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**SOME RECENT TRENDS IN THE ROAD
ACCIDENT PATTERN IN GREAT BRITAIN**

by

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SOME RECENT TRENDS IN THE ROAD ACCIDENT PATTERN IN GREAT BRITAIN

ABSTRACT

Numbers or percentages of certain classes of casualties and accidents, and in some cases casualty or accident rates, are tabulated for a period of years up to 1966. Where possible, explanations of the trends are suggested. Among the subjects discussed are: casualties per unit distance travelled, severity of injuries, pedestrian rates for different age-groups, the proportion of casualties in the dark, and defective vehicles in accidents.

1. INTRODUCTION

While consideration of year-to-year trends in the absolute numbers of road accidents and casualties is important, more light is sometimes shed on the situation by a study of trends in certain aspects of the accident pattern. This report sets out the information available on some of the more important trends; the selection is not intended to be exhaustive.

Some of the data have been published previously, for example in the annual statements of the Ministry of Transport¹ and in the book, 'Research on Road Safety', issued by the Road Research Laboratory. Figures for other trends are obtained by further analysis of the Ministry of Transport's Accident Coded Sheet (Stats 19) or are derived from the Metropolitan Police District's annual statistical analyses of road accidents. Depending on the availability of data, the periods covered by the trends vary but most begin in the early fifties and continue until 1966.

Where possible, tentative conclusions or interpretations are put on the trends, but in some cases the reasons for the trends are not fully understood.

2. CASUALTIES PER UNIT DISTANCE TRAVELLED

Table 1 shows the rates (per hundred million miles travelled) for six classes of vehicle user between 1953 and 1966. Also shown are rates for pedestrians and for all road users and a series of standardised rates*; these last three trends are expressed in terms of total motor vehicle miles.

The rates for most classes of vehicle user tended to rise throughout the period. Although there was more fluctuation in the rates for moped riders and occupants of scooters, their rates in the last four years were mostly higher than those for any other year. The reductions in these two rates for

* Rates calculated by weighting casualty rates of different classes of road user by a standard vehicle mileage. In this case vehicle-mileages in 1959 were used; the method is described in Road Research Laboratory Note No. LN/470.

two or three years after 1959 were possibly connected with the fact that in that year there were very rapid increases in the numbers of mopeds and scooters (see Table 2). This meant that a high proportion of their riders were relatively inexperienced and there may have been a temporarily inflated accident rate.

The decrease in the pedestrian rate is partly associated with the change in the composition of the traffic. Table 2 indicates that the classes of vehicle (motor cycles and P.S.V's), which, as shown in Table 3, have the two highest rates of injuring pedestrians (per mile that they travel) are becoming relatively less numerous. (It should be noted that the high rate for P.S.V's is probably due in part to the fact that these vehicles operate more in streets which pedestrians cross more often.) An increasing majority of the traffic consists of cars which have a low rate of injuring pedestrians. In addition the rate at which cars and goods vehicles are injuring pedestrians is decreasing, and this must indicate an improvement in road conditions as far as the pedestrian is concerned. With increasing motorisation there may be some tendency for the number of pedestrians to decline, but this is probably offset by the rise in population.

The rates for all road users fell almost continuously during this period. This is explained by:

- (i) the fall in the pedestrian rate,
- (ii) the fact that pedestrian and pedal cyclist exposure to risk are not included in the denominator,
- (iii) the effect of the change in the composition of traffic on vehicle occupant casualties. Riders and passengers of two-wheeled vehicles have the highest rates but they have been forming a continually smaller proportion of the traffic.

Figures for the standardized rate in the last line Table 1 show that the average accident risk to all road users is in fact increasing (although there was a small reduction in the rate during 1965).

3. SEVERITY OF INJURIES

Table 4 shows the percentage of casualties that were fatal or serious for nine classes of road user as well as for all road users combined. The accident severity for all road users declined from 1953 to minima in 1956 and 1958 and then rose to a maximum in 1966 (the last year with available data); there were similar trends for both speed-restricted and non-restricted roads. A similar fall and subsequent rise in severity can be observed amongst all the individual classes excepting passengers of four-wheeled vehicles.

There are several possible explanations for the rise in severity since 1958. First, the police may be tending to classify a higher proportion of casualties as serious, or the reporting of slight injuries may be getting less thorough. Secondly, there may be some effect of higher speeds. The proportion of casualties in de-restricted areas does not appear to be changing substantially (see Table 8) but the average speeds of vehicles may be rising. Thirdly, as far as motor-cyclists and car drivers are concerned, the increasing proportion of riders and drivers under the age of 20 may be having some effect since their casualties tend to be more severe than the average. Lastly, there may be an increasing tendency for hospitals to retain as in-patients (and who would therefore by definition be recorded as seriously injured) those whose injuries in earlier years would have been regarded as slight.

