



Transport Statistics Bulletin

Road Casualties in Great Britain
Quarterly Provisional Estimates
Q3 2008

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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

ROAD CASUALTIES IN GREAT BRITAIN QUARTERLY PROVISIONAL ESTIMATES THIRD QUARTER 2008

Department for Transport

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Introduction

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.

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 an article in *Road Casualties Great Britain: 2007 Annual report* (pages 66-78), which can be found at:

<http://www.dft.gov.uk/162259/162469/221412/221549/227755/rcgb2007.pdf>

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 22nd January 2009. The next release of road casualty statistics, including fourth quarter figures, will be *Road Casualties in Great Britain: Main Results: 2008* in June 2009.

The system for collecting and processing statistics on road accidents involving personal injury is subjected to review about every five years to ensure that it continues to provide essential information for government, but minimises the burden of form filling and data provision upon local police forces and local authorities. The external consultation process for the current review has now started and will end on 30 April 2009. The aim will be for any changes to the system to be implemented in January 2011. Further details about the consultation, including a paper that sets out the aims and background for the review and a survey form for responses, can be found on the Department's website at:

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

Contact information

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Key results

Summary figures for 12 months to end of September 2008

Provisional estimates show:

- Road casualties were down 8 per cent, and killed or seriously injured casualties were down by 8 per cent, compared with the 12-month period ending September 2007. The number of fatalities fell by 15 per cent over the same period
- Pedestrians, motorcycle and car user casualties showed overall reductions of 6, 8 and 9 per cent respectively, compared with the year ending September 2007. The number of killed or seriously injured pedestrians (KSI) fell by 5 per cent and motorcycle and car user KSI casualties both fell by 10 per cent. However, the total number of pedal cycle casualties increased by 1 per cent and the number killed or seriously injured increased by 3 per cent.
- The number of child casualties fell by 9 per cent, and killed or seriously injured casualties fell by 12 per cent compared with the year ending September 2007.
- Road accidents were 7 per cent lower, compared with the 12-month period ending September 2007.
- Road traffic was 1 per cent lower, compared with the 12-month period ending September 2007.

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.
- ⇒ 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 2008 compared with the 1994 to 1998 baseline averages indicate:

- The number of people killed or seriously injured was 39 per cent below the baseline.
- The slight casualty rate per 100 million vehicle kilometres was 35 per cent below the baseline.
- The number of children killed or seriously injured was 58 per cent below the baseline.

Tables

Third quarter (July to September) 2008

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: Road casualties: rolling four quarter totals 1994-2008: GB

