

Committee(s): Police	Date(s): 8 th December 2014
Subject: Road Safety- Casualties and Collisions- Update April –Sept 2014	Public
Report of: Commissioner of Police Pol 79/14	For Information

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 further updates in July 2013 (Pol 31/13 refers) and July 2014. 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 increased in the last 6 months (April to September 2014) when compared to the same period in 2013 and 2011, but less than in the 2012/13 Financial Year. The number of personal injury collisions reported to the City of London Police in the reporting period is 185, with 208 people being injured as a result of those collisions. That compares to 175 reported collisions and 190 casualties in 2013, and 210 reported collisions and 232 casualties in 2012, and 164 collisions and 188 casualties in 2011.

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%). 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 continuing speed enforcement campaign and Operation Roadsense that was held in May.

The Force continues to develop a structured working partnership with the City of London and Transport for 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. This figure has stubbornly remained at around 80% for a number of years.
3. Pedestrian movement is not monitored accurately but their numbers are believed to have remained relatively constant throughout the last decade, whilst a recent report published by TfL shows that the number of cyclists on the TLRN (Transport for London's Road Network) has risen 173% since 2001 and continues to increase year on year.

Current Position

4. On the 6th November 2014 the Dept, for Transport released its Quarterly Provisional report for reported casualties in Great Britain, which provides a national picture, for the period April – June 2014. The headlines in this report are that to the year ending June 2014:
 - a. Road deaths have increased by 3%
 - b. KSIs have increased by 4%
 - c. Road casualties of all severities have increased by 4%
 - d. Traffic levels have risen by 1.7%
 - e. Cyclist collisions increased by 10%
 - f. Motor cyclist collisions increased by 7%

Between April and June 2014:

- g. Road deaths are unchanged from the same quarter in 2013
- h. KSIs and slightly injured casualties increased by 7% and 9%

5. The Force Policing Plan target (2013 – 16) states that the City of London Police will support the City of London’s casualty reduction target.
6. 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.
7. 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.
8. The table below shows the number of collisions and casualties for the first 6 months of this Financial Year, the same data for 2013, and the percentage changes between those figures. There is a 6% overall increase in collisions, and a 9% increase in casualties, with significant 16% increase in Pedestrian casualties, 34% increase in Powered 2 Wheeler casualties, and 67% increase in bus passenger casualties. Cyclist KSI casualties are down 8% (but this includes two Fatal collisions this year compared to one last year) with overall Cycle casualties reduced by 9%.

CLASSIFICATION	April to September 2014				April to September 2013				April to September 2014 % change over April to September 2013.			
	FATAL	SER.	SLIGHT	TOTAL	FATAL	SER.	SLIGHT	TOTAL	FATAL	SER.	SLIGHT	TOTAL
PEDESTRIANS	1	12	46	59		8	43	51	100	50	7	16
PEDAL CYCLES	2	10	59	71	1	12	65	78	200	-17	-9	-9
POWERED 2 WHEEL		2	41	43		4	28	32		-50	46	34
CAR OR TAXI		2	16	18		2	16	18				
P.S.V.			15	15		2	7	9			114	67
GOODS		1	1	2			2	2		100	-50	
OTHER				0				0				
Total Casualties	3	27	178	208	1	28	161	190	300	-4	11	9
PI Collisions	3	26	156	185	1	27	147	175	300	-4	6	6

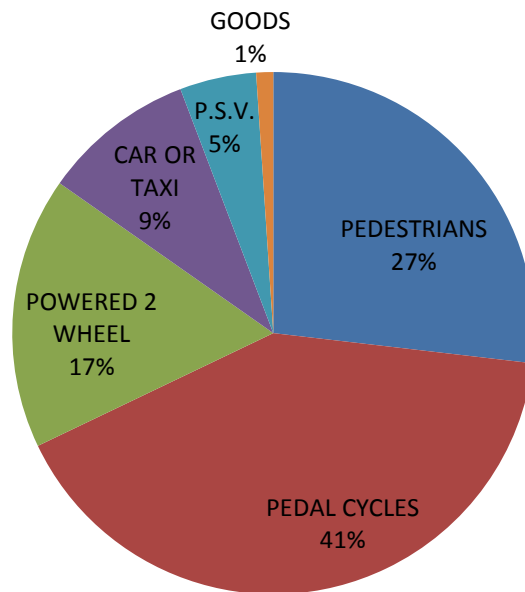
9. For the period April to September 2013 the number of collisions resulting in a person being injured, and the overall number of collisions and casualties compared to the 2011/12 base line are up 13 and 11 percent respectively.

