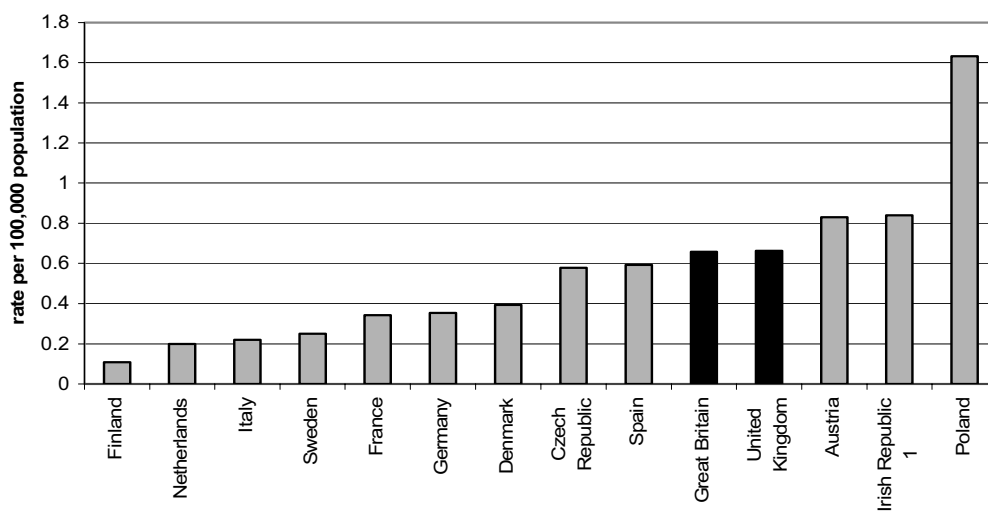
Road deaths per 100,000 Population



Pedestrian deaths per 100,000 population



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



¹ 2003 data

52 Passenger casualty rates by mode: 1995-2004¹

Per billion passenger kilometres											
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	1995-04 average
Air ²											
Killed	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
KSI	0.05	0.01	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.01	0.01
All	0.07	0.01	0.03	0.07	0.18	0.04	0.00	0.00	0.00	0.01	0.04
Rail ^{3,4,7}											
Killed	0.2	0.4	0.5	0.4	0.9	0.3	0.3	0.4	0.2	0.2	0.4
KSI	1.7	..	..	..	..	..	..	..	..	..	..
All	79.6	..	..	..	..	..	..	..	..	..	..
Injured	..	19.1	19.4	16.2	18.5	13.2	13.8	13.3	12.6	12.8	..
Water ⁵											
Killed	0.0	0.8	0.0	0.7	0.4	0.4	0.4	0.0	0.0	0.0	0.3
KSI	39	39	33	41	28	52	54	49	61	47	44
Bus or coach											
Killed	0.8	0.2	0.3	0.4	0.2	0.3	0.2	0.4	0.2	0.4	0.3
KSI	17	15	12	13	12	11	11	11	10	9	12
All	197	198	196	199	202	195	191	173	175	167	189
Car ⁶											
Killed	2.9	3.0	2.9	2.8	2.7	2.7	2.8	2.7	2.7	2.5	2.8
KSI	40	40	38	35	33	32	31	29	27	25	33
All	327	341	346	342	332	335	322	303	290	280	321
Van ⁶											
Killed	1.2	1.0	1.0	1.0	0.9	0.9	0.9	1.0	0.9	0.8	0.9
KSI	19	16	14	14	13	12	11	11	10	8	12
All	121	117	115	113	104	100	102	96	89	76	102
Two wheeled motor vehicle ⁶											
Killed	110	108	119	112	113	122	112	111	114	105	113
KSI	1,634	1,529	1,507	1,452	1,423	1,493	1,405	1,367	1,264	1,194	1,412
All	5,809	5,697	5,724	5,546	5,395	5,712	5,539	5,168	4,691	4,606	5,342
Pedal cycle											
Killed	51	50	45	40	42	31	33	29	25	35	38
KSI	958	929	880	838	779	666	632	555	534	597	733
All	6,023	6,031	6,036	5,798	5,599	4,953	4,512	3,874	3,775	4,309	5,068
Pedestrian											
Killed	57	56	57	50	50	49	47	44	43	37	49
KSI	672	651	651	580	564	543	521	491	443	409	552
All	2,572	2,606	2,693	2,484	2,464	2,404	2,332	2,207	2,035	1,907	2,368

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

1 Figures have been revised from those published in previous years, see Notes and Definitions for more details.

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

3 Financial years.

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

5 Passenger casualties on UK registered merchant vessels.

6 Driver and passenger casualties.

7 Figures for 2000 to 2003 have been revised to calendar years.

Calendar of events affecting road safety and traffic

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

1927: First automatic traffic light signals installed.

