



Key 2000 Road Accident Statistics

1. Introduction

1.1 This bulletin presents some key statistics on road accidents in which people were killed or injured (“injury road accidents”) in Scotland in 2000. The figures are provisional, because they were extracted from the Road Accidents statistical database around the middle of May 2001. More detailed analyses of the final figures for 2000 will appear later, in “*Road Accidents Scotland 2000*”. They may differ slightly from the figures here, having been extracted on a later date, because the database may have changed due to (eg) late returns and amendments. For similar reasons, the figures given here for 1999 and earlier years may differ slightly from those published previously.

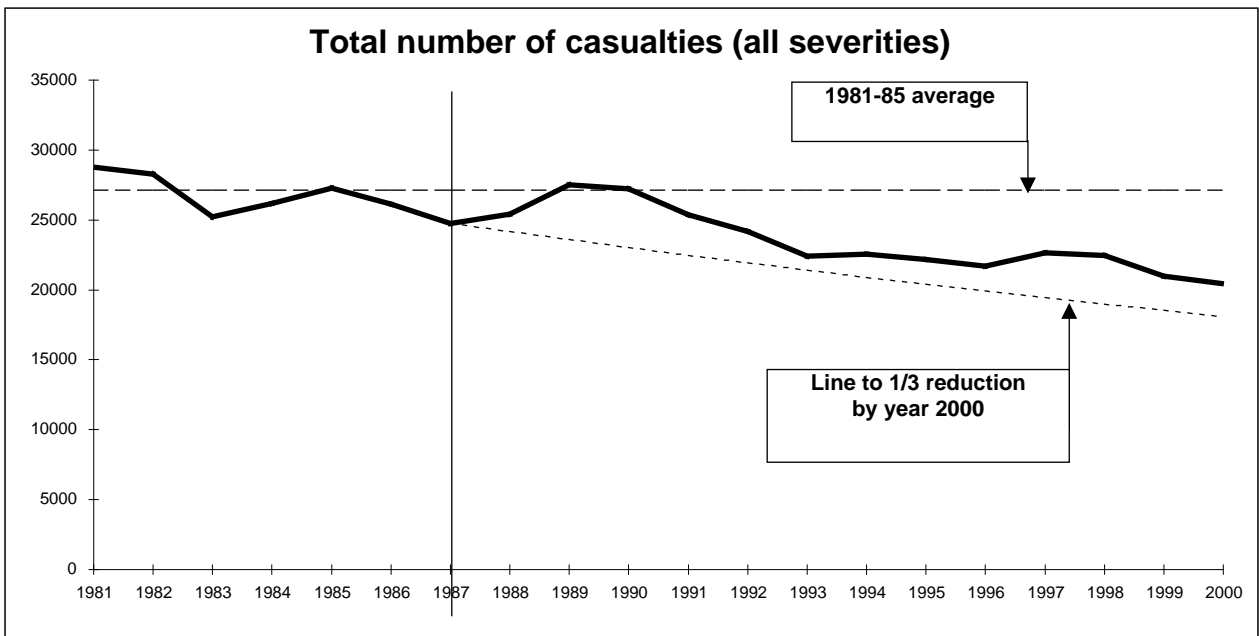
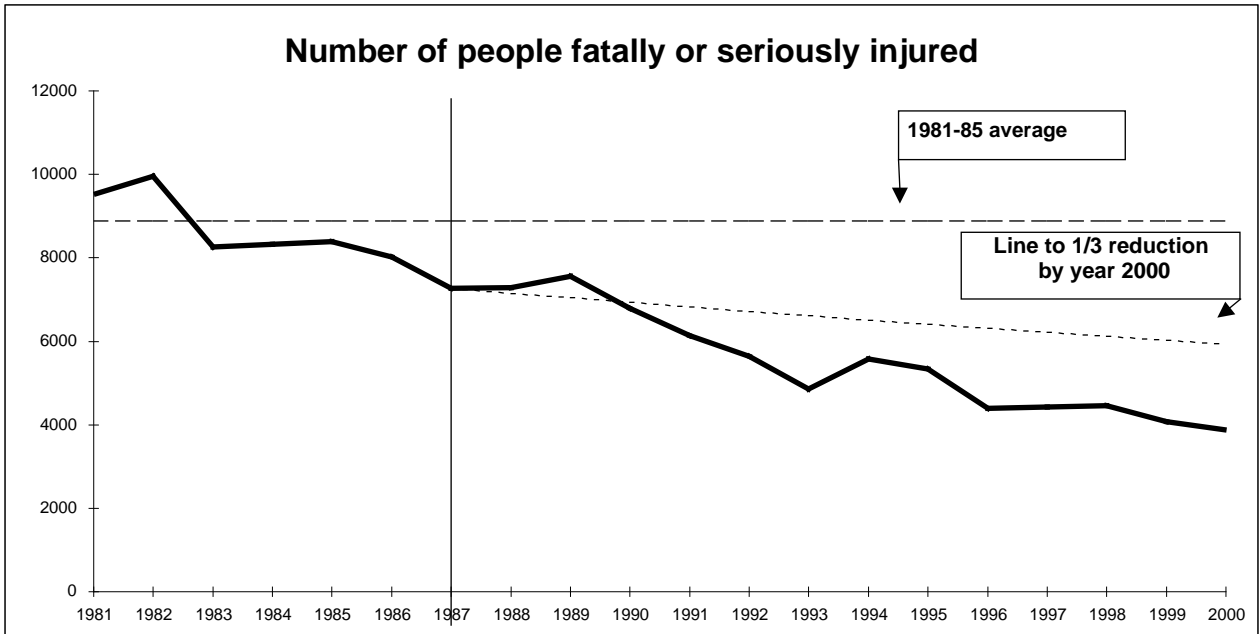
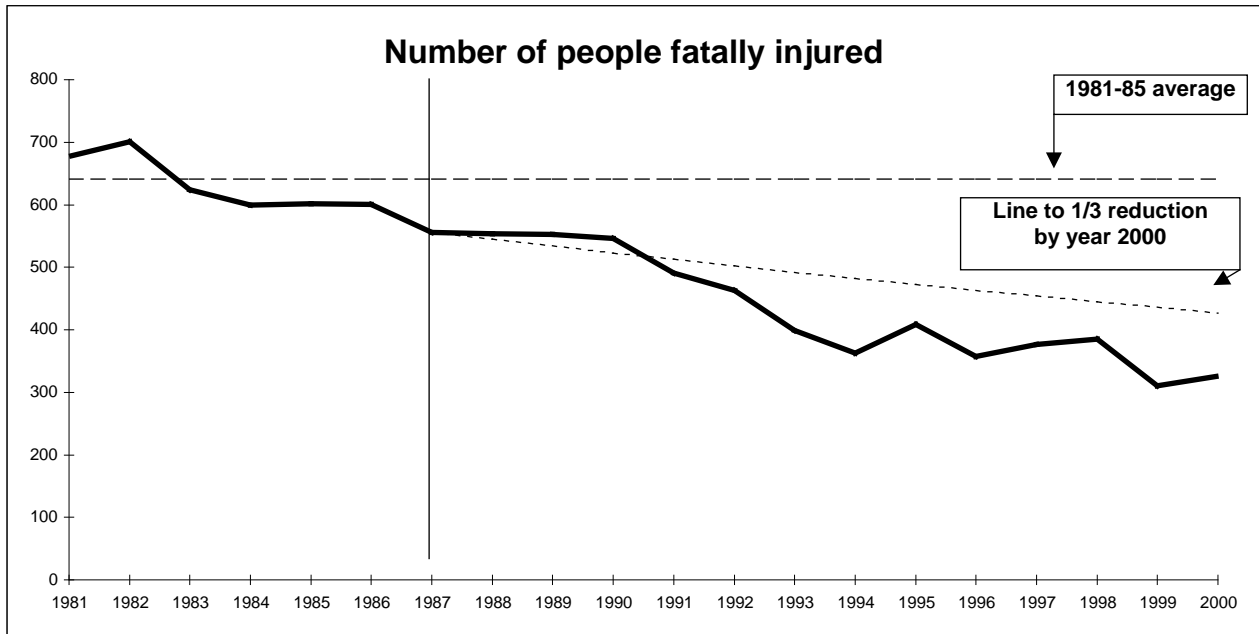
1.2 In this bulletin, the figures for 2000 are compared with the annual averages for the period 1981-85. This is done because, in 1987, the Government adopted the target of reducing the number of road casualties by one third from the 1981-85 average level by the year 2000.