CLASSIFICATION	April to September 2014				April to September 2011				April to September 2014 % change over April to September 2011.			
	FATAL	SER.	SLIGHT	TOTAL	FATAL	SER.	SLIGHT	TOTAL	FATAL	SER.	SLIGHT	TOTAL
PEDESTRIANS	1	12	46	59	0	6	31	37	100	100	48	59
PEDAL CYCLES	2	10	59	71	0	12	66	78	200	-17	-11	-9
POWERED 2 WHEEL		2	41	43	0	5	25	30		-60	64	43
CAR OR TAXI		2	16	18	0	1	30	31		100	-47	-42
P.S.V.			15	15	0	0	9	9			67	67
GOODS		1	1	2	0	0	3	3			-67	-33
OTHER				0	0	0	0	0				
Total Casualties	3	27	178	208	0	24	164	188	300	13	9	11
PI Collisions	3	26	156	185	0	24	140	164	300	8	11	13

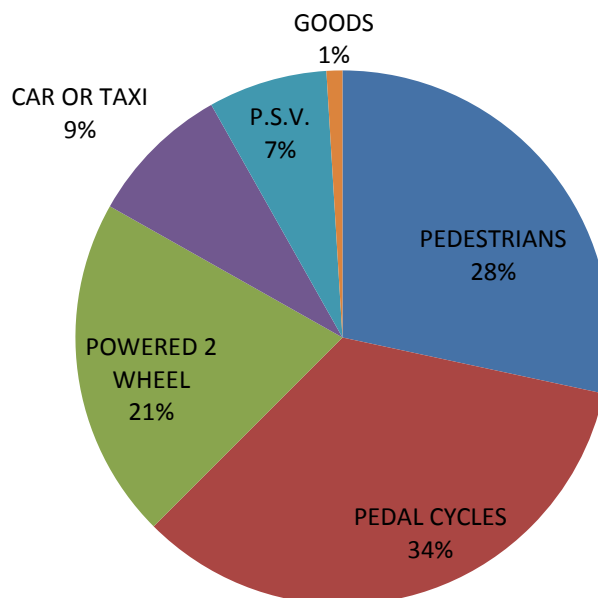
- Slight collisions and casualties show an increase of 11 and 9 percent respectively.
- Cyclists continue to be the road user group most often injured in collisions, followed by Pedestrians.
- Pedestrian Serious casualties are up 100%, Cyclist Serious casualties are down 17%, but with 2 Cycle fatalities this year the KSI figure is the same as for 2011.
- 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.

10. The charts below show a comparison between equivalent periods from 2013 and 2014

All casualties by mode April to September
2013.



All casualties by mode April to September
2014.



Recent Activity

Cyclists

Operation Atrium

11. Operation Atrium remains as an educational initiative aimed at cyclists and seeks to raise their awareness of the dangers of travelling close to large Goods Vehicles and helping them identify driver's blind spots. In the reporting period 142 cyclists have attended the road show. This is a reduction on last year as there have only been three campaigns due resources undertaking alternative tasks focussing on the dangers caused by other road users such as speeding and mobile phone misuse.

Capital City Cycle Safe

12. 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 and year to date there have been 487 issued.

Commercial Vehicles

13. Commercial Vehicles continue to play a significant part in a number of serious collisions, as can be seen by two recent cycling fatalities at Ludgate Circus and continue to pose a threat to all road users.

As a result, the Force undertakes routine enforcement 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 CoL and CoLP.

