

# ROAD CASUALTIES GREAT BRITAIN

## Main Results 1997

### **Note**

The statistics refer to personal injury accidents on public roads (including footways) which became known to the police. Figures for deaths refer to persons who sustained injuries which caused death less than 30 days after the accident. This is the usual international definition and differs from that used in other contexts by the Registrars General, whose published statistics cover all deaths on public roads, generally by date of registration.

More detailed statistics can be purchased from:-

**The Department of Environment, Transport and the Regions  
TSR5 Branch  
Zone 1/28  
Great Minster House  
76 Marsham Street  
LONDON SW1P 4DR**

**Telephone (0171) 890 3078**

Enquiries about the contents of this document should be made to the Department at the above address.

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## **Symbols**

The following symbols have been used throughout.

- Nil, or less than 0.5% change
- \* Percentage changes are not meaningful for unknown categories
- ( ) Percentage changes are less than one standard deviation  
(therefore should not be regarded as significant)

## **SUMMARY**

### **CASUALTIES: 1997 FINAL DATA COMPARED WITH 1996 FINAL DATA**

- There were 3,599 road accident deaths in 1997 - about the same number as in 1996
- There were 42,967 serious injuries, a fall of 3 per cent and 280,978 slight injuries, a rise of 3 per cent on 1996 levels.
- Total casualties rose by 2 per cent to 327,544.
- Pedestrian casualties fell by 2 per cent. Pedal cyclist casualties remained at the 1996 level, while casualties of two-wheeled motor vehicle users rose by 6 per cent.
- Car user casualties increased by 3 per cent.

### **CASUALTIES: 1997 FINAL DATA COMPARED WITH 1981-85 BASELINE AVERAGE**

In 1987 the then Secretary of State adopted a target to reduce road casualties by one third from the baseline average of casualties in 1981-85 by the year 2000.

- Fatalities and serious injuries are now 36 per cent and 42 per cent respectively below their baseline average. Slight injuries are 16 per cent above, and all casualties are 2 per cent above the baseline average.
- Pedestrian, pedal cyclist and two wheeled motor cyclist casualties are all below their 1981-85 baseline average, by 26 per cent, 13 per cent, and 63 per cent respectively.
- Car user casualties are 47 per cent above, although fatalities are 18 per cent down and serious injuries 25 per cent down on their baseline average. Car user slight casualties, which now account for around 67 per cent of all slightly injured casualties, have increased by 66 per cent since the baseline average, which is higher than car traffic growth of 57 per cent.

**Table 1 Casualties: by class of road user and severity: final data 1997: GB**  
**Comparison of 1997 with baseline average and 1996**