4. RATES FOR DIFFERENT AGES OF PEDESTRIAN

The rates in Table 5 (a) are given as pedestrians killed and seriously injured per 100,000 living per thousand million motor vehicle miles for five age-groups. Account is therefore taken of changing population and changing traffic.

There has been a downward trend in the rate over a period of ten years in age-groups 0-4, 5-9, and 60 and over. The rate for the 15-59 age-group fell from 1956 - 1961 but has since remained steady. In other words, risks to these groups of pedestrians have generally been rising more slowly than the amount of traffic. The only age-group not to show a fall is the 10-14's. This is disturbing especially as the other school age-group, the 5-9's has a slow rate of fall.

It should be noted that while pedestrian casualty rates have tended to fall, the actual number of pedestrians injured has continued to rise. Table 5 (b) shows that this rise affects all age-groups.

5. AGE DISTRIBUTION OF MOTORCYCLISTS

Table 6 shows the age distribution of motorcyclist casualties from 1959 - 1966. The most remarkable feature is the rapid increase in the proportion of 16 and 17 year olds up to 1965 (and the slower increase in the 18 year olds). The 19 year olds remain steady until 1965 but show an increase in 1966, and the only other age-group to show an increase was the 60's and over.

It would be expected that when many older motorcyclists are becoming car drivers, the proportion of the under 20's would increase, but there has been an exceptional boost to this tendency by the fact that the age bulge of the population reached the youngest motor-cycling age in 1963. The latter is only a temporary effect, but the proportions of young motor cyclists may well continue to increase. Already more than half of the fatal and serious motor cycle casualties are under 20, and it is clear where most effort should be directed in the motor-cycling problem.

6. DARKNESS AND DAYLIGHT

It may be seen from Table 7 that the proportion of casualties which occurred in dark hours has been continually increasing since 1950. The darkness/daylight ratio for fatal and serious casualties in

1966 was 67% higher than that in 1950. This is probably partly due to relatively increased travel after dark*, but the high rate of increase in dark hours merits further study. The table shows some estimates of darkness/daylight ratios of casualties per vehicle-mile* in the Metropolitan Police District between 1953 and 1966. The main feature of this part of the table is that there is a downward trend between 1953 and 1958, followed by an upward trend till the most recent year, 1966. There was a temporary increase in 1957, but this may have been connected with the extension of lighting-up time in the summer by 1 hour per day, with the result that 'dark' hours now include 1 hour of dusk. A temporary fall in 1961 may perhaps be explained by the extension of British Summer Time by about 3 weeks in both spring and autumn. This has the effect of moving much of the evening traffic peak in October from darkness to daylight.

While the earlier decline in the night/day rate may possibly be attributable to improved street lighting, there is no obvious explanation of the increase from 1958 onwards. There may be some connection, however, between these trends and the similar trends in severity mentioned earlier.

7. SPEED LIMIT AND NON-SPEED LIMIT AREAS

From 1950 – 1966 there was little variation in the relative number of casualties in speed limit and non-speed limit areas (see Table 8). Speed limit areas include roads which are restricted to 40 mile/h or 50 mile/h as well as those restricted to 30 mile/h and the slight increase in the proportion of casualties in these areas may be due to the gradual increase in the length of the road so restricted.

8. CASUALTIES AND VEHICLES INVOLVED PER INJURY ACCIDENT

Table 9 shows that in the twelve years since 1954 there has been a gradual increase in the number of casualties per accident and also in the number of vehicles involved per accident, although the number of vehicles per accident fell slightly in 1966. Both of these trends can be partly explained by the fact of increasing traffic, which leads to a relatively greater risk of collision between two or more vehicles⁺. It would be useful to study individual types of accident (e.g. car v car) to ascertain whether there has been a change in the risk of injury to occupants of cars.

9. SKIDDING ACCIDENTS

The trend in the risk of skidding in accidents, as indicated by the percentages of accidents in which skidding is reported, is shown in Table 10 for dry and wet roads. The difference in the proportion skidding for the two road conditions reflects the increased risk resulting from the reduction in skidding resistance when roads are wet.