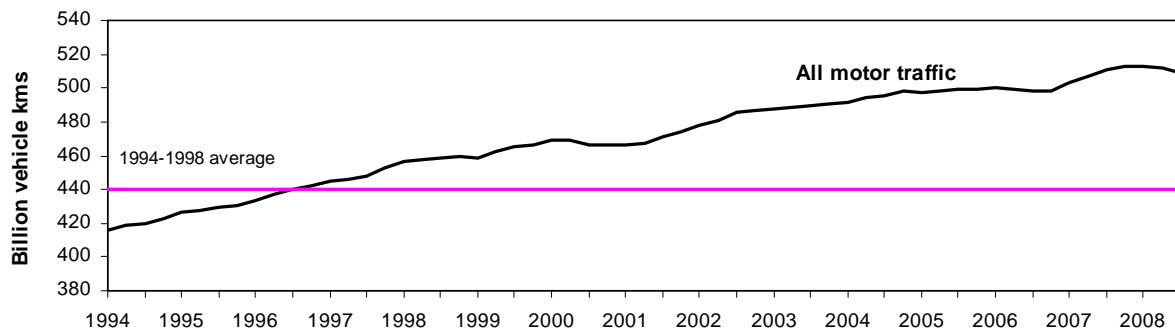
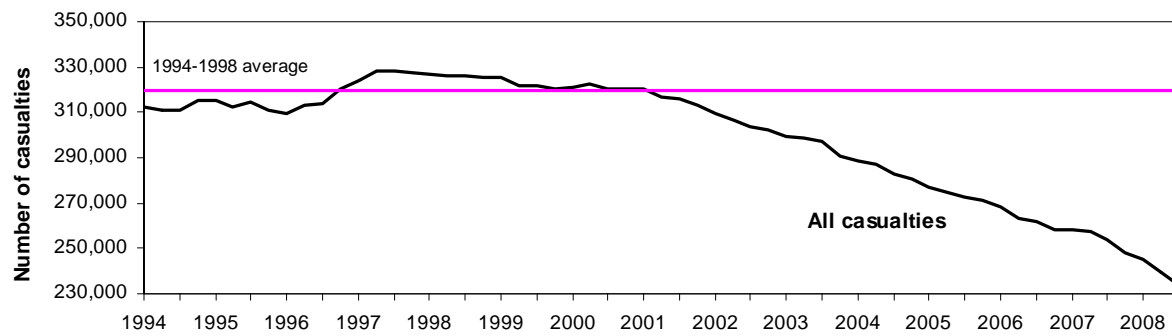
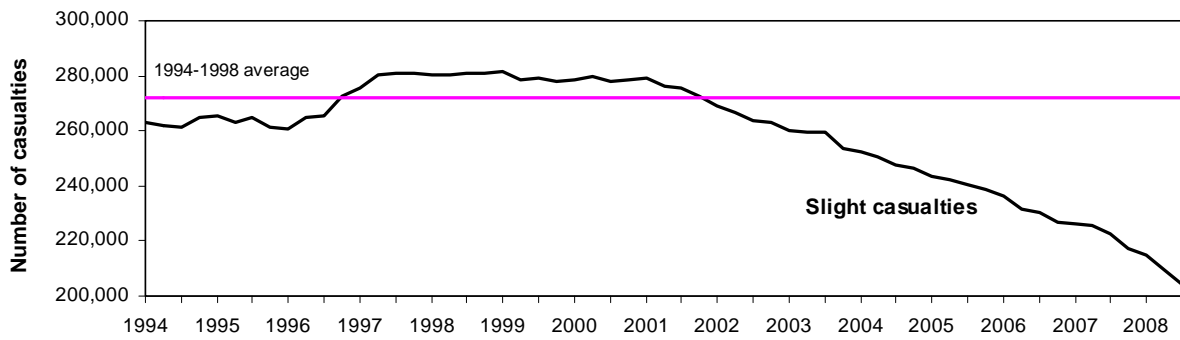
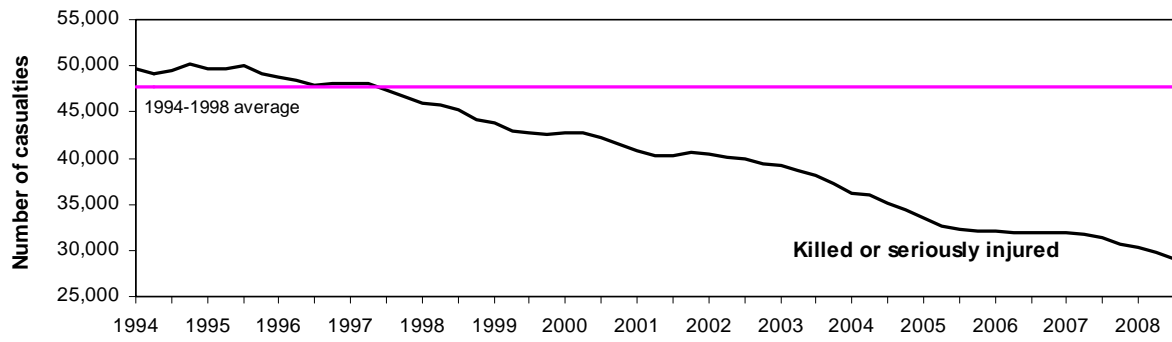


