

## 8 Transport Accidents and Casualties:

### Notes and Definitions

#### Road accidents and casualties: 8.1- 8.5

The statistics in these tables refer to personal injury 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 become 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.

Very few, if any, fatal accidents do not become known to the police. However, research conducted on behalf of the Department in the 1990s has shown that a significant 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 is undertaking further research to investigate whether the levels of reporting have changed. The most recent work on levels of reporting was published by the Department in Article 6 of Road Casualties Great Britain: 2007 Annual report, which can be found at:

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

Definitions of terms used in the tables:

**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).

**Cars:** Includes taxis, estate cars, three and four wheel cars and minibuses except where

otherwise stated. Also includes motor caravans prior to 1999.

**Bus or coach:** Vehicles equipped to carry 17 or more *passengers* regardless of use.

**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).

**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* tested with a positive result, or who failed or refused to provide a specimen of breath.

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

**Goods vehicles:** These are divided into two groups according to vehicle weight (see below). 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 (gvw).

**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.

**Motorcycles:** Mopeds, motor scooters and motor cycles (including motor cycle combinations).

**Motorways:** "M" roads and "A"(M) roads.

**Other roads:** All "B", "C" class and unclassified roads, unless otherwise noted.

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*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. Other non motor vehicles include those drawn by animal, ridden horses, invalid carriages without a motor, street barrows etc.

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

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

*Pedal cyclists: Riders of pedal cycles*, including any *passengers*. From 1983 the definition includes a small number of cycles and tricycles with battery assistance with a maximum speed of 15 mph.

*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, occupants of prams or wheelchairs, 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*.

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

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

*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.

*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.

*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 these tables are based on 2001 census data.

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

### **Motoring offences: 8.6 - 8.7**

*Breath tests:* Section 25 and Schedule 8 of the Transport Act 1981 amended the drinking and driving provisions of the Road Traffic Act 1972. These sections of the Act were renumbered (but otherwise unchanged) in the Road Traffic Act 1988. The police can require a person to take a screening breath test if they have reasonable cause to suspect that the person has been driving or attempting to drive or had been in charge of a vehicle with alcohol in his or her body, or that he or she has committed a moving traffic offence, or that he or she has been involved in an accident. A person failing to provide a breath test without reasonable excuse is guilty of an offence.

For the purposes of evidence in court, breath analysis was introduced in May 1983. The prescribed alcohol limit is 80 milligrams (mg) of alcohol in 100 millilitres (ml) of blood or 107mg per 100ml urine. The equivalent breath alcohol limit is expressed as 35 micrograms of alcohol per 100ml breath. In April 1996 the Association of Chief Police Officers recommended that drivers in all injury accidents should be breath tested.

An evidential breath test is required to be taken at a police station after a positive screening test, or where a screening test was refused or

could not be provided. It may also be required after arrest for impairment or in certain other cases, e.g. where a person arrested for theft of a motor vehicle is suspected of having consumed alcohol.

A suspect will normally be asked to provide two specimens of breath to establish the amount of alcohol in his or her body. The lower result is taken as evidence of the person's breath alcohol concentration. Where the lower result is between 36 and 50 micrograms the suspect may request a blood or urine test. In certain limited circumstances a suspect can be required to provide a specimen of blood or urine instead of breath.

*Findings of guilt at all courts:* Includes all motoring offences which have resulted in a finding of guilt either after a summary trial at Magistrates' Court or else at the Crown Court. A person appearing in court can be dealt with for more than one offence at that appearance, and in this table the number of offences is counted, not the number of persons appearing at court.

*Fixed penalty notices:* A large number of motoring offences are dealt with by fixed penalty notices. Under the extended fixed penalty system introduced by the Transport Act 1982, now incorporated in Part III of the Road Traffic Offenders Act 1988, the police can issue fixed penalty notices for a wide range of offences. The court can automatically register an unpaid notice as a fine without any court appearance. Offences for which a fixed penalty notice cannot be given include causing death or bodily harm, dangerous driving, driving after consuming alcohol or taking drugs, careless driving, accident offences, unauthorised taking or theft of a motor vehicle, certain driving licence and record keeping offences, and vehicle test offences. When court proceedings are instituted following non-payment of a fixed penalty, the offence may be included twice in the table.

*Written warnings:* These include cautions given in lieu of prosecutions for offences where there would have been enough evidence to support a prosecution. Informal warnings and advice, whether oral or written, are not included.

### **Motor insurance (formerly 8.8)**

The data previously published in table 8.8 are no longer routinely available. For further information see the Association of British Insurers web site at: [www.abi.org.uk](http://www.abi.org.uk) or

Standard and Poor's SynThesys Non-Life database of returns.

### **Railway accidents: 8.8 - 8.10**

These tables give the number of train accidents and casualties on all railway undertakings in Great Britain. Railway undertakings are required to report accidents, failures and dangerous occurrences to the Secretary of State for Transport under the regulatory safety legislation. As well as Network Rail and London Transport railways, the tables also cover accidents on Eurotunnel, tram systems and minor railways.