It is noteworthy that while the dry road skidding rate has increased over the years (as speed and the amount of traffic has increased), the difference between the proportion skidding on wet

* Some estimated trends in vehicle mileage, based on traffic counts at only four points (which are not necessarily representative of M.P.D. as a whole) show that traffic in dark hours increased by about 33% more quickly than traffic in daylight.

+ On a simple chance hypothesis concerning the frequency of accident, single-vehicle accidents would increase in proportion to the vehicle-mileage, whereas two-vehicle accidents would increase in proportion to the square of the vehicle-mileage.

and dry roads has remained at the same general level. A contribution to the increase in the skidding percentage was the change in definition of a skidding accident in 1959. Some of the fluctuations in the wet road percentages can be attributed to variations in weather conditions, but the reduction in 1962 (and in later years) cannot be so attributed and is most probably accounted for by the increased use of 'dead' rubber for car tyres at that time and to greater use by highway engineers of materials with a high resistance to polishing under the action of traffic.

10. DEFECTIVE VEHICLES

Official testing of cars, motor cycles and light goods vehicles (up to 30 cwt unladen weight) for defects began on September 12th 1960 on a voluntary basis. Testing was not made compulsory for any vehicle until early in 1961 but by May 15th of that year all vehicles 10 years old or more were obliged to have a valid test certificate. The minimum age for compulsory testing was gradually reduced until by May 1st 1963 all vehicles of the above type aged 5 years or more were required to be tested once every 12 months. The equipment to be tested comprised certain aspects of the braking, steering and lighting systems.

Table 11 shows the trends in the percentage of vehicles that were reported to be mechanically defective in fatal or serious accidents between 1959 and 1964. Mechanical defects on the coded sheets include brake and steering defects (but they also include defective tyres, wheels and chassis). The trends are given separately for cars and taxis, light goods vehicles, motor cycles (not including scooters and mopeds) and heavy goods vehicles. Within each type of vehicle separate trends are shown for those 10 years old or more, those 5-9 years old, and those under 5 years old. Thus the third age-group was not subject to compulsory testing at any time during this period.

The actual numbers of vehicles reported defective may be considerable under-estimates but it is useful nevertheless to consider the trends in Table 11. The percentage of defects in cars, light goods vehicles and motor cycles 10 years old or more declined substantially between 1960 and 1963, but in each case there was an increase in 1964 to a level which was still lower than that in 1959/60.

It is more difficult to pick out clear trends in the percentage of 5 - 9 years old vehicles defective. There was a downward trend for cars and taxis up to 1963, but in 1964 the percentage rose again to the 1959 level. There was a fall in the percentage of motor cycles defective in 1963 and 1964, but there was no trend for goods vehicles.

Analyses of variance were carried out using the periods before and after the beginning of testing for all vehicles in the age-group (as shown in Table 11) as one factor and vehicle types as another factor. For vehicles older than 10 years the percentages defective after the start of testing were significantly lower at the 0.1% level, and this seemed to be true for all three vehicle classes (cars, light goods and motor cycles). There was no significant difference between 'before' and 'after' periods for 5 - 9 year old vehicles.

As might have been expected there was no clear trend in the percentage of cars and motor cycles under 5 years old defective, although there was an increase in the equivalent percentage

for light goods vehicles.

Heavy goods vehicles (above 30 cwt unladen weight) were not subject to compulsory test, so it is interesting to note that there was no downward trend in the percentage mechanically defective. In fact the percentage for the two older age-groups showed a tendency to rise.

II. ACKNOWLEDGEMENTS

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12. REFERENCES

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TABLE I

Casualties per hundred million vehicle-miles travelled

Class of casualty	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966
Drivers of cars and taxis	62	68	73	74	74	78	89	*	91	89	96	95	102	101
Drivers of other four-wheeled vehicles														
Motorcyclists and passengers	*	*	*	1,443	1,472	1,598	1,665	1,683	1,689	1,750	1,890	2,224	2,325	2,372
Scooter riders and passengers							1,800	1,777	1,727	1,739	1,915	2,073	2,233	2,184
Moped riders	*	*	*	800	614	558	795	774	784	733	856	886	874	788
Pedal cyclists	384	442	464	488	499	589	616	639	667	715	765	792	856	846
Pedestrians +	145	142	134	123	120	109	105	104	96	92	91	88	88	84
All road users + ϕ	563	550	561	533	548	519	516	501	466	437	433	422	412	385
Standardised rates for all r.u.+	*	*	*	493	494	508	516	523	517	521	551	578	599	590

