

<b>Committee(s):</b> Police	<b>Date(s):</b> 4 <sup>th</sup> July 2014
<b>Subject:</b> Road Safety- Casualties and Collisions- Update	<b>Public</b>
<b>Report of:</b> Commissioner of Police Pol	<b>For Information</b>

### Summary

At your Committee in June 2012, the Commissioner undertook to bring a report on Casualties and Collisions to your Committee twice yearly. The first of these reports was submitted to your committee in December 2012 (Pol 76/12 refers) with a further update in July 2013 (Pol 31/13 refers). A further more crosscutting joint report by the Commissioner of Police and Director of the Built Environment - Road Danger Reduction Update- was submitted to your Committee in February 2014. This joint report was submitted at the request of the Chairman. The objective of this report is to provide Members with an update in relation to road traffic casualties and collisions along with measures in place to mitigate the risks of these. The report also includes updates around the Force's partnership working and outcomes.

Statistics indicate that road traffic collisions and casualties within the City of London have decreased in the last 12 months when compared to the 2012/13 Financial Year. The number of personal injury collisions reported to the City of London Police in the 2013/14 Financial Year was 328, with 368 people being injured as a result of those collisions. That compares to 358 reported collisions and 393 casualties in 2012/13.

Vulnerable road users are involved in the majority of collisions that occur within the City of London and also form the vast majority of casualties (83% in 2013/14). There are strict definitions applied by the Department for Transport regarding severity of injuries which are detailed in the report.

Police education and enforcement activities continue to work towards impacting on a reduction in collisions and casualties. Current activity includes a recent Advanced Stop Line education and enforcement campaign, Operation Atrium<sup>1</sup>, Capital City Cycle Safe<sup>2</sup>, Operation Coachman<sup>3</sup>, Operation Giant<sup>4</sup>, the BikeSafe Scheme for motorcyclists and other initiatives targeting pedestrians. However, it is widely believed that a more long-term strategy linking into the Regional and National Road Safety agenda is required. The strategy for reducing collisions and casualties requires long-term partnership collaborations adopting a problem solving approach.

<sup>1</sup> The Force's long term initiative in response to offences and ASB committed by cyclists

<sup>2</sup> This is a diversion scheme developed in partnership with the MPS and AA Driveteck to give cyclists an opportunity to avoid court by electing to take part in a computer based on line training programme.

<sup>3</sup> This operation targets foreign passengers who are provided with a multi lingual document that reminds them to look right and not left when crossing the road. Drivers of large commercial vehicles are provided with a document that reminds them to look out for cyclists.

<sup>4</sup> This operation targets unlicensed or uninsured drivers through an ANPR based operation

The Force continues to develop a structured working partnership with the City of London to help reduce the number of casualties and collisions.

### **Recommendation**

It is recommended that this report be received and its contents noted.

## **Main Report**

### **Background**

1. At your Committee in June 2012, the Commissioner undertook to bring a report on casualties and collisions to your Committee twice yearly to update Members in respect of road traffic collisions and casualties, along with measures in place to mitigate the risks of these. This report provides that information and includes updates around the Force's partnership working and outcomes.
2. Collisions and casualties have risen steadily over the last decade. Those classed as vulnerable road users (pedestrians, cyclists and motor-cyclists) are involved in the most collisions, and make up 83% of the reported casualties. Pedestrian movement is not monitored accurately but their numbers are believed to have remained relatively constant throughout the last decade, whilst the number of Cyclists riding in the City has increased year on year.

### **Current Position**

3. The Force Policing Plan target (2013 – 16) states that the City of London Police will support the City of London's casualty reduction target.
4. A collision is categorised as follows: damage only (where there is no injury but there is damage to vehicles), slight injury, serious injury or fatal. In addition, it should be noted that more than one person could be injured in one collision, for example, if a bus full of passengers is involved in a collision.
5. The collision and casualty figures quoted in this report are derived from the number of reports received by this Force relating to collisions that happened within the City of London categorised into severity class according to Department for Transport guidance. A summary of that guidance is at Appendix A.
- 5.1 The table below shows the number of collisions and casualties for the full year-to-date period (April 2013 to March 2014), and the same data for 2012/13, and the percentage changes between those figures. There was an 8% overall reduction in collisions, and a 6% reduction in casualties, but a rise in Cyclist KSI casualties, Serious Car and Taxi occupant casualties, and PSV passengers.

