



Reported Road Casualties in Great Britain: 2010 Annual Report

Drinking and Driving

This article presents statistics, and an analysis of, reported drinking and driving accidents and the casualties involved.

Summary

- It is estimated that in 2010, 9,700 reported casualties (5 per cent of all road casualties) occurred when someone was driving whilst over the legal alcohol limit.
- The provisional number of people estimated to have been killed in drink drive accidents was 250 in 2010 (14 per cent of all road fatalities), a decrease of 130 fatalities (35 per cent) compared to final 2009 estimates.
- The provisional number of KSI (killed or seriously injured) casualties in 2010 was 1,480, 21 per cent below final 2009 estimates.
- Provisional figures for the number of slight casualties in 2010 fell 19 per cent since 2009, from 10,150 to 8,220.

Analysis of reported drink drive data

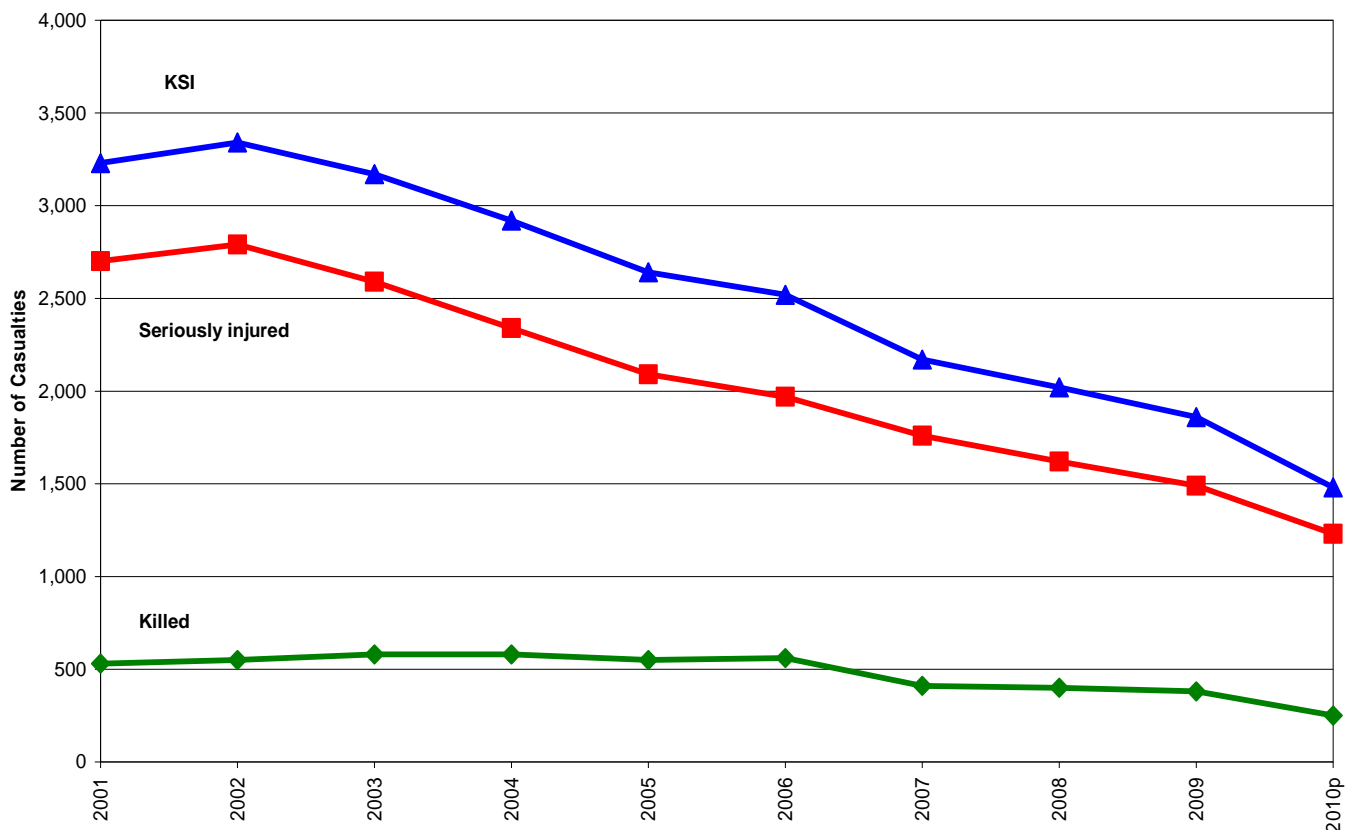
- Provisional figures show that in 2010 there were 6,630 reported personal injury road accidents involving at least one driver/rider over the legal alcohol limit, of which 230 were fatal accidents. This represents an 18 per cent decrease in all drink drive accidents and a 34 per cent decrease in fatal accidents since 2009. Serious accidents fell to a low of 990, whilst slight accidents fell to 5,420.
- In 2010, there were 9,700 casualties resulting from drink drive accidents, a 19 per cent decrease since 2009.
- The provisional number of fatalities fell to 250 in 2010, a decrease of 35 per cent from 2009 the largest year on year decrease reported since 1979. The number of drink drive fatalities accounts for 14 per cent of all road accident fatalities.
- The number of seriously injured drink drive casualties has been declining gradually since 2002. The provisional figure of 1,230 in 2010 is the lowest since the series began, and represents an 18 per cent decrease from 2009 see Table/Chart RAS51001, below.
- Slight casualties fell 19 per cent from 2009, from 10,150 to 8,220 in 2010.