1.3 In 2000, the UK Government, the Scottish Executive and the National Assembly for Wales announced new GB road safety targets for the year 2010, together with a strategy for achieving them. The new targets are described in section 8.5. Progress towards them will be shown in subsequent editions of this bulletin: the casualty figures for 2001 onwards will be compared with indicative target lines which start at the actual figures for 2000 (the year in which the new targets were adopted) and fall, by a constant percentage each year, to the target figures for the year 2010.

2. Main Points

2.1 The provisional total number of people fatally injured in road accidents in Scotland in 2000 was 325: an increase of 15 (5%) over the figure for 1999, but still the second lowest since current records began, more than fifty years ago. The 2000 figure was 49% below the 1981-85 average number of fatalities per year, so the target of a one-third reduction was surpassed.

2.2 There were 3,552 people recorded as seriously injured in road accidents in 2000, 209 (6%) fewer than in 1999, and the lowest figure since records of the numbers of serious injuries began in 1950. The 2000 figure was 57% below the 1981-85 average, so the target of a one-third reduction was surpassed.



2.3 There were 16,594 people recorded as slightly injured in 2000, 331 (2%) fewer than in 1999, and the lowest number since 1957. The 2000 figure was 9% below the 1981-85 average, and therefore the target of a one-third reduction was *not* reached.

2.4 The total number of casualties in 2000 was 20,471, which was 525 (3%) lower than in 1999, and the lowest figure since 1954. The 2000 figure was 25% below the 1981-85 average, and therefore the target of a one-third reduction was *not* reached.

2.5 Accidents on roads in non built-up areas accounted for more than two thirds of all fatalities in Scotland, compared with two fifths of the total number of casualties, presumably because average speeds are higher on such roads.

2.6 A total of 12,625 car users were injured in road accidents in 2000, 182 of whom died (8% more than the previous year). There were 3,610 pedestrian casualties including 72 fatalities. Because of their greater vulnerability, 28% of all pedestrian casualties were either fatally or seriously injured, whereas only 16% of car users were killed or seriously injured.

2.7 There were 3,030 child casualties in 2000, 166 (5%) fewer than in 1999. They included 21 fatalities: four deaths fewer than in 1999. The number of child fatalities was 70% below the 1981-85 average level, and the total number of child casualties was 38% below the 1981-85 average level.

3. Numbers of Accidents (Table 1)

3.1 Table 1 shows the numbers of injury road accidents recorded by the police in 2000 and some earlier years. As noted earlier, the figures relate only to those accidents in which one or more people were killed or injured. Each accident is classified according to the severity of the most seriously injured casualty who was involved in it.

3.2 Following the trend of most years since 1989, the total number of injury road accidents fell. In 2000, there were 15,093 accidents in which someone was killed or injured, 2% fewer than in 1999. However, the number of fatal accidents in 2000 (296) was 11 (4%) more than the figure for 1999 (285). Although there was an increase, the number recorded in 2000 was the second lowest since records of fatal accidents began in 1970, the 1999 figure being the lowest. The number of serious injury accidents in 2000 (2,993) fell by 212 (7%) from the figure for 1999 (3,205) to the lowest figure recorded, and the number of “slight injury” accidents in 2000 (11,804) was 1% less than the figure for 1999 (11,923) and also the lowest number recorded since the current records began in 1970.

4. Numbers of Casualties by Severity (Table 2)

4.1 Numbers fatally injured

The provisional total number of people fatally injured in road accidents in Scotland in 2000 was 325. This was 15 (5%) more than the figure for 1999, but, despite this increase, the number of fatalities was the second lowest since the current records began more than 50 years ago (information about road accident fatalities prior to 1947 is not readily available). With a few exceptions, there has been a fall in each year since 1978, and for most of that period the

figures show a clear, steady long-term downward trend, particularly between 1982 and 1994. From that point, the numbers appear to have been fluctuating around a less pronounced downward trend.

The 2000 figure was 49% below the 1981-85 average number of fatalities per year, and therefore the target of a one-third reduction by the year 2000 was surpassed.

4.2 Numbers seriously injured

There were 3,552 people recorded as seriously injured in road accidents in 2000: 209 (6%) less than in 1999. This is the lowest figure since records of the numbers of serious injuries began in 1950. Since the early 1980s, the long-term trend has generally been downward, although there was an apparent levelling-off when the figures for 1996, 1997 and 1998 showed very little change, all being around 4,050. However, as the number of people seriously injured in 2000 was about 500 below that level, it appears that the downward trend has resumed.

The 2000 figure is 57% below the 1981-85 average, so the target of a one-third reduction was surpassed.

4.3 Numbers slightly injured

There were 16,594 people recorded as slightly injured in 2000: 331 (2%) fewer than in 1999. This is the lowest number recorded since 1957. Between 1970 and 1990, the figures fluctuated in a range which was broadly 17,000 to 21,000. The fall between 1990 and 1995 in the number of people with slight injuries, followed by an apparent levelling-off at around 17-18,000 in each of the years from 1996 to 1999, could have been a continuation of that pattern. However, the figure for 2000 was below the bottom of that range.

The 2000 figure is 9% below the 1981-85 average, and therefore the target of a one-third reduction was *not* reached.