CLASSIFICATION	TOTAL FOR MONTHS OF: April 12 to March 13				TOTAL FOR MONTHS OF: April 13 to March 14				April to March 2013/14 % change over 2012/13			
	FATAL	SER.	SLIGHT	TOTAL	FATAL	SER.	SLIGHT	TOTAL	FATAL	SER.	SLIGHT	TOTAL
PEDESTRIANS	2	22	77	101	0	19	84	103	-200	-14	9	2
PEDAL CYCLES	0	21	120	141	1	23	109	133	100	10	-9	-6
POWERED 2 WHEEL	0	12	58	70	0	9	60	69		-25	3	-1
CAR OR TAXI	0	1	56	57	0	4	28	32		400	-50	-44
P.S.V.	0	2	18	20	0	4	24	28		200	33	40
GOODS	0	0	4	4	0	0	3	3			-25	-25
OTHER	0	0	0	0	0	0	0	0				
TOTAL Casualties	2	58	333	393	1	59	308	368	-50	2	-8	-6
PI Collisions	2	58	298	358	1	56	271	328	-50	-3	-9	-8

5.2 For the period 2013 – 14 the number of collisions resulting in a person being injured, and the overall number of collisions and casualties for the 2013/14 Financial Year compared to the 2011/12 base line are down 6 and 8 percent respectively.

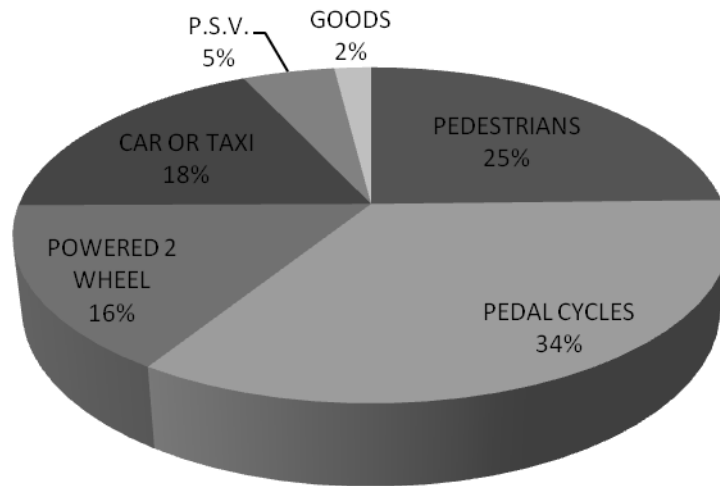
CLASSIFICATION	April 2011 to March 2012				April 13 to March 14				April to March 2013/14 % change over 2011/12			
	FATAL	SER.	SLIGHT	TOTAL	FATAL	SER.	SLIGHT	TOTAL	FATAL	SER.	SLIGHT	TOTAL
PEDESTRIANS		13	86	99		19	84	103		46	-2	4
PEDAL CYCLES	1	20	117	138	1	23	109	133		15	-7	-4
POWERED 2 WHEEL		10	54	64		9	60	69		-10	11	8
CAR OR TAXI		2	71	73		4	28	32		200	-61	-56
P.S.V.		1	19	20		4	24	28		400	26	40
GOODS			8	8			3	3			-62	-62
OTHER			0	0			0	0				
Total Casualties	1	46	355	402	1	59	308	368		28	-13	-8
PI Collisions	1	46	301	348	1	56	271	328		22	-10	-6

5.3 Pedestrian Serious casualties are up 46%, Cyclist Serious casualties up 15% causing the overall number of Serious casualties to have risen by 28%. Serious Car/Taxi and PSV occupants increased for the second year in a row.

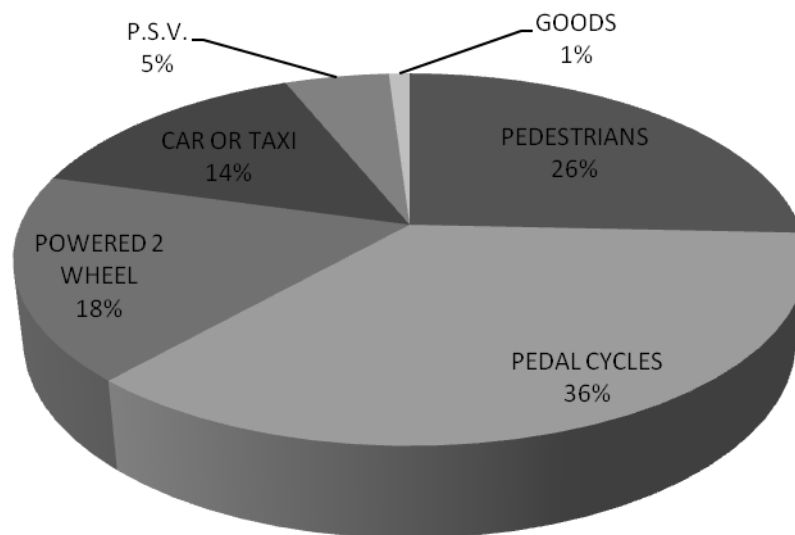
5.4 Slight collisions and casualties show a reduction of **10 and 13** percent respectively.