Casualty figures in table 8.8 are shown in the categories below. Casualty figures are subdivided into casualties resulting from:

- ∞ Train accidents
- ∞ Accidents through movement of railway vehicles (but excluding train accidents) e.g. boarding or alighting from trains, opening or closing carriage doors at stations,
- ∞ Accidents on railway premises not connected with movement of railway vehicles e.g. falling on steps at stations, slipping on platforms,
- ∞ Injuries and fatalities of trespassers and suicides on railway land.

Table 8.9 is based on passenger casualties owing to train accidents and movement accidents. This is the basis for comparisons with other modes of transport. Under the new Accidents Reporting Regulations (RIDDOR 95) brought into force on 1 April 1996, there is no distinction between major and minor injury to members of the public. All injuries to members of the public are now shown as either minor injuries or killed. The reporting trigger for minor injuries is that the person is taken to hospital for treatment.

Table 8.10 shows the total number of train accidents (collisions, derailments etc) reported irrespective of whether personal injury was involved. The figures include accidents on non-passenger lines and lines closed to normal traffic while engineering work took place.

Due to European regulations on the reporting of rail transport statistics, the rail accidents data now covers calendar years, rather than financial years. As such, there is overlap between the 2002/03 data and the 2003 data, with accidents from 1 January 2003 to 31 March 2003 reported in both. However, each represents 12 full months.

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## 8.1 Road accidents and casualties: 1950-2007

For greater detail of the years 1997-2007 see Table 8.2 or 8.3

Year	Casualties										All casualties (thousands)	Casualty rate per 100 million vehicle kilometres	All traffic (billion vehicle km)
	Accidents (thousands)	Killed (number)				Injured (thousands)							
		Pedest- rians	Pedal cyclists	Motor cyclists	All other road users	All	Serious	Slight	All				
1950	167	2,251	805	1,129	827	5,012	49	148	196	201	276	73	
1951	178	2,398	800	1,175	877	5,250	52	159	211	216	272	80	
1952	172	2,063	743	1,142	758	4,706	50	153	203	208	248	84	
1953	186	2,233	720	1,237	900	5,090	57	165	222	227	265	86	
1954	196	2,226	696	1,148	940	5,010	57	176	233	238	269	89	
1955	217	2,287	708	1,362	1,169	5,526	62	200	262	268	281	95	
1956	216	2,270	650	1,250	1,197	5,367	61	201	263	268	276	97	
1957	219	2,225	663	1,425	1,237	5,550	64	205	268	274	284	96	
1958	237	2,408	668	1,421	1,473	5,970	69	225	294	300	280	107	
1959	261	2,520	738	1,680	1,582	6,520	81	246	327	333	283	118	
1960	272	2,708	679	1,743	1,840	6,970	84	256	341	348	279	124	
1961	270	2,717	645	1,544	2,002	6,908	85	258	343	350	262	133	
1962	264	2,681	583	1,323	2,122	6,709	84	251	335	342	248	138	
1963	272	2,740	589	1,279	2,314	6,922	88	261	349	356	246	145	
1964	292	2,986	583	1,445	2,806	7,820	95	282	378	385	240	160	
1965	299	3,105	543	1,244	3,060	7,952	98	292	390	398	234	170	
1966	292	3,153	514	1,134	3,184	7,985	100	285	384	392	219	179	
1967	277	2,964	463	920	2,972	7,319	94	269	363	370	199	186	
1968	264	2,762	391	877	2,780	6,810	89	254	342	349	181	193	
1969	262	2,955	402	791	3,217	7,365	91	255	346	353	179	197	
1970	267	2,925	373	761	3,440	7,499	93	262	356	363	177	205	
1971	259	2,939	411	800	3,549	7,699	91	253	344	352	163	216	
1972	265	3,083	367	729	3,584	7,763	91	261	352	360	159	226	
1973	262	2,806	336	750	3,514	7,406	89	257	346	354	149	238	
1974	244	2,642	282	797	3,162	6,883	82	236	318	325	139	234	
1975	246	2,344	278	838	2,906	6,366	77	241	319	325	138	236	
1976	259	2,335	300	990	2,945	6,570	80	254	333	340	137	248	
1977	266	2,313	301	1,182	2,818	6,614	82	260	341	348	138	253	
1978	265	2,427	316	1,163	2,925	6,831	83	260	343	350	134	262	
1979	255	2,118	320	1,160	2,754	6,352	80	248	328	335	128	260	
1980	252	1,941	302	1,163	2,604	6,010	79	243	323	329	119	277	
1981	248	1,874	310	1,131	2,531	5,846	78	241	319	325	115	282	
1982	256	1,869	294	1,090	2,681	5,934	80	249	328	334	115	291	
1983	243	1,914	323	963	2,245	5,445	71	233	303	309	105	294	
1984	253	1,868	345	967	2,419	5,599	73	246	319	324	105	309	
1985	246	1,789	286	796	2,294	5,165	71	241	312	318	101	316	
1986	248	1,841	271	762	2,508	5,382	69	247	316	321	97	331	
1987	239	1,703	280	723	2,419	5,125	64	242	306	311	87	356	
1988	247	1,753	227	670	2,402	5,052	63	254	317	322	85	381	
1989	261	1,706	294	683	2,690	5,373	63	273	336	342	83	412	
1990	258	1,694	256	659	2,608	5,217	60	275	336	341	82	416	
1991	236	1,496	242	548	2,282	4,568	52	255	307	311	75	417	
1992	233	1,347	204	469	2,209	4,229	49	257	306	311	75	417	
1993 <sup>1</sup>	229	1,241	186	427	1,960	3,814	45	257	302	306	74	416	
1994	234	1,124	172	444	1,910	3,650	47	265	312	315	74	426	
1995	231	1,038	213	445	1,925	3,621	46	261	307	311	71	434	
1996	236	997	203	440	1,958	3,598	44	272	317	321	72	445	
1997	240	973	183	509	1,934	3,599	43	281	324	328	72	454	
1998	239	906	158	498	1,859	3,421	41	281	322	325	70	462	
1999	235	870	172	547	1,834	3,423	39	278	317	320	68	471	
2000	234	857	127	605	1,820	3,409	38	279	317	320	68	471	
2001	229	826	138	583	1,903	3,450	37	273	310	313	65	479	
2002	222	775	130	609	1,917	3,431	36	263	299	303	62	491	
2003	214	774	114	693	1,927	3,508	34	253	287	291	59	495	
2004	207	671	134	585	1,831	3,221	31	246	278	281	56	503	
2005	199	671	148	569	1,813	3,201	29	239	268	271	54	504	
2006	189	675	146	599	1,752	3,172	29	227	256	259	51	512	
2007	182	646	136	588	1,576	2,946	28	217	245	248	48	517	