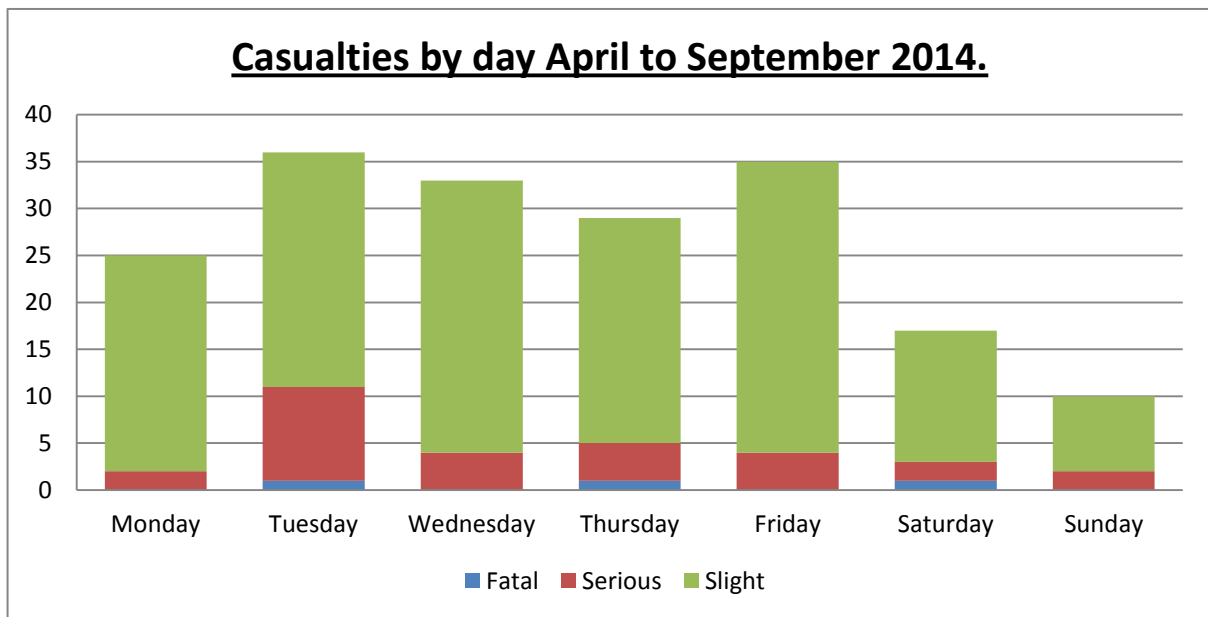
14. The Force continues to second an officer to the TfL funded joint task force (with full cost recovery) which is a partnership between TfL, the City of London Police, the MPS and Driver and Vehicle Standards Agency. It's remit is to target vehicles (and Operators) within the Construction sector to ensure they comply with legislation.
15. In addition to core roads policing activity we conducted 22 Operations focussing on the use of Large Goods Vehicles with the following results:
 - 95 vehicles stopped
 - 96 offences detected
 - 50% 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.