Table 1: Road casualties: provisional figures by severity year ending third quarter 2008: GB

	1994-1998 average A	Oct-06 to Sep-07 B	Oct-07 to Sep-08 (P) C	Percentage change over 1994-1998 average (C-A)/A %	Percentage change over previous 12 months (C-B)/B %
ALL CASUALTIES					
Killed	3,578	3,071	2,610	-27	-15
KSI ¹	47,656	31,471	29,020	-39	-8
Slightly injured	272,272	222,381	204,310	-25	-8
All casualties	319,928	253,852	233,330	-27	-8

P Provisional estimates

1 Killed or seriously injured

Table 2: Road casualties: provisional figures by severity for the third quarter 2008: GB

	Q3 2007 A	Q3 2008 (P) B	Percentage change (B-A)/A %	Traffic percentage change over same period
ALL CASUALTIES				
Killed	773	670	-13	-2
KSI ¹	8,110	7,320	-10	-2
Slightly injured	55,452	50,230	-9	-2
All casualties	63,562	57,550	-9	-2

P Provisional estimates

1 Killed or seriously injured

Table 3: Road casualties by severity of casualty: 1998 - 2008: GB

						Number
Year and quarter		Killed	Killed or seriously injured	Slightly injured	All casualties	Motor traffic ¹ (billion vehicle kilometres)
1994-98 average		3,578	47,656	272,272	319,928	440
1998		3,421	44,255	280,957	325,212	458
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	506
2007		2,946	30,720	217,060	247,780	513
2004	Q1	703	7,799	58,015	65,814	118
	Q2	825	9,009	60,421	69,430	127
	Q3	801	8,769	61,974	70,743	130
	Q4	892	8,774	66,079	74,853	124
2005	Q1	740	7,041	54,996	62,037	117
	Q2	727	8,049	59,498	67,547	128
	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	120
	Q2	743	7,888	54,706	62,594	129
	Q3	838	8,464	58,869	67,333	132
	Q4	894	8,486	60,633	69,119	127
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	126
2008	Q1 (P)	590	6,810	49,410	56,220	122
	Q2 (P)	590	7,160	49,350	56,510	130
	Q3 (P)	670	7,320	50,230	57,550	131
Change on same quarter of previous year						Percentage
2005	Q1	5	-10	-5	-6	-1
	Q2	-12	-11	-2	-3	1
	Q3	2	-4	-3	-3	0
	Q4	3	-1	-3	-3	0
2006	Q1	-6	0	-5	-4	2
	Q2	2	-2	-8	-7	1
	Q3	2	1	-2	-2	1
	Q4	-2	-2	-6	-5	2
2007	Q1	-2	2	-1	-1	2
	Q2	-3	-2	0	-1	1
	Q3	-8	-4	-6	-6	1
	Q4	-14	-9	-9	-9	0
2008	Q1 (P)	-14	-5	-5	-5	0
	Q2 (P)	-18	-8	-9	-9	-1
	Q3 (P)	-13	-10	-9	-9	-2

P Provisional estimates

¹ Motor traffic (excludes pedal cycles)

Table 4: Road accidents: provisional figures by severity year ending third quarter 2008: GB

Number / percentage change compared to previous 12 months				
	Oct-06 to Sep-07 A	Oct-07 to Sep-08 (P) B	Percentage change (B-A)/A %	Traffic ¹ percentage change over same period
Fatal	2,821	2,420	-14	-1
Fatal or serious	27,611	25,790	-7	-1
Slight	158,418	146,930	-7	-1
All accidents	186,029	172,720	-7	-1

P Provisional estimates

¹ Motor traffic (excludes pedal cycles)

Table 5: Road accidents: provisional figures by severity for the third quarter 2008: GB