|  | Baseline average<br>(1981-1985) | 1996    | 1997    | Percent change<br>over baseline <sup>1</sup> | Percent change<br>over 1996 |
|--|---------------------------------|---------|---------|--|-----------------------------|
| <b>Pedestrians</b>                         |                                 |         |         |  |                             |
| Killed                                     | 1,863                           | 997     | 973     | -48  | (-2)                        |
| Seriously injured                          | 17,169                          | 10,611  | 10,046  | -41  | -5                          |
| Slightly injured                           | 42,710                          | 34,773  | 34,512  | -19  | (-1)                        |
| All casualties                             | 61,742                          | 46,381  | 45,531  | -26  | -2                          |
| <b>Pedal cyclists<sup>2</sup></b>          |                                 |         |         |  |                             |
| Killed                                     | 312                             | 203     | 183     | -41  | -10                         |
| Seriously injured                          | 5,711                           | 3,582   | 3,405   | -40  | -5                          |
| Slightly injured                           | 22,368                          | 20,749  | 20,997  | -6   | 1                           |
| All casualties                             | 28,391                          | 24,534  | 24,585  | -13  | -                           |
| <b>Two wheeled motor<br/>vehicle users</b> |                                 |         |         |  |                             |
| Killed                                     | 989                             | 440     | 509     | -49  | 16                          |
| Seriously injured                          | 19,714                          | 5,753   | 5,934   | -70  | 3                           |
| Slightly injured                           | 44,490                          | 16,851  | 17,977  | -60  | 7                           |
| All casualties                             | 65,193                          | 23,044  | 24,420  | -63  | 6                           |
| <b>Car users<sup>3</sup></b>               |                                 |         |         |  |                             |
| Killed                                     | 2,198                           | 1,806   | 1,795   | -18  | (-1)                        |
| Seriously injured                          | 28,354                          | 22,239  | 21,394  | -25  | -4                          |
| Slightly injured                           | 113,392                         | 181,232 | 188,203 | 66   | 4                           |
| All casualties                             | 143,944                         | 205,277 | 211,392 | 47   | 3                           |
| <b>Bus and coach</b>                       |                                 |         |         |  |                             |
| Killed                                     | 32                              | 11      | 14      | -56  | (27)                        |
| Seriously injured                          | 939                             | 684     | 586     | -38  | -14                         |
| Slightly injured                           | 9,211                           | 8,643   | 8,834   | -4   | 2                           |
| All casualties                             | 10,182                          | 9,338   | 9,434   | -7   | (1)                         |
| <b>Goods vehicle</b>                       |                                 |         |         |  |                             |
| Killed                                     | 184                             | 124     | 109     | -41  | (-12)                       |
| Seriously injured                          | 2,372                           | 1,420   | 1,392   | -41  | (-2)                        |
| Slightly injured                           | 8,640                           | 8,914   | 9,272   | 7  | 4                           |
| All casualties                             | 11,196                          | 10,458  | 10,773  | -4   | 3                           |
| <b>Other vehicle<sup>4</sup></b>           |                                 |         |         |  |                             |
| Killed                                     | 21                              | 17      | 16      | (-24)  | (-6)                        |
| Seriously injured                          | 272                             | 184     | 210     | -23  | 14                          |
| Slightly injured                           | 976                             | 1,069   | 1,183   | 21   | 11                          |
| All casualties                             | 1,269                           | 1,270   | 1,409   | 11   | 11                          |
| <b>All road users</b>                      |                                 |         |         |  |                             |
| Killed                                     | 5,598                           | 3,598   | 3,599   | -36  | -                           |
| Seriously injured                          | 74,533                          | 44,473  | 42,967  | -42  | -3                          |
| Slightly injured                           | 241,787                         | 272,231 | 280,978 | 16   | 3                           |
| All casualties                             | 321,919                         | 320,302 | 327,544 | 2  | 2                           |