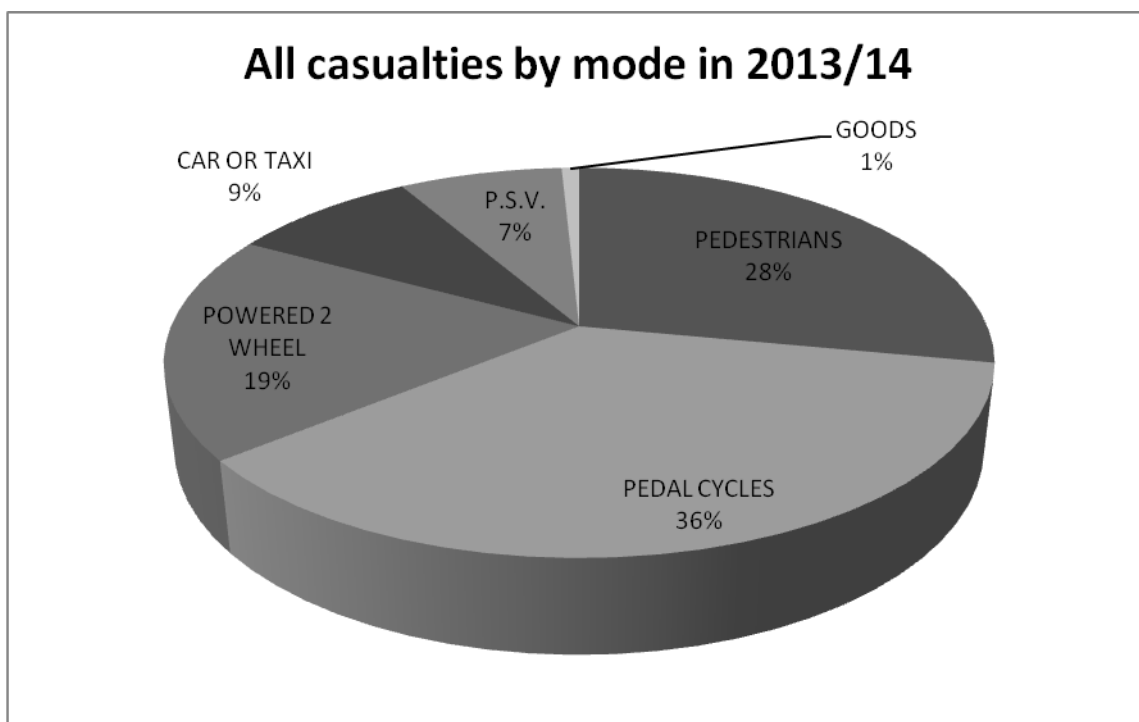
5.6 Cyclists continue to be the road user group most often injured in collisions, followed by Pedestrians.

### All casualties in 2011/12



### All casualties in 2012/13.





6. The number of cyclists in London has risen greatly in the past few years. The Local Implementation Plan (LIP) states that in 1999 the count of daily cycle journeys was 7664, yet in 2010 it had increased to 24,888. The City of London Corporation's longer-term target (2020) is to increase cyclist journeys to 62,800.

## Current Activity

### Cyclists

#### Operation Atrium

7. Operation Atrium continues as the Force's long term initiative aimed at cyclists that is primarily aimed at education and enforcement, with regard to offences and anti social behaviour committed by this group. This initiative also serves to assist in addressing community priorities identified by residents in the City.

In the reporting period the following numbers of fixed penalty notices were issues to cyclists during the operation.

	No of Tickets Issued	Female	Male	Unknown	Contravening Traffic Sign	Failing to Stop For a Police Constable	No Lights During the Hours of Darkness	Red ATS	Cycling on a Footway
Total	1444	216	1212	16	33	5	41	1313	58

## **Capital City Cycle Safe**

8. Issued to cyclists, this supports the national strategy of diverting offenders away from the criminal justice system and into education and awareness. It is recognised that this has a more beneficial long term effect on offending, as opposed to a fine. Once the individual is seen committing an offence they are offered the opportunity to elect for the online training and pay £16 rather than £30 penalty notice. 170 notices were issued to cyclists in 2013 – 14.

## **Commercial Vehicles**

9. Commercial Vehicles play a significant part in a number of serious collisions and continue to pose a threat to all road users. As a result, the Force undertakes a number of enforcement and education activities that specifically target drivers and owners of this mode of transport. It is the enforcement of legislation such as un-roadworthy vehicles and 'driver hours' offences that contribute to the casualty reduction aim of the CoLP.
10. The Force has seconded an officer to the TfL funded joint task force which is a partnership between TfL, the City of London Police, the MPS and Driver and Vehicle Standards Agency. It's remit is to target vehicles (and Operators) within the Construction sector to ensure they comply with legislation.
11. In addition to core roads policing activity we conducted 22 Operations focussing on the use of Large Goods Vehicles with the following results:
  - 255 vehicles stopped
  - 225 offences detected
  - 60% of vehicles stopped had offences identified

The main offences were drivers' hours offences / driver rest periods as per the tachograph. This is followed by vehicle defects.