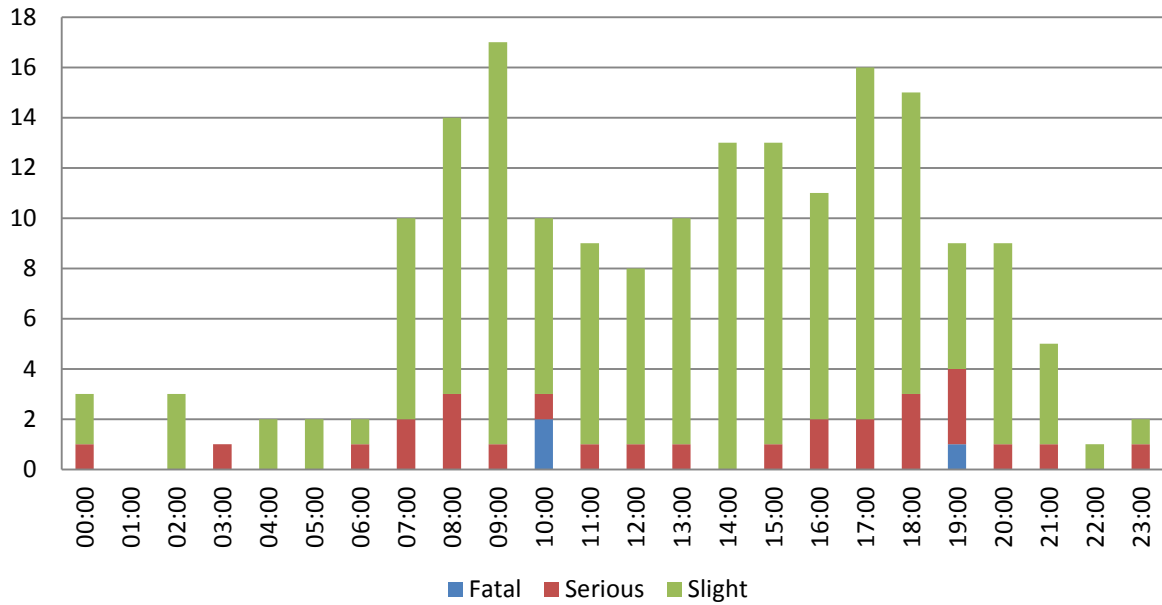
Pedestrians

- 16. The overall number of Pedestrian casualties has increased by 16% over last year, and the number of Pedestrians Killed or Seriously injured has increased by 63%. 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.
- 17. 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.