1 The presence of brackets indicates that these are insignificant changes and may be the result of random error.

2 Includes battery-powered cycles and tricycles.

3 Comprises invalid tricycles, other three-wheel cars, taxis, four wheel cars, minibuses and motor caravans.

4 Includes vehicles whose class was not reported.

**Table 2 Casualties: by class of road user and severity: final data: GB: 1997**

| Number / percentage change compared with 1996 |        |                                |                   |                                |                  |                                |                |                                |                   |
|---|--------|--------------------------------|-------------------|--------------------------------|------------------|--------------------------------|----------------|--------------------------------|-------------------|
|   | Killed |                                | Seriously injured |                                | Slightly injured |                                | All casualties |                                | Traffic           |
|   | Number | Percentage change <sup>1</sup> | Number            | Percentage change <sup>1</sup> | Number           | Percentage change <sup>1</sup> | Number         | Percentage change <sup>1</sup> | Percentage change |
| <b>Pedestrians</b>                            |        |                                |                   |                                |                  |                                |                |                                |                   |
| Children: 0-15 years                          | 138    | (5)                            | 3,816             | -5                             | 14,453           | (1)                            | 18,407         | (-1)                           |                   |
| Adults: 16-59 years                           | 398    | (-1)                           | 4,135             | -5                             | 14,865           | -2                             | 19,398         | -2                             |                   |
| 60 and over                                   | 437    | (-5)                           | 1,950             | -7                             | 4,384            | (1)                            | 6,771          | -2                             |                   |
| Age not reported                              | 0      | *                              | 145               | *                              | 810              | *                              | 955            | *                              |                   |
| All casualties                                | 973    | (-2)                           | 10,046            | -5                             | 34,512           | (-1)                           | 45,531         | -2                             |                   |
| <b>Pedal cyclists <sup>2</sup></b>            |        |                                |                   |                                |                  |                                |                |                                |                   |
| Children                                      | 33     | -39                            | 983               | -16                            | 6,883            | (-1)                           | 7,899          | -4                             |                   |
| Adults  | 150    | (1)                            | 2,388             | (1)                            | 13,595           | 3                              | 16,133         | 3                              |                   |
| Age not reported                              | 0      | *                              | 34                | *                              | 519              | *                              | 553            | *                              |                   |
| All casualties                                | 183    | -10                            | 3,405             | -5                             | 20,997           | 1                              | 24,585         | -                              | -6                |
| <b>Two wheeled motor vehicle users</b>        |        |                                |                   |                                |                  |                                |                |                                |                   |
| Moped   | 17     | 55                             | 414               | -8                             | 1,787            | (1)                            | 2,218          | -                              |                   |
| Motor scooter                                 | 7      | *                              | 115               | *                              | 502              | *                              | 624            | *                              |                   |