## **Pedestrians**

12. The overall number of Pedestrian casualties has increased by 2% over last year, and the number of Pedestrians Seriously injured has decreased by 14%, but is currently 46% above the 2011/12 figure. This continues to be a problematic group to target as there is no enforcement element, and the difficulty is getting the message to 350,000 people within the City that road safety is an issue for them.
13. One of the main reasons for pedestrian casualties is lack of attention to the environment. Quite simply, pedestrians do not pay enough attention to what they are doing.

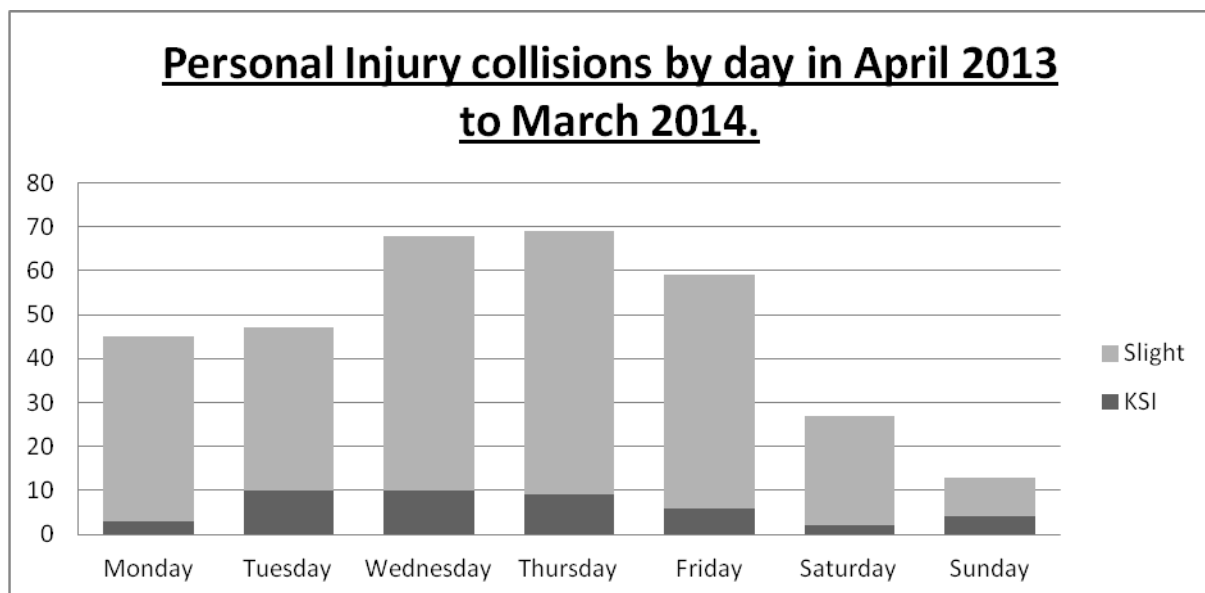
## Motor Vehicles

14. There are a number of Operations that are undertaken that seek to enforce rather than educate. However the main Operation is Op. Giant:

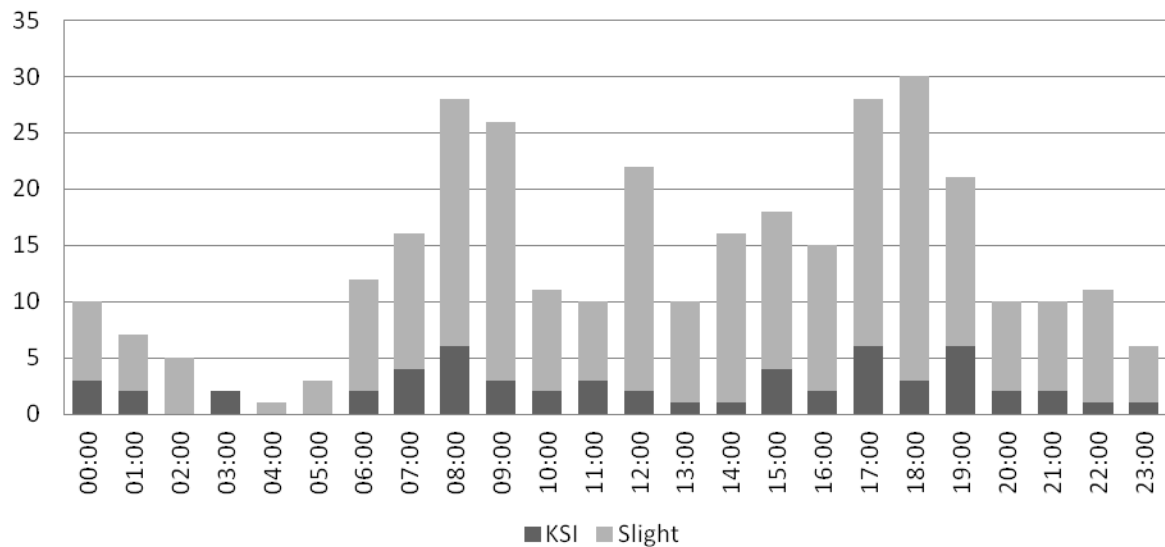
### Operation Giant

Targeting unlicensed or uninsured drivers through an ANPR based operation. This ensures that such drivers and vehicles are removed from the roads thus making them a safer place for other road users. This is a current priority for the Force with the number of seizures rising month on month since June. A £150 fee is charged which is set by Statutory Instrument. This fee is paid by the driver / owner of the vehicle for release of the vehicle. In addition, there is another fee of £20 for 24 hrs storage of a vehicle. As the Force stores the vehicles on-site and does not engage contractors for this- the monies are retained in Force. For the 2013 -14 period the City of London Police seized 507 vehicles for *no insurance and / or being driven without a licence* which resulted in income generation of £100,071.