4.4 Total numbers of casualties

The total number of casualties (of all severities) in 2000 was 20,471, which was 525 (3%) lower than in 1999. This represented the lowest number of casualties since 1954. Between about 1970 and 1990, the figures appeared to fluctuate greatly around a general downward trend. Subsequently, the total number of casualties fell markedly from the level of the most recent "short-term" peak (which was over 27,000 in both 1989 and 1990), before appearing to level off: the figures for each of the years from 1993 to 1998 were all within 600 (3%) of the average of 22,330 for those six years. However, as the totals for 1999 and 2000 were both under 21,000, it appears that the downward trend may have resumed.

The 2000 total was 20,471, 25% below the 1981-85 average, and therefore the target of a one-third reduction was *not* reached.

4.5 The "target lines" shown in the graphs

In each graph, the faint dotted line shows how the numbers of casualties could have fallen, had there been a constant percentage reduction each year, from the actual number in 1987

(the year of adopting the target) to the year 2000 target of one-third of the 1981-85 average. Section 8.4 describes how the “target lines” were produced.

5. **Casualties by Type of Road (Table 3)**

5.1 In 2000, “non built-up” roads (see the definition in section 8.3) accounted for about two-fifths of the total number of casualties (40%: 8,253 out of 20,471). However, presumably because average speeds are higher on non built-up roads than elsewhere, they accounted for over two-thirds of fatal injuries (70%: 229 out of 325) and for over half of the total number of fatal and serious injuries combined (52%: 1,998 out of 3,877).

5.2 Compared with the 1981-85 average, the fall in the total number of casualties has been much greater for “built-up” roads (30%) than for non built-up roads (16%). The difference between the two types of road is greater when one compares the falls from the 1981-85 averages for the numbers killed (down by 65% for built-up roads compared with 37% for non built-up). However, since the start of the 1980s, some traffic will have been transferred away from built-up roads by the opening of city and town bypasses, and by the construction of unrestricted roads with higher average traffic volumes. Therefore, these figures do *not* provide an accurate measure of the comparative change in the road safety performance of “built-up” and “non built-up” roads.

6. **Casualties by Mode of Transport (Table 3)**

6.1 Car users

A total of 12,625 car users were injured in road accidents, representing just over three-fifths of all casualties (62%: 12,625 out of 20,471). Of these people, a total of 1,970 were either fatally or seriously injured, 182 of whom died. Non built-up roads accounted for a little over half of all car user casualties (53%: 6,671 out of 12,625). Presumably because average speeds are higher on non built-up roads, they accounted for much higher percentages of the total numbers of car users who were fatally injured (84%: 152 out of 182) or were fatally or seriously injured (74%: 1,449 out of 1,970).

The number of car user fatalities in 2000 was 8% higher than in 1999, but was 35% below the 1981-85 average level. The number who were fatally or seriously injured fell by 2% from 1999, and the total number of casualties (of all severities) was 2% less than in the previous year. The total number of car user casualties in 2000 was 2% higher than the 1981-85 average level.

6.2 Pedestrians

There were 3,610 pedestrian casualties in 2000: almost a fifth of all casualties (18%: 3,610 out of 20,471). Of these, 996 were fatally or seriously injured (72 died). Presumably because of the greater vulnerability of pedestrians, 28% of pedestrian casualties were fatally or seriously injured (996 out of 3,610) compared with 16% of all car users (1,970 out of 12,625). About 95% of pedestrian casualties occurred on built-up roads (3,442 out of 3,610). Perhaps because of higher average speeds on non built-up roads, 52% of the pedestrian casualties on such roads were serious injuries or fatalities (87 out of 168) compared with 26% on built-up roads (909 out of 3,442).

The number of pedestrian casualties in 2000 was 4% less than in 1999, and 45% below the 1981-85 average. The numbers of pedestrian fatalities, and of fatal and serious injuries, in 2000 were respectively 69% and 62% less than the 1981-85 average levels.

6.3 Other casualties

Together, all other modes of transport accounted for a fifth (21%) of casualties in 2000 (4,236 out of 20,471) and for a similar proportion of the total number of fatal and serious injuries (23%: 911 out of 3,877). There were 879 pedal cyclist casualties in 2000, including 175 (20%) fatal or serious injuries (12 died). In 2000 there were 1,126 motor cycle casualties, 10% more than 1999, of whom 472 (42%) suffered fatal or serious injuries (40 died). Compared with 1999, the total number of fatally and seriously injured motorcycle casualties increased for both built-up and non built-up areas, by 17% and 5% respectively. A total of 926 bus and coach users were injured, of whom 78 suffered fatal or serious injuries (none were killed) - these low proportions presumably being due to the greater protection of their passengers by buses and coaches. The number of bus and coach user casualties on non built-up roads fell by 38% in 2000 whilst the overall number of bus and coach casualties increased by 1%.