Table RAS51001: Estimated number of reported drink drive accidents and casualties: GB 2001 - 2010

Year	Number							
	Accidents				Casualties			
	Fatal	Serious	Slight	Total	Killed	Serious	Slight	Total
2001	470	2,020	9,780	12,270	530	2,700	15,550	18,780
2002	480	2,050	10,620	13,150	550	2,790	16,760	20,100
2003	500	1,970	9,930	12,400	580	2,590	15,820	18,990
2004	520	1,790	8,900	11,210	580	2,340	14,060	16,980
2005	470	1,540	8,060	10,070	550	2,090	12,760	15,400
2006	490	1,480	7,430	9,400	560	1,970	11,840	14,370
2007	370	1,400	7,520	9,280	410	1,760	11,850	14,020
2008	350	1,280	6,980	8,620	400	1,620	10,960	12,990
2009	340	1,180	6,530	8,050	380	1,490	10,150	12,030
2010 ^P	230	990	5,420	6,630	250	1,230	8,220	9,700

^P Provisional data

Chart RAS51001: Estimated number of killed or seriously injured reported drink drive casualties: GB 2001- 2010p



P - Provisional data

Characteristics of reported drink drive casualties

Women are much less likely to be involved in a drink drive accident, as drivers, than men. Table RAS51005, below, shows that nearly a third of the total casualties in drink drive accidents were women.

It is estimated that in 2010 there were around 410 pedestrian casualties and 90 pedal cyclist casualties in accidents with a driver over the legal alcohol limit.

Table RAS51005: Estimated number of drink drive casualties by casualty type: GB 2010

Killed or seriously injured casualties										
	Pedestrians	Cyclists	Motor-	Car drivers		Car	Other	Male	Female	Total
			cyclists	Over limit	Under limit	passenger				
0-15	20	0	0	0	0	30	0	40	20	60
16-24	30	0	80	280	20	280	20	550	170	720
25-59	50	10	150	420	100	190	40	770	200	960
60+	20	0	10	20	30	20	0	80	40	120
All ages ¹	120	20	240	730	160	540	60	1,440	440	1,870
Total Casualties										
0-15	60	20	0	0	0	330	10	210	210	420
16-24	110	20	230	1,720	370	1,820	110	3,120	1,260	4,380
25-59	190	40	370	2,670	1,520	1,330	310	4,450	1,970	6,420
60+	40	20	20	160	210	150	30	380	250	630
All ages ¹	410	90	640	4,560	2,100	3,760	460	8,280	3,750	12,030

¹ Includes age not recorded.

Detailed analysis of drink drive accidents and casualties is limited to 2009 as finalised Coroners' data are available for analysis around eighteen months in arrears.

Table RAS51006, below, shows the percentage of driver and rider fatalities (by age group) in reported accidents who were over the legal alcohol limit between 2000 to 2010. In the early 1980s, a third of drivers and riders killed were over the limit but since then, the proportion has fallen to around a fifth.

Table RAS51006: Drivers and riders killed in reported accidents: percentage over the legal blood alcohol limit: GB 2000 – 2010

Year/ Age	Percentage										
	Motorcycle riders					Cars and other motor vehicles					All
	16-19	20-29	30-39	40+	Total	16-19	20-29	30-39	40+	Total	
2001	11	14	12	1	10	18	35	25	14	22	18
2002	27	15	10	2	11	18	31	37	14	23	19
2003	10	20	12	8	13	18	33	28	12	22	19
2004	19	19	13	10	14	26	31	32	16	25	21
2005	26	11	13	11	13	25	33	33	13	24	20
2006	8	18	12	9	13	25	36	31	17	26	22
2007	18	17	7	8	11	18	31	31	13	22	18
2008	9	9	12	7	9	23	36	35	13	24	19
2009	7	17	5	12	11	25	39	33	13	25	20
2010 ^P	19 ⁽¹⁾		5 ⁽²⁾		9	22	32	38	10	22	18

Source: Coroners and Procurators Fiscal only

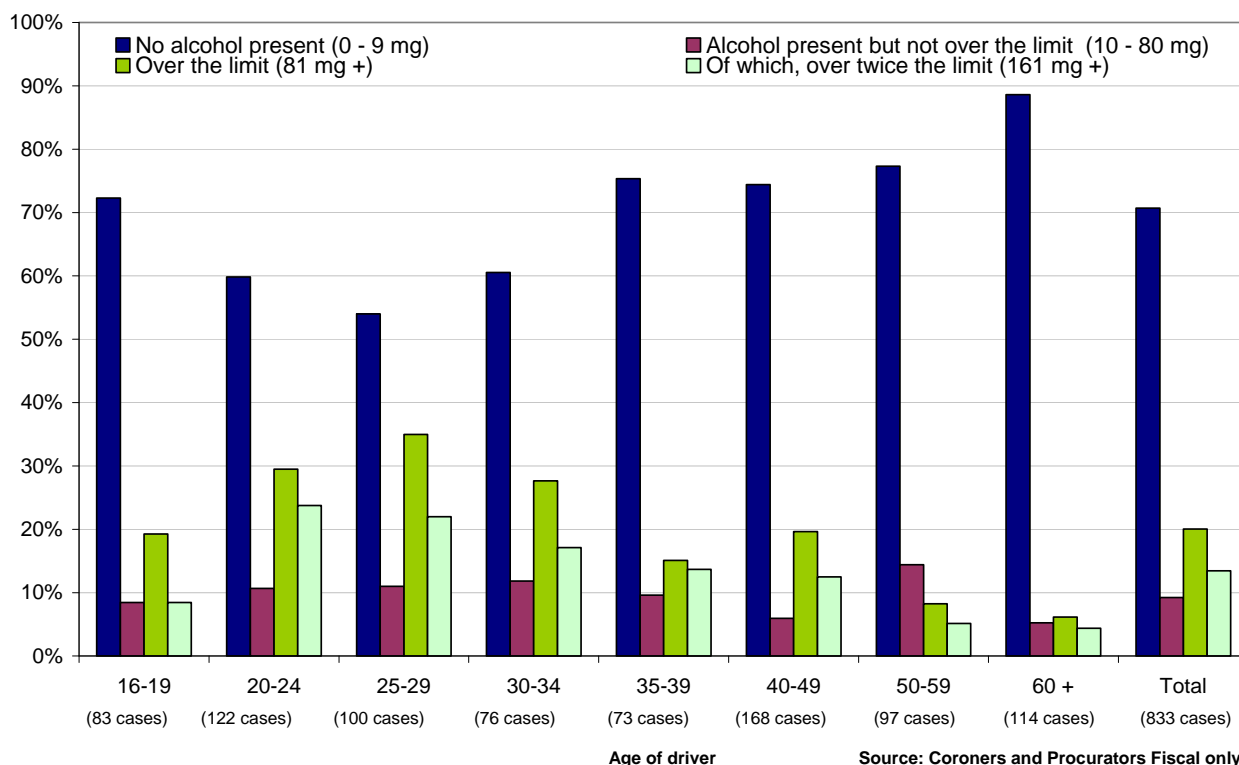
P - Provisional data. The sample size for 2010 is not yet sufficient to give a full age breakdown.