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

1931: Highway Code first issued.

1934-1935 In built-up areas a speed limit of 30 mph is made compulsory. HGV licences are introduced. The first pedestrian crossings appear. Regulations concerning vehicle safety glass and windscreen wipers are introduced. Invention of “cats eyes” reflecting road studs. Compulsory driving tests introduced as part of the Road Traffic Act. “L” plates introduced.

1939-1945: Signposts removed during wartime. Driving tests are suspended with examiners designated as Traffic Officers, supervising fuel rationing.

1946-1948: Wartime lighting restrictions are relaxed and driving tests restored in 1946. Petrol allowance of 180 miles per month is permitted-

1949-1954: New anti-dazzle regulations are introduced. Legislation concerning new lighting and school crossing patrols are introduced. Flashing indicators on motor vehicles are legalised. Brakes on pedal cycles are made compulsory. Introduction of zebra crossings. New Highway Code features first colour illustrations.

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

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

1961-1963: Testing of all vehicles of 30 cwt and under and more than 7 years old is made compulsory. A valid test certificate is required to obtain a vehicle licence. Free copies of the Highway Code are circulated. TV car safety campaign *You Know It Makes Sense* launched, encouraging use of seatbelts. Motorcyclists permitted to ride bikes over 250cc (after passing their test) under the Road Traffic Act 1962.

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

1966-1967: Rule introduced requiring traffic entering a roundabout to give way to traffic already on it. Motorway warning signals introduced following accidents in fog. Seat belt fitting is made compulsory for new cars. It becomes an offence to drive with over 80mg of alcohol per 100ml of blood. Breath tests

introduced. Permanent maximum speed limit of 70 mph introduced for previously unrestricted roads. HGVs banned from the outside lane of motorways.

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

1970-1972: HGV driving test and registration of driving instructors becomes compulsory. 16 year olds are limited to riding mopeds only. Rear markings and long vehicle signs are made compulsory for HGVs. Zig Zag markings introduced at zebra crossings. Child seatbelt TV campaign *Your Seatbelt is their Security* is launched in 1970. The following year sees the introduction of the *Clunk Click Every Trip* seatbelt campaign. The Green Cross Code is launched to promote child pedestrian safety, aimed specifically at children themselves.

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

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

1977: Mopeds redefined to 30 mph maximum design speed. MOT test widened to include windscreen wipers and washers and exhaust systems. 1977 Christmas drink drive campaign slogan *Think before you drink before you drive* is used by the Brewers and Licensed Retailers Association in later education campaigns.

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

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

1980-1981: Reform of bus licensing and removal of advertising restrictions from private car sharing schemes. Reduction in minimum driving age of invalid car drivers to 16.

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

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

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

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

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

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

1988: Close proximity and wide angle rear view mirrors become a legal requirement on new HGVs. All new cars first used from 1 April must be able to use unleaded petrol. All coaches first used from 1 April 1974 must have 70 mph limiters fitted by 1 April 1992. Driving tests hereafter conducted under the provisions of the Road Traffic Act 1988.

1989: Penalty points increased for careless driving, driving without insurance, and failing to stop after or to report an accident. Accompanied motorcycle testing becomes mandatory. Seat belt wearing by rear child passengers becomes law in cars where appropriate restraints have been fitted and are available. The Booth Report published, assessing motorcycle accidents in the Metropolitan Police area. Motorcycle test revised to include radio contact and accompaniment by examiner.

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

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

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

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

1994: Publication of *Safer by Design* brochure produced for local councils to encourage traffic calming. London Boroughs take over most parking enforcement in the capital. 100th speed camera site established and 100th 20mph speed limit zone opened. Launch of *Elephant* rear seat belt and *Kill Your Speed* TV publicity campaigns. Major revision of traffic signs regulations introducing modified system of colour coded direction signs, simplification of yellow line system of waiting restrictions and a range of new warning and regulatory signs. Speed limiter settings lowered to 65 mph for new buses and coaches and to 56 mph for HGVs.