The number of motor cycle casualties in 2000 was 67% below the 1981-85 average, and the total number fatally or seriously injured was 66% below the 1981-85 level. Although there was an increase in motorcycle casualties in 2000, the overall fall in motor cyclist casualty numbers of 67% from the 1981-85 average is considerably greater than the reductions for other modes of transport.

7. **Child Casualties (Table 4)**

7.1 Child casualties

There were 3,030 child casualties in 2000, representing under a sixth of the total number of casualties of all ages (15%: 3,030 out of 20,471). Of the child casualties, 562 were fatalities or serious injuries, of whom 21 died. This was a decrease of 4 fatalities compared to 1999; the total number of child casualties fell by 166 (5%). These numbers were all considerably below the 1981-85 average levels: the number of casualties was 38% lower, and the number of deaths was 70% below the 1981-85 average level.

7.2 Child pedestrians

There were 1,503 child pedestrian casualties in 2000. They accounted for 42% of all pedestrian casualties of all ages (1,503 out of 3,610). Of the child pedestrian casualties, 379 were fatalities or serious injuries (13 died). The number of fatalities was 4 less than 1999, and the total numbers of fatal and serious injuries and of all casualties were less than in 1999 (12% and 7% respectively). These figures were considerably below the corresponding 1981-85 averages: the number of fatal and serious child pedestrian casualties and the overall number of child pedestrian casualties were, respectively, 63% and 47% below the 1981-85 average level.

7.3 Children in cars

In 2000, there were 970 child casualties in cars, 8% of the total number of car user casualties of all ages (970 out of 12,625). Of the child casualties in cars, 95 were fatalities or serious injuries (4 died). While the total number of child car user fatalities and serious injuries was 47% below the 1981-85 average, the total number of child car user casualties (of all severities) was 9% above the 1981-85 average.

7.4 Other child casualties

In 2000, there were 330 child pedal cycle casualties (38% of the total of 879 pedal cycle casualties of all ages), 145 child bus and coach user casualties (16% of the total of 926 of all ages) and 82 other child casualties. The child pedal cycle casualties included 65 fatalities and serious injuries, of whom four died. The total number of child pedal cycle casualties in 2000 was 56% below the 1981-85 average, and the number of child bus and coach user casualties was 11% below the 1981-85 average.

8. Sources and definitions

8.1 The sources of the data

The statistics in this bulletin were compiled from returns made by police forces, which cover all accidents in which a vehicle is involved that occur on roads (including footways) and result in personal injury, if they become known to the police. The vehicle need not be moving, and need not be in collision - for example, the returns include accidents involving people alighting from buses. "Damage only" accidents are not included in this definition.

8.2 The definition of "severity"

For the purposes of the Road Accidents statistical returns:

a ***fatal injury*** is one which causes death less than 30 days after the accident;

a ***fatal accident*** is an accident in which at least one person is fatally injured;

a ***serious injury*** is one which does *not* cause death less than 30 days after the accident, *and* which is in one (or more) of the following categories:

- (a) an injury for which a person is detained in hospital as an in-patient
- or* (b) any of the following injuries (whether or not the person is detained in hospital): fractures, concussion, internal injuries, crushings, severe cuts and lacerations, severe general shock requiring treatment
- or* (c) any injury causing death 30 or more days after the accident;

a ***serious accident*** is one in which at least one person is seriously injured, but no-one suffers a fatal injury;

a ***"slight" injury*** is any injury which is neither "fatal" nor "serious" - for example, a sprain, bruise or cut which is not judged to be severe, or slight shock requiring roadside attention;

a ***"slight" accident*** is one in which at least one person suffers "slight" injuries, but no-one is seriously injured, or fatally injured;

Over the years, improvements in vehicle design, and the provision and use of additional safety features, together with changes in the law (eg on the fitting and wearing of seatbelts), will have all helped to reduce the severity of the injuries suffered in some accidents. Road safety measures should also have reduced the levels of injuries sustained - for example, if traffic calming schemes reduce average speeds and hence reduce the speeds at which collisions occur. In addition, the distinction between "serious" and "slight" injuries could be affected by factors such as changes in hospitals' admission policies. For example, all else being equal, the number of "serious injury" cases would rise, and the number of "slight injury" cases would fall, if it became standard procedure for a hospital to keep in overnight, for precautionary reasons, casualties with a particular type of injury (section 2.3 of the 1995 bulletin explained that part of the increase in "serious injury" cases in 1994 was due to hospitals admitting more child casualties for overnight observation). There could also be

changes in hospitals' procedures that would reduce the numbers of "serious injury" cases. In addition, there is anecdotal evidence that changes in procedures for assigning severity codes may affect the categorisation of injuries. For example, different severity codes might be assigned by a police officer who was at the scene of an accident and by a clerk who bases the code on a police officer's written description of the accident. Therefore, it is possible that some of the changes shown in the figures for "serious injuries" and "slight injuries" may be affected by changes in administrative practices, which may have altered the proportion of accidents which is categorised as "serious".