1 Age 16-29

2 Age 30+

Provisional figures for 2010 indicate that the percentage of car and other motor vehicle driver fatalities who were over the limit for all age groups remained the same since 2009, whilst motorcycle riders showed an overall increase, returning to levels seen in previous years. The chart below (RAS51007) shows the percentage of killed drivers/riders within each blood alcohol content (BAC) category, by age. The definition of “No alcohol present” to 0 - 9mg of alcohol per 100ml of blood is to take into account levels of alcohol which may be naturally present in the body or which are present due to the consumption of medication or household products such as mouthwash.

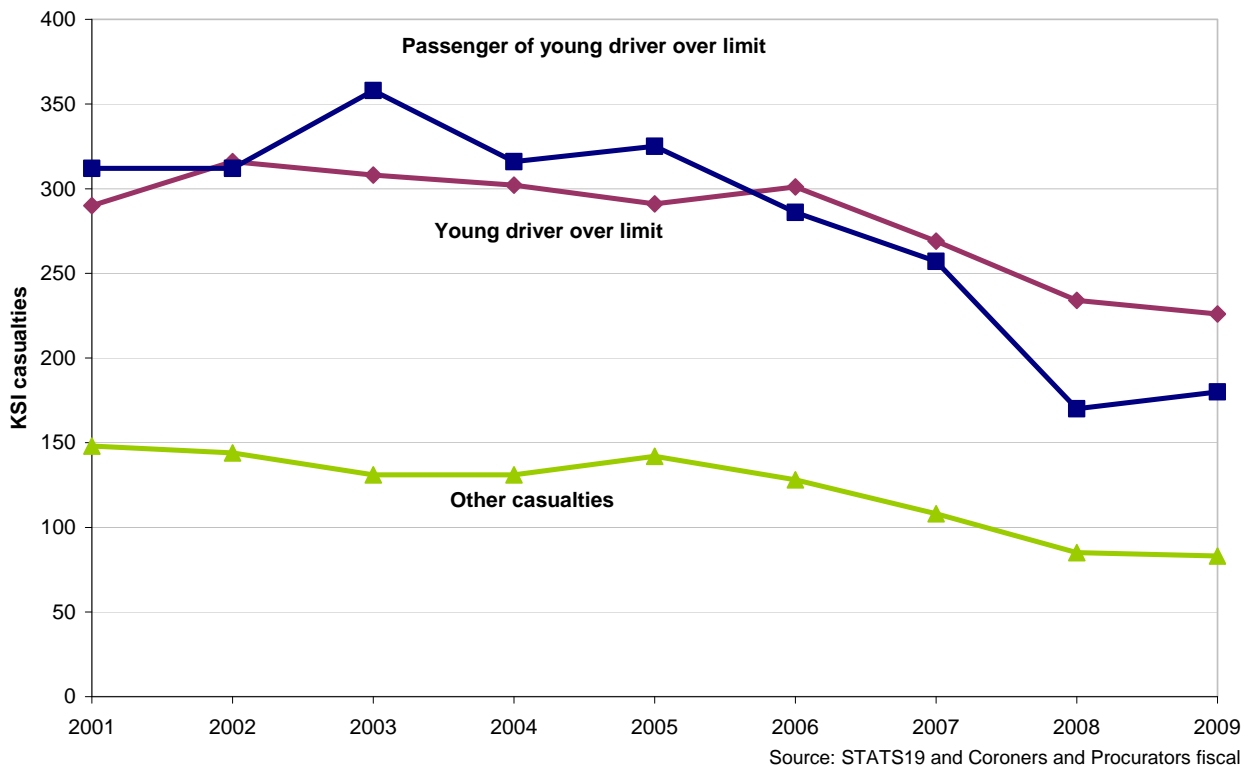
Chart RAS51007: Proportion of all killed drivers/riders resulting from reported accidents in each BAC category, by age: GB 2009



- People aged 60 years or over had the highest proportion of killed drivers/riders with no alcohol present in their blood (89 per cent).
- Conversely, 25-29 year olds had the lowest proportion of killed drivers with no alcohol present (54 per cent) and the highest proportion of killed drivers/riders over the legal alcohol limit.
- Those aged between 20 - 24 had the second highest proportion of all killed drivers who were over the legal alcohol limit (30 per cent) and the highest proportion for blood levels over twice the legal alcohol limit, followed by those aged 25 -29.

Chart RAS51008, below, shows the number of reported killed or seriously injured (KSI) casualties resulting from personal injury road accidents where a young driver/rider (17- 24 years old) was over the legal alcohol limit. These figures are based solely on data from reported road accidents and differ from figures in Table RAS51005 which are based on estimates.

