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Geneva, May 28th, 1937.

LEAGUE OF NATIONS

ORGANISATION FOR COMMUNICATIONS AND TRANSIT

COMMITTEE FOR THE UNIFICATION OF STATISTICS RELATING TO ROAD TRAFFIC ACCIDENTS

REPORT ON THE FIRST AND SECOND SESSIONS OF THE COMMITTEE.

The Committee was composed as follows :

- M. J. BOULLOCHE, Director of Roads, French Ministry of Public Works, *Chairman* ;
- Mr. A. E. KIRKUS, Director of Statistics, Ministry of Transport, Great Britain ;
- M. A. MOLINARI,¹ Director-General of the Central Statistical Institute, Italy ;
- M. C. FL. STEENSTRUP, Secretary of the Statistics Department of the Danish Ministry of Finance ;
- M. E. ZDRUBEK, Head of the Communications Section of the Austrian Federal Police Headquarters.

The following also attended :

For the International Statistical Institute :

- Dr. J. H. VAN ZANTEN, Ex-Director of the City of Amsterdam Statistical Office, Rapporteur to the Committee of the Institute on Uniformity in Road Accident Statistics.

For the International Association of Recognised Automobile Clubs :

- Colonel G. PERON, Secretary-General (at the first session) ;
- M. J. HANSEZ, President of the International Committee on Road Traffic and Customs (at the second session).

For the Permanent International Commission for First Aid on Roads :

- Dr. P. BEHAGUE, Secretary-General of the National Union of Tourist Associations, Paris, President of the Permanent International Commission (at the first session).

For the League of Red Cross Societies :

- Major PETERSEN, Chief of the First-Aid Section (at the first session).

For the International Tourist Alliance :

- M. Paul DUCHAINE, Secretary General (at the first session) ;
- M. E. DELAQUIS, Director of the Swiss Touring Club, Professor at the University of Geneva (at the second session).

For the International Labour Office :

- Mr. J. W. NIXON, Chief of the Statistical Section ;
- Mr. R. M. WOODBURY, Member of the Statistical Section (at the second session).

Secretary : Mme. E. LEHMANN, Member of the Communications and Transit Section.

The Committee held two sessions. The first on September 7th to 10th, 1936 : the second on May 3rd to 6th, 1937.

After studying the documents compiled by the Secretariat (Annex I),² and after deliberation, the Committee arrived at the following conclusions :

I. The Committee considers that, if unification of road traffic accident statistics is to be attained, it is necessary that each country should keep a record of road accidents and compile statistics on the basis of such records.

¹ M. Molinari was present only at the first session of the Committee.
² Annex I is printed separately.

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2. Governments should accordingly be asked to make it compulsory for all officials entrusted with that duty to give notice to the police, or to the authority responsible for the compilation of the statistics, of all traffic accidents which occurred on highways open to the public,¹ in which a vehicle of any description (including cycles without motor, hand-barrows, etc.) or an animal was involved, and which caused death or bodily injury.²

3. It is desirable that the statistics should include accidents which caused material damage only, but, as the compilation of such statistics is attended by serious difficulties, the Committee does not feel that it can at present ask for them to be made compulsory.

4. Accidents should be recorded by the representative of the competent authority) by means of a form for each accident. The Committee has specified in a schedule (Annex II, the information which should be recorded for the compilation of the three categories of statistics. A model statistical form is appended as a guide for the compilation of the particulars (Annex III), The statistics should be compiled by the body which centralises these records.³

5. The schedule asks for particulars of the vehicles involved, the nature, circumstances and causes of the accident, and the number of persons killed or injured. The particulars relating to the vehicles involved, the nature of the accident and the number of persons killed or injured will consist simply of statements of fact ; there is therefore no difficulty in recording this information, which will serve as a basis for the essential statistics. The particulars regarding circumstances, however precise may be the questions asked, leave more scope to the personal judgment of the recording official, and those regarding causes are frequently open to such an interpretation that the inferences to be drawn therefrom are subject to reservations. As, however, many countries already compile statistics of circumstances and causes, the Committee felt that the schedule attached (Annex II) should furnish a basis for unifying the information.

