



Department
for Transport



Reported Road Casualties Great Britain: 2014 Annual Report

Moving Britain Ahead



September 2015

DEPARTMENT FOR TRANSPORT
SCOTTISH GOVERNMENT
WELSH ASSEMBLY GOVERNMENT

REPORTED ROAD CASUALTIES GREAT BRITAIN 2014

Published: September 2015

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Acknowledgement

The Department extends its grateful thanks to police forces and their officers for their contribution towards reducing road casualties, including the collection of STATS 19 data upon which this publication is based, and without which this government and road safety organisations would be much less well informed.

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Introduction to the 2014 Annual Report

About this report

The Reported Road Casualties in Great Britain (RRCGB) Annual Report: 2014 presents detailed statistics (headline figures were first published in June 2015) about the circumstances of personal injury accidents, including the types of vehicles involved, the resulting casualties and factors which may contribute to accidents. In addition to detailed tables there are three articles containing further analysis on specific road safety topics.

Most of the statistics in the report are based on information about accidents reported to the police. However, other sources such as mortality, survey and hospital data are also used as well as population and traffic data to provide a wider context.

Key findings:

- There were 1,775 **reported road deaths** in 2014, an increase of 4 per cent compared with 2013. This is the third lowest year on record behind 2012 and 2013. However, this rise is not statistically significant.
- The number of people **seriously injured** in reported road traffic accidents increased by 5 per cent to 22,807 in 2014.
- A total of 194,477 people were **killed or injured** in reported road accidents in 2014, the first increase in overall casualties since 1997.
- **Traffic levels** in 2014 were 2.4 per cent higher than in 2013. This would have led to an increased exposure for road users.
- A statistical model has indicated that had the **weather** throughout 2014 been closer to the long term average then there may have been around 40 fewer fatalities during the year.
- When adjusted for the weather, the number of fatalities would have risen by 1 per cent from 2013 to 2014. Once an adjustment is made for the weather for all years back to 1991, the small rise in fatalities in 2014 is the first rise since 2003.
- The most common factor which contributed to accidents in 2014 was drivers **failing to look properly**. This factor has remained the most frequently occurring one since 2005, when contributory factors were first introduced.
- In 2014/15 around 6.2 per cent of drivers said that they had probably driven whilst over the **legal alcohol limit** and 0.9 per cent of drivers thought that they had driven under the **influence of illegal drugs** in the last year. These proportions are not significantly different from those reported for 2013/14.

Introduction

The **Reported Road Casualties in Great Britain: 2014 Annual Report** presents detailed statistics about the circumstances of personal injury accidents, including the types of vehicles involved, the resulting casualties, and factors which may contribute to accidents occurring. Most of the statistics in the publication are based on information about accidents reported to the police (using 'Stats19' forms). However, other sources such as mortality and survey data are also used as well as population and traffic data to provide a wider context.

The headline accident and casualty figures for 2014 were published in [June 2015](#). The majority of the tables included here provide more detailed breakdowns of these headline figures. However, there are number of tables containing fresh updates of data that do not come directly from the police records (for instance, death registrations, motoring offences and the valuation of prevention of accidents) and some tables that have been included for the first time ever (weather-adjusted road casualty figures).

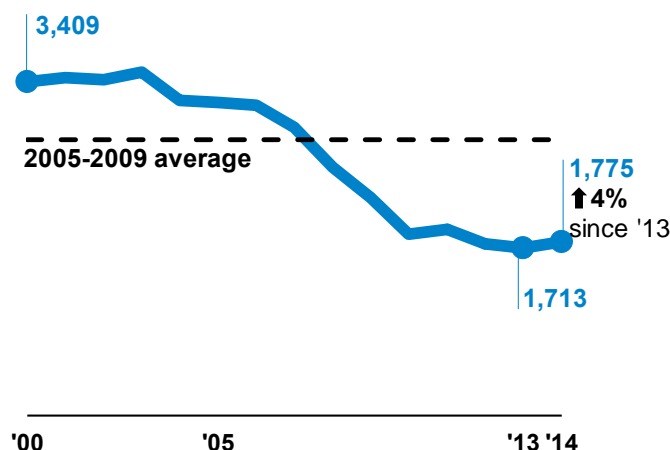
The report also contains four articles:

- An overview of reported road casualties in 2014. This is the original article that accompanied the Main Results release from June 2015. It has been included here for convenience.
- An analysis of the contributory factors to reported accidents.
- Modelling the impact of the weather on road casualty statistics
- Self-reported drink and drug driving in 2014/15

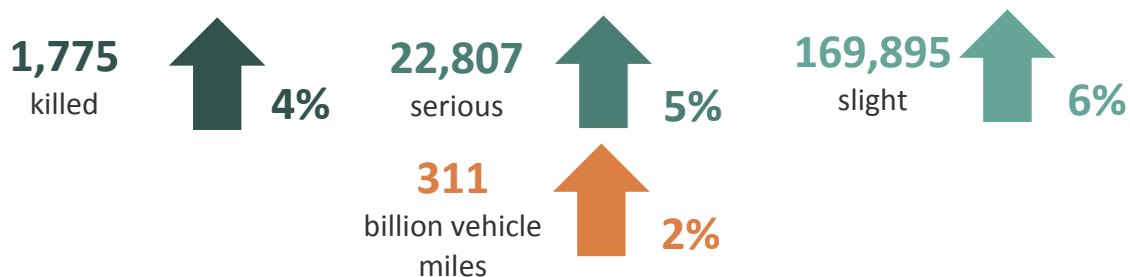
Overview of reported casualties

- There were 1,775 **reported road deaths** in 2014, an increase of 4 per cent compared with 2013.

Fatalities in reported road accidents: GB, 2000-2014



- The 1,775 **road deaths** in 2014 is the third lowest annual total on record after 2012 and 2013. There were 45 per cent fewer fatalities in 2014 than a decade earlier in 2005.
- **Pedestrians** accounted for three quarters of the increase in fatalities between 2013 and 2014. Pedestrian fatalities increased by 12 per cent from 398 in 2013 to 446 in 2014.
- The number of people **seriously injured** in reported road traffic accidents increased by 5 per cent to 22,807 in 2014, compared with 2013.
- There was a total of 194,477 **casualties of all severities** in reported road traffic accidents during 2014, the first increase in overall casualties since 1997.
- A total of 146,322 **personal-injury road traffic accidents** were reported to the police in 2014. Of these accidents, 1,658 resulted in at least one fatality.
- **Vehicle traffic levels** increased by 2.4 per cent between 2013 and 2014.



- This article includes a specific section on the **statistical significance** of changes in casualty numbers. This is particularly useful as it can help users understand whether changes in casualty numbers are likely to be as a **result of chance** or owing to a **genuine change in road safety** on Britain's roads.

Further information...

The article giving an **overview and trends in reported road casualties** can be found at:

www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2014

Related statistics (tables and charts) can be found at:

www.gov.uk/government/organisations/department-for-transport/series/road-accidents-and-safety-statistics

Tables [RAS30059-RAS30068](#), [RAS40006](#). SFRS outcome indicators - Table [RAS41001](#).

Contributory factors to reported road accidents

This is an update to an article that was last produced in 2011. The contributory factor system was introduced in 2005. Police officers who attend the scene of an accident are able to select up to six factors which they thought had **contributed to the accident**. This information is valuable for the understanding of the cause of accidents and identifying interventions that could reduce the risk in the future.

- The most common factor identified by police officers was **failed to look properly**. This was recorded in 44 per cent of all accidents in 2014.
- The contributory factor **loss of control** was reported in 32 per cent of fatal accidents in 2014.
- The pair of contributor factors most frequently recorded for the same vehicle were **failed to look properly** and **failed to judge other person's path or speed**.

Further information...

The article [Contributory factors to reported accidents](#) can be found [here](#).

Related statistics (tables and charts) can be found [here](#).

Modelling the impact of the weather on road casualty statistics

Reported road casualty statistics publications over recent years have contained a large number of references to how we believe the **weather has influenced casualty numbers**. The [2013 Annual Report](#) included a specific article on weather effects. This article presents a **model** that we have developed with the Office for National Statistics that allows us to **adjust casualty figures** to show what might have happened had the weather during each year been closer to the long term average.

- In 2014, it is estimated that there would have been **43 fewer fatalities** if the temperature and rainfall had been similar to the long term average.
- Once adjusted, the increase in fatalities between 2010 and 2011 disappears, and the 4 per cent increase in fatalities between 2013 and 2014 reduces to a 1 per cent increase.
- Figures have also been provided for other casualty severities and for all years from 1991 onwards.

Further information...

The article [Modelling the impact of the weather on road casualty statistics](#) can be found [here](#).

A new table giving weather-adjusted casualty numbers (RAS30080) can be found [here](#).

Self-report drink and drug driving: 2014/15

This article provides an update on the levels of drivers who have reported that they have driven either whilst over the alcohol limit and / or whilst under the influence of illegal drugs. The figures for 2013/14 were published in [February 2015](#) but the data for 2014/15 are available earlier this year, so have been included here. All of these figures are drawn from questions asked in the Crime Survey for England and Wales.

- Around 6.2 per cent of drivers in 2014/15 said that they believed they had driven whilst over the legal alcohol limit at least once in the last 12 months. This proportion has remained broadly unchanged since 2012/13.
- Around 0.9 per cent of drivers admitted to driving whilst under the influence of illegal drugs in the last 12 months. This figure has remained broadly unchanged since 2010/11.
- Both drink and drug driving are more prevalent amongst males and younger drivers.

Further information...

The article [Self-reported drink and drug driving](#) can be found [here](#).

Statistical tables on self-reported and police-reported drink driving can be found [here](#).

Changes in article coverage since the 2013 report

Rather than cover everything ever year, we intend to focus on certain topics each year. This gives us the flexibility to respond to emerging issues.

- The 2013 Annual Report included a separate article giving an overview of casualty trends. However, the 2014 Main Results publication contained more detail and commentary than has typically been provided in the past. We have therefore included this article within the annual report instead of a new chapter.
- An article on contributory factors was last included in 2011. The proportions of accidents with different factors do not change much each year, so there is little value in updating it each year. Instead we will aim to update this article once every three or four years. The article presented here provides contributory factor data for 2014.
- Although there was an article about the weather in the 2013 Annual Report, it mostly provided an overview of the affect the weather has on casualty numbers. The article contained here provides a statistically robust model that allows us to quantify how many more or fewer casualties there would have been had the weather been closer to the long term average.
- Although we intend to start producing statistics from hospital data again, we still do not have access to the data. We hope to be able to do this during 2016.

Topics not covered as an article in the 2014 report

This section summarises topics which have not been included as an article.

International comparisons

- In comparison with other countries, the **UK remains one of the world leaders in terms of road safety**, and its rate for child fatalities is well below the European average.

Value of prevention of accidents

- The **total value of prevention of reported road accidents** in 2014 was estimated to be £16.3 billion - this includes an estimate of the cost of damage only accidents but does not allow for unreported injury accidents.
- This represents a increase of 11 per cent compared with the same estimate made in 2013 (not taking into account inflation).
- Since the early 1990s, the casualty valuation has been based on a consistent **willingness to pay** (WTP) approach. For more details of the methodology, see the [2012 Annual Report](#).

Survey data on road accidents

- It has long been known that police data do not provide a complete record of all personal injury accidents and casualties. To help address this, the **National Travel Survey (NTS)** has included questions asking people about their involvement in road accidents since 2007.
- Our best current estimate, derived from the NTS data, is that the **total number of road casualties in Great Britain** annually, including those not reported to the police, is within the range 660 to 830 thousand with a central estimate of 740 thousand.
- For more details of the survey data methodology, see the [2012 Annual Report](#).

Drinking and driving

- Final estimates for 2013 show that between 220 and 260 people were **killed** in accidents in Great Britain where at least one driver was **over the drink drive limit**, with a central estimate of 240 deaths.
- Due to the **uncertainty** in the estimates, fatalities should be regarded as having **remained unchanged since 2010**. The change from 230 deaths in 2012 is not statistically significant.

Detailed statistics...

Detailed tables on international comparisons can be found in [RAS52001](#).

Detailed tables on accident and casualty costs can be found in [RAS60001-RAS6004](#).

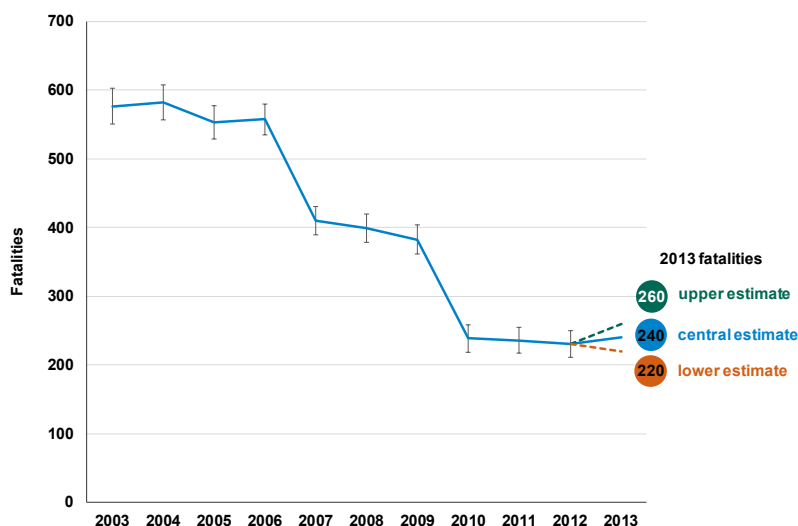
Detailed statistics...

Detailed tables on survey data on road accidents can be found in [RAS54001-RAS54004](#).

Detailed statistics...

Detailed tables on reported drink driving can be found in [RAS51001-RAS51104](#).

Fatalities in reported drink drive accidents: GB, 2003-2013



- Around 14 per cent of all **deaths** in reported road traffic accidents in 2013 involved at least one driver **over the drink drive limit**.
- The number of **seriously injured** casualties in **drink drive accidents** decreased by 8 per cent from 1,200 in 2012 to 1,100 in 2013.
- The total number of casualties of all severities in drink drive accidents for 2013 was 8,270, down 17 per cent on the 2012 figure and the lowest total on record.
- The **first provisional estimates** for **2014** suggest there were between 240 and 340 **deaths** in drink drive accidents.

Quarterly estimates

Provisional estimates for the first quarter of 2015 were published on 6th August. They are available [here](#).

The Q1 estimates show that road deaths decreased by 1 per cent compared with the year ending March 2014, to 1,740. In addition, there were an estimated 23,570 killed or seriously injured casualties in the year ending March 2015, 3 per cent lower than in the previous twelve months.

Alongside the falls in casualties, traffic volumes increased by 1.8 per cent.

It is likely that the decrease in casualty numbers will relate, at least partly, to the difference in average temperatures between the first quarters of 2014 and 2015. Jan to Mar 2014 were relatively warm, at 1.3 °C above the long term average. In contrast, Jan to Mar 2015 had a lower average temperature, just below the long term average. Warmer spring weather is frequently associated with increased levels of cycling and motorcycling, often coinciding with an increase in casualties.

Therefore it is probable that the 2014 levels were unusually high and 2015 is much more reflective of typical conditions.

Provisional estimates for the second quarter of 2015 will be released on 6th November 2015. It should then be clearer what the overall trend for 2015 may be like.

Detailed tables

The annual report also includes detailed tables based on data reported to the police. Areas covered are listed below, with relevant table numbers in brackets:

- accidents ([RAS10](#))
- drivers and vehicles involved ([RAS20](#))
- casualties ([RAS30](#))
- combined accidents, casualties, vehicles ([RAS40](#))
- area comparisons ([RAS30038-RAS30058](#), [RAS10014-RAS10015](#), [RAS41002-RAS41004](#))
- international comparisons ([RAS52](#))
- inter modal comparisons ([RAS53](#))
- Strategic Framework for Road Safety outcome indicators ([RAS41](#))
- reported drink driving ([RAS51](#))
- contributory factors ([RAS50](#))
- survey data on road accidents ([RAS54](#))
- hospital admissions as a result of road accidents ([RAS55](#)) (to be updated at a later date)
- accident and casualty costs ([RAS60](#))

A full list of tables in the road safety series and an index linking 2009 RRCGB report table numbers with 2014 RRCGB web tables can be found here:

www.gov.uk/government/statistical-data-sets/road-accidents-and-safety-statistical-tables-index

Strengths and weaknesses of the data

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, as hospital, survey and compensation claims data all indicate a higher number of casualties than police accident data would suggest.

We have updated our estimate of the total number of road casualties in Great Britain, including those not reported to the police, in this year's Survey data on road accidents tables [RAS54001-RAS54004](#).

The police data are therefore not a complete record of all injury accidents and this should be borne in mind when using and analysing the data included in this publication. Police data on road accidents remain the most detailed, complete and reliable single source of information on road casualties covering the whole of Great Britain.

We also continue to look at other sources of data on road accidents. Although the RRCGB 2014 annual report does not contain any new analyses of hospital data, an article can be found in the [2011 annual report](#) and in tables [RAS55001-RAS55016](#). This article and the tables will be updated at a later date. Further information on complementary sources of data on road accidents and casualties, can be found in Reported Road Casualties Great Britain 2008, 2009, 2010, 2011 and 2012 annual reports, which are available through: www.gov.uk/government/organisations/department-for-transport/series/road-accidents-and-safety-statistics

Notes

1) Further information about the Reported Road Casualties Great Britain Annual Report can be found at: www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2014.

2) On 17 December 2011, the United Kingdom Statistics Authority designated these statistics as National Statistics, in accordance with the Statistics and Registration Service Act 2007, signifying their compliance with the Code of Practice for Official Statistics.

Designation can be broadly interpreted to mean that the statistics:

- meet identified user needs;
- are well explained and readily accessible;
- are produced according to sound methods, and

- are managed impartially and objectively in the public interest.

The statistics were reassessed in 2013 and confirmed as National Statistics. The report (number 258) was published on 25th July 2013 at: www.statisticsauthority.gov.uk/assessment/assessment/assessment-reports/index.html.

3) Details of Ministers and officials who receive pre-release access to these statistics up to 24 hours before release can be found here: www.gov.uk/government/publications/road-accident-and-safety-statistics-pre-release-access-list.

4) A full list of the definitions used in this publication can be found here: www.gov.uk/government/uploads/system/uploads/attachment_data/file/48822/reported-road-casualties-gb-notes-definitions.pdf.

5) Further information on Reported Road Casualties Great Britain, including information about the variables collected on the STATS19 form, historical publications and factsheets, can be found at: www.gov.uk/government/publications/road-accidents-and-safety-statistics-guidance.

6) Reported accident and casualty data are also released at record level (subject to meeting confidentiality requirements) as part of the government's transparency agenda. These records can be accessed through the data.gov website: data.gov.uk/dataset/road-accidents-safety-data.

7) The next release of road accidents and casualty data will be estimates for the second quarter of 2015 on 6 November 2015.



Department for Transport

Main Results 2014

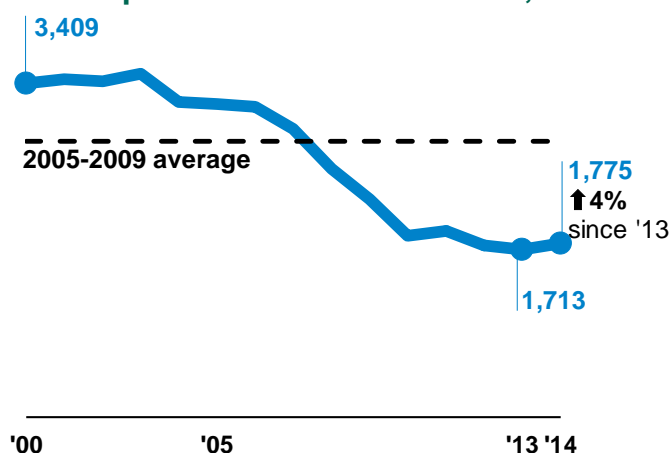
There were 1,775 reported road deaths in 2014, an increase of 4% compared with 2013.

The 1,775 road deaths in 2014 is the third lowest annual total on record after 2012 and 2013. There were 45 per cent fewer fatalities in 2014 than a decade earlier in 2005.

About this release

This publication provides the number of personal-injury road traffic accidents in Great Britain that were reported to the police for 2014. It also includes the number of people killed or injured in these accidents and which road user group they were in.

Fatalities in reported road accidents: GB, 2000-2014



- ▶ **Pedestrians** accounted for three quarters of the increase in fatalities between 2013 and 2014. Pedestrian fatalities increased by 12 per cent from 398 in 2013 to 446 in 2014.
- ▶ The number of people **seriously injured** in reported road traffic accidents increased by 5 per cent to 22,807 in 2014, compared with 2013.
- ▶ There was a total of 194,477 **casualties of all severities** in reported road traffic accidents during 2014, the first increase in overall casualties since 1997.
- ▶ A total of 146,322 **personal-injury road traffic accidents** were reported to the police in 2014. Of these accidents, 1,658 resulted in at least one fatality.
- ▶ **Vehicle traffic levels** increased by 2.4 per cent between 2013 and 2014.

In this publication

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Introduction	p2
Headline statistics	p3
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Road type	p12
Explanation of trends	p14
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Summary

The summary table below shows the number of reported road casualties in Great Britain in 2014 compared with previous years.

	2014	Percentage change from:		
		Last year 2013	Five years ago 2009	2005-2009 average
Killed	1,775	↔ 4%	↓ 20%	↓ 37%
Seriously injured	22,807	↔ 5%	↓ 8%	↓ 16%
KSI¹	24,582	↔ 5%	↓ 9%	↓ 18%
Slightly injured	169,895	↔ 6%	↓ 13%	↓ 21%
All casualties	194,477	↔ 6%	↓ 12%	↓ 21%

1 Killed or seriously injured.

Definition

Casualty: A person killed or injured in an accident. Casualties are sub-divided into killed, seriously injured and slightly injured.

A full list of the definitions used in this release can be found [here](#).

Introduction

This publication provides the number of personal-injury road traffic accidents in Great Britain that were reported to the police for 2014. It also includes the number of people killed or injured in these accidents and which road user group they were in.

The figures make up part of a long running series going back to 1926. The current set of definitions and detail of information goes back to 1979, providing a long period for comparison.

The information used to create the statistics are collected by **police forces**, either through officers attending the scene of accidents, or from members of the public reporting the accident in police stations after the incident.

There is **no obligation for people to report accidents** to the police. These figures, therefore, **do not represent the full range of all accidents or casualties** in Great Britain. Please see the section on [strengths and weaknesses of the data](#) for further details.

All accidents that were reported to the police and occurred on a public highway involving at least one motor vehicle, horse rider or pedal cyclist, and where at least one person was injured are included. Accidents that happened on private land (including private drives) or car parks are not included in the statistics.

Further Information

Information about the data collected, notes, definitions and guidance is available at www.gov.uk/government/collections/road-accidents-and-safety-statistics.

The raw data used to create the statistics (except for a few sensitive and personal variables) are available for reuse at data.gov.uk/dataset/road-accidents-safety-data.

Headline statistics

A total of **1,775 people were killed** in reported road traffic accidents in Great Britain in 2014. This is an increase of 62 fatalities (or 4 per cent) from 2013. It is the third lowest year on record after 2012 and 2013. There were 45 per cent fewer fatalities in 2014 than a decade earlier in 2005 and 37 per cent fewer than the 2005-09 average.

In 2014, there were **22,807 seriously injured casualties** in reported road traffic accidents. This represents a 5.3 per cent rise from 2013 but is lower than the 23,039 seriously injured in 2012.

There was a total of **194,477 casualties of all severities** in reported road traffic accidents during 2014. This is the second lowest level on record, though it is 5.9 per cent higher than in 2013. It is the first increase in overall casualties since 1997.

With the exception of 2010 to 2011, which was affected by severe weather, 2014 is the first rise in fatalities over the calendar year since 2003. It is also the first rise in seriously injured casualties since 1994.

A total of **146,322 personal-injury road traffic accidents** were reported to the police in 2014. Of these accidents, 1,658 resulted in at least one fatality. There were fewer reported accidents in both 2012 and 2013, but the 2014 level is lower than every other year on record except 1926 and 1927.

2005-2009 average

The 2005-2009 average is used as a comparison timeframe in both this publication and the accompanying statistical tables. This average is the baseline for the [Strategic Framework for Road Safety Outcomes](#).

Casualties by road user type

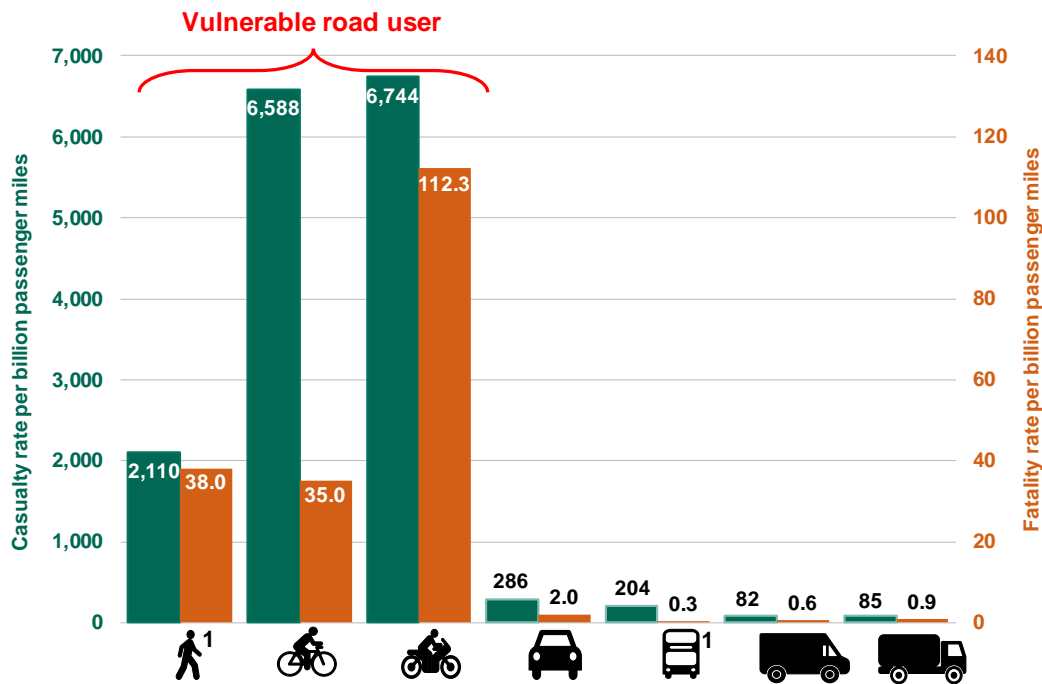
Historically and still currently, **car occupants** have made up the largest road user group in each casualty severity. This is because cars make up almost 80 per cent of all traffic driven in Great Britain. However, casualty numbers by road user group are not proportionate to the total distance that the user group travels. The **vulnerable user groups** (usually defined as pedestrians, pedal cyclists and motorcyclist) all account for disproportionately more casualties than would be expected, given the distance travelled, as shown in Chart 1.

One of the more noticeable discrepancies is for **pedal cycles**. Although pedal cycles have a similar **fatality rate** as pedestrians, at around 35 to 38 deaths per billion miles travelled, there is a marked difference between the two groups for overall reported casualties. For **casualties of all severities**, pedal cyclists have a similar rate to motorcyclists, at over 6,500 casualties per billion passenger miles. The rate for pedestrians is 2,110 casualties per billion miles walked.

Further information

[Road traffic estimates in Great Britain: 2014](#)

Chart 1: Casualty and fatality rates per billion passenger miles by road user type: GB, 2014



Useful links

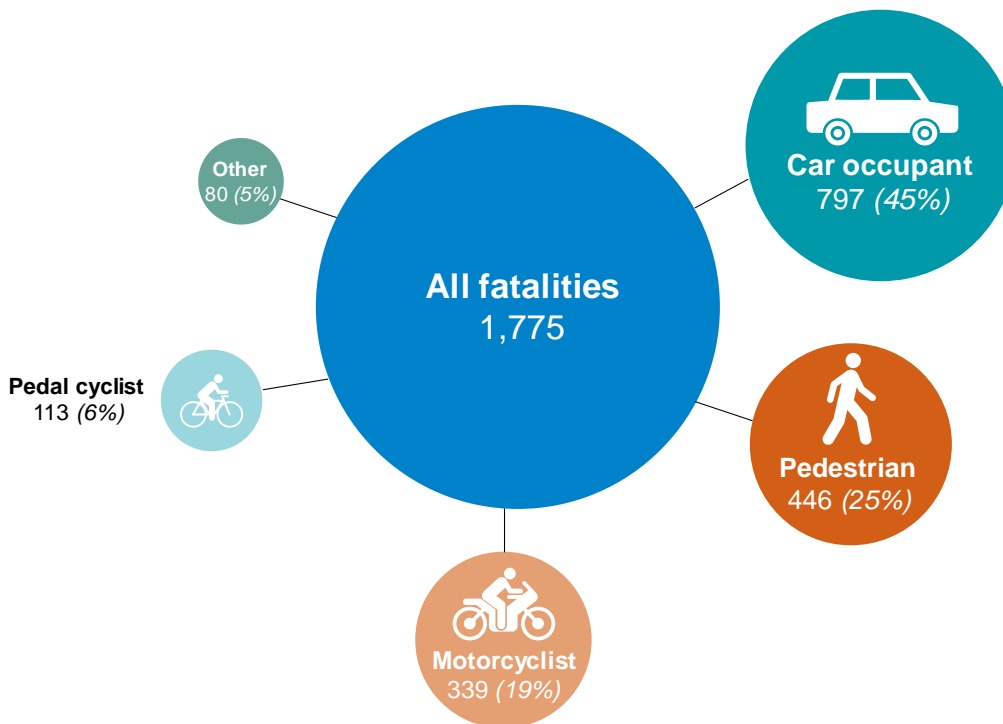
National Travel Survey, 2013: www.gov.uk/government/statistics/national-travel-survey-2013

Annual bus statistics: year ending March 2014: www.gov.uk/government/statistics/annual-bus-statistics-year-to-end-march-2014

1. Pedestrian and bus passenger rates based on 2013 mileage figures scaled up for population growth.

In 2014, car occupants accounted for 45 per cent of road deaths, pedestrians 25 per cent, motorcyclists 19 per cent and pedal cyclists 6 per cent.

Chart 2: Fatalities in reported road accidents by road user type: GB, 2014



Tables

- Reported road casualties by road user type and severity, Great Britain, table [RAS30001](#).
- Reported casualties by road user type, age and severity, Great Britain, table [RAS30002](#).
- All reported casualties by road user type, Great Britain, table [RAS30004](#).
- Reported killed or seriously injured casualties, by road user type, Great Britain, table [RAS30005](#).

1. Other consists mainly of goods vehicle and bus and coach occupants.

Car occupants

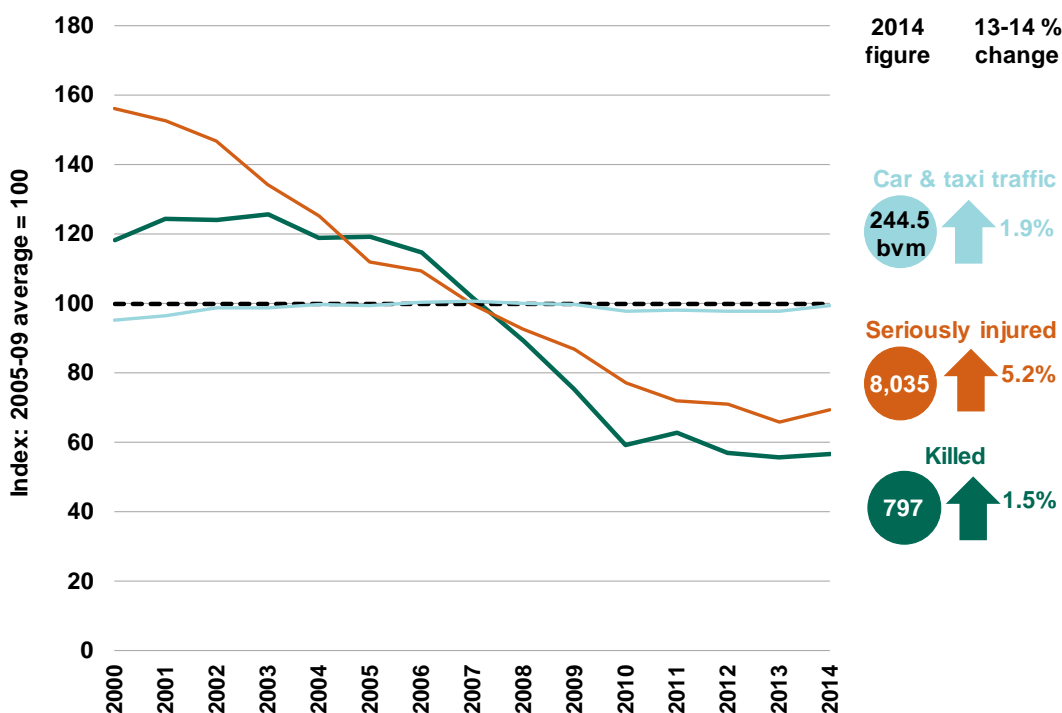
The number of **car occupants killed** rose by 1.5 per cent compared with 2013, reaching 797 deaths in 2014. It is **unlikely that this change of 12 deaths is statistically significant** and the increase is likely to have come about by chance. See the section on [statistical significance](#) for further explanation on this topic.

A total of 8,035 car occupants were **seriously injured** in reported road accidents. This represents an increase of 5.2 per cent from the 2013 level. An increase of this magnitude **is likely to be statistical significant**, suggesting that the change is as a result of genuine differences in safety and risk between 2013 and 2014. Nevertheless, 2014 still represents the second lowest year on record, at 2.4 per cent below the 2012 figure.

Overall car occupant casualties also increased by 5.2 per cent to 115,530 in 2014. As with seriously injured casualties, this is the second lowest year on record, and the change is large enough to probably be statistically significant.

Car and taxi traffic in Great Britain increased by 1.9 per cent from 2013 to 2014. Increases in car and taxi traffic can lead to an increase in accidents and casualties as there are more vehicles on the roads.

Chart 3: Number of killed and seriously injured car occupants compared with car and taxi traffic, GB: 2000-2014



1. 2014 figures are shown in the circles with the 2013-2014 percentage change represented by the arrows. bvm - billion vehicle miles.

2005-2009 average 

Car occupant casualties compared with the 2005-2009 average:

Killed	43%
Serious	31%
KSI	32%
All casualties	28%

Pedestrians

There were 446 **pedestrian fatalities** in reported road traffic accidents in 2014. This is an increase of 12 per cent (or 48 fatalities) from the record low in 2013. Pedestrians alone accounted for three quarters of the increase in overall fatalities between the two years. The total for 2014 is the highest number of pedestrian deaths since 2011. Despite this, the increase between 2013 and 2014 is **unlikely to be statistically significant**.

In particular, almost all of the change in pedestrian fatalities between 2013 and 2014 was for **casualties aged 60 and over**. This group increased from 146 fatalities in 2013 to 191 in 2014. This increase does seem to be **statistically significant**, though it should be noted that it is only a little higher than the 183 pedestrians aged 60 or over killed in 2012 and 184 killed in 2011. Therefore it is possible that there were actually an unexpectedly low number of fatalities in this group in 2013.

The number of **seriously injured** pedestrians in 2014 is 1.3 per cent higher than in 2013. The total of 5,063 is still the second lowest year on record. Similarly the number of slightly injured casualties increased by 3.2 per cent to 19,239, which is exactly the same number as in 2012.

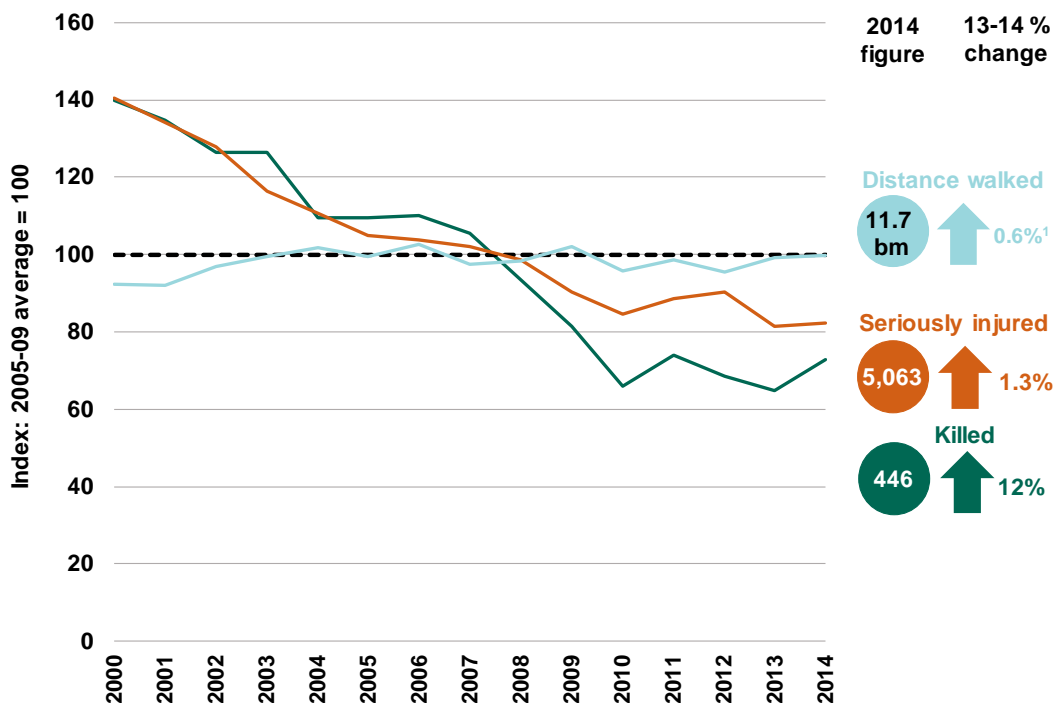
2005-2009 average



Pedestrian casualties compared with the 2005-2009 average:

Killed	27%
Serious	18%
KSI	18%
All casualties	17%

Chart 4: Number of killed and seriously injured pedestrians compared with the distance walked, GB: 2000-2014



1. Distance walked in 2014 estimated by using the 2013 National Travel Survey average distance multiplied by an estimated 2014 population. *bm* - billion miles.