Chart RAS51008: Killed and seriously injured casualties in reported accidents involving young drivers (17-24 years old) over the legal alcohol limit: GB 2001-2009



- Between 2001 and 2009, the number of KSI passengers of young drivers over the legal alcohol limit was at its highest in 2003 (358), but by 2008 had fallen by more than half to 170. Between 2008 and 2009, the figures increased by 6 per cent compared with a fall of 10 per cent for KSI passengers of all young drivers.
- The numbers of other drink drive casualties (pedestrians and other drivers, either over the age of 24 or not over the legal alcohol limit) declined to 83 in 2009, a 2 per cent decline compared to 2008.

Table RAS51009, shown below, is based on 2009 Coroners' and Procurators' Fiscal data using a sample which accounts for about two thirds of all reported fatalities in that year. It shows the percentage of fatalities exceeding varying levels of blood alcohol for different classes of road user. For example for motorcycles, 21 per cent of riders killed had over 9mg of alcohol per 100ml of blood, whilst 11 per cent had over 80mg/100ml (i.e. over the drink drive limit). Only 3 per cent of motorcycle riders killed had over 200mg/100ml.

The pedestrian, passenger and cyclist fatalities shown in the table were not necessarily involved in "drink drive" accidents (accidents involving a motor vehicle driver or rider who was over the legal alcohol limit). Also, blood alcohol levels were available for 66 per cent of motorcycle riders but for only 42 per cent of pedestrian fatalities. The figures may therefore overestimate the proportion of pedestrian fatalities which are over the legal limit since a pedestrian fatality is more likely to be tested if there is a suspicion of alcohol use.

In 2009,

- The proportion of motorcycle riders killed when over the legal limit (11 per cent) was just under half the rate for other drivers (25 per cent).
- Over one in four car drivers killed were over the legal limit for driving a motor vehicle.

Table RAS51009: Blood alcohol levels of reported fatalities aged 16 and over: GB 2009

	Cumulative percentage over blood alcohol levels (mg/100ml)						Percentage over 80mg/100ml time of accident		
	Below limit		Above limit				Sample size	22:00-03:59	04:00-21:59
	9	50	80	100	150	200			
Motorcycle riders	21	13	11	10	8	3	312	43	8
Car drivers	35	28	27	26	20	10	485	56	17
Other vehicle drivers/riders	21	8	8	8	8	8	38	40	3
Passengers	39	31	28	23	15	7	150	39	20
Pedestrians	41	38	38	37	33	22	209	64	27
Cyclists	20	12	7	7	5	5	41	0	8

Source: Coroners and Procurators Fiscal only

Table RAS51009 also shows fatalities by time of day:

- Over half of car drivers killed between 10 pm and 4 am were over the limit.
- Over two thirds of pedestrians killed between 10 pm and 4 am were over the legal limit for drivers.

Characteristics of reported drink drive accidents

Table RAS51010, below, shows that in both 1999 and 2009 of all car drivers, those aged under thirty had the most drink drive accidents. Young car drivers (aged 17-24) had more drink drive accidents per 100 thousand licence holders and per billion miles driven than any other age group. Car drivers aged 60 years old and over had the least. In all age groups, there was a reduction from 1999-2009 in both the numbers and rates of drink drive accidents.

Table RAS51010: Estimated number of car drivers in drink drive road injury accidents: accidents per licence holder and per mile driven, GB 1999 and 2009

	Number					
	Car driver drink drive accidents		Drink drive accidents per 100 thousand licence holders		Drink drive accidents per billion miles driven	
	1999	2009	1999 ¹	2009	1999 ¹	2009
Under 17	70	20
17 - 19 ²	1,020	720	71	45	281	166
20 - 24	2,010	1,660	72	53	139	116
25 - 29	1,680	1,260	46	38	68	64
30 - 34	1,370	790	34	25	47	37
35 - 39	1,090	740	32	20	36	25
40 - 49	1,310	1,090	20	14	23	17
50 - 59	700	520	13	8	16	10
60 or over	350	310	6	3	12	7
All ages ³	9,770	7,220	28	19	42	29

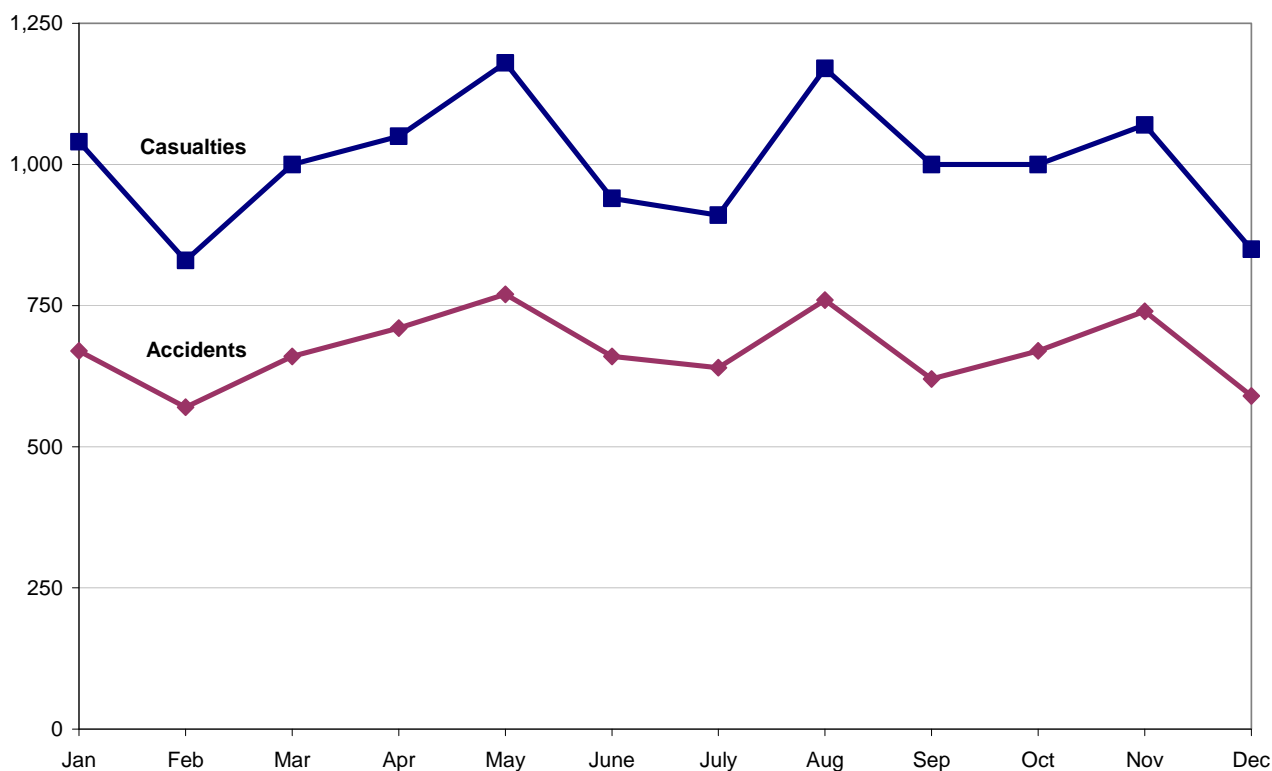
1 Based on NTS 1998-2000 average Source: National Travel Survey, STATS19