6. The Committee accordingly recommends :

First, the compilation of *annual* statistics relating to : number of accidents, number of persons killed or injured, number of vehicles involved and nature of accidents (statistics of the first category).

Secondly, statistics should be compiled dealing in general with all the circumstances of the accident (statistics of the second category).

Lastly, other statistics should be compiled dealing with the causes of accidents (statistics of the third category). These might be limited to the principal headings of the schedule.

The Committee considers that statistics of the first category are absolutely essential and that their annual compilation should be compulsory subject to the reservation in paragraph 3. The compilation of statistics of the second and third categories presents greater difficulty, and Governments are recommended to arrange to compile statistics of these categories as speedily as possible, after which they can be compiled at varying intervals, which should not, however, exceed five years.

7. Model tables for the presentation of the three categories of statistical data have been drawn up by the Committee and are given in Annex IV.

8. The Committee is of opinion that it would be desirable to study the number of accidents in relation to the number of vehicles in circulation, the number of drivers, the population, the length of highways, etc., in so far as these various factors can be accurately ascertained. It considers that it will have to acquaint itself with the studies which have been or may be made on this question, especially by the International Institute of Statistics, and to determine the scope of the statistics regarded as necessary.

9. The Committee recommends that countries which do not yet apply the scheme of classification of accidental deaths contained in the International Convention on the Nomenclature of Causes of Death, signed at Paris on October 19th, 1929, should adopt this system, and that the road accident statistics outlined above should be accompanied, if possible, by statistics of deaths due to means of transport, compiled according to this scheme.

10. The Committee stresses the value of the compilation of statistics of all three categories for all European capitals and for all cities of more than 500,000 inhabitants.

11. The Committee considers that special attention should be given to the road accident risks of drivers in the service of an employer, in view of the influence of their conditions of work on the risks of accident both to the drivers themselves and to the public. It has sought to provide the necessary headings in the statistics of the first category for determining the number of such drivers who are killed or injured, and in the statistics of the second and third categories for data on the conditions of work.

12. The Committee asks the Committee for Communications and Transit to arrange for the Committee's report to be communicated to the Governments with a request that the recommendations contained therein be put into effect as soon as possible.

¹ Including any parks open to vehicular traffic.

² See definition on page 3.

³ Each accident should be included as one accident, irrespective of the number of vehicles involved and of persons killed or injured.

ANNEX II.

SCHEDULE.

A. VEHICLES, ETC., INVOLVED IN ACCIDENTS.

State whether vehicles of national or foreign registration.

Where a mechanically-propelled road vehicle or a pedal-cycle is involved in an accident, the age and sex of the driver should be given.

In the case of mechanically-propelled road vehicles, it should be stated whether the driver was in the service of an employer and, if so, details of hours of driving should be given.

Mechanically-propelled Road Vehicles :

1. Private motor passenger vehicles (excluding motor-cycles).
2. Motor-cycles :¹
 - (a) Solo—without pillion rider ;
 - (b) Solo—with pillion rider ;
 - (c) With sidecar.
3. Motor-vans, lorries, tractors :
 - (a) Without trailer ;
 - (b) With trailer.
4. Hackney vehicles with a seating capacity not exceeding eight persons (including the driver).
5. Omnibuses and coaches.
6. Tramcars.
7. Trolley vehicles.
8. Miscellaneous.

Other Vehicles :

9. Cycles without motor.
10. Animal-drawn vehicles.
11. Railway vehicles.
12. Handcarts and barrows.
13. Miscellaneous vehicles.²

Animals :

14. Horses, ridden or led.
15. Other animals.

B. NATURE OF ACCIDENT.

1. Collision between moving vehicles.
2. Collision between a vehicle and an obstruction including a stationary vehicle.
3. Collision between a vehicle and a pedestrian.
4. Accident not involving collision.³
5. Other kinds of accident ⁴ (particulars to be given).