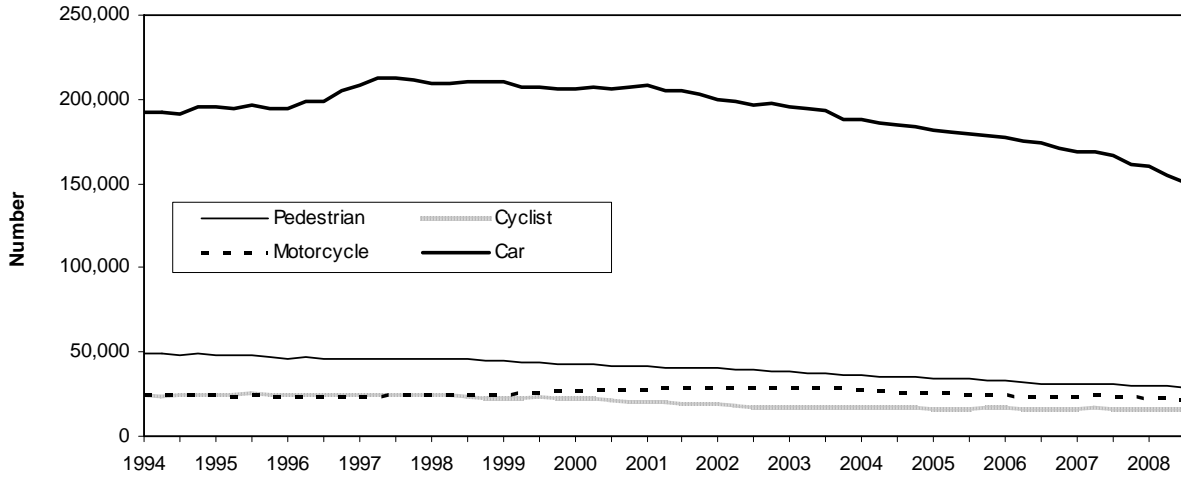
Number / percentage change compared to same quarter last year				
	Q3 2007 A	Q3 2008 (P) B	Percentage change (B-A)/A %	Traffic ¹ percentage change over same period
Fatal	710	610	-14	-2
Fatal or serious	7,176	6,510	-9	-2
Slight	39,001	35,790	-8	-2
All accidents	46,177	42,300	-8	-2

P Provisional estimates

¹ Motor traffic (excludes pedal cycles)