2 Figures based on a small NTS sample.

3 Includes age not known.

Drinking and driving is a year-round problem. Although the exact pattern varies year on year, the first few months of the year generally have lower numbers of drink drive accidents and casualties than other months of the year. However in 2009, there were peaks in both the number of accidents and casualties in both May and August (Chart RAS51011, below). This differs from the overall pattern of accidents and casualties which tend to increase steadily throughout the year, and drop slightly between December to February.

Chart RAS51011: Estimated number of reported drink drive accidents and casualties, by month: GB 2009



In 2009, 63 per cent of all drink drive accidents occurred on a Friday, Saturday or Sunday, with nearly half of these occurring during the hours of 9pm to 3am. Chart RAS51012, below, shows the proportion of drink drive accidents by time of day in 1999 and 2009. In 2009 43 per cent of drink drive accidents occurred between 5pm and midnight compared to 52 per cent in 1999.

Chart RAS51012: Reported drink drive accidents, by time of day: GB 1999 & 2009

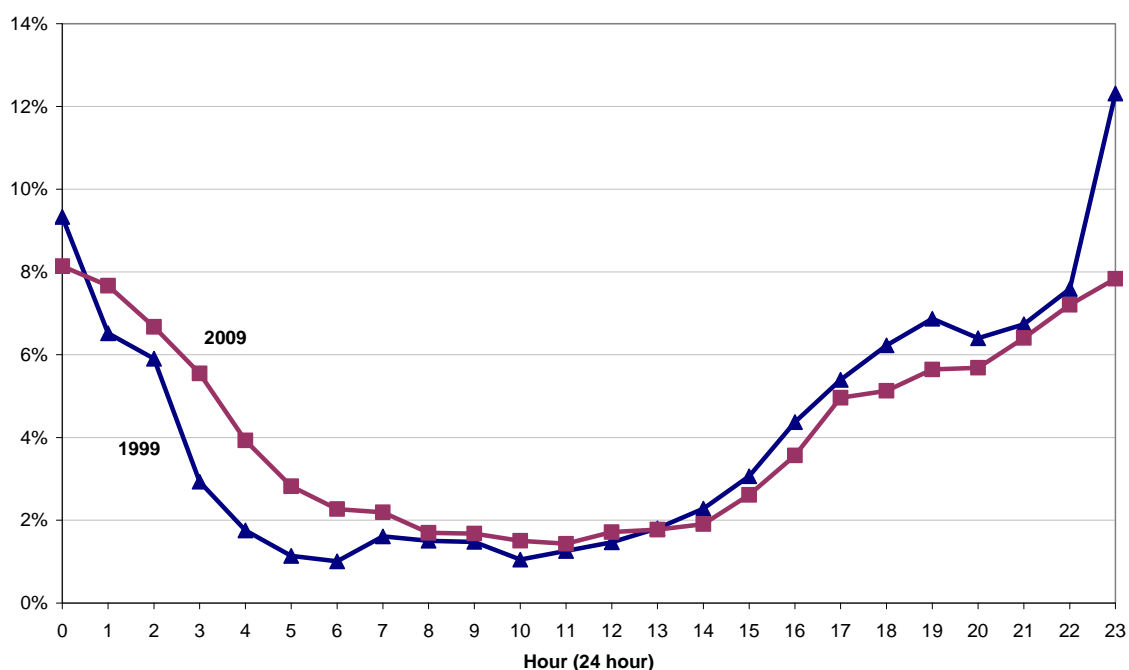


Table RAS51013, below, shows that in 2009:

- 44 per cent of reported drink drive accidents were single vehicle accidents involving no pedestrians. In these accidents there was therefore only one driver/rider over the legal alcohol limit.
- Forty one per cent of all drink drive accidents involved two vehicles.
- Whilst 13 per cent of all drink drive accidents involved three or more vehicles.

Table RAS51013: Reported drink drive accidents by pedestrian involvement: GB 2009

Pedestrians involved	Number of vehicles involved			Number
	1	2	3 or more	Total
No	2,187	2,126	686	4,999
Yes	199	36	11	246
Total	2,386	2,162	697	5,245

Breath testing

Breath testing rates at reported personal injury road accidents remained at 54 per cent in 2010. The proportion of drivers and riders failing breath tests has fallen over the last few years to 3 per cent in 2010. The number of drivers and riders failing a breath test as a proportion of all involved in accidents has been close to 2 per cent over the past ten years however in 2010, this fell to 1.6 per cent (Table RAS51014, below).