1995: Publication of *Road Safety Report 1995*. Pass Plus scheme introduced for new drivers, which encourages new drivers to take more lessons by offering discount on motor insurance. New edition of the

Highway Code for young road users. Speed campaign *Don't Look Now* incorporates radio commercials for the first time. New edition of *Choosing Safety* booklet published, giving advice on car safety and security features.

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

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

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

1999: *Kill your Speed* campaign launched (six weeks: £3.5m). GLA Road Network announced (220 miles of trunk roads and 105 miles of borough roads). *Cycle Smart* campaign for child cyclists launched. First BBC simulcast commercial for £2.6m Millennium Drink-Drive campaign. Changes to practical driving test introduced.

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

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

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

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

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

2005: Roads Policing Strategy published jointly by Dept for Transport, Home Office and Association of Chief Police Officers. Publication of Government's Motorcycling Strategy, recognising motorcycling as a "mainstream" mode of transport. Evidential roadside breath testing enabled by the Serious Organised Crime and Police Act 2005. *Distractions* campaign, aimed at teenage pedestrians, features *Camera Phone*, first TV commercial shot entirely on a mobile video phone.

Review topics 1951-2004

Subject Year of publication

ABI "snapshot" of motor insurance claims	1990
Accident rates	1963
Accidents and accident risk to different classes of road user	1968
Accident histories by birth cohort	1986
Accidents on the London to Birmingham motorway	1960
Accident severity	1955, 1966
A new method of identifying Urban and Rural Roads	2002
Area road safety units	1963
Best and worst days for accidents	1987
Bicycles - see pedal cycles	
British Standard Time	1968, 1971
Buses (PSVs)	1968, 1975-1976, 1990
Cars	1968
Casualties by age	1955, 1964-1966
Casualties boarding and alighting from buses and coaches	1983
Casualties to children	1956, 1989
Casualty rates	1963-1966
Casualties on public holidays	1985
Casualty rates by age and sex	1980, 1987
Casualty reduction targets	2000
Casualty seasonality at specified hours	1985
Casualty severity	1966, 1990
Changes to Definitions and Tables for 1999 as a result of the 1997 Quinquennial Review	1999
Child pedestrian cohorts	1982
Child pedestrian safety	1993
Child seat belt wearing	1986, 1989
Children's Traffic Club (Effects of)	1994
Coach speed survey	1984, 1986
Cohort analysis	1981
Collection, collation and analysis of personal injury accident data	1991, 1996
Comparison of casualties in 1958 and 1981	1981
Comparison of two wheeled motor vehicle and car accidents	1985
Comparisons with other European Community countries	1987
Compulsory seat belt wearing	1984
Construction and use regulations for motor vehicles	1963-1964
Contributory Factors to Accidents	2004
Costs of accidents ¹	1968-1991, 1993, 1995-1996
Costing road accidents in Great Britain	1991
Crash helmets	1956
Crossover accidents	1983
Cuts in street lighting	1974
Daylight and darkness	1955
Drinking and driving ²	1968-1973, 1975, 1977-1980, 1983-2004
Drink and drive campaign	1964
Driver training	1969
Drivers and their passengers	1953-1956, 1960-1963, 1992
Driving standards	1969
Early road accident investigation: 1909-1933	1990
Effect of traffic on accidents	1956
Effects of rail/tube strikes and fare changes	1982-1983
Elderly casualties	1988
European road safety year	1985
Experimental road safety measures	1964
Experimental speed limits	1960-1964
Factors contributing to accidents	1952, 1954-1955