C. CLASSIFICATION OF PERSONS KILLED OR INJURED ⁵ IN ACCIDENT.

Age.

Sex.

Died within twenty-four hours.

Died within thirty days.

Injured : (a) seriously.

(b) slightly.

¹ Countries who so desire may subdivide motor-cycles into two categories : (a) high power ; (b) low power.

² Perambulators and bath-chairs are not considered as vehicles.

³ Drivers or riders killed or injured should be included in the statistics, although no other person or vehicle may have been involved.

⁴ "Other kinds of accidents" include collisions between a vehicle and an animal, and accidents involving a combination of two or more collisions of different natures—e.g., (1) between moving vehicles and a moving vehicle and a stationary vehicle, (2) between a vehicle, an obstruction and a pedestrian.

⁵ There will be two classes of fatal accident :

(a) Accidents causing death instantaneously or within twenty-four hours ;

(b) Accidents causing death within a period of from twenty-four hours to thirty days.

Bodily injuries are classified as follows :

Serious injuries.—Fractures, concussion, internal injuries, crushings, severe cuts and lacerations, severe general shock necessitating medical treatment, and any other injury involving removal to and detention in hospital.

Slight injuries.—Injuries of a minor character such as sprains and bruises. Persons who complain of shock but have sustained no other injuries should not be included in the statistics unless they show very marked symptoms of shock and have received, or appear to be in need of, medical treatment.

A distinction should be made between drivers of motor vehicles other than motor-cycles : (a) in the service of an employer ; (b) others ; motor-cyclists, pedal-cyclists, passengers, pedestrians and other persons.¹

D. CIRCUMSTANCES OF ACCIDENT.

I. *Place and Time.*

1. Place.
2. Date.
3. Day of the week (state whether a general holiday and whether on the day before or day after a holiday).
4. Hour.
5. State whether the accident occurred in a built-up area or outside such area.²
6. If the accident occurred in a built-up area,³ give the name of the street and, if possible the number of the house in front of which the accident occurred. State also whether it is a one-way or two-way street and whether it is a " priority " road or not.
7. Give any other particulars—*e.g.*, exit from a school, church, factory, etc.

II. *Weather Conditions.*

1. Clear weather.
2. Fog.
3. Rain, heavy or slight.
4. Strong wind.
5. Snow or hail.

III. *Visibility.*

1. Daylight.
2. Dusk or semi-darkness.
3. Darkness : (a) road lighted.
(b) road not lighted.

IV. *Road Conditions.*

1. Normal.
2. Bad condition. (Detail the defects.)

V. *State of the Carriage-way.*

1. Dry.
2. Wet.
3. Ice-covered.
4. Snow-covered.

VI. *Features of the Road.*⁴

1. Straight road.
2. Cross-roads or junctions : (a) with good sight-line.
(b) with bad sight-line.
3. Fork.
4. Level-crossing : (a) guarded.
(b) unguarded.
5. Bend : (a) with good sight-line.
(b) with bad sight-line.
6. Gutter, or hump back.
7. Top of hill.
8. Abrupt descent.
9. Tram or rail tracks.
10. Other special features.

E. PRESUMED OR APPARENT CAUSES OF THE ACCIDENT.

I. *Attributed to Drivers, excluding Pedal-cyclists.*

1. Excessive speed having regard to conditions.
2. Failure to keep on correct side of road.
3. Failure to observe right of way.
4. Failure to signal, giving indistinct or incorrect signal.

¹ Each country will indicate the classification of passengers which it considers the most suitable.

² In the latter case, the class of road may be given.

³ These particulars should only be given in respect of large towns and cities.

⁴ Indicate whether or not attention is drawn to these features by warning signs. Other particulars may be given for large towns and cities.

