



# Transport Statistics Bulletin

Reported Road Casualties in Great Britain  
Quarterly Provisional Estimates  
Q3 2009

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Symbols and conventions: (i) Unless otherwise stated, all tables refer to Great Britain.  
(ii) Metric units are generally used.

**Units:** Figures are shown in italics when they represent percentages, indices or ratios.

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

**Conversion factors:**

1 kilometre = 0.6214 mile	1 tonne = 0.9842 ton
1 tonne-km = 0.6116 ton-mile	1 gallon = 4.546 litres
1 billion = 1,000 million	1 litre = 0.220 gallons

**Symbols:** The following symbols have been used throughout.

..	= not available	.	= not applicable
-	= Negligible (less than half the final digit shown)	0	= Nil
*	= Sample size too small for reliable estimates.	ow	= of which
{	= subsequent data is disaggregated	}	= subsequent data is aggregated
	= break in the series	P	= provisional data
F	= forecast expenditure	e	= estimated outturn
n.e.s	= not elsewhere specified	TSO	= The Stationery Office

# **REPORTED ROAD CASUALTIES IN GREAT BRITAIN QUARTERLY PROVISIONAL ESTIMATES THIRD QUARTER 2009**

Department for Transport

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### **Definitions**

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## Introduction

*Reported Road Casualties in Great Britain: Quarterly Provisional Estimates* is a series providing estimates of personal injury road accidents and their casualties. These estimates are published to allow emerging trends to be monitored between the publications of annual figures. It should be noted that no single quarter's figures should be taken in isolation, especially if they appear to show a change in trend, as there are random fluctuations particularly in the smaller categories of road user. A note on methodology and quality issues can be found at the end of this publication.

Comparisons with death registrations show that very few, if any; road accident fatalities are not reported to the police. It has long been known that a considerable proportion of non-fatal casualties are not known to the police and hospital, survey and compensation claims data all indicate a higher number of casualties than are reported. Our best current estimate, derived from the Department's National Travel Survey (NTS) data with cross-checking against other data sources, is that the total number of road casualties in Great Britain each year, including those not reported to police, is within the range 680 thousand to 920 thousand with a central estimate of 800 thousand. A discussion of how these estimates have been derived, and their limitations, together with information on complementary sources of data on road accidents and casualties, are contained in an article published by the Department in *Reported Road Casualties Great Britain: 2008 Annual report* (Article 5, pages 58-79), which can be found at:

<http://www.dft.gov.uk/adobepdf/162469/221412/221549/227755/rrcgb2008.pdf>

The data are therefore not a complete record of all injury accidents and this should be borne in mind when using and analysing the data. However, police data on road accidents (STATS19), whilst not perfect, remain the most detailed, complete and reliable *single* source of information on road casualties covering the whole of Great Britain, in particular for monitoring trends over time.

On 17 December 2009 the UK Statistics Authority confirmed the designation of these outputs as National Statistics.

Estimates are based on information available to the Department for Transport fourteen weeks after the end of the latest quarter. For this release figures are based on information available on 18th January 2010.

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General Road Casualty Statistics: Tel. 020 7944 6595

## Key results

### Summary figures for 12 months to end of September 2009

Provisional estimates show:

- Reported road casualties were down 5 per cent, and killed or seriously injured casualties were down by 6 per cent, compared with the 12-month period ending September 2008. The number of fatalities fell by 7 per cent over the same period.
- Pedestrians, motorcycle and car user casualties reported to the police showed overall reductions of 6, 4 and 5 per cent respectively, compared with the year ending September 2008. The number of pedestrians killed or seriously injured fell by 7 per cent whilst motorcycle and car user KSI casualties fell by 4 and 7 per cent respectively. The total number of reported pedal cycle casualties rose by 4 per cent whilst the number killed or seriously injured rose by 5 per cent.
- The overall number of reported child casualties fell by 4 per cent, with those killed or seriously injured falling by 3 per cent compared with the year ending September 2008.
- The number of injury road accidents reported to the police fell by 5 per cent compared with the 12-month period ending September 2008.
- Road traffic was nearly 1.5 per cent lower, compared with the 12-month period ending September 2008.

### Safety strategy

In 2000, the government published a safety strategy in *Tomorrow's Roads Safer for Everyone*. By 2010, the aim is to achieve the following reductions compared with the average for 1994 to 1998:

- 40 per cent reduction in the number of people killed or seriously injured in road accidents reported to the police.
- 10 per cent reduction in the slight casualty rate, expressed as the number of people slightly injured per 100 million vehicle kilometres.
- 50 per cent reduction in the number of children killed or seriously injured.

Provisional estimates for the 12-month period to September 2009 compared with the 1994 to 1998 baseline averages indicate:

- The reported number of people killed or seriously injured was 42 per cent below the baseline.
- The slight casualty rate per 100 million vehicle kilometres was 37 per cent below the baseline.
- The number of children killed or seriously injured in accidents reported to the police was 60 per cent below the baseline.

## Tables

### Third quarter (July to September) 2009

#### Note

All estimated figures are rounded to the nearest 10. It is not possible at the moment to provide confidence levels for the precision of estimates.