1 See Notes and Definitions in Section 7 for details of discontinuity in road traffic figures from 1993 onwards.

From 1993 the data has been estimated using the expansion factors and the new methodology for measuring road lengths, they are not directly comparable with the figures for 1992 and earlier.

## 8.2 Road accident casualties by road user type and severity: 1997-2007

	Number										
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
<b>Child pedestrians: <sup>1</sup></b>											
Killed	138	103	107	107	107	79	74	77	63	71	57
KSI <sup>2</sup>	3,954	3,737	3,457	3,226	3,144	2,828	2,381	2,339	2,134	2,025	1,899
All severities	18,407	17,971	16,876	16,184	15,819	14,231	12,544	12,234	11,250	10,131	9,527
<b>Adult pedestrians: <sup>3</sup></b>											
Killed	835	803	760	750	712	688	695	589	604	602	585
KSI	6,925	6,592	6,221	6,112	5,745	5,644	5,422	5,005	4,847	4,894	4,900
All severities	26,223	25,827	24,806	24,481	23,463	23,258	22,531	21,404	20,725	19,774	19,676
<b>Child pedal cyclists: <sup>1</sup></b>											
Killed	33	32	36	27	25	22	18	25	20	31	13
KSI	1,016	915	950	758	674	594	595	577	527	503	522
All severities	7,899	6,930	7,290	6,260	5,451	4,809	4,769	4,682	3,759	3,765	3,633
<b>Adult pedal cyclists: <sup>3</sup></b>											
Killed	150	126	135	98	111	107	95	109	127	115	122
KSI	2,542	2,345	2,172	1,954	1,951	1,801	1,776	1,697	1,787	1,898	1,994
All severities	16,181	15,326	14,834	13,630	12,974	11,712	11,643	11,366	11,637	11,911	12,050
<b>Motorcyclists <sup>4</sup> and passengers:</b>											
Killed	509	498	547	605	583	609	693	585	569	599	588
KSI	6,446	6,442	6,908	7,374	7,305	7,500	7,652	6,648	6,508	6,484	6,737
All severities	24,492	24,610	26,192	28,212	28,810	28,353	28,411	25,641	24,824	23,326	23,459
<b>Car drivers and passengers:</b>											
Killed	1,795	1,696	1,687	1,665	1,749	1,747	1,769	1,671	1,675	1,612	1,432
KSI	23,191	21,676	20,368	19,719	19,424	18,728	17,291	16,144	14,617	14,254	12,967
All severities	211,448	210,474	205,735	206,799	202,802	197,425	188,342	183,858	178,302	171,000	161,433
<b>Bus/coach drivers and passengers:</b>											
Killed	14	18	11	15	14	19	11	20	9	19	12
KSI	601	631	611	578	562	551	500	488	363	426	455
All severities	9,439	9,839	10,252	10,088	9,884	9,005	9,068	8,820	7,920	7,253	7,079
<b>LGV drivers and passengers:</b>											
Killed	64	67	65	66	64	70	72	62	54	52	58
KSI	928	949	867	813	811	780	765	631	587	564	494
All severities	7,476	7,672	7,124	7,007	7,304	7,007	6,897	6,166	6,048	5,914	5,340
<b>HGV drivers and passengers:</b>											
Killed	45	60	52	55	54	63	44	47	55	39	52
KSI	573	560	540	571	500	524	429	406	395	383	363
All severities	3,302	3,444	3,484	3,597	3,388	3,178	3,061	2,883	2,843	2,530	2,476
<b>All road users: <sup>5</sup></b>											
Killed	3,599	3,421	3,423	3,409	3,450	3,431	3,508	3,221	3,201	3,172	2,946
KSI	46,583	44,255	42,545	41,564	40,560	39,407	37,215	34,351	32,155	31,845	30,720
All severities	327,803	325,212	320,310	320,283	313,309	302,605	290,607	280,840	271,017	258,404	247,780