5. Failure to comply with traffic signs and signals.
6. Overtaking improperly.
7. Pulling out to overtake.
8. Swerving negligently.
9. Skidding—*i.e.*, side-slipping.
10. Mounting footpath, refuge, etc.
11. Failure to stop or afford free passage to pedestrians at pedestrian crossing-places.
12. Dazzled by lights of another vehicle.
13. Emerging or turning from one road into another road :
 - (a) Turning to right¹ without due care ;
 - (b) Turning to left¹ without due care ;
 - (c) Crossing without due care.
14. Inattentive or attention diverted.
15. Inexperienced, including inexperienced with type of vehicle in use at time.
16. Losing control.
17. Fatigued :
 - (a) Due to driving (details of hours of driving to be given) ;
 - (b) From other causes.
18. Sudden illness.
19. Under the influence of drink.
20. Physically defective (particulars to be given).
21. Other causes (particulars to be given).

II. *Attributed to Pedal-cyclists.*

1. Excessive speed having regard to conditions.
2. Failure to keep on correct side of road.
3. Failure to observe right of way.
4. Failure to signal, giving indistinct or incorrect signal.
5. Failure to comply with traffic signs and signals.
6. Overtaking improperly.
7. Pulling out to overtake.
8. Swerving negligently.
9. Skidding—*i.e.*, side-slipping.
10. Mounting footpath, refuge, etc.
11. Failure to stop or afford free passage to pedestrians at pedestrian crossing-places.
12. Dazzled by lights of another vehicle.
13. Emerging or turning from one road into another road :
 - (a) Turning to right¹ without due care ;
 - (b) Turning to left¹ without due care ;
 - (c) Crossing without due care.
14. Inattentive or attention diverted.
15. Inexperienced, including inexperienced with type of vehicle in use at time.
16. Losing control.
17. Fatigued :
 - (a) Due to riding (details of hours of riding to be given) ;
 - (b) From other causes.
18. Sudden illness.
19. Under the influence of drink.
20. Physically defective (particulars to be given).
21. Cyclist holding on to other vehicle.
22. Other causes (particulars to be given).

III. *Attributed to Pedestrians.*

1. Crossing carriage-way, or walking or standing in carriage-way, heedless of traffic.
2. Stepping into carriage-way without due care.
3. Playing in carriage-way.
4. Emerging from front of or behind vehicle or object which masked his or her movement.
5. Not using pedestrian crossing-place.
6. Boarding vehicle without due care.
7. Slipping or falling.

¹ Indicate the direction of traffic.

8. Sudden illness.
9. Under the influence of drink.
10. Hanging on to vehicle.
11. Child under 7 years of age acting in such a way as to render the accident unavoidable.
12. Lack of adequate supervision by an older person or escaping from supervision of an older person.
13. Other causes (particulars to be given).
(Items Nos. 1 to 10 and 13 not to be used in the case of children under 7 years of age.)

IV. *Attributed to Vehicles.*

1. Mechanical defect or failure (particulars to be given).
2. Inadequate or defective front or rear lights or reflectors.
3. Unattended vehicle running away.
4. Driver's view obstructed—*e.g.*, by equipment, load or obscured windscreen.
5. Vehicle overloaded, shifted or defective load.
6. Any other feature of vehicle or equipment which contributed to the accident (particulars to be given).

V. *Attributed to Tramways.*

1. Tramway track in bad repair.
2. Wheel of vehicle catching in tramway track or centre conduit.
3. Tramcar jumping points or rails.

VI. *Attributed to Obstructions.*

1. Stationary vehicle dangerously placed.
2. Other obstruction (particulars to be given).

VII. *Attributed to Road Conditions.*

1. View obscured by blind corner or bend.
2. Slippery road surface (particulars to be given).
3. Road surface in need of repair.
4. Other road conditions.