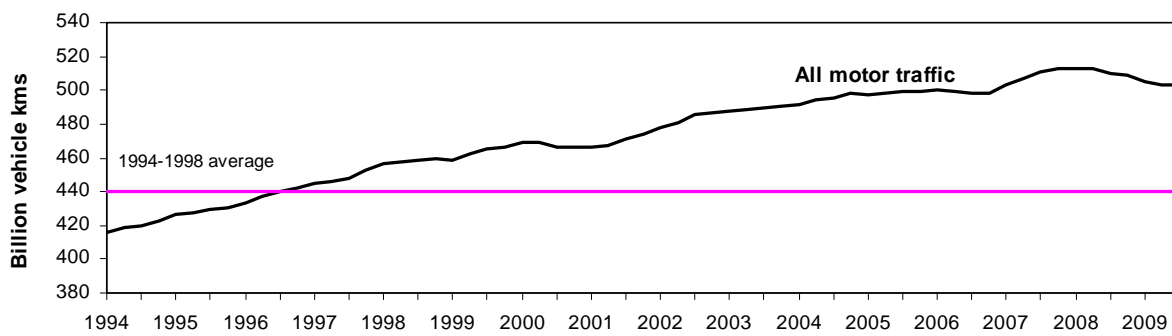
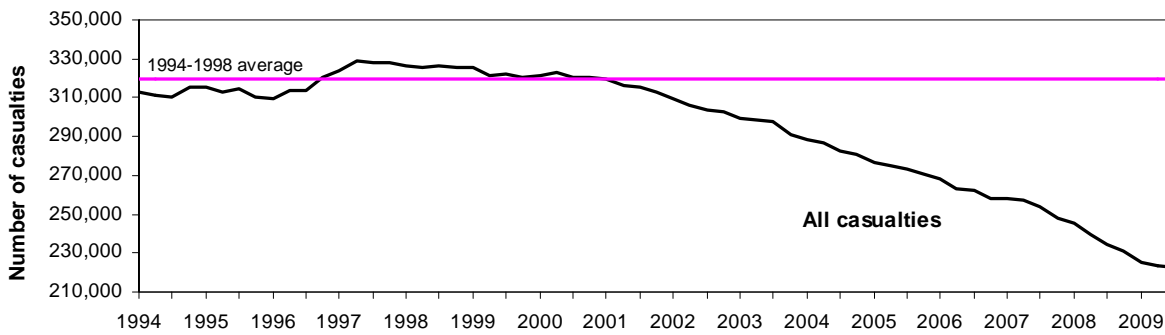
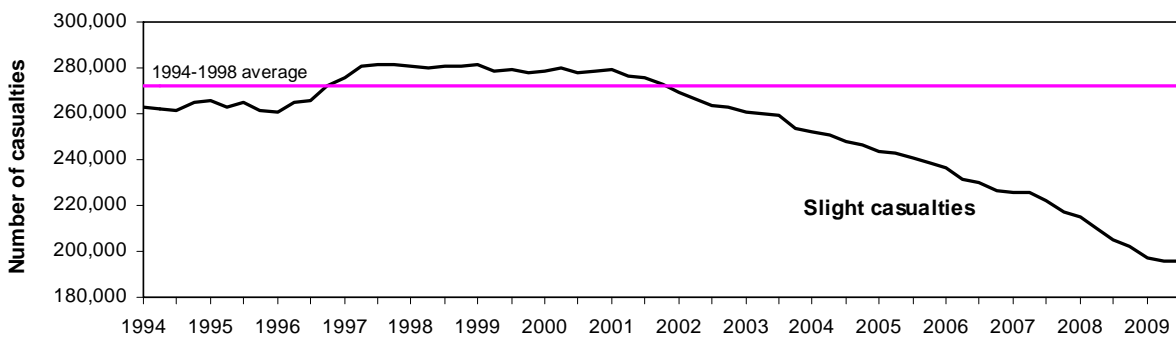
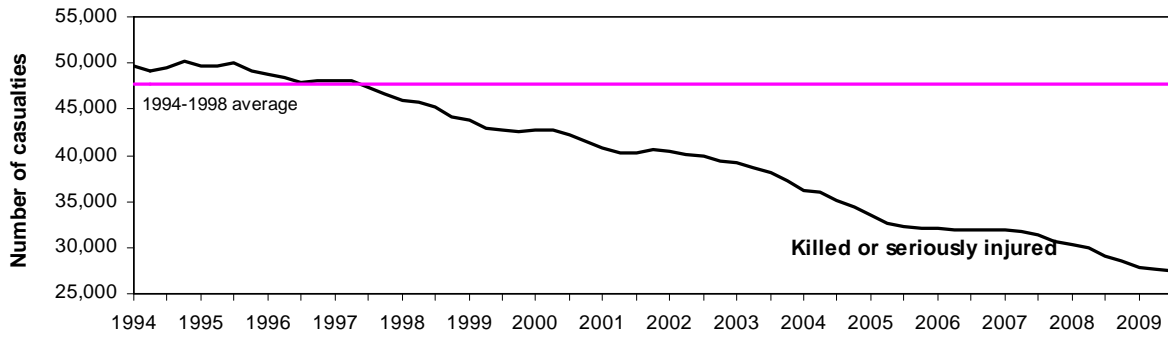
#### The following symbols have been used throughout:

- .. Not available or not applicable
- Number less than 0.5
- P Provisional estimates (rounded to the nearest 10)

#### Charts A and B

Figures are plotted at quarterly intervals using rolling four-quarter totals. For example, the figure plotted against second quarter 2008 relates to the period July 2007 to June 2008.