| Motor cycle <sup>3</sup>                      | 485    | 14                             | 5,405             | 4                              | 15,688           | 7                              | 21,578         | 6                              |                   |
| All casualties                                | 509    | 16                             | 5,934             | 3                              | 17,977           | 7                              | 24,420         | 6                              | -5                |
| <b>Other vehicle users</b>                    |        |                                |                   |                                |                  |                                |                |                                |                   |
| Car <sup>4</sup>                              | 1,795  | (-1)                           | 21,394            | -4                             | 188,203          | 4                              | 211,392        | 3                              | 1                 |
| Bus and coach                                 | 14     | (27)                           | 586               | -14                            | 8,834            | 2                              | 9,434          | (1)                            | 1                 |
| Goods vehicle                                 | 109    | (-12)                          | 1,392             | (-2)                           | 9,272            | 4                              | 10,773         | 3                              | 2                 |
| Other vehicle <sup>5</sup>                    | 16     | (-6)                           | 210               | 14                             | 1,183            | 11                             | 1,409          | 11                             |                   |
| All casualties                                | 1,934  | (-1)                           | 23,582            | -4                             | 207,492          | 4                              | 233,008        | 3                              |                   |
| <b>All road users</b>                         |        |                                |                   |                                |                  |                                |                |                                |                   |
| Children: 0-15 years                          | 255    | (-6)                           | 6,197             | -8                             | 38,092           | (1)                            | 44,544         | (-1)                           |                   |
| Adults: 16-59 years                           | 2,435  | (1)                            | 30,461            | -3                             | 212,250          | 4                              | 245,146        | 3                              |                   |
| 60 and over                                   | 909    | (2)                            | 5,643             | -2                             | 25,735           | 4                              | 32,287         | 3                              |                   |
| Age not reported                              | 0      | *                              | 666               | *                              | 4,901            | *                              | 5,567          | *                              |                   |
| All casualties                                | 3,599  | -                              | 42,967            | -3                             | 280,978          | 3                              | 327,544        | 2                              | 1 <sup>8</sup>    |
| <b>Type of road</b>                           |        |                                |                   |                                |                  |                                |                |                                |                   |
| Built-up <sup>6</sup>                         | 1,473  | -4                             | 26,529            | -4                             | 196,493          | 3                              | 224,495        | 2                              | -1 <sup>8</sup>   |
| Non built-up <sup>7</sup>                     | 2,126  | (3)                            | 16,438            | -2                             | 84,485           | 5                              | 103,049        | 4                              | 4 <sup>8</sup>    |
| Limit not reported                            | 0      | *                              | 0                 | *                              | 0                | *                              | 0              | *                              |                   |
| All casualties                                | 3,599  | -                              | 42,967            | -3                             | 280,978          | 3                              | 327,544        | 2                              | 1 <sup>8</sup>    |

<sup>1</sup> The presence of brackets indicates that these are insignificant changes and may be the result of random error.