VIII. *Attributed to Weather Conditions.*

1. Fog or mist.
2. Glaring sun.
3. Other weather conditions which contributed to the accident (particulars to be given).

IX. *Miscellaneous.*

1. Animal in carriage-way—*e.g.*, horse bolting, dog not under control.
2. Other causes (particulars to be given).

In the case of causes attributed to drivers or vehicles, it is essential that where more than one driver or vehicle respectively is involved in the accident the report should show to which driver or which vehicle the presumed cause is attributed.

The report should show the presumed PRINCIPAL cause in respect of each accident. If more than one cause is considered to have contributed to the accident, the CONTRIBUTORY causes (not more than two) also should be given.

ANNEX III.

MODEL STATISTICAL FORM.

EXPLANATORY NOTE.

In Sections I, IV, V and VI, a cross (×) should be placed opposite the appropriate item. In Sections I, II, III and VI, the entries relating to the vehicle or driver primarily concerned in an accident should be inserted in the column headed A. Entries relating to other vehicles or drivers involved in the accident should be inserted in the columns headed B, C and D according to the number of vehicles involved.

In Section VI, the principal presumed cause should be indicated thus (×).

For guidance, the form has been completed to show particulars of an accident which occurred in the following circumstances :

At 4.30 p.m. on May 6th, 1937, a motor-cycle with a pillion rider collided with a motor-lorry without trailer. The driver of the motor-cycle was killed immediately, the pillion rider died two days later, and the driver of the motor-lorry was slightly injured. The main cause of the accident was failure on the part of the driver of the motor-lorry to keep on the correct side of the road and a contributory cause was excessive speed on the part of the driver of the motor-cycle.

Model Statistical Form (Obverse side).

Locality : Police District :

Accident occurred at 4.30 p.m. on 6th day of
May 1937.

I. VEHICLES, ETC., INVOLVED IN THE ACCIDENT.

	A	B	C	D
<i>Mechanically propelled Road Vehicles :</i>				
Private motor passenger vehicles (excluding motor-cycles)				
Motor-cycles :				
(a) Solo—without pillion rider				
(b) Solo—with pillion rider		X		
(c) With sidecar				
Motor vans, lorries, tractors' etc :				
(a) Without trailer	X			
(b) With trailer				
Hackney vehicles with a seating capacity not exceeding eight persons (including the driver)				
Omnibuses and coaches				
Tramcars				
Trolley vehicles				
Miscellaneous				
<i>Other Vehicles :</i>				
Cycles without motor				
Animal-drawn vehicles				
Railway vehicles				
Handcarts and barrows				
Miscellaneous vehicles				
<i>Animals :</i>				
Horses, ridden or led				
Other animals				

II. PERSONS KILLED OR INJURED IN THE ACCIDENT.

	A		B		C		D	
	Sex	Age	Sex	Age	Sex	Age	Sex	Age
<i>Killed (died within 24 hours) :</i>								
Pedestrians								
Drivers of motor vehicles other than motor-cycles								
Motor-cyclists			M	21				
Passengers								
Pedal-cyclists								
Other persons								
<i>Killed (died subsequently but within 30 days)</i>								
Pedestrians								
Drivers of motor vehicles other than motor-cycles								
Motor-cyclists								
Passengers			F	18				
(Repeat as above)								
<i>Injured—seriously :</i>								
Pedestrians								
Drivers of motor vehicles other than motor-cycles								
Motor-cyclists								
(Repeat as above)								
<i>Injured—slightly :</i>								
Pedestrians								
Drivers of motor vehicles other than motor-cycles			M	50				
Motor-cyclists								
(Repeat as above)								

III. DRIVERS OF VEHICLES INVOLVED IN THE ACCIDENT.

	A	B	C	D
Drivers of mechanically propelled road vehicles :				
(a) In the service of an employer :				
Sex	M			
Age	50			
(b) Others :				
Sex		M		
Age		21		
Riders of cycles without motor :				
Sex				
Age				
Etc..				