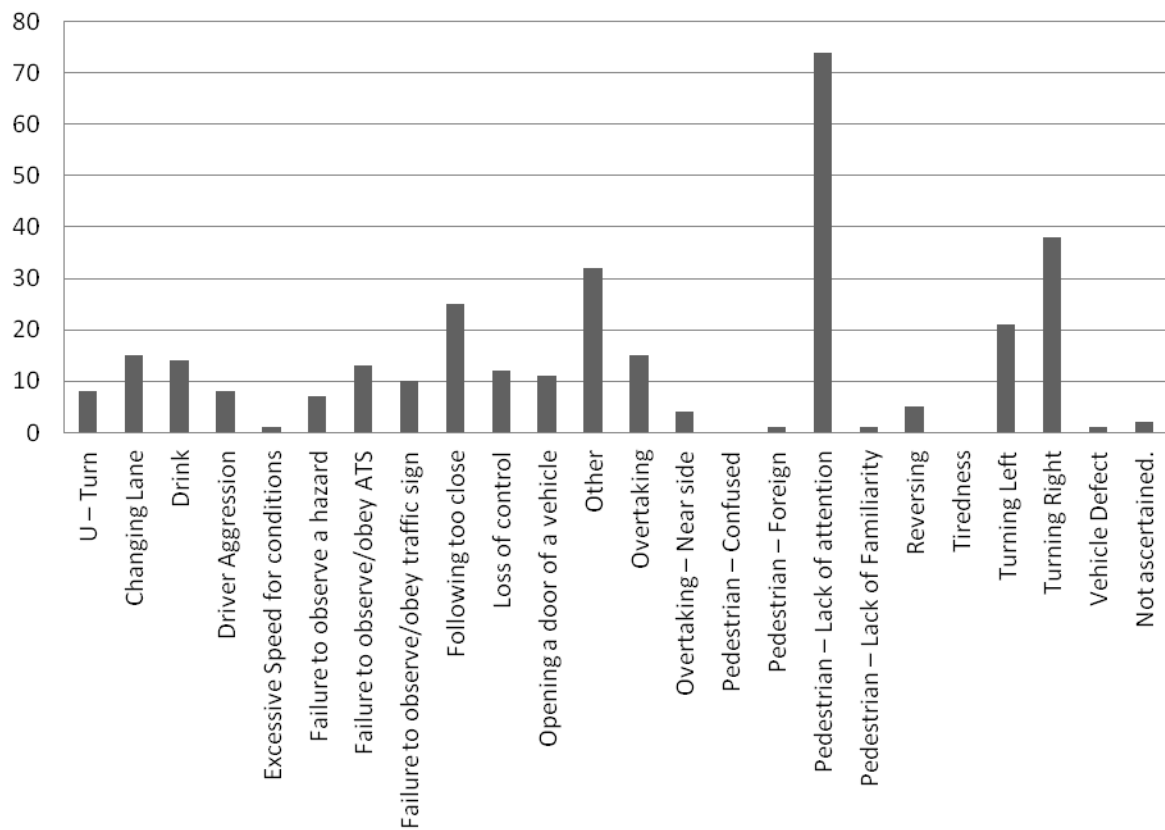
## Analysis and causation factors



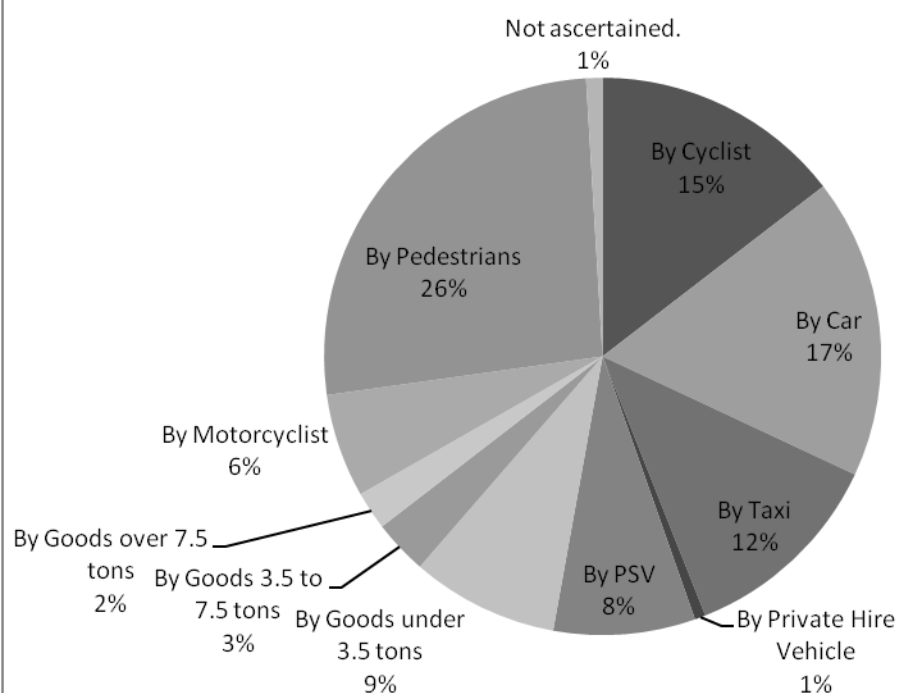
### Personal Injury collisions between April 2013 and March 2014 by time of day.



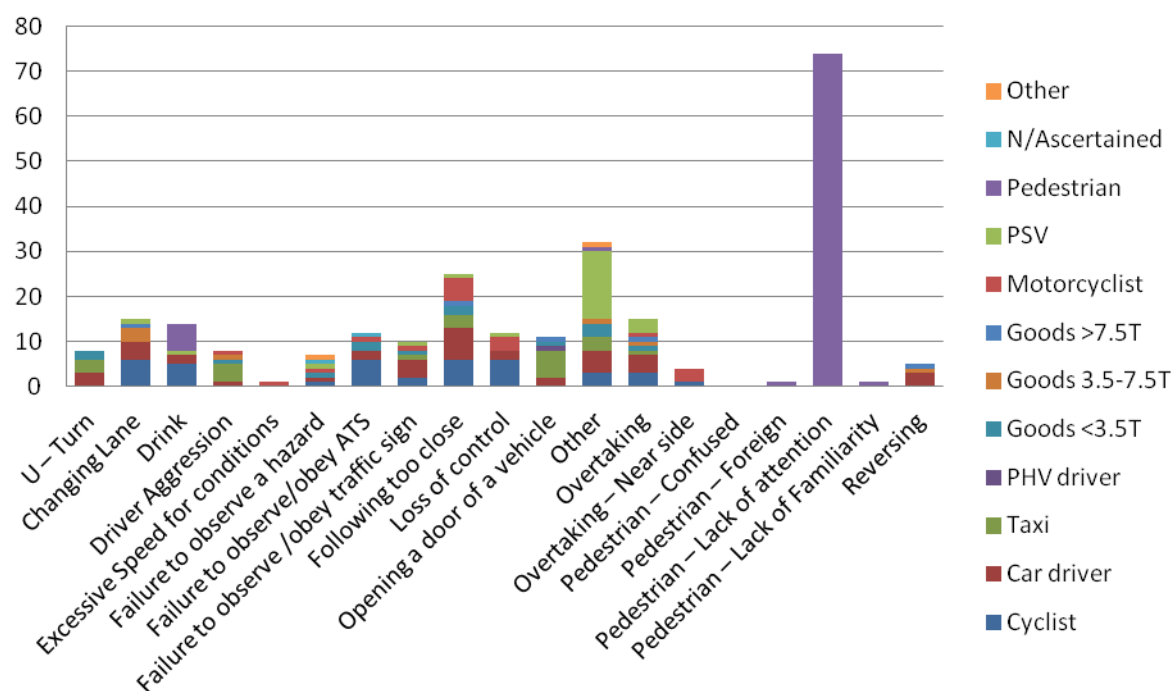
### Personal Injury collisions April 2013 to March 2014 by cause.