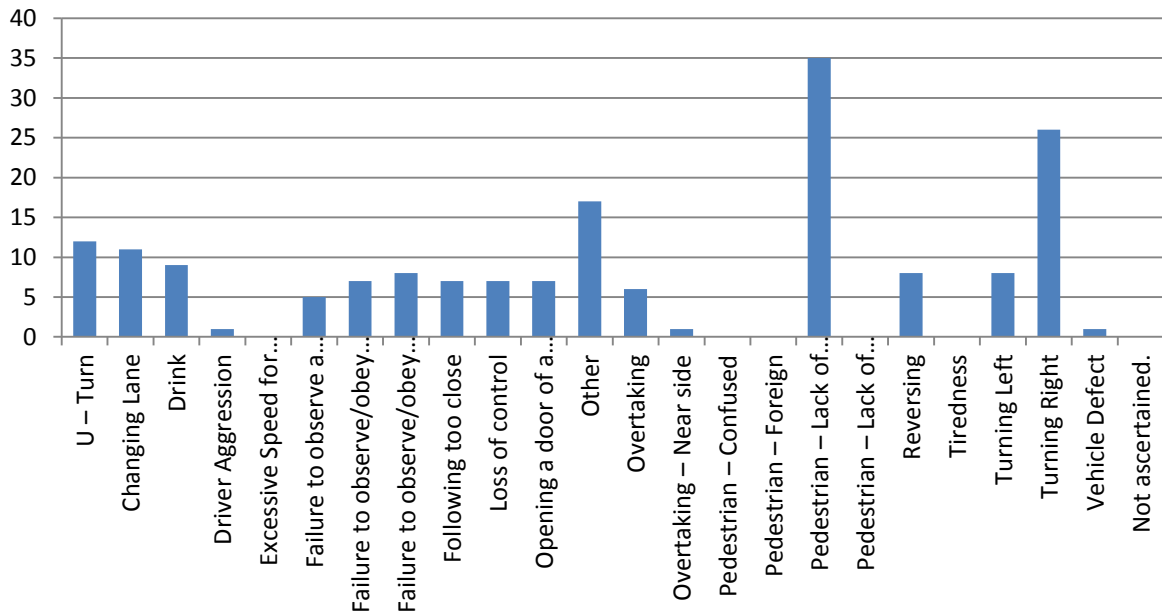
Analysis and causation factors



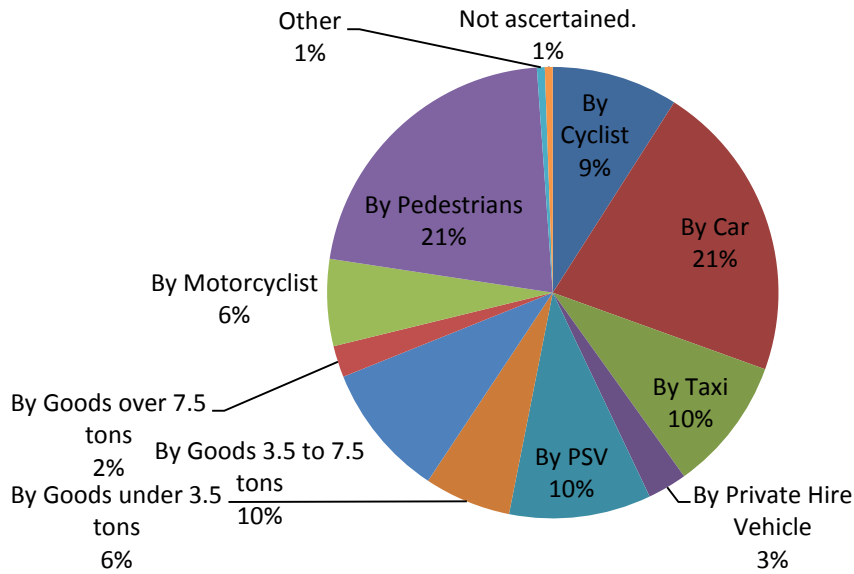
All Personal Injury collision by time of day April to September 2014.



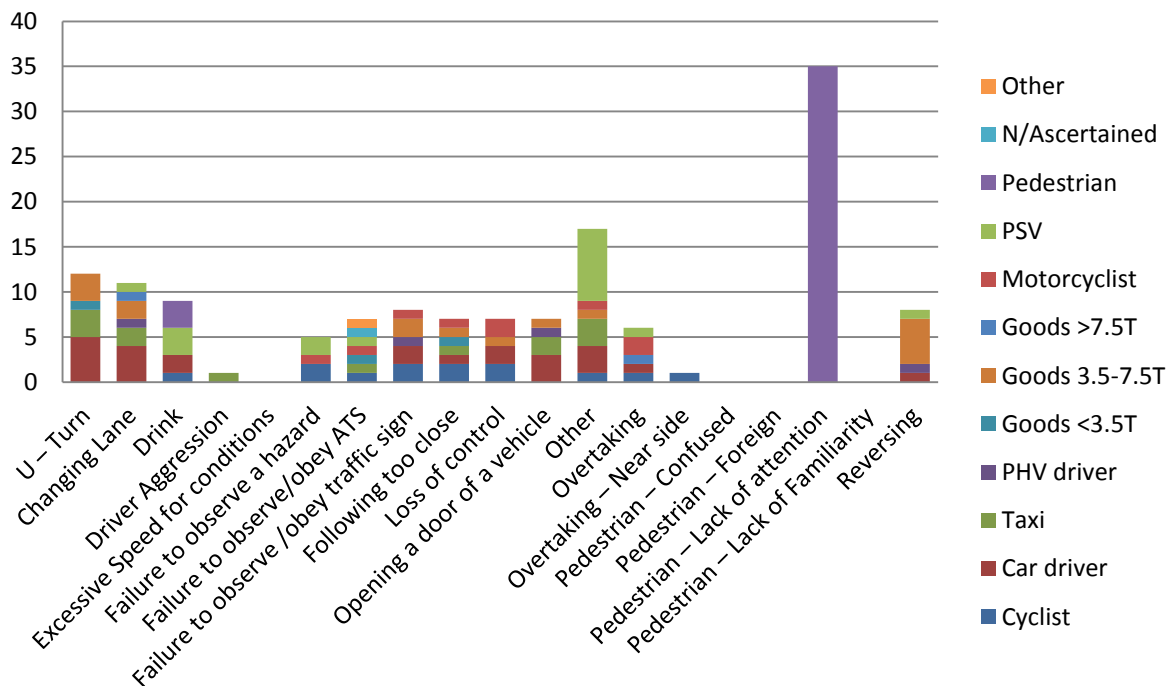
All Personal Injury collisions by causation factor April to September 2014.



All Personal Injury collisions April to September 2014 by mode causing collision/crash.