IV. NATURE OF ACCIDENT.

X
(1) Collision between moving vehicles. (2) Collision between a vehicle and an obstruction, including a stationary vehicle. (3) Collision between a vehicle and a pedestrian. (4) Accidents not involving a collision. (5) Other kinds of accidents (particulars to be given).

Model Statistical Form (reverse side).

V. CIRCUMSTANCES OF THE ACCIDENT.

1. *Place of Accident.*

A : Area built up : one-way street—two-way street.

X

B : Not built up.

Priority-road—not priority-road. Other particulars.

2. *Weather Conditions.*

X

Clear weather—fog—rain (heavy—slight)—strong wind—snow or hail.

3. *Visibility.*

X

Daylight—dusk or semi-darkness—darkness : road lighted—road not lighted.

4. *Road Conditions.*

X

Normal—bad condition (detail the defects).

5. *State of the Carriage-way.*

X

Dry—wet—ice-covered—snow-covered.

6. *Features of the Road.*

Straight road—cross-roads or junctions with good sight-line—with bad sight-line—

X

fork—level crossing : guarded—unguarded—bend : with good sight-line—with bad sight-line—gutter or hump back—top of hill—abrupt descent—tram or rail tracks—other special features.

VI. PRESUMED OR APPARENT CAUSES OF THE ACCIDENT.

Attributed to Drivers, excluding Pedal-cyclists :

Excessive speed having regard to the conditions

Failure to keep on correct side of the road

(Arranged as in paragraph E of Annex II)

A	B	C	D
X	X		

ANNEX IV.

STATISTICS RELATING TO ROAD ACCIDENTS.

A. First Category.

Statistics (Annual) of Number of Accidents, Number of Persons killed or injured, Number of Vehicles involved and Nature of Accident.

TABLE I.—NUMBER OF ACCIDENTS.

Year

Involving personal injury			Involving damage to property only	Grand total
Fatal	Non-fatal	Total		

TABLE II.—NUMBER OF PERSONS KILLED OR INJURED.

Classification	Number of persons						Grand total
	Killed			Injured ¹			
	Died within 24 hours	Died subsequently but within 30 days	Total	Seriously	Slightly	Total	
Pedestrians							
Drivers of motor vehicles, other than motor-cycles :							
(a) In the service of an employer							
(b) Others							
Motor-cyclists							
Passengers ²							
Pedal-cyclists							
Other persons							
Total							

¹ See definition on page 3.

² Each country will indicate the classification of passengers which it considers the most suitable.

TABLE III. — ANALYSIS OF VEHICLES INVOLVED.

Classification of vehicles, etc.	Number of vehicles, etc., involved			Total
	In fatal accidents	In non-fatal accidents		
		Involving personal injury	Involving damage to property only	
<i>Mechanically propelled Road Vehicles :</i>				
1. Private motor passenger vehicles (excluding motor-cycles)				
2. Motor-cycles :				
(a) Solo—without pillion rider				
(b) Solo—with pillion rider				
(c) With sidecar				
3. Motor vans, lorries, tractors :				
(a) Without trailer				
(b) With trailer				
4. Hackney vehicles with a seating capacity not exceeding eight persons (including the driver)				
5. Omnibuses and coaches				
6. Tramcars				
7. Trolley vehicles				
8. Miscellaneous				
Total mechanically propelled road vehicles				
<i>Other Vehicles :</i>				
9. Cycles without motor				
10. Animal-drawn vehicles				
11. Railway vehicles				
12. Handcarts and barrows				
13. Miscellaneous vehicles				
Total other vehicles				
<i>Animals :</i>				
14. Horses, ridden or led				
15. Other animals				
Total animals				

TABLE IV.—NATURE OF ACCIDENT.