1 Casualties aged 0 -15.

2 Killed and seriously injured.

3 Casualties aged 16 and over.

4 Includes mopeds and scooters.

5 Includes other motor or non-motor vehicle users, and unknown road user type and casualty age.

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## 8.3 Road accidents and accident rates: by road class and severity: 1997-2007

	Number/rate per 100 million vehicle kilometres										
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
<b>Motorways</b>											
Fatal	159	157	176	161	180	175	184	149	176	164	154
Fatal and serious	1,204	1,148	1,218	1,190	1,235	1,162	1,166	1,047	1,007	953	989
All severities	8,678	8,861	9,118	9,394	9,128	8,942	8,746	9,072	8,619	8,379	7,976
Rate <sup>1</sup>	11	10	10	11	10	10	9	9	9	8	8
<b>Urban roads <sup>2</sup></b>											
<b>A roads</b>											
Fatal	693	576	566	590	601	615	616	519	483	517	462
Fatal and serious	10,147	9,570	8,880	8,996	8,608	8,316	7,750	7,025	6,359	6,528	6,339
All severities	69,713	68,837	67,064	68,170	66,350	63,192	60,806	56,962	53,078	49,811	47,969
Rate <sup>1</sup>	84	84	81	83	81	76	74	68	64	60	59
<b>Other roads</b>											
Fatal	535	544	564	532	547	479	509	495	504	486	445
Fatal and serious	12,064	11,521	10,923	10,533	10,348	9,985	9,417	8,725	8,580	8,541	8,279
All severities	84,628	84,277	83,153	82,450	80,193	77,442	74,060	71,609	70,580	67,177	63,798
Rate <sup>1</sup>	82	80	77	76	73	68	64	62	61	58	54
<b>Rural roads <sup>2</sup></b>											
<b>A roads</b>											
Fatal	1,242	1,209	1,190	1,178	1,204	1,203	1,230	1,148	1,129	1,136	1,025
Fatal and serious	8,941	8,589	8,371	8,096	8,070	7,820	7,561	7,023	6,697	6,468	6,210
All severities	41,250	40,744	39,704	38,846	38,693	38,947	37,516	37,402	35,482	34,227	33,341
Rate <sup>1</sup>	33	32	30	30	29	29	27	26	25	24	23
<b>Other roads <sup>3</sup></b>											
Fatal	663	644	602	624	611	648	706	665	621	623	628
Fatal and serious	7,200	6,855	6,743	6,579	6,316	6,304	6,230	5,891	5,286	5,380	5,218
All severities	35,567	35,680	34,480	33,612	33,445	32,686	32,642	32,205	30,889	29,542	29,018
Rate <sup>1</sup>	55	58	56	54	54	50	50	48	46	42	40
<b>All roads <sup>4</sup></b>											
Fatal	3,298	3,137	3,138	3,108	3,176	3,124	3,247	2,978	2,913	2,926	2,714
Fatal and serious	39,628	37,770	36,405	35,607	34,764	33,645	32,160	29,726	27,942	27,872	27,036
All severities	240,287	238,923	235,048	233,729	229,014	221,751	214,030	207,410	198,735	189,161	182,115
Rate <sup>1</sup>	53	52	50	50	48	45	43	41	39	37	35
<b>All A roads</b>											
Fatal	1,939	1,788	1,782	1,782	1,826	1,821	1,847	1,669	1,612	1,653	1,487
Fatal and serious	19,128	18,201	17,388	17,204	16,761	16,168	15,328	14,055	13,063	12,997	12,550
All severities	111,165	109,807	107,474	107,544	105,548	102,378	98,436	94,429	88,599	84,050	81,316
Rate <sup>1</sup>	53	52	50	51	49	47	44	42	40	37	36
<b>Other non-motorway roads</b>											
Fatal	1,200	1,192	1,180	1,165	1,170	1,128	1,216	1,160	1,125	1,109	1,073
Fatal and serious	19,296	18,421	17,799	17,213	16,768	16,315	15,666	14,624	13,872	13,922	13,497
All severities	120,444	120,255	118,456	116,791	114,338	110,431	106,848	103,909	101,517	96,732	92,823
Rate <sup>1</sup>	73	72	70	69	66	62	59	57	55	52	49

1 Figures have been revised from those published in previous years, see Notes and Definitions in Section 7 for details.

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2 The definition of urban and rural roads is different to that of built-up and non built-up shown in editions prior to 2003.