## Charts A: Reported road casualties: rolling four quarter totals 1994-2009: GB



**Table 1: Reported road casualties: provisional figures by severity, year ending third quarter 2009: GB**

	1994-1998 average A	Oct-07 to Sep-08 B	Oct-08 to Sep-09 (P) C	Percentage change over 1994-1998 average (C-A)/A %	Percentage change over previous 12 months (C-B)/B %	Traffic <sup>1</sup> percentage change over previous 12 months
<b>ALL CASUALTIES</b>						
Killed	3,578	2,614	2,430	-32	-7	-1.4
KSI <sup>2</sup>	47,656	29,139	27,490	-42	-6	-1.4
Slightly injured	272,272	205,040	195,490	-28	-5	-1.4
All casualties	319,928	234,179	222,970	-30	-5	-1.4

P Provisional estimates

1 Motor traffic (excludes pedal cycles)

2 Killed or seriously injured

**Table 2: Reported road casualties: provisional figures by severity for the third quarter 2009: GB**

	Q3 2008 A	Q3 2009 (P) B	Percentage change (B-A)/A %	Traffic <sup>1</sup> percentage change over same period
<b>ALL CASUALTIES</b>				
Killed	661	610	-8	0.5
KSI <sup>2</sup>	7,365	7,130	-3	0.5
Slightly injured	50,464	50,230	0	0.5
All casualties	57,829	57,360	-1	0.5

P Provisional estimates

1 Motor traffic (excludes pedal cycles)

2 Killed or seriously injured

**Table 3: Reported road casualties by severity of casualty: 1999 - 2009: GB**

		Number				
Year and quarter		Killed	Killed or seriously injured	Slightly injured	All casualties	Motor traffic <sup>1</sup> (billion vehicle kilometres)
1994-98 average		3,578	47,656	272,272	319,928	440
1999		3,423	42,545	277,765	320,310	467
2000		3,409	41,564	278,719	320,283	467
2001		3,450	40,560	272,749	313,309	474
2002		3,431	39,407	263,198	302,605	487
2003		3,508	37,215	253,392	290,607	490
2004		3,221	34,351	246,489	280,840	499
2005		3,201	32,155	238,862	271,017	499
2006		3,172	31,845	226,559	258,404	508
2007		2,946	30,720	217,060	247,780	513
2008		2,538	28,572	202,333	230,905	509
2005	Q1	740	7,041	54,996	62,037	118
	Q2	727	8,049	59,498	67,547	127
	Q3	818	8,416	60,200	68,616	130
	Q4	916	8,649	64,168	72,817	124
2006	Q1	697	7,007	52,351	59,358	117
	Q2	743	7,888	54,706	62,594	128
	Q3	838	8,464	58,869	67,333	130
	Q4	894	8,486	60,633	69,119	124
2007	Q1	683	7,133	51,850	58,983	122
	Q2	721	7,742	54,446	62,188	131
	Q3	773	8,110	55,452	63,562	134
	Q4	769	7,735	55,312	63,047	127
2008	Q1	598	6,808	49,658	56,466	122
	Q2	586	7,231	49,606	56,837	131
	Q3	661	7,365	50,464	57,829	131
	Q4	693	7,168	52,605	59,773	125
2009	Q1 (P)	550	6,050	44,500	50,550	118
	Q2 (P)	570	7,130	48,150	55,280	129
	Q3 (P)	610	7,130	50,230	57,360	132
Change on same quarter of previous year						Percentage
2006	Q1	-6	0	-5	-4	-1
	Q2	2	-2	-8	-7	1
	Q3	2	1	-2	-2	0
	Q4	-2	-2	-6	-5	0
2007	Q1	-2	2	-1	-1	4
	Q2	-3	-2	0	-1	2
	Q3	-8	-4	-6	-6	3
	Q4	-14	-9	-9	-9	2
2008	Q1	-12	-5	-4	-4	0
	Q2	-19	-7	-9	-9	0
	Q3	-14	-9	-9	-9	-2
	Q4	-10	-7	-5	-5	-1
2009	Q1 (P)	-8	-11	-10	-10	-3
	Q2 (P)	-3	-1	-3	-3	-1
	Q3 (P)	-8	-3	0	-1	0

P Provisional estimates

<sup>1</sup> Motor traffic (excludes pedal cycles)

**Table 4: Reported road accidents: provisional figures by severity, year ending third quarter 2009: GB**

Number / percentage change compared to previous 12 months

	Oct-07 to Sep-08 A	Oct-08 to Sep-09 (P) B	Percentage change (B-A)/A %	Traffic <sup>1</sup> percentage change over same period
Fatal	2,417	2,250	-7	-1.4
Fatal or serious	25,864	24,580	-5	-1.4
Slight	147,274	139,740	-5	-1.4
All accidents	173,138	164,330	-5	-1.4

P Provisional estimates

1 Motor traffic (excludes pedal cycles)

**Table 5: Reported road accidents: provisional figures by severity for the third quarter 2009: GB**

Number / percentage change compared to same quarter last year

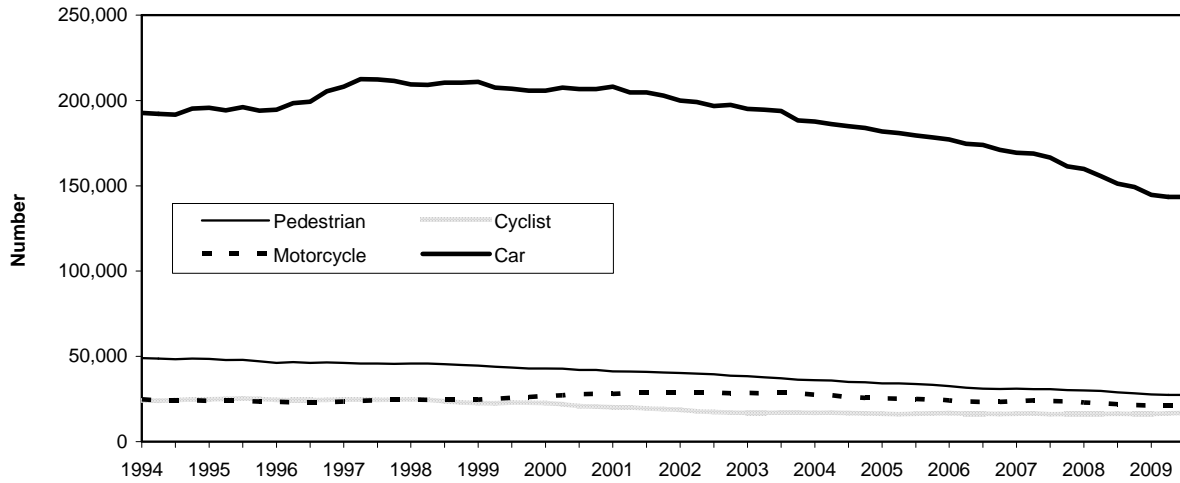
	Q3 2008 A	Q3 2009 (P) B	Percentage change (B-A)/A %	Traffic <sup>1</sup> percentage change over same period
Fatal	599	560	-7	0.5
Fatal or serious	6,535	6,370	-3	0.5
Slight	35,893	35,450	-1	0.5
All accidents	42,428	41,810	-1	0.5