2. 2014 figures are shown in the circles with the 2013-2014 percentage change represented by the arrows.

There has clearly been a **divergence** in how the number of **pedestrian fatalities** and number of **injured pedestrian casualties** have changed between the years. This suggests that the relatively large increase in pedestrian fatalities could be as a **result of chance**: either 2013 being lower than it might otherwise have been, or 2014 being higher. As will be discussed at a later point, any year with the same level of risk of death or injury will result in slightly different numbers of casualties. This is because the difference between an accident occurring or not occurring, or a casualty being killed rather than injured, can be very small. Small differences in vehicle speeds, angle of the collision, body position, vehicle loads, etc, could result in very different outcomes. With such fine margins, casualty figures, especially for groups containing small numbers, can change by relatively large amounts without the change being as a result of an underlying factor.

Pedal cyclists

The number of **pedal cyclist fatalities** has remained between 104 and 118 since 2008. In 2014 there were 113 deaths, up 4 deaths from the 2013 figures. This change is **not part of a meaningful trend and is not statistically significant**.

However, there was an 8.2 per cent rise in the number of **seriously injured** pedal cyclists to 3,401 in 2014. With the exception of 2012 to 2013, the number of seriously injured pedal cyclists has increased every year since the low of 2,174 in 2004. This **long term rise** indicates that there is an ever increasing problem with pedal cyclist casualties.

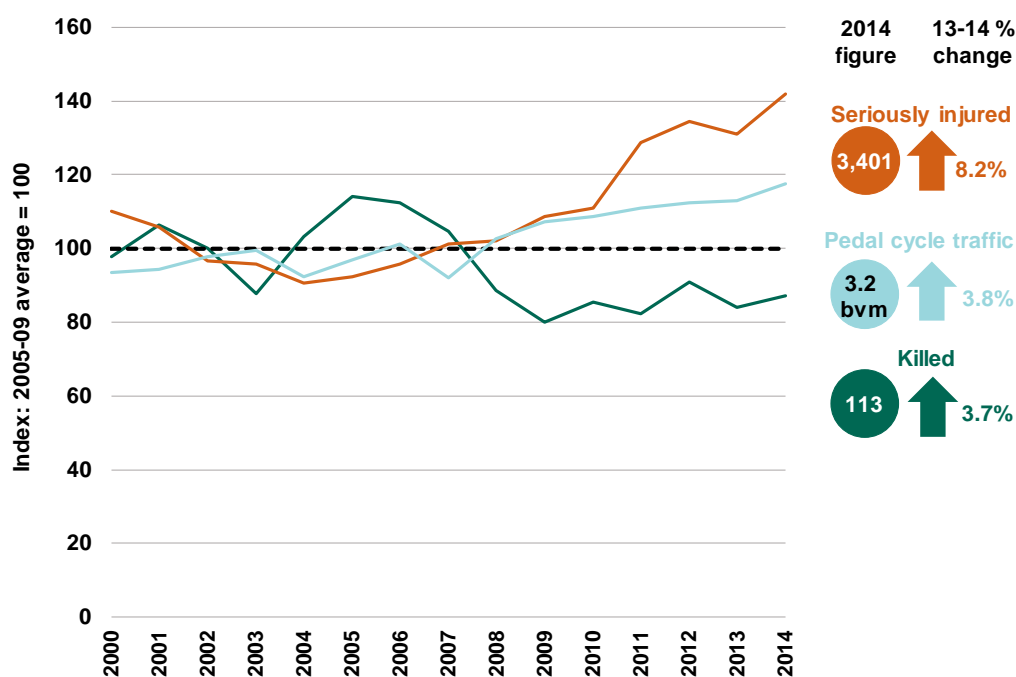
2005-2009 average



Pedal cyclist casualties compared with the 2005-2009 average:

Killed	13%
Serious	42%
KSI	39%
All casualties	29%

Chart 5: Number of killed and seriously injured pedal cyclists compared with pedal cycle traffic, GB: 2000-2014



Tables

- Pedal cycle traffic (vehicle miles/kilometres) in Great Britain, annual from 1949, table [TRA0401](#).

1. 2014 figures are shown in the circles with the 2013-2014 percentage change represented by the arrows. bvm - billion vehicle miles.

The **total number of reported pedal cyclist casualties** rose by 9.5 per cent to 21,287 in 2014. This is the highest number of pedal cyclist casualties since 1999 and a 31 per cent increase since the low of 2007. Pedal cyclists are the only road user group with casualty numbers of most severities above the 2005-09 average.

Some of the explanation behind the rising number of pedal cyclist casualties is in the volume of **cycle traffic**. On-road pedal cycle traffic rose by 3.8 per cent to 3.25 billion vehicle miles in 2014. This means that cycle traffic has risen by 27 per cent since 2007, not far short of the 31 per cent rise in casualties over that period. It is likely that the increase in cycling has resulted in more accidents as cyclist become more exposed to motor vehicle traffic.

Further Information

Statistics on the number of cyclists compared to vehicle miles presented here can be found in Local area walking and cycling in England: 2013 to 2014: [here](#)

Motorcycle users

There were a total of 339 **motorcycle users killed** in reported road accidents during 2014. Although this is a 2.4 per cent increase from 2013, it is only 8 more deaths and this change is very **unlikely to be statistically significant**. The number of motorcyclist deaths fell every year from almost 600 in 2006 to 328 in 2012 (Chart 6). Although there has now been two consecutive annual rises it is not yet clear whether the number of fatalities has stabilised around the 335 figure, or whether this is the start of a new upward trend.

In contrast with fatalities, there has been a clear step increase in the number of motorcycle users who were **seriously injured**. There were 5,289 seriously injured casualties in 2014, an increase of 8.7 per cent from 2013. The number of serious injuries is moving back towards the 2005-09 average and is at the highest level since 2009.

The number of **slightly injured** motorcycle casualties has also increased by 8.7 per cent in 2014. Overall, therefore, the total number of motorcycle casualties across all severities in 2014 was 20,366, which is the highest figure since 2009.

Motorcycle traffic increased by 3 per cent from 2013. This is 0.6 billion vehicle miles lower than in 2007. The increase in injured casualties has therefore outstripped the increase in traffic, indicating that it is not just an increase in exposure that is driving the upturn in casualties.

2005-2009 average

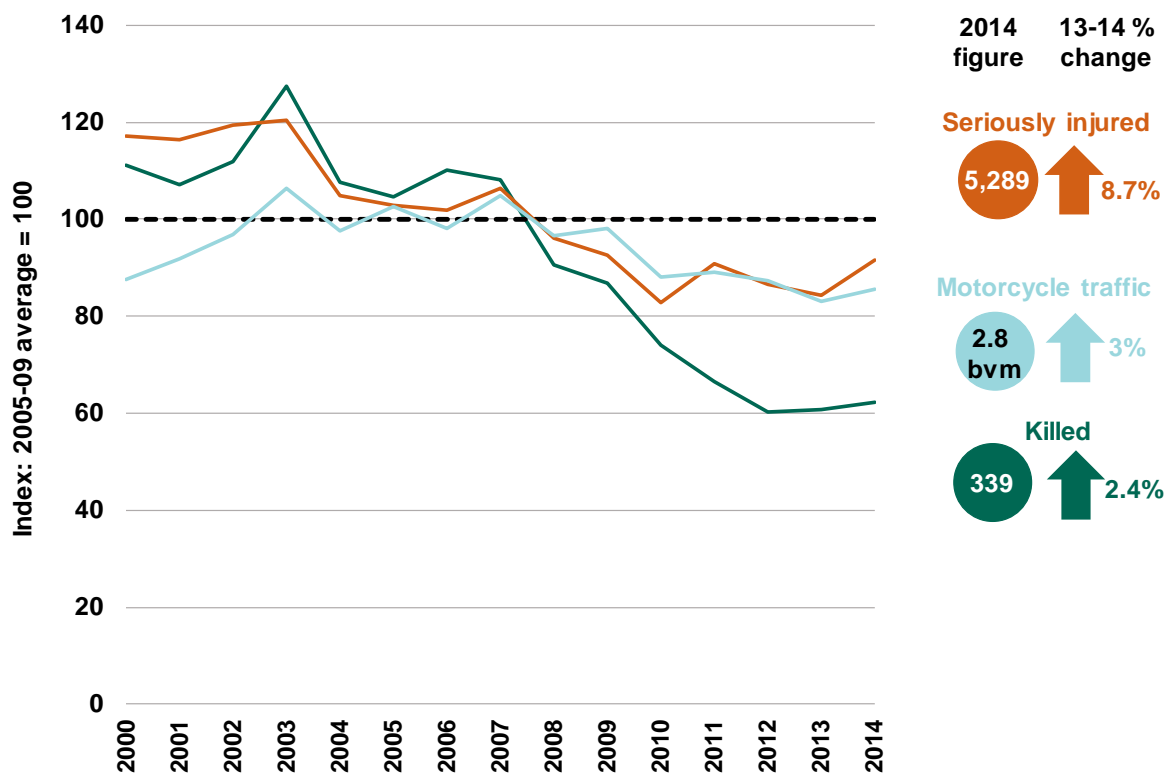


Motorcycle user

casualties compared with the 2005-2009 average:

Killed	38%
Serious	8%
KSI	11%
All casualties	11%

Chart 6: Number of killed and seriously injured motorcycle users compared with motorcycle traffic, GB: 2000-2014



1. 2014 figures are shown in the circles with the 2013-2014 percentage change represented by the arrows. bvm - billion vehicle miles.

Children (aged 15 or under)

There were 53 **child deaths** in 2014, 5 more than in 2013. Over the last five years the number of child fatalities has fluctuated between 48 and 61 (Chart 7), suggesting that the figure has fallen to a stable level and the changes are a function of natural variation rather than trends.

As has been the case historically, child fatalities occur mainly in the **pedestrian** (29 fatalities in 2014) and **car occupant** (18 fatalities) categories, with a smaller number of **pedal cyclists** (6 fatalities). This is because these are the forms of transport most commonly used by children. Relatively few children travel in heavy goods vehicles or light vans.

Despite increasing by 5 per cent, the number of children **seriously injured** in reported road traffic accidents is still at the second lowest ever, at 2,029 casualties. Similarly, overall children casualties of all severities increased by 6.2 per cent to 16,727, but 2014 is second only to 2013 for this total.

Even after the rises from 2013 to 2014, the number of children **killed or injured** in reported road traffic accidents is 30 per cent lower than the 2005-09 average, with deaths down by 58 per cent over the same period.

2005-2009 average

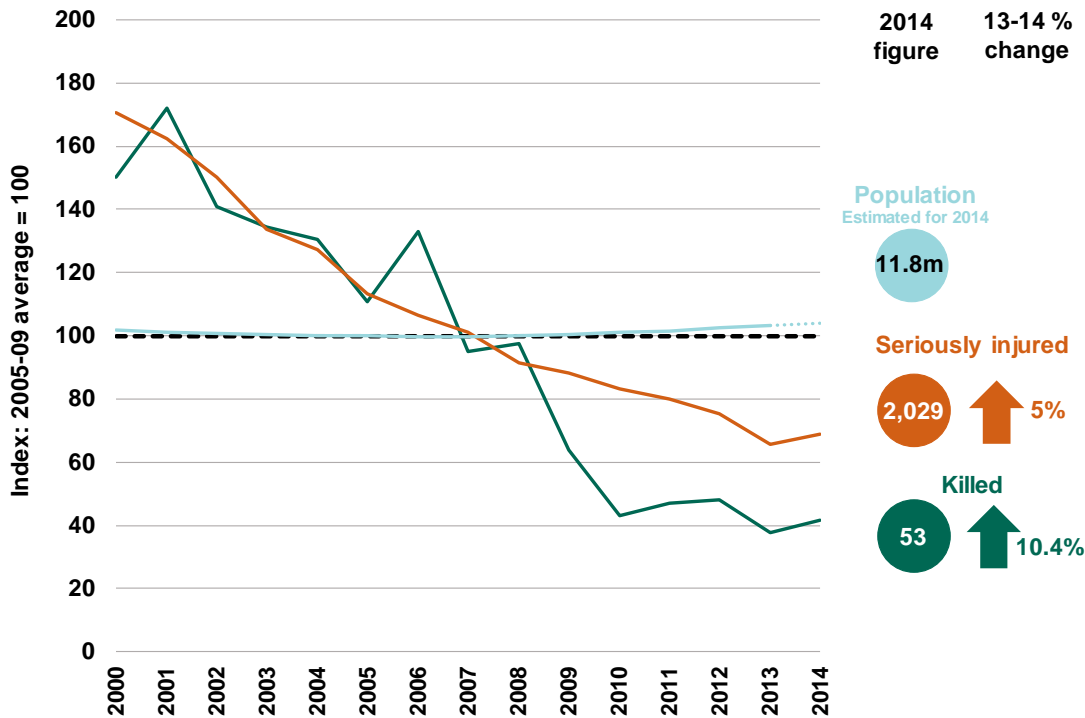


Child (aged 0-15)

casualties compared with the 2005-2009 average:

Killed	58%
Serious	31%
KSI	32%
All casualties	30%

Chart 7: Number of killed and seriously injured children (aged 15 or under) compared with the child population, GB: 2000-2014



1. 2014 figures are shown in the circles with the 2013-2014 percentage change represented by the arrows.

Older casualties (aged 60 or over)

As noted in the section on pedestrians above, nearly three quarters of the increase in total fatalities across all user groups between 2013 and 2014 are of **older (aged 60 or over) pedestrians**.

Over all the user groups combined, the number of **older people killed** on the roads increased from 459 in 2013 to 535 in 2014, an increase of 16.6 per cent. This increase **is statistically significant** at the 95% confidence level. It is also the highest level of fatalities of people aged 60 or over since 2008.

As well as an increase of 45 older pedestrian fatalities, there were more older fatalities in every road user group other than bus occupants and goods vehicle occupants. The number of car occupant fatalities increased by 7.6 per cent (or 18 fatalities) and pedal cyclist fatalities increased by 7 people to 32 deaths.

There were also increases in the number of older people **seriously injured** in accidents. There were 4,026 seriously injured casualties aged 60 or over in 2014, up 11.1 per cent from the 2013 level. This is a higher figure than any year since 2003.

Likewise with fatalities, most of the increases in seriously injured casualties were of car occupants

2005-2009 average **60+**

Older (aged 60 and over) casualties compared with the 2005-2009 average:

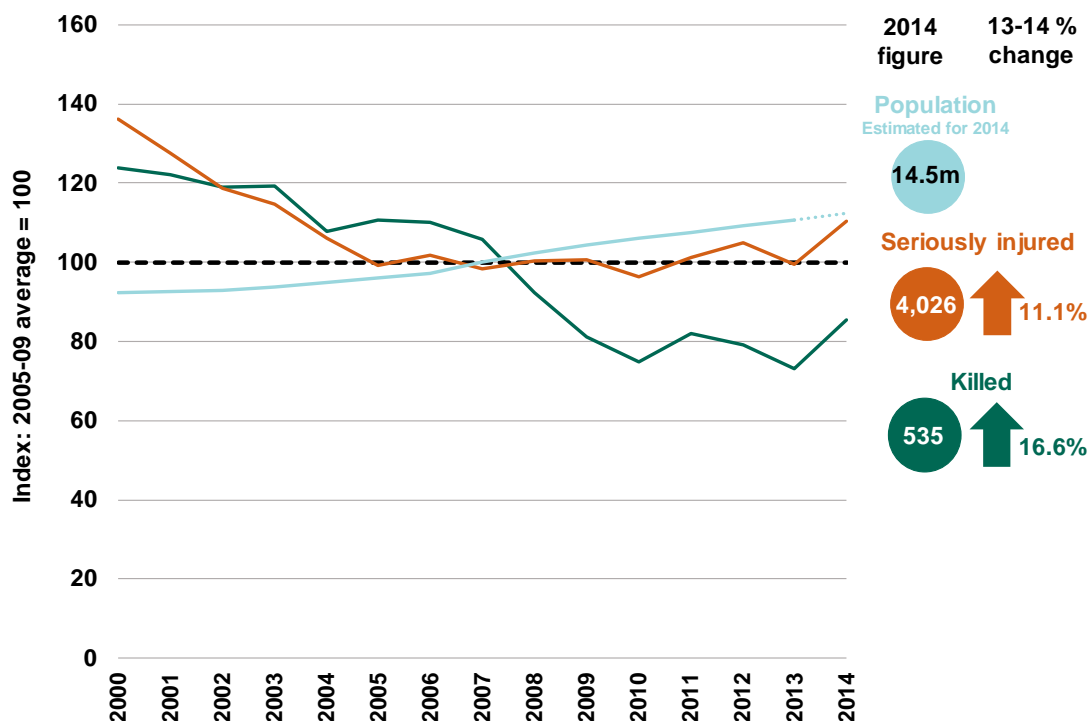
Killed	↓ 15%
Serious	↑ 10%
KSI	↑ 7%
All casualties	↓ 4%

(up 10.3 per cent), pedestrians (up 14.6 per cent) and pedal cyclists (up 19.9 per cent).

Although **overall casualties** aged 60 and over increased, this was by a lower amount of 8.1 per cent. The main reason for this smaller increase is that the largest severity group, **slightly injured casualties**, rose by 7.3 per cent to 19,983. With the exception of 2010 to 2011, which was affected by severe weather, this is the first time that casualties aged 60 or over have risen since 1997.

Casualties in this age group have had less improvements over recent years. Child and adult (aged between 16 and 59) fatalities have decreased by 58 per cent and 42 per cent respectively from the 2005-09 average. Fatalities of people aged 60 or over have only fallen by 15 per cent over the same period. The gap for serious injuries is even greater: falls of 31 per cent for children and 18 per cent for adults in comparison with an increase of 10 per cent for older people.

Chart 8: Number of killed and seriously injured older casualties (aged 60 or over) compared with the older population, GB: 2000-2014



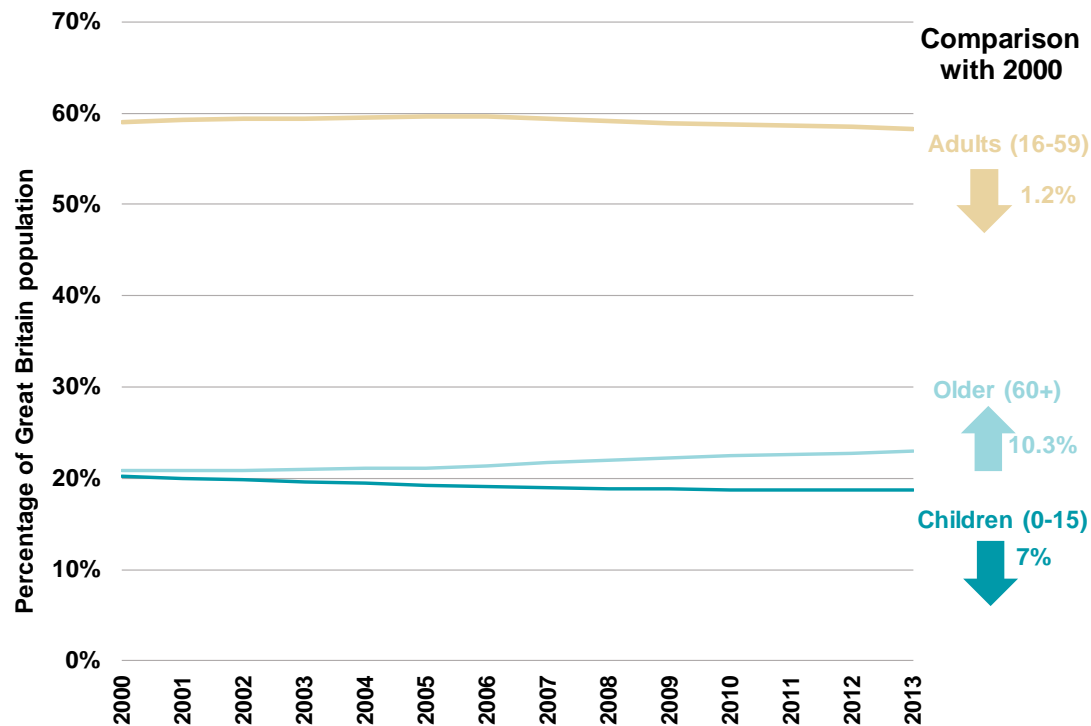
1. 2014 figures are shown in the circles with the 2013-2014 percentage change represented by the arrows.

There are two key explanations for this differentiation. First, the **proportion of the population** aged 60 or over has increased in recent years. In 2000, people aged 60 or over accounted for about 20.8 per cent of Great Britain’s population. By 2013, this had risen to 23 per cent, just over a 10 per cent increase. Correspondingly, the proportion of the population made up by children has dropped from 20.2 per cent to 18.7 per cent over the same period (Chart 9). As the number of people in the older age group increases, we would expect to see an increase in the number of casualties from that age group, as long as everything else remains the same.

However, there is a further important factor that needs to be taken into account. As people get older they can become more infirm. This can lead to problems such as increased slips when walking,

poorer depth perception and an increase in mistakes in both cognitive and physical behaviour. These factors can make older people, especially those at higher ages, **more susceptible to having accidents**. Furthermore, age can bring **risks of more serious injuries**. So accidents that might only injure a younger person can result in more serious injuries or death for older people. Therefore, people aged 60 or over can be both more likely to have accidents and at a higher risk of death or serious injury if they are in accidents in comparison with younger age groups.

Chart 9: Population by age group: GB, 2000-2013



Further Information

Annual Mid-year Population Estimates, 2013, available at www.ons.gov.uk/ons/rel/pop-estimate/population-estimates-for-uk--england-and-wales--scotland-and-northern-ireland/2013/stb---mid-2013-uk-population-estimates.

1. The arrows represent the percentage change in the proportion of the population that each group accounts for between 2000 and 2013.

Casualties by road type

The number of people killed on **built-up roads** increased by 9.1 per cent to 783 fatalities in 2014. This ties in with the increase in pedestrian deaths as the majority of pedestrian fatalities and injuries happen on built-up roads. Pedestrian fatalities on built-up roads increased by 15.7 per cent whilst all other fatalities increased by 4.6 per cent.

The number of seriously and slightly injured casualties on built-up roads rose by 4.2 per cent and 7.2 per cent respectively.

The number of fatalities on **non built-up roads** remained almost the same between 2013 and 2014, increasing by 1 to 896 deaths. However, there were rises of 7.4 per cent in seriously injured

Definitions

Built-up roads: Accidents on “built-up roads” are those which occur on roads with speed limits (ignoring temporary limits) of 40 mph or less.

Non built-up roads refer to speed limits over 40 mph.

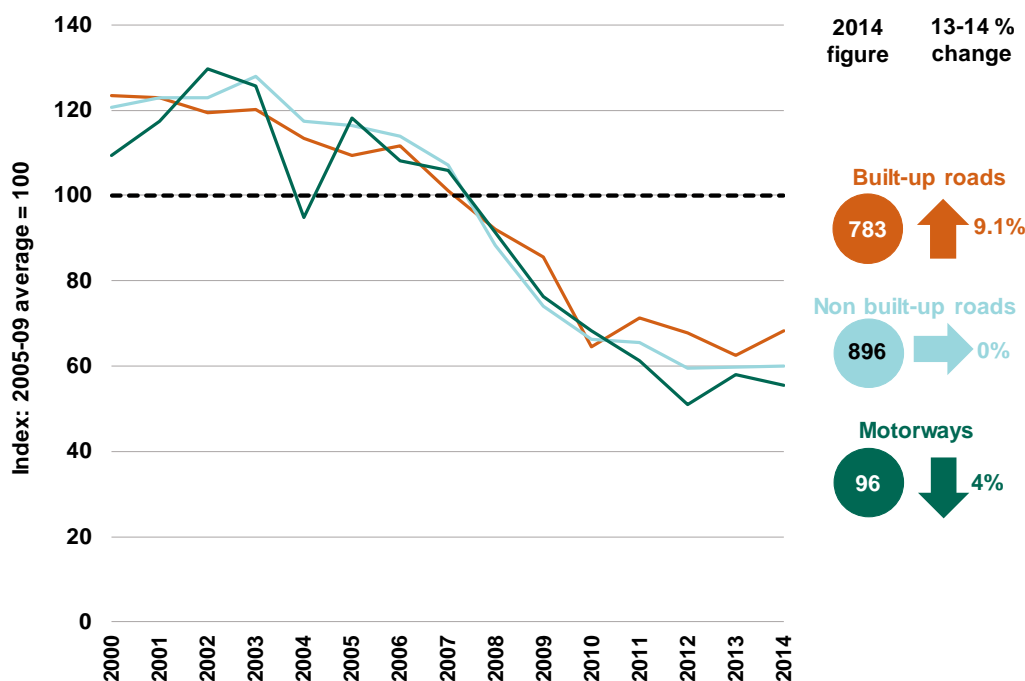
Motorway accidents are shown separately and are excluded from the totals for built-up and non built-up roads.

casualties and 2.4 per cent in slightly injured casualties.

There were 96 fatalities on **motorways** in 2014, 4 fewer than in 2013. This change is likely to be a reflection of natural variation in the figures. The number of seriously injured casualties on motorways rose for the second year, by 8.8 per cent to 718. There was a smaller rise of 5.3 per cent in the number of slightly injured casualties.

Traffic volumes on all road types increased in 2014. Motorway traffic rose by 1.6 per cent, rural 'A' roads by 2.0 per cent, urban 'A' roads by 1.7 per cent, other rural roads by 5.5 per cent and other urban roads by 2.3 per cent.

Chart 10: Number of fatalities by road type, GB: 2000-2014



1. 2014 figures are shown in the circles with the 2013-2014 percentage change represented by the arrows.

The majority of injured casualties occurred on built-up roads (72 per cent of total casualties in 2014). However, the majority of fatalities occurred on non built-up roads (just over a half). Although motorways carry around 21 per cent of traffic, they only account for 5.4 per cent of fatalities and 4.7 per cent of injured casualties.

2005-2009 average

Casualties on **built-up roads** compared with the 2005-2009 average:

Killed	32%
Serious	13%
KSI	14%
All casualties	17%

2005-2009 average

Casualties on **non built-up roads** compared with the 2005-2009 average:

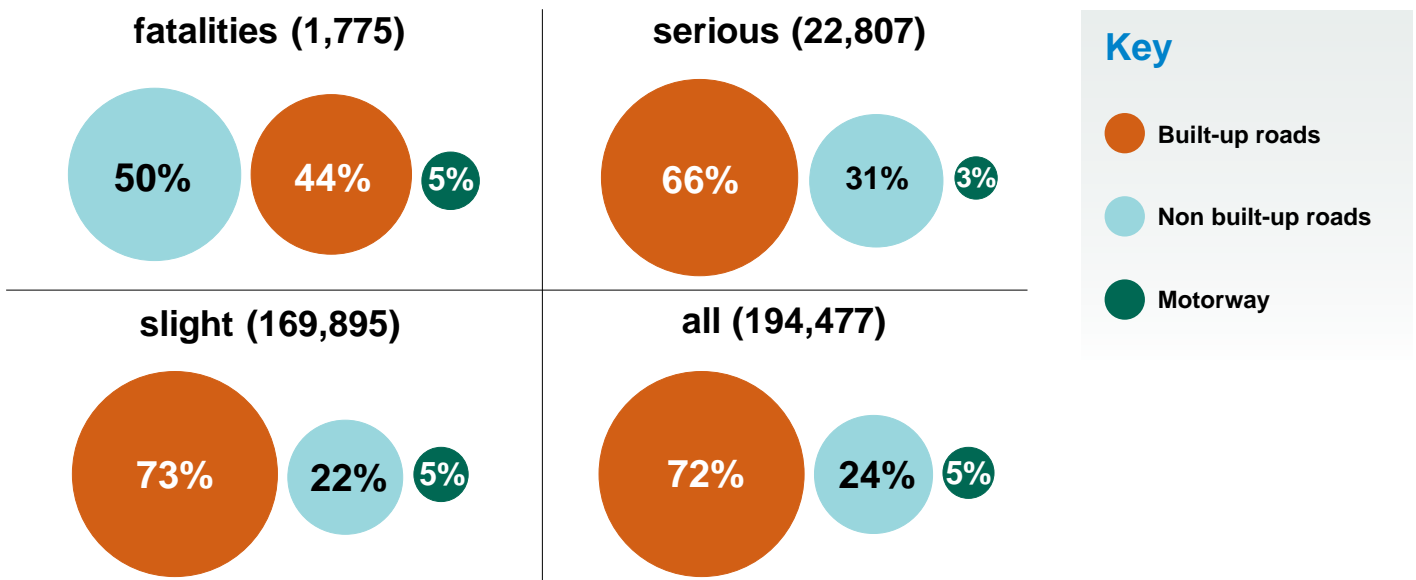
Killed	40%
Serious	22%
KSI	25%
All casualties	30%

2005-2009 average

Casualties on **motorways** compared with the 2005-2009 average:

Killed	44%
Serious	26%
KSI	29%
All casualties	26%

Chart 11: Casualties by severity and road type, GB: 2014



Tables

- Reported accidents by speed limit, road class and severity, Great Britain, table [RAS10001](#).
- Reported casualties by speed limit, road class and severity, Great Britain, table [RAS30006](#).

Background and explanation of casualty trends

There are a number of factors which are likely to have contributed to changes in the number of people killed or injured in reported road traffic accidents. There is evidence to suggest that **economic recessions** have accelerated decreases in road traffic deaths. The two periods of large falls in road deaths since 1979 (1990-94 and 2006-10) coincided with the 1990-92 and 2008-09 recessions. The 2015 Road Safety Annual Report from the International Transport Forum (ITF) highlights the relationship between economic conditions and casualty numbers. The ITF estimates that two-thirds of the reduction in fatalities in IRTAD (International Traffic Safety Data and Analysis Group) member countries between 2008 and 2010 were as a result of the deteriorating economic conditions in the countries. There is also evidence that the **average traffic speed** in free flow areas as well as the proportion of drivers **exceeding the speed limit** has decreased over the last decade. This might not only help drivers avoid accidents altogether, but also might reduce the severity and number of casualties when they do occur. **Technological and engineering improvements** to vehicles and highways will have played a similar role in both avoiding accidents and minimising their consequences. **Improved education and training** is likely to have produced better and safer drivers. Finally, **improvements in trauma care** (and in particular the creation of

major trauma centres in England) are likely to have helped improve outcomes once an accident has taken place.

Great Britain is **not the only country to have reported increases** in reported road fatalities during 2014. As highlighted in the ETSC (European Transport Safety Council) 2015 PIN report, although road fatalities in European Union decreased by 0.6 per cent between 2013 and 2014, this masks significant variations across Europe. Thirteen countries, including the UK, Sweden, Germany, France and Ireland recorded increases in road fatalities in 2014, and the Netherlands remained unchanged from 2013.

Useful links

ITF, 2015, Road Safety Annual Report 2015: Summary, available at www.internationaltransportforum.org/Irtadpublic/index.html

ETSC, 2015, Ranking EU progress on road safety, 9th road safety performance index report, available at etsc.eu/3asD4

The effect of weather on casualty numbers

As has been reported in recent publications, the **weather** has a significant influence on road casualties.

Periods of **bad weather** exert influence on casualty numbers in both directions. First poor conditions can limit visibility on the roads and make the road surface more slippery. At a simple level, this can make driving conditions more dangerous and if drivers fail to adapt their behaviour it can result in more accidents. To counter this, though, if drivers do respond positively to conditions, for instance, in heavy rain or when driving with the risk of snow and ice, they tend to slow down and take more care, thereby both reducing the risk of collision and mitigating the severity if and when accidents occur.

Secondly, **poor weather** has a strong influence on exposure. In severe conditions, for instance during widespread heavy snowfall, as happened at both the start and end of 2010, people can postpone or cancel journeys, or switch to safer modes of transport (e.g. pedal and motorcyclists moving to other vehicle types, or road users switching to rail instead). In less severe, but still unpleasant weather, such as windy or wet conditions, some road users, especially **vulnerable road users** such as pedal and motorcyclists and pedestrians, tend to switch to safer enclosed modes, such as cars and buses.

Therefore, in very bad weather, there is always a balance between the road conditions creating higher risks and users reducing their exposure to traffic by either not travelling or undertaking modal shifts. Typically, though, **bad weather usually results in a reduction of accidents** as the reduction in exposure and driving speeds usually outweighs the increased inherent risk of poor road conditions.

Periods of unusually **good weather almost always have an effect of increasing casualties**. This

Weather impact on casualty numbers

good weather tends to increase casualties:



bad weather tends to decrease casualties:



is because periods of good weather can often encourage extra trips, thereby increasing exposure. Some of these extra trips will be in relatively safer forms of transport, mainly cars. However, good weather has more significant influence on pedal and motorcyclists as these groups are particularly sensitive to the weather. Good conditions encourages more travel, especially in the spring and autumn months where pedal and motorcyclists will be more likely to decide on what form of transport they use depending on the prevailing conditions.

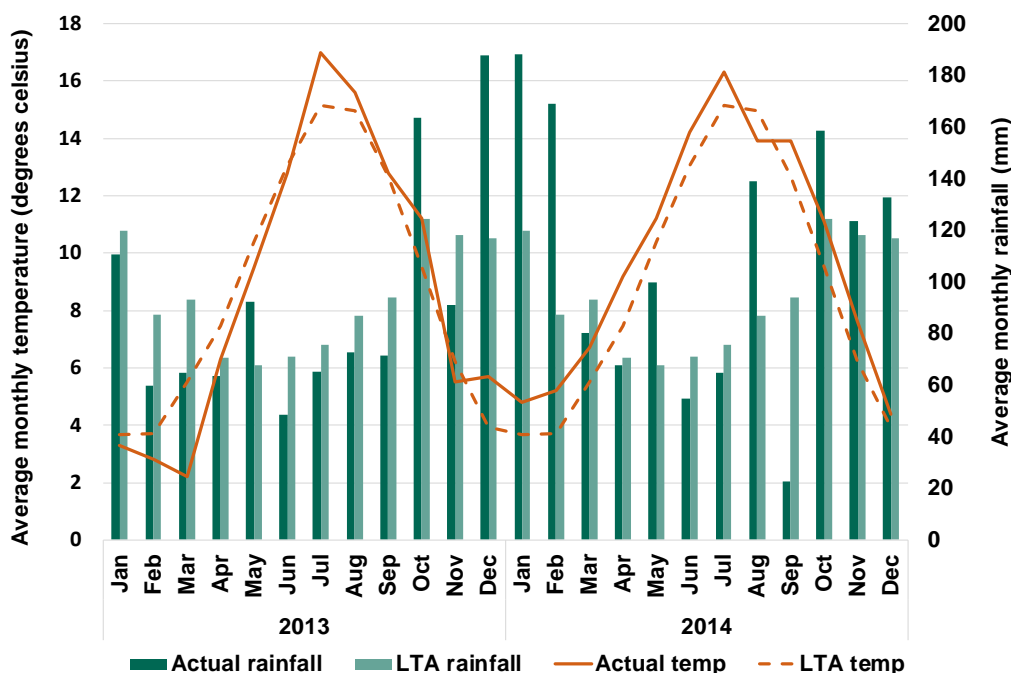
As has been outlined in recent statistical publications, some recent years and quarters have been **strongly influenced** by the weather. For instance, the widespread snowfall in 2010 had such a significant dampening effect on casualty numbers that there were increases across all severities in 2011. It is highly likely that the 2010 figures were strongly suppressed by the snow, and without it there would have been more casualties that year. Similarly, 2012 was the second wettest year on record. This, again, would have suppressed casualty numbers, especially in the vulnerable road user groups.

Although 2013 overall had fairly average temperatures and rainfall (0.1°C below and 35 mm below the respective **long term averages** - LTA - for 1981 to 2010 respectively), the first five months, and in particular February through to April, were colder than the LTA. July, August, October and December were all warmer than the LTA. The net result was Q1 and Q2 being 1.5°C and 0.8°C below average respectively and both Q3 and Q4 being 0.9°C above average. These differences probably **balanced out**, resulting in lower than expected casualties in the first half of the year and higher than expected in the second half.

Long term average (LTA)

The Met Office use 30 year averages for UK temperature and rainfall to assess changes in the latest temperature and rainfall data. Currently the 1981-2010 average is used for comparison: www.metoffice.gov.uk/climate/uk/summaries/2014/annual.

Chart 12: UK rainfall and temperature in 2013 and 2014 compared with the long term average



Weather data

Weather data is available from the Met Office [here](http://www.metoffice.gov.uk/climate/uk/summaries/2014/annual).

In contrast, **2014 was much warmer**, overall. With an average temperature of 9.9°C for the overall year, it was the warmest year on record at 1°C above the LTA. It was also one of the **wettest years** on record. With 175mm more rainfall than the LTA it was the fourth wettest year, behind 2000, 2012 and 1954.

With the exception of August, every month in 2014 was warmer than the LTA. This means that all four quarters were warmer than the LTA: with Q1 1.3°C above, Q2 1.2°C above, Q3 0.4°C above, and Q4 1.1°C above. The high rainfall levels, though, were confined to January, February, May, August and October. Every other month of the year was close to the LTA except September which was the driest September on record.

These weather patterns in 2014 might partly explain some of the increases in casualties. As discussed above, fine weather, especially during late spring, summer and early autumn, can result in **increased levels of pedal and motorcycling**. Traffic figures indicate that both of these activities increased during 2014 in comparison with 2013. As more people travel it is logical to expect that more accidents will occur. And whilst the months of heavy rainfall will have deterred some travel, most of the rainfall fell during the winter and later autumn months when fewer vulnerable road users would be on the roads in the first place. It is possible, therefore, than the extra rain during this period could have made travelling more hazardous for motor vehicles, thereby contributing to the increase.