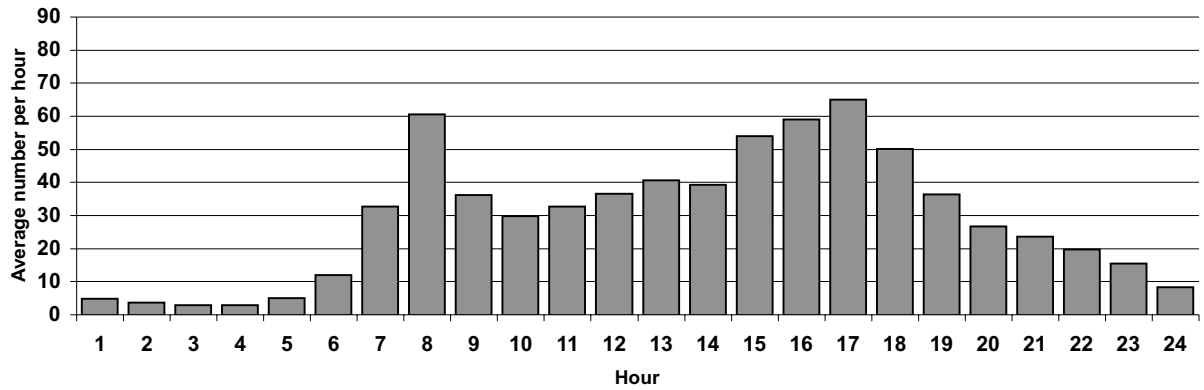
3 Urban and Rural accident figures for 1994-2004 have been revised.

4 Includes B, C and unclassified roads.

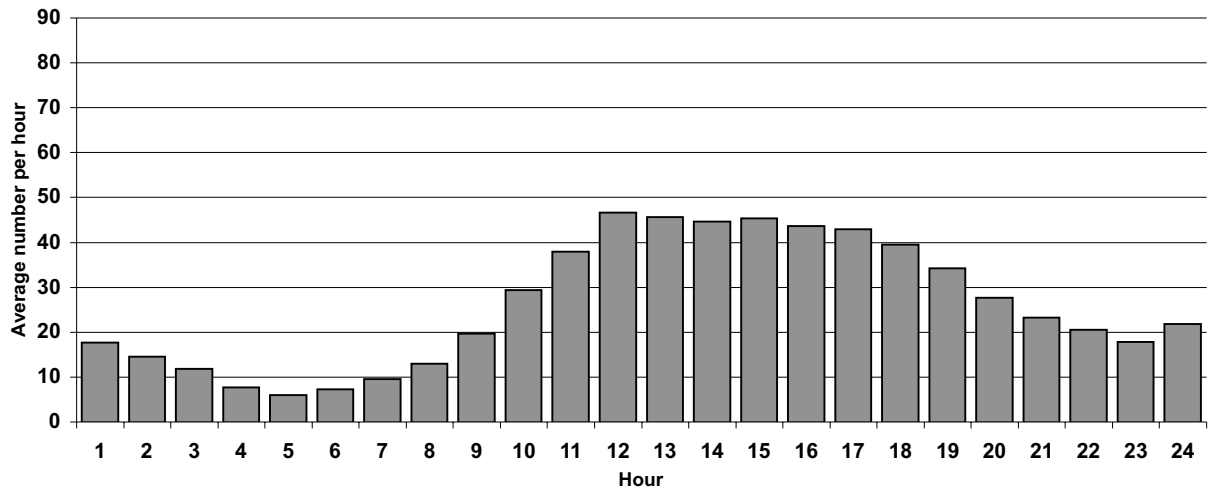
5 Includes cases where road class was not reported.

8.4 Casualties by hour of day: 2007

(a) Weekdays



(b) Weekends



Note: The hours are defined as being the beginning of an hour, i.e 1 being between 1 am and 2 am, and 12 being between midday and 1 pm, etc.

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**8.5 Road accidents: breath tests performed on car drivers and motorcycle riders involved in injury accidents: Great Britain: 1997-2007**

	Number/percentage										
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
<b>Car drivers involved</b>	338,924	337,794	329,866	329,846	321,900	314,568	299,333	291,842	281,810	267,991	255,891
<b>Breath tested</b>											
Number	157,373	173,610	175,916	172,840	163,540	159,782	151,442	149,430	149,687	146,564	146,024
Percentage of drivers involved	46	51	53	52	51	51	51	51	53	55	57
<b>Failed breath test 1</b>											
Number	7,087	6,690	6,669	7,124	7,264	7,285	7,289	6,655	6,397	5,873	5,644
Percentage of drivers tested	5	4	4	4	4	5	5	4	4	4	4
<b>Motorcycle riders involved</b>	25,211	25,514	27,122	29,236	30,084	29,503	29,523	26,857	25,870	24,323	24,381
<b>Breath tested</b>											
Number	9,926	11,416	12,970	13,945	13,725	12,992	13,178	12,422	12,221	11,884	12,648
Percentage of riders involved	39	45	48	48	46	44	45	46	47	49	52
<b>Failed breath test 1</b>											
Number	428	426	443	442	446	441	510	423	391	374	337
Percentage of riders tested	4	4	3	3	3	3	4	3	3	3	3