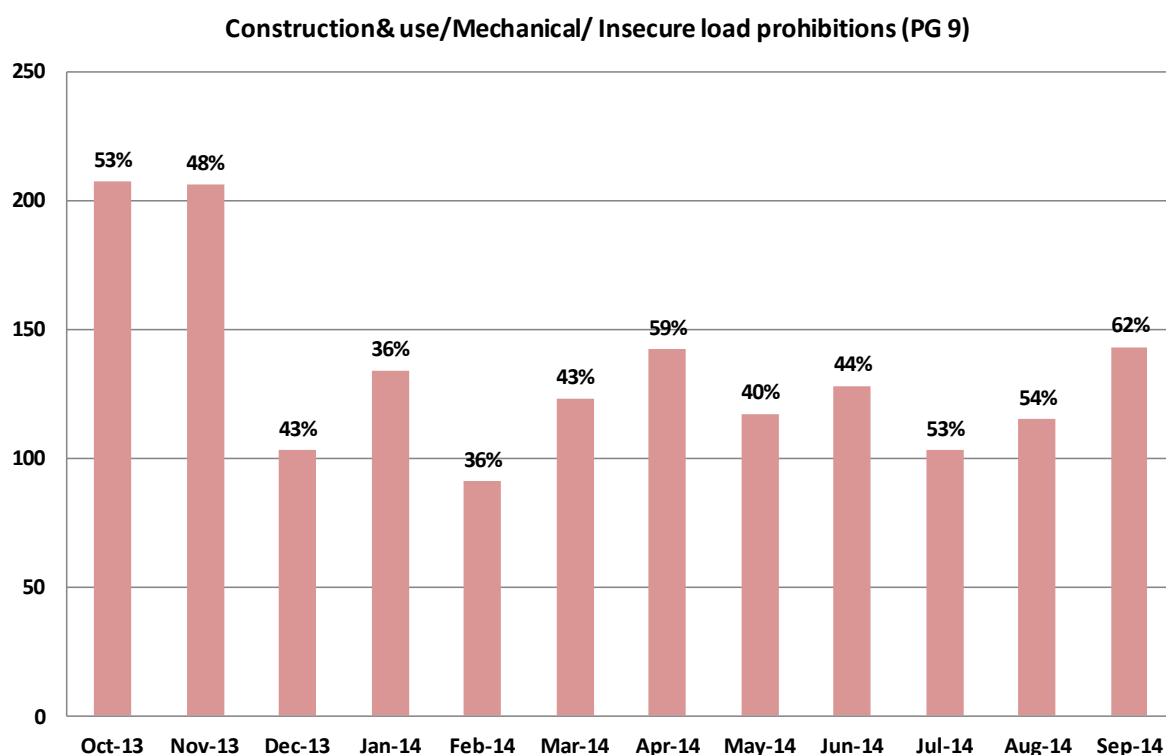


Personal Injury collisions by cause and mode April to September 2014.



Partnership working

18. 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 (Joint 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).
19. The table below details the number of Large Goods Vehicles stopped in London which were issued prohibitions for Construction and Use offences, Mechanical defects or for having insecure loads (by the Joint Task Force). It should be noted that approximately half of the vehicles stopped are served with prohibitions.



20. Through close work with the Safer City Partnership (SCP) and other departments within the City of London, a problem location (Holborn Circus) where there were a high number of collisions recorded has been re-engineered to make it safer for all users. A comparison of collisions at this location shows a favourable outcome. April – Sept 2013 there were 6 injury collisions, all involving cyclists. For the same period in 2014 there were 3 injury collisions, all slight. One cyclist, one motor cyclist and 1 passenger falling over on a bus.

21. The concept of a Community Safety Hub is being developed and the functions that would sit within this area have been scoped. There is potential to add value to casualty reduction by identifying enforcement and educational activities carried out by both the CoL and the CoLP and developing a targeted and consistent approach.