Nature of accident	Number of accidents		Persons				
	involving personal injury	involving damage to property only	Killed			Injured	Total
			Total	Died within 24 hours	Died subsequently but within 30 days		
1. Collision between moving vehicles							
2. Vehicle colliding with an obstruction, including a stationary vehicle							
3. Collision between a vehicle and a pedestrian							
4. Accident not involving collision ..							
5. Other kinds of accident							
Total							

B. Second Category.

Statistics relating to the Circumstances of the Accident.

TABLE V.—NATURE OF COLLISION.¹

Nature of collision	Number of accidents	Number of vehicles involved	Number of persons	
			Killed	Injured
Lorry with				
lorry				
motor-bus				
taxi				
private car				
motor-cycle				
bicycle				
animal-drawn vehicle				
pedestrian				
Motor-bus with				
motor-bus				
taxi				
private car				
etc.				
Taxi with				
taxi				
private car				
etc.				
Private car with				
private car				
motor-cycle				
etc.				
Motor-cycle with				
motor-cycle				
bicycle				
etc.				
Bicycle with				
bicycle				
etc.				
Total				

¹ If it is considered that the list of vehicles is not sufficiently complete, the list in Annex II A can be substituted.



TABLE VI.—ACCIDENTS BY MONTHS.

Month	Number of public holidays	Number of accidents			Total
		On public holidays	On days before and after public holidays	On other days	

TABLE VII.—ACCIDENTS CLASSIFIED ACCORDING TO DAY OF WEEK.

Day of week	Number of public holidays	Number of accidents			Total
		On public holidays	On days before and after public holidays	On other days	
Monday					
Tuesday					
—					
—					
—					
—					
Sunday					
Total					

TABLE VIII.—ACCIDENTS CLASSIFIED ACCORDING TO HOUR OF DAY.

Hour ¹	Number of accidents			Total
	On public holidays	On days before and after public holidays	On other days	
0-1				
—				
—				
—				
23-24				
Unknown				
Total				

¹ The number of accidents may be shown in groups of hours (e.g., 0 to 4, 4 to 6) instead of for each hour.

TABLE IX. — SEX AND AGE OF PERSONS KILLED OR INJURED.¹

Age	Persons												Grand total		
	Died within 24 hours			Died within 30 days			Total			Injured					
	M.	W.	Total	M.	W.	Total	M.	W.	Total	M.	W.	Total	M.	W.	Total
Under 15 years															
15 and under 25															
25 and under 60															
60 and over															
Total															

¹ Separate tables can be compiled for :

- (a) Drivers (excluding cyclists).
- (b) Cyclists.
- (c) Passengers.
- (d) Pedestrians—for pedestrians the group "under 15" should be subdivided into the following groups :
 - Under 5 years;
 - 5-7 years;
 - 7-14 years.

TABLE X. — DRIVERS OF CERTAIN DESCRIPTIONS OF VEHICLES INVOLVED IN THE ACCIDENT, ANALYSED TO SHOW THE SEX, AGE AND DESCRIPTION OF THE DRIVERS.

Sex and description	Age	Mechanically-propelled road vehicles				Cycles without motors
		Private motor passenger vehicles (excluding motor-cycles)	Motor-cycles	Motor vans, lorries and tractors, etc.	Hackney vehicles, omnibuses, coaches, tramcars and trolley buses	
<i>Male :</i> In the service of an employer	Under 18 years ..					
	18 and under 21 ..					
	21 " " 30 ..					
	30 " " 40 ..					
	40 " " 50 ..					
	50 " " 60 ..					
Over 60 years ..						
<i>Male :</i> Others	Under 18 years ..					
	18 and under 21 ..					
	21 " " 30 ..					
	30 " " 40 ..					
	40 " " 50 ..					
	50 " " 60 ..					
Over 60 years ..						
<i>Female :</i> In the service of an employer	Under 18 years ..					
	18 and under 21 ..					
	21 " " 30 ..					
	30 " " 40 ..					
	40 " " 50 ..					
	50 " " 60 ..					
Over 60 years ..						
<i>Female :</i> Others	Under 18 years ..					
	18 and under 21 ..					
	21 " " 30 ..					
	30 " " 40 ..					
	40 " " 50 ..					
	50 " " 60 ..					
Over 60 years ..						
Total						