There are some parallels to what the PIN report notes about Germany during 2014:

“One of the main reasons for the increase of casualties in road traffic in Germany in 2014 was the weather conditions: the winter was mild and the spring was dry and warm. This led to more people riding a motorcycle, walking and cycling and therefore, sadly, more of them being killed and injured in road collisions.”

The Department has continued to do some statistical modelling work on the relationship between the weather and road casualties. We expect to report on the findings of this work in the Annual Report, due to be published in September 2015.

Traffic

As already explained, the volume of **road traffic** is a key factor underlying the number of accidents and casualties. However, the **relationship is complex**.

Further information

The Department is part of a small working group looking at the effect of weather on different statistical series. A guide to analysing the effect of weather and climate on official statistics has been produced. This includes a case study looking at the impact of temperature on the number of killed or seriously injured vulnerable road users:

gss.civilservice.gov.uk/wp-content/uploads/2015/04/Exploring-the-effect-of-weather-and-climate-on-official-statistics1.pdf

Useful link

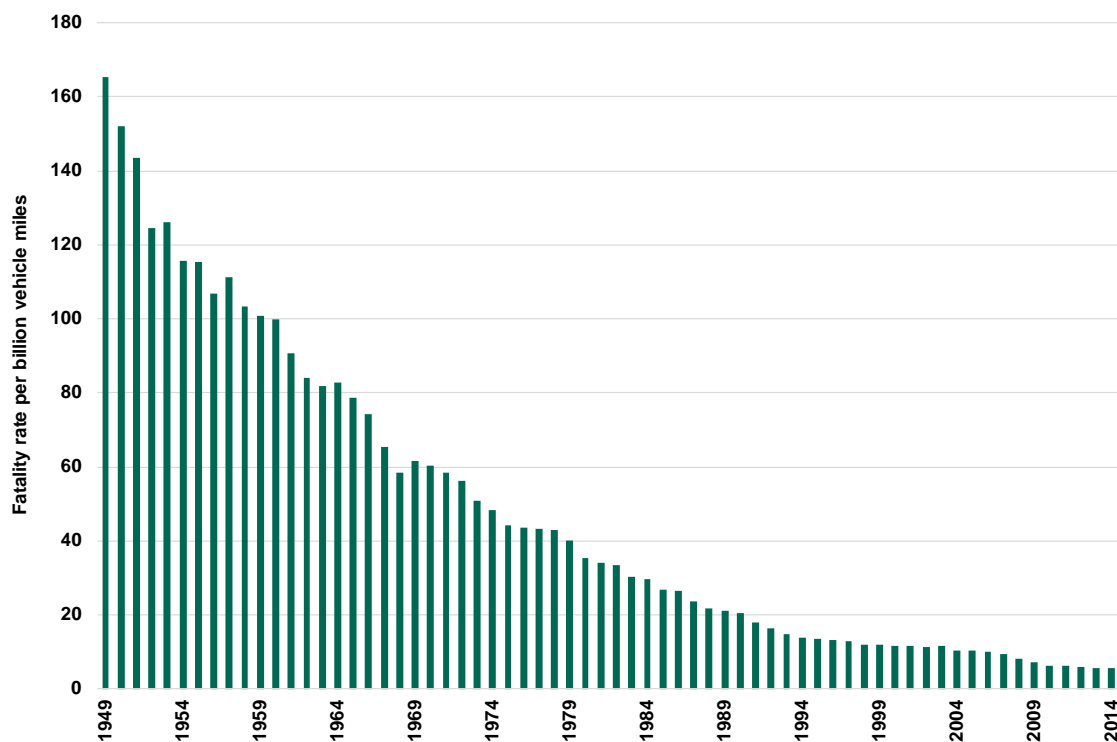
ETSC, 2015, Ranking EU progress on road safety, 9th road safety performance index (PIN) report, page 10: etsc.eu/9th-annual-road-safety-performance-index-pin-report/

At one level, increases in traffic volumes should lead to more accidents and casualties. This is because the greater the number of vehicles on the road network, then the greater the number of interactions of vehicles and pedestrians and the greater the likelihood of accidents occurring.

In practice this does not always happen. There have been 28 years where both the number of fatalities and traffic volumes have risen. In 22 of these years, traffic has grown faster than fatalities. There have also been 29 years where road traffic has risen yet fatalities have fallen.

The chart below shows how the **fatality rate per billion vehicle miles** (bvm) driven changed from 1949 to 2014. Aside from a few exceptional years, the fatality rate has fallen almost every year from a peak of 165 deaths per bvm in 1949 to the lowest level of 5.6 deaths per bvm in 2013 and 5.7 deaths per bvm in 2014.

Chart 13: Fatalities per billion vehicle miles: GB, 1949-2014



There are a large number of reasons why this pattern of falling fatality rates has occurred, including improvements in **education and training**, improvements in **vehicle technology / construction and highway engineering**, the introduction of **road safety policies**, such as speed limits, enforcement of legislation, behavioural change, and so on.

So it is clear that although road traffic must have an effect on accident numbers, it is **not a simple or direct relationship**. Nevertheless, over the short term in the absence of other changes it is likely that sudden changes in traffic levels, such as periods of economic change or periods of severe weather, is likely to be reflected in changes in the number of accidents to some degree.

Prior to the economic downturn and recession in 2007, traffic had risen in almost every year since records began. Since 1949, the number of fatalities each year has fallen by 0.4 per cent on average in each year traffic volumes have increased. Over the last 20 years fatalities have fallen by around 1.1 per cent per year on average in years of traffic growth. In contrast with this, years of traffic reductions have led to an average fatality reduction of 7.7 per cent since 1949 and over 10 per cent since 1994. It is clear, therefore, that **traffic volume reductions** (probably in combination with other factors, for instance drivers driving more slowly to conserve fuel and save money) results in **greater falls in fatalities** than other periods.

Traffic volumes in 2014 were 2.4 per cent higher than in 2013. This is the **largest growth in overall traffic** since 1996. It is therefore likely that at least some of the increase in fatalities and casualties relates to the return to an upward trend in motor vehicle traffic, which has probably been fuelled by the improving economy.

Road user groups with the largest change in casualties

However, weather conditions and traffic volumes are probably **not solely responsible** for the increase in casualties in 2014.

Table 1 shows the absolute change in the number of fatalities from 2013 to 2014 by **age group** and **road user group**. The total number of fatalities in 2014 was 62 deaths higher than in 2013. More than three-quarters (or 48 people) of these deaths were pedestrians with the next largest group being car occupants (12 deaths). Even more notably, though, is that casualties aged 60 and over increased by 76 deaths, 45 of whom were pedestrians. Whilst there was a small increase in child deaths, adult (aged between 18 and 59) fatalities actually fell between the years.

Table 1: Absolute change in the number of GB road fatalities from 2013 to 2014 by age group and road user group

	Pedestrians	Pedal cyclists	Car occupants	Motorcycle users	Other vehicle occupants	All road users
Children: 0-15 years	+3	0	+5	-2		+5
Young people: 0-17 years	+5	-3	+1	-3		-2
Adults: 18-59 years	-2	0	-7	+5		-12
60 and over	+45	+7	+18	+6		+76
All casualties	+48	+4	+12	+8	-10	+62

This indicates that **almost all of the increase in fatalities came from a single age group**, and, within that age group, mostly within just **one single road user group**.

In contrast, there is a very different pattern for casualties who were seriously injured, as shown in Table 2 (giving the absolute change and percentage change).

Table 2: Change in the number of GB seriously injured casualties from 2013 to 2014 by age group and road user group

<i>Absolute change</i>	Pedestrians	Pedal cyclists	Car occupants	Motorcycle users	Other vehicle occupants	All road users
Children: 0-15 years	+18	-3	+46	+12		+97
Young people: 0-17 years	-2	0	+47	-37		+37
Adults: 18-59 years	-80	+219	+189	+438		+751
60 and over	+160	+56	+169	+20		+403
All casualties	+65	+258	+394	+423	+10	+1150
<i>Percentage change</i>						
Children: 0-15 years	+1.4%	-1.1%	+16.8%	+52.2%		+5.0%
Young people: 0-17 years	-0.1%	+0.0%	+8.9%	-9.3%		+1.3%
Adults: 18-59 years	-3.4%	+9.0%	+3.5%	+10.7%		+5.0%
60 and over	+14.6%	+19.9%	+10.3%	+6.2%		+11.1%
All casualties	+1.3%	+8.2%	+5.2%	+8.7%	+1.0%	+5.3%

In absolute terms, the age group with the largest increase was for adults, with 751 additional casualties in 2014, of which the majority were motorcycle users (additional 438). However, this increase represents a 5 per cent change, considerably lower than the 11 per cent increase in the casualties aged 60 and over. So likewise with fatalities, a disproportionate amount of increase in casualties was in the older age group. And, similarly, pedestrian casualties make up a large proportion of the increase in that age group for serious injuries, too.

Seriously injured pedestrian casualties of all ages, though, have not changed much between 2013 and 2014, with only a 1.3 per cent increase. This is much lower than the equivalent group for the fatalities.

Fatalities by month

Up to the end of October 2014 the number of deaths were comparable with the total for the first ten months of 2013. November and December 2014, though, were the two worst months of the year. This is an unusual pattern as in typical years the peak time for fatalities is over the summer months, probably as a result of more pedal and motorcyclists being on the road. There were 369 fatalities in November and December 2014 combined, the highest for this time of year since 2008.

Of the 369 fatalities in the last two months of 2014, 139 were pedestrians, very close to the total of 169 car occupant deaths. Again, this is a difference from typical years. In most years the number of car occupant fatalities is the largest group in every month by a considerable margin. In 2014 the pedestrian fatality total is much closer to the car occupant total in this period.

There is a no clear reason for this pattern. The average temperature in November and December 2014 was higher than the long term average, although rainfall was also slightly above the long term average. It is possible that warmer weather than usual encouraged more pedestrians to travel, but this is by no means certain.

Statistical significance

For the first time the Department has carried out some analysis to assess for **statistically significant changes** in casualty and accident numbers. This should not be confused with the significance of accidents for casualties, other people involved in the incident, friends or families. Every casualty is a tragedy and any increase in the number of people killed or injured in road traffic accidents has clear *social* significance.

The purpose of testing for statistical significance is to **separate out true trends** in the figures from changes that have come about **through chance**. A large combination of factors influence whether accidents happen at all and, when they do occur, how many people are affected and how serious the outcomes are. Very small differences can make the difference between a damage-only accident and one in which people are killed.

Due to this influence of chance, two years with the same risk of accidents will result in different number of fatalities and injuries. The Department has tested the change in number of fatalities, serious injuries and slight injuries between 2013 and 2014 to see which are statistically significant at the 95% confidence level.

Two tests have been carried out on the fatal accident and fatalities figures. The first is a test to see whether the **absolute change** between 2013 and 2014 is statistically significant. The findings are that the change between years is within the 95% confidence intervals, therefore the **increase is likely to have arisen from natural variation** between the years.

The second test is to compare the number of fatalities in 2014 with what we would have expected if and only if the fatality trend had continued in the same way as it did between 2000 and 2013. Rather than testing to see if the actual change between the two years is statistically significant or not, this tests to see if the **trend direction or pattern has undergone a statistically significant change**. The same test was applied to the total number of seriously and slightly injured casualties as well. The results of the second test are shown in Table 3.

Definition

The **95% confidence level** is the standard against which statistics are typically tested. It means that in 100 years with the same risk of fatalities (or injury), 95 of those years will result in a number of fatalities (or injuries) between a given range. If the actual change falls outside of this range then we can be 95% confident that the change is as a result of a genuine trend rather than a product of chance.

Table 3: 2014 final GB road casualties compared with forecasts

	Fatalities	Seriously injured	Slightly injured	All casualties
2013 actual	1,713	21,657	160,300	183,670
2014 actual	1,775	22,807	169,895	194,477
2014 central forecast	1,665	21,374	151,661	174,700
2014 95% upper forecast	1,984	24,029	163,773	189,786
2014 95% lower forecast	1,397	18,718	139,550	159,665
Statistically significant change?	No	No	Yes	Yes

Further Information

Further information on the methodology used to test for statistically significant changes can be found at: www.gov.uk/government/publications/road-accidents-and-safety-statistics-guidance

Changes from the forecast are statistically significant if they fall outside the 95% upper and lower forecast. The actual 2014 casualty numbers for **all severities were above the central forecast**. However, the actual number of **fatalities and seriously injured casualties did not exceed** the 95% upper forecast. Therefore we should conclude that the **2014 increases do not yet represent a statistically significant change** from the previous trend. Instead they should strictly be interpreted as changes that have come about through **random variation** in the casualty rates.

In contrast, though, the total number of **slightly injured casualties** was higher than 95% upper forecast. Therefore we can conclude that, for slightly injured casualties at least (and the overall total number of casualties, as the majority of them are slightly injured), **the increase does represent a statistically significant change** from the 2000 to 2013 trend.

Conclusions

Interpreting the 2014 casualty figures is **extremely challenging** and there are a number of **contradictory elements**.

Firstly, as indicated above, the change in neither fatalities nor seriously injured casualties is statistically significant. However, they have both increased and the final figures are not far off the 95% confidence interval. Furthermore, the number of slightly injured casualties has increased and by a statistically significant amount.

Although the number of fatalities, serious injuries and slight injuries are not truly independent, they still have some independent characteristics as it would not be unusual if one were to increase but the others decrease. When three independent measures move in the same direction, even if some of them do not change by a statistically significant amount, it can suggest that the changes have not entirely come about through random variation. This gives some indication that the upturn in figures could have been driven by real changes, despite them failing the statistical tests for change.

There is also evidence the other way, though. As has been discussed, the vast majority of the increase in the number of fatalities has been in casualties aged 60 or older and pedestrians. There are no obvious factors that would affect just people in this age group to such a significant degree. Although the proportion of the population aged 60 or older is increasing, this change is a gradual

one, rather than a sudden one. This, therefore, is likely to lead to a gradual increase in casualties rather than step changes. It would also affect the injured casualty numbers as well, rather than mainly the fatality figures. The absence of a mechanism for such a change would indicate, therefore, that these changes have come about through chance or one-off events.

The bin lorry crash in Glasgow on the 22nd December 2014 is an example of such an event. This accident resulted in six pedestrian fatalities, six further pedestrian casualties, and five further casualties in vehicles. Although, since 1979, there have been accidents which resulted in more pedestrian casualties, this specific accident had the highest number of pedestrian fatalities ever.

This is the only example of a single accident that resulted in a large number of pedestrian fatalities during the year, but there could have been other equally abnormal events. Such exceptional events can introduce large one-off changes in years that are not as a result of underlying factors.

The final conclusion, therefore, is that the complexity of what happened during 2014 makes it **impossible to be sure** whether the increases in fatalities and injuries in reported road traffic accidents reflect some underlying changes on Great Britain's roads, or whether they reflect natural variation in accidents around the country.

Strengths and weaknesses of the data

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, as hospital, survey and compensation claims data all indicate a higher number of casualties than police accident data would suggest.

The estimates of the **total number of road casualties** including non reported casualties in Great Britain for 2014 will be published in tables [RAS54](#), scheduled for release in September 2015.

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. However, police data on road accidents, whilst not perfect, remain the most detailed, complete and reliable single source of information on road casualties covering the whole of Great Britain, in particular for monitoring trends over time.

Survey data

Our current best estimate, derived primarily from National Travel Survey (NTS) data and produced in 2014, is that the total number of road casualties in Great Britain each year, including those not reported to police, is within the range 630 thousand to 800 thousand with a central estimate of 720 thousand.

Background information

The Department for Transport publish rolling annual totals for quarters 1, 2 and 3 of each year. The data released in the quarterly releases are provisional as the records used are incomplete at the time of publication. Some forces have no, or limited, data in some of the quarters, and some records change between the provisional publication and the database being finalised.

The results from each quarter changed slightly between the original release and table [RAS30003](#). Overall, for the first three quarters of the year (provisional results for quarter 4 are not produced), there were 2 more deaths, 102 more seriously injured casualties (up by 0.6 per cent) and 854 more slightly injured casualties (up by 0.7 per cent) in the final data in comparison with the provisional results. These comparisons refer to the final figures for quarter 1 and quarter 2 data as revised with the release of quarter 3 estimates.

The Reported Road Casualties Great Britain Main Results web page provides further detail of the key findings presented in this statistical release. The tables are available at: www.gov.uk/government/publications/reported-road-casualties-great-britain-main-results-2014.

Provisional quarterly reported road casualty statistics are published throughout the year. The next provisional estimates (for quarter 1 2015) are due to be published in August 2015. Quarterly statistical releases can be found at: www.gov.uk/government/organisations/department-for-transport/series/road-accidents-and-safety-statistics

National Statistics are produced to high professional standards as set out in the Code of Practice for Official Statistics. They undergo quality assurance reviews to ensure that they meet customer needs. The first assessment report (report number 4) and letter confirming that the statistics have been designated as National Statistics are available at: www.statisticsauthority.gov.uk/assessment/assessment-reports/index.html. The statistics were reassessed during 2013 and the report, number 258, was published at the link above on the 25th July 2013.

Details of Ministers and officials who receive pre-release access to these statistics up to 24 hours before release can be found here: www.gov.uk/government/publications/road-accident-and-safety-statistics-pre-release-access-list.

Further information

A full list of the definitions used in this publication can be found here: www.gov.uk/government/uploads/system/uploads/attachment_data/file/48822/reported-road-casualties-gb-notes-definitions.pdf.

Further information on Reported Road Casualties Great Britain, including information about the variables collected on the STATS19 form, historical publications and factsheets, can be found at: www.gov.uk/government/publications/road-accidents-and-safety-statistics-guidance.

Feedback

We welcome further feedback on any aspects of the Department's road safety statistics including content, timing, and format via email to roadacc.stats@dft.gsi.gov.uk

Next release

More detailed tables and analysis of the 2014 statistics, will be published in Reported Road Casualties Great Britain: Annual Report 2014 in September this year.



Department for Transport

Contributory factors to reported road accidents 2014

About this article

This article presents the scope and limitations of the information on contributory factors collected as part of the national road accident reporting system, and presents results from the tenth year of collection.

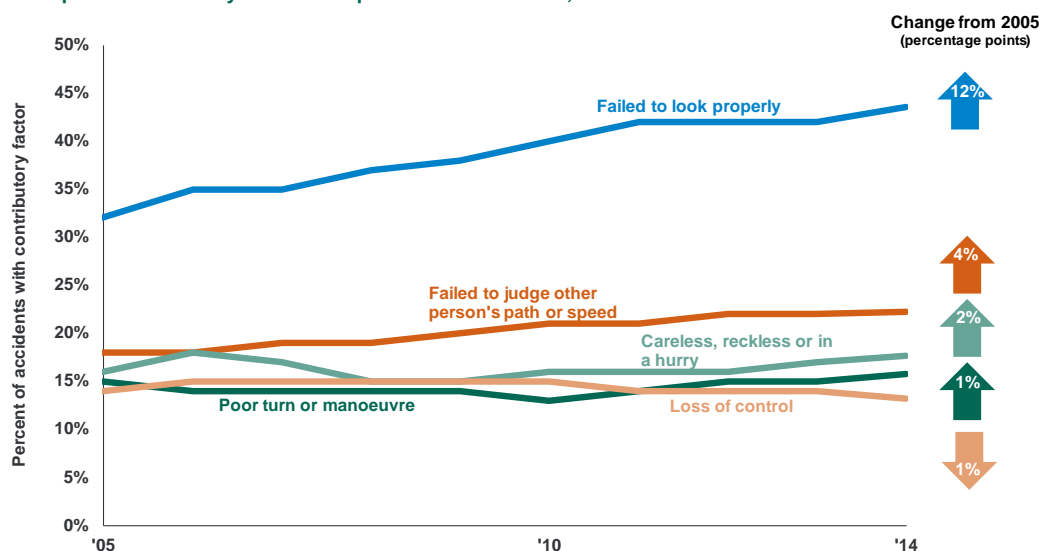
Contributory factors have been developed to provide some insight into why and how road accidents occur.

In this article

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- Road accidents [p3](#)
- Road type [p6](#)
- Pedestrians [p6](#)
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- Since recording began for contributory factors in 2005, **failed to look properly** has remained the most frequently reported contributory factor for both reported road accidents and casualties.
- In 2005 **failed to look properly** was recorded in 32 per cent of accidents. In 2014, this proportion increased by more than ten percentage points to 44 per cent.

Top five contributory factors in reported road accidents, GB: 2005 to 2014



- The contributory factor **loss of control** is frequently reported in fatal accidents: it was reported in 35 per cent of fatal accidents in 2005 and 32 per cent in 2014. Failed to look properly is the most commonly reported for serious accidents, reported in 37 per cent of serious accidents in 2014.
- In accidents where a **pedestrian was killed or injured**; **pedestrian failed to look properly** was reported in 59 per cent of accidents and **pedestrian careless, reckless or in a hurry** was reported in 29 per cent of accidents.

From 2005 all police forces in Great Britain have been reporting contributory factors as an integral part of the STATS19 collection system. The contributory factors system has been developed to **provide some insight into why and how road accidents occur**. Contributory factors are designed to give the key actions and failures that led directly to the actual impact to aid investigation of how accidents might be prevented. The factors are **largely subjective, reflecting the opinion of the reporting police officer**, and are not necessarily the result of extensive investigation. Some factors are less likely to be recorded since evidence may not be available after the event.

While this information is valuable in helping to identify ways of improving safety, **care should be taken in its interpretation**. For example, contributory factors such as driver/rider using a mobile phone, impaired by drugs and impaired by alcohol have a few caveats that should be borne in mind.

In 2013, at least one driver or casualty was allocated the **impaired by alcohol** contributory factor in a total of 128 fatal accidents. However the final estimate for the number of fatal drink drive accidents in 2013 was 230. **Drink drive** figures are based on coroners' and procurators' fiscal reports which means drivers or riders involved in an accident are tested for alcohol whereas contributory factor data is based on the judgement of a reporting officer which might not include a breath test (for instance, in cases where drivers might be badly injured).

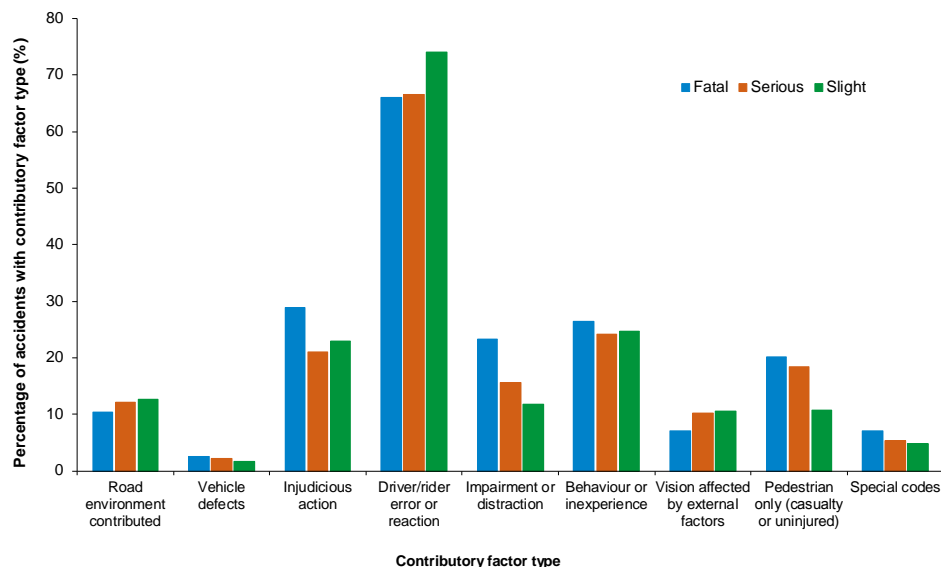
The same applies to contributory factors on **drug use**. Until the introduction of roadside drug screening in 2015, reporting officers were unable to test for drug use at the scene of accident. Instead they had to pass their judgement and allocate an '**impaired by drugs (illicit or medicinal)**' contributory factor. In 2014, the impaired by drugs contributory factor was reported for only 3 per cent of fatal accidents and 1 per cent of serious accidents. We will look closely at the 2015 data to see if the number of drivers allocated this factor has increased following the introduction of the new [drug driving offence](#).

Contributory factors on **mobile phone use** are generally under-reported because it is difficult for the reporting officer to allocate a **driver using mobile phone** contributory factor in certain situations. For example; in **non-fatal accidents**, the drivers involved may not give accurate details of the accident and there may not be enough evidence to suggest that the driver was using a mobile phone. In 2014, the driver using mobile phone contributory factor was reported in only 1 per cent of fatal accidents and 0.5 per cent of serious accidents. Yet the [Department's own survey](#) suggests that 1.6 per cent of drivers use hand-held mobile phones whilst driving. It is unlikely that mobile phone use in accidents will be lower than the general driving prevalence as [research](#) shows that they are a considerable distraction to drivers.

Contributory factors recorded for accidents

Chart [RAS50001](#) shows the percentage of accidents with contributory factors in each category. Only reported accidents where a police officer attended the scene and reported at least one contributory factor were considered.

Chart 1: RAS50001 Contributory factor type, Reported accidents by severity, GB: 2014



Tables

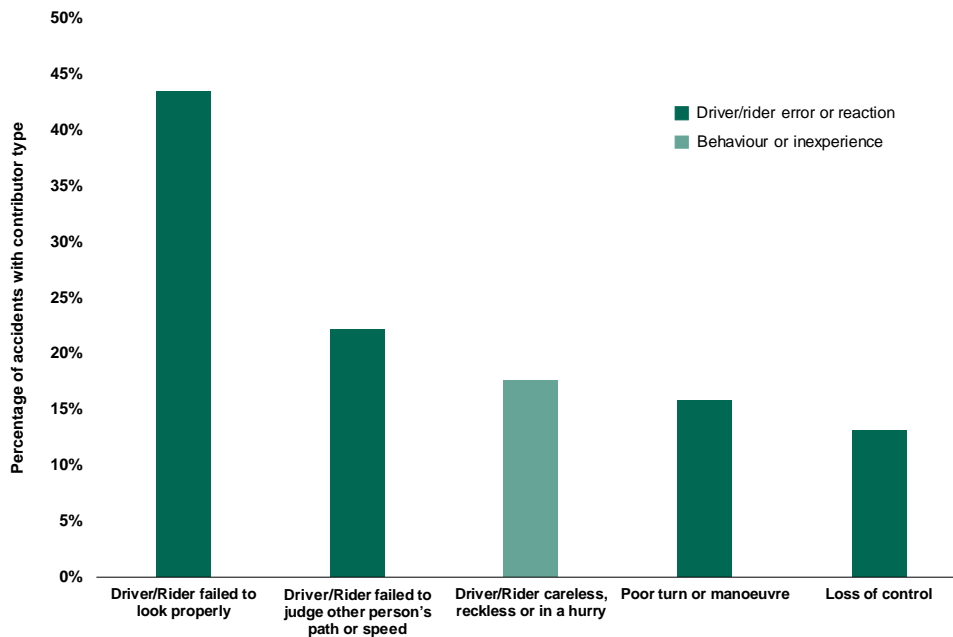
- Contributory factor, Reported accidents by severity, Great Britain latest available year: [RAS50001](#).

- The contributory factor category **driver/rider error or reaction** was the most frequently reported category, involved in 73 per cent of all accidents reported to the police in 2014. It was also the most frequently reported category for each severity of accident.
- **Behaviour or inexperience** and **injudicious action** (which includes **travelling too fast for conditions, following too close** and **exceeding speed limit**) were the next most frequently reported categories, involved in 25 and 23 per cent of all accidents respectively. The equivalent figures for fatal accidents, for both of these contributory factors, were higher at 27 and 29 per cent respectively.
- Pedestrian contributory factors can be attributed to an injured or uninjured pedestrian involved in the accident. These factors were reported in 12 per cent of all accidents and 20 per cent of fatal accidents in 2014.

Table [RAS50001](#) shows the percentage of reported road accidents in which each contributory factor was reported, including a breakdown by accident severity.

- Four of the five most frequently reported contributory factors in road accidents were in the category driver/rider error or reaction. Across all reported road accidents; **failed to look properly** was the most frequently reported contributory factor (44 per cent of accidents). This was followed by **failed to judge other person's path/speed** (22 per cent of accidents) and **careless, reckless or in a hurry** (18 per cent of accidents).

Chart 2: RAS50001 Top five contributory factors in reported accidents of all severities, GB: 2014



- The most frequently reported contributory factor for fatal accidents was **loss of control** which was reported for 32 per cent of fatal accidents in 2014. Loss of control was the second most commonly recorded contributory factor for serious accidents (18 per cent).
- In the category **behaviour or inexperience; careless, reckless or in a hurry** is the most common contributory factor reported in accidents. In 2014, 18 per cent of fatal accidents and 17 per cent of serious accidents were allocated the careless, reckless or in a hurry contributory factor.
- As contributory factors are based on the judgement of reporting officers, there could be some issues concerning the preconceptions of officers. For instance, they may be more likely to allocate the factor **learner or inexperienced driver** to **young driver/riders** compared with **older driver/riders**. In 2014, 21 per cent of young drivers aged 17 to 19 involved in accidents were allocated the learner or inexperienced driver contributory factor compared with less than 1 per cent of older drivers aged 30 to 39.
- In contrast, drivers aged 20 and over are more likely to be viewed as driving in a careless or reckless manner than be viewed as being inexperienced. Although younger drivers are most frequently allocated this contributory factor (11 to 14 per cent of 17-29 year old drivers), the proportion of drivers aged 30 or older who are judged to be careless, reckless or in a hurry remains between 6 and 9 per cent for all age groups. Aggressive driving shows a similar pattern, being more prevalent in younger drivers.
- The one factor that shows a different pattern is nervous driving. The peak ages for nervous drivers are in the younger groups, presumably learner drivers or people without much experience, and drivers aged 70 or over. The older drivers may have more experience behind the wheel, but could be more likely to be nervous and concerned about their own reaction times and eyesight.

- It is possible that police officers can subconsciously classify similar driving behaviours as these separate contributory factors (inexperience, recklessness, aggressiveness and nervousness) depending on the age, gender and attitude of the driver they see.

Chart 3: Selected behaviour and experience contributory factors by driver age, GB: 2014

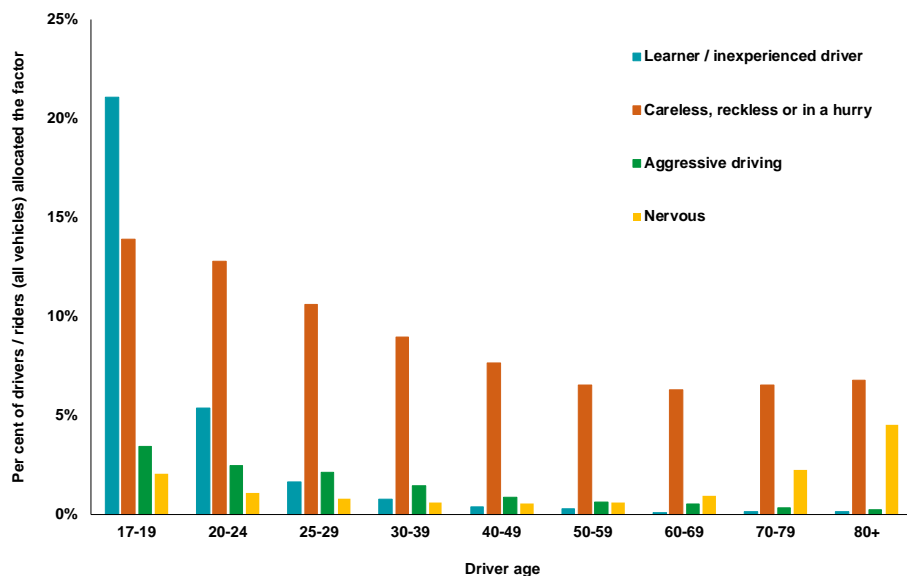


Table [RAS50002](#) compares the ten most frequently reported contributory factors for vehicle drivers or pedestrians in the previous five years.

- The top ten factors have broadly remained unchanged in the past five years, although there are some notable changes.
- The largest increase was in **failed to look properly** which was recorded for 42 per cent of vehicle drivers in 2010 and 46 per cent in 2014.
- The largest decrease was in **slippery road (due to weather)** which was recorded for 13 per cent of vehicle drivers in 2010 and 8 per cent in 2014.

Table [RAS50002](#) Contributory factors allocated to vehicles or pedestrians in reported accidents, Great Britain, 2010-2014

Contributory factor reported for vehicle or pedestrian ^{1,2,3}	Number/percentage									
	2010		2011		2012		2013		2014	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Driver/Rider failed to look properly	50,847	42	51,946	44	51,168	45	48,038	44	53,259	46
Driver/Rider failed to judge other person's path or speed	27,304	23	27,106	23	26,566	23	25,411	23	27,551	24
Driver/Rider careless, reckless or in a hurry	19,242	16	19,797	17	18,219	16	18,594	17	20,883	18
Poor turn or manoeuvre	16,453	14	17,101	14	17,306	15	16,542	15	18,916	16
Loss of control	18,180	15	17,091	14	16,282	14	15,260	14	15,350	13
Pedestrian failed to look properly	12,078	10	11,631	10	11,055	10	10,462	10	10,888	9
Slippery road (due to weather)	15,250	13	10,014	8	11,565	10	10,218	9	9,802	8
Sudden braking	9,662	8	9,517	8	8,938	8	8,271	8	8,768	8
Following too close	9,052	7	8,658	7	8,413	7	7,934	7	8,330	7
Travelling too fast for conditions	10,302	9	8,868	7	8,896	8	7,677	7	7,921	7
Total number of accidents¹	120,827	100	118,403	100	114,696	100	108,934	100	115,673	100

¹ Includes only accidents where a police officer attended the scene and in which a contributory factor was reported.

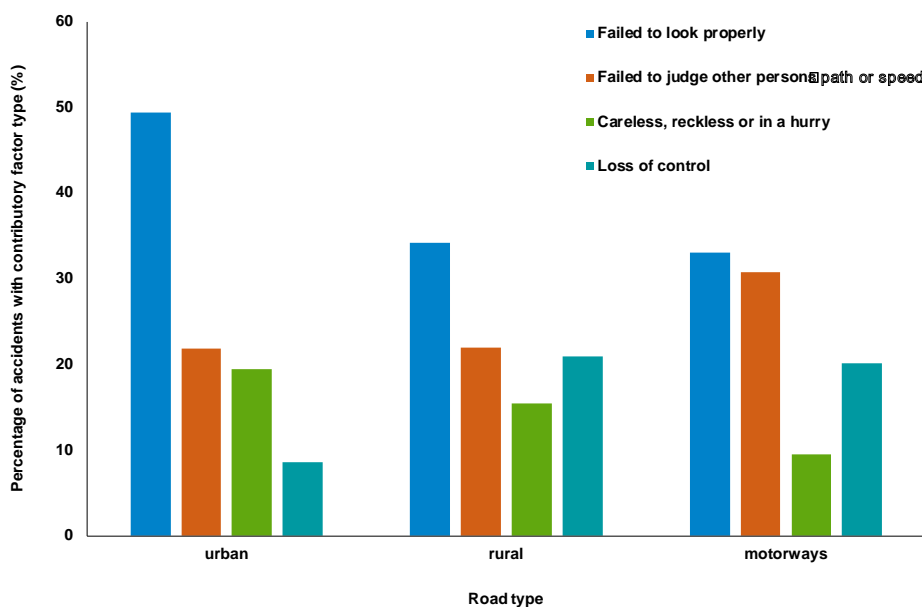
² Includes only the ten most frequently reported contributory factors. Factors not shown may also have been reported.

³ Counts the number of participants for which a contributory factor is reported. If two participants in an accident have the same contributory factor, this will be counted twice.

Contributory factors for road accidents by road type

- The contributory factor category **driver/rider error or reaction** was also the most commonly reported category in all accidents reported to the police across all road types.
- **Failed to look properly** was the most frequently reported contributory factor for every road type; allocated to 49 per cent of accidents on **urban roads**, 34 per cent of accidents on **rural roads** and 33 per cent of accidents on **motorways** in 2014.
- The most common contributory factors allocated to fatal accidents on all road types were **failed to look properly** and **loss control**. Failed to look properly was recorded for 30 per cent of fatal accidents on urban roads, 21 per cent of fatal accidents on rural roads and 21 per cent of fatal accidents on motorways. Loss of control was more commonly recorded for fatal accidents on rural roads and motorways, 38 per cent and 30 per cent respectively. These differences are likely to be as a result of the nature of the road types. Motorways and rural roads have higher speed limits and it is the high speed (and sinuosity of rural roads) that can lead to loss of control.
- **Pedestrian** associated contributory factors were more common on urban roads. This is mostly due to the higher concentration of pedestrians on these roads. Twenty-five per cent of fatal accidents on urban roads involved a pedestrian that failed to look properly and a further 12 per cent a pedestrian that **failed to judge a vehicle's path or speed**.

Chart 4: Top four contributory factors in reported accidents by road type, GB: 2014



Accidents involving pedestrians with contributory factors

Table [RAS50004](#) shows the ten most frequently reported contributory factors allocated to pedestrians in accidents involving pedestrian casualties and accidents involving uninjured pedestrians.

- **Pedestrian failed to look properly** was the most common contributory factor allocated to pedestrians in both accidents involving **injured or killed pedestrians** (59 per cent) and accidents involving **uninjured pedestrians** (53 per cent).
- **Pedestrian careless, reckless or in a hurry** was reported for 42 per cent of accidents involving uninjured pedestrians, whereas this was reported for 29 per cent of accidents involving injured or killed pedestrians.
- Pedestrian casualties aged between **16 and 59** are most commonly allocated the **impaired by alcohol** contributory factor, with those aged between **20 and 39** accounting for over 50 per cent of pedestrian casualties allocated the impaired by alcohol contributory factor.
- On the other hand, **older pedestrian casualties** are more likely to be allocated contributory factors relating to their **wellbeing**. In 2014, nearly 40 per cent of pedestrian casualties that were allocated the **disability or illness, mental or physical** contributory factor were aged **60 and over**.