8.3 Some other definitions

Built-up roads: accidents which occur on "built-up" roads are those which occur on roads which have speed limits of up to 40 miles per hour (*ignoring* temporary speed limits on roads for which the normal speed limit is over 40mph). Therefore, an accident on a motorway in an urban area would *not* be counted as occurring on a "built-up" road, because the speed limit on the motorway is 70mph. An accident on a stretch of motorway with a temporary speed limit of 30mph would *not* be counted as occurring on a "built-up" road, because the normal speed limit is 70mph.

Children: people under 16 years old.

Pedestrians: includes people riding toy cycles on the footway; people pushing or pulling bicycles or other vehicles; people leading or herding animals; occupants of prams or wheelchairs; people who alight safely from vehicles and are subsequently injured.

8.4 The calculation of the "target lines" shown in the graphs

In each graph, the faint dotted line shows how the numbers of casualties could have fallen, had there been a constant percentage reduction each year, from the actual number in 1987 (the year of adopting the target) to the year 2000 target of one-third of the 1981-85 average.

These "target lines" were *not* straight lines, because each year's fall was calculated by applying a constant percentage reduction to the target line's number of casualties in the previous year (which reduced each year). The total number of casualties in the year 2000 would have been two-thirds of the 1981-85 average level if there had been a constant reduction of about 2.38% (compound) each year after 1987. The calculation of the 2.38% was as follows:

1981-85 average total number of casualties	27,142
1987 total number of casualties	24,748
Target for year 2000 (two-thirds of 1981-85 average)	18,095
Percentage of number in 1987	73.1%
Percentage reduction required from 1987 to 2000	26.9%
Implied annual percentage reduction in each of 13 years	2.38% (compound)

The "target line" figure for each year was calculated in a way which is best described by giving the example of the calculation of the target line figure for 1999. As that year was twelve years after 1987, the 1999 "target line" figure was found by applying a compound

reduction of 2.38% per year for twelve years to the 1987 figure of 24,748. The result was a 1999 “target line” figure of 18,536, which was 31.7% below the 1981-85 average of 27,142.

Repeating these calculations for the different types of casualty gave different annual percentage reductions. This is because, in each case, the 1987 actual figure, which was the “starting position” for the line, represented a different percentage of the 1981-85 average level. It follows that one would have needed a different value for each type of casualty for the constant compound percentage reduction each year after 1987 in order for its year 2000 figure to have been two-thirds of the 1981-85 average level for that type of casualty.

8.5 The targets for reducing road accident casualties by the year 2010

On 1 March 2000, the UK Government, the Scottish Executive and the National Assembly for Wales announced a new road safety strategy and casualty reduction targets for 2010. The new targets, which were given in the document “*Tomorrow's roads - safer for everyone*”, are based on the annual average casualty levels over the period 1994 to 1998, and are for:

- a 40% reduction in the number of people killed or seriously injured in road traffic accidents;
- a 50% reduction in the number of children killed or seriously injured; and
- a 10% reduction in the slight casualty rate, expressed as the number of people slightly injured per 100 million vehicle kilometres

Progress towards the new targets will be shown in subsequent editions of “*Key Road Accident Statistics*”. The relevant casualty figures for 2001 onwards will be compared with indicative target lines which start at the actual figures for 2000 (because that was the year in which the new targets were adopted) and fall, by a constant percentage each year, to the target figures for the year 2010.

More detailed figures will be published in “*Road Accidents Scotland*”. Table 44 of “*Road Accidents Scotland 1999*” showed the “baseline” 1994 to 1998 average figures for each local authority area for the first two targets, along with the corresponding figures for 1999. More statistics relating to the new targets will appear in subsequent editions of “*Road Accidents Scotland*”.

Table 1 Injury Road Accidents by Severity

	Fatal injury	Serious injury	Fatal and Serious	Slight injury	All Severities
1970	758	7,860	8,618	13,515	22,133
1975	699	6,912	7,611	13,041	20,652
1980	644	7,218	7,862	13,926	21,788
1985	550	6,507	7,057	13,587	20,644
1990	491	5,236	5,727	14,444	20,171
1995	361	4,071	4,432	12,102	16,534
1998	339	3,317	3,656	12,863	16,519
1999	285	3,205	3,490	11,923	15,413
2000 <i>prov.</i>	296	2,993	3,289	11,804	15,093