## Personal Injury collision April 2013 to March 2014 by mode causing the collision.



## Personal Injury collisions by cause and mode April 2013 to April 2014.



## Partnership working

15. As mentioned in the previous reports to your Committee, the City of London Police have an officer attached to a funded post on the TfL funded Industrial HGV Task Force which aims to focus compliance and enforcement checks on construction vehicles. This unit is staffed by officers from the MPS, the City of London Police and also the DVSA – the Driving and Vehicle Standards Agency (formerly VOSA which has merged with the Driving Standards Agency).
16. In the first 6 months the team stopped 1,960 vehicles from the target community and 860 were issued with roadworthiness prohibition notices. The full first 6 monthly report is attached at Appendix C.
17. Through close work with the Safer City Partnership (SCP) and other departments within the City of London, a problem location where there were a high number of collisions recorded has been re-engineered to make it safer for all users. At Holborn Circus, between 1<sup>st</sup> June 2011 and 2<sup>nd</sup> July 2013 there were a total of 32 injury collisions (4 serious and 28 slight, representing an average of 1.28 per month). The improvement works at this junction started on 22<sup>nd</sup> July 2013 and the newly engineered junction opened on 29<sup>th</sup> April 2014. During this period there were 3 slight collisions, representing an average of 0.375 per month. This extrapolates to an annual reduction of 11 casualties.
18. On the 20<sup>th</sup> July 2014 the majority of the City of London becomes a 20mph zone. The City of London Corporation through the SCP have provided approximately £20K to purchase the latest hand held speed cameras. This is to provide the City of London Police with a wider capability to support the implementation of this zone and ensure that motor vehicles using the City of London comply with the speed limit.
19. At the beginning of this reporting period there were a number of cycling fatalities across London in a few days. As a result the City of London Police joined forces with TfL and the MPS to provide a Pan London response and launched Operation Safeway. This focussed on providing enforcement and road safety initiatives to all modes of transport.
20. The Operation ran from 25<sup>th</sup> November 2013 to 25<sup>th</sup> December 2013 and was timed to capture the wider commuting element by operating in the early and late commuting periods. The key junctions identified within the City were:
  - Bank
  - London Bridge / Cannon Street
  - Bishopsgate / Wormwood Street
  - Aldersgate / Beech Street
21. There were over a 1000 interactions with road users and the response from the public was hugely positive. The feedback showed that the public really

appreciated seeing a large number of officers at junctions interacting with all the different modes of transport.

22. Whilst the data sets are too small for the City to be able to measure any reduction in collisions, the media attention that was generated across London and the overwhelming positive feedback showed there is a desire from the public for this kind of policing to continue.

### **Key anticipated risks for the future**

- The Mayor of London aims to double the number of cyclists within London in the next ten years.
- The continued developments of Crossrail and the Thames Tideway will increase the number of Goods Vehicles in the City for a number of years to come.
- Information from the City of London states that redevelopment of office space in the City of London will see an increase in the daytime working population of nearly 100,000 people by 2026, which is likely to affect crime and public safety.
- The redevelopment of the Bank Underground Station will require the closure of Arthur Street and will make the London Bridge Cannon Street junction and surrounding area busy with construction vehicles until 2024.

### **Future Proposals and Strategies**

- a. The City of London Police has made the improvement of road safety a Force Priority and this is included in the Force Plan 2013 – 2016. The outcomes are shown as:
- Making the City roads safer
  - Engaging effectively with our partners
  - Effectively enforcing the law
- b. The key measures to support the priority at C are:
- To deliver enforcement and educational activities for road users.
  - To increase the number of vehicles seized for being driven whilst uninsured and / or being driven by an unlicensed driver (based on 2012-13 data)
  - To increase the number of referrals to the Capital City Cycle Safe scheme and the NDORS Driver Alert Scheme (based on 2012-13 data).
- c. The Mayor for London recently launched his vision for cycling, which may result in significant changes to the TLRN road in the City with potentially reduced

traffic lanes, more cycle facilities, and reduced vehicle speeds. This will inevitably create some enforcement challenges for the Force and we will work with them on their vision. Transport for London intends to introduce Cycle Super Highways along the route between Westminster and the Tower of London, and from Blackfriars to Farringdon Road. The dedicated Cycle routes are being designed to reduce Cyclist casualties by separating Cyclist from other traffic.

- d. Now that the Strategic Road Danger Reduction Partnership between the City of London, the City of London Police and other stakeholders is firmly established, it is important to continue to develop the tactical and operational delivery elements of this to ensure that the strategic aims and objectives are achieved through managed and co-ordinated tasking of resources. This should be a key aim for all stakeholders over the next 6 months to continue the momentum to reduce casualties.

## **Consultation**

23. The Lead Member for Road Safety, Alderman Alison Gowman, has been consulted in the preparation of this report and has been an active participant in the development of the partnership and a reliable and interested critical friend in many areas of road safety and policing activity.

## **Conclusion**

24. Now that a key partnership group with City of London Corporation has been developed, it is important to translate this into effective operational delivery.

## **Appendices**

Appendix A – Explanation of the Collision and Casualty statistical information used in this document.

Appendix B - DfT Guidance on Casualty classifications.

Appendix C- Industrial HGV Task Force- 6 month Review October 2013-March 2014.

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## Appendix A

Information that a collision has occurred, or that a person has been injured in a collision, comes to Police attention either because an officer attends the scene shortly after the crash has occurred and writes a collision report book, or from a report from another person who sends a self report form to us at a later date.

Information from those two types of reports are recorded on a collision recording management programme (CRS) by our Criminal Justice Unit Staff. That programme is primarily a tool to assist in the investigation process and is not intended to provide statistical information, although it does give headline figures for the current position in the Calendar Year.

To provide the statistical information required by the Department of Transport and Transport for London our CJU send paper copies of the records to the Metropolitan Police who put the details onto another computer system which provides the information to Transport for London (ACCSTATS) and the DfT who publish annual reports based on the Calendar year.