Table RAS51014: Drivers and riders in reported injury road accidents: breath tests and failures: GB 2001 – 2010

	Number/Percentage									
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
a. Total involved	399,883	390,273	374,098	362,303	348,773	331,120	318,009	294,442	280,786	263,284
b. Total tests requested	201,722	196,232	187,276	183,972	183,219	179,270	179,558	162,969	151,918	141,240
c. Total failed	8,096	8,104	8,150	7,427	7,115	6,594	6,278	5,520	5,125	4,287
Testing rate (b/a x 100)	50	50	50	51	53	54	56	55	54	54
Test failure rate (c/b x 100)	4.0	4.1	4.4	4.0	3.9	3.7	3.5	3.4	3.4	3.0
Total failure rate (c/a x 100)	2.0	2.1	2.2	2.0	2.0	2.0	2.0	1.9	1.8	1.6

Source: STATS19

Overall, 2.4 per cent of men involved in an accident failed a breath test, well over twice the rate for women (1.1 per cent) and for both groups the percentage failing a breath test generally declines amongst older age groups (Table RAS51015, below). In general, men are slightly more likely to be tested after being involved in an accident than women.

Table RAS51015: Car drivers in reported personal injury road accidents: breath tests and failures: GB 2010

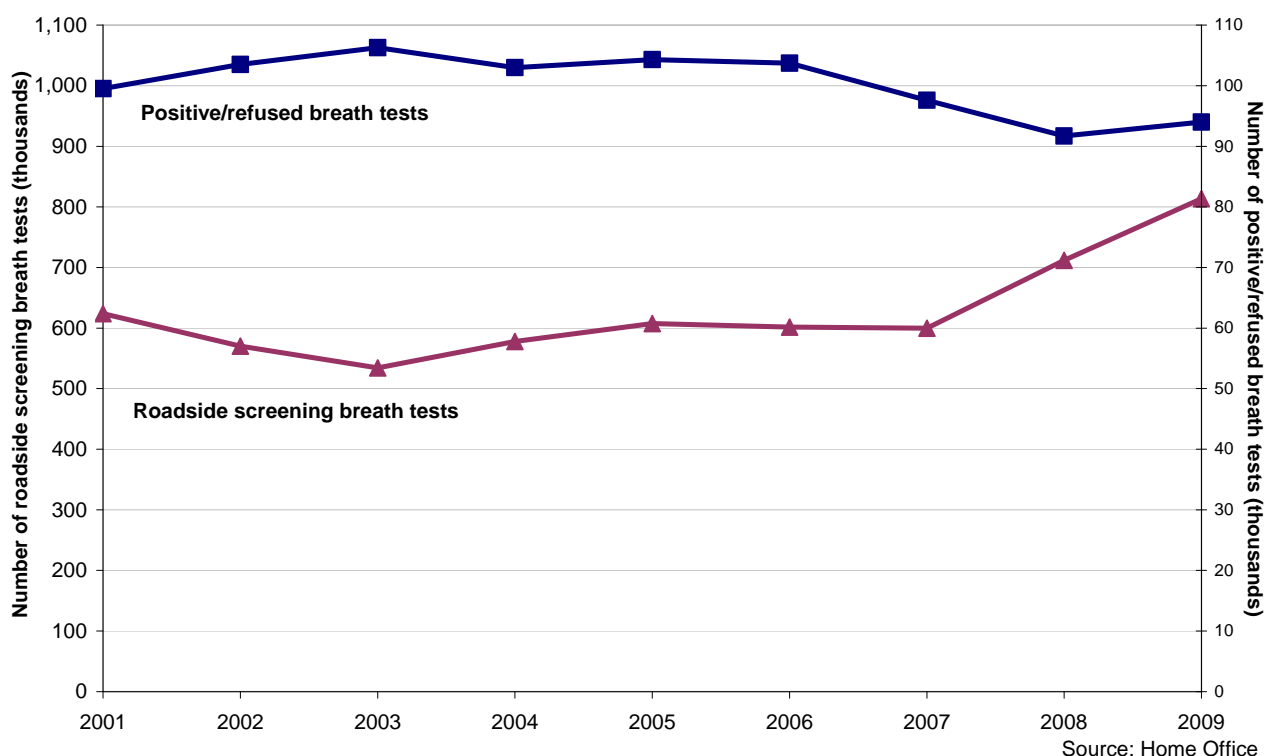
	Number/percentage									
	Men					Women				
	a: Involved in accident	b: Tested	c: Failed	b as % of a	c as % of a	a: Involved in accident	b: Tested	c: Failed	b as % of a	c as % of a
<17	96	56	6	58	6.3	20	11	1	55	5.0
17 - 19	8,533	5,990	253	70	3.0	5,240	3,403	71	65	1.4
20 - 24	15,143	9,974	720	66	4.8	10,295	6,177	166	60	1.6
25 - 29	13,346	8,500	515	64	3.9	8,893	5,199	135	58	1.5
30 - 34	12,431	7,391	356	59	2.9	7,949	4,291	105	54	1.3
35 - 39	11,777	7,246	292	62	2.5	7,651	4,225	91	55	1.2
40 - 49	22,439	13,760	437	61	1.9	14,879	8,499	157	57	1.1
50 - 59	15,250	9,560	221	63	1.4	8,801	5,180	80	59	0.9
60 - 69	9,315	5,809	112	62	1.2	4,460	2,618	29	59	0.7
70 - 99	7,466	4,615	43	62	0.6	2,982	1,679	7	56	0.2
All ages ¹	124,958	73,784	2,992	59	2.4	74,587	41,642	853	56	1.1

¹ Includes age not known

Source: STATS19

Chart RAS51016, below, shows the number of roadside screening breath tests required by the police. The number of tests fell from 715 thousand in 2000 to 534 thousand in 2003 then increased to 813 thousand in 2009. This increase coincides with the introduction of roadside digital breath screening equipment to police in April 2008, which may have streamlined breath test procedures for many forces. Despite rising to a peak of 20 per cent in 2003, the proportion of failed breath tests has since fallen to 12 per cent in 2009. Of all recorded roadside breath tests, just under a fifth (17 per cent) were as a result of a reported personal injury road accident.