Fatal road accidents and loss of life expectancy	1991
Faults of drivers	1954
Fires in road vehicles	1982, 1986
Fog on motorways	1971, 1976
Forty years on	1991
Fuel crises and temporary speed limits	1975
General review	1951-1956, 1959-2004
Goods vehicles	1968, 1971-1972, 1974-1975, 1979, 1981
Heavy goods vehicles	1982
High Risk Offenders, June 1990-February 1993	1992
Historic cost of road accidents	1987
Hit and run accidents	1984, 1989, 1994
How many of us will die in road accidents?	1986
If you double your mileage, do you double your accident risk?	1991
Impact of large motorway accidents	1985
Impact of speed cameras on road casualties	2000
Importance of accident data to local authorities	1990
Insurance claims statistics ³	1985, 1987-1995
International road accident statistics	1982
Invalid tricycles	1974-1975, 1977
Involvement of alcohol in fatal accidents to adult pedestrians	1991
Involvement of Horses in road accidents	2002
Involvement rates by age and sex	1981
Involvement rates by road class	1979
Lighting and accidents	1984, 1988
Local authority road safety committees	1961-1964
Location of accidents	1960-1962, 1966
Long term trends	1968, 1993
Major British Road Accidents 1946-1994	1994
Manoeuvres	1956-1966
Mind that child campaign	1956
Mopeds and motorcycles (also see Two wheel motor vehicles)	1953-1956, 1959-1963, 1982-1983
Motorcycle casualties and accidents	1985-1986, 1988
Motorway accidents	1972-1973, 1984
Motorway accidents in the presence of road works	1985
Motorway safety: general	1987
Motorway safety: international comparisons	1986
National cycling proficiency scheme	1961-1964, 1969
National Hospital Study of Road Accident Casualties	1996
Nature of accidents	1966
Nature of injuries	1980-1981, 1985-1986
New traffic signs	1964
Offences relating to motor vehicles	1973
Panda crossings	1963-1964
Parking without lights	1972
Peak times for casualties	1959-1963
Pedal cycles	1953-1956, 1959-1963, 1968, 1978-1979, 1981, 1983-1984, 1989
Pedestrian casualties	1987, 1989
Pedestrian crossings	1953-1955, 1963-1964
Pedestrians and pedestrian safety	1953-1956, 1959-1963, 1968, 1970-1972, 1974-1978, 1980, 1984, 1993
Penalty system for motoring offences	1963
Pedestrian casualties: comparisons with Japan and the Netherlands	1985
Prevention of accidents	1969
Prospect for the 1970s	1969
Public holiday casualties	1959-1963