<sup>2</sup> Includes battery-powered cycles and tricycles.

<sup>3</sup> Includes combinations.

<sup>4</sup> Comprises invalid tricycles, other three-wheel cars, taxis, four wheel cars, minibuses and motor caravans.

<sup>5</sup> Includes vehicles whose class was not reported.

<sup>6</sup> Subject to a speed limit of 40mph or less.

<sup>7</sup> Subject to a speed limit greater than 40mph.

<sup>8</sup> Includes pedal cycle mileage.

**Table 3 Casualties: by severity of injury: 1987-1997: GB**

| Year and quarter                        |        |                   |                  |                |   | Number     |
|---|--------|-------------------|------------------|----------------|---|------------|
|   | Killed | Seriously injured | Slightly injured | All casualties | Motor traffic<br>Thousand million<br>kilometres |            |
| 1981-85 average                         | 5,598  | 74,533            | 241,787          | 321,919        | 292.4   |            |
| 1987                                    | 5,125  | 64,293            | 242,055          | 311,473        | 350.5   |            |
| 1988                                    | 5,052  | 63,491            | 253,762          | 322,305        | 375.7   |            |
| 1989                                    | 5,373  | 63,158            | 273,061          | 341,592        | 406.9   |            |
| 1990                                    | 5,217  | 60,441            | 275,483          | 341,141        | 410.9   |            |
| 1991                                    | 4,568  | 51,605            | 255,096          | 311,269        | 411.6   |            |
| 1992                                    | 4,229  | 49,245            | 257,199          | 310,673        | 412.1   |            |
| 1993                                    | 3,814  | 45,009            | 257,197          | 306,020        | 412.2   |            |
| 1994                                    | 3,650  | 46,531            | 265,008          | 315,189        | 422.6   |            |
| 1995                                    | 3,621  | 45,523            | 261,362          | 310,506        | 430.9   |            |
| 1996                                    | 3,598  | 44,473            | 272,231          | 320,302        | 442.5   |            |
| 1997                                    | 3,599  | 42,967            | 280,978          | 327,544        | 448.9   |            |
| 1993 Q1                                 | 850    | 10,019            | 56,310           | 67,179         | 94.1  |            |
| Q2                                      | 900    | 11,361            | 64,252           | 76,513         | 105.1   |            |
| Q3                                      | 947    | 11,568            | 67,051           | 79,566         | 110.4   |            |
| Q4                                      | 1,117  | 12,061            | 69,584           | 82,762         | 102.6   |            |
| 1994 Q1                                 | 878    | 10,752            | 61,866           | 73,496         | 97.8  |            |
| Q2                                      | 793    | 10,991            | 63,158           | 74,942         | 107.5   |            |
| Q3                                      | 930    | 11,920            | 66,463           | 79,313         | 112.0   |            |
| Q4                                      | 1,049  | 12,868            | 73,521           | 87,438         | 105.3   |            |
| 1995 Q1                                 | 828    | 10,321            | 62,279           | 73,428         | 101.4   |            |
| Q2                                      | 815    | 10,987            | 60,578           | 72,380         | 109.3   |            |
| Q3                                      | 967    | 12,177            | 68,273           | 81,417         | 113.7   |            |
| Q4                                      | 1,011  | 12,038            | 70,232           | 83,281         | 106.5   |            |
| 1996 Q1                                 | 790    | 9,967             | 61,382           | 72,139         | 103.4   |            |
| Q2                                      | 824    | 10,652            | 64,947           | 76,423         | 113.1   |            |
| Q3                                      | 961    | 11,645            | 68,925           | 81,531         | 117.4   |            |
| Q4                                      | 1,023  | 12,209            | 76,977           | 90,209         | 108.5   |            |
| 1997 Q1                                 | 805    | 9,889             | 64,602           | 75,296         | 104.8   |            |
| Q2                                      | 894    | 10,595            | 69,731           | 81,220         | 114.6   |            |
| Q3                                      | 915    | 11,014            | 69,553           | 81,482         | 118.9   |            |
| Q4                                      | 985    | 11,469            | 77,092           | 89,546         | 110.6   |            |
| Change on same quarter of previous year |        |                   |                  |                |   | Percentage |
| 1994 Q1                                 | (3)    | 7                 | 10               | 9              | 4   |            |
| Q2                                      | -12    | -3                | -2               | -2             | 2   |            |
| Q3                                      | (-2)   | 3                 | -1               | -              | 1   |            |
| Q4                                      | -6     | 7                 | 6                | 6              | 3   |            |
| 1995 Q1                                 | -6     | -4                | 1                | -              | 4   |            |
| Q2                                      | (3)    | -                 | -4               | -3             | 2   |            |
| Q3                                      | (4)    | 2                 | 3                | 3              | 2   |            |
| Q4                                      | (-4)   | -6                | -4               | -5             | 1   |            |
| 1996 Q1                                 | (-5)   | -3                | -1               | -2             | 2   |            |
| Q2                                      | (1)    | -3                | 7                | 6              | 4   |            |
| Q3                                      | (-1)   | -4                | 1                | -              | 3   |            |
| Q4                                      | (1)    | 1                 | 10               | 8              | 2   |            |
| 1997 Q1                                 | (2)    | (-1)              | 5                | 4              | 1   |            |
| Q2                                      | 8      | (-1)              | 7                | 6              | 1   |            |
| Q3                                      | -5     | -5                | 1                | -              | 1   |            |
| Q4                                      | (-4)   | -6                | -                | -1             | 2   |            |