The information published by TfL and the DfT is different to that on the CRS system for a number of reasons, such as:

- The officer taking the original report has given the collision the wrong classification in relation to the injury sustained as classified by the DfT. The DfT classifications (As at Appendix B) are not particularly logical and are open to different interpretations. Examples of this are that a 'suspected broken bone' is a Slight, whilst if the report just says 'broken bone' it is classified as Serious.
- The location is not in the City of London
- The location is on the City boundary and is allocated to another London Borough
- The location is on the City boundary, has been reported to the Metropolitan Police, and is allocated to the City of London
- Mis-keying by the person inputting in either our CJU or the Metropolitan Police (or sometimes by both).
- The report has been sent in by someone involved in the collision, as opposed to being reported by Police, and the information is either incorrect, such as at a location that does not exist (Bishopsgate junction with Fleet Street), or there is insufficient information (such as the time and date) provided for the report to be validated and accepted onto the ACCSTATS system.
- Collisions that have occurred in the City are reported to other Police Forces and can take some time to arrive here.
- A collision reported more than 30 days after the incident are not accepted by the DfT but appear on our CRS system.
- A person who dies more than 30 days after the collision has occurred is not recorded as a Fatal by the DfT, but is by us. (The DfT show it as a Serious collision and injury!).
- A collision that occurs in the City this month will generally appear on our CRS system within a week of it being reported/being received by this Force, but will

not appear on ACCSTATS for 3 or 4 months, which is not helpful, but we have no control over this. The only way to provide recent collision and casualty information is to add a rationalised (correcting any obvious miss keying, classification of injury, or location errors etc) version of the recent information on our CRS system to the older published information on ACCSTATS.

- Collisions that involve a City Police vehicle at any location in the Country are recorded on the CRS system, but are not relevant to the City of London casualty statistics.

An example of the above is where the driver of a motor vehicle recently crashed into a building as a result of having a bleed to the brain. It was recorded as a Serious collision and injury on our CRS system, but is not classed as a Personal Injury collision by the DfT as the injury occurred before, and unrelated to the crash, and will therefore not appear in the DfT statistics.

Later this year this Force is supposed to be obtaining the national 'CRASH' computerised recording system which is intended to reduce the inputting incidence to one occasion, and then sends the information direct to TfL and the DfT, which should enable correct information for statistical purposes to be obtained in a short period of time.

**The identical process has been used to create the Collision and Casualty information for the 2011/12, and 2012/13 years, in this report. That process was to include:**

**All the reports that appear on the Force CRS system that have an injury recorded in accordance with one of the DfT categories of Fatal, Serious or Slight, as they would be recorded by the DfT irrespective of the categorisation given to it by our CJU staff or the Metropolitan Police.**

**To include all reports from other Forces of collisions that occurred within the City of London and in accordance with the above criteria.**

**To exclude all collisions on the CRS system that have been incorrectly recorded, or contain insufficient information regarding essential matters such as location or injuries.**

**To exclude all CRS records for locations outside the City of London boundary.**

**The data for each financial year has then been analysed in exactly the same way to produce reliable trend patterns for the overall figures, and the individual modes.**

## Appendix B

### Definitions, symbols and conventions

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

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

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

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

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

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

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

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

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

**Daylight:** All times other than *darkness*.

**DfT:** Department for Transport

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

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

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

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

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

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

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

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

*KSI: Killed or seriously injured.*

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

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

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

*Other roads:* All B, C and unclassified roads, unless otherwise noted (i.e. Tables 5a-c).

*Other vehicles:* Other motor *vehicles* include ambulances, fire engines, trams, refuse *vehicles*, road rollers, *agricultural vehicles*, excavators, mobile cranes, electric scooters and motorised wheelchairs etc, except where otherwise stated (i.e. Tables 28 and 40). Other non motor *vehicles* include those drawn by an animal, ridden horse, wheelchairs without a motor, street barrows etc, except where otherwise stated (i.e. Tables 28 and 49). In certain tables "*other vehicles*" may also include *buses and coaches* and/or *goods vehicles*, as indicated in a footnote.

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

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

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

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

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

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

*Rural Roads:* Major roads and minor roads outside urban areas and having a population of less than 10 thousand. *Motorways* in rural areas are shown separately and (with the exception of Tables 23a, b and c) are excluded from the totals for rural roads.

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

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

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

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

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

**Speed limits:** Permanent speed limits applicable to the roadway.

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

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

**Urban Roads:** Major and minor roads within an urban area with a population of 10 thousand or more. The definition is based on the 1991 Office of the Deputy Prime Minister definition of urban settlements. The urban areas used for this bulletin are based on 2001 census data. *Motorways* in urban areas are shown separately and (with the exception of Tables 23a, b and c) are excluded from the totals for urban roads.

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

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

## **Symbols and conventions used**

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

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

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

.. = not available/applicable.

*Conversion factor:* 1 mile = 1.6093 kilometres.