P Provisional estimates

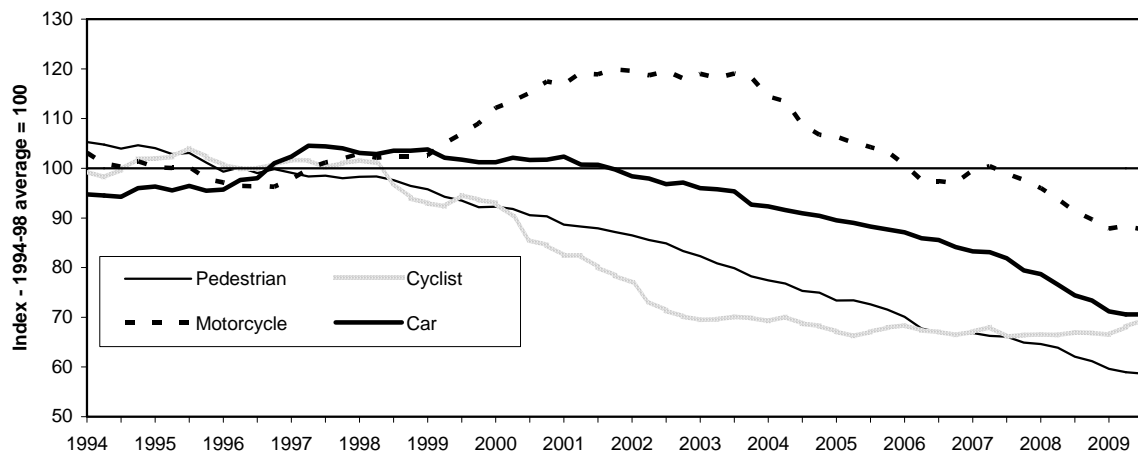
1 Motor traffic (excludes pedal cycles)

## Charts B: Reported road casualties: by class of road user 1994-2009: GB

### All road casualties: Rolling four quarter totals



### All road casualties: Indices, 1994-1998 average = 100



**Table 6: Reported road casualties: provisional figures year ending third quarter 2009: GB**

Number / percentage change compared to previous 12 months and 1994-1998 average

	1994-1998 average A	Oct-07 to Sep-08 B	Oct-08 to Sep-09 (P) C	Percentage change over 1994-1998 average (C-A)/A %	Percentage change over previous 12 months (C-B)/B %
<b>ALL CASUALTIES</b>					
Pedestrians					
KSI <sup>1</sup>	11,669	6,743	6,250	-46	-7
Slightly injured	34,874	22,158	21,050	-40	-5
All casualties	46,543	28,901	27,300	-41	-6
Pedal cyclists					
KSI <sup>1</sup>	3,732	2,588	2,730	-27	5
Slightly injured	20,653	13,736	14,220	-31	4
All casualties	24,385	16,324	16,950	-30	4
Motorcycle users					
KSI <sup>1</sup>	6,475	6,185	5,920	-9	-4
Slightly injured	17,547	15,749	15,150	-14	-4
All casualties	24,023	21,934	21,080	-12	-4
Car users					
KSI <sup>1</sup>	23,254	12,233	11,350	-51	-7
Slightly injured	180,034	138,969	132,120	-27	-5
All casualties	203,288	151,202	143,470	-29	-5
All road users <sup>2</sup>					
KSI <sup>1</sup>	47,656	29,139	27,490	-42	-6
Slightly injured	272,272	205,040	195,490	-28	-5
All casualties	319,928	234,179	222,970	-30	-5
<b>CHILD CASUALTIES <sup>3</sup></b>					
Pedestrians					
KSI <sup>1</sup>	4,167	1,791	1,740	-58	-3
Slightly injured	14,382	7,024	6,530	-55	-7
All casualties	18,548	8,815	8,270	-55	-6
All road users <sup>2</sup>					
KSI <sup>1</sup>	6,860	2,834	2,760	-60	-3
Slightly injured	37,494	19,425	18,520	-51	-5
All casualties	44,354	22,259	21,280	-52	-4