Table RAS50004: Reported accidents involving pedestrians with contributory factors, Great Britain, 2014

Contributory factor attributed to pedestrian ¹	Number/ percentage			
	Accidents ^{2,3} where contributory factor assigned to injured or killed pedestrian		Accidents ^{2,3} where contributory factor assigned to uninjured pedestrian	
	Number	Per cent ⁴	Number	Per cent ⁴
Pedestrian failed to look properly	10,521	59	199	53
Pedestrian careless, reckless or in a hurry	5,149	29	157	42
Pedestrian failed to judge vehicle's path or speed	3,207	18	50	13
Crossing road masked by stationary or parked vehicle	2,519	14	37	10
Pedestrian impaired by alcohol	1,726	10	23	6
Pedestrian wrong use of pedestrian crossing facility	1,132	6	27	7
Dangerous action in carriageway (eg. playing)	1,015	6	23	6
Pedestrian wearing dark clothing at night	866	5	9	2
Pedestrian disability or illness, mental or physical	479	3	6	2
Pedestrian impaired by drugs (illicit or medicinal)	207	1	2	1
Total number of accidents	17,743	100	372	100

1 Top 10 most frequently reported contributory factors for injured or killed pedestrians and for uninjured pedestrians.

Factors not shown may also have been reported.

2 Includes only accidents where a police officer attended the scene and in which a contributory factor was reported.

3 Accidents can involve both pedestrian casualties and uninjured pedestrians who were assigned a contributory factor.

4 Columns may not add up to 100 per cent as accidents can have more than one contributory factor.

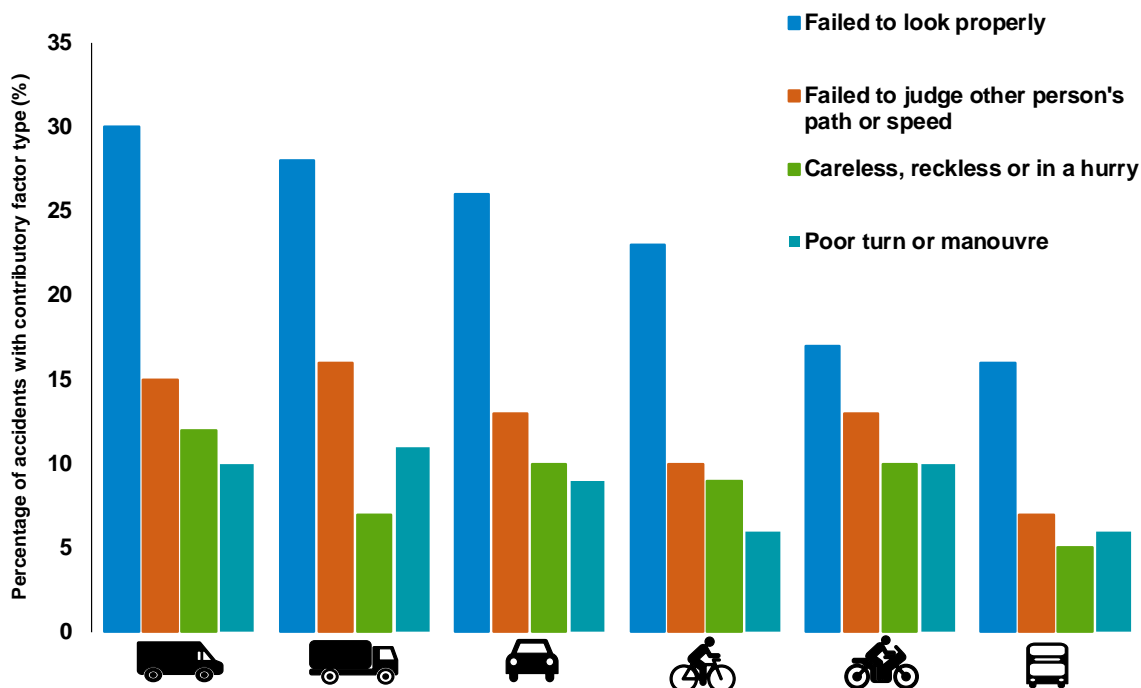
Contributory factors recorded for vehicles

Table [RAS50005](#) shows the percentage of vehicles that had each contributory factor by vehicle type.

- The contributory factor **driver failed to look properly** was the most commonly recorded contributory factor for all vehicle types except bus or coach (for which sudden braking was the most common).

- Owing to the size and weight of goods vehicles it can be difficult for HGV drivers to perform the safest manoeuvre. In 2014, 11 per cent of HGVs involved in accidents were allocated the **poor turn or manoeuvre** contributory factor.

Chart 5: Top four contributory factors allocated to vehicles in reported accidents by vehicle type, GB: 2014



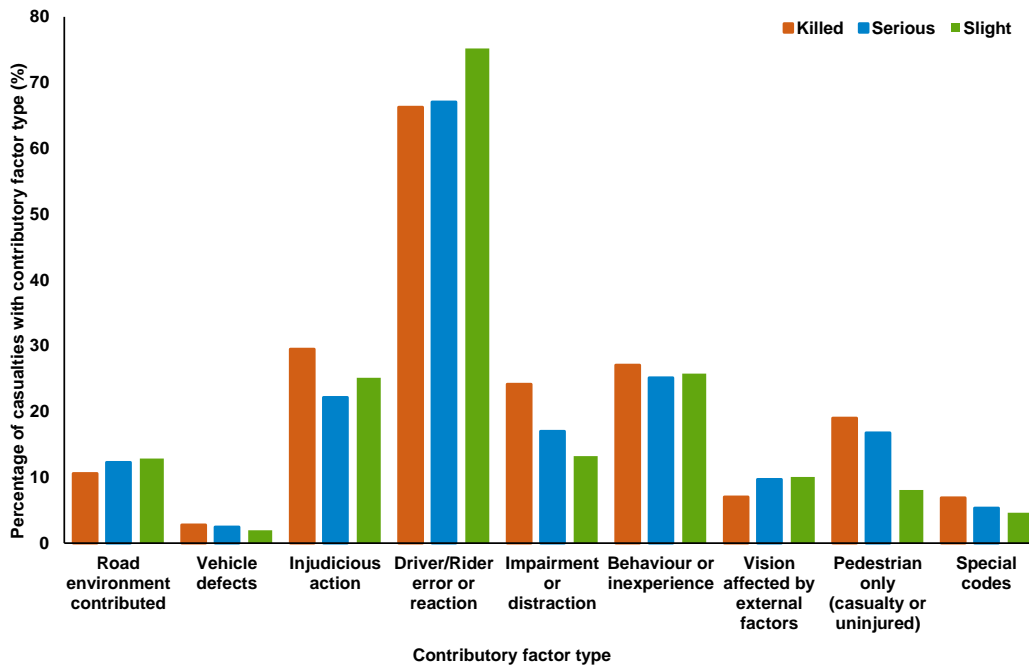
Casualties resulting from accidents with contributory factors

Table [RAS50007](#) shows the number of casualties resulting from reported road accidents with at least one contributory factor allocated, broken down by severity.

There is a similar pattern to that in table [RAS50001](#) which shows contributory factors in reported accidents.

- Failed to look properly** and **failed to judge other person's path or speed** were the most commonly recorded factors for both reported accidents and casualties (44 and 24 per cent of all casualties were assigned these two factors respectively).
- The contributory factors **driver careless, reckless or in a hurry** and **exceeding speed limit** were also commonly recorded for reported road fatalities, 18 and 17 per cent respectively.
- The most common contributory factor assigned to pedestrian only casualties was **pedestrian failed to looked properly**, which was reported for 12 per cent of fatalities and 13 per cent of serious injuries.

Chart 6: [RAS50007](#) Contributory factors, casualties in reported accidents by severity, GB: 2014



Speed as a contributory factor

The two contributory factors that relate to excessive or inappropriate speed are **exceeding speed limit** and **travelling too fast for conditions**. Table [RAS50008](#) shows the reported accidents and casualties by severity where speed was recorded as a contributory factor.

- **Exceeding the speed limit** was reported as a contributory factor for 16 per cent of fatal accidents in 2014, whereas **travelling too fast for conditions** was reported for only 8 per cent of fatal accidents.
- A similar pattern was seen for reported road fatalities. **Exceeding speed limit** was reported for 17 per cent of fatalities and **travelling too fast for conditions** was reported for only 8 per cent of fatalities.
- There was a similar split of 7 per cent in the proportion of serious accidents and seriously injured casualties allocated the **exceeding speed limit** and **travelling too fast for conditions** contributory factors.
- Accidents on **rural roads** are more fatal in nature than accidents on **urban roads**. This is because rural roads have a much higher average speed than urban roads.
- **Exceeding speed limit** was recorded for 19 per cent of fatal accidents on urban roads and 15 per cent of fatal accidents on rural roads.
- In contrast, 14 per cent of fatal accidents on rural roads were allocated the **travelling too fast for**

conditions contributory factor compared with only 7 per cent of fatal accidents on urban roads.

- Rural roads are often more sinuous and narrow in nature with blind bends, dips and other distractions which means that it is easier for road users to travel too fast to miss these dangers or fail to slow down when approaching them.

Vehicles with speed as a contributory factor

Table [RAS50009](#) shows the number of vehicles which had the two speed contributory factors allocated by vehicle type.

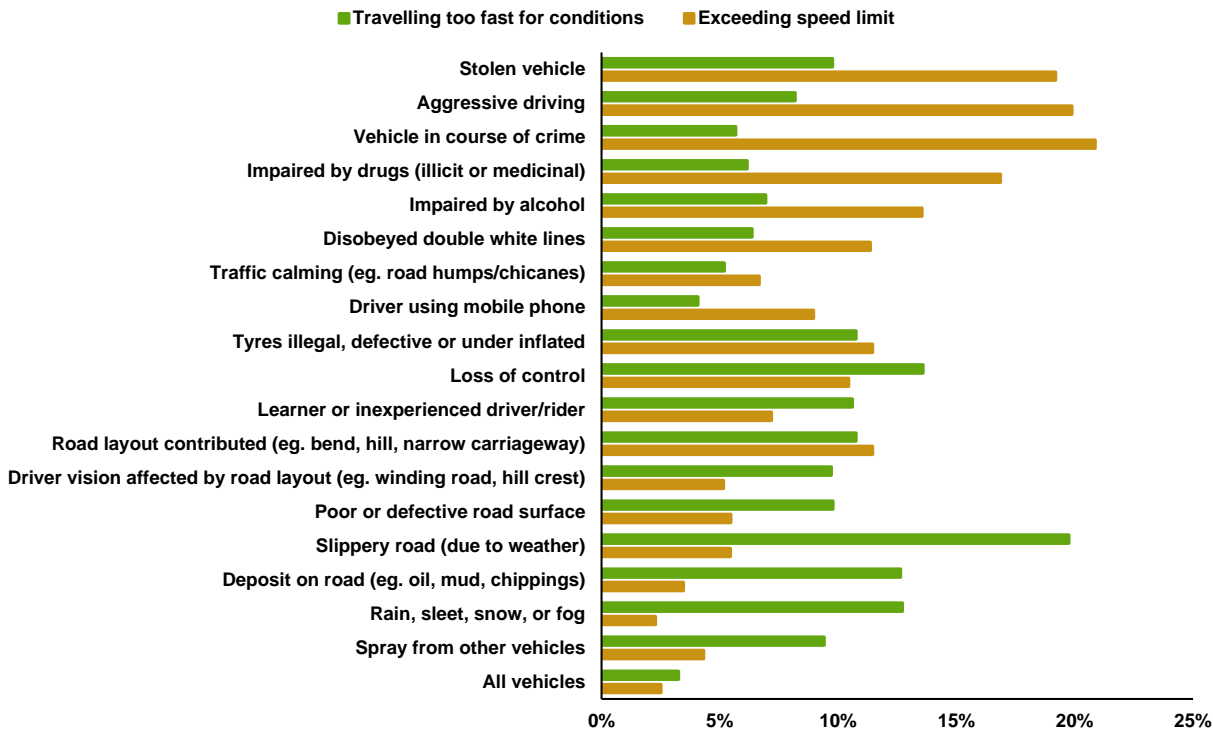
In 2014 there were 12,334 vehicles with either a **travelling too fast for conditions** contributory factor or an **exceeding speed limit** contributory factor allocated to them. These vehicles accounted for 6 per cent of all vehicles involved in accidents with at least one contributory factor

- **Motorcycles** were the most common vehicle type to have both speed factors allocated to them compared to other vehicle types. Five per cent were reported as exceeding speed limit compared to 3 per cent of cars.
- **HGVs** were less likely to have either of the speed factors assigned than other vehicles. Only 2 per cent of HGVs were allocated a travelling too fast for conditions contributory factor. This may relate to HGVs being speed limited or the drivers being professionally trained.

Table [RAS50010](#) shows the association between two speed factors and other contributory factors. In particular the proportion of the speed factors among vehicles with other factors.

- **Exceeding speed limit** is mostly associated with other factors relating to **illegal activities**. This includes 21 per cent of **vehicles in the course of crime**, 20 per cent of vehicles assigned the factor **aggressive driving** and 19 per cent assigned the factor **stolen vehicle** which also had the factor exceeding the speed limit assigned to them.
- **Travelling too fast for conditions** had stronger associations with factors relating to the **road environment** and **bad weather**. Travelling too fast for conditions was also reported for 20 per cent of vehicles assigned the **slippery road (due to weather)** contributory factor and a 14 per cent of vehicles assigned the **loss of control** contributory factor.

Chart 7: [RAS50010](#) Percentage of vehicles with selected contributory factors which also had a speed factor reported: GB 2014



Annex: Accidents included in the contributory factor analysis

For accidents in which a police officer did not attend the scene of the accident it may not be possible for the reporting officer to accurately report the correct contributory factors. As a result, the analysis shown in this article only includes accidents in which a police officer attended the scene and assigned contributory factors. In 2014, 79 per cent of reported road accidents met this criteria.

Accidents which had no contributory factor were excluded from this analysis. At least one contributory factor was recorded in 96 per cent of accidents in which a police officer attended the scene.

Table [RAS50011](#) shows the proportion of accidents and vehicles that satisfied both of the above conditions, shown for different accident severities, road classes and vehicle types.

- In 2014, 93 per cent of fatal accidents satisfied these conditions compared to 77 per cent of slight accidents.
- There were 88 per cent of accidents that occurred on **motorways** which were included in this analysis compared to 81 per cent on **A roads** and 80 per cent on **B roads**.
- The most common vehicle types involved in accidents which were included in the analysis were **motorcycles** (87 per cent), **HGVs** (86 per cent) and **cars** (80 per cent).

Table RAS50011 Reported road accidents and vehicles included in the contributory factor analysis, GB: 2014

Number/ percentage			
Category	Number included in analysis ¹	Total number of accidents	Per cent included in analysis ¹
Accidents: severity			
Fatal	1,543	1,658	93
Serious	18,097	20,676	88
Slight	96,033	123,988	77
Accidents: road class			
Motorways	4,975	5,630	88
A roads	55,034	67,828	81
B roads	14,876	18,573	80
Other roads ²	40,788	54,291	75
Accidents included in analysis	115,673	146,322	79
Category	Number included in analysis ¹	Total number of vehicles	Per cent included in analysis ¹
Vehicles: type			
Pedal cycles	14,820	21,979	67
Motorcycles	18,565	21,378	87
Cars	157,338	195,576	80
Buses or coaches	4,102	6,103	67
Light goods vehicles	11,227	14,043	80
Heavy goods vehicles	5,915	6,873	86
Other vehicles ³	2,005	2,575	78
Vehicles included in analysis	213,972	268,527	80

1 Includes accidents and vehicles involved in accidents where a police officer attended the scene and in which a contributory factor was reported.

2 Other roads includes C roads and unclassified roads.

3 Includes other vehicles types and cases where the vehicle type was not reported.

Background notes

The contributory factor system allows the recording of up to six factors in injury road accidents where the police attended the scene. Multiple factors may be recorded against an individual participant in the accident. These participants include a vehicle, a casualty or an uninjured pedestrian. Factors relating to a driver/rider should be assigned to their vehicle. Any given factor may be assigned to a number of participants. Both accidents and vehicles can have more than one contributory factor attributed to them, therefore percentages in this article will not necessarily add up to 100.

The form used by the police to report contributory factors includes a list of 77 contributory factors. These 77 factors fall into nine categories and these are: Road environment contributed, Vehicle defects, Injudicious action, Driver/rider error or reaction, Impairment or distraction, Behaviour or inexperience, Vision affected by external factors, Pedestrian only factors (casualty or uninjured) and Special codes.

A copy of the form can be found [here](#).

The contributory factors are largely subjective and depend on the skill and experience of the investigating

officer to reconstruct the events which directly led to the accident. They reflect the attending officer's opinion at the time of reporting and are not necessarily the result of extensive investigation. Furthermore, it is recognised that subsequent enquiries could lead to the reporting officer changing his/her opinion. The contributory factors are therefore different in nature from the remainder of the STATS19 data which is based on the reporting of factual information. This should be kept in mind when interpreting the data.

It is important to note that it may be difficult for a police officer, attending the scene after an accident has occurred, to identify certain factors that may have contributed to a cause of an accident. In addition, contributory factors are disclosable in court and police officers would require some supporting evidence before reporting certain factors. As a result some contributory factors may be less likely to be reported. Research¹ comparing this data to the 'On the Spot' (OTS) study found that in general fewer factors were reported per accident by the police in STATS19 than in the more in-depth investigations carried out in the OTS study. In particular the police appeared to be less likely to report factors that appeared to allocate blame for an accident, such as those relating to injudicious action. The factor careless, reckless or in a hurry stood out as being reported considerably more often in the OTS study than in STATS19.

It is also important to note that not all accidents are included in the following analysis of the contributory factor data. Only accidents where the police attended the scene and reported at least one contributory factor are included. Seventy nine per cent of accidents reported to the police in 2014 meet these criteria to be included. Further details of the accidents included in this analysis can be found in the Annex.

1 Linking Accidents in National Statistics to In-Depth Accident Data

<http://www.trl.co.uk/reports-publications/report/?reportid=6626>



Department for Transport

Modelling the impact of the weather on road casualty statistics

About this article

Weather patterns provide useful context to explain year-on-year changes in road casualty statistics. This article sets out the methodology that has been used to quantify the impact of temperature and rainfall on the number of road casualties in order to produce a weather-adjusted road casualty series.

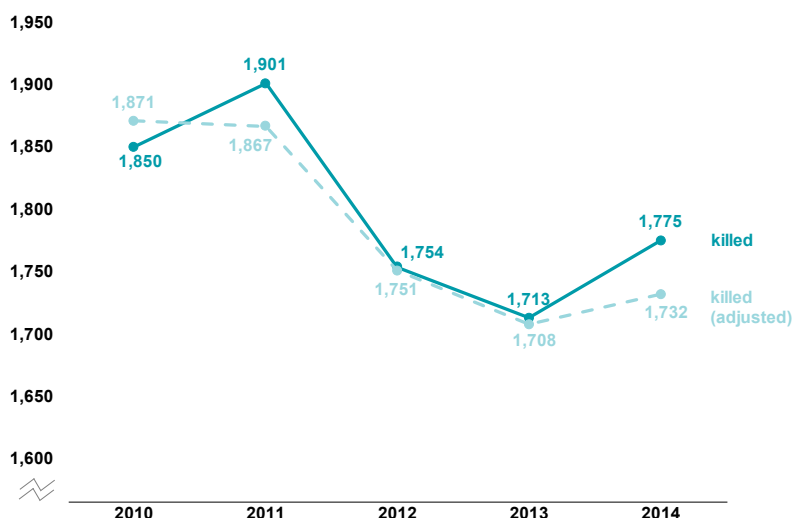
In this article

- Introduction [p2](#)
- Adjusted figures [p2](#)
- Adjusted fatalities [p4](#)
- Adjusted seriously injured casualties [p13](#)
- Adjusted slightly injured casualties [p15](#)
- Summary [p15](#)

In 2014, it is estimated that there would have been 1,732 fatalities in reported road accidents if the temperature and rainfall had been average, compared with the 1,775 actually observed.

The 2013 weather-adjusted fatality figure is 1,708 compared with the 1,713 observed. Therefore if **2014** hadn't been so warm, there would still have been an **increase in fatalities** between 2013 and 2014, but of around 1 per cent rather than the 4 per cent actually observed.

Chart: Actual and weather-adjusted fatalities in reported road accidents: GB, 2010-2014



- In **2010**, it is estimated that there would have been 1,871 **road fatalities** if the temperature and rainfall had been average, compared with the 1,850 actually observed.
- In **2011**, it is estimated that there would have been 1,867 **road fatalities** if the temperature and rainfall had been average, compared with the 1,901 actually observed.
- Therefore, had the temperature and rainfall been average in **2010** and **2011 fatalities would have remained practically unchanged between the two years**, with four fewer deaths in 2011, rather than increasing by 3 per cent.

Introduction

Weather patterns have been used to help explain year-on-year and quarterly changes in road casualty numbers in recent publications (see [here](#)). A chapter in [Reported Road Casualties Great Britain: 2013 Annual Report](#) summarised the literature available on weather impacts on road accidents and casualties as well as discussing the main weather trends seen since 2010 and their likely impact on road casualties (see [here](#)). This article sets out the methodology that has been used to **quantify the impact of temperature and rainfall on the number of road casualties** in order to produce a **weather-adjusted road casualty series**.

The work in this article is based on modelling work carried out by the ONS Time Series Analysis Branch. More detailed results from the original research can be found on page 74 of the cross government [modelling guide on the effect of weather on official statistics](#).

We have also introduced a new time series table alongside the article. The table ([RAS30080](#)) provides our best estimate of what the casualty numbers could have been for each year from 1991 had the average temperature and rainfall each month during the year been close to the long term average. These figures are just estimates of what could have happened rather than predictions of what would have happened as there is a considerable amount of uncertainty associated with using such a model. The purpose of the estimates is as a tool for understanding and explaining patterns. They are not intended as a replacement for the police reported road casualty figures provided in the other tables.

Assessing the impact of temperature and rainfall on all road user casualties

Monthly UK rainfall and mean temperature data from the Met Office was used to estimate the relationship between temperature and rainfall and the number of reported road traffic casualties in each month. In particular, the number of casualties was broken down by severity (fatal, seriously injured and slightly injured casualties) and road user group: pedestrians, pedal cyclists, motorcyclists and car occupants. These groups cover 94 per cent of all casualties.

The models used monthly casualty data for the whole of Great Britain from January 1991 to December 2014, and the monthly deviations in each month over January 1991 to December 2014 from the long term average temperature and rainfall. Twelve separate time series models, one for each combination of severity and road user group were produced. The estimated temperature and rainfall effects from each model were used to adjust the road casualty time series over 1991 to 2014. A more thorough explanation of the models used can be found in the [technical document](#).



The estimated temperature and rainfall effects from the time series modelling have been used to produce **temperature and rainfall adjusted road casualty figures for the time period 1991 to 2014**. These casualty figures represent the number of road casualties we would have expected that year had the temperature and rainfall in each month of the year been at the long term average.

All statistical models are ways of generalising something that is happening in the real world. In this case, we are attempting to model how casualty numbers are affected by variations in temperature and rainfall. This is an imprecise science that collapses detailed local differences in weather across the UK into a single figure. This model, like all statistical models, has a level of uncertainty associated with it. In particular, the analysis used here models how relatively common and regular weather variations influences casualty numbers. It is less good, therefore, at dealing with extreme events or highly unseasonable events. In addition, statistically significant effects have not been found in all months for each road user type and severity. Therefore unusual conditions in some months will not result in any adjustment to the casualty figures. Owing to the uncertainty in the model, these figures should be taken only as our best estimate of what might have happened had the weather during the years been closer to the long term average. There is no way to verify that these outcomes would have happened given different conditions.

The direction of the estimated temperature and rainfall effects for each road user type (pedestrians, pedal cyclists, motorcyclists and car occupants) are summarised in the tables below for each severity. The actual values of the estimated effects are available in the [technical document](#). For example, a positive relationship was found between temperature and killed pedal cyclists in January, March and December. Therefore, above average temperatures in these months lead to more killed pedal cyclists than would be expected if the temperature was at the long term average. The pedal cyclist fatality figures are therefore adjusted downwards to account for this positive effect. Below average temperatures in January, March and December lead to less pedal cyclist fatalities than expected and the figures are adjusted upwards to account for this e.g. December 2010 was particularly cold which is estimated to have led to 2 fewer killed pedal cyclists than would be expected. The December 2010 pedal cyclist fatality figure is therefore adjusted upwards by 2 to account for this effect.

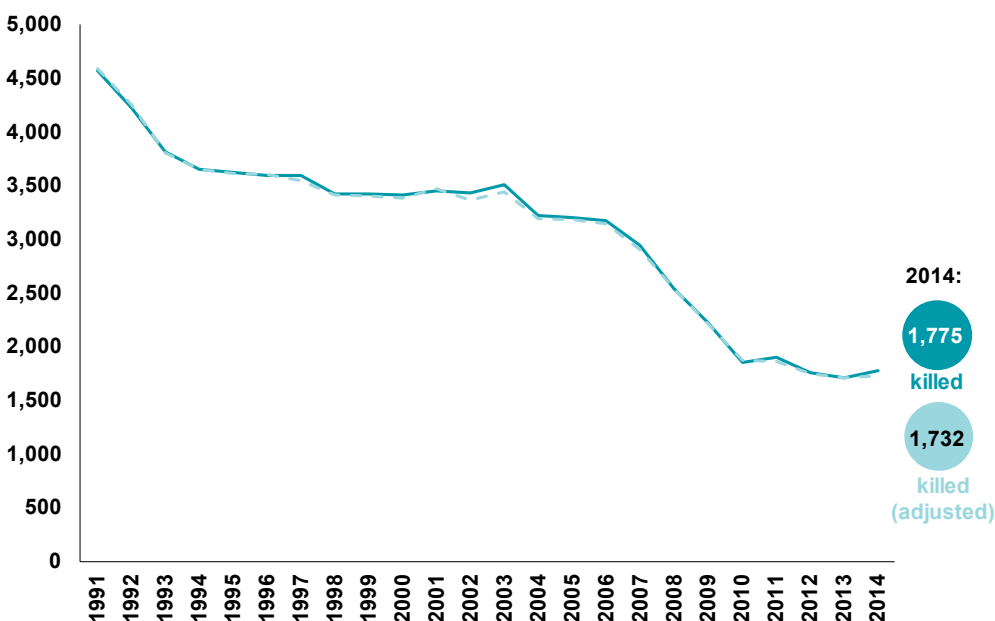
Table 1: Direction of the estimated temperature and rainfall effects on road casualties by severity and road user type

Fatalities					Seriously injured					Slightly injured							
Month	Weather	🚶	🚲	🛵	🚗	Month	Weather	🚶	🚲	🛵	🚗	Month	Weather	🚶	🚲	🛵	🚗
Jan	☀️	n	🔴	🔴	n	Jan	☀️	n	🔴	n	n	Jan	☀️	n	🔴	n	n
	☔	n	n	n	n		☔	🔴	n	n	n		☔	🔴	n	n	n
Feb	☀️	n	n	🔴	n	Feb	☀️	n	🔴	🔴	n	Feb	☀️	n	🔴	n	🟢
	☔	🔴	n	n	n		☔	🔴	n	n	n		☔	n	n	n	🔴
Mar	☀️	n	🔴	🔴	n	Mar	☀️	🔴	🔴	🔴	n	Mar	☀️	🔴	🔴	🔴	n
	☔	n	n	🟢	n		☔	n	n	🟢	n		☔	n	n	🟢	🔴
Apr	☀️	n	n	🔴	n	Apr	☀️	n	n	🔴	n	Apr	☀️	n	🔴	🔴	🔴
	☔	n	🟢	n	n		☔	n	🟢	🟢	🔴		☔	n	n	n	🔴
May	☀️	n	n	n	n	May	☀️	🔴	n	🔴	n	May	☀️	n	🔴	🔴	n
	☔	n	n	n	n		☔	n	🟢	🟢	n		☔	n	n	n	🔴
Jun	☀️	n	n	n	n	Jun	☀️	n	🔴	n	n	Jun	☀️	n	🔴	n	n
	☔	n	n	🟢	n		☔	n	n	🟢	🔴		☔	n	🟢	🟢	🔴
Jul	☀️	n	n	n	n	Jul	☀️	n	🔴	n	n	Jul	☀️	n	🔴	🔴	n
	☔	n	n	n	n		☔	n	n	🟢	🔴		☔	n	🟢	n	🔴
Aug	☀️	n	n	🔴	n	Aug	☀️	n	n	n	n	Aug	☀️	n	🔴	n	n
	☔	n	n	n	n		☔	n	n	🟢	🔴		☔	n	🟢	🟢	🔴
Sep	☀️	n	n	🔴	n	Sep	☀️	n	🔴	n	n	Sep	☀️	n	🔴	n	n
	☔	n	n	🟢	n		☔	n	n	🟢	🔴		☔	n	n	n	🔴
Oct	☀️	n	n	n	n	Oct	☀️	n	n	🔴	n	Oct	☀️	n	n	n	🟢
	☔	n	n	n	n		☔	n	n	🟢	n		☔	n	n	n	🔴
Nov	☀️	n	n	n	n	Nov	☀️	n	n	n	n	Nov	☀️	n	🔴	n	🟢
	☔	n	n	🟢	n		☔	n	n	n	🔴		☔	🔴	n	n	🔴
Dec	☀️	n	🔴	🔴	n	Dec	☀️	🔴	🔴	🔴	🔴	Dec	☀️	n	🔴	🔴	n
	☔	🔴	n	n	n		☔	n	n	n	n		☔	🔴	n	n	🔴

n - not statistically significant
 🔴 Above average temperature or rainfall leads to more casualties. When the temperature or rainfall is above the long term average in these months the casualty numbers are adjusted downwards, and upwards when the temperature or rainfall is below the long term average.
 🟢 Above average temperature or rainfall leads to fewer casualties. When the temperature or rainfall is above the long term average in these months the casualty numbers are adjusted upwards, and downwards when the temperature or rainfall is below the long term average.

Applying the fatality adjustments (as shown in the [technical document](#)) to all years over 1991 to 2014 and all road user groups gives the following **weather-adjusted fatalities** series:

Chart 1: Actual and weather-adjusted fatalities in reported road accidents: GB, 1991-2014

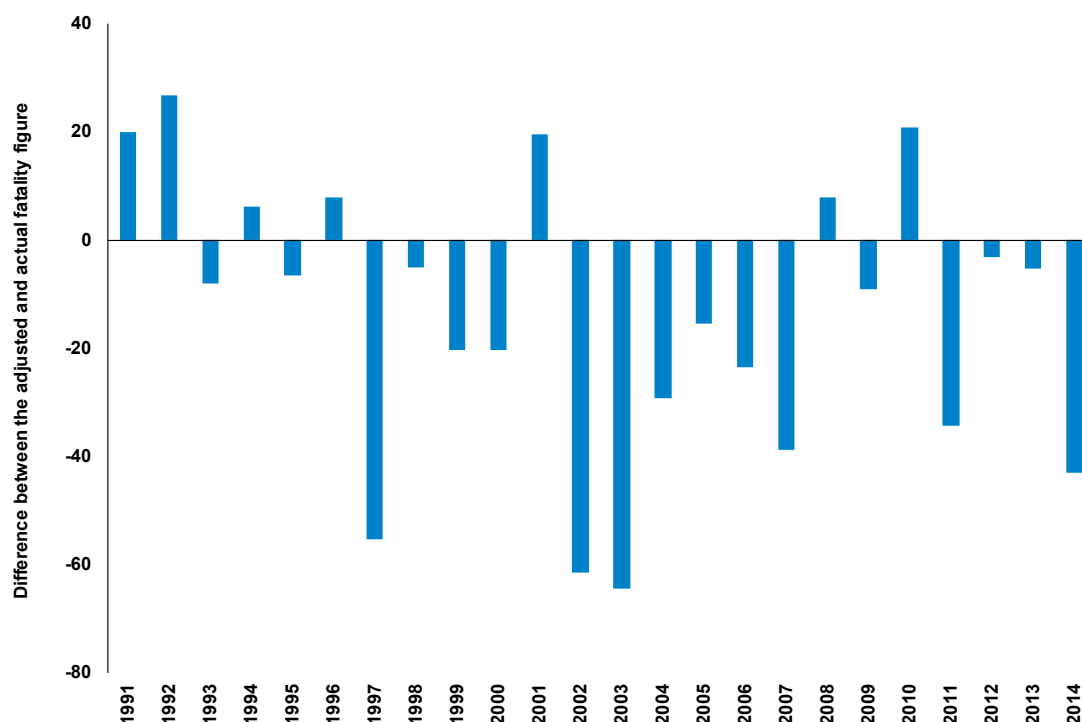


Tables

- Reported weather-adjusted road casualties by road user type, Great Britain, annual from 1991: [RAS30080](#).

The effects of the adjustments to the road fatalities series are shown in the chart below. Each bar represents the difference between the weather-adjusted and actual road fatality figure e.g. the 2014 weather-adjusted fatality figure is 43 fewer than the actual figure (1,732 compared to 1,775).

Chart 2: Difference between the weather-adjusted and actual road fatalities: GB, 1991-2014



The largest weather adjustments for fatalities in recent years have been in **2010, 2011 and 2014**. These adjustments are summarised in the table below and explained in more detail in the following sections.

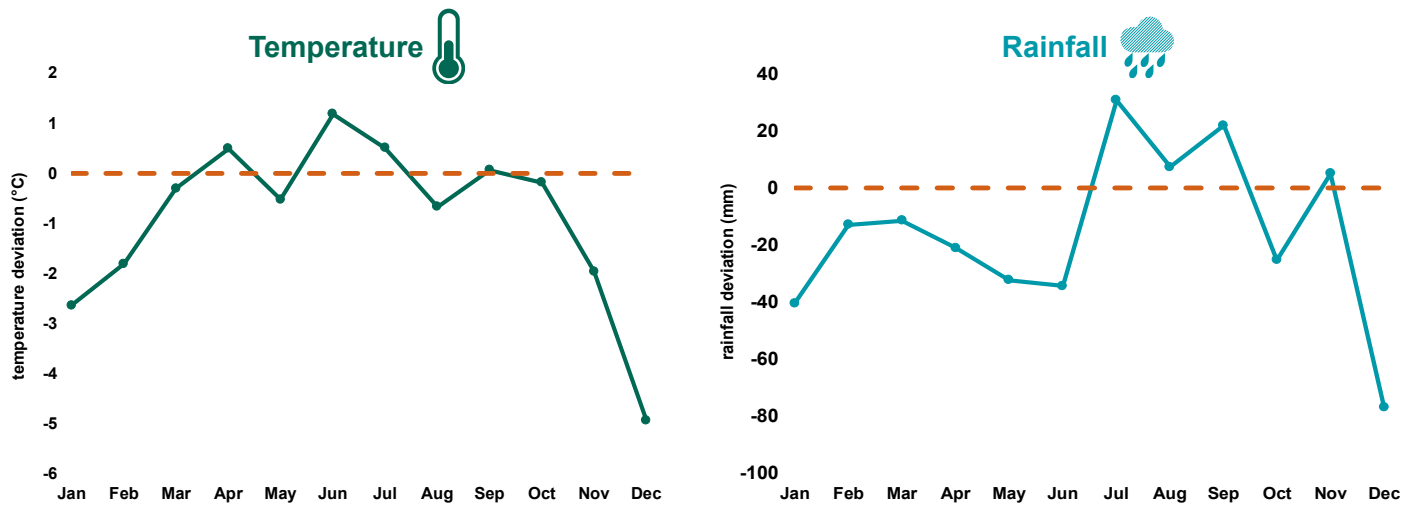
Table 2: Fatalities in reported road accidents: GB, 2009-2014

	Published	Weather-adjusted	Comparison
2009	2,222	2,213	U9
2010	1,850	1,871	U21
2011	1,901	1,867	U34
2012	1,754	1,751	U3
2013	1,713	1,708	U5
2014	1,775	1,732	U43

Tables

- Reported weather-adjusted road casualties by road user type, Great Britain, annual from 1991: [RAS30080](#).

Chart 3: 2010 UK temperature and rainfall deviations from the long-run monthly average between January 1979 and July 2015



In 2010 the temperature was particularly cold, the **twelfth coldest year on record**. The temperature was well below average in the months of January, February, November and December. The months of March, May and August were colder than average with April, June and July warmer than average. **Overall 2010 was a dry year** with most months having below average rainfall.

Overall, it is estimated that the **colder than average temperature in 2010 led to 19 fewer killed vulnerable road users** than if the temperature had been average and the lower than average rainfall to 2 fewer than if rainfall had been average. Therefore, the 2010 vulnerable road user fatality figure is adjusted upwards from 919 to 940. Given that no statistically significant impact of temperature or rainfall was found on car occupant fatalities, the 2010 total fatality figure across all road user types is also adjusted upwards by 21 fatalities. This gives a weather-adjusted fatality figure of 1,871 road fatalities in 2010 i.e. **we would have expected 1,871 road fatalities in 2010 had the temperature and rainfall been average**, compared with the 1,850 actually observed.