Table 2 Casualties by Severity

	Fatal injury	Serious injury	Fatal and Serious	Slight injury	All Severities
1950	529	4,553	5,082	10,774	15,856
1955	610	5,096	5,706	15,193	20,899
1960	648	6,632	7,280	19,035	26,315
1965	743	8,744	9,487	22,340	31,827
1970	815	10,027	10,842	20,398	31,240
1975	769	8,779	9,548	19,073	28,621
1980	700	8,839	9,539	19,747	29,286
1981	677	8,840	9,517	19,249	28,766
1982	701	9,260	9,961	18,312	28,273
1983	624	7,633	8,257	16,967	25,224
1984	599	7,727	8,326	17,832	26,158
1985	602	7,786	8,388	18,899	27,287
1986	601	7,422	8,023	18,094	26,117
1987	556	6,707	7,263	17,485	24,748
1988	554	6,732	7,286	18,139	25,425
1989	553	6,998	7,551	19,981	27,532
1990	546	6,252	6,798	20,430	27,228
1991	491	5,638	6,129	19,217	25,346
1992	463	5,176	5,639	18,534	24,173
1993	399	4,454	4,853	17,562	22,415
1994	363	5,208	5,571	17,002	22,573
1995	409	4,930	5,339	16,855	22,194
1996	357	4,041	4,398	17,318	21,716
1997	377	4,047	4,424	18,205	22,629
1998	385	4,071	4,456	18,011	22,467
1999	310	3,761	4,071	16,925	20,996
2000 <i>prov.</i>	325	3,552	3,877	16,594	20,471
<i>1981 - 1985 average</i>	<i>641</i>	<i>8,249</i>	<i>8,890</i>	<i>18,252</i>	<i>27,142</i>
<u>2000 percentage change:</u>					
on 1999	5%	-6%	-5%	-2%	-3%
on 81-85 average	-49%	-57%	-56%	-9%	-25%

NB: 1. Some figures for 1999 and earlier years may have been revised slightly from those published previously due to late returns, or due to late corrections being made to returns that had been received earlier.

2. Although records of the numbers of "serious injury" and "slight injury" *casualties* began in 1950, records of the numbers of injury road *accidents* did not begin until 1970.

Table 3 Casualties by built-up and non built-up roads, mode of transport and severity

	Built-up roads			Non built-up roads			All roads		
	Fatal	Fatal and Serious	All Severities	Fatal	Fatal and Serious	All Severities	Fatal	Fatal and Serious	All Severities
Numbers of Casualties by built-up and non built-up roads and severity									
1981-85 average	276	5,205	17,348	364	3,685	9,794	641	8,890	27,142
1998	126	2,167	13,346	259	2,289	9,121	385	4,456	22,467
1999	101	2,064	12,422	209	2,007	8,574	310	4,071	20,996
2000 <i>prov.</i>	96	1,879	12,218	229	1,998	8,253	325	3,877	20,471
2000 percentage change on:									
1999	-5%	-9%	-2%	10%	0%	-4%	5%	-5%	-3%
81-85 average	-65%	-64%	-30%	-37%	-46%	-16%	-49%	-56%	-25%
Casualties in 2000 by built-up and non built-up roads, mode of transport and severity									
a. Numbers in 2000 (provisional)									
Pedestrian	49	909	3,442	23	87	168	72	996	3,610
Pedal cycle	6	137	785	6	38	94	12	175	879
Motor cycle	8	188	585	32	284	541	40	472	1,126
Car	30	521	5,954	152	1,449	6,671	182	1,970	12,625
Taxi	1	21	279	1	4	51	2	25	330
Minibus	1	7	43	1	7	76	2	14	119
Bus or coach	0	66	803	0	12	123	0	78	926
Light goods	1	11	143	7	54	241	8	65	384
Heavy goods	0	11	86	7	43	186	7	54	272
Other	0	8	98	0	20	102	0	28	200
Total	96	1,879	12,218	229	1,998	8,253	325	3,877	20,471
b. Percentage change on 1999 *									
Pedestrian	-20%	-12%	-4%	*	-24%	-13%	-19%	-13%	-4%
Pedal cycle	*	-16%	-14%	*	*	-7%	*	-7%	-14%
Motor cycle	*	17%	13%	*	5%	6%	*	10%	10%
Car	*	-10%	-2%	7%	2%	-3%	8%	-2%	-2%
Taxi	*	*	0%	*	*	*	*	*	2%
Minibus	*	*	*	*	*	-12%	*	*	-8%
Bus or coach	*	0%	11%	*	*	-38%	*	-6%	1%
Light goods	*	*	-12%	*	-19%	-22%	*	-24%	-19%
Heavy goods	*	*	2%	*	*	-6%	*	-7%	-3%
Other	*	*	31%	*	*	15%	*	*	22%
Total	-5%	-9%	-2%	10%	0%	-4%	5%	-5%	-3%
c. Percentage change on 1981-85 average *									
Pedestrian	-72%	-62%	-44%	-60%	-64%	-59%	-69%	-62%	-45%
Pedal cycle	*	-62%	-43%	*	-64%	-61%	*	-62%	-45%
Motor cycle	*	-78%	-76%	*	-46%	-48%	-45%	-66%	-67%
Car	-45%	-57%	8%	-32%	-41%	-2%	-35%	-46%	2%
Taxi	*	*	5%	*	*	*	*	-52%	7%
Minibus ⁽¹⁾	*	*	-40%	*	-87%	-59%	*	-79%	-53%
Bus or coach	*	-55%	-20%	*	*	-40%	*	-57%	-24%
Light goods	*	-89%	-64%	*	-66%	-52%	*	-75%	-57%
Heavy goods	*	*	-22%	*	-48%	-26%	*	-51%	-25%
Other ⁽¹⁾	*	*	51%	*	*	45%	*	*	48%
Total	-65%	-64%	-30%	-37%	-46%	-16%	-49%	-56%	-25%