1 Killed or seriously injured

2 Includes other vehicle users

3 Casualties under 16 years of age

**Table 7: Reported road casualties: provisional figures for the third quarter 2009: GB**

Number / percentage change compared to same quarter last year				
	Q3 2008	Q3 2009 (P)	Percentage change	Traffic <sup>1</sup> percentage change
<b>ALL CASUALTIES</b>				
Pedestrians				..
KSI <sup>2</sup>	1,435	1,390	-3	
Slightly injured	4,903	4,830	-1	
All casualties	6,338	6,220	-2	
Pedal cyclists				..
KSI <sup>2</sup>	786	830	6	
Slightly injured	4,040	4,340	7	
All casualties	4,826	5,170	7	
Motorcycle users				..
KSI <sup>2</sup>	1,885	1,820	-3	
Slightly injured	4,460	4,370	-2	
All casualties	6,345	6,190	-2	
Car users				0.5
KSI <sup>2</sup>	2,870	2,760	-4	
Slightly injured	33,269	33,360	0	
All casualties	36,139	36,120	0	
All road users <sup>3</sup>				0.5
KSI <sup>2</sup>	7,365	7,130	-3	
Slightly injured	50,464	50,230	0	
All casualties	57,829	57,360	-1	
<b>CHILD CASUALTIES <sup>4</sup></b>				
Pedestrians				..
KSI <sup>2</sup>	421	440	5	
Slightly injured	1,606	1,610	0	
All casualties	2,027	2,050	1	
All road users <sup>3</sup>				0.5
KSI <sup>2</sup>	748	750	0	
Slightly injured	5,208	5,310	2	
All casualties	5,956	6,060	2	

1 Motor traffic (excludes pedal cycles)

2 Killed or seriously injured

3 Includes other vehicle users

4 Casualties under 16 years of age

**Table 8: Reported road casualties by class of road user: 1999 - 2009: GB**

Year and quarter		Pedestrians		Pedal cyclists	Motorcycle users	Car users	All casualties
		All ages	Children <sup>1</sup>				
1994-98 average		46,543	18,548	24,385	24,023	203,288	319,928
1999		42,888	16,876	22,840	26,192	205,735	320,310
2000		42,033	16,184	20,612	28,212	206,799	320,283
2001		40,577	15,819	19,114	28,810	202,802	313,309
2002		38,784	14,231	17,107	28,353	197,425	302,605
2003		36,405	12,544	17,033	28,411	188,342	290,607
2004		34,881	12,234	16,648	25,641	183,858	280,840
2005		33,281	11,250	16,561	24,824	178,302	271,017
2006		30,982	10,131	16,196	23,326	171,000	258,404
2007		30,191	9,527	16,195	23,459	161,433	247,780
2008		28,482	8,648	16,297	21,550	149,188	230,905
2005	Q1	8,097	2,658	2,884	4,692	42,273	62,037
	Q2	8,549	3,290	4,527	7,006	42,853	67,547
	Q3	7,618	2,673	5,249	7,304	43,818	68,616
	Q4	9,017	2,629	3,901	5,822	49,358	72,817
2006	Q1	7,442	2,275	3,004	4,060	41,076	59,358
	Q2	7,467	2,777	4,274	6,251	40,429	62,594
	Q3	7,243	2,444	5,179	7,271	43,025	67,333
	Q4	8,830	2,635	3,739	5,744	46,470	69,119
2007	Q1	7,579	2,405	3,169	4,641	39,412	58,983
	Q2	7,193	2,511	4,498	6,459	40,028	62,188
	Q3	7,154	2,317	4,706	6,917	40,618	63,562
	Q4	8,265	2,294	3,822	5,442	41,375	63,047
2008	Q1	7,463	2,070	3,199	4,240	37,936	56,466
	Q2	6,835	2,424	4,477	5,907	35,752	56,837
	Q3	6,338	2,027	4,826	6,345	36,139	57,829
	Q4	7,846	2,127	3,795	5,058	39,361	59,773
2009	Q1 (P)	6,740	1,910	3,110	3,800	33,480	50,550
	Q2 (P)	6,500	2,190	4,870	6,020	34,510	55,280
	Q3 (P)	6,220	2,050	5,170	6,190	36,120	57,360
Change on same quarter of previous year							<i>Percentage</i>
2006	Q1	-8	-14	4	-13	-3	-4
	Q2	-13	-16	-6	-11	-6	-7
	Q3	-5	-9	-1	0	-2	-2
	Q4	-2	0	-4	-1	-6	-5
2007	Q1	2	6	5	14	-4	-1
	Q2	-4	-10	5	3	-1	-1
	Q3	-1	-5	-9	-5	-6	-6
	Q4	-6	-13	2	-5	-11	-9
2008	Q1	-2	-14	1	-9	-4	-4
	Q2	-5	-3	0	-9	-11	-9
	Q3	-11	-13	3	-8	-11	-9
	Q4	-5	-7	-1	-7	-5	-5
2009	Q1 (P)	-10	-8	-3	-10	-12	-10
	Q2 (P)	-5	-10	9	2	-3	-3
	Q3 (P)	-2	1	7	-2	0	-1

1 Casualties under 16 years of age  
P Provisional estimates

**Table 9: Reported road accidents: provisional figures year ending third quarter 2009: GB**

	Accidents			
	Oct-07 to Sep-08	Oct-08 to Sep-09 (P)	Percentage change	Traffic <sup>1</sup> Percentage change
<b>Major Roads</b>				
Fatal	1,460	1,380	-5	..
Fatal or serious	12,892	12,220	-5	
Slight	72,446	68,270	-6	
All accidents	85,338	80,490	-6	
<b>Minor Roads</b>				
Fatal	957	870	-9	..
Fatal or serious	12,972	12,370	-5	
Slight	74,828	71,480	-4	
All accidents	87,800	83,840	-5	
<b>Non Built-up Roads</b>				
Fatal	1,406	1,220	-13	..
Fatal or serious	9,093	8,510	-6	
Slight	38,406	34,980	-9	
All accidents	47,499	43,490	-8	
<b>Built-up Roads</b>				
Fatal	1,011	1,030	2	..
Fatal or serious	16,771	16,080	-4	
Slight	108,868	104,760	-4	
All accidents	125,639	120,840	-4	
<b>All Roads</b>				
Fatal	2,417	2,250	-7	-1.4
Fatal or serious	25,864	24,580	-5	
Slight	147,274	139,740	-5	
All accidents	173,138	164,330	-5	