Chart RAS51016: Reported roadside screening breath tests and breath test failures, England and Wales 2001-2009



Analysis of reported roadside breath alcohol screening tests¹

The following section presents statistics, and an analysis of, the results of roadside breath alcohol screening tests, administered by police forces in 2010, using recently introduced digital breath testing devices. All analysis in this section is based on data thus far supplied to the Department for Transport by 40 (out of 43) police forces in England and Wales, each of whom have supplied at least one month of data relating to 2010 (around 648 thousand tests in total). The data for 2010 are not complete, do not cover England and Wales as a whole and relate to drivers of road vehicles only however they are suitable for examining proportions and distributions within the data.

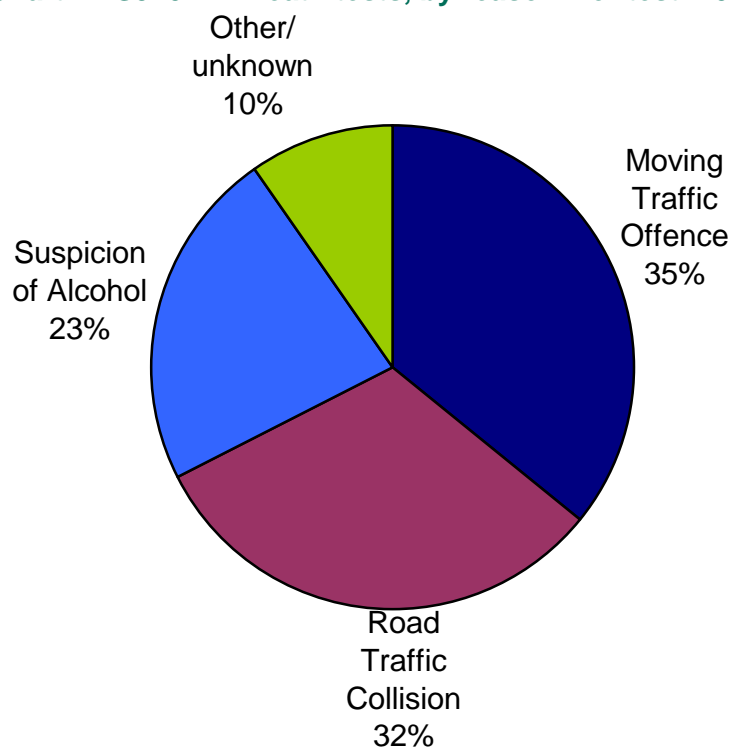
Results of breath alcohol screening tests can only be regarded as indicative of the level of alcohol present in a sample of breath and are not used to determine whether a driver was above or below the legal limit to drive.

Reason and results of breath tests

In 2010, the most common reason for the police requiring a driver to undergo a breath alcohol screening test was following a moving traffic offence (35 per cent). A road traffic collision, including damage only incidents, was the second most common reason (32 per cent of cases) and just under a quarter (23 per cent) of tests were because the driver was suspected of consuming alcohol, see RAS51017, below.

¹ The figures in this section are outside the scope of National Statistics and unlike other data presented in this article, are not exclusively collected following a personal injury road accident.

Chart RAS51017: Breath tests, by reason² for test: 2010



The majority of people screened for alcohol at the roadside (90 per cent) were indicated to be within the legal breath alcohol limit for driving (up to and including 35 micrograms (mcg) of alcohol per 100 millilitres (ml) of breath), although this proportion varied with the reason the test was required.

Following a road traffic collision, 93 per cent of people were under the legal alcohol limit, however in cases of suspected alcohol consumption, only 83 per cent of people tested were within the legal limit, see Table RAS51017, below.

Table RAS51017: Screening test results, by reason for test: 2010

Reason for test							Per cent	
	0 - 4 mcg	5 - 20 mcg	21 - 35 mcg	36 - 50 mcg	51 - 80 mcg	81 mcg +	Under the limit	Over the limit
Moving Traffic Offence	84	7	3	2	3	2	93	7
Road Traffic Collision	89	2	2	1	3	3	93	7
Suspicion of Alcohol	62	13	7	5	7	5	83	17
Other/ unknown	79	4	4	4	5	3	88	12
All	80	7	4	3	4	3	90	10

² It is the case that multiple reasons can occur at the same incident e.g. a moving traffic offence and a suspicion of alcohol frequently occur together. The devices do not allow an officer to record multiple reasons for the test and it is at the discretion of the reporting police officer what reason is recorded for the test being required. Care should therefore be taken when comparing the reasons for carrying out breath alcohol screening tests.