**Table 4 Casualties: by class of road user: 1987-1997: GB**

| Number           |             |                       |                |                               |        |           |                     |                |
|------------------|-------------|-----------------------|----------------|-------------------------------|--------|-----------|---------------------|----------------|
| Year and quarter | Pedestrians |                       | Pedal cyclists | Two-wheel motor vehicle users |        | Car users | Other vehicle users | All casualties |
|                  | All ages    | Children <sup>1</sup> |                | Motor <sup>2</sup> cycles     | Mopeds |           |                     |                |
|                  |             |                       |                |                               |        |           |                     |                |
| 1981-85 average  | 61,742      | 25,592                | 28,391         | 53,551                        | 11,642 | 143,944   | 22,647              | 321,919        |
| 1987             | 57,453      | 21,507                | 26,194         | 36,626                        | 9,175  | 159,468   | 22,557              | 311,473        |
| 1988             | 58,843      | 21,839                | 25,849         | 34,659                        | 8,177  | 170,705   | 24,072              | 322,305        |
| 1989             | 60,080      | 22,154                | 28,513         | 35,188                        | 7,442  | 184,688   | 25,681              | 341,592        |
| 1990             | 60,230      | 22,860                | 26,422         | 32,735                        | 6,313  | 190,558   | 24,883              | 341,141        |
| 1991             | 53,992      | 20,848                | 24,803         | 26,069                        | 4,667  | 179,357   | 22,381              | 311,269        |
| 1992             | 51,587      | 20,123                | 24,755         | 23,100                        | 3,773  | 185,645   | 21,813              | 310,673        |
| 1993             | 48,098      | 18,249                | 24,068         | 21,867                        | 3,199  | 187,457   | 21,331              | 306,020        |
| 1994             | 48,653      | 19,263                | 24,813         | 21,592                        | 2,717  | 195,109   | 22,305              | 315,189        |
| 1995             | 47,029      | 18,590                | 24,913         | 21,028                        | 2,452  | 193,992   | 21,092              | 310,506        |
| 1996             | 46,381      | 18,509                | 24,534         | 20,815                        | 2,229  | 205,277   | 21,066              | 320,302        |
| 1997             | 45,531      | 18,407                | 24,585         | 22,202                        | 2,218  | 211,392   | 21,616              | 327,544        |
| 1993 Q1          | 11,457      | 3,976                 | 4,657          | 4,437                         | 700    | 41,173    | 4,755               | 67,179         |
|                  | 11,761      | 5,137                 | 6,806          | 6,075                         | 774    | 45,807    | 5,290               | 76,513         |
|                  | 11,619      | 4,885                 | 7,345          | 6,338                         | 832    | 47,912    | 5,520               | 79,566         |
|                  | 13,261      | 4,251                 | 5,260          | 5,017                         | 893    | 52,565    | 5,766               | 82,762         |
| 1994 Q1          | 12,317      | 4,539                 | 4,788          | 4,150                         | 650    | 46,305    | 5,286               | 73,496         |
|                  | 11,529      | 5,339                 | 6,520          | 5,702                         | 627    | 45,331    | 5,233               | 74,942         |
|                  | 11,216      | 4,861                 | 7,719          | 6,379                         | 626    | 47,383    | 5,990               | 79,313         |
|                  | 13,591      | 4,524                 | 5,786          | 5,361                         | 814    | 56,090    | 5,796               | 87,438         |
| 1995 Q1          | 12,061      | 4,391                 | 4,798          | 3,899                         | 615    | 46,944    | 5,111               | 73,428         |
|                  | 10,962      | 4,972                 | 6,605          | 5,783                         | 526    | 43,740    | 4,764               | 72,380         |
|                  | 11,307      | 4,867                 | 8,151          | 6,385                         | 635    | 49,287    | 5,652               | 81,417         |
|                  | 12,699      | 4,360                 | 5,359          | 4,961                         | 676    | 54,021    | 5,565               | 83,281         |
| 1996 Q1          | 11,190      | 4,141                 | 4,400          | 3,769                         | 537    | 47,428    | 4,815               | 72,139         |
|                  | 11,351      | 5,194                 | 6,415          | 5,637                         | 495    | 47,667    | 4,858               | 76,423         |
|                  | 10,788      | 4,706                 | 8,157          | 6,465                         | 538    | 50,048    | 5,535               | 81,531         |
|                  | 13,052      | 4,468                 | 5,562          | 4,944                         | 659    | 60,134    | 5,858               | 90,209         |
| 1997 Q1          | 10,860      | 4,220                 | 4,607          | 4,206                         | 476    | 50,173    | 4,974               | 75,296         |
|                  | 11,011      | 5,098                 | 6,401          | 6,097                         | 509    | 52,022    | 5,180               | 81,220         |
|                  | 10,862      | 4,715                 | 7,817          | 6,773                         | 550    | 49,899    | 5,581               | 81,482         |
|                  | 12,798      | 4,374                 | 5,760          | 5,126                         | 683    | 59,298    | 5,881               | 89,546         |