<sup>1</sup> Motor traffic (excludes pedal cycles)

P Provisional estimates

**Table 10: Reported road accidents: provisional figures for the third quarter 2009: GB**

Number / percentage change compared to same quarter last year

	Q3 2008	Q3 2009 (P)	Percentage change	Traffic <sup>1</sup> Percentage change
<b>Major Roads</b>				..
Fatal	351	340	-3	
Fatal or serious	3,218	3,160	-2	
Slight	17,742	17,560	-1	
All accidents	20,960	20,720	-1	
<b>Minor Roads</b>				..
Fatal	248	220	-11	
Fatal or serious	3,317	3,210	-3	
Slight	18,151	17,880	-1	
All accidents	21,468	21,090	-2	
<b>Non Built-up Roads</b>				..
Fatal	339	310	-9	
Fatal or serious	2,408	2,340	-3	
Slight	9,132	8,980	-2	
All accidents	11,540	11,320	-2	
<b>Built-up Roads</b>				..
Fatal	260	250	-4	
Fatal or serious	4,127	4,030	-2	
Slight	26,761	26,470	-1	
All accidents	30,888	30,500	-1	
<b>All Roads</b>				0.5
Fatal	599	560	-7	
Fatal or serious	6,535	6,370	-3	
Slight	35,893	35,450	-1	
All accidents	42,428	41,810	-1	

1 Motor traffic (excludes pedal cycles)

P Provisional estimates

**Table 11: Reported road casualties: by police force area for the most recent complete 12 months data available to the Department for Transport on the 18 January 2010\***

Police force area	Severity of injury			Number
	Killed	KSI	Slight	All
<b>Year to end September 2009</b>				
Cambridgeshire	33	490	3,227	3,717
Central	10	141	684	825
Cheshire	56	632	4,093	4,725
Cleveland	17	189	1,161	1,350
Cumbria	25	260	1,769	2,029
Derbyshire	49	555	3,451	4,006
Devon and Cornwall	75	471	5,775	6,246
Dorset	36	401	2,400	2,801
Dumfries and Galloway	6	115	405	520
Durham	21	250	2,123	2,373
Dyfed-Powys	40	368	1,927	2,295
Essex	67	834	4,599	5,433
Fife	12	130	607	737
Gloucestershire	22	214	1,515	1,729
Grampian	36	352	1,273	1,625
Greater Manchester	74	819	8,635	9,454
Gwent	22	162	1,100	1,262
Hampshire	54	939	4,930	5,869
Hertfordshire	33	419	3,572	3,991
Humberside	37	512	3,227	3,739
Kent	62	730	6,148	6,878
Lancashire	59	875	5,803	6,678
Leicestershire	53	365	3,159	3,524
Lincolnshire	51	421	2,699	3,120
Lothian and Borders	43	429	2,616	3,045
Merseyside	55	586	4,606	5,192
Metropolitan Police (inc. City)	200	3,123	23,993	27,116
Norfolk	48	376	2,338	2,714
North Wales	29	360	2,193	2,553
North Yorkshire	44	610	2,634	3,244
Northamptonshire	34	398	1,546	1,944
Northern	34	193	865	1,058
Northumbria	43	606	4,763	5,369
Nottinghamshire	51	595	3,676	4,271
South Wales	45	347	3,888	4,235
South Yorkshire	47	535	4,647	5,182
Staffordshire	50	312	4,091	4,403
Strathclyde	82	1,022	5,106	6,128
Suffolk	39	346	2,417	2,763
Surrey	46	570	5,038	5,608
Sussex	61	979	5,009	5,988
Tayside	23	259	931	1,190
Thames Valley	91	966	7,201	8,167
Warwickshire	27	270	1,809	2,079
West Mercia	74	522	3,915	4,437
West Midlands	71	936	9,050	9,986
West Yorkshire	86	1,029	8,236	9,265
Wiltshire	33	318	1,695	2,013
<b>Year to end August 2009</b>				
Avon and Somerset	70	556	4,782	5,338
Bedfordshire	31	272	1,915	2,187

\*These are the figures that form the base for the estimates provided in this bulletin. Each police force area is assessed on the number of accidents received for each month and information is considered 'complete' if at least 95 per cent of the total expected number are present. Outstanding forms may still be with police forces, local processing or subject to further checks at the Department for Transport. See methodology note.

## Definitions

### The following definitions apply:

<i>Accident</i>	Involves personal injury occurring on the public highway (including footways) in which at least one road <i>vehicle</i> or a <i>vehicle</i> in collision with a <i>pedestrian</i> is involved and which becomes known to the police within 30 days of its occurrence. The <i>vehicle</i> need not be moving and accidents involving stationary vehicles and pedestrians or users are included. One accident may give rise to several <i>casualties</i> . “Damage-only” accidents are not included in this publication.
<i>Built-up/ Non built-up roads</i>	<i>Accidents</i> on “built-up roads” are those which occur on roads with <i>speed limits</i> (ignoring temporary limits) of 40 mph or less. “Non built-up roads” refer to speed limits over 40 mph and <i>motorways</i> .
<i>Cars</i>	Includes <i>taxis</i> , estate cars, three and four wheel cars and minibuses except where otherwise stated. Also includes motor caravans prior to 1999.
<i>Casualty</i>	A person <i>killed</i> or <i>injured</i> in an <i>accident</i> . Casualties are sub-divided into <i>killed</i> , <i>seriously injured</i> and <i>slightly injured</i> .
<i>Children</i>	Persons under 16 years of age (except where otherwise stated).
<i>Fatal accident</i>	An accident in which at least one person is <i>killed</i> .
<i>Killed</i>	Human casualties who sustain injuries leading to death less than 30 days after the accident.
<i>KSI</i>	Killed or seriously injured.
<i>Major roads</i>	Motorways, A(M) and A roads.
<i>Minor roads</i>	B, C and unclassified roads.
<i>Motorcycles</i>	Two-wheel motor vehicles, including mopeds, motor scooters and motor cycle combinations.
<i>Motorways</i>	Motorway and A(M) roads.
<i>Pedal cycles</i>	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.