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

Research commissioned by the Department for Transport during 2005

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

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2.26 VEHICLE REGISTRATION MARK									
Vehicle 001									
Vehicle 002									
Vehicle 003									
Vehicle 004									
2.28 FOREIGN REGISTERED VEHICLE X					VEHICLE				
		1	2	3	4				
Not foreign registered vehicle	0								
Foreign registered vehicle LHD	1								
Foreign registered vehicle RHD	2								
Foreign reg' vehicle-two wheeler	3								
2.5 TYPE OF VEHICLE X									
Pedal cycle	01								
M/cycle 50cc and under	02								
M/cycle over 50cc and up to 125cc	03								
M/cycle over 125cc and up to 500cc	04								
Motorcycle over 500cc	05								
Taxi / Private hire car	08								
Car	09								
Minibus (8-16 passenger seats)	10								
Bus or coach (17 or more passenger seats)	11								
Other motor vehicle	14								
Other non-motor vehicle	15								
Ridden horse	16								
Agricultural vehicle (include diggers etc)	17								
Tram / Light rail	18								
Goods vehicle 3.5 tonnes mgw and under	19								
Goods vehicle over 3.5 tonnes mgw and under 7.5 tonnes mgw	20								
Goods vehicle 7.5 tonnes mgw and over	21								
2.6 TOWING AND ARTICULATION X									
No tow or articulation	0								
Articulated vehicle	1								
Double or multiple trailer	2								
Caravan	3								
Single trailer	4								
Other tow	5								
2.21 SEX OF DRIVER X									
Male	1								
Female	2								
Driver not traced	3								
2.22 AGE OF DRIVER (Estimate if necessary)									
Vehicle 001			Vehicle 002						
Vehicle 003			Vehicle 004						
2.27 DRIVER HOME POSTCODE or Code: 1- Unknown 2- Non UK Resident 3 - Parked & unattended									
Vehicle 001									
Vehicle 002									
Vehicle 003									
Vehicle 004									
2.23 BREATH TEST X					VEHICLE				
		1	2	3	4				
Not applicable	0								
Positive	1								
Negative	2								
Not requested	3								
Refused to provide	4								
Driver not contacted at time of acc'	5								
Not provided (medical reasons)	6								
2.24 HIT AND RUN X									
Not hit and run	0								
Hit and run	1								
Non-stop vehicle, not hit	2								
2.29 JOURNEY PURPOSE OF DRIVER/RIDER X									
Journey as part of work	1								
Commuting to / from work	2								
Taking school pupil to/from school	3								
Pupil riding to / from school	4								
Other/Not known	5								
2.9 VEHICLE LOCATION AT TIME OF ACCIDENT RESTRICTED LANE/AWAY FROM MAIN C'WAY X									
On main carriageway not in restricted lane	00								
Tram / Light rail track	01								
Bus lane	02								
Busway (inc. guided busway)	03								
Cycle lane (on main carriageway)	04								
Cycleway or shared use footway (not part of main carriageway)	05								
On lay-by / hard shoulder	06								
Entering lay-by / hard shoulder	07								
Leaving lay-by / hard shoulder	08								
Footway (pavement)	09								
2.10 JUNCTION LOCATION OF VEHICLE X									
Not at or within 20m of junction	0								
Approaching junction or waiting / parked at junction approach	1								
Cleared junction or waiting / parked at junction exit	2								
Leaving roundabout	3								
Entering roundabout	4								
Leaving main road	5								
Entering main road	6								
Entering from slip road	7								
Mid junction- on roundabout or on main road	8								
2.7 MANOEUVRES X									
Reversing	01								
Parked	02								
Waiting to go ahead but held up	03								
Slowing or stopping	04								
Moving off	05								
U turn	06								
Turning left	07								
Waiting to turn left	08								
Turning right	09								
Waiting to turn right	10								
Changing lane to left	11								
Changing lane to right	12								
O'taking moving veh on its offside	13								
O'taking stationary veh on its offside	14								
Overtaking on nearside	15								
Going ahead left hand bend	16								
Going ahead right hand bend	17								
Going ahead other	18								
2.11 SKIDDING AND OVERTURNING X					VEHICLE				
		1	2	3	4				
No skidding, jack-knifing or overturning	0								
Skidded	1								
Skidded and overturned	2								
Jack-knifed	3								
Jack-knifed and overturned	4								
Overturned	5								
2.12 HIT OBJECT IN CARRIAGEWAY X									
None	00								
Previous accident	01								
Roadworks	02								
Parked vehicle	04								
Bridge-roof	05								
Bridge-side	06								
Bollard / Refuge	07								
Open door of vehicle	08								
Central island of roundabout	09								
Kerb	10								
Other object	11								
Any animal (except ridden horse)	12								
2.13 VEHICLE LEAVING CARRIAGEWAY X									
Did not leave carriageway	0								
Left carriageway nearside	1								
Left carriageway nearside and rebounded	2								
Left carriageway straight ahead at junction	3								
Left carriageway offside onto central reservation	4								
Left carriageway offside onto central reserve and rebounded	5								
Left carriageway offside and crossed central reservation	6								
Left carriageway offside	7								
Left carriageway offside and rebounded	8								
2.14 FIRST OBJECT HIT OFF CARRIAGEWAY X									
None	00								
Road sign / Traffic signal	01								
Lamp post	02								
Telegraph pole / Electricity pole	03								
Tree	04								
Bus stop / Bus shelter	05								
Central crash barrier	06								
Nearside or offside crash barrier	07								
Submerged in water (completely)	08								
Entered ditch	09								
Other permanent object	10								
2.16 FIRST POINT OF IMPACT X									
Did not impact	0								
Front	1								
Back	2								
Offside	3								
Nearside	4								
2.17 FIRST CONTACT BETWEEN EACH VEHICLE Example: In a 3 car collision vehicle 1 collides with the rear of vehicle 2 pushing it into vehicle 3.									
Example Code:									
Vehicle 001 first collides with vehicle 002		0	0	2					
Vehicle 002 first collides with vehicle 001		0	0	1					
Vehicle 003 first collides with vehicle 002		0	0	2					
Vehicle 001	0				Vehicle 002	0			
Vehicle 003	0				Vehicle 004	0			