Charts B: Road casualties: by class of road user 1994-2008: GB

All road casualties: Rolling four quarter totals



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

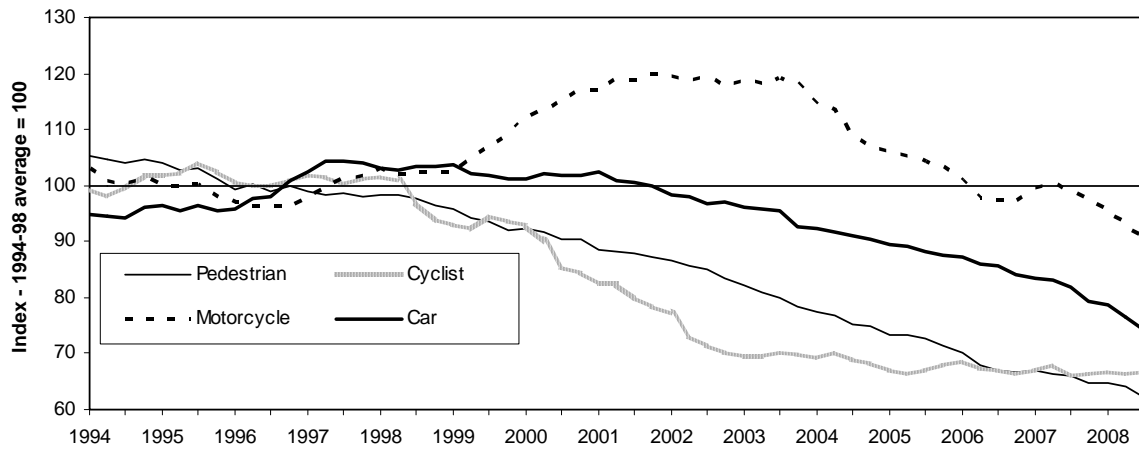


Table 6: Road casualties: provisional figures year ending third quarter 2008: GB

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

	1994-1998 average A	Oct-06 to Sep-07 B	Oct-07 to Sep-08 (P) C	Percentage change over 1994-1998 average (C-A)/A %	Percentage change over previous 12 months (C-B)/B %
ALL CASUALTIES					
Pedestrians					
KSI ¹	11,669	7,067	6,730	-42	-5
Slightly injured	34,874	23,689	22,220	-36	-6
All casualties	46,543	30,756	28,950	-38	-6
Pedal cyclists					
KSI ¹	3,732	2,496	2,560	-31	3
Slightly injured	20,653	13,616	13,670	-34	0
All casualties	24,385	16,112	16,230	-33	1
Motorcycle users					
KSI ¹	6,475	6,807	6,150	-5	-10
Slightly injured	17,547	16,954	15,620	-11	-8
All casualties	24,023	23,761	21,760	-9	-8
Car users					
KSI ¹	23,254	13,521	12,210	-47	-10
Slightly injured	180,034	153,007	138,520	-23	-9
All casualties	203,288	166,528	150,730	-26	-9
All road users ²					
KSI ¹	47,656	31,471	29,020	-39	-8
Slightly injured	272,272	222,381	204,310	-25	-8
All casualties	319,928	253,852	233,330	-27	-8
CHILD CASUALTIES ³					
Pedestrians					
KSI ¹	4,167	2,005	1,790	-57	-11
Slightly injured	14,382	7,863	7,060	-51	-10
All casualties	18,548	9,868	8,850	-52	-10
All road users ²					
KSI ¹	6,860	3,249	2,850	-58	-12
Slightly injured	37,494	21,301	19,530	-48	-8
All casualties	44,354	24,550	22,380	-50	-9

1 Killed or seriously injured

2 Includes other vehicle users

3 Casualties under 16 years of age

Table 7: Road casualties: provisional figures for the third quarter 2008: GB

Number / percentage change compared to same quarter last year

	Q3 2007	Q3 2008 (P)	Percentage change	Traffic ¹ percentage change
ALL CASUALTIES				
Pedestrians				..
KSI ²	1,594	1,420	-11	
Slightly injured	5,560	4,910	-12	
All casualties	7,154	6,340	-11	
Pedal cyclists				..
KSI ²	773	770	0	
Slightly injured	3,933	3,990	1	
All casualties	4,706	4,760	1	
Motorcycle users				..
KSI ²	2,168	1,900	-12	
Slightly injured	4,749	4,440	-7	
All casualties	6,917	6,340	-8	
Car users				-2
KSI ²	3,198	2,860	-11	
Slightly injured	37,420	33,190	-11	
All casualties	40,618	36,050	-11	
All road users ³				-2
KSI ²	8,110	7,320	-10	
Slightly injured	55,452	50,230	-9	
All casualties	63,562	57,550	-9	
CHILD CASUALTIES ⁴				
Pedestrians				..
KSI ²	473	420	-11	
Slightly injured	1,844	1,590	-14	
All casualties	2,317	2,010	-13	
All road users ³				-2
KSI ²	846	740	-13	
Slightly injured	5,670	5,220	-8	
All casualties	6,516	5,960	-9	

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: Road casualties by class of road user: 1998 - 2008: GB