Change on same quarter of previous year

|         |     |      |     |     |      |    |      | Percentage |
|---------|-----|------|-----|-----|------|----|------|------------|
| 1994 Q1 | 8   | 14   | 3   | -6  | -7   | 12 | 11   | 9          |
| Q2      | -2  | 4    | -4  | -6  | -19  | -1 | (-1) | -2         |
| Q3      | -3  | -    | 5   | (1) | -25  | -1 | 9    | -          |
| Q4      | 2   | 6    | 10  | 7   | -9   | 7  | (1)  | 6          |
| 1995 Q1 | -2  | -3   | -   | -6  | (-5) | 1  | -3   | -          |
| Q2      | -5  | -7   | (1) | (1) | -16  | -4 | -9   | -3         |
| Q3      | (1) | -    | 6   | -   | (1)  | 4  | -6   | 3          |
| Q4      | -7  | -4   | -7  | -7  | -17  | -4 | -4   | -5         |
| 1996 Q1 | -7  | -6   | -8  | -3  | -13  | 1  | -6   | -2         |
| Q2      | 4   | 4    | -3  | -3  | (-6) | 9  | (2)  | 6          |
| Q3      | -5  | -3   | -   | (1) | -15  | 2  | -2   | -          |
| Q4      | 3   | 2    | 4   | -   | (-3) | 11 | 5    | 8          |
| 1997 Q1 | -3  | (2)  | 5   | 12  | -11  | 6  | 3    | 4          |
| Q2      | -3  | (-2) | -   | 8   | (3)  | 9  | 7    | 6          |
| Q3      | (1) | -    | -4  | 5   | (2)  | -  | (1)  | -          |
| Q4      | -2  | (-2) | 4   | 4   | (4)  | -1 | -    | -1         |

<sup>1</sup> Aged 0-15, inclusive.

<sup>2</sup> Includes motor scooters and combinations.

**Table 5: Accidents by speed limit, class of road and severity: final data: GB: 1997**

| Type of road                              | Number / percentage change compared with 1996 |                                |         |                                |         |                                |               |                                |                      |
|---|---|--------------------------------|---------|--------------------------------|---------|--------------------------------|---------------|--------------------------------|----------------------|
|   | Fatal   |                                | Serious |                                | Slight  |                                | All accidents |                                | Traffic <sup>2</sup> |
|   | Number  | Percentage change <sup>3</sup> | Number  | Percentage change <sup>3</sup> | Number  | Percentage change <sup>3</sup> | Number        | Percentage change <sup>3</sup> | Percentage change    |
| Built-up roads <sup>4</sup>               | 1,412   | (-2)                           | 23,998  | -4                             | 149,498 | 2                              | 174,908       | 1                              | -1                   |
| Non built-up roads <sup>5</sup>           | 1,886   | (3)                            | 12,315  | (-1)                           | 50,937  | 5                              | 65,138        | 4                              | 4                    |
| Main roads <sup>6</sup>                   | 2,098   | 4                              | 18,223  | -1                             | 99,378  | 4                              | 119,699       | 3                              | 2                    |
| Minor roads <sup>7</sup>                  | 1,200   | -5                             | 18,090  | -4                             | 101,057 | 2                              | 120,347       | 1                              | 0                    |
| All roads / all speed limits <sup>8</sup> | 3,298   | (1)                            | 36,313  | -3                             | 200,435 | 3                              | 240,046       | 2                              | 1                    |