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

UNCLASSIFIED

2.8 DIRECTION OF VEHICLE TRAVEL 1. Using the Example shown complete the FROM and TO boxes for the vehicles concerned, indicating direction of travel FROM and TO 2. If PARKED enter '00'	<table style="margin: auto;"> <tr> <td colspan="2">Vehicle 001</td> <td colspan="2">Vehicle 002</td> </tr> <tr> <td>FROM</td><td>TO</td><td>FROM</td><td>TO</td> </tr> <tr> <td style="background-color: #cccccc;"></td><td style="background-color: #cccccc;"></td><td style="background-color: #cccccc;"></td><td style="background-color: #cccccc;"></td> </tr> <tr> <td colspan="2">Vehicle 003</td> <td colspan="2">Vehicle 004</td> </tr> <tr> <td>FROM</td><td>TO</td><td>FROM</td><td>TO</td> </tr> <tr> <td style="background-color: #cccccc;"></td><td style="background-color: #cccccc;"></td><td style="background-color: #cccccc;"></td><td style="background-color: #cccccc;"></td> </tr> </table>	Vehicle 001		Vehicle 002		FROM	TO	FROM	TO					Vehicle 003		Vehicle 004		FROM	TO	FROM	TO					EXAMPLE FROM 1 TO 3
Vehicle 001		Vehicle 002																								
FROM	TO	FROM	TO																							
Vehicle 003		Vehicle 004																								
FROM	TO	FROM	TO																							

CASUALTY RECORD

3.4 VEHICLE REFERENCE NUMBER Enter VEH No. which CASUALTY occupied (for pedestrians, code vehicle that struck them) e.g. 001,002 etc.	3.7 SEX OF CASUALTY ☒ <table style="margin-top: 5px;"> <tr> <th colspan="2"></th> <th colspan="6">CASUALTY</th> </tr> <tr> <th></th> <th></th> <th>1</th><th>2</th><th>3</th><th>4</th><th>5</th><th>6</th> </tr> <tr> <td>Male</td> <td>1</td> <td></td><td></td><td></td><td></td><td></td><td></td> </tr> <tr> <td>Female</td> <td>2</td> <td></td><td></td><td></td><td></td><td></td><td></td> </tr> </table>			CASUALTY								1	2	3	4	5	6	Male	1							Female	2							3.13 SCHOOL PUPIL CASUALTY ☒ <table style="margin-top: 5px;"> <tr> <th colspan="2"></th> <th colspan="6">CASUALTY</th> </tr> <tr> <th></th> <th></th> <th>1</th><th>2</th><th>3</th><th>4</th><th>5</th><th>6</th> </tr> <tr> <td>School pupil on journey to or from school</td> <td>1</td> <td></td><td></td><td></td><td></td><td></td><td></td> </tr> <tr> <td>Other</td> <td>0</td> <td></td><td></td><td></td><td></td><td></td><td></td> </tr> </table>			CASUALTY								1	2	3	4	5	6	School pupil on journey to or from school	1							Other	0																																																																																																																																																		
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Casualty 001 0 Casualty 002 0 Casualty 003 0 Casualty 004 0 Casualty 005 0 Casualty 006 0 	3.8 AGE OF CASUALTY (Estimate if necessary) For children less than a year enter 00	3.15 CAR PASSENGER (not driver) ☒ <table style="margin-top: 5px;"> <tr> <td>Not a car passenger</td> <td>0</td> <td></td><td></td><td></td><td></td><td></td><td></td> </tr> <tr> <td>Front seat passenger</td> <td>1</td> <td></td><td></td><td></td><td></td><td></td><td></td> </tr> <tr> <td>Rear seat passenger</td> <td>2</td> <td></td><td></td><td></td><td></td><td></td><td></td> </tr> </table>	Not a car passenger	0							Front seat passenger	1							Rear seat passenger	2																																																																																																																																																																																										
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3.18 CASUALTY HOME POSTCODE or Code: 1- Unknown 2- Non UK Resident	Casualty 001 Casualty 002 Casualty 003 Casualty 004 Casualty 005 Casualty 006 	3.6 CASUALTY CLASS ☒ <table style="margin-top: 5px;"> <tr> <td>Driver/Rider</td> <td>1</td> <td></td><td></td><td></td><td></td><td></td><td></td> </tr> <tr> <td>Veh./pillion Passenger</td> <td>2</td> <td></td><td></td><td></td><td></td><td></td><td></td> </tr> <tr> <td>Pedestrian</td> <td>3</td> <td></td><td></td><td></td><td></td><td></td><td></td> </tr> </table>	Driver/Rider	1							Veh./pillion Passenger	2							Pedestrian	3							3.16 BUS OR COACH PASSENGER ☒ (17 passenger seats or more)																																																																																																																																																																																			
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PEDESTRIAN CASUALTIES ONLY

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LOCAL STATISTICS

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

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

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

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

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

* If 999 Other, give brief details

(Note: Only use if another factor contributed to the accident **and include it in the text description of how the accident occurred**)

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

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Index to tables and charts

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

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

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