Table 3: Direction of the temperature and rainfall adjustments for road fatalities by road user type, 2010

















Month	Weather					Overall
Jan		<i>n</i>	⬆️1	⬆️4	<i>n</i>	⬆️5
Feb		<i>n</i>	<i>n</i>	⬆️4	<i>n</i>	⬆️4
Mar		<i>n</i>	0	⬆️1	<i>n</i>	⬆️1
Apr		<i>n</i>	<i>n</i>	⬆️3	<i>n</i>	⬆️3
May		<i>n</i>	<i>n</i>	<i>n</i>	<i>n</i>	<i>n</i>
Jun		<i>n</i>	<i>n</i>	⬆️6	<i>n</i>	⬆️6
Jul		<i>n</i>	<i>n</i>	<i>n</i>	<i>n</i>	<i>n</i>
Aug		<i>n</i>	<i>n</i>	⬆️5	<i>n</i>	⬆️5
Sep		<i>n</i>	<i>n</i>	0	<i>n</i>	0
Oct		<i>n</i>	<i>n</i>	<i>n</i>	<i>n</i>	<i>n</i>
Nov		<i>n</i>	<i>n</i>	0	<i>n</i>	0
Dec		<i>n</i>	⬆️2	⬆️4	<i>n</i>	⬆️6

Table 3

This table shows the direction of the rainfall and temperature adjustments to the fatality figures in 2010 by road user type e.g. it is estimated that the colder than average temperature in January 2010 led to five fewer killed vulnerable road users than would be expected. The January 2010 fatality figure is therefore adjusted upwards by five to account for this effect.

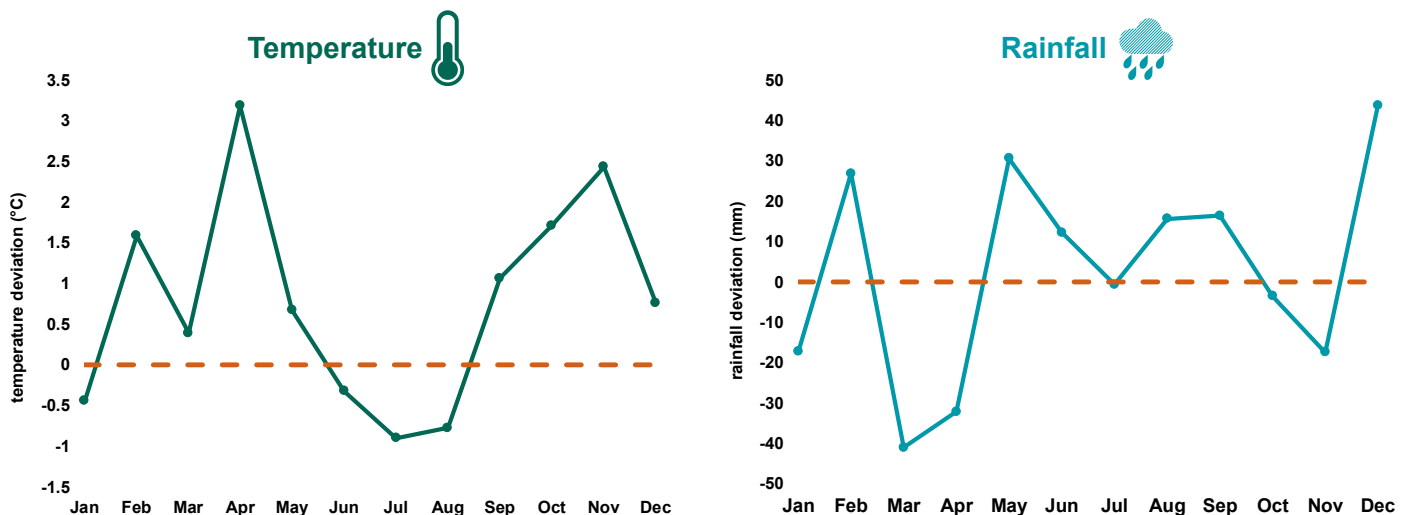
Further information is available in the [technical document](#).

1. Adjustments for each road user type may not sum to the overall adjustment due to rounding.
 2. Significant temperature and rainfall effects for motorcyclists were found in March and September. The adjustments due to temperature and rainfall have been estimated and may not sum to the overall adjustment due to rounding.
 n - no statistically significant temperature/rainfall effect found.

Adjusted fatalities

2011
(⬆️34)

Chart 4: 2011 UK temperature and rainfall deviations from the long-run monthly average between January 1979 and July 2015



2011 was a warm year with most months having temperatures above average with **April 2011 the warmest April on record**. Overall, it is estimated that the warmer temperature in 2011 led to 21 more vulnerable road user fatalities than would have been expected if the temperature had been average. **Overall 2011 rainfall was close to average**. However, there were **months where rainfall differed significantly from the average**. Largely due to the dry March, April and November it is estimated that there were 13 more vulnerable road user fatalities in 2011 than would be expected if rainfall had been average.

Table 4: Direction of the temperature and rainfall adjustments for road fatalities by road user type, 2011





























Month	Weather					Overall
Jan	 	<i>n</i>	0	0	<i>n</i>	↑1
Feb	 	↓2	<i>n</i>	↓2	<i>n</i>	↓2
Mar	 	<i>n</i>	0	↓2	<i>n</i>	↓2
Apr	 	<i>n</i>	<i>n</i>	↓17	<i>n</i>	↓17
May	 	<i>n</i>	<i>n</i>	<i>n</i>	<i>n</i>	<i>n</i>
Jun	 	<i>n</i>	<i>n</i>	↑2	<i>n</i>	↑2
Jul	 	<i>n</i>	<i>n</i>	<i>n</i>	<i>n</i>	<i>n</i>
Aug	 	<i>n</i>	<i>n</i>	↑4	<i>n</i>	↑4
Sep	 	<i>n</i>	<i>n</i>	↓4	<i>n</i>	↓4
Oct	 	<i>n</i>	<i>n</i>	<i>n</i>	<i>n</i>	<i>n</i>
Nov	 	<i>n</i>	<i>n</i>	↓2	<i>n</i>	↓2
Dec	 	↓5	0	↓1	<i>n</i>	↓5

Table 4

This table shows the direction of the rainfall and temperature adjustments to the road fatalities figures in 2011 by road user type e.g. it is estimated that the warmer than average temperature in April 2011 (the warmest April on record) led to 17 more killed vulnerable road users than would be expected. The April 2011 fatality figure is therefore adjusted downwards by 17 to account for this effect.

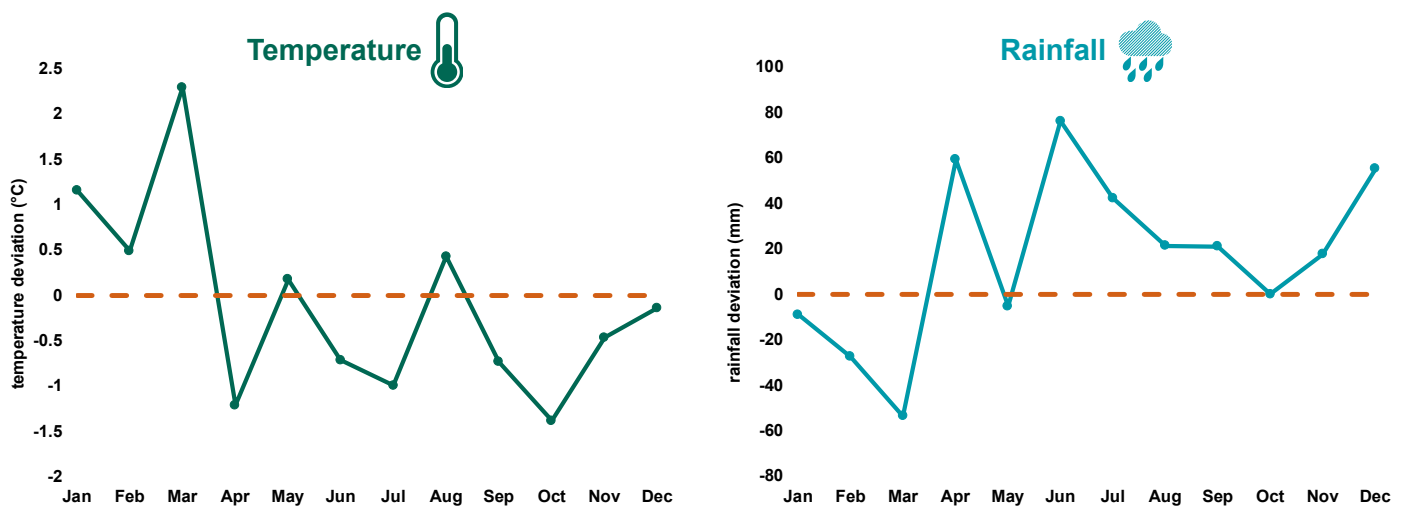
Further information is available in the [technical document](#).

1. Adjustments for each road user type may not sum to the overall adjustment due to rounding.
 2. Significant temperature and rainfall effects for motorcyclists were found in March and September. The adjustments due to temperature and rainfall have been estimated and may not sum to the overall adjustment due to rounding.
n - no statistically significant temperature/rainfall effect found.

Overall, it is estimated that the rainfall and temperature in 2011 led to 34 more vulnerable road user fatalities than would have been expected if temperature and rainfall had been average. Therefore, the 2011 vulnerable road user fatality figure is adjusted downwards from 922 to 888. The 2011 total fatality figure across all road user types is also adjusted downwards by 34 fatalities. This gives a weather-adjusted fatality figure of 1,867 road fatalities in 2011 i.e. **we would have expected 1,867 road fatalities in 2011 had the temperature and rainfall been average**, compared with the 1,901 actually observed.

The weather-adjusted fatality figure for 2010 is 1,871 and 1,867 for 2011. The 2010 and 2011 figures were particularly affected by the weather (2010 by the cold weather and 2011 by the warm weather) and adjusting for the weather shows that **had the temperature and rainfall been average in 2010 and 2011 fatalities would have been unchanged between the two years (4 fewer in 2011).**

Chart 5: 2012 UK temperature and rainfall deviations from the long-run monthly average between January 1979 and July 2015



Across 2012 the **temperature was close to average, but it was considerably wetter than average.** Unlike most months of the year, **March 2012 was considerably drier than average and over 2 °C warmer than average.** The warm and dry conditions in this month are estimated to have led to 19 more vulnerable road user fatalities than would have been expected had conditions been average. Overall, it is estimated that the temperature and rainfall in 2012 led to 3 more vulnerable road user fatalities than would be expected. Therefore, the 2012 fatality figure has been adjusted from 1,754 to 1,751.

Table 5: Direction of the temperature and rainfall adjustments for road fatalities by road user type, 2012

















Month	Weather					Overall
Jan		n	U1	U1	n	U3
Feb		n	n	U1	n	U1
Mar		n	U2	U9	n	U11
Apr		n	n	R5	n	R5
May		n	n	n	n	n
Jun		n	n	n	n	n
Jul		n	n	n	n	n
Aug		n	n	U2	n	U2
Sep		n	n	R4	n	R4
Oct		n	n	n	n	n
Nov		n	n	n	n	n
Dec		n	U6	n	n	U6

Table 5

This table shows the direction of the rainfall and temperature adjustments to the road fatalities figures in 2012 by road user type e.g. it is estimated that the warmer than average temperature in January 2012 led to 3 more killed vulnerable road users than would be expected. The January 2012 fatality figure is therefore adjusted downwards by 3 to account for this effect.

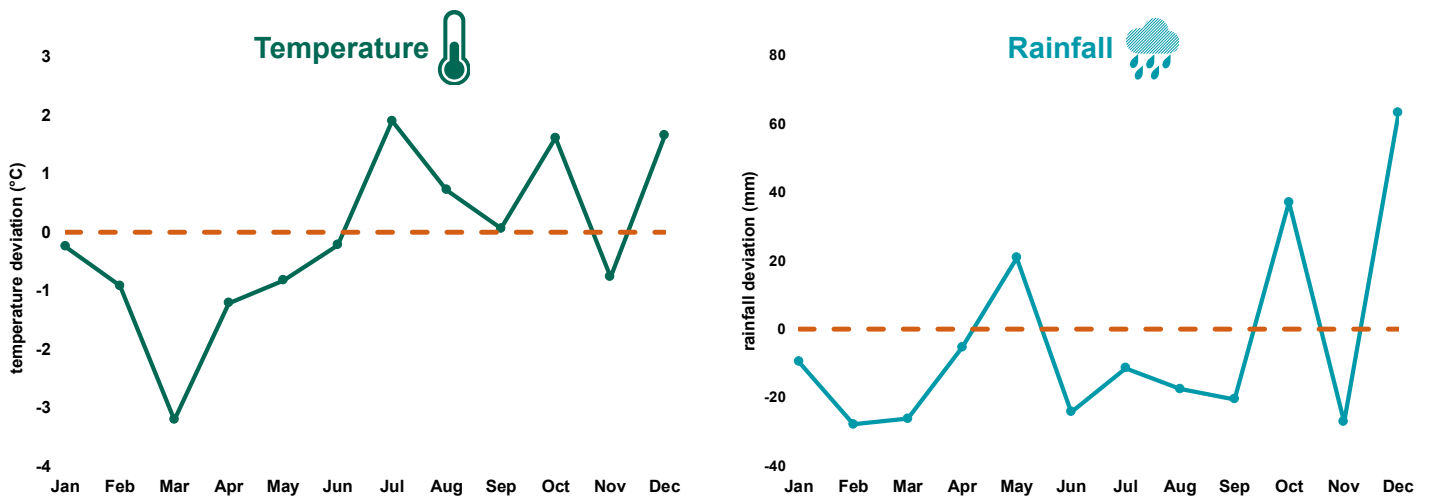
Further information is available in the [technical document](#).

1. Adjustments for each road user type may not sum to the overall adjustment due to rounding.
 2. Significant temperature and rainfall effects for motorcyclists were found in March and September. The adjustments due to temperature and rainfall have been estimated and may not sum to the overall adjustment due to rounding.
 n - no statistically significant temperature/rainfall effect found.

Adjusted fatalities































Chart 6: 2013 UK temperature and rainfall deviations from the long-run monthly average between January 1979 and July 2015



Overall 2013 was close to average for both rainfall and temperature with small adjustments made to the monthly fatality figures. The largest weather adjustments were seen in March and December. March 2013 was the second coldest on record whilst December 2013 was warmer and wetter than average. Overall, it is estimated that the temperature and rainfall in 2013 led to 5 more vulnerable road user fatalities than would be expected if temperature and rainfall had been average. Therefore, the 2013 fatality figure has been adjusted from 1,713 to 1,708.

Table 6: Direction of the temperature and rainfall adjustments for road fatalities by road user type, 2013

Month	Weather					Overall
Jan		n	0	0	n	⬇️1
		n	n	n	n	n
Feb		n	n	⬇️2	n	⬇️2
		⬇️1	n	n	n	⬇️1
Mar		n	⬇️2	⬇️9	n	⬇️10
		n	n	⬆️3	n	⬆️3
Apr		n	n	⬇️5	n	⬇️5
		n	0	n	n	0
May		n	n	n	n	n
		n	n	n	n	n
Jun		n	n	n	n	n
		n	n	⬆️3	n	⬆️3
Jul		n	n	n	n	n
		n	n	n	n	n
Aug		n	n	⬆️4	n	⬆️4
		n	n	n	n	n
Sep		n	n	0	n	0
		n	n	⬆️3	n	⬆️3
Oct		n	n	n	n	n
		n	n	n	n	n
Nov		n	n	n	n	n
		n	n	⬆️1	n	⬆️1
Dec		n	⬆️1	⬆️2	n	⬆️3
		⬆️5	n	n	n	⬆️5

1. Adjustments for each road user type may not sum to the overall adjustment due to rounding.

2. Significant temperature and rainfall effects for motorcyclists were found in March and September. The adjustments due to temperature and rainfall have been estimated and may not sum to the overall adjustment due to rounding.

n - no statistically significant temperature/rainfall effect found.

Table 6

This table shows the direction of the rainfall and temperature adjustments to the road fatalities figures in 2013 by road user type e.g. it is estimated that the colder than average temperature in February 2013 led to 2 fewer killed vulnerable road users than would be expected. The February 2013 fatality figure is therefore adjusted upwards by 2 to account for this effect.

Further information is available in the [technical document](#).

Adjusted fatalities

2014
(⬆️43)

2014 was the warmest year on record as well as the fourth wettest year on record. The months with above average rainfall were January, February, May, August and October, but only February rainfall was found to have a statistically significant impact on killed vulnerable road users. September 2014 was the fourth warmest on record and also the driest September on record. The combination of warm and dry weather in September is estimated to have led to 19 more killed vulnerable road users than if temperature and rainfall had been average. Largely due to the

warmer than average temperatures in 2014 and the warm and dry September, it is estimated that there were 43 more killed vulnerable road users in 2014 than would have been expected.

Therefore, the 2014 fatality figure has been adjusted downwards from 1,775 to 1,732 i.e. **we would have expected 1,732 road fatalities in 2014 had the temperature and rainfall been average**, compared with the 1,775 actually observed. This suggests that **if 2014 hadn't been so warm, there would still have been an increase in fatalities between 2013 and 2014, but of around 1 per cent** rather than the 4 per cent actually observed.

Chart 7: 2014 UK temperature and rainfall deviations from the long-run monthly average between January 1979 and July 2015

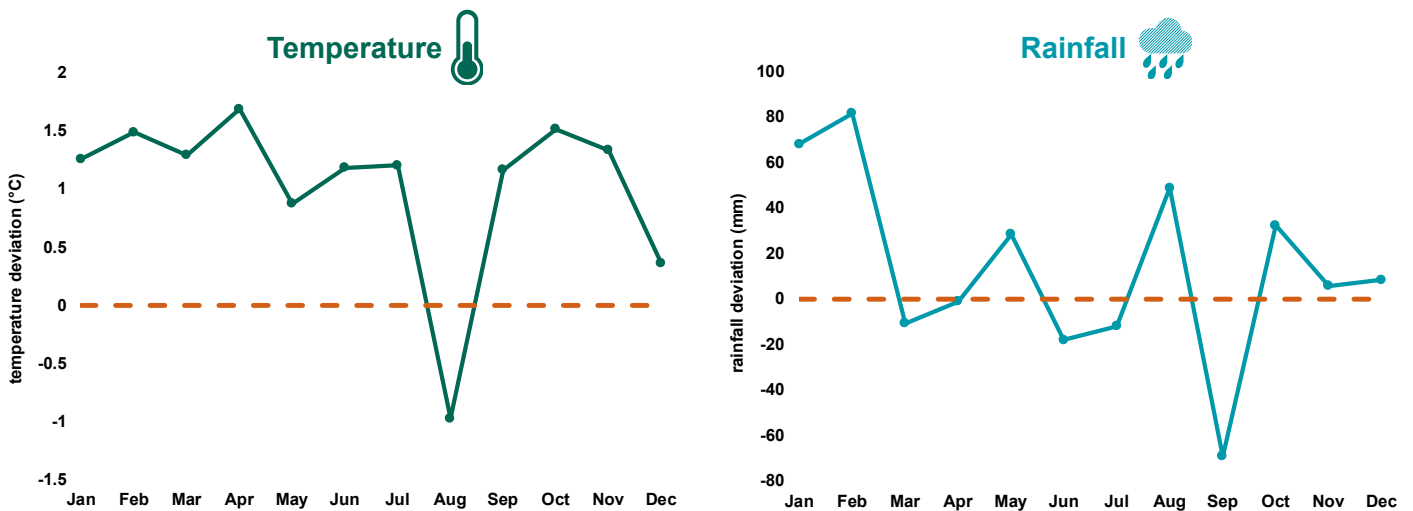






























Table 7: Direction of the temperature and rainfall adjustments for road fatalities by road user type, 2014

Month	Weather					Overall
Jan		n	U1	U2	n	U3
		n	n	n	n	n
Feb		n	n	U3	n	U3
		U5	n	n	n	U5
Mar		n	U1	U4	n	U5
		n	n	U2	n	U2
Apr		n	n	U6	n	U6
		n	0	n	n	0
May		n	n	n	n	n
		n	n	n	n	n
Jun		n	n	n	n	n
		n	n	U3	n	U3
Jul		n	n	n	n	n
		n	n	n	n	n
Aug		n	n	R4	n	R4
		n	n	n	n	n
Sep		n	n	U6	n	U6
		n	n	U15	n	U15
Oct		n	n	n	n	n
		n	n	n	n	n
Nov		n	n	n	n	n
		n	n	0	n	0
Dec		n	U1	U1	n	U1
		U1	n	n	n	U1

1. Adjustments for each road user type may not sum to the overall adjustment due to rounding.

2. Significant temperature and rainfall effects for motorcyclists were found in March and September. The adjustments due to temperature and rainfall have been estimated and may not sum to the overall adjustment due to rounding.

n - no statistically significant temperature/rainfall effect found.

Table 7

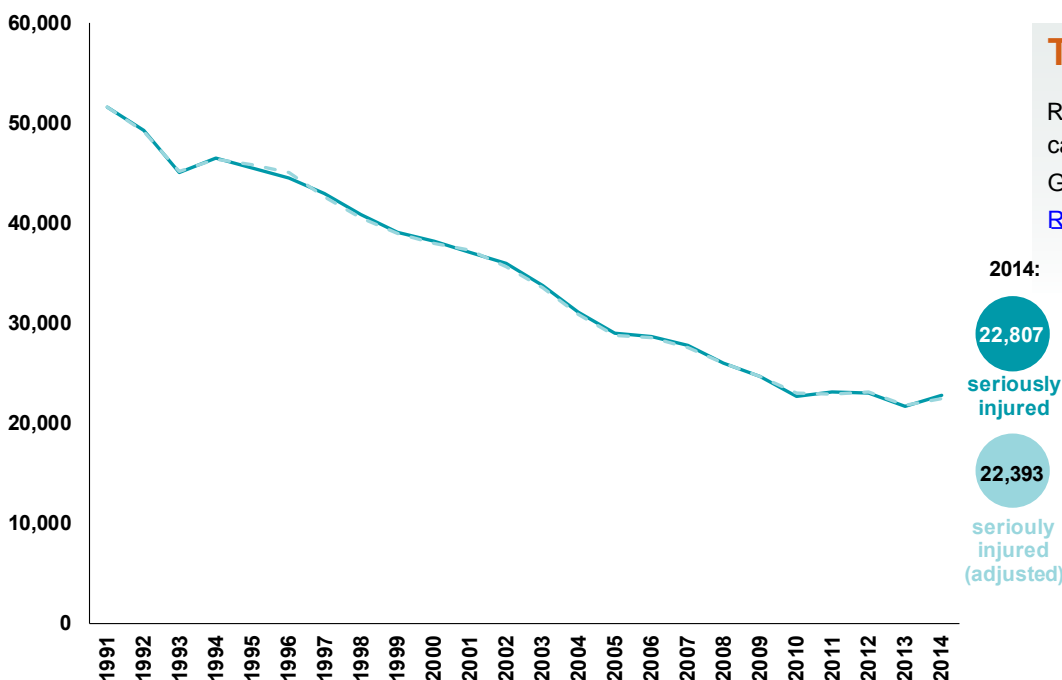
This table shows the direction of the rainfall and temperature adjustments to the road fatalities figures in 2014 by road user type e.g. it is estimated that the colder than average temperature in August 2014 led to 4 fewer killed vulnerable road users than would be expected. The August 2014 fatality figure is therefore adjusted upwards by 4 to account for this effect.

Further information is available in the [technical document](#).

Weather-adjusted seriously injured casualties



Chart 8: Actual and weather-adjusted seriously injured casualties in reported road accidents: GB, 1991-2014



Tables

Reported weather-adjusted road casualties by road user type, Great Britain, annual from 1991: [RAS30080](#).

The largest adjustments for seriously injured casualties in recent years were in **2010, 2011 and 2014**.

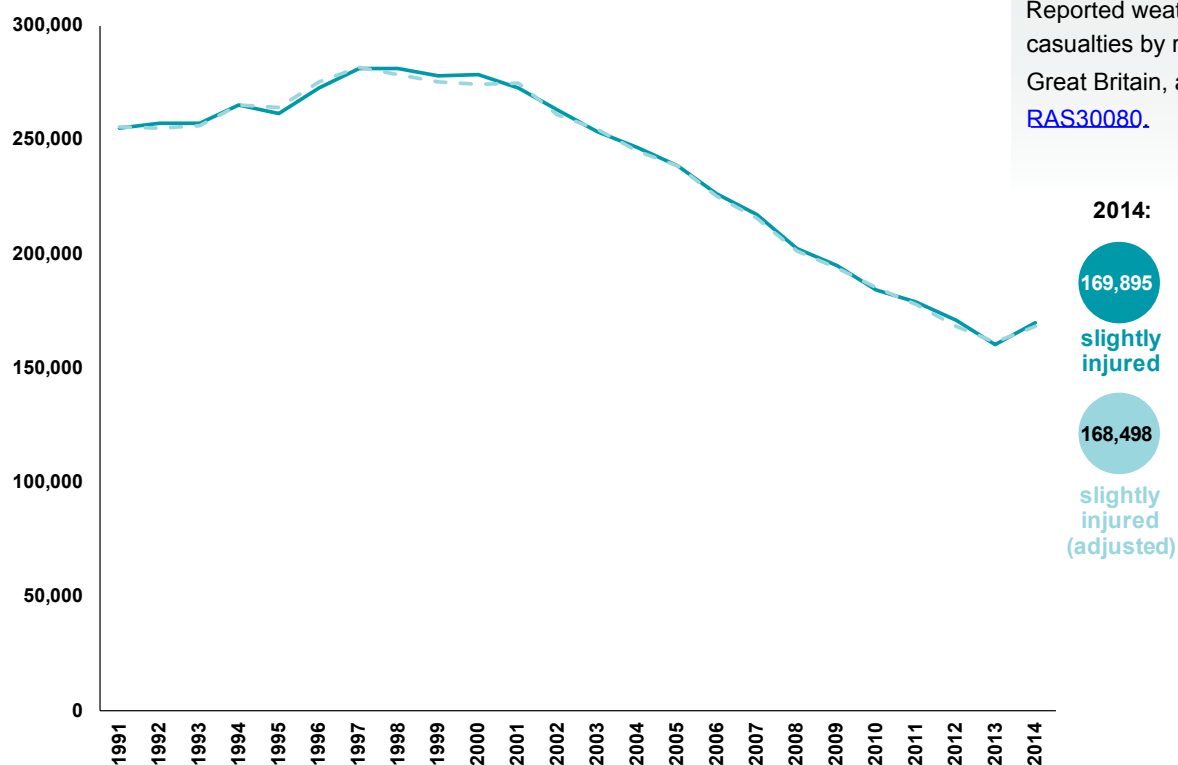
The 2010 seriously injured figure of 22,660 has been adjusted upwards to 22,979 i.e. **we would have expected 22,979 seriously injured casualties in 2010 had the temperature and rainfall been average**, compared with the 22,660 actually observed. This is largely due to the impact of the colder than average temperature in 2010 on seriously injured vulnerable road users. It is estimated that in 2010 there were 230 fewer seriously injured vulnerable road users than if the temperature and rainfall across 2010 had been average. **December 2010 was particularly cold** and the model estimates that the cold December had 233 fewer seriously injured vulnerable road users than would be expected if temperature and rainfall had been average.

The 2011 seriously injured figure of 23,122 has been adjusted downwards to 22,836 i.e. **we would have expected 22,836 seriously injured casualties in 2011 had the temperature and rainfall been average**, compared with the 23,122 actually observed. This is largely due to the impact of the warmer than average temperature in 2011 on seriously injured vulnerable road users. It is estimated that in 2011 there were 269 more seriously injured vulnerable road users than would have been expected if 2011 had been average for temperature and rainfall. **April 2011 was particularly warm** and it is estimated that in this month there were 168 more seriously injured vulnerable road users than would be expected if temperature and rainfall had been average.

The 2014 seriously injured figure of 22,807 has been adjusted downwards to 22,393 i.e. **we would have expected 22,393 seriously injured casualties in 2014 had the temperature and rainfall been average**, compared with the 22,807 actually observed. This is largely due to the impact of the warmer than average temperature in 2014 on seriously injured vulnerable road users. It is estimated that in 2014 there were 444 more seriously injured vulnerable road users than would have been expected if 2014 had been average for temperature and rainfall. In particular, the **very warm and dry September** is estimated to have led to 91 more seriously injured vulnerable road user casualties than would have been expected if temperature and rainfall had been at the average. This suggests that **if 2014 hadn't been so warm, there would still have been an increase in seriously injured casualties between 2013 and 2014, but of around 3 per cent** rather than the 5 per cent actually observed.



Chart 9: Actual and weather-adjusted slightly injured casualties in reported road accidents: GB, 1991-2014



Tables

Reported weather-adjusted road casualties by road user type, Great Britain, annual from 1991: [RAS30080](#).

2014:

169,895
slightly injured

168,498
slightly injured (adjusted)

Due to the large number of slightly injured casualties, the weather adjustment has little impact on the number of slightly injured casualties and does not change the trend shown in the chart above.

The 2014 slightly injured figure of 169,895 has been adjusted downwards to 168,498 i.e. **we would have expected 168,498 slightly injured casualties in 2014 had the temperature and rainfall been average**, compared with the 169,895 actually observed. This is largely due to the impact of the warmer than average temperature in 2014 on slightly injured vulnerable road users. It is estimated that in 2014 there were 1,358 more slightly injured vulnerable road users than would have been expected if 2014 had been average for temperature and rainfall.

Summary

It is well known that both temperature and rainfall have an impact on road casualty figures. The temperature and rainfall adjusted road casualty series can be interpreted as the number of road casualties we would have expected each year had the temperature and rainfall in each month

of each year been at the long term average. The production of a weather-adjusted road casualty series enables changes between years that are the result of temperature or rainfall effects to be removed from the series. In the adjusted series the changes between years are therefore not due to changes in the temperature or rainfall.

The importance of the weather adjustment is shown by the change in road fatalities between 2010 and 2011. There was an increase of 3 per cent in road fatalities between 2010 and 2011. However, 2010 was largely affected by the colder than average temperature which suppressed vulnerable road user fatalities and 2011 by the warmer than average temperature which increased vulnerable road user fatalities. It is estimated that had the temperature and rainfall been at the long term average in these years then road fatalities would have been unchanged between 2010 and 2011 with four fewer deaths in 2011. Therefore, all of the increase in road deaths that occurred between 2010 and 2011 can be attributed to differences in the temperature and rainfall between 2010 and 2011. In addition, the [latest annual road casualty publication](#) reported an increase in road fatalities of 4 per cent between 2013 and 2014. However, 2014 was affected by the warmer than average temperature (it was the warmest year on record) which increased vulnerable road user fatalities. It is estimated that had temperature and rainfall been at the long term average in 2013 and 2014 there would have been an increase in road fatalities of 1 per cent rather than the 4 per cent actually observed.

Feedback

We welcome feedback on the usefulness of the weather-adjusted road casualty series via email to roadacc.stats@dft.gsi.gov.uk.



Department for Transport

Self-reported drink and drug driving: Findings from the Crime Survey for England and Wales 2014/15

About this article

This article presents data from the Crime Survey for England and Wales (CSEW) for 2014/15.

Since 2009, the CSEW has asked respondents to state (anonymously) whether they have driven over the legal alcohol limit or under the influence of drugs.

In this article

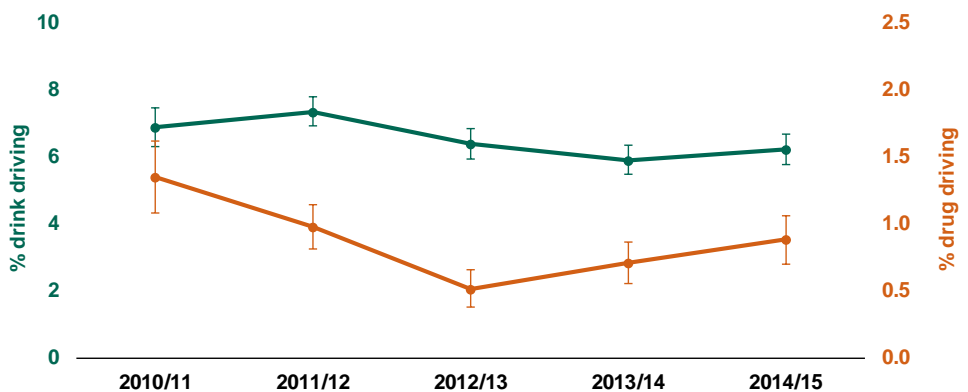
- Drink driving [p2](#)
- Drug driving [p3](#)
- Age [p4](#)
- Trends [p5](#)
- Background [p6](#)

Around 6.2 per cent of drivers in 2014/15 said they had driven whilst **over the legal alcohol limit** at least once in the last 12 months.

This proportion has remained broadly unchanged over recent years, and the 2014/15 proportion is not statistically significantly different from 2012/13 or 2013/14.

In 2014/15, 0.9 per cent of drivers said they had driven **under the influence of illegal drugs** at least once in the last year. This is not significantly different from the figures for 2010/11 to 2013/14.

Chart: % of drivers self-reporting drink (left hand axis) and drug (right hand axis) driving at least once in the last year; 2010/11 onwards. Error bars show 95% confidence intervals



Both drink and drug driving are more prevalent amongst males. In 2014/15 the proportion of **male drivers** who said they had driven whilst over the legal alcohol limit within the last year was around double that for **female drivers**. For drug driving, the difference between male and female drivers is even larger (around a factor of 4).

Self-reported drink driving

Definitions

Throughout this publication, “**drink driving**” refers to the survey respondent driving when they think they may have been over the legal alcohol limit. “**Drug driving**” refers to the respondent driving when they think they may have been affected by or under the influence of illegal drugs.

In 2014/15, 6.2 per cent of drivers admitted to **driving when they thought that they might have been over the drink drive limit**.

This proportion has remained broadly unchanged over recent years, and the 2014/15 proportion is not statistically significantly different from 2012/13 or 2013/14.

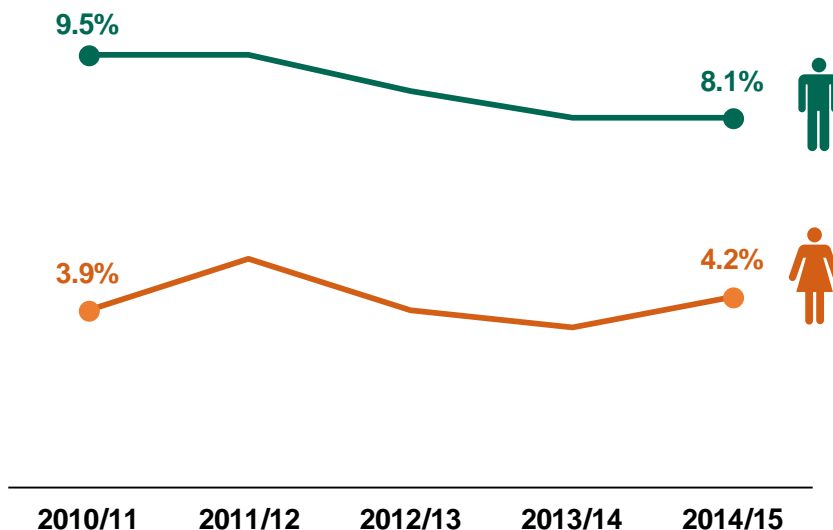
Of those who have driven when over limit in the last year, the majority (almost three-fifths of all people who had driven when drunk, or 3.7 per cent of all drivers) did so **‘once or twice’ in the year**. Around 1.6 per cent of all drivers had driven when drunk **once or twice a month or more frequently**.

Men are more likely to drink and drive than women. In 2014/15, 8.1 per cent of **male drivers** admitted to driving when over the legal alcohol limit at least once. In comparison, 4.2 per cent of **women drivers** admitted to the same offence. This difference is statistically significant.

Tables

- Self-reported drink driving: [RAS51101](#).

Chart 1: Percentage of male and female drivers reporting driving whilst thinking they are over the legal alcohol limit at least once in last 12 months: 2010/11-2014/15



Tables

- Self-reported drink driving by age and sex: [RAS51102](#).

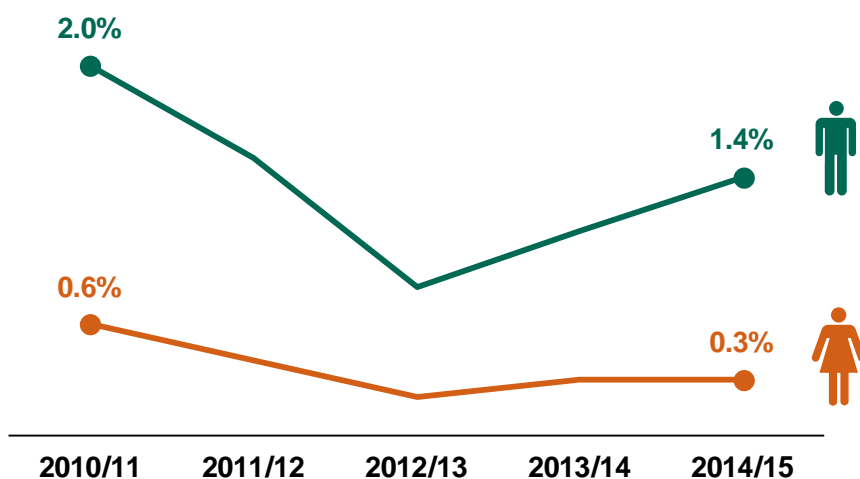
Self-reported drug driving

In 2014/15, 0.9 per cent of drivers admitted to **driving when they thought that they might be under the influence of illegal drugs**. This is not significantly different from the figures for 2010/11 to 2013/14.

Of those people who had been under the influence of drugs whilst driving, 45 per cent (or 0.4 per cent of all drivers) had driven **'once or twice' in the year**. A further 23 per cent (or 0.2 per cent of all drivers) had driven under the influence of drugs **once or twice a week, or more frequently**.

Men are more likely to use drugs and drive than women. In 2014/15, 1.4 per cent of men admitted to driving whilst under the influence of illegal drugs at least once. In comparison, 0.3 per cent of women admitted to the same offence.

Chart 2: Percentage of male and female drivers reporting driving whilst thinking they are under the influence of illegal drugs at least once in last 12 months: 2010/11-2014/15



Tables

- Self-reported drug driving by age and sex: [RAS51104](#).