1 The severity of an accident is defined as 'the severity of the most seriously injured casualty in the accident'.

2 Includes pedal cycle mileage.

3 The presence of brackets indicates that these are insignificant changes and may be the result of random error.

4 Subject to a speed limit of 40mph or less.

5 Subject to a speed limit greater than 40mph.

6 Motorways, A(M) and A roads (ie motorways, trunk and principal roads).

7 B, C and unclassified roads (ie other roads).

8 Includes unknown speed limits.



**Table 6: Casualties by severity: by police force area: 1997**

| Police force area   | Severity of injury |         |        |                | Number |
|---------------------|--------------------|---------|--------|----------------|--------|
|                     | Fatal              | Serious | Slight | All severities |        |
|                     |                    |         |        |                |        |
| Avon and Somerset   | 93                 | 703     | 5,745  | 6,541          |        |
| Bedfordshire        | 37                 | 320     | 2,670  | 3,027          |        |
| Cambridgeshire      | 59                 | 685     | 4,147  | 4,891          |        |
| Cheshire            | 61                 | 1,050   | 6,028  | 7,139          |        |
| Cleveland           | 24                 | 235     | 2,361  | 2,620          |        |
| Cumbria             | 52                 | 543     | 2,434  | 3,029          |        |
| Derbyshire          | 73                 | 749     | 4,786  | 5,608          |        |
| Devon and Cornwall  | 101                | 941     | 6,973  | 8,015          |        |
| Dorset              | 43                 | 404     | 3,552  | 3,999          |        |
| Durham              | 36                 | 280     | 2,745  | 3,061          |        |
| Essex               | 89                 | 1,242   | 7,258  | 8,589          |        |
| Gloucestershire     | 50                 | 278     | 2,216  | 2,544          |        |
| Greater Manchester  | 129                | 1,096   | 15,722 | 16,947         |        |
| Hampshire           | 80                 | 1,297   | 8,695  | 10,072         |        |
| Hertfordshire       | 52                 | 878     | 4,780  | 5,710          |        |
| Humberside          | 70                 | 690     | 4,062  | 4,822          |        |
| Kent                | 117                | 1,102   | 6,587  | 7,806          |        |
| Lancashire          | 79                 | 1,403   | 7,934  | 9,416          |        |
| Leicestershire      | 65                 | 475     | 4,509  | 5,049          |        |
| Lincolnshire        | 77                 | 678     | 3,246  | 4,001          |        |
| Merseyside          | 55                 | 783     | 9,143  | 9,981          |        |
| Metropolitan Police | 294                | 7,250   | 41,645 | 49,189         |        |
| Norfolk             | 61                 | 696     | 3,102  | 3,859          |        |
| North Yorkshire     | 87                 | 1,166   | 3,835  | 5,088          |        |
| Northamptonshire    | 57                 | 727     | 2,422  | 3,206          |        |
| Northumbria         | 75                 | 697     | 6,214  | 6,986          |        |
| Nottinghamshire     | 85                 | 1,033   | 4,961  | 6,079          |        |
| South Yorkshire     | 45                 | 686     | 5,703  | 6,434          |        |
| Staffordshire       | 74                 | 461     | 6,508  | 7,043          |        |
| Suffolk             | 43                 | 440     | 2,529  | 3,012          |        |
| Surrey              | 65                 | 606     | 5,475  | 6,146          |        |
| Sussex              | 87                 | 1,109   | 6,883  | 8,079          |        |
| Thames Valley       | 150                | 959     | 10,985 | 12,094         |        |
| Warwickshire        | 56                 | 709     | 2,729  | 3,494          |        |
| West Mercia         | 99                 | 1,216   | 4,863  | 6,178          |        |
| West Midlands       | 109                | 1,956   | 11,109 | 13,174         |        |
| West Yorkshire      | 122                | 1,291   | 12,161 | 13,574         |        |
| Wiltshire           | 50                 | 401     | 3,156  | 3,607          |        |

**Continued**

|                       |       |        |         |         |
|-----------------------|-------|--------|---------|---------|
| England               | 3,001 | 37,235 | 249,873 | 290,109 |
| Dyfed-Powys           | 76    | 495    | 2,071   | 2,642   |
| Gwent                 | 29    | 341    | 2,027   | 2,397   |
| North Wales           | 58    | 461    | 3,713   | 4,232   |
| South Wales           | 58    | 392    | 5,111   | 5,561   |
| Wales                 | 221   | 1,689  | 12,922  | 14,832  |
| Central               | 22    | 255    | 919     | 1,196   |
| Dumfries and Galloway | 28    | 167    | 436     | 631     |
| Fife                  | 24    | 246    | 854     | 1,124   |
| Grampian              | 47    | 353    | 1,639   | 2,039   |
| Lothian and Borders   | 63    | 461    | 3,964   | 4,488   |
| Northern              | 48    | 340    | 1,010   | 1,398   |
| Strathclyde           | 117   | 1,773  | 8,112   | 10,002  |
| Tayside               | 28    | 448    | 1,249   | 1,725   |
| Scotland              | 377   | 4,043  | 18,183  | 22,603  |
| Great Britain         | 3,599 | 42,967 | 280,978 | 327,544 |

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