1 Failed or refused to provide a specimen of breath.

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**8.6 Motor vehicle offences: drinking and driving: summary of breath tests and blood or urine tests: England and Wales: 1997-2006**

	Number/percentage									
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
<b>Screening breath test: number required (inc. refused/not able)</b>	800,300 <sup>2</sup>	815,500 <sup>2</sup>	764,500 <sup>2</sup>	714,800	623,900	570,200	534,300	578,000 <sup>3</sup>	607,400	601,600
<b>Of which: positive/refused<sup>1</sup></b>	103,500 <sup>2</sup>	102,300 <sup>2</sup>	94,100 <sup>2</sup>	94,600 <sup>2</sup>	99,500 <sup>2</sup>	103,500	106,300	103,000	104,300	105,700
<b>Result (per cent)</b>										
Positive	13	13	12	13	16	18	20	18	17	18
Negative	87	87	88	87	84	82	80	82	83	82
Refused/not able	..	..	..	..	..	..	..	..	..	..
Total	100	100	100	100	100	100	100	100	100	100

1 Includes persons unable to provide a breath test specimen.

2 Figures updated since publication of the TSGB 2007 edition.

3 Figures revised since publication of the 2004 bulletin.

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Source - Ministry of Justice

**8.7 Motor vehicle offences: findings of guilt at all courts, fixed penalty notices and written warnings: by type of offence: England and Wales: 1997-2006**

	Thousands of offences									
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
<b>Offence type:</b>										
Dangerous, careless or drunken driving etc	199	190	183	176	172	171	177	231	275	322
Accident offences	22	21	19	18	18	18	19	18	17	16
Speed limit offences	881	962	1,001	1,154	1,386	1,538	2,041	2,076	2,087	1,933
Unauthorised taking or theft of motor vehicle	37	37	36	32	32	32	30	27	25	23
Licence, insurance and record keeping offences	829	817	807	785	769	819	953	957	844	747
Vehicle test and condition offences	286	277	261	243	226	228	241	227	187	152
Neglect of traffic signs and directions and pedestrian rights	282	271	245	232	218	213	264	258	245	245
Other offences relating to motor vehicles (except obstruction, waiting and parking)	349	353	320	268	255	239	280	354	380	352
<b>All offences (except obstruction, waiting and parking)</b>	<b>2,885</b>	<b>2,927</b>	<b>2,872</b>	<b>2,911</b>	<b>3,076</b>	<b>3,259</b>	<b>4,005</b>	<b>4,147</b>	<b>4,059</b>	<b>3,789</b>
Obstruction, waiting and parking offences	2,219	2,139	1,828	1,611	1,341	1,180	1,059	896	584	499
<b>All offences</b>	<b>5,104</b>	<b>5,066</b>	<b>4,700</b>	<b>4,523</b>	<b>4,417</b>	<b>4,439</b>	<b>5,244</b>	<b>5,043</b>	<b>4,643</b>	<b>4,288</b>

1 These figures for 2003 have been revised

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Source - Ministry of Justice

For further details on vehicle offences see Ministry of Justice Statistical Bulletin, "Motoring Offences and Breath Test Statistics" - England and Wales 2006 and associated Supplementary Tables - England and Wales 2006. Copies of this report and other RDS publications can be downloaded free from the Ministry of Justice website at: <http://www.justice.gov.uk/publications/motoringoffences.htm>

For further details on vehicle offences in Scotland see The Scottish Government Criminal Justice Series Statistical Bulletin Criminal Proceedings in Scottish Courts 2006-07  
The Scottish Government ☎0131-244 2227