One major difference between drink and drug driving is the number of drivers who either drink alcohol or use illegal drugs at all, irrespective of whether they drive whilst under the influence. Around 81 per cent of all drivers admitted to **drinking alcohol at some point in the last 12 months, but had not driven when they thought they had been over the legal alcohol limit**. In contrast, only 8.8 per cent of drivers admitted to **taking illegal drugs at some point in the last 12 months, but had not driven when they thought that they might be under the influence of illegal drugs**. This finding is unsurprising as we would expect a smaller proportion of the population to undertake an illegal activity than a legal activity.

However, this also means that it might be more appropriate to look at the trends in drug driving for

just the section of **drivers who have taken illegal drugs**, rather than all drivers, as they make up such a small proportion of the general population.

On this basis, of the drivers who have taken illegal drugs at all in the last 12 months, 9.2 per cent had **driven under the influence of illegal drugs at least once in the last year**. In comparison, 7.2 per cent of the drivers who had drunk alcohol at all in the last year reported that they had also **driven when over the legal alcohol limit**.

This suggests that drivers are **less likely to drive under the influence of drugs than alcohol**, in general, but the group of drivers who do take illegal drugs at all are more likely to drive under the influence of drugs than the group of drivers who drink alcohol are to drive under the influence of alcohol.

Self-reported drink and drug driving by age

Over the period 2012/13 to 2014/15 the age groups that were most likely to admit to **driving whilst over the legal alcohol limit** were **20-24 year olds** and **25-29 year olds**.

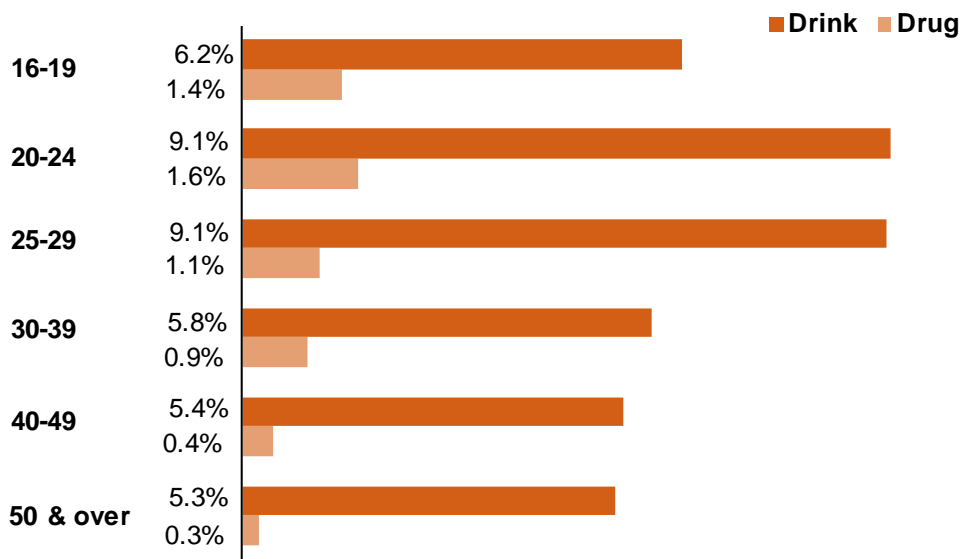
Around 9.1 per cent of **drivers aged 20-24 or 25-29** admitted to drink driving, in comparison with 6.2 per cent of drivers aged under 20, 5.8 per cent of drivers in their 30s, 5.4 per cent of drivers in their 40s and 5.3 per cent of those aged 50 and over.

Over the period 2012/13 to 2014/15 the age groups that were most likely to admit to **driving under the influence of illegal drugs** were **20-24 year olds** and **16-19 year olds**.

Around 1.6 per cent of **drivers aged 20-24** admitted to drug driving. Around 1.4 per cent of **drivers aged 16-19** and 1.1 per cent **aged 25-29** admitted to drug driving, whereas 0.9 per cent of drivers in their 30s, 0.4 per cent of drivers in their 40s and 0.3 per cent of drivers aged 50 and over admitted to driving under the influence of illegal drugs.

These figures indicate that **driving under the influence of alcohol or drugs is mostly a problem in younger, rather than older drivers**. However, continuous monitoring of the figures will be required to assess whether the problem remains in the cohorts (i.e. whether young drivers who offend today continue to offend when they get into the older age groups) or whether it is an age-related problem (i.e. whilst drivers offend at younger ages, they then stop offending as they get older).

Chart 3: Percentage of drivers reporting driving whilst thinking they are over the legal alcohol limit or under the influence of illegal drugs at least once in last 12 months by age of driver: 2012/13-2014/15 average



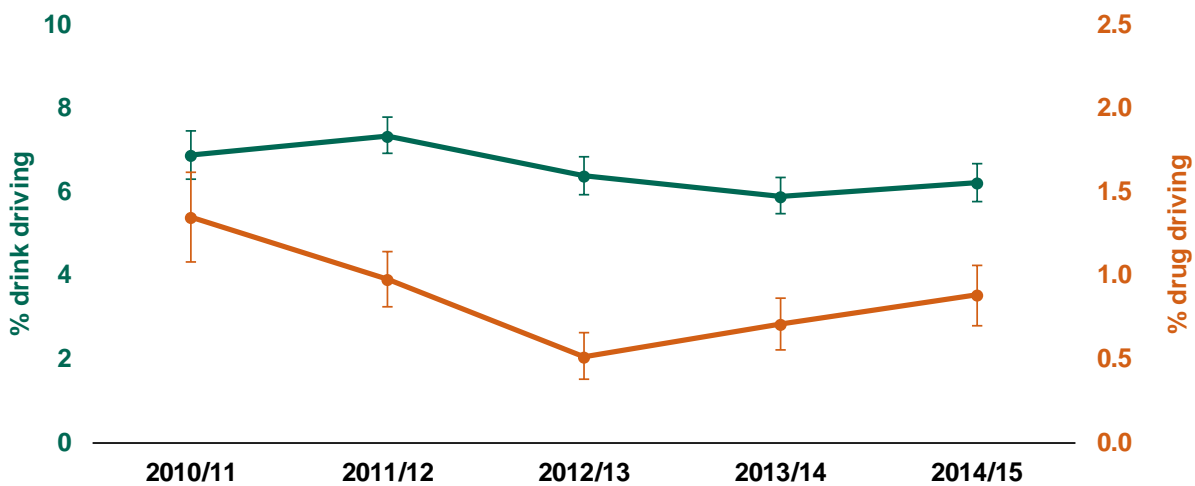
Tables

- Self-reported drink driving by age and sex: [RAS51102](#).
- Self-reported drug driving by age and sex: [RAS51104](#).

Trends over time in self-reported drink and drug driving

These figures are based on a **sample survey**, covering around 15,000 to 20,000 drivers each year. Given that the proportion of drivers who admit to driving while under the influence of either alcohol or drugs is low, the **sample sizes for the estimates are very small**. This introduces **considerable uncertainty** and sampling error into the figures, and caution is required when making year on year comparisons.

Chart 4: Percentage of drivers self-reporting drink (left hand axis) and drug (right hand axis) driving at least once in the last year; 2010/11 onwards. Error bars show 95% confidence intervals



The confidence interval for the **proportion of drivers admitting to driving over the legal alcohol limit at least once** in 2014/15 overlaps with every year except 2011/12. So we can conclude that although the level of drink driving (green line) has decreased from that year, it has been **fairly steady in the years since**.

The confidence interval for the **proportion of drivers admitting to driving whilst under the influence of illegal drugs at least once** in 2014/15 overlaps with every other year.

It seems likely, therefore, that **any changes observed over the last three years are probably as a result of sampling errors and randomness in the respondents** rather than actual changes in real life behaviour. As more data are collected and additional years are added to the series it will become easier to separate out real changes from random fluctuations in the responses.

Background notes

Data limitations

The **Crime Survey for England and Wales** results presented in this article are based on a sample of people aged 16-59 within the general household population. The results are weighted to ensure they best reflect a profile of the general population.

As with all sample surveys, the **results are subject to random fluctuation, particularly when broken down into small age groups**. The commentary and tables include standard statistical tests and confidence intervals for the overall figures, but most trends or differences amongst individual age groups shown in the accompanying tables have not been tested for statistical significance and should be treated with caution.

There may also be issues with **accurate recall and self-reporting from respondents**, particularly in relation to illegal or illicit behaviours. In addition, respondents may not be able to make an accurate assessment of whether they were over the legal alcohol limit when they drove.

The Crime Survey for England and Wales (CSEW)

The CSEW (formerly known as the British Crime Survey) is a **long-running household survey of people aged 16 and over**, resident in England and Wales. It collects data on experiences and perceptions of crime via a face-to-face interview. Since 2009, it has included questions asking people whether they have driven whilst over the legal alcohol limit or under the influence of drugs.

Between 35,000 and 50,000 people were interviewed for the survey in each year 2009/10 to 2013/14. Around half the sample underwent a self-completion module towards the end of the interview, including the questions on drink and drug driving.

Responsibility for the survey passed from the Home Office (HO) to the Office for National Statistics (ONS) in 2012. Further technical information about the survey, including a copy of the questionnaire, can be found here: www.ons.gov.uk/ons/guide-method/method-quality/specific/crime-statistics-methodology/index.html

Other published outputs from the CSEW can be found here: www.ons.gov.uk/ons/taxonomy/index.html?nscl=Crime+and+Justice

Crime Survey for England and Wales statistics are designated National Statistics. National Statistics are produced to high professional standards as set out in the Code of Practice for Official Statistics. They undergo quality assurance reviews to ensure that they meet customer needs.

RAS10

Reported personal injury road accidents

Table RAS10001

Reported accidents by speed limit, road class and severity, Great Britain, 2014

Type of road	Number/percentage change compared to 2013								
	Fatal		Serious		Slight		All accidents		Road traffic ¹
	Number	% change	Number	% change	Number	% change	Number	% change	% change
Motorways	85	-12	595	9	4,950	4	5,630	4	2
Built-up roads									
20 mph	28	367	492	17	2,897	29	3,417	28	..
30 mph	589	13	11,932	3	82,410	7	94,931	6	..
40 mph	135	-13	1,831	10	9,983	4	11,949	4	..
All built-up roads	752	10	14,255	4	95,290	7	110,297	7	..
Non built-up roads									
50 mph	125	15	942	12	4,467	7	5,534	8	..
60 mph	585	-3	4,117	5	15,235	-1	19,937	0	..
70 mph	111	-8	767	20	4,046	3	4,924	5	..
All non built-up roads	821	-1	5,826	8	23,748	1	30,395	2	..
Major roads ²	1,002	0	9,891	4	62,565	5	73,458	5	2
Minor roads ³	656	8	10,785	6	61,423	6	72,864	6	4
All roads ⁴	1,658	3	20,676	5	123,988	6	146,322	6	2

1 Motor vehicle traffic only.

2 Motorways, A(M) and A roads (ie motorways, trunk and principal roads).

3 B, C and unclassified roads (ie other roads).

4 Includes unknown road class and speed limit.

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[Notes & Definitions](#)

Source: STATS19, DfT National Road Traffic Survey

Last updated: 25 June 2015

Next update: June 2016

The figures in this table are National Statistics

Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2014>

RAS10002

Reported accidents and accident rates by road class and severity, Great Britain, 2005-09 average, 2007 - 2014

	Number of accidents/rate per billion miles								
	2005-09 average	2007	2008	2009	2010	2011	2012	2013	2014
Urban roads^{2,3}									
A roads									
Fatal	456	469	420	374	307	330	289	262	287
Fatal and serious	6,258	6,430	6,149	5,656	5,391	5,718	5,636	5,092	5,230
All severities	49,121	48,661	47,207	45,473	43,697	44,016	42,206	40,050	42,916
Rate	966	956	941	902	875	885	862	819	862
Other roads⁴									
Fatal	444	452	412	347	265	294	327	258	304
Fatal and serious	8,237	8,404	7,952	7,448	6,943	7,265	7,529	6,864	7,253
All severities	64,587	64,731	60,354	58,108	54,853	54,337	52,174	49,085	52,376
Rate	941	928	882	861	841	828	789	755	787
All urban roads⁵									
Fatal	900	921	832	721	572	624	616	520	591
Fatal and serious	14,495	14,834	14,101	13,104	12,334	12,983	13,165	11,956	12,483
All severities	113,708	113,392	107,561	103,581	98,550	98,353	94,380	89,135	95,292
Rate	952	940	907	879	856	853	820	782	819
Rural roads^{2,3}									
A roads									
Fatal	983	1,018	858	790	657	711	607	643	630
Fatal and serious	6,056	6,119	5,604	5,559	4,931	5,036	4,751	4,740	4,983
All severities	31,857	32,649	29,627	28,676	26,577	25,873	24,960	24,373	24,912
Rate	359	366	334	325	306	295	286	279	279
Other roads⁴									
Fatal	558	621	515	432	389	370	334	348	352
Fatal and serious	5,000	5,093	4,907	4,593	4,125	4,062	3,996	3,895	4,188
All severities	27,466	28,085	26,144	24,654	22,787	21,429	20,616	19,755	20,488
Rate	637	635	591	573	530	512	504	469	461
All rural roads⁵									
Fatal	1,542	1,639	1,373	1,222	1,046	1,081	941	991	982
Fatal and serious	11,056	11,212	10,511	10,152	9,056	9,098	8,747	8,635	9,171
All severities	59,323	60,734	55,771	53,330	49,364	47,302	45,576	44,128	45,400
Rate	450	455	419	406	380	365	355	341	340
All roads⁵									
Motorways									
Fatal	149	154	136	114	113	92	80	97	85
Fatal and serious	919	989	848	798	781	702	626	641	680
All severities	7,773	7,976	7,249	6,643	6,500	5,819	5,615	5,397	5,630
Rate	126	128	117	107	107	94	90	85	88
A roads									
Fatal	1,439	1,487	1,278	1,164	964	1,041	896	905	917
Fatal and serious	12,316	12,550	11,755	11,215	10,322	10,754	10,387	9,832	10,213
All severities	80,991	81,316	76,839	74,149	70,274	69,889	67,166	64,423	67,828
Rate	580	580	553	534	513	508	493	472	488
Other roads⁴									
Fatal	1,003	1,073	927	779	654	664	661	606	656
Fatal and serious	13,238	13,497	12,859	12,041	11,068	11,327	11,525	10,759	11,441
All severities	92,067	92,823	86,503	82,762	77,640	75,766	72,790	68,840	72,864
Rate	824	815	768	749	717	705	680	642	657
Total⁵									
Fatal	2,590	2,714	2,341	2,057	1,731	1,797	1,637	1,608	1,658
Fatal and serious	26,473	27,036	25,462	24,054	22,171	22,783	22,538	21,232	22,334
All severities	180,831	182,115	170,591	163,554	154,414	151,474	145,571	138,660	146,322
Rate	578	575	543	526	504	494	476	452	466

1 Figures have been rounded to the nearest whole number.

2 Excludes motorways.

3 See urban and rural definitions.

4 B roads, C roads and unclassified roads: excludes cases where road class was not reported.

5 Includes cases where road class was not reported.

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[Notes & Definitions](#)

Source: DfT STATS19, DfT National Road Traffic Survey
Last updated: 24 September 2015
Next update: September 2016

The figures in this table are National Statistics

Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2014>

RAS10002

Reported accidents and accident rates by road class and severity, Great Britain, 2005-09 average, 2007 - 2014

	Number of accidents/rate per billion kilometres								
	2005-09 average	2007	2008	2009	2010	2011	2012	2013	2014
Urban roads^{2,3}									
A roads									
Fatal	456	469	420	374	307	330	289	262	287
Fatal and serious	6,258	6,430	6,149	5,656	5,391	5,718	5,636	5,092	5,230
All severities	49,121	48,661	47,207	45,473	43,697	44,016	42,206	40,050	42,916
Rate	600	594	585	561	544	550	536	509	536
Other roads⁴									
Fatal	444	452	412	347	265	294	327	258	304
Fatal and serious	8,237	8,404	7,952	7,448	6,943	7,265	7,529	6,864	7,253
All severities	64,587	64,731	60,354	58,108	54,853	54,337	52,174	49,085	52,376
Rate	585	577	548	535	522	515	490	469	489
All urban roads⁵									
Fatal	900	921	832	721	572	624	616	520	591
Fatal and serious	14,495	14,834	14,101	13,104	12,334	12,983	13,165	11,956	12,483
All severities	113,708	113,392	107,561	103,581	98,550	98,353	94,380	89,135	95,292
Rate	591	584	564	546	532	530	510	486	509
Rural roads^{2,3}									
A roads									
Fatal	983	1,018	858	790	657	711	607	643	630
Fatal and serious	6,056	6,119	5,604	5,559	4,931	5,036	4,751	4,740	4,983
All severities	31,857	32,649	29,627	28,676	26,577	25,873	24,960	24,373	24,912
Rate	223	227	207	202	190	183	178	173	174
Other roads⁴									
Fatal	558	621	515	432	389	370	334	348	352
Fatal and serious	5,000	5,093	4,907	4,593	4,125	4,062	3,996	3,895	4,188
All severities	27,466	28,085	26,144	24,654	22,787	21,429	20,616	19,755	20,488
Rate	396	395	367	356	329	318	313	291	286
All rural roads⁵									
Fatal	1,542	1,639	1,373	1,222	1,046	1,081	941	991	982
Fatal and serious	11,056	11,212	10,511	10,152	9,056	9,098	8,747	8,635	9,171
All severities	59,323	60,734	55,771	53,330	49,364	47,302	45,576	44,128	45,400
Rate	280	283	260	252	236	227	221	212	211
All roads⁵									
Motorways									
Fatal	149	154	136	114	113	92	80	97	85
Fatal and serious	919	989	848	798	781	702	626	641	680
All severities	7,773	7,976	7,249	6,643	6,500	5,819	5,615	5,397	5,630
Rate	78	79	72	67	66	58	56	53	54
A roads									
Fatal	1,439	1,487	1,278	1,164	964	1,041	896	905	917
Fatal and serious	12,316	12,550	11,755	11,215	10,322	10,754	10,387	9,832	10,213
All severities	80,991	81,316	76,839	74,149	70,274	69,889	67,166	64,423	67,828
Rate	361	360	344	332	319	316	306	294	303
Other roads⁴									
Fatal	1,003	1,073	927	779	654	664	661	606	656
Fatal and serious	13,238	13,497	12,859	12,041	11,068	11,327	11,525	10,759	11,441
All severities	92,067	92,823	86,503	82,762	77,640	75,766	72,790	68,840	72,864
Rate	512	506	477	465	446	438	423	399	408
Total⁵									
Fatal	2,590	2,714	2,341	2,057	1,731	1,797	1,637	1,608	1,658
Fatal and serious	26,473	27,036	25,462	24,054	22,171	22,783	22,538	21,232	22,334
All severities	180,831	182,115	170,591	163,554	154,414	151,474	145,571	138,660	146,322
Rate	359	357	338	327	313	307	296	281	289

1 Figures have been rounded to the nearest whole number.

2 Excludes motorways.

3 See urban and rural definitions.

4 B roads, C roads and unclassified roads: excludes cases where road class was not reported.

5 Includes cases where road class was not reported.

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Source: DfT STATS19, DfT National Road Traffic Survey
Last updated: 24 September 2015
Next update: September 2016

The figures in this table are National Statistics

RAS10003

Reported accidents by road class, speed limit and severity, Great Britain, 2005-09 average, 2007-2014

	Number of accidents								
	2005-09 average ¹	2007	2008	2009	2010	2011	2012	2013	2014
Motorways									
Fatal	149	154	136	114	113	92	80	97	85
Fatal and serious	919	989	848	798	781	702	626	641	680
All severities	7,773	7,976	7,249	6,643	6,500	5,819	5,615	5,397	5,630
A roads									
20 mph									
Fatal	1	1	2	2	1	2	2	0	1
Fatal and serious	23	19	26	28	39	31	51	72	73
All severities	145	116	167	191	294	262	342	432	611
30 mph									
Fatal	355	369	336	309	232	281	216	223	243
Fatal and serious	5,574	5,792	5,509	5,174	4,852	5,220	5,106	4,606	4,693
All severities	43,992	43,572	42,637	41,180	39,731	40,454	38,803	36,767	39,283
40 mph									
Fatal	159	159	132	135	121	114	103	109	95
Fatal and serious	1,431	1,450	1,377	1,300	1,221	1,309	1,296	1,242	1,294
All severities	10,276	10,487	9,959	9,496	8,815	8,676	8,347	8,153	8,544
50 mph									
Fatal	99	98	98	100	74	93	79	92	105
Fatal and serious	680	700	665	697	630	723	683	749	839
All severities	4,146	4,203	3,982	4,165	4,016	4,190	4,117	4,228	4,508
60 mph									
Fatal	627	643	530	470	387	406	378	362	365
Fatal and serious	3,541	3,539	3,191	3,104	2,666	2,619	2,494	2,419	2,452
All severities	15,952	16,236	14,222	13,525	12,107	11,358	10,788	10,276	10,075
70 mph									
Fatal	199	217	180	148	149	145	118	119	108
Fatal and serious	1,067	1,050	987	912	914	852	757	744	862
All severities	6,479	6,702	5,872	5,592	5,311	4,949	4,769	4,567	4,807
Other roads²									
20 mph									
Fatal	9	8	11	7	5	5	7	6	27
Fatal and serious	148	126	178	179	173	255	291	354	447
All severities	1,044	1,038	1,138	1,320	1,257	1,673	1,906	2,232	2,806
30 mph									
Fatal	489	495	458	399	313	331	366	297	346
Fatal and serious	9,149	9,348	8,869	8,372	7,759	7,940	8,160	7,496	7,828
All severities	70,485	70,624	66,302	64,086	60,443	58,663	56,125	52,657	55,648
40 mph									
Fatal	80	84	78	75	42	49	52	46	40
Fatal and serious	684	702	678	630	575	629	654	575	672
All severities	4,431	4,551	4,168	3,963	3,698	3,658	3,513	3,295	3,405
50 mph									
Fatal	18	18	25	15	24	24	13	17	20
Fatal and serious	137	149	147	174	176	186	153	204	228
All severities	762	753	745	833	846	860	855	897	1,026
60 mph									
Fatal	404	465	351	282	269	253	221	238	220
Fatal and serious	3,100	3,160	2,965	2,665	2,372	2,303	2,257	2,116	2,250
All severities	15,171	15,704	13,985	12,434	11,264	10,800	10,285	9,649	9,862
70 mph									
Fatal	3	3	4	1	1	2	2	2	3
Fatal and serious	20	12	22	21	13	14	10	14	16
All severities	174	153	165	126	132	112	106	110	117

1 Figures have been rounded to the nearest whole number.

2 B roads, C roads and unclassified roads: excludes cases where road class was not reported.

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[Notes & Definitions](#)

Source: DfT STATS19

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The figures in this table are National Statistics

RAS10004

Reported accidents by severity, number of casualties involved, built-up and non built-up roads and road class Great Britain, 2014

	Number of accidents																
	Fatal accidents								Serious accidents					Slight accidents			All accidents
	5+	4	3	2	1	1	1	1	4+	3	2	1	1	2+	1		
Killed	0+	0+	0+	0+	2+	1	0	0	0+	0+	0+	1+	0				
Seriously injured	0+	0+	0+	0+	0+	0+	1+	0									
Slightly injured																	
Built-up roads ¹																	
A roads	0	0	1	11	8	33	35	251	16	21	205	817	4,662	8,371	34,007	48,438	
B roads	0	0	0	1	5	15	14	76	2	5	77	267	1,620	2,449	9,700	14,231	
Other roads	1	0	1	10	6	21	39	224	3	34	180	735	5,611	6,737	34,026	47,628	
All built-up roads ²	1	0	2	22	19	69	88	551	21	60	462	1,819	11,893	17,557	77,733	110,297	
Non built-up roads ¹																	
A roads	1	2	5	44	41	101	117	267	40	63	344	944	2,184	4,713	10,524	19,390	
B roads	0	0	0	5	4	23	18	62	4	16	76	242	596	931	2,365	4,342	
Other roads	0	0	0	6	5	15	25	80	7	15	101	305	889	1,463	3,752	6,663	
All non built-up roads ²	1	2	5	55	50	139	160	409	51	94	521	1,491	3,669	7,107	16,641	30,395	
All speed limits ³																	
Motorways	0	0	2	7	2	14	13	47	3	11	57	176	348	1,760	3,190	5,630	
A roads	1	2	6	55	49	134	152	518	56	84	549	1,761	6,846	13,084	44,531	67,828	
B roads	0	0	0	6	9	38	32	138	6	21	153	509	2,216	3,380	12,065	18,573	
Other roads	1	0	1	16	11	36	64	304	10	49	281	1,040	6,500	8,200	37,778	54,291	
Total ³	2	2	9	84	71	222	261	1,007	75	165	1,040	3,486	15,910	26,424	97,564	146,322	

1 Excludes motorways.

2 Includes cases where road class was not reported.

3 Includes cases where speed limit was not reported.

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[Notes & Definitions](#)

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The figures in this table are National Statistics

RAS10005

Reported accidents by daylight and darkness, road surface condition, built-up and non built-up roads and severity, Great Britain, 2014

	Number of accidents								
	Daylight				Darkness				All ² accidents
	Dry	Wet or flood	Snow or ice	All ¹	Dry	Wet or flood	Snow or ice	All ¹	
Motorways									
Fatal	27	8	2	37	29	19	0	48	85
Serious	284	93	4	381	125	84	5	214	595
Slight	2,591	917	30	3,541	695	691	21	1,409	4,950
All severities	2,902	1,018	36	3,959	849	794	26	1,671	5,630
Built-up roads³									
Fatal	328	88	4	420	187	141	4	332	752
Serious	8,044	1,903	50	10,007	2,360	1,826	54	4,248	14,255
Slight	55,907	14,744	399	71,159	13,257	10,478	344	24,131	95,290
All severities	64,279	16,735	453	81,586	15,804	12,445	402	28,711	110,297
Non built-up roads³									
Fatal	383	131	8	523	157	132	9	298	821
Serious	3,036	1,121	69	4,227	698	858	40	1,599	5,826
Slight	11,444	5,752	558	17,776	2,467	3,197	297	5,972	23,748
All severities	14,863	7,004	635	22,526	3,322	4,187	346	7,869	30,395
All speed limits⁴									
Fatal	738	227	14	980	373	292	13	678	1,658
Serious	11,364	3,117	123	14,615	3,183	2,768	99	6,061	20,676
Slight	69,942	21,413	987	92,476	16,419	14,366	662	31,512	123,988
All severities	82,044	24,757	1,124	108,071	19,975	17,426	774	38,251	146,322

1 Includes cases where road surface condition was not reported.

2 Includes cases where lighting condition was not reported.

3 Excludes motorways.

4 Includes cases where speed limit was not reported.

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Source: DfT STATS19

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RAS10006

Reported accidents by daylight and darkness, weather condition, built-up and non built-up roads and severity, Great Britain, 2014

	Number of accidents								All ¹ accidents
	Daylight				Darkness				
	Fine	Raining	Snowing	Fog	Fine	Raining	Snowing	Fog	
Motorways									
Fatal	33	4	0	0	37	10	0	0	85
Serious	329	47	1	1	159	44	1	2	595
Slight	2,934	516	11	16	951	397	11	10	4,950
All severities	3,296	567	12	17	1,147	451	12	12	5,630
Built-up roads²									
Fatal	378	28	0	0	265	56	2	3	752
Serious	8,955	800	3	13	3,173	872	14	33	14,255
Slight	61,930	6,902	54	134	17,204	5,460	71	132	95,290
All severities	71,263	7,730	57	147	20,642	6,388	87	168	110,297
Non built-up roads²									
Fatal	469	45	2	4	245	36	0	9	821
Serious	3,674	435	10	32	1,152	341	7	43	5,826
Slight	14,533	2,535	60	170	4,033	1,470	58	151	23,748
All severities	18,676	3,015	72	206	5,430	1,847	65	203	30,395
All speed limits³									
Fatal	880	77	2	4	547	102	2	12	1,658
Serious	12,958	1,282	14	46	4,484	1,257	22	78	20,676
Slight	79,397	9,953	125	320	22,188	7,327	140	293	123,988
All severities	93,235	11,312	141	370	27,219	8,686	164	383	146,322

1 Includes cases where lighting condition and/or weather condition was not reported.

2 Excludes motorways.

3 Includes cases where speed limit was not reported.

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RAS10007

Reported accidents by daylight and darkness, road surface condition, built-up and non built-up roads speed limit and street lighting, Great Britain, 2014

	Number of accidents					
	Daylight	Darkness			All	All accidents ²
		Street lights lit	No street lights/ Street lights unlit	Lighting not reported		
Motorways						
Dry	2,902	390	398	61	849	3,751
Wet or flood	1,018	401	361	32	794	1,812
Snow or ice	36	8	17	1	26	62
All ¹	3,959	799	777	95	1,671	5,630
Built-up roads³						
Speed limit 20 mph						
Dry	2,118	427	17	36	480	2,598
Wet or flood	467	311	12	10	333	800
Snow or ice	10	8	1	0	9	19
All ¹	2,595	746	30	46	822	3,417
Speed limit 30 mph						
Dry	55,563	12,352	641	851	13,844	69,407
Wet or flood	14,046	9,692	623	316	10,631	24,677
Snow or ice	366	266	42	17	325	691
All ¹	70,079	22,343	1,307	1,202	24,852	94,931
Speed limit 40 mph						
Dry	6,598	1,130	264	86	1,480	8,078
Wet or flood	2,222	1,121	301	59	1,481	3,703
Snow or ice	77	39	21	8	68	145
All ¹	8,912	2,297	586	154	3,037	11,949
All built-up roads						
Dry	64,279	13,909	922	973	15,804	80,083
Wet or flood	16,735	11,124	936	385	12,445	29,180
Snow or ice	453	313	64	25	402	855
All ¹	81,586	25,386	1,923	1,402	28,711	110,297
Non built-up roads³						
Speed limit 50 mph						
Dry	2,848	395	253	30	678	3,526
Wet or flood	1,160	369	359	28	756	1,916
Snow or ice	50	10	21	2	33	83
All ¹	4,064	775	633	62	1,470	5,534
Speed limit 60 mph						
Dry	9,572	394	1,550	50	1,994	11,566
Wet or flood	4,858	432	2,230	61	2,723	7,581
Snow or ice	509	12	235	6	253	762
All ¹	14,956	841	4,019	121	4,981	19,937
Speed limit 70 mph						
Dry	2,443	296	323	31	650	3,093
Wet or flood	986	332	356	20	708	1,694
Snow or ice	76	20	40	0	60	136
All ¹	3,506	648	719	51	1,418	4,924
All non built-up roads						
Dry	14,863	1,085	2,126	111	3,322	18,185
Wet or flood	7,004	1,133	2,945	109	4,187	11,191
Snow or ice	635	42	296	8	346	981
All ¹	22,526	2,264	5,371	234	7,869	30,395
All speed limits⁴						
Dry	82,044	15,384	3,446	1,145	19,975	102,019
Wet or flood	24,757	12,658	4,242	526	17,426	42,183
Snow or ice	1,124	363	377	34	774	1,898
All ¹	108,071	28,449	8,071	1,731	38,251	146,322

1 Includes cases where road surface condition was not reported.

2 Includes cases where light condition was not reported.

3 Excludes motorways.

4 Includes motorways.

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RAS10008

Reported accidents by daylight and darkness, lighting conditions, special conditions and carriageway hazards, Great Britain, 2014

	Number of accidents					
	Daylight	Darkness			All darkness	All ¹ accidents
		Street lights lit	No street lighting or street lights unlit	Street lighting unknown		
Special conditions at site						
Automatic traffic signal out or defective	185	66	16	6	88	273
Permanent road sign/markings defective or obscured	131	55	20	1	76	207
Roadworks	1,134	273	130	25	428	1,562
Road surface defective	288	38	43	3	84	372
Oil or diesel	355	26	18	2	46	401
Mud	255	15	116	4	135	390
Total	2,348	473	343	41	857	3,205
Carriageway hazards						
Dislodged vehicle load in carriageway	121	17	10	1	28	149
Other object in carriageway	633	138	155	13	306	939
Involvement with previous accident	113	26	41	2	69	182
Uninjured pedestrian in carriageway	326	106	9	9	124	450
Animal in carriageway (except ridden horses)	306	114	260	12	386	692
Total	1,499	401	475	37	913	2,412
All accidents²	108,071	28,449	8,071	1,731	38,251	146,322

1 Includes cases where lighting condition was not reported.

2 Includes accidents where there were no special conditions or carriageway hazard, or none reported.

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Source: DfT STATS19
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The figures in this table are National Statistics

RAS10009

Reported accidents by junction type, built-up and non built-up roads and severity, Great Britain, 2014

	Number of accidents							
	Roundabout ¹	T or staggered ²	Crossroads	Junction with more than 4 arms ³	Private drive/entrance	Other junction	All junctions	Not at or within 20 metres of junction ⁴
Motorways								
Fatal	0	5	0	0	0	0	5	80
Serious	13	57	1	0	0	3	74	521
Slight	267	546	2	5	0	10	830	4,120
All Severities	280	608	3	5	0	13	909	4,721
Built-up roads⁵								
Fatal	24	269	71	3	14	19	400	352
Serious	1,142	5,494	1,434	105	638	340	9,153	5,102
Slight	10,705	37,912	11,758	839	4,084	2,198	67,496	27,794
All Severities	11,871	43,675	13,263	947	4,736	2,557	77,049	33,248
Non built-up roads⁵								
Fatal	6	112	22	0	28	14	182	639
Serious	342	1,097	261	12	227	101	2,040	3,786
Slight	2,710	4,600	1,037	53	892	440	9,732	14,016
All Severities	3,058	5,809	1,320	65	1,147	555	11,954	18,441
All speed limits⁶								
Fatal	30	386	93	3	42	33	587	1,071
Serious	1,497	6,648	1,696	117	865	444	11,267	9,409
Slight	13,682	43,058	12,797	897	4,976	2,648	78,058	45,930
All Severities	15,209	50,092	14,586	1,017	5,883	3,125	89,912	56,410

1 Includes mini-roundabouts

2 Includes slip roads

3 Excludes roundabouts

4 Includes cases where junction detail was not reported.

5 Excludes motorways.

6 Includes cases where speed limit was not reported.

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RAS10010

Reported single vehicle accidents¹ by object hit off carriageway, built-up and non built-up roads and severity, Great Britain, 2014

					Number of accidents				
(a) Built-up roads ²					(b) Non built-up roads ²				
Object hit	All one vehicle accidents				Object hit	All one vehicle accidents			
	Fatal	Serious	Slight	All		Fatal	Serious	Slight	All
None	312	5,369	21,976	27,657	None	98	892	2,507	3,497
Road sign or traffic signal	12	72	426	510	Road sign or traffic signal	14	85	341	440
Lamp post	23	148	649	820	Lamp post	8	42	184	234
Telegraph pole or electricity pole	0	36	150	186	Telegraph pole or electricity pole	3	52	201	256
Tree	34	169	405	608	Tree	89	440	1,119	1,648
Bus stop or shelter	4	12	72	88	Bus stop or shelter	1	0	11	12
Crash barrier	2	47	209	258	Crash barrier	17	89	524	630
Submerged	3	0	0	3	Submerged	4	4	7	15
Entered ditch	4	24	137	165	Entered ditch	10	165	787	962
Wall or fence	20	175	625	820	Wall or fence	12	166	672	850
Other permanent objects	35	229	907	1,171	Other permanent objects	26	227	881	1,134
Total ³	449	6,281	25,556	32,286	Total ³	282	2,162	7,234	9,678

(c) Motorways					(d) All roads ⁴				
Object hit	All one vehicle accidents				Object hit	All one vehicle accidents			
	Fatal	Serious	Slight	All		Fatal	Serious	Slight	All
None	14	72	229	315	None	424	6,333	24,712	31,469
Road sign or traffic signal	0	7	30	37	Road sign or traffic signal	26	164	797	987
Lamp post	1	2	13	16	Lamp post	32	192	846	1,070
Telegraph pole or electricity pole	0	0	1	1	Telegraph pole or electricity pole	3	88	352	443
Tree	7	15	75	97	Tree	130	624	1,599	2,353
Bus stop or shelter	0	0	0	0	Bus stop or shelter	5	12	83	100
Crash barrier	12	86	490	588	Crash barrier	31	222	1,223	1,476
Submerged	0	0	0	0	Submerged	7	4	7	18
Entered ditch	1	8	34	43	Entered ditch	15	197	958	1,170
Wall or fence	2	2	32	36	Wall or fence	34	343	1,329	1,706
Other permanent objects	0	11	63	74	Other permanent objects	61	467	1,851	2,379
Total ³	37	203	967	1,207	Total ³	768	8,646	33,757	43,171

1 Includes single vehicle accidents involving pedestrians.

2 Excludes motorways.

3 Includes cases where object hit was not reported or cases where object hit was unknown.

4 Includes cases where speed limit was not reported.

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[Notes & Definitions](#)

Source: DfT STATS19
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 Next update: September 2016

The figures in this table are National Statistics

RAS10011

Reported accidents by number of vehicles involved, built-up and non built-up roads, road class and severity, Great Britain, 2014