Number

Year and quarter	Pedestrians		Pedal cyclists	Motorcycle users	Car users	All casualties
	All ages	Children ¹				
1994-98 average	46,543	18,548	24,385	24,023	203,288	319,928
1998	44,886	17,971	22,923	24,610	210,474	325,212
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
2004 Q1	8,833	2,988	3,168	4,794	44,219	65,814
2004 Q2	8,531	3,366	4,752	7,287	43,855	69,430
2004 Q3	7,969	2,911	5,031	7,518	45,267	70,743
2004 Q4	9,548	2,969	3,697	6,042	50,517	74,853
2005 Q1	8,097	2,658	2,884	4,692	42,273	62,037
2005 Q2	8,549	3,290	4,527	7,006	42,853	67,547
2005 Q3	7,618	2,673	5,249	7,304	43,818	68,616
2005 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
2006 Q2	7,467	2,777	4,274	6,251	40,429	62,594
2006 Q3	7,243	2,444	5,179	7,271	43,025	67,333
2006 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
2007 Q2	7,193	2,511	4,498	6,459	40,028	62,188
2007 Q3	7,154	2,317	4,706	6,917	40,618	63,562
2007 Q4	8,265	2,294	3,822	5,442	41,375	63,047
2008 Q1 (P)	7,490	2,100	3,190	4,140	37,790	56,220
2008 Q2 (P)	6,860	2,450	4,460	5,830	35,510	56,510
2008 Q3 (P)	6,340	2,010	4,760	6,340	36,050	57,550
Change on same quarter of previous year						
						<i>Percentage</i>
2005 Q1	-8	-11	-9	-2	-4	-6
2005 Q2	0	-2	-5	-4	-2	-3
2005 Q3	-4	-8	4	-3	-3	-3
2005 Q4	-6	-11	6	-4	-2	-3
2006 Q1	-8	-14	4	-13	-3	-4
2006 Q2	-13	-16	-6	-11	-6	-7
2006 Q3	-5	-9	-1	0	-2	-2
2006 Q4	-2	0	-4	-1	-6	-5
2007 Q1	2	6	5	14	-4	-1
2007 Q2	-4	-10	5	3	-1	-1
2007 Q3	-1	-5	-9	-5	-6	-6
2007 Q4	-6	-13	2	-5	-11	-9
2008 Q1 (P)	-1	-13	1	-11	-4	-5
2008 Q2 (P)	-5	-2	-1	-10	-11	-9
2008 Q3 (P)	-11	-13	1	-8	-11	-9

1 Casualties under 16 years of age

Table 9: Road accidents: provisional figures year ending third quarter 2008: GB

Accidents

	Oct-06 to Sep-07	Oct-07 to Sep-08 (P)	Percentage change	Traffic ¹ Percentage change
Major Roads				..
Fatal	1,716	1,460	-15	
Fatal or serious	13,733	12,810	-7	
Slight	77,514	71,760	-7	
All accidents	91,247	84,570	-7	
Minor Roads				..
Fatal	1,105	960	-13	
Fatal or serious	13,878	12,980	-6	
Slight	80,904	75,160	-7	
All accidents	94,782	88,150	-7	
Non Built-up Roads				..
Fatal	1,654	1,400	-15	
Fatal or serious	9,779	9,120	-7	
Slight	43,337	38,460	-11	
All accidents	53,116	47,580	-10	
Built-up Roads				..
Fatal	1,167	1,020	-13	
Fatal or serious	17,832	16,680	-6	
Slight	115,081	108,460	-6	
All accidents	132,913	125,140	-6	
All Roads				-1
Fatal	2,821	2,420	-14	
Fatal or serious	27,611	25,790	-7	
Slight	158,418	146,930	-7	
All accidents	186,029	172,720	-7	

¹ Motor traffic (excludes pedal cycles)