# Transport Statistics Great Britain 2008

## 8.8 Railway accidents: casualties: by type of accident: 1997/98-2007

		Number										
		1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003 <sup>1</sup>	2004	2005	2006	2007
<b>Train accidents:</b>												
<b>Killed:</b>	Passengers	7	0	29	10	0	6	0	5	0	0	1
	Railway staff	0	0	2	4	0	1	1	2	1	0	0
	Others	3	3	2	3	5	3	10	5	6	1 <sup>R</sup>	4
	<b>Total</b>	<b>10</b>	<b>3</b>	<b>33</b>	<b>17</b>	<b>5</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>7</b>	<b>1<sup>R</sup></b>	<b>5</b>
<b>Major injuries:</b>	Passengers	.	.	.	.	.	.	0	0	0	0	0
	Railway staff	2	2	3	6	6	0	0	5	0	2	3
	Others	.	.	.	.	.	.	0	0	0	0	0
	<b>Total</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>3</b>
<b>Minor injuries:</b>	Passengers	.	.	.	.	.	.	0	0	0	0	0
	Railway staff	37	29	20	36	17	23	12	21	20	17	10
	Others	.	.	.	.	.	.	0	0	0	0	0
	<b>Total</b>	<b>37</b>	<b>29</b>	<b>20</b>	<b>36</b>	<b>17</b>	<b>23</b>	<b>12</b>	<b>21</b>	<b>20</b>	<b>17</b>	<b>10</b>
<b>Public injuries:</b>	Passengers	190	40	290	178	21	128	53	76	22	20	94
	Railway staff	.	.	.	.	.	.	0	0	0	0	0
	Others	15	13	19	15	8	15	19	9	9	4	4
	<b>Total</b>	<b>205</b>	<b>53</b>	<b>309</b>	<b>193</b>	<b>29</b>	<b>143</b>	<b>72</b>	<b>85</b>	<b>31</b>	<b>24</b>	<b>98</b>
<b>Accidents through movement of railway vehicles:</b>												
<b>Killed:</b>	Passengers	15	17	14	7	10	14	8	3	5	4	4
	Railway staff	3	1	2	3	4	2	1	7	5	2	2
	Others	14	11	11	7	10	16	8	7	10	6	21
	<b>Total</b>	<b>32</b>	<b>29</b>	<b>27</b>	<b>17</b>	<b>24</b>	<b>32</b>	<b>17</b>	<b>17</b>	<b>20</b>	<b>12</b>	<b>27</b>
<b>Major injuries:</b>	Passengers	.	.	.	.	.	.	0	0	0	0	0
	Railway staff	34	35	37	25	26	26	35	48	28	25	33
	Others	.	.	.	.	.	.	0	0	0	0	0
	<b>Total</b>	<b>34</b>	<b>35</b>	<b>37</b>	<b>25</b>	<b>26</b>	<b>26</b>	<b>35</b>	<b>48</b>	<b>28</b>	<b>25</b>	<b>33</b>
<b>Minor injuries:</b>	Passengers	.	.	.	.	.	.	0	0	0	0	0
	Railway staff	215	246	289	296	293	313	299	328	311	333	262
	Others	.	.	.	.	.	.	0	0	0	0	1
	<b>Total</b>	<b>215</b>	<b>246</b>	<b>289</b>	<b>296</b>	<b>293</b>	<b>313</b>	<b>299</b>	<b>328</b>	<b>311</b>	<b>333</b>	<b>263</b>
<b>Public injuries:</b>	Passengers	617	668	569	610	573	556	584	547	580	525	526
	Railway staff	.	.	.	.	.	.	0	0	0	0	0
	Others	17	13	13	18	17	13	16	16	15	12	9
	<b>Total</b>	<b>634</b>	<b>681</b>	<b>582</b>	<b>628</b>	<b>590</b>	<b>569</b>	<b>600</b>	<b>563</b>	<b>595</b>	<b>537</b>	<b>535</b>
<b>Accidents on railway premises:</b>												
<b>Killed:</b>	Passengers	4	3	4	3	3	3	5	5	5	4	0
	Railway staff	0	3	1	1	1	4	3	1	0	2	0
	Others	2	1	0	1	2	1	1	0	1	2	0
	<b>Total</b>	<b>6</b>	<b>7</b>	<b>5</b>	<b>5</b>	<b>6</b>	<b>8</b>	<b>9</b>	<b>6</b>	<b>6</b>	<b>8</b>	<b>0</b>
<b>Major injuries:</b>	Passengers	.	.	.	.	.	.	0	0	0	0	0
	Railway staff	315	339	300	269	319	323	303	349	304	182	187
	Others	.	.	.	.	.	.	0	0	0	0	0
	<b>Total</b>	<b>315</b>	<b>339</b>	<b>300</b>	<b>269</b>	<b>319</b>	<b>323</b>	<b>303</b>	<b>349</b>	<b>304</b>	<b>182</b>	<b>187</b>
<b>Minor injuries:</b>	Passengers	.	.	.	.	.	.	0	0	0	0	0
	Railway staff	1,836	1,795	1,756	1,803	1,713	1,744	1,699	1,549	1,616	1,188	936
	Others	.	.	.	.	.	.	0	0	0	0	0
	<b>Total</b>	<b>1,836</b>	<b>1,795</b>	<b>1,756</b>	<b>1,803</b>	<b>1,713</b>	<b>1,744</b>	<b>1,699</b>	<b>1,549</b>	<b>1,616</b>	<b>1,188</b>	<b>936</b>
<b>Public injuries:</b>	Passengers	1,940	1,963	1,883	2,007	1,807	1,861	1,913	2,004	2,198	1,994	2,181
	Railway staff	.	.	.	.	.	.	0	0	0	0	0
	Others	95	75	53	51	67	55	60	44	36	57	38
	<b>Total</b>	<b>2,035</b>	<b>2,038</b>	<b>1,936</b>	<b>2,058</b>	<b>1,874</b>	<b>1,916</b>	<b>1,973</b>	<b>2,048</b>	<b>2,234</b>	<b>2,051</b>	<b>2,219</b>