<i>Pedestrians</i>	Includes persons riding toy cycles on the footway, persons pushing bicycles, pushing or pulling other <i>vehicles</i> or operating pedestrian-controlled <i>vehicles</i> , those leading or herding animals, and people who alight safely from <i>vehicles</i> and are subsequently injured.
<i>Serious injury</i>	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 <i>accident</i> . An injured <i>casualty</i> is recorded as <i>seriously</i> or <i>slightly injured</i> by the police on the basis of information available within a short time of the <i>accident</i> . This generally will not reflect the results of a medical examination, but may be influenced according to whether the <i>casualty</i> is hospitalised or not. Hospitalisation procedures will vary regionally.
<i>Slight injury</i>	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 assistance. This definition includes injuries not requiring medical treatment.
<i>Speed limits</i>	Permanent speed limits applicable to the roadway.
<i>Taxi</i>	Any vehicle operating as a hackney carriage, <u>regardless of construction</u> , and bearing the appropriate local authority hackney carriage plates. Also includes private hire cars.
<i>Vehicles</i>	Vehicles (except <i>taxis</i> ) are classified according to their structural type and not according to their employment or category of licence at the time of an <i>accident</i> .

## Methodology note

Fourteen weeks after the end of each quarter, a judgement is made as to whether data available for each police force for each month are complete. This decision is made using comparisons with figures from previous years and consulting the relevant force to see if they are aware of any late returns. Data sets that are not complete are considered to be missing and need to be estimated for the purpose of producing the national estimates.

In broad terms the estimation process proceeds as follows. The first step is to calculate average growth (or reduction) rates for the forces with complete data. A separate growth rate is calculated for each month and for each category to be published (for example, pedestrians killed or seriously injured, pedestrians slightly injured, pedal cyclists killed or seriously injured). The growth rate is calculated from the equivalent month of the previous year to eliminate the effects of seasonal fluctuations in road accidents.

$$\text{Growth rate} = \frac{(\sum \text{ police forces with complete data})}{(\sum \text{ the same police forces for the equivalent month of previous year})}$$

Each missing police force month is estimated by multiplying the data from the same police force from the same month from the previous year by the appropriate growth rate. Data (actual or estimated) are now available for all police force months.

A scaling factor is applied to all police force months (regardless of whether they were considered complete at the start of the process or have been estimated). The scaling factor compensates for the few accidents, which are reported later for those police force months judged complete and used in estimates. Even if the vast majority of data have been submitted there are likely to be a few accidents that do not find their way into the system for several months. The scaling factor is calculated by monitoring the levels of under-reporting of accidents for the same month from previous years. A separate scaling factor is required for each month in the quarter and for each month in earlier quarter revisions.

[NB: The figures in Table 11 are not scaled.]

Once the data have been scaled, summing the data for each police force for the relevant months produces the quarterly estimates. Note that estimated figures are rounded to the nearest 10.

### Levels of reporting

Comparisons with death registrations show that very few, if any; road accident fatalities are not reported to the police. However, it has long been known that a considerable proportion of non-fatal casualties are not known to the police and hospital, survey and compensation claims data all indicate a higher number of casualties than are reported. Previous studies comparing police and hospital data (e.g. Simpson 1997<sup>8</sup>) have suggested that around 60 per cent of road casualties attending hospital reported their accident (with around 20 per cent not being recorded in the

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<sup>8</sup> See for example 'Comparison of Hospital and Police Casualty Data: A National Study' by H F Simpson. Report available for free download from <http://www.trl.co.uk> (search for 'TRL272').

STATS19 database). Studies also confirm the view that the police are more likely to underestimate severity of injury because of the difficulty in distinguishing severity at the scene of the accident.

Our best current estimate, derived from the Department's National Travel Survey (NTS) data with cross-checking against other data sources, is that the total number of road casualties in Great Britain each year, including those not reported to police, is within the range 680 thousand to 920 thousand with a central estimate of 800 thousand. Although the NTS is based on a sample of the population, and therefore subject to sampling variability, it is the only source providing complete coverage of casualties (particularly those who do not report an accident to police or attend hospital). A discussion of how these estimates have been derived, and their limitations, together with information on complementary sources of data on road accidents and casualties, are contained in an article published by the Department in Reported Road Casualties Great Britain: 2008 Annual report (Article 5, pages 58-79), which can be found at:

<http://www.dft.gov.uk/adobepdf/162469/221412/221549/227755/rrcgb2008.pdf>

Although STATS19 does not provide complete coverage of road accidents and casualties, this does not in itself make it unsuitable for monitoring changes over time, assuming that levels of reporting to police have not changed. There have been a number of studies of levels of reporting of road accidents in recent years (see article referred to above for references). These have shown different patterns and to date there is no clear or conclusive evidence of a systematic change in levels of reporting at national level.