Table RAS51018: Results of screening breath tests following a road traffic collision: 2010

Number

		Negative			Positive			Under the limit	Over the limit
		0 - 4 mcg	5 - 20 mcg	21 - 35 mcg	36 - 50 mcg	51 - 80 mcg	81 mcg and over		
16-19	Male	10,745	350	269	251	515	241	11,364	1,007
	Female	4,250	69	47	48	103	48	4,366	199
20-24	Male	17,601	783	561	567	1,149	777	18,945	2,493
	Female	7,286	141	97	111	215	169	7,524	495
25-29	Male	13,625	502	319	336	688	614	14,446	1,638
	Female	5,577	88	54	69	125	164	5,719	358
30-39	Male	26,422	853	600	512	994	1,031	27,875	2,537
	Female	9,491	139	106	104	207	317	9,736	628
40-49	Male	24,134	622	394	321	601	702	25,150	1,624
	Female	9,028	131	86	83	163	320	9,245	566
50-59	Male	15,228	401	213	182	358	385	15,842	925
	Female	5,322	67	24	40	81	131	5,413	252
60-69	Male	8,627	204	110	89	176	145	8,941	410
	Female	2,718	33	19	7	36	28	2,770	71
70+	Male	5,335	158	87	42	61	38	5,580	141
	Female	1,623	20	4	6	6	10	1,647	22
All	Male	121,717	3,873	2,553	2,300	4,542	3,933	128,143	10,775
	Female	45,295	688	437	468	936	1,187	46,420	2,591
Total		167,012	4,561	2,990	2,768	5,478	5,120	174,563	13,366

Table RAS51018 shows the results of screening tests following a road traffic collision (RTC), broken down by the gender and age of the driver tested. Following an RTC in 2010, a higher proportion of men compared to women were indicated to be over the legal limit.

Proportionally, males aged 20 -29 years were the most likely to fail a test (between 10 – 12 percent). This is around twice the proportion of women of this age who failed their test. The proportion of failed tests following a road traffic collision declined amongst older age groups as was the case with personal injury road accidents.

The number of convictions (findings of guilt at courts for driving after consuming alcohol or taking drugs) fell from approximately 80,900 in 2008 to 75,400 in 2009 (see report released by Ministry of Justice at <http://www.justice.gov.uk/publications/statistics-and-data/criminal-justice/criminal-annual.htm>).

Detailed statistics (tables and charts) on “Drinking and driving” can be found on Reported road casualties Great Britain – 2010 annual report web page at: http://www.dft.gov.uk/statistics?post_type=table&series=road-accidents-and-safety-series

Table numbers RAS51001-RAS51019.

Background notes

1. Drink drive limits and definitions

For the purposes of these drink drive statistics, a drink drive accident is defined as being an incident on a public road in which someone is killed or injured and where one or more of the motor vehicle drivers or riders involved either refused to give a breath test specimen when requested to do so by the police (other than when incapable of doing so for medical reasons), or one of the following:

- i) failed a roadside breath test by registering over 35 micrograms of alcohol per 100 millilitres of breath
- ii) died and was subsequently found to have more than 80 milligrams of alcohol per 100 millilitres of blood.

Drink drive casualties are defined as all road users killed or injured in a drink drive accident.

2. Data sources

Two sources of data are used to assess the extent of drink drive accidents in Great Britain. These are:

- (i) **Coroners' data:** Information about the level of alcohol in the blood of road accident fatalities aged 16 or over who die within 12 hours of a road accident is provided by Coroners in England and Wales and by Procurators Fiscal in Scotland.
- (ii) **STATS19 breath test data:** The personal injury road accident reporting system (STATS19) provides data on injury accidents in which the driver or rider survived and was also breath tested at the roadside. If the driver or rider refused to provide a breath test specimen, then they are considered to have failed the test unless they are deemed unable to take the test for medical reasons.

A note on the methodology used to produce these estimates can be found at: <http://assets.dft.gov.uk/statistics/releases/road-accidents-and-safety-drink-drive-estimates-2010/methodology-notes-drink-drive.pdf>

3. Digital breath screening data sources

From April 2008 onwards, police forces across England and Wales progressively began using new digital recording equipment in place of traditional breath testing screening devices. Unlike previous devices, the new equipment is able to record and report the specific quantity of any alcohol present in a persons system at the roadside, the reason for the test the age and gender of the person being tested and the date and time it was carried out.

A breath alcohol screening test can be required when a driver involved in a collision, is suspected of driving with alcohol in the body or following the commission of a moving traffic offence. Results of breath alcohol screening tests can only be regarded as indicative of the level of alcohol present in a sample of breath and are not used to determine whether a driver

was above or below the legal limit to drive.

It remains the case that it is only at a police station or hospital that a specimen(s) can be obtained to determine a person's actual alcohol concentration. A person's breath alcohol content (BrAC) can be measured, using evidential devices, which are calibrated before and after the test and which ensure that: a sample of breath is not been affected by mouth alcohol or other interfering substances or that blood or urine specimens may be taken for subsequent laboratory analysis. Roadside breath testing devices have more limited ability and are calibrated monthly and so consequently, the breath alcohol reading obtained through a screening at the roadside can only ever be regarded as indicative. Care should therefore be taken when examining the figures produced.

4. Strengths and weaknesses of the data

The sample of fatality data from Coroners for 2009 has now been finalised but 2010 estimates are based on a reduced sample of coroners' returns and may be biased. They remain provisional until more complete information for 2010 is available.

Comparisons of road accident reports with death registrations show that very few, if any; road accident fatalities are not reported to the police. However, it has long been known that a considerable proportion of non-fatal casualties are not known to the police. The data used as the basis for these statistics are therefore not a complete record of all personal injury road accidents, and this should be borne in mind when using and analysing the figures.

The Department has produced an estimate of the total number of road casualties in Great Britain each year derived primarily from National Travel Survey (NTS) data. The latest estimate and a discussion of how it has been derived, and its limitations can be found through the RRCGB 2010 release page.

Further information about the Reported Road Casualties Great Britain Annual Report can be found at: <http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010>

Notes & Definitions used in STATS19 can be found at: <http://assets.dft.gov.uk/statistics/releases/reported-road-casualties-gb-main-results-2010/reported-road-casualties-gb-main-results-2010-definitions.pdf>