P Provisional estimates

Table 10: Road accidents: provisional figures for the third quarter 2008: GB

Number / percentage change compared to same quarter last year

	Q3 2007	Q3 2008 (P)	Percentage change	Traffic ¹ Percentage change
Major Roads				..
Fatal	409	360	-12	
Fatal or serious	3,660	3,180	-13	
Slight	19,215	17,530	-9	
All accidents	22,875	20,710	-9	
Minor Roads				..
Fatal	301	250	-17	
Fatal or serious	3,516	3,330	-5	
Slight	19,786	18,260	-8	
All accidents	23,302	21,590	-7	
Non Built-up Roads				..
Fatal	432	340	-21	
Fatal or serious	2,667	2,420	-9	
Slight	10,725	9,190	-14	
All accidents	13,392	11,610	-13	
Built-up Roads				..
Fatal	278	270	-3	
Fatal or serious	4,509	4,090	-9	
Slight	28,276	26,600	-6	
All accidents	32,785	30,690	-6	
All Roads				-2
Fatal	710	610	-14	
Fatal or serious	7,176	6,510	-9	
Slight	39,001	35,790	-8	
All accidents	46,177	42,300	-8	

¹ Motor traffic (excludes pedal cycles)

P Provisional estimates

Table 11: Road casualties: by police force area for the most recent complete 12 months data available to the Department for Transport on the 22 January 2009*

Police force area	Severity of injury			Number
	Killed	KSI	Slight	All
Year to end September 2008				
Avon and Somerset	67	596	5,153	5,749
Bedfordshire	25	274	2,084	2,358
Cambridgeshire	62	459	3,092	3,551
Central	11	159	691	850
Cheshire	44	627	3,959	4,586
Cleveland	19	204	1,368	1,572
Cumbria	32	272	1,963	2,235
Derbyshire	42	539	3,790	4,329
Devon and Cornwall	63	567	5,944	6,511
Dorset	30	424	2,616	3,040
Dumfries and Galloway	12	127	450	577
Durham	19	231	2,129	2,360
Dyfed-Powys	31	362	1,956	2,318
Essex	72	873	5,011	5,884
Fife	10	120	606	726
Grampian	35	435	1,214	1,649
Greater Manchester	69	852	9,257	10,109
Wales	24	212	1,302	1,514
Hampshire	75	873	5,573	6,446
Hertfordshire	37	499	4,099	4,598
Humberside	48	597	3,267	3,864
Kent	72	680	6,001	6,681
Lancashire	56	1,000	6,236	7,236
Leicestershire	63	380	3,344	3,724
Lincolnshire	48	320	2,740	3,060
Lothian and Borders	35	400	2,832	3,232
Merseyside	39	565	4,951	5,516
Metropolitan Police (inc. City)	217	3,524	23,714	27,238
Norfolk	41	418	2,539	2,957
North Wales	52	421	2,294	2,715
North Yorkshire	66	672	2,806	3,478
Northamptonshire	47	466	1,885	2,351
Northern	37	174	835	1,009
Northumbria	43	576	5,074	5,650
South Wales	35	392	4,244	4,636
South Yorkshire	61	612	4,937	5,549
Staffordshire	53	342	4,282	4,624
Strathclyde	98	1,022	5,351	6,373
Suffolk	34	359	2,268	2,627
Surrey	46	552	5,264	5,816
Sussex	75	1,045	5,284	6,329
Tayside	28	263	852	1,115
Thames Valley	96	929	7,514	8,443
Warwickshire	46	382	2,160	2,542
West Mercia	86	565	3,810	4,375
West Midlands	61	1,083	9,939	11,022
West Yorkshire	79	1,068	8,336	9,404
Wiltshire	50	330	1,890	2,220
Year to end July 2008				
Gloucestershire	40	264	1,601	1,865
Nottinghamshire	61	661	3,976	4,637

*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. Motorway accidents are shown separately and are excluded from the totals for built-up and non built-up roads.
<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 casualty 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 do not include the scaling factor.]

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

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. A study in 1990 in one region found that about 36% of all road casualties were involved in accidents not reported to the police (Transport Research Laboratory (TRL) Report 379, 1993). Recent more comprehensive research confirms this level of under-reporting. In addition a fifth of casualties reported to the police were estimated to be unrecorded. Studies confirm the view that the police are more likely to underestimate severity of injury because of the difficulty in distinguishing severity at the scene of the accident, and that reporting rates

are higher for less vulnerable road user groups. Some pedal cyclist injuries are not sustained on public roads and should correctly be excluded.