STATS19 remains the single most useful source of data on road accidents and resulting casualties in Great Britain. In particular, it is the only national source to provide detailed information on accident circumstances, vehicles involved and resulting casualties. However, since it is not a complete record of all injury accidents and resulting casualties, and this should be borne in mind when using and analysing the data. Users of STATS19 data should be aware that, whilst comparisons with survey data suggest that the police data is sufficiently representative of casualties by road user type, levels of reporting to police may vary according to the accident circumstances. For example, it is known that few single vehicle pedal cycle accidents are included in STATS19.

In addition, particular local circumstances (for example organisational changes, reviews of coding practice and local initiatives) may affect the data and trends over time, particularly at local level. Therefore, as with most data sources, users of STATS19 are advised to carefully explore relevant issues before drawing conclusions from the data and the Department is happy to offer advice in this area.

## Scottish Government

### Transport Publications

Scottish Transport Statistics  
Main Transport Trends  
Household Transport - some SHS results  
Transport Across Scotland:  
some SHS results for parts of Scotland  
SHS Travel Diary results  
Travel by Scottish Residents: some NTS results  
Bus and Coach Statistics  
Road Accidents Scotland  
Key Road Accidents Statistics  
(SHS = Scottish Household Survey; NTS = National Travel Survey)

#### General enquires on Scottish Transport Statistics:

Transport Statistics Branch, Scottish Executive,  
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Phone: +44 (0)131-244 7256  
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E-mail: [transtat@scotland.gsi.gov.uk](mailto:transtat@scotland.gsi.gov.uk)  
Internet: [www.scotland.gov.uk/Topics/Statistics](http://www.scotland.gov.uk/Topics/Statistics)

These publications are available, payment with orders  
From: Scottish Executive Publication Sales, Blackwell's  
Bookshop, 53 South Bridge, Edinburgh EH1 1YS  
Phone: +44 (0)131-622 8283 Fax: +44 (0)131-557 8149

## Welsh Assembly Government - Llywodraeth Cynulliad Cymru

### Transport Publications

Road Casualties: Wales  
Welsh Transport Statistics

#### Other publications with transport topics

Digest of Welsh Local Area Statistics  
Digest of Welsh Statistics  
Statistics for Assembly Constituency Areas  
Digest of Welsh Historical Statistics

#### These publications are available from:

Central Support Unit, Statistical Directorate, Welsh  
Assembly Government, Cathays Park, Cathays, Cardiff  
CF10 3NQ

Phone: +44 (0)29-2082 5054  
E-mail: [stats.pubs@wales.gov.uk](mailto:stats.pubs@wales.gov.uk)  
Internet: <http://new.wales.gov.uk>

### Northern Ireland Transport Statistics

#### Available from:

Central Statistics and Research Branch  
Clarence Court, 10-18 Adelaide Street, Belfast BT2 8GB  
Phone: +44 (0)28 9054 0801  
E-mail: [csrb@drdni.gov.uk](mailto:csrb@drdni.gov.uk)  
Internet: <http://www.drdni.gov.uk/index/statistics.htm>

## Transport Statistics Users Group

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

- To identify problems in the collection, provision, use and understanding of transport statistics, and to discuss solutions with the responsible authorities.
- To provide a forum for the exchange of views and information between users and providers.
- To encourage the proper use of transport statistics through greater publicity.
- To facilitate a network for sharing ideas, information and expertise.

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

- Road Congestion Statistics
- GIS in Transport Planning
- Road Safety Statistics
- UK Investment in Transport Infrastructure
- Active Traffic Management
- The Role of Motorcycling in the 21<sup>st</sup> Century
- Better Publicly Available Statistics On Vehicle Characteristics
- Concessionary Fares and the new Statistics and Registration Services Act
- Measuring the Importance of Shipping to the UK Economy
- National Passenger Survey

A Scottish seminar was also held.

A newsletter is sent to all members about four times a year. Corporate membership of the Group is £50, personal membership £22.50, and student membership £10. For further details please visit [www.tsug.org.uk](http://www.tsug.org.uk) or contact:

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The TSUG also produces a *Transport Yearbook* which contains information on sources from governmental and non-governmental organisations, including some European sources. The yearbook is supplied free to TSUG members. Non-members can purchase a copy from The Stationery Office (TSO).

## Transport Statistics Publications (as at February 2010)

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#### Annual Reports

Transport Statistics Great Britain: 2009 Edition (ISBN: 978-0-11-553095-1)

Maritime Statistics: 2008 (ISBN: 978-0-11-553096-8)

Reported Road Casualties Great Britain: 2008 (ISBN: 978-0-11-553089-0)

See also TSO's virtual bookshop at: -

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**NOTE:** Prior to 1997, many of the Transport Statistics Bulletins were published as HMSO publications. Enquiries about back issues, or transport publications in general, should be made to Transport Statistics, 2/29, Great Minster House, 76 Marsham Street, London SW1P 4DR. ☎ +44 (0)20 7944 3098

### DfT: Transport Statistics Publications (Transport Statistics Bulletins - free)

Obtainable from:

#### Department for Transport

2/29

Great Minster House

76 Marsham Street

London

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#### Annual Bulletins – produced by Transport Statistics

Compendium of Motorcycling Statistics

National Rail Travel Survey

National Travel Survey

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Reported Road Casualties Great Britain: Main Results

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Road Statistics: Traffic Speeds and Congestion

Road Freight Statistics

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Vehicle Excise Duty Evasion

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Road Goods Vehicles Travelling to Mainland Europe

☎ +44 (0)20 7944 4131

Reported Road Casualties Great Britain:

Quarterly Provisional Estimates

☎ +44 (0)20 7944 3078

See also the Transport Statistics web site at: -

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

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