	Number of accidents								
	One vehicle only		Pedestrian and one vehicle ¹		Two vehicles ²		Three ² vehicles	Four ² or more vehicles	All accidents
	Car	Other vehicle	Car	Other vehicle	Both cars	Other combination			
Built-up roads³									
A roads									
Fatal	36	18	87	56	36	82	18	6	339
Serious	268	418	1,162	362	625	2,491	312	83	5,721
All severities	1,939	2,436	5,577	1,808	13,786	18,395	3,671	826	48,438
B roads									
Fatal	14	5	29	8	15	24	9	7	111
Serious	123	137	445	80	247	807	105	27	1,971
All severities	808	630	2,099	423	4,193	4,869	1,015	194	14,231
Other roads									
Fatal	45	28	83	40	22	62	18	4	302
Serious	389	494	1,983	420	654	2,308	236	79	6,563
All severities	2,520	2,046	10,120	1,880	12,771	15,196	2,516	579	47,628
All built-up roads⁴									
Fatal	95	51	199	104	73	168	45	17	752
Serious	780	1,049	3,590	862	1,526	5,606	653	189	14,255
All severities	5,267	5,112	17,796	4,111	30,750	38,460	7,202	1,599	110,297
Non built-up roads³									
A roads									
Fatal	85	36	44	16	104	178	83	32	578
Serious	622	430	99	23	700	1,143	384	174	3,575
All severities	3,678	1,223	241	70	5,980	4,766	2,471	961	19,390
B roads									
Fatal	28	10	1	2	19	35	12	5	112
Serious	213	139	28	9	183	271	70	21	934
All severities	1,339	345	59	15	1,239	938	350	57	4,342
Other roads									
Fatal	41	9	6	4	18	38	13	2	131
Serious	339	212	35	13	240	401	72	5	1,317
All severities	1,975	545	149	39	1,955	1,622	327	51	6,663
All non built-up roads⁴									
Fatal	154	55	51	22	141	251	108	39	821
Serious	1,174	781	162	45	1,123	1,815	526	200	5,826
All severities	6,992	2,113	449	124	9,174	7,326	3,148	1,069	30,395
All speed limits⁵									
Motorways									
Fatal	20	4	6	7	8	16	12	12	85
Serious	127	67	6	3	95	140	94	63	595
All severities	956	210	25	16	1,538	1,344	979	562	5,630
A roads									
Fatal	121	54	131	72	140	260	101	38	917
Serious	890	848	1,261	385	1,325	3,634	696	257	9,296
All severities	5,617	3,659	5,818	1,878	19,766	23,161	6,142	1,787	67,828
B roads									
Fatal	42	15	30	10	34	59	21	12	223
Serious	336	276	473	89	430	1,078	175	48	2,905
All severities	2,147	975	2,158	438	5,432	5,807	1,365	251	18,573
Other roads									
Fatal	86	37	89	44	40	100	31	6	433
Serious	728	706	2,018	433	894	2,709	308	84	7,880
All severities	4,495	2,591	10,269	1,919	14,726	16,818	2,843	630	54,291
Total⁴									
Fatal	269	110	256	133	222	435	165	68	1,658
Serious	2,081	1,897	3,758	910	2,744	7,561	1,273	452	20,676
All severities	13,215	7,435	18,270	4,251	41,462	47,130	11,329	3,230	146,322

1 Includes accidents involving one vehicle in which at least one pedestrian was injured.

2 Includes accidents in which pedestrians were injured.

3 Excludes motorways.

4 Includes cases where road class was not reported.

5 Includes cases where speed limit was not reported.

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[Notes & Definitions](#)

Source: DfT STATS19
 Last updated: 24 September 2015
 Next update: September 2016

The figures in this table are National Statistics

RAS10012

Reported accidents involving pedestrians and one vehicle by severity and vehicle type, Great Britain, 2014

	Number of accidents			
	Fatal	Serious	Slight	All severities
Single vehicle accidents				
Pedal cycle	6	104	351	461
Motorcycle 50cc and under	0	20	74	94
Motorcycle 51cc - 125cc	1	86	307	394
Motorcycle 126cc - 500cc	0	25	92	117
Motorcycle over 500cc	5	53	175	233
All motorcycles ¹	6	189	658	853
Car	241	3,527	13,272	17,040
Taxi / Private hire car	15	216	922	1,153
Minibus	0	15	62	77
Bus or coach	26	208	788	1,022
Van / Light goods vehicle	29	281	1,044	1,354
Heavy goods vehicle ² of which:	58	87	215	360
Rigid ³	43	64	193	300
Articulated	15	23	22	60
Mobility scooter ⁴	0	7	29	36
Other vehicle	8	33	118	159
Any vehicle ⁵	389	4,668	17,464	22,521
Accidents involving pedestrian and two or more vehicles	54	360	1,032	1,446

1 Includes electric motorcycles and cases engine size was not reported.

2 Includes cases where towing status was not reported.

3 Includes heavy goods vehicles towing trailers or caravans.

4 Vehicle type not reported separately by all police forces

5 Includes cases where vehicle type was not reported.

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Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2014>

RAS10013

Reported personal injury road accidents, by severity, Great Britain, 1979-2014

Year	Number of accidents				
	Fatal	Serious	FSA (Fatal/Serious)	Slight	Total
1979	5,824	66,927	72,751	182,216	254,967
1980	5,506	65,714	71,220	179,738	250,958
1981	5,355	64,980	70,335	177,941	248,276
1982	5,450	66,143	71,593	184,414	256,007
1983	5,027	60,021	65,048	177,828	242,876
1984	5,138	62,048	67,186	185,997	253,183
1985	4,768	60,286	65,054	180,591	245,645
1986	4,898	58,190	63,088	184,790	247,878
1987	4,694	54,352	59,046	180,017	239,063
1988	4,643	53,850	58,493	188,501	246,994
1989	4,907	53,269	58,176	202,583	260,759
1990	4,748	50,944	55,692	202,749	258,441
1991	4,158	43,773	47,931	187,958	235,889
1992	3,855	41,494	45,349	187,755	233,104
1993	3,470	38,042	41,512	187,463	228,975
1994	3,326	39,295	42,621	191,633	234,254
1995	3,286	38,501	41,787	188,757	230,544
1996	3,274	37,327	40,601	195,592	236,193
1997	3,298	36,330	39,628	200,659	240,287
1998	3,137	34,633	37,770	201,153	238,923
1999	3,138	33,267	36,405	198,643	235,048
2000	3,108	32,499	35,607	198,122	233,729
2001	3,176	31,588	34,764	194,250	229,014
2002	3,124	30,521	33,645	188,106	221,751
2003	3,247	28,913	32,160	181,870	214,030
2004	2,978	26,748	29,726	177,684	207,410
2005	2,913	25,029	27,942	170,793	198,735
2006	2,926	24,946	27,872	161,289	189,161
2007	2,714	24,322	27,036	155,079	182,115
2008	2,341	23,121	25,462	145,129	170,591
2009	2,057	21,997	24,054	139,500	163,554
2010	1,731	20,440	22,171	132,243	154,414
2011	1,797	20,986	22,783	128,691	151,474
2012	1,637	20,901	22,538	123,033	145,571
2013	1,608	19,624	21,232	117,428	138,660
2014	1,658	20,676	22,334	123,988	146,322

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 Next update: September 2016

The figures in this table are National Statistics

RAS10014

Reported accidents by region, local authority and road class, England, 2014

Number of accidents

<u>ONS Code</u>	<u>Region/Local Authority</u>	<u>Motorway</u>	<u>A Trunk¹</u>	<u>A Principal</u>	<u>All A roads²</u>	<u>Minor</u>	<u>All</u>
E12000001	North East	73	377	1,909	2,286	2,970	5,329
E06000047	County Durham	29	36	304	340	644	1,013
E06000005	Darlington	5	14	72	86	138	229
E08000037	Gateshead	7	46	146	192	300	499
E06000001	Hartlepool	0	8	52	60	84	144
E06000002	Middlesbrough	0	24	78	102	183	285
E08000021	Newcastle upon Tyne	28	24	276	300	400	728
E08000022	North Tyneside	0	39	192	231	172	403
E06000057	Northumberland	0	85	302	387	329	716
E06000003	Redcar and Cleveland	0	7	62	69	115	184
E08000023	South Tyneside	1	25	97	122	156	279
E06000004	Stockton-on-Tees	0	39	100	139	137	276
E08000024	Sunderland	3	30	228	258	312	573
E12000002	North West	942	350	5,881	6,231	7,611	14,784
E06000008	Blackburn with Darwen	15	0	135	135	248	398
E06000009	Blackpool	0	0	155	155	248	403
E08000001	Bolton	30	0	200	200	222	452
E08000002	Bury	35	0	108	108	95	238
E06000049	Cheshire East	150	14	413	427	428	1,005
E06000050	Cheshire West and Chester	64	33	369	402	369	835
E10000006	Cumbria	55	173	453	626	716	1,397
E06000006	Halton	11	0	94	94	174	279
E08000011	Knowsley	19	0	95	95	157	271
E10000017	Lancashire	220	62	1,088	1,150	1,708	3,078
E08000012	Liverpool	0	0	552	552	692	1,244
E08000003	Manchester	26	3	486	489	499	1,014
E08000004	Oldham	7	10	153	163	197	367
E08000005	Rochdale	35	0	145	145	143	323
E08000006	Salford	55	0	198	198	138	391
E08000014	Sefton	3	35	191	226	249	478
E08000013	St. Helens	23	10	117	127	158	308
E08000007	Stockport	17	0	137	137	144	298
E08000008	Tameside	24	8	121	129	142	295
E08000009	Trafford	29	0	107	107	165	301
E06000007	Warrington	96	0	219	219	239	554
E08000010	Wigan	6	0	159	159	160	325
E08000015	Wirral	22	2	186	188	320	530
E12000003	Yorkshire and The Humber	510	356	4,899	5,255	7,171	12,936
E08000016	Barnsley	24	30	211	241	295	560
E08000032	Bradford	7	0	468	468	771	1,246
E08000033	Calderdale	28	0	198	198	201	427
E08000017	Doncaster	78	13	317	330	418	826
E06000011	East Riding of Yorkshire	27	27	280	307	503	837
E06000010	Kingston upon Hull, City of	0	47	250	297	495	792
E08000034	Kirklees	38	5	341	346	407	791
E08000035	Leeds	104	3	693	696	1,135	1,935
E06000012	North East Lincolnshire	0	16	185	201	315	516
E06000013	North Lincolnshire	30	9	182	191	323	544
E10000023	North Yorkshire	41	141	645	786	738	1,565
E08000018	Rotherham	60	0	207	207	292	559
E08000019	Sheffield	24	10	467	477	722	1,223
E08000036	Wakefield	49	26	260	286	309	644
E06000014	York	0	29	195	224	247	471
E12000004	East Midlands	272	699	4,172	4,871	6,111	11,254
E06000015	Derby	0	55	258	313	344	657
E10000007	Derbyshire	74	130	652	782	887	1,743
E06000016	Leicester	0	1	385	386	555	941
E10000018	Leicestershire	117	94	387	481	851	1,449
E10000019	Lincolnshire	0	99	880	979	1,215	2,194
E10000021	Northamptonshire	50	126	527	653	598	1,301
E06000018	Nottingham	0	40	423	463	514	977
E10000024	Nottinghamshire	31	142	623	765	1,107	1,903
E06000017	Rutland	0	12	37	49	40	89

RAS10014

Reported accidents by region, local authority and road class, England, 2014

Number of accidents

<u>ONS Code</u>	<u>Region/Local Authority</u>	<u>Motorway</u>	<u>A Trunk¹</u>	<u>A Principal</u>	<u>All A roads²</u>	<u>Minor</u>	<u>All</u>
E12000005	West Midlands	622	572	4,542	5,114	6,646	12,382
E08000025	Birmingham	75	1	925	926	1,627	2,628
E08000026	Coventry	5	11	154	165	444	614
E08000027	Dudley	3	3	216	219	239	461
E06000019	Herefordshire, County of	1	68	167	235	156	392
E08000028	Sandwell	48	4	281	285	296	629
E06000051	Shropshire	7	93	227	320	284	611
E08000029	Solihull	39	4	67	71	172	282
E10000028	Staffordshire	125	195	841	1,036	1,002	2,163
E06000021	Stoke-on-Trent	0	57	330	387	249	636
E06000020	Telford and Wrekin	8	1	79	80	205	293
E08000030	Walsall	52	5	191	196	264	512
E10000031	Warwickshire	178	110	444	554	921	1,653
E08000031	Wolverhampton	0	0	225	225	252	477
E10000034	Worcestershire	81	20	395	415	535	1,031
E12000006	East of England	611	1,046	4,711	5,757	7,652	14,020
E06000055	Bedford	0	43	177	220	223	443
E10000003	Cambridgeshire	30	188	552	740	776	1,546
E06000056	Central Bedfordshire	99	80	152	232	341	672
E10000012	Essex	138	214	934	1,148	1,987	3,273
E10000015	Hertfordshire	313	49	954	1,003	1,318	2,634
E06000032	Luton	13	0	159	159	290	462
E10000020	Norfolk	0	158	659	817	1,065	1,882
E06000031	Peterborough	0	57	166	223	280	503
E06000033	Southend-on-Sea	0	0	186	186	265	451
E10000029	Suffolk	0	181	640	821	940	1,761
E06000034	Thurrock	18	76	132	208	167	393
E12000007	London ³	128	16	16,560	16,576	9,326	26,030
E09000002	Barking and Dagenham	0	0	308	308	199	507
E09000003	Barnet	21	1	636	637	325	983
E09000004	Bexley	0	0	260	260	196	456
E09000005	Brent	0	0	566	566	344	910
E09000006	Bromley	0	0	401	401	342	743
E09000007	Camden	0	0	596	596	325	921
E09000001	City of London	0	0	218	218	130	348
E09000008	Croydon	0	0	583	583	395	978
E09000009	Ealing	0	0	602	602	444	1,046
E09000010	Enfield	22	0	471	471	299	792
E09000011	Greenwich	0	0	454	454	183	637
E09000012	Hackney	0	0	590	590	300	890
E09000013	Hammersmith and Fulham	0	0	473	473	208	681
E09000014	Haringey	0	0	583	583	315	898
E09000015	Harrow	0	0	237	237	249	486
E09000016	Havering	10	3	244	247	340	597
E09000017	Hillingdon	50	6	297	303	347	700
E09000018	Hounslow	22	6	582	588	283	893
E09000019	Islington	0	0	634	634	217	851
E09000020	Kensington and Chelsea	0	0	436	436	276	712
E09000021	Kingston upon Thames	0	0	267	267	132	399
E09000022	Lambeth	0	0	994	994	269	1,263
E09000023	Lewisham	0	0	618	618	303	921
E09000024	Merton	0	0	314	314	196	510
E09000025	Newham	0	0	541	541	262	803
E09000026	Redbridge	3	0	433	433	324	760
E09000027	Richmond upon Thames	0	0	363	363	165	528
E09000028	Southwark	0	0	733	733	280	1,013
E09000029	Sutton	0	0	147	147	220	367
E09000030	Tower Hamlets	0	0	703	703	341	1,044
E09000031	Waltham Forest	0	0	509	509	249	758
E09000032	Wandsworth	0	0	722	722	278	1,000
E09000033	Westminster	0	0	1,045	1,045	552	1,597

RAS10014

Reported accidents by region, local authority and road class, England, 2014

Number of accidents

ONS Code	Region/Local Authority	Motorway	A Trunk ¹	A Principal	All A roads ²	Minor	All
E12000008	South East	1,640	1,454	8,786	10,240	11,614	23,494
E06000036	Bracknell Forest	3	0	90	90	97	190
E06000043	Brighton and Hove	0	52	279	331	462	793
E10000002	Buckinghamshire	117	22	451	473	531	1,121
E10000011	East Sussex	0	174	534	708	708	1,416
E10000014	Hampshire	261	187	951	1,138	1,577	2,976
E06000046	Isle of Wight	0	0	136	136	190	326
E10000016	Kent	393	458	1,715	2,173	2,052	4,618
E06000035	Medway	23	0	296	296	342	661
E06000042	Milton Keynes	40	22	135	157	490	687
E10000025	Oxfordshire	81	93	692	785	831	1,697
E06000044	Portsmouth	32	23	246	269	288	589
E06000038	Reading	4	0	180	180	174	358
E06000039	Slough	79	0	147	147	207	433
E06000045	Southampton	9	0	264	264	363	636
E10000030	Surrey	415	197	1,562	1,759	1,788	3,962
E06000037	West Berkshire	55	33	93	126	144	325
E10000032	West Sussex	31	181	785	966	1,091	2,088
E06000040	Windsor and Maidenhead	57	12	125	137	159	353
E06000041	Wokingham	40	0	105	105	120	265
E12000009	South West	275	778	4,211	4,989	6,164	11,428
E06000022	Bath and North East Somerset	0	18	130	148	136	284
E06000028	Bournemouth	0	0	199	199	330	529
E06000023	Bristol, City of	20	0	461	461	543	1,024
E06000052	Cornwall	0	168	433	601	708	1,309
E10000008	Devon	20	181	626	807	933	1,760
E10000009	Dorset	0	108	297	405	506	911
E10000013	Gloucestershire	32	45	312	357	409	798
E06000053	Isles of Scilly	0	0	2	2	0	2
E06000024	North Somerset	32	1	132	133	205	370
E06000026	Plymouth	0	32	107	139	459	598
E06000029	Poole	0	5	130	135	251	386
E10000027	Somerset	54	55	542	597	511	1,162
E06000025	South Gloucestershire	49	7	143	150	224	423
E06000030	Swindon	19	34	104	138	261	418
E06000027	Torbay	0	0	101	101	197	298
E06000054	Wiltshire	49	124	492	616	491	1,156
E92000001	England	5,073	5,648	55,671	61,319	65,265	131,657

1 Based on 2010 Core network

2 Includes 'A' roads where trunk/principal status could not be allocated

3 Includes London (Heathrow) Airport

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[Notes & Definitions](#)

Source: DfT STATS19

Last updated: 24 September 2015

Next update: September 2016

The figures in this table are National Statistics

RAS10015

Reported accidents by region, local authority, road surface condition and severity, England, 2014

ONS Code	Region/Local Authority	Road surface condition			Severity			All
		Dry	Wet or flood	Snow or ice	Fatal	Serious	Slight	
		E12000001	North East	3,702	1,551	76	56		678	4,595	5,329
E06000047	County Durham	670	329	14	16	141	856	1,013
E06000005	Darlington	164	62	3	3	21	205	229
E08000037	Gateshead	336	158	5	4	48	447	499
E06000001	Hartlepool	114	28	2	2	22	120	144
E06000002	Middlesbrough	214	70	1	2	33	250	285
E08000021	Newcastle upon Tyne	517	202	9	1	78	649	728
E08000022	North Tyneside	277	123	3	7	38	358	403
E06000057	Northumberland	470	224	22	15	112	589	716
E06000003	Redcar and Cleveland	141	40	3	2	38	144	184
E08000023	South Tyneside	201	75	3	1	33	245	279
E06000004	Stockton-on-Tees	210	65	1	1	46	229	276
E08000024	Sunderland	388	175	10	2	68	503	573
E12000002	North West	10,021	4,621	138	177	2,580	12,027	14,784
E06000008	Blackburn with Darwen	250	145	3	3	69	326	398
E06000009	Blackpool	289	113	1	0	51	352	403
E08000001	Bolton	302	145	5	7	80	365	452
E08000002	Bury	152	84	2	0	30	208	238
E06000049	Cheshire East	639	352	14	11	195	799	1,005
E06000050	Cheshire West and Chester	590	241	4	11	165	659	835
E10000006	Cumbria	890	479	28	24	173	1,200	1,397
E06000006	Halton	197	79	3	6	41	232	279
E08000011	Knowsley	182	88	1	5	50	216	271
E10000017	Lancashire	2,132	902	41	38	637	2,403	3,078
E08000012	Liverpool	916	322	6	8	232	1,004	1,244
E08000003	Manchester	666	344	4	14	145	855	1,014
E08000004	Oldham	241	124	2	5	61	301	367
E08000005	Rochdale	211	112	0	5	60	258	323
E08000006	Salford	259	132	0	3	56	332	391
E08000014	Sefton	350	127	1	5	82	391	478
E08000013	St. Helens	213	87	7	3	62	243	308
E08000007	Stockport	195	101	2	6	57	235	298
E08000008	Tameside	187	108	0	6	44	245	295
E08000009	Trafford	207	94	0	2	41	258	301
E06000007	Warrington	346	199	9	5	69	480	554
E08000010	Wigan	225	98	2	4	57	264	325
E08000015	Wirral	382	145	3	6	123	401	530
E12000003	Yorkshire and The Humber	9,222	3,512	197	143	2,000	10,793	12,936
E08000016	Barnsley	415	134	11	2	71	487	560
E08000032	Bradford	841	391	14	13	174	1,059	1,246
E08000033	Calderdale	269	151	7	5	85	337	427
E08000017	Doncaster	626	186	14	5	93	728	826
E06000011	East Riding of Yorkshire	565	251	21	16	158	663	837
E06000010	Kingston upon Hull, City of	600	184	8	2	108	682	792
E08000034	Kirklees	540	243	8	9	142	640	791
E08000035	Leeds	1,413	506	14	18	291	1,626	1,935
E06000012	North East Lincolnshire	400	104	12	4	69	443	516
E06000013	North Lincolnshire	380	142	22	5	88	451	544
E10000023	North Yorkshire	1,044	490	31	38	327	1,200	1,565
E08000018	Rotherham	410	135	11	6	77	476	559
E08000019	Sheffield	922	289	12	7	157	1,059	1,223
E08000036	Wakefield	451	190	3	8	101	535	644
E06000014	York	346	116	9	5	59	407	471
E12000004	East Midlands	7,491	3,356	258	155	1,685	9,414	11,254
E06000015	Derby	450	198	9	6	92	559	657
E10000007	Derbyshire	1,109	574	60	29	331	1,383	1,743
E06000016	Leicester	691	243	7	4	90	847	941
E10000018	Leicestershire	931	496	22	25	205	1,219	1,449
E10000019	Lincolnshire	1,434	641	71	38	309	1,847	2,194
E10000021	Northamptonshire	912	375	14	19	268	1,014	1,301
E06000018	Nottingham	691	238	10	4	100	873	977
E10000024	Nottinghamshire	1,226	557	57	26	277	1,600	1,903
E06000017	Rutland	47	34	8	4	13	72	89

RAS10015

Reported accidents by region, local authority, road surface condition and severity, England, 2014

ONS Code	Region/Local Authority	Road surface condition			Severity			All
		Dry	Wet or flood	Snow or ice	Fatal	Serious	Slight	
		E12000005	West Midlands	8,231	3,962	187	153		1,585	10,644	12,382
E08000025	Birmingham	1,790	816	22	10	368	2,250	2,628
E08000026	Coventry	440	170	4	12	95	507	614
E08000027	Dudley	310	147	4	6	73	382	461
E06000019	Herefordshire, County of	238	141	13	11	54	327	392
E08000028	Sandwell	413	209	7	10	93	526	629
E06000051	Shropshire	399	200	12	15	107	489	611
E08000029	Solihull	195	85	2	5	36	241	282
E10000028	Staffordshire	1,392	715	56	24	142	1,997	2,163
E06000021	Stoke-on-Trent	415	215	4	5	35	596	636
E06000020	Telford and Wrekin	174	112	7	3	33	257	293
E08000030	Walsall	348	156	8	10	86	416	512
E10000031	Warwickshire	1,106	523	24	27	257	1,369	1,653
E08000031	Wolverhampton	321	152	4	3	68	406	477
E10000034	Worcestershire	690	321	20	12	138	881	1,031
E12000006	East of England	9,433	4,390	197	174	1,985	11,861	14,020
E06000055	Bedford	309	125	9	6	66	371	443
E10000003	Cambridgeshire	1,024	499	23	23	257	1,266	1,546
E06000056	Central Bedfordshire	458	202	12	6	92	574	672
E10000012	Essex	2,203	1,029	41	32	532	2,709	3,273
E10000015	Hertfordshire	1,763	842	29	33	311	2,290	2,634
E06000032	Luton	348	113	1	4	39	419	462
E10000020	Norfolk	1,249	595	38	34	306	1,542	1,882
E06000031	Peterborough	340	161	2	4	62	437	503
E06000033	Southend-on-Sea	316	133	2	2	72	377	451
E10000029	Suffolk	1,149	574	38	29	199	1,533	1,761
E06000034	Thurrock	274	117	2	1	49	343	393
E12000007	London	21,069	4,886	75	128	1,979	23,923	26,030
E09000002	Barking and Dagenham	414	91	2	2	38	467	507
E09000003	Barnet	731	251	1	5	91	887	983
E09000004	Bexley	403	53	0	1	22	433	456
E09000005	Brent	732	170	8	2	82	826	910
E09000006	Bromley	638	103	2	3	46	694	743
E09000007	Camden	738	180	3	3	65	853	921
E09000001	City of London	308	40	0	4	50	294	348
E09000008	Croydon	756	219	3	8	61	909	978
E09000009	Ealing	877	166	3	1	77	968	1,046
E09000010	Enfield	633	156	3	4	47	741	792
E09000011	Greenwich	563	74	0	4	33	600	637
E09000012	Hackney	688	200	2	7	53	830	890
E09000013	Hammersmith and Fulham	562	119	0	3	64	614	681
E09000014	Haringey	717	177	4	4	78	816	898
E09000015	Harrow	370	113	3	3	46	437	486
E09000016	Havering	467	124	6	4	38	555	597
E09000017	Hillingdon	522	173	5	4	68	628	700
E09000018	Hounslow	717	173	3	3	57	833	893
E09000019	Islington	690	160	1	1	92	758	851
E09000020	Kensington and Chelsea	581	131	0	2	66	644	712
E09000021	Kingston upon Thames	312	86	1	2	37	360	399
E09000022	Lambeth	1,049	213	1	9	87	1,167	1,263
E09000023	Lewisham	754	165	2	7	56	858	921
E09000024	Merton	410	95	5	3	45	462	510
E09000025	Newham	669	134	0	5	55	743	803
E09000026	Redbridge	636	123	1	4	43	713	760
E09000027	Richmond upon Thames	423	102	3	3	49	476	528
E09000028	Southwark	828	185	0	5	62	946	1,013
E09000029	Sutton	276	87	4	4	25	338	367
E09000030	Tower Hamlets	860	184	0	8	80	956	1,044
E09000031	Waltham Forest	602	153	3	2	54	702	758
E09000032	Wandsworth	798	197	5	0	80	920	1,000
E09000033	Westminster	1,322	275	0	6	131	1,460	1,597
	London Airport (Heathrow)	23	14	1	2	1	35	38

RAS10015

Reported accidents by region, local authority, road surface condition and severity, England, 2014

		Road surface condition			Severity			All
ONS Code	Region/Local Authority	Dry	Wet or flood	Snow or ice	Fatal	Serious	Slight	
E12000008	South East	16,231	6,880	326	227	3,945	19,322	23,494
E06000036	Bracknell Forest	128	60	2	1	23	166	190
E06000043	Brighton and Hove	637	156	0	2	146	645	793
E10000002	Buckinghamshire	734	344	43	17	189	915	1,121
E10000011	East Sussex	1,012	386	18	15	328	1,073	1,416
E10000014	Hampshire	1,985	948	43	36	686	2,254	2,976
E06000046	Isle of Wight	226	97	3	2	64	260	326
E10000016	Kent	3,220	1,337	60	45	545	4,028	4,618
E06000035	Medway	477	177	7	1	56	604	661
E06000042	Milton Keynes	470	211	5	10	83	594	687
E10000025	Oxfordshire	1,127	538	32	26	314	1,357	1,697
E06000044	Portsmouth	462	127	0	1	94	494	589
E06000038	Reading	229	125	4	4	39	315	358
E06000039	Slough	318	113	2	2	42	389	433
E06000045	Southampton	450	182	4	1	119	516	636
E10000030	Surrey	2,693	1,149	65	34	645	3,283	3,962
E06000037	West Berkshire	209	112	4	6	53	266	325
E10000032	West Sussex	1,429	637	22	19	421	1,648	2,088
E06000040	Windsor and Maidenhead	255	93	5	2	54	297	353
E06000041	Wokingham	170	88	7	3	44	218	265
E12000009	South West	7,707	3,582	139	173	1,750	9,505	11,428
E06000022	Bath and North East Somerset	190	93	1	6	39	239	284
E06000028	Bournemouth	421	106	2	1	68	460	529
E06000023	Bristol, City of	722	298	4	8	110	906	1,024
E06000052	Cornwall	808	476	25	24	200	1,085	1,309
E10000008	Devon	1,151	576	33	22	279	1,459	1,760
E10000009	Dorset	638	263	10	15	194	702	911
E10000013	Gloucestershire	510	276	12	28	170	600	798
E06000053	Isles of Scilly	1	1	0	0	1	1	2
E06000024	North Somerset	244	123	3	1	49	320	370
E06000026	Plymouth	413	183	2	3	78	517	598
E06000029	Poole	310	76	0	2	73	311	386
E10000027	Somerset	786	365	11	32	158	972	1,162
E06000025	South Gloucestershire	295	120	8	5	46	372	423
E06000030	Swindon	297	115	6	2	61	355	418
E06000027	Torbay	208	87	3	1	40	257	298
E06000054	Wiltshire	713	424	19	23	184	949	1,156
E92000001	England	93,107	36,740	1,593	1,386	18,187	112,084	131,657

1. Includes 'A' roads where trunk/principal status could not be allocated

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RAS20

Vehicles involved in reported road accidents

RAS20001

Vehicles involved in reported accidents and involvement rates by vehicle type and severity of accident, Great Britain, 2004 - 2014

	Number of vehicles/rate per billion vehicle miles										
	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Pedal cycles											
Fatal	144	158	163	146	127	111	119	119	125	121	122
Rate	56	59	58	57	45	37	40	39	40	39	38
Fatal or serious	2,416	2,497	2,584	2,698	2,727	2,875	2,962	3,411	3,529	3,471	3,775
Rate	944	931	924	1058	960	969	986	1111	1135	1109	1163
All severities	17,084	17,039	16,611	16,607	16,797	17,599	17,811	19,883	19,708	20,049	21,979
Rate	6,678	6,356	5,938	6,510	5,915	5,933	5,930	6,476	6,340	6,407	6,769
Motorcycle riders											
Fatal	659	620	667	676	539	512	446	411	363	356	375
Rate	208	187	210	199	172	161	156	142	128	132	135
Fatal or serious	7,059	6,854	6,863	7,087	6,389	6,105	5,446	5,920	5,628	5,485	5,933
Rate	2231	2063	2162	2086	2044	1922	1906	2052	1990	2039	2141
All severities	26,857	25,870	24,323	24,381	22,427	21,590	19,534	21,059	20,171	19,538	21,378
Rate	8,489	7,787	7,661	7,175	7,175	6,796	6,838	7,301	7,133	7,264	7,714
Cars											
Fatal	3,520	3,465	3,483	3,141	2,724	2,340	1,944	2,067	1,775	1,810	1,831
Rate	14	14	14	13	11	9.6	8.1	8.6	7.4	7.5	7.5
Fatal or serious	34,416	32,129	31,892	30,302	28,403	26,731	24,236	24,511	24,189	22,802	23,896
Rate	140	132	129	123	116	109	101	102	101	95	98
All severities	291,842	281,810	267,991	255,891	236,923	227,244	212,685	204,720	197,388	185,769	195,576
Rate	1,191	1,155	1,085	1,035	965	928	887	851	822	774	800
Buses or coaches											
Fatal	121	108	118	120	98	85	60	71	70	69	61
Rate	38	34	36	36	31	27	19	25	26	25	22
Fatal or serious	1,237	1,131	1,159	1,138	1,090	962	930	872	872	767	777
Rate	387	358	353	339	347	309	297	301	320	274	277
All severities	10,573	9,988	9,133	8,559	8,375	7,831	7,462	7,223	6,318	5,896	6,103
Rate	3,304	3,163	2,782	2,551	2,669	2,512	2,381	2,494	2,321	2,105	2,179
Vans / Light goods vehicles											
Fatal	267	261	274	306	202	185	175	197	170	153	169
Rate	7.1	6.8	6.9	7.3	4.9	4.5	4.3	4.8	4.1	3.6	3.8
Fatal or serious	2,207	2,080	2,092	2,087	1,822	1,745	1,709	1,733	1,793	1,704	1,910
Rate	59	54	52	50	44	43	42	42	43	40	42
All severities	15,728	16,078	15,593	14,620	13,621	13,214	12,866	12,886	12,575	12,686	14,043
Rate	420	419	390	349	328	325	313	311	305	298	312
Heavy goods vehicles											
Fatal	472	520	458	461	379	284	303	272	292	270	265
Rate	26	29	25	25	21	17	19	17	19	17	17
Fatal or serious	2,142	2,168	2,071	1,951	1,639	1,388	1,372	1,283	1,301	1,277	1,247
Rate	118	121	115	107	92	85	84	81	84	81	78
All severities	12,516	12,120	11,336	10,688	9,040	7,487	7,615	7,126	6,720	6,524	6,873
Rate	688	674	628	588	509	459	465	447	433	416	430
All vehicles¹											
Fatal	5,276	5,204	5,253	4,930	4,171	3,587	3,119	3,221	2,850	2,846	2,902
Rate	17	17	17	16	13	12	10	10	9.3	9.3	9.2
Fatal or serious	50,277	47,380	47,278	45,939	42,807	40,433	37,237	38,334	37,866	36,020	38,070
Rate	162	153	150	145	136	130	122	125	124	117	121
All severities	379,845	366,236	348,059	334,966	311,604	298,687	281,401	276,155	265,877	252,913	268,527
Rate	1,227	1,183	1,108	1,058	993	960	919	900	870	824	854

¹ Includes other vehicles and cases where vehicle type was not reported.