* Not available
 + Casualties per hundred million motor-vehicle miles
 ϕ 'All road Users' includes passengers of 4-wheeled vehicles

TABLE 2
Estimated vehicle-miles travelled in Great Britain by various classes of vehicles

Class of vehicle	Thousands of millions of miles travelled										
	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966
Cars and taxis	28.7 (48)	28.1 (47)	34.4 (52)	38.6 (53)	42.0 (55)	46.7 (57)	50.3 (60)	54.2 (62)	62.1 (65)	67.2 (67)	72.8 (69)
Goods vehicles	14.3 (24)	14.2 (24)	15.8 (24)	17.6 (24)	18.7 (24)	19.8 (24)	20.0 (24)	20.9 (24)	22.1 (23)	22.8 (23)	22.9 (22)
Public service vehicles	2.6 (4)	2.5 (4)	2.4 (4)	2.5 (3)	2.5 (3)	2.5 (3)	2.5 (3)	2.5 (3)	2.5 (3)	2.4 (2)	2.5 (2)
Motor cycles	3.8 (6)	4.0 (7)	3.8 (6)	4.1 (6)	3.9 (5)	3.7 (5)	3.1 (4)	2.7 (3)	2.5 (3)	2.2 (2)	1.8 (2)
Scooters	0.4 (1)	0.6 (1)	0.8 (1)	1.2 (2)	1.5 (2)	1.6 (2)	1.6 (2)	1.3 (1)	1.3 (1)	1.2 (1)	1.1 (1)
Mopeds	0.4 (1)	0.5 (1)	0.5 (1)	0.7 (1)	0.8 (1)	0.8 (1)	0.7 (1)	0.7 (1)	0.8 (1)	0.7 (1)	0.7 (1)
Pedal cycles	10.1 (17)	10.0 (17)	8.8 (13)	8.5 (12)	7.5 (10)	6.7 (8)	5.7 (7)	5.0 (6)	4.8 (5)	4.1 (4)	3.6 (3)
All Vehicles	60.3	59.9	66.5	73.2	76.9	81.8	83.9	87.3	96.1	100.6	105.4

() Figures in brackets express vehicle-mileage as a percentage of all vehicle-mileage in that year.

TABLE 3

Pedestrians killed⁺ in single-vehicle accidents per hundred million miles travelled by the class of vehicle involved

Vehicle involved	1953	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966
Car or-taxi	3.7	3.3	3.4	3.1	2.9	3.0	2.7	2.4	2.4	2.5	2.4	2.4
Goods vehicle	4.4	4.1	4.0	3.7	3.5	3.4	3.2	3.3	3.1	3.0	2.9	2.8
Public service vehicle	9.8	9.8	9.2	10.1	8.0	7.6	7.2	8.3	6.8	7.0	8.6	7.7
Motor cycle	}*				6.8	6.8	6.9	7.3	7.0	7.4	7.3	8.1
Scooter		5.9	6.0	6.3	3.2	4.5	4.4	3.4	3.6	3.9	6.0	4.8
Moped	*	1.0	0.8	0.9	0.7	0.9	0.9	1.0	1.5	1.3	1.1	1.1
Pedal cycle	0.4	0.5	0.5	0.6	0.4	0.5	0.	0.5	0.4	0.5	0.5	0.3

⁺ From 1960 onwards the numerator of the rate is 'number of fatal pedestrian accidents'.
The number of pedestrians killed will be very slightly higher.

* Not available

TABLE 4

Percentage of casualties that were fatal or serious

Year	Pedestrians	Pedal Cyclists	Moped Riders	Scooter Riders and Passengers	Motor cycle Riders and Passengers	Drivers of cars and taxis	Drivers of other vehicles	P. S. V. Passengers	Other Passengers	All road users	
										Restricted roads	Non-restricted roads
1953	30.4	24.0		34.2	24.5			20.6		23.6	36.5
1954	29.8	22.5	27.6	32.7	22.9			20.0		22.8	34.7
1955	29.1	21.3	25.6	30.7	23.1			19.9		22.1	33.3
1956	29.2	21.0	26.3	30.6	22.4			19.3		21.4	32.8
1957	30.1	21.4	27.8	29.7	22.8			19.9		22.3	33.3
1958	29.9	21.0	27.3	28.9	23.5			20.1		22.0	33.2
1959	30.6	21.7	26.8	22.6	32.2	25.2	22.0	12.1	24.4	22.5	35.8
1960	31.2	21.9	27.6	22.7	32.1	*	*	*	*	23.0	35.2
1961	31.3	22.1	27.3	23.2	31.8	25.7	23.3	12.2	24.1	23.0	35.0
1962	31.5	22.2	27.6	24.0	32.5	25.7	24.2	12.1	24.9	23.2	35.9
1963	31.4	22.8	28.4	24.0	33.3	26.1	24.0	11.9	24.4	23.4	35.5
1964	31.6	22.9	27.6	24.5	33.0	26.1	24.7	12.0	24.5	23.4	35.9
1965	31.5	22.5	28.0	24.8	32.6	26.2	24.8	11.7	24.2	23.2	35.9
1966	32.6	23.9	29.7	26.1	33.9	26.6	25.8	12.4	24.8	24.1	36.4