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 an article in Road Casualties Great Britain: 2007 Annual report (pages 66-78), which can be found at the address below:

<http://www.dft.gov.uk/162259/162469/221412/221549/227755/rcgb2007.pdf>

A note with further information on reporting levels and links to recent research can be found at the address below:

<http://www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/roadaccidentstatisticsgrea1835>

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,
Victoria Quay, Edinburgh, EH6 6QQ
Phone: +44 (0)131-244 7256
Fax: +44 (0)131-244 7281
E-mail: transtat@scotland.gsi.gov.uk
Internet: 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
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
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 of transport statistics;
- to encourage the proper use of statistics through publicity and education.

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

- Road Traffic Statistics
- Maritime Statistics
- Transport and Social Inclusion
- Developments in Road Safety Statistics
- Energy Use in Freight Transport
- Rail Freight Statistics
- The Statistics Behind Simplified Streetscapes

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 or contact:

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Walking and Accessibility Programme Manager
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Transport for London
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The TSUG is contributing to the production of the *Transport Yearbook 2009*. This contains information on sources from governmental and non-governmental organisations, including some European sources. One copy is supplied free to TSUG members. Non-members can purchase a copy from The Stationery Office (TSO).

Transport Statistics Publications (as at February 2009)

TSO publications (Transport Statistics Reports - priced)

Obtainable from:

TSO

Mail, Telephone, Fax and E-mail
PO Box 29, Norwich NR3 1GN
Telephone orders & general enquiries: +44 (0)870 600 5522
Fax orders: +44 (0)870 600 5533
E-mail: customer.services@tso.co.uk
Textphone: +44(0)870 240 3701

TSO Shops – London, Belfast and Edinburgh

TSO@Blackwell and other Accredited Agents

Annual Reports

Transport Statistics Great Britain: 2008 Edition (ISBN: 978-0-11-553030-2)
Maritime Statistics: 2007 (ISBN: 978-0-11-553023-4)
Road Casualties in Great Britain: 2007 (ISBN: 978-0-11-552981-8)
Focus on Ports: 2006 Edition (ISBN: 978-0-230-00215-3)
Focus on Freight: 2006 Edition (ISBN: 978-0-11-552785-0)
Focus on Personal Travel: 2005 Edition (ISBN: 978-0-11-552658-7)

See also TSO's virtual bookshop at: -
<http://www.tsoshop.co.uk>

Publications no longer produced by Transport Statistics, which have transferred to other Government Departments:

National Rail Trends (replaced Bulletin of Rail Statistics)
(From Q1 2005/06 editions of this quarterly bulletin are produced by the
Office of Rail Regulation –
Contact ☎ +44 (0)20 7282 2007 for details)

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

Obtainable from:

Department for Transport

2/29
Great Minster House
76 Marsham Street
London
SW1P 4DR
+44 (0)20 7944 4846

Annual Bulletins – produced by Transport Statistics

Compendium of Motorcycling Statistics
National Rail Travel Survey
National Travel Survey
Public Transport Statistics: GB
Regional Transport Statistics
Road Casualties in Great Britain: Main Results
Road Conditions in England (formerly NRMCS)
Road Statistics: Traffic Speeds and Congestion
Road Freight Statistics
Sea Passenger Statistics
Transport Trends
UK Seafarer Statistics
Vehicle Excise Duty Evasion
Vehicle Licensing Statistics
Waterborne Freight in the United Kingdom

Quarterly Bulletins – produced by Transport Statistics

Bus and Light Rail Statistics ☎ +44 (0)20 7944 4139
Road Traffic and Congestion in Great Britain
☎ +44 (0)20 7944 3095
Road Goods Vehicles Travelling to Mainland Europe
☎ +44 (0)20 7944 4131
Road Casualties in 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>

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 (020)7944 4846.