## 8.8 (continued) Railway accidents: casualties: by type of accident: 1997/98-2007

		1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003 <sup>1</sup>	2004	2005	2006	2007
<b>Overall totals:</b>												
<b>Killed:</b>	<b>Passengers</b>	26	20	47	20	10	23	13	13	10	8	5
	<b>Railway staff</b>	3	4	5	8	5	7	5	10	6	4	2
	<b>Others</b>	19	15	13	11	17	20	19	12	17	9 <sup>R</sup>	25
	<b>Total</b>	48	39	65	39	32	50	37	35	33	21 <sup>R</sup>	32
<b>Major injuries:</b>	<b>Passengers</b>	.	.	.	.	.	.	0	0	0	0	0
	<b>Railway staff</b>	351	376	340	300	351	349	338	402	332	209	223
	<b>Others</b>	.	.	.	.	.	.	0	0	0	0	0
	<b>Total</b>	351	376	340	300	351	349	338	402	332	209	223
<b>Minor injuries:</b>	<b>Passengers</b>	.	.	.	.	.	.	0	0	0	0	0
	<b>Railway staff</b>	2,088	2,070	2,065	2,135	2,023	2,080	2,010	1,898	1,947	1,538	1,208
	<b>Others</b>	.	.	.	.	.	.	0	0	0	0	1
	<b>Total</b>	2,088	2,070	2,065	2,135	2,023	2,080	2,010	1,898	1,947	1,538	1,209
<b>Public injuries:</b>	<b>Passengers</b>	2,747	2,671	2,742	2,795	2,401	2,545	2,550	2,627	2,800	2,539	2,801
	<b>Railway staff</b>	.	.	.	.	.	.	0	0	0	0	0
	<b>Others</b>	127	101	85	84	92	83	95	69	60	73	51
	<b>Total</b>	2,874	2,772	2,827	2,879	2,493	2,628	2,645	2,696	2,860	2,612	2,852
<b>Trespassers and suicides:</b>	<b>Deaths</b>	265	247	274	300	275	256	252	242	280	321	270
	<b>Injured</b>	136	149	144	177	179	137	132	132	127	140	122

1 Prior to 2003 data covered financial years. See Notes and Definitions section at start of Chapter 8.

R There have been revisions to data since the last TSGB publication

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The figures in this table are outside the scope of National Statistics  
Source - ORR, previously HSE

## 8.9 Railway movement accidents: passenger casualties and casualty rates: 1997/98-2007

		Number/rate per billion passenger kilometres										
		1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003 <sup>2</sup>	2004	2005	2006 <sup>3</sup>	2007
<b>Casualties: <sup>1</sup></b>												
	<b>Deaths</b>	22	17	43	17	10	20	8	8	5	4	5
	<b>Minor injuries</b>	807	708	859	788	594	684	637	623	602	545	620
	<b>All casualties</b>	829	725	902	806	604	704	645	631	607	549	625
<b>Casualty rates:</b>												
	<b>Deaths</b>	0.5	0.4	0.9	0.4	0.2	0.4	0.2	0.2	0.1	0.1	0.1
	<b>Minor injuries</b>	19.4	16.2	18.6	16.9	12.5	14.3	12.9	12.4	11.6	9.9	10.6
	<b>All casualties</b>	19.9	16.6	19.5	17.3	12.7	14.7	13.1	12.5	11.7	10.0	10.7

1 Passenger casualties involved in train accidents and accidents occurring through movement of railway vehicles.

2 Prior to 2003 data covered financial years. See Notes and Definitions section at start of Chapter 8. The casualty rates continue to be calculated using financial year rail passenger kilometre data because calendar year data is not available for all sources.

3 Casualty rates have been revised because of a revision to national rail passenger kilometres.

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The figures in this table are outside the scope of National Statistics  
Source - ORR, previously HSE

8.10 Railway accidents: train accidents: 1997/98-2007

	Number										
	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003 <sup>2</sup>	2004	2005	2006	2007
Collisions	127	121	94	106	101	69	61	60	27	20	23
Derailments	93	117	89	93	88	67	63	62	64	46	47
Running into level crossing gates and other obstructions	680	690	753	693	557	495	433	523	480	503	486
Fires	344	343	340	301	291	292	271	323	187	163	141
Damage to drivers' cab windcreens <sup>1</sup>	619	564	617	607	665	498	409	368	299	328	309
Miscellaneous	0	0	2	1	2	0	0	0	0	1	.
<b>All accidents</b>	<b>1,863</b>	<b>1,835</b>	<b>1,895</b>	<b>1,801</b>	<b>1,704</b>	<b>1,421</b>	<b>1,237</b>	<b>1,336</b>	<b>1,057</b>	<b>1,061</b>	<b>1,006</b>

1 Category now reportable under RIDDOR 95.

2 Prior to 2003 data covered financial years.

See Notes and Definitions section at start of Chapter 8.

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The figures in this table are outside the scope of National Statistics  
Source - ORR, previously HSE