* Not available

TABLE 5(a)

Pedestrians killed and seriously injured per 100,000
living per thousand million motor vehicle miles

Age	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966
0 - 4	0.90	0.82	0.73	0.71	0.72	0.75	0.67	0.62	0.62	0.60	0.59
5 - 9	1.75	1.70	1.63	1.44	1.57	1.49	1.47	1.37	1.36	1.28	1.28
10 - 14	0.64	0.60	0.62	0.56	0.58	0.56	0.59	0.63	0.59	0.66	0.67
15 - 59	0.36	0.36	0.33	0.32	0.32	0.29	0.29	0.29	0.27	0.29	0.29
60 and over *	1.41	1.46	1.28	1.24	1.23	1.07	0.99	0.92	0.91	0.90	0.83
All ages	0.72	0.72	0.65	0.63	0.64	0.59	0.56	0.55	0.53	0.52	0.52

TABLE 5(b)

Pedestrians killed and seriously injured

Age	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966
0 - 4	1673	1554	1630	1909	2058	2366	2236	2263	2557	2689	2782
5 - 9	3640	3336	3544	3469	4018	4155	4287	4338	4746	4892	5334
10 - 14	1173	1188	1466	1516	1712	1801	1844	2002	2087	2337	2491
15 - 59	5631	5758	5978	6618	7142	6953	7275	7802	8286	8711	9270
60 and over *	5906	6172	6289	7205	7609	7322	7101	7172	7788	8190	8062
Total	18023	18008	18907	20717	22539	22597	22743	23577	25464	26819	27939

* Including a very small percentage of unknown age

TABLE 6

Percentage age distribution of motorcycle rider*
fatal and serious casualties

Age group	1959	1960	1961	1962	1963	1964	1965	1966
16 and under	5.3	7.2	8.6	9.4	13.0	13.6	13.6	12.8
17	8.0	9.8	11.5	12.6	13.8	17.2	16.3	16.1
18	9.1	9.8	11.1	12.8	12.6	13.3	16.8	14.8
19	10.0	9.2	9.6	10.3	11.2	10.4	10.2	12.4
20 - 24	30.5	29.9	26.6	24.8	22.8	21.4	19.6	19.7
25 - 29	11.9	10.6	9.8	8.7	7.5	6.6	5.8	5.8
30 - 39	12.1	10.9	10.1	8.9	7.6	6.9	6.3	6.5
40 - 49	7.0	6.8	6.6	6.4	5.5	4.8	5.3	5.0
50 - 59	4.7	4.3	4.5	4.4	4.2	4.1	4.2	4.7
60 and over	1.5	1.5	1.7	1.7	1.8	1.7	1.9	2.0
All ages	100.1	100.0	100.1	100.0	100.0	100.0	100.0	99.8

* Excluding moped and scooter rider

TABLE 7

Darkness/Day Ratios

Year	Casualties in Darkness		Cas. Rate per M.V.M. in Dark (M.P.D.)**	
	Casualties in Day		Cas. Rate per M.V.M. in Day (M.P.D.)	
	Fatal and Serious	All Severities	Fatal and Serious	All Severities
1950	0.43	0.33		
1951	0.47	0.35		
1952	0.42	0.32		
1953	0.46	0.35	2.07	1.42
1954	0.51	0.38	1.84	1.34
1955	0.49	0.37	1.74	1.21
1956	0.50	0.38	1.71	1.22
1957	0.56	0.42	1.85	1.32
1958	0.53	0.41	1.73	1.23
1959	0.57	*	1.76	1.25
1960	0.59	*	1.80	1.36
1961	0.59	*	1.70	1.27
1962	0.60	0.48	1.71	1.35
1963	0.62	0.50	1.67	1.31
1964	0.67	0.54	1.86	1.42
1965	0.68	*	1.94	1.46
1966	0.72	*	1.90	1.53

* Not yet available

/ From 1957 onwards 'darkness' regarded as from ½ hour after sunset to ½ hour before sunrise. Up to 1956 'darkness' lasted from 1 hour after sunset to 1 hour before sunrise during British Summer Time.