20 MPH Speed Limit

22. The main thrust of road policing activity during this period has been the education and enforcement of the 20 mph limit that was introduced on July 20th 2014. The initial phase was “stop and advise” and sought to educate the driver as to change in limit rather than enforce. In October the Force introduced a number of NDORS (National Driver Offender Retraining Schemes) which provide an alternative to prosecution for certain offences such as speeding – in which case the officer will issue a Traffic Offence Report (TOR) rather than a Fixed Penalty Notice.

The table below shows what action police are to take in particular circumstances.

Limit	Device Tolerance	Fixed Penalty when education not appropriate	Speed Awareness if appropriate		Summons in all other cases and above
			From	To	
20 mph	22 mph	24 mph	24 mph	31 mph	35 mph
30 mph	32 mph	35 mph	35 mph	42 mph	50 mph
40 mph	42 mph	46 mph	46 mph	53 mph	66 mph
50 mph	52 mph	57 mph	57 mph	64 mph	76 mph
60 mph	62 mph	68 mph	68 mph	75 mph	86 mph
70 mph	73 mph	79 mph	79 mph	86 mph	96 mph

The results of the enforcement periods are as follows:

July: No tickets or summons due to “stop and advise”

August: 14 Endorsable Fixed Penalty Notice (EFPNs) and 11 summons and 3 TORs

September: 20 EFPNs, 2 Summons and 5 TORs

October: 50 EFPNs, 7 Summons and 31 TORs

- The Highest speed recorded during October was 66 mph by a motor cycle on London Bridge.
- To ensure that the messaging and the enforcement of the 20 mph limit is consistent, the CoLP intend to proactively enforce with manned equipment for up to two weeks per month.
- This activity was made possible by the City of London Corporation, through the SCP, providing approximately £20K to purchase the latest hand held speed cameras.

23. Below are tables of collision data that compares collisions for August and September 2013 to the same period in 2014. Although the number of collisions has risen from 44 to 61, the number of fatal and serious injured is constant.

24. The two month period is insufficient to judge the impact of the 20 mph limit and this will best be done over the next few years when driver habits hve changed.

	Casualties for months of: August 2014				Casualties for months of: September 2014				Total for both months.			
CLASSIFICATION	FATAL	SER.	SLIGHT	TOTAL	FATAL	SER.	SLIGHT	TOTAL	FATAL	SER.	SLIGHT	TOTAL
PEDESTRIANS		1	7	8		2	7	9	0	3	14	17
PEDAL CYCLES	1	1	11	13		2	10	12	1	3	21	25
POWERED 2 WHEEL			9	9			5	5	0	0	14	14
CAR OR TAXI				0			6	6	0	0	6	6
P.S.V.			2	2			5	5	0	0	7	7
GOODS				0				0	0	0	0	0
OTHER				0				0	0	0	0	0
Total Casualties	1	2	29	32		4	33	37	1	6	62	69
PI Collisions	1	2	26	29		3	29	32	1	5	55	61

	Casualties for months of: August 2013				Casualties for months of: September 2013				Total for both months.			
CLASSIFICATION	FATAL	SER.	SLIGHT	TOTAL	FATAL	SER.	SLIGHT	TOTAL	FATAL	SER.	SLIGHT	TOTAL
PEDESTRIANS		1	3	4		1	7	8	0	2	10	12
PEDAL CYCLES		2	10	12	1		5	6	1	2	15	18
POWERED 2 WHEEL			6	6			2	2	0	0	8	8
CAR OR TAXI			4	4				0	0	0	4	4
P.S.V.			1	1		1	2	3	0	1	3	4
GOODS			1	1				0	0	0	1	1
OTHER				0				0	0	0	0	0
Total Casualties		3	25	28	1	2	16	19	1	5	41	47
PI Collisions		3	24	27	1	2	14	17	1	5	38	44

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 will 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.
- e. Additional funding has been sought from TfL for approximately £300,000 to enable the CoLP to develop its enforcement capability in relation to Large Goods Vehicles. The proposal is that there will be an increase of this sum in the existing Special Services Agreement with TfL and additional objectives and KPIs have been written that target this area of policing which focus on compliance with safety regulations and enforcement.

Consultation

- 25. 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 continues to be an interested and critical friend in many areas of road safety and policing activity.

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 slide presentation.

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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.

Appendix C