* indicates that a percentage change is not shown because the denominator is 50 or fewer.

NB: Some figures for 1999 and earlier years may have been revised slightly from those published previously due to late returns, or due to late corrections being made to returns that had been received earlier.

1. The percentage changes on the 1981-85 average are affected by a change in the way in which motor caravans are counted: for years up to 1998 they are included under "minibus": from 1999 they are counted as "other".

Table 4 Child casualties by built-up and non built-up roads, mode of transport and severity, 2000

Mode of Transport	Built-up roads			Non built-up roads			All roads		
	Fatal	Fatal & Serious	All	Fatal	Fatal & Serious	All	Fatal	Fatal & Serious	All
a. Numbers of child casualties									
Pedestrian									
1981-85 average	34	960	2,739	11	67	121	45	1,027	2,860
1998	12	439	1,727	6	16	36	18	455	1,763
1999	10	410	1,585	7	20	32	17	430	1,617
2000	10	365	1,469	3	14	34	13	379	1,503
Pedal cycle									
1981-85 average	4	175	669	4	38	88	8	213	757
1998	3	57	387	0	7	28	3	64	415
1999	0	62	349	1	7	25	1	69	374
2000	3	58	310	1	7	20	4	65	330
Car									
1981-85 average	2	48	407	10	131	486	12	179	893
1998	3	57	558	6	96	559	9	153	1,117
1999	1	34	465	5	74	516	6	108	981
2000	0	18	489	4	77	481	4	95	970
Bus/Coach									
1981-85 average	1	17	130	0	3	34	1	20	164
1998	1	5	115	0	1	26	1	6	141
1999	0	2	103	0	0	41	0	2	144
2000	0	6	127	0	1	18	0	7	145
Other									
1981-85 average	2	43	126	1	29	82	3	72	208
1998	0	9	52	1	11	48	1	20	100
1999	0	9	52	1	7	28	1	16	80
2000	0	10	43	0	6	39	0	16	82
Total child casualties									
1981-85 average	43	1,243	4,070	27	268	811	69	1,511	4,881
1998	19	567	2,839	13	131	697	32	698	3,536
1999	11	517	2,554	14	108	642	25	625	3,196
2000	13	457	2,438	8	105	592	21	562	3,030
b. 2000 percentage change on 1999 *									
Pedestrian	*	-11%	-7%	*	*	*	*	-12%	-7%
Pedal cycle	*	-6%	-11%	*	*	*	*	-6%	-12%
Car	*	*	5%	*	4%	-7%	*	-12%	-1%
Bus/Coach	*	*	23%	*	*	*	*	*	1%
Other	*	*	-17%	*	*	*	*	*	3%
Total	*	-12%	-5%	*	-3%	-8%	*	-10%	-5%
c. 2000 percentage change on 1981-85 average *									
Pedestrian	*	-62%	-46%	*	-79%	-72%	*	-63%	-47%
Pedal cycle	*	-67%	-54%	*	*	-77%	*	-70%	-56%
Car	*	*	20%	*	-41%	-1%	*	-47%	9%
Bus/Coach	*	*	-2%	*	*	*	*	*	-11%
Other	*	*	-66%	*	*	-53%	*	-78%	-61%
Total	*	-63%	-40%	*	-61%	-27%	-70%	-63%	-38%

* indicates that a percentage change is not shown because the denominator is 50 or fewer

NB: Some figures for 1999 and earlier years may have been revised slightly from those published previously due to late returns, or due to late corrections being made to returns that had been received earlier.

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