** Based on flows counted at 4 points.

TABLE 8**Ratios of Casualties in Speed Limit and Non-Speed Limit Areas**

<u>Speed Limit areas</u> Non-speed limit areas		<u>Speed Limit areas</u> Non-speed limit areas		<u>Speed Limit Areas</u> Non-speed limit areas	
1950	2.63	1956	2.57	1962	2.79
1951	2.61	1957	2.64	1963	2.82
1952	2.60	1958	2.59	1964	2.68
1953	2.59	1959	2.65	1965	2.71
1954	2.60	1960	2.67	1966*	2.68
1955	2.54	1961	2.74		

* In 1966 'Non-speed Limit' areas means roads restricted experimentally to 70 mile/h.

TABLE 9**Number of Casualties and Vehicles Involved per Injury Accident**

Year	Casualties per Accident	Vehicles involved per Accident
1954	1.217	1.52
1955	1.236	1.54
1956	1.240	1.54
1957	1.252	1.55
1958	1.263	1.58
1959	1.277	1.60
1960	1.279	1.60
1961	1.294	1.59
1962	1.294	1.60
1963	1.312	1.61
1964	1.319	1.62
1965	1.330	1.62
1966	1.345	1.60

TABLE 10**Percentage of Injury Accidents involving skidding**

Year	On dry roads	On wet roads	Difference (wet - dry)
1954	6	23	17
1955	7	26	19
1956	7.5	27.5	20
1957	8	27	19
1958	8	27	19
1959*	14.0	33.3	19.3
1960	14.5	32.1	17.6
1961	14.7	35.2	21.5
1962	14.9	32.9	18.0
1963	15.8	32.7	16.9
1964	16.8	35.1	18.3
1965	17.0	33.0	16.0
1966	17.3	32.5	15.2

* Prior to 1959 Form Stats 19 asked whether or not each vehicle skidded. In 1959 the question was extended to ask whether or not each vehicle skidded, either before or after the accident.

TABLE II

Percentage of vehicles involved in fatal or serious accidents that were reported to be mechanically defective

Type of vehicle	Age of vehicle (yrs)	Year of Accident					
		1959	1960	1961	1962	1963	1964
Car or taxi	10 or more	2.4 *	2.5 *	2.0 ⁺	1.7 ⁺	1.7 ⁺	2.1 ⁺
	5 - 9	1.6 *	1.4 *	1.2	1.2	1.1 ⁺	1.5 ⁺
	Less than 5	1.1	1.0	1.0	1.0	1.0	1.0
Goods up to 30 cwt	10 or more	2.3*	2.5 *	1.0 ⁺	1.6 ⁺	1.2 ⁺	2.0 ⁺
	5 - 9	2.1*	1.4 *	2.1	1.5	1.8 ⁺	2.1 ⁺
	Less than 5	0.8	1.1	1.2	1.2	1.3	1.3
Motor cycle	10 or more	2.4*	2.4*	1.6 ⁺	1.6 ⁺	1.6 ⁺	1.8 ⁺
	5 - 9	2.1*	1.9*	1.8	1.9	1.7 ⁺	1.7 ⁺
	Less than 5	1.4	1.6	1.6	1.4	1.4	1.1
Goods above 30 cwt	10 or more	2.6	2.0	2.2	2.6	3.0	2.8
	5 - 9	2.1	1.8	2.7	2.2	2.2	3.0
	Less than 5	1.5	1.4	1.8	1.5	1.9	1.6

N.B. The 'age' of the vehicle was obtained by subtracting the year of first registration from the year of accident. Thus a few of those near their 5th or 10th 'birthday' may not have been assigned to the correct group.

* Periods before vehicle testing for all vehicles in the age-group.

+ Periods after the start of vehicle testing for all vehicles in the age-group.

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J. M. Munden: Ministry of Transport, RRL Report LR 168: Crowthorne, 1968 (Road Research Laboratory). Numbers or percentages of certain classes of casualties and accidents, and in some cases casualty or accident rates, are tabulated for a period of years up to 1966. Where possible, explanations of the trends are suggested. Among the subjects discussed are: casualties per unit distance travelled, severity of injuries, pedestrian rates for different age-groups, the proportion of casualties in the dark, and defective vehicles in accidents.

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