1911		1912	
Jan	100	100	100
Feb	100	100	100
Mar	100	100	100
Apr	100	100	100
May	100	100	100
Jun	100	100	100
Jul	100	100	100
Aug	100	100	100
Sep	100	100	100
Oct	100	100	100
Nov	100	100	100
Dec	100	100	100
Total	1200	1200	1200

C. Third Category.

Statistics showing the Causes of Accidents.

TABLE XIII. — ACCIDENTS ANALYSED TO INDICATE THE SOLE OR MAIN CAUSE ATTRIBUTED.

Sole or main cause attributed ¹	Number of accidents involving personal injury		
	Fatal	Non-fatal	Total
<i>Attributed to drivers, excluding pedal-cyclists :</i>			
Excessive speed having regard to conditions			
Etc.			
<i>Attributed to pedal-cyclists :</i>			
Excessive speed having regard to conditions			
Etc.			
<i>Attributed to pedestrians :</i>			
Crossing carriage-way, or walking or standing in carriage-way, heedless of traffic			
Etc.			
<i>Attributed to vehicles :</i>			
Mechanical defect or failure			
Etc.			
<i>Attributed to tramways :</i>			
Tramway track in bad repair			
Etc.			
<i>Attributed to obstructions :</i>			
Stationary vehicle dangerously placed			
Etc.			
<i>Attributed to road conditions :</i>			
View obscured by blind corner or bend			
Etc.			
<i>Attributed to weather conditions :</i>			
Fog or mist			
Etc.			
<i>Miscellaneous :</i>			
Animal in carriage-way, e.g., horse bolting, dog not under control			
Etc.			
Total			

¹ Arranged as in paragraph E of Annex II.

TABLE XV.—PRESUMED SOLE OR MAIN CAUSES OF ACCIDENTS, CLASSIFIED ACCORDING TO THE MAIN TYPE OF VEHICLES.

Sole or main cause attributed ¹	Non-fatal Accidents												Grand total
	Fatal Accidents						Non-fatal Accidents						
	Mechanically-propelled road vehicles other than motor-cycles						Mechanically-propelled road vehicles other than motor-cycles						
	Other vehicles						Other vehicles						Total
	Public conveyances			Miscellaneous			Public conveyances			Miscellaneous			
	Private motor-vehicles	Motor-vans, lories, etc.	Hackney vehicles	Omnibuses and coaches	Tramcars	Trolley vehicles	Private motor-vehicles	Motor-vans, lories, etc.	Hackney vehicles	Omnibuses and coaches	Tramcars	Trolley vehicles	
	Motor-cycles	Cycles without motor	Animal-drawn vehicles	Miscellaneous	Total	Motor-cycles	Cycles without motor	Animal-drawn vehicles	Miscellaneous	Total			
Total . . .													

¹ Arranged as in paragraph E of Annex II but omitting the sections relating to causes assigned to "Pedestrians" and "Miscellaneous" in which neither a driver nor the condition of his vehicle is primarily blamed for the accident.

TABLE XVI.—PRESUMED SOLE OR MAIN CAUSES OF ACCIDENTS, CLASSIFIED ACCORDING TO THE NATURE OF THE ACCIDENT.

Sole or main cause attributed ¹	Fatal Accidents						Non-fatal Accidents					Grand total
	Collision between moving vehicles	Collision between a vehicle and an obstruction, including a stationary vehicle	Collision between a vehicle and a pedestrian	Accident not involving collision	Other kinds of accident	Total	Collision between a vehicle and an obstruction, including a stationary vehicle	Collision between a vehicle and a pedestrian	Accident not involving collision	Other kinds of accident	Total	
Total												

¹ Arranged as in paragraph E of Annex II.