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RAS20001

Vehicles involved in reported accidents and involvement rates by vehicle type and severity of accident, Great Britain, 2004 - 2014

	Number of vehicles/rate per billion vehicle kilometres										
	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Pedal cycles											
Fatal	144	158	163	146	127	111	119	119	125	121	122
Rate	35	37	36	36	28	23	25	24	25	24	23
Fatal or serious	2,416	2,497	2,584	2,698	2,727	2,875	2,962	3,411	3,529	3,471	3,775
Rate	587	579	574	657	597	602	613	690	705	689	722
All severities	17,084	17,039	16,611	16,607	16,797	17,599	17,811	19,883	19,708	20,049	21,979
Rate	4,149	3,950	3,690	4,045	3,675	3,687	3,685	4,024	3,940	3,981	4,206
Motorcycle riders											
Fatal	659	620	667	676	539	512	446	411	363	356	375
Rate	129	116	131	124	107	100	97	89	80	82	84
Fatal or serious	7,059	6,854	6,863	7,087	6,389	6,105	5,446	5,920	5,628	5,485	5,933
Rate	1386	1282	1343	1296	1270	1194	1185	1275	1237	1267	1330
All severities	26,857	25,870	24,323	24,381	22,427	21,590	19,534	21,059	20,171	19,538	21,378
Rate	5,275	4,839	4,760	4,459	4,458	4,223	4,249	4,536	4,432	4,514	4,793
Cars											
Fatal	3,520	3,465	3,483	3,141	2,724	2,340	1,944	2,067	1,775	1,810	1,831
Rate	8.9	8.8	8.8	7.9	6.9	5.9	5.0	5.3	4.6	4.7	4.7
Fatal or serious	34,416	32,129	31,892	30,302	28,403	26,731	24,236	24,511	24,189	22,802	23,896
Rate	87	82	80	76	72	68	63	63	63	59	61
All severities	291,842	281,810	267,991	255,891	236,923	227,244	212,685	204,720	197,388	185,769	195,576
Rate	740	718	674	643	600	577	551	529	510	481	497
Buses or coaches											
Fatal	121	108	118	120	98	85	60	71	70	69	61
Rate	23	21	22	22	19	17	12	15	16	15	14
Fatal or serious	1,237	1,131	1,159	1,138	1,090	962	930	872	872	767	777
Rate	240	223	219	211	216	192	184	187	199	170	172
All severities	10,573	9,988	9,133	8,559	8,375	7,831	7,462	7,223	6,318	5,896	6,103
Rate	2,053	1,966	1,729	1,585	1,659	1,561	1,480	1,550	1,442	1,308	1,354
Vans / Light goods vehicles											
Fatal	267	261	274	306	202	185	175	197	170	153	169
Rate	4.4	4.2	4.3	4.5	3.0	2.8	2.6	3.0	2.6	2.2	2.3
Fatal or serious	2,207	2,080	2,092	2,087	1,822	1,745	1,709	1,733	1,793	1,704	1,910
Rate	37	34	33	31	27	27	26	26	27	25	26
All severities	15,728	16,078	15,593	14,620	13,621	13,214	12,866	12,886	12,575	12,686	14,043
Rate	261	260	243	217	204	202	195	193	189	185	194
Heavy goods vehicles											
Fatal	472	520	458	461	379	284	303	272	292	270	265
Rate	16	18	16	16	13	11	12	11	12	11	10
Fatal or serious	2,142	2,168	2,071	1,951	1,639	1,388	1,372	1,283	1,301	1,277	1,247
Rate	73	75	71	67	57	53	52	50	52	51	48
All severities	12,516	12,120	11,336	10,688	9,040	7,487	7,615	7,126	6,720	6,524	6,873
Rate	427	419	390	365	316	285	289	278	269	259	267
All vehicles¹											
Fatal	5,276	5,204	5,253	4,930	4,171	3,587	3,119	3,221	2,850	2,846	2,902
Rate	11	10	10	9.7	8.3	7.2	6.3	6.5	5.8	5.8	5.7
Fatal or serious	50,277	47,380	47,278	45,939	42,807	40,433	37,237	38,334	37,866	36,020	38,070
Rate	101	95	94	90	85	81	76	78	77	73	75
All severities	379,845	366,236	348,059	334,966	311,604	298,687	281,401	276,155	265,877	252,913	268,527
Rate	763	735	688	657	617	597	571	559	540	512	531

1 Includes other vehicles and cases where vehicle type was not reported.

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RAS20002

Drivers in reported accidents by gender, number injured, road user type and age, Great Britain, 2014

	Number of drivers or riders/percentage								
	Male			Female			All drivers or riders ¹		
	Involved	of which casualties		Involved	of which casualties		Involved	of which casualties	
		Number	Percentage		Number	Percentage		Number	Percentage
Car drivers									
Under 17	63	47	75	7	2	29	70	49	70
17-19	5,370	2,705	50	3,314	2,154	65	8,695	4,859	56
20-24	12,710	5,929	47	8,679	5,363	62	21,463	11,292	53
25-29	12,341	5,201	42	8,238	4,745	58	20,672	9,946	48
30-34	11,731	4,593	39	7,722	4,081	53	19,668	8,674	44
35-39	9,878	3,834	39	6,600	3,380	51	16,579	7,214	44
40-49	20,055	7,539	38	13,618	7,004	51	33,802	14,543	43
50-59	14,979	5,492	37	9,536	4,908	51	24,579	10,400	42
60-69	9,666	3,350	35	4,865	2,409	50	14,570	5,759	40
70 and over	8,076	3,298	41	3,799	2,033	54	11,906	5,331	45
Age not reported	8,197	379	5	2,867	236	8	23,572	616	3
All ages	113,066	42,367	37	69,245	36,315	52	195,576	78,683	40
Motorcycle riders									
50cc and under									
Under 16	9	8	89	0	0	0	9	8	89
16	515	479	93	61	61	100	576	540	94
17	288	278	97	51	50	98	339	328	97
18	137	129	94	27	27	100	165	156	95
19	90	85	94	27	27	100	117	112	96
20-24	343	319	93	45	45	100	388	364	94
25-29	197	191	97	28	28	100	226	219	97
30-39	211	200	95	45	42	93	257	242	94
40-49	133	127	95	26	23	88	159	150	94
50-59	77	71	92	23	20	87	100	91	91
60 and over	39	37	95	9	9	100	48	46	96
Age not reported	64	28	44	10	8	80	114	36	32
All ages	2,103	1,952	93	352	340	97	2,498	2,292	92
Motorcycle riders over 50cc									
Under 16	22	18	82	1	1	100	23	19	83
16	89	84	94	6	5	83	96	89	93
17	660	626	95	50	49	98	710	675	95
18	729	689	95	55	53	96	784	742	95
19	732	692	95	46	45	98	779	737	95
20-24	3,150	2,972	94	209	202	97	3,362	3,174	94
25-29	2,355	2,207	94	170	163	96	2,525	2,370	94
30-39	3,138	2,951	94	250	237	95	3,391	3,188	94
40-49	2,900	2,709	93	237	230	97	3,138	2,939	94
50-59	2,133	2,009	94	152	143	94	2,285	2,152	94
60 and over	948	881	93	19	15	79	967	896	93
Age not reported	356	195	55	14	7	50	602	202	34
All ages	17,212	16,033	93	1,209	1,150	95	18,662	17,183	92
All Motorcycle riders²									
Under 16	34	28	82	1	1	100	35	29	83
16	612	571	93	67	66	99	680	637	94
17	954	909	95	102	100	98	1,056	1,009	96
18	872	824	94	82	80	98	955	904	95
19	827	782	95	74	73	99	902	855	95
20-24	3,529	3,325	94	256	249	97	3,789	3,574	94
25-29	2,571	2,415	94	201	194	97	2,773	2,609	94
30-39	3,369	3,167	94	297	281	95	3,670	3,448	94
40-49	3,057	2,859	94	265	255	96	3,323	3,114	94
50-59	2,233	2,100	94	176	164	93	2,409	2,264	94
60 and over	998	928	93	28	24	86	1,026	952	93
Age not reported	433	225	52	25	15	60	760	240	32
All ages	19,489	18,133	93	1,574	1,502	95	21,378	19,635	92

1 Includes cases where gender was not reported.

2 Includes electric motorcycles and cases where engine size was not reported.

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 Next update: September 2016

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RAS20003

Vehicles involved in reported accidents by accident severity and vehicle type, Great Britain, 2014

	Number of vehicles			
	Number of vehicles involved in			
	Fatal accidents	Serious accidents	Slight accidents	All accidents
Pedal cycles	122	3,653	18,204	21,979
Motorcycles ¹				
Motorcycles 50cc and under	6	440	2,052	2,498
Motorcycles 51cc - 125cc	63	1,879	6,961	8,903
Motorcycles 126cc - 500cc	25	593	1,734	2,352
Motorcycles over 500cc	278	2,582	4,547	7,407
All motorcycles ²	375	5,558	15,445	21,378
Taxis/Private hire cars	36	602	4,871	5,509
Cars ³	1,789	21,376	166,323	189,488
Minibuses	6	87	486	579
All cars ⁴	1,831	22,065	171,680	195,576
Buses or coaches	61	716	5,326	6,103
Trams	1	3	19	23
Vans / Light goods vehicles	169	1,741	12,133	14,043
Heavy goods vehicles				
Rigid	155	596	3,475	4,226
Articulated	110	386	2,151	2,647
Total ⁵	265	982	5,626	6,873
Agricultural vehicles	32	111	436	579
Ridden horses	1	30	92	123
Mobility scooters	9	46	154	209
Other vehicles	36	261	1,329	1,626
All vehicles ⁶	2,902	35,168	230,457	268,527

1 Includes motorcycle combinations and scooters.

2 Includes electric motorcycles and cases where engine size was not reported.

3 Includes three wheelers.

4 Includes cars, taxis, minibuses.

5 Includes cases where HGV type was not reported.

6 Includes cases where vehicle type was not reported.

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[Notes & Definitions](#)

Source: DfT STATS19

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Next update: September 2016

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RAS20004

Vehicles involved in reported accidents by vehicle type, built-up and non built-up roads, road class and accident severity, Great Britain, 2014

	Number of vehicles						
	Pedal cycles	Motorcycles	Cars	Buses or coaches	Vans / Light goods vehicles	Heavy goods vehicles	All vehicles ¹
Built-up roads²							
A roads							
Fatal	39	63	306	20	25	44	514
Fatal or serious	1,327	1,709	6,081	330	491	219	10,257
All severities	8,893	8,549	63,267	3,059	4,524	1,669	90,625
B roads							
Fatal	6	23	134	3	12	10	192
Fatal or serious	415	558	2,223	86	153	46	3,523
All severities	2,568	2,137	18,907	655	1,177	311	25,951
Other roads							
Fatal	27	44	287	23	21	23	439
Fatal or serious	1,391	1,474	6,775	267	485	149	10,704
All severities	8,699	6,028	60,368	1,982	3,917	856	82,593
All built-up roads³							
Fatal	72	130	727	46	58	77	1,145
Fatal or serious	3,133	3,741	15,079	683	1,129	414	24,484
All severities	20,160	16,714	142,542	5,696	9,618	2,836	199,169
Non built-up roads²							
A roads							
Fatal	24	166	728	9	77	119	1,144
Fatal or serious	303	1,351	5,209	53	462	489	7,965
All severities	883	2,889	29,394	229	2,431	2,086	38,358
B roads							
Fatal	10	52	116	1	10	9	206
Fatal or serious	109	366	1,126	15	90	61	1,805
All severities	281	680	5,626	59	410	204	7,405
Other roads							
Fatal	16	21	138	4	16	10	220
Fatal or serious	229	377	1,462	14	124	47	2,337
All severities	653	849	8,265	69	659	247	11,055
All non built-up roads³							
Fatal	50	239	982	14	103	138	1,570
Fatal or serious	641	2,094	7,797	82	676	597	12,107
All severities	1,817	4,418	43,285	357	3,500	2,537	56,818
All speed limits⁴							
Motorways							
Fatal	0	6	122	1	8	50	187
Fatal or serious	1	98	1,020	12	105	236	1,479
All severities	2	246	9,749	50	925	1,500	12,540
A roads							
Fatal	63	229	1,034	29	102	163	1,658
Fatal or serious	1,630	3,060	11,290	383	953	708	18,222
All severities	9,776	11,438	92,661	3,288	6,955	3,755	128,983
B roads							
Fatal	16	75	250	4	22	19	398
Fatal or serious	524	924	3,349	101	243	107	5,328
All severities	2,849	2,817	24,533	714	1,587	515	33,356
Other roads							
Fatal	43	65	425	27	37	33	659
Fatal or serious	1,620	1,851	8,237	281	609	196	13,041
All severities	9,352	6,877	68,633	2,051	4,576	1,103	93,648
Total³							
Fatal	122	375	1,831	61	169	265	2,902
Fatal or serious	3,775	5,933	23,896	777	1,910	1,247	38,070
All severities	21,979	21,378	195,576	6,103	14,043	6,873	268,527

1 Includes other non-motor vehicles and cases where vehicle type was not reported.

2 Excludes motorways.

3 Includes cases where road class was not reported.

4 Includes cases where speed limit was not reported

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RAS20005

Vehicle involvement rates for reported accidents, by vehicle type, urban and rural roads, road class, accident severity and traffic, Great Britain, 2014

	Rate per billion vehicle miles						
	Pedal cycles	Motor-cycles	Cars	Buses or coaches	Vans / Light goods vehicles	Heavy goods vehicles	All vehicles ¹
Urban roads^{2,5}							
A roads							
Fatal	80	99	6.2	27	3.9	24	8.7
Fatal or serious	2,678	2,749	131	417	62	114	177
All severities	18,578	14,574	1,392	3,959	602	890	1,609
Other roads³							
Fatal	11	61	5.8	25	2.4	42	6.9
Fatal or serious	819	2,004	137	328	55	207	172
All severities	5,473	8,555	1,264	2,491	455	1,233	1,381
All urban roads⁴							
Fatal	25	76	6.0	26	3.0	29	7.7
Fatal or serious	1,186	2,298	135	366	58	142	174
All severities	8,058	10,930	1,319	3,123	517	994	1,478
Rural roads^{2,5}							
A roads							
Fatal	278	250	11	16	5.8	22	14
Fatal or serious	4,560	2,296	88	136	41	92	105
All severities	16,435	5,406	538	680	228	408	548
Other roads³							
Fatal	42	177	11	25	5.2	28	13
Fatal or serious	738	2,277	124	228	48	190	156
All severities	2,652	5,527	750	1,246	276	909	791
All rural roads⁴							
Fatal	65	220	11	19	5.6	23	14
Fatal or serious	1,112	2,288	100	167	44	105	122
All severities	4,000	5,457	609	868	245	472	629
All roads							
Motorways							
Fatal	..	26	2.6	4.1	0.9	7.0	2.9
Fatal or serious	..	432	21	49	12	33	23
All severities	..	1,083	204	205	104	210	195
A roads							
Fatal	117	186	9.5	22	5.2	22	12
Fatal or serious	3,031	2,489	104	293	48	97	131
All severities	18,176	9,303	851	2,519	353	513	928
Other roads³							
Fatal	22	106	7.7	25	3.6	34	9.5
Fatal or serious	791	2,111	132	305	52	198	166
All severities	4,504	7,374	1,061	2,208	377	1,056	1,144
Total⁴							
Fatal	38	135	7.5	22	3.8	17	9.2
Fatal or serious	1,163	2,141	98	277	42	78	121
All severities	6,769	7,714	800	2,179	312	430	854
Estimated vehicle miles (billion)							
Urban roads ^{2,5}	2.2	1.3	93	1.7	16	2.3	116
Rural roads ^{2,5}	1.0	1.2	104	0.9	20	6.5	134
Motorways	..	0.2	48	0.2	8.9	7.1	64
Total	3.2	2.8	244	2.8	45	16	314

1 Includes other vehicles and cases where vehicle type was not reported.

2 Excludes motorways.

3 B, C and unclassified roads.

4 Includes cases where road class was not reported.

5 See urban and rural definitions.

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Source: DfT STATS19, DfT National Road Traffic Survey
Last updated: 24 September 2015
Next update: September 2016

The figures in this table are National Statistics

RAS20005

Vehicle involvement rates for reported accidents, by vehicle type, urban and rural roads, road class, accident severity and traffic, Great Britain, 2014

	Rate per billion vehicle kilometres						
	Pedal cycles	Motor- cycles	Cars	Buses or coaches	Vans / Light goods vehicles	Heavy goods vehicles	All vehicles ¹
Urban roads^{2,5}							
A roads							
Fatal	50	62	3.9	17	2.5	15	5.4
Fatal or serious	1,664	1,708	82	259	39	71	110
All severities	11,544	9,056	865	2,460	374	553	1,000
Other roads³							
Fatal	7.0	38	3.6	15	1.5	26	4.3
Fatal or serious	509	1,245	85	204	34	129	107
All severities	3,401	5,316	785	1,548	283	766	858
All urban roads⁴							
Fatal	15	47	3.7	16	1.9	18	4.8
Fatal or serious	737	1,428	84	227	36	88	108
All severities	5,007	6,792	820	1,941	321	617	919
Rural roads^{2,5}							
A roads							
Fatal	172	156	7.1	9.8	3.6	14	8.5
Fatal or serious	2,833	1,427	54	85	26	57	65
All severities	10,212	3,359	335	423	142	253	341
Other roads³							
Fatal	26	110	6.6	15	3.2	17	8.3
Fatal or serious	459	1,415	77	142	30	118	97
All severities	1,648	3,434	466	774	172	565	491
All rural roads⁴							
Fatal	40	137	6.9	12	3.5	14	8.5
Fatal or serious	691	1,422	62	104	27	65	76
All severities	2,485	3,391	379	540	152	293	391
All roads							
Motorways							
Fatal	..	16	1.6	2.6	0.6	4.4	1.8
Fatal or serious	..	268	13	31	7.3	21	14
All severities	..	673	127	128	65	131	121
A roads							
Fatal	73	116	5.9	14	3.2	14	7.4
Fatal or serious	1,883	1,547	64	182	30	60	81
All severities	11,294	5,781	529	1,565	219	319	577
Other roads³							
Fatal	14	66	4.8	15	2.2	21	5.9
Fatal or serious	492	1,312	82	190	32	123	103
All severities	2,799	4,582	659	1,372	234	656	711
Total⁴							
Fatal	23	84	4.7	14	2.3	10	5.7
Fatal or serious	722	1,330	61	172	26	48	75
All severities	4,206	4,793	497	1,354	194	267	531
Estimated vehicle kilometres (billion)							
Urban roads ^{2,5}	3.6	2.1	150	2.7	25	3.7	187
Rural roads ^{2,5}	1.7	2.0	167	1.4	33	11	215
Motorways	..	0.4	77	0.4	14	11	104
Total	5.2	4.5	393	4.5	72	26	506

1 Includes other vehicles and cases where vehicle type was not reported.

2 Excludes motorways.

3 B, C and unclassified roads.

4 Includes cases where road class was not reported.

5 See urban and rural definitions.

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Source: DfT STATS19, DfT National Road Traffic Survey
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RAS20006

Vehicles involved in reported accidents by junction type, vehicle type, built-up and non built-up roads, Great Britain, 2014

		Number of vehicles							
		Round-about	T or staggered junction	Crossroads	Junction with more than 4 arms ¹	Slip road	Other junction	Using private drive or entrance	Not at or within 20 metres of junction
Pedal cycles	Built-up roads	2,915	8,788	2,286	150	58	428	1,125	4,410
	Non built-up roads	321	316	63	1	23	33	59	1,001
	Motorways	1	0	0	0	1	0	0	0
	All roads ²	3,237	9,104	2,349	151	82	461	1,184	5,411
Motorcycles	Built-up roads	1,744	7,452	1,875	126	87	386	1,049	3,995
	Non built-up roads	499	776	134	11	106	75	258	2,559
	Motorways	23	0	0	0	31	0	0	192
	All roads ²	2,266	8,228	2,009	137	224	461	1,307	6,746
Cars	Built-up roads	16,014	54,595	18,459	1,223	844	3,351	6,232	41,824
	Non built-up roads	4,312	7,621	2,257	111	1,484	866	1,837	24,797
	Motorways	479	35	4	8	1,013	28	0	8,182
	All roads ²	20,805	62,251	20,720	1,342	3,341	4,245	8,069	74,803
Buses or coaches	Built-up roads	363	2,297	637	62	31	143	94	2,069
	Non built-up roads	28	69	14	1	14	6	17	208
	Motorways	4	1	0	0	3	0	0	42
	All roads ²	395	2,367	651	63	48	149	111	2,319
Vans / Light good vehicles	Built-up roads	882	3,781	1,180	78	73	185	478	2,961
	Non built-up roads	310	633	185	6	112	66	185	2,003
	Motorways	44	1	1	1	87	1	0	790
	All roads ²	1,236	4,415	1,366	85	272	252	663	5,754
Heavy goods vehicles									
Articulated	Built-up roads	157	168	59	4	13	14	26	215
	Non built-up roads	137	112	15	0	64	26	39	658
	Motorways	10	2	0	0	97	0	0	831
	All roads ²	304	282	74	4	174	40	65	1,704
Rigid	Built-up roads	247	766	239	19	21	51	82	755
	Non built-up roads	123	201	50	3	70	25	65	949
	Motorways	16	2	0	0	57	1	0	484
	All roads ²	386	969	289	22	148	77	147	2,188
All HGVs	Built-up roads	404	934	298	23	34	65	108	970
	Non built-up roads	260	313	65	3	134	51	104	1,607
	Motorways	26	4	0	0	154	1	0	1,315
	All roads ²	690	1,251	363	26	322	117	212	3,892
Other vehicles ³	Built-up roads	137	536	184	24	11	55	73	583
	Non built-up roads	33	122	32	1	18	32	74	592
	Motorways	4	0	0	0	7	0	0	57
	All roads ²	174	658	216	25	36	87	147	1,232
All vehicles ³	Built-up roads	22,459	78,383	24,919	1,686	1,138	4,613	9,159	56,812
	Non built-up roads	5,763	9,850	2,750	134	1,891	1,129	2,534	32,767
	Motorways	581	41	5	9	1,296	30	0	10,578
	All roads ²	28,803	88,274	27,674	1,829	4,325	5,772	11,693	100,157

1 Excludes roundabouts

2 Includes cases where road class and/or speed limit was not reported.

3 Includes cases where vehicle type was unknown.

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RAS20007

Vehicles involved in reported accidents skidding or overturning, and towing by road surface condition, special conditions at site and vehicle type, Great Britain, 2014

	Number of vehicles					
	Road surface conditions ¹			Special conditions at site ¹		All ²
	Dry	Wet or flood	Snow or ice	Oil or diesel	Mud	
Pedal cycles						
Involved	17,234	4,593	113	18	24	21,979
Skidded	571	286	22	12	9	880
Motorcycles						
Involved	15,557	5,606	198	132	81	21,378
Skidded	2,817	1,750	129	104	56	4,699
Cars						
Involved	134,602	58,261	2,428	427	386	195,576
Skidded	7,278	7,851	1,148	201	207	16,284
Overturned ³	3,155	2,623	342	32	71	6,124
Towing caravan	92	24	0	0	0	116
Other tow	307	116	6	2	2	429
Vans / Light goods vehicles						
Involved	9,918	3,968	138	37	29	14,043
Skidded	543	478	50	12	14	1,072
Overturned ³	188	144	17	2	3	349
Towing caravan	2	0	0	0	0	2
Other tow	108	42	2	1	0	152
Heavy goods vehicles						
Rigid⁴						
Involved	3,008	1,173	42	14	10	4,226
Skidded	198	129	8	2	3	335
Jack-knifed	3	1	1	0	0	5
Overturned ³	73	37	4	0	1	114
Articulated						
Involved	1,859	763	21	7	5	2,647
Skidded	136	84	4	2	2	224
Jack-knifed	41	23	5	0	1	69
Overturned ³	86	42	3	0	1	131
All HGVs⁵						
Involved	4,867	1,936	63	21	15	6,873
Skidded	334	213	12	4	5	559
Jack-knifed	44	24	6	0	1	74
Overturned ³	159	79	7	0	2	245
Buses or coaches						
Involved	4,915	1,160	16	10	3	6,103
Skidded	59	40	5	4	1	104
Overturned ³	5	1	0	0	0	6
Other vehicles⁶						
Involved	1,921	627	25	11	16	2,575
Skidded	100	46	3	2	5	149
Overturned ³	101	35	2	1	2	138
All⁶	189,014	76,151	2,981	656	554	268,527

1 Vehicles can be counted in both "road surface conditions" and "special conditions at site" columns.

2 Includes cases where road surface condition or special condition at site was not reported.

3 Includes vehicles which may have skidded or jack-knifed before overturning.

4 Includes vehicles towing trailers or caravans.

5 Includes cases where body type was not reported.

6 Includes cases where vehicle type was not reported.

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RAS20008

Vehicles involved in reported accidents by vehicle type and manoeuvre, Great Britain, 2014

	Number of vehicles					
	Pedal cycles	Motorcycles 50cc and under	Motorcycles 51 - 125cc	Motorcycles 126 - 500cc	Motorcycles over 500cc	All motorcycles ¹
Reversing	19	2	5	0	2	9
Parked	26	10	16	3	11	41
Waiting to go ahead but held up	232	82	220	61	198	569
Slowing or stopping	438	153	554	131	429	1,279
Moving off	455	58	162	52	141	418
U turning	15	5	20	6	15	46
Turning left	409	54	209	57	126	453
Waiting to turn left	22	12	25	7	19	63
Turning right	1,256	154	394	81	215	852
Waiting to turn right	150	23	49	12	40	125
Changing lane to left	67	6	33	19	60	118
Changing lane to right	154	16	40	17	34	109
Overtaking a moving vehicle - offside	218	117	606	165	742	1,645
Overtaking a stationary vehicle - offside	526	98	460	129	350	1,044
Overtaking - nearside	559	49	192	56	137	441
Going ahead on a left-hand bend	385	85	342	120	612	1,168
Going ahead on a right-hand bend	631	116	376	116	465	1,081
Going ahead other	16,416	1,458	5,200	1,320	3,811	11,917
All known manoeuvres	21,978	2,498	8,903	2,352	7,407	21,378
Number of vehicles involved in accidents ²	21,979	2,498	8,903	2,352	7,407	21,378
of which - at a junction	16,568	1,785	6,492	1,643	4,588	14,632

	Number of vehicles					
	Cars	Buses or coaches	Vans / Light goods vehicles	Heavy goods vehicles		All vehicles other than two-wheel ⁴
				HGVs involved	of which LHD ³	
Reversing	2,996	26	481	145	5	3,699
Parked	8,360	380	817	330	18	10,024
Waiting to go ahead but held up	14,462	374	908	254	6	16,079
Slowing or stopping	16,445	1,031	1,167	471	11	19,224
Moving off	8,627	833	574	244	10	10,401
U turning	1,874	9	163	38	3	2,097
Turning left	7,478	175	620	238	11	8,590
Waiting to turn left	1,129	14	53	14	0	1,227
Turning right	23,245	302	1,509	417	34	25,722
Waiting to turn right	3,407	35	175	60	1	3,706
Changing lane to left	1,669	25	181	355	12	2,264
Changing lane to right	1,773	40	170	425	187	2,430
Overtaking a moving vehicle - offside	2,972	75	287	110	10	3,496
Overtaking a stationary vehicle - offside	1,595	78	110	41	0	1,847
Overtaking - nearside	719	23	59	22	2	834
Going ahead on a left-hand bend	6,440	111	355	226	11	7,232
Going ahead on a right-hand bend	7,746	145	500	309	16	8,822
Going ahead other	84,635	2,425	5,913	3,174	158	97,468
All known manoeuvres	195,572	6,101	14,042	6,873	495	225,162
Number of vehicles involved in accidents ²	195,576	6,103	14,043	6,873	495	225,170
of which - at a junction	120,773	3,784	8,289	2,981	159	137,170

- 1 Includes electric motorcycles and cases where engine size was not reported.
- 2 Includes cases where vehicle manoeuvre was not reported.
- 3 Left hand drive.
- 4 Includes other vehicles and cases where vehicle class was not reported.

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RAS20009

Vehicles involved in reported personal injury road accidents, by vehicle type, Great Britain, 1979-2014

Year	Number of vehicles						
	Pedal cycle	Motorcycle	Car	Bus or coach	Vans / Light goods vehicles	Heavy goods vehicles	All vehicles ¹
1979	24,792	69,173	265,327	14,808	24,715	18,194	422,983
1980	25,884	73,054	262,979	13,814	22,319	15,343	418,266
1981	26,496	70,949	265,531	13,083	22,106	14,554	417,723
1982	29,429	73,043	275,541	12,914	21,707	14,689	431,547
1983	31,824	65,962	261,714	12,763	19,853	13,504	409,690
1984	32,210	65,340	279,954	12,802	20,911	14,197	429,520
1985	27,953	57,823	278,517	12,468	23,113	14,452	417,923
1986	27,041	53,566	290,588	12,137	23,437	14,779	425,285
1987	27,010	47,024	287,636	11,766	22,651	15,107	414,988
1988	26,561	44,279	303,693	12,086	24,671	16,376	431,760
1989	29,327	43,995	325,213	12,711	25,793	17,894	459,172
1990	27,108	40,404	330,181	12,200	24,652	16,524	455,234
1991	25,439	31,722	308,076	11,417	21,802	15,241	417,792
1992	25,299	27,660	313,382	11,264	20,490	14,500	416,725
1993	24,612	25,836	312,790	10,947	19,069	14,417	411,729
1994	25,415	25,127	322,946	11,413	19,495	14,572	422,621
1995	25,497	24,219	318,083	10,994	18,674	13,771	414,807
1996	25,102	23,798	331,091	11,196	19,186	13,582	427,521
1997	25,200	25,211	338,924	11,241	20,070	14,385	438,877
1998	23,423	25,514	337,794	11,762	20,083	14,526	437,105
1999	23,482	27,122	329,866	11,888	18,052	15,191	430,492
2000	21,055	29,236	329,846	11,733	17,671	15,194	429,943
2001	19,497	30,084	321,900	11,521	18,314	14,813	420,073
2002	17,532	29,503	314,568	10,781	17,755	13,480	408,325
2003	17,472	29,523	299,933	10,939	17,486	13,173	392,022
2004	17,084	26,857	291,842	10,573	15,728	12,516	379,845
2005	17,039	25,870	281,810	9,988	16,078	12,120	366,236
2006	16,611	24,323	267,991	9,133	15,593	11,336	348,059
2007	16,607	24,381	255,891	8,559	14,620	10,688	334,966
2008	16,797	22,427	236,923	8,375	13,621	9,040	311,604
2009	17,599	21,590	227,244	7,831	13,214	7,487	298,687
2010	17,811	19,534	212,685	7,462	12,866	7,615	281,401
2011	19,883	21,059	204,720	7,223	12,886	7,126	276,155
2012	19,708	20,171	197,388	6,318	12,575	6,720	265,877
2013	20,049	19,538	185,769	5,896	12,686	6,524	252,913
2014	21,979	21,378	195,576	6,103	14,043	6,873	268,527

1 Includes other vehicles and cases where the vehicle type was not reported.

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RAS20010

Vehicles in reported personal injury accidents by journey purpose of driver/rider and by vehicle type, Great Britain, 2014

Journey purpose		Number of vehicles/percentage						
		Pedal cycle	Motorcycle	Car	Bus or coach	Vans / Light goods vehicles	Heavy goods vehicles	All vehicles ¹
Work	No. of vehicles	1,370	1,987	21,632	5,298	6,770	5,676	43,946
	Percentage	6	9	11	87	48	83	16
Commuting	No. of vehicles	3,448	3,426	19,518	26	1,199	109	27,775
	Percentage	16	16	10	0	9	2	10
Taking Pupil to School	No. of vehicles	46	13	2,535	46	30	1	2,675
	Percentage	0	0	1	1	0	0	1
Pupil Riding to School	No. of vehicles	437	157	318	3	8	4	932
	Percentage	2	1	0	0	0	0	0
Other / Unknown	No. of vehicles	16,678	15,795	151,573	730	6,036	1,082	193,198
	Percentage	76	74	78	12	43	16	72
Total	No. of vehicles	21,979	21,378	195,576	6,103	14,043	6,873	268,527
	Percentage	100	100	100	100	100	100	100

1 Includes other vehicle types and cases where vehicle type was not reported.

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RAS30

Casualties involved in reported road accidents

Table RAS30001

**Reported road casualties by road user type and severity, Great Britain
comparison of 2014 with 2005 - 2009 average and 2013**

							Number/percentage change	
	2005-09 average	2010	2011	2012	2013	2014	% change over 2005-09 average	% change from 2013
Pedestrians								
Killed	613	405	453	420	398	446	-27	12
Seriously injured	6,145	5,200	5,454	5,559	4,998	5,063	-18	1
KSI ¹	6,758	5,605	5,907	5,979	5,396	5,509	-18	2
Slightly injured	23,206	20,240	20,291	19,239	18,637	19,239	-17	3
All casualties	29,965	25,845	26,198	25,218	24,033	24,748	-17	3
Pedal cyclists								
Killed	130	111	107	118	109	113	-13	4
Seriously injured	2,398	2,660	3,085	3,222	3,143	3,401	42	8
KSI	2,528	2,771	3,192	3,340	3,252	3,514	39	8
Slightly injured	13,934	14,414	16,023	15,751	16,186	17,773	28	10
All casualties	16,463	17,185	19,215	19,091	19,438	21,287	29	10
Motorcycle users								
Killed	544	403	362	328	331	339	-38	2
Seriously injured	5,776	4,780	5,247	5,000	4,866	5,289	-8	9
KSI	6,320	5,183	5,609	5,328	5,197	5,628	-11	8
Slightly injured	16,452	13,503	14,541	13,982	13,555	14,738	-10	9
All casualties	22,772	18,686	20,150	19,310	18,752	20,366	-11	9
Car occupants								
Killed	1,407	835	883	801	785	797	-43	2
Seriously injured	11,577	8,914	8,342	8,232	7,641	8,035	-31	5
KSI	12,984	9,749	9,225	9,033	8,426	8,832	-32	5
Slightly injured	147,683	123,456	115,699	110,675	101,361	106,698	-28	5
All casualties	160,667	133,205	124,924	119,708	109,787	115,530	-28	5
Bus and coach occupants								
Killed	12	9	7	11	10	7	-42	-30
Seriously injured	397	392	325	312	332	293	-26	-12
KSI	409	401	332	323	342	300	-27	-12
Slightly injured	6,690	5,867	5,845	4,911	4,531	4,898	-27	8
All casualties	7,100	6,268	6,177	5,234	4,873	5,198	-27	7
Goods vehicle occupants								
Killed	85	62	62	62	58	47	-45	-19
Seriously injured	730	509	473	499	481	532	-27	11
KSI	815	571	535	561	539	579	-29	7
Slightly injured	6,836	5,501	5,379	5,312	5,195	5,747	-16	11
All casualties	7,651	6,072	5,914	5,873	5,734	6,326	-17	10
All road users²								
Killed	2,816	1,850	1,901	1,754	1,713	1,775	-37	4
Seriously injured	27,225	22,660	23,122	23,039	21,657	22,807	-16	5
KSI	30,041	24,510	25,023	24,793	23,370	24,582	-18	5
Slightly injured	216,010	184,138	178,927	170,930	160,300	169,895	-21	6
All casualties	246,050	208,648	203,950	195,723	183,670	194,477	-21	6
of whom children: 0 - 15 years								
Killed	127	55	60	61	48	53	-58	10
Seriously injured	2,940	2,447	2,352	2,211	1,932	2,029	-31	5
KSI	3,067	2,502	2,412	2,272	1,980	2,082	-32	5
Slightly injured	20,955	17,067	17,062	14,979	13,776	14,645	-30	6
All casualties	24,021	19,569	19,474	17,251	15,756	16,727	-30	6
Casualty rates³								
Killed	9	6	6	6	6	6	-37	1
Seriously injured	87	74	75	75	71	73	-17	3
KSI	96	80	82	81	76	78	-18	3
Slightly injured	690	601	583	559	522	541	-22	3
All casualties	786	681	665	640	599	619	-21	3

1 Killed or seriously injured.

2 Includes other vehicles.

3 Casualties per billion vehicle miles.

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Table RAS30002

Reported casualties by road user type, age and severity, Great Britain, 2014

	Number/percentage change compared to 2013								
	Killed		Seriously injured		Slightly injured		All casualties		Road traffic
	Number	% change	Number	% change	Number	% change	Number	% change	% change
Pedestrians									
Children: 0-15 years	29	12	1,350	1	5,102	1	6,481	1	..
Young people: 0-17 years	40	14	1,504	0	5,923	0	7,467	0	..
Adults: 18-59 years	215	-1	2,247	-3	10,168	4	12,630	3	..
60 and over	191	31	1,256	15	2,680	6	4,127	9	..
All casualties ¹	446	12	5,063	1	19,239	3	24,748	3	..
Pedal cyclists									
Children: 0-15 years	6	0	273	-1	1,726	3	2,005	2	..
Young people: 0-17 years	6	-33	381	0	2,369	5	2,756	4	..
Adults: 18-59 years	75	0	2,645	9	14,093	10	16,813	10	..
60 and over	32	28	337	20	948	14	1,317	16	..
All casualties ¹	113	4	3,401	8	17,773	10	21,287	10	4
Car occupants									
Children: 0-15 years	18	38	319	17	6,903	11	7,240	11	..
Young people: 0-17 years	33	3	574	9	9,678	9	10,285	9	..
Adults: 18-59 years	508	-1	5,590	3	82,089	5	88,187	5	..
60 and over	256	8	1,812	10	13,561	7	15,629	7	..
All casualties ¹	797	2	8,035	5	106,698	5	115,530	5	2
Motorcycle users	339	2	5,289	9	14,738	9	20,366	9	3
Bus and coach	7	-30	293	-12	4,898	8	5,198	7	0
Van/Light goods veh	33	-11	367	10	4,515	11	4,915	11	6
HGV	14	-33	162	10	1,177	4	1,353	4	2
All road users									
Children: 0-15 years	53	10	2,029	5	14,645	6	16,727	6	..
Young people: 0-17 yrs	83	-2	2,887	1	20,413	6	23,383	5	..
Adults: 18-59 years	1,157	-1	15,677	5	126,642	6	143,476	6	..
60 and over	535	17	4,026	11	19,983	7	24,544	8	..
All casualties ¹	1,775	4	22,807	5	169,895	6	194,477	6	2 ²

1 Includes cases where age was not reported.

2 Includes pedal cycles.

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Table RAS30003

Reported casualties by severity, Great Britain, 2004 - 2014

		Number/billion miles				
<u>Year and quarter</u>	<u>Killed</u>	<u>Seriously injured</u>	<u>Killed or seriously injured</u>	<u>Slightly injured</u>	<u>All casualties</u>	<u>Motor traffic billion vehicle miles</u>
2005-09 average	2,816	27,225	30,041	216,010	246,050	310
2004	3,221	31,130	34,351	246,489	280,840	307
2005	3,201	28,954	32,155	238,862	271,017	307
2006	3,172	28,673	31,845	226,559	258,404	311
2007	2,946	27,774	30,720	217,060	247,780	314
2008	2,538	26,034	28,572	202,333	230,905	311
2009	2,222	24,690	26,912	195,234	222,146	308
2010	1,850	22,660	24,510	184,138	208,648	303
2011	1,901	23,122	25,023	178,927	203,950	304
2012	1,754	23,039	24,793	170,930	195,723	303
2013	1,713	21,657	23,370	160,300	183,670	304
2014	1,775	22,807	24,582	169,895	194,477	311
2011 Q1	445	5,149	5,594	41,641	47,235	72
Q2	487	5,886	6,373	45,207	51,580	78
Q3	494	6,146	6,640	45,596	52,236	79
Q4	475	5,941	6,416	46,483	52,899	75
2012 Q1	414	5,443	5,857	40,733	46,590	72
Q2	402	5,579	5,981	41,385	47,366	77
Q3	470	6,221	6,691	44,154	50,845	79
Q4	468	5,796	6,264	44,658	50,922	75
2013 Q1	336	4,376	4,712	35,039	39,751	70
Q2	439	5,434	5,873	38,347	44,220	78
Q3	468	6,122	6,590	42,604	49,194	80
Q4	470	5,725	6,195	44,310	50,505	76
2014 Q1	376	5,168	5,544	40,349	45,893	73
Q2	428	5,805	6,233	41,790	48,023	79
Q3	457	6,035	6,492	42,972	49,464	82
Q4	514	5,799	6,313	44,784	51,097	77

Change on same quarter of previous year

2012 Q1	-7	6	5	-2	-1	1
Q2	-17	-5	-6	-8	-8	-1
Q3	-5	1	1	-3	-3	-1
Q4	-1	-2	-2	-4	-4	0
2013 Q1	-19	-20	-20	-14	-15	-3
Q2	9	-3	-2	-7	-7	2
Q3	0	-2	-2	-4	-3	1
Q4	0	-1	-1	-1	-1	1
2014 Q1	12	18	18	15	15	4
Q2	-3	7	6	9	9	1
Q3	-2	-1	-1	1	1	2
Q4	9	1	2	1	1	2

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Table RAS30004

All reported casualties by road user type, Great Britain, 2004 - 2014

							Number		
Year and quarter		Pedestrians		Pedal cyclists	Motorcycle users	Car occupants	Other vehicle users	All casualties	
		All ages	Children ¹					All ages	Children ¹
2005-09 average		29,965	9,508	16,463	22,772	160,667	16,184	246,050	24,021
2004		34,881	12,234	16,648	25,641	183,858	19,812	280,840	31,000
2005		33,281	11,250	16,561	24,824	178,302	18,049	271,017	28,126
2006		30,982	10,131	16,196	23,326	171,000	16,900	258,404	25,523
2007		30,191	9,527	16,195	23,459	161,433	16,502	247,780	23,807
2008		28,482	8,648	16,297	21,550	149,188	15,388	230,905	21,996
2009		26,887	7,983	17,064	20,703	143,412	14,080	222,146	20,655
2010		25,845	7,929	17,185	18,686	133,205	13,727	208,648	19,569
2011		26,198	7,807	19,215	20,150	124,924	13,463	203,950	19,474
2012		25,218	6,999	19,091	19,310	119,708	12,396	195,723	17,251
2013		24,033	6,396	19,438	18,752	109,787	11,660	183,670	15,756
2014		24,748	6,481	21,287	20,366	115,530	12,546	194,477	16,727
2011	Q1	6,617	1,949	3,775	3,946	29,627	3,270	47,235	4,332
	Q2	6,273	2,165	5,405	5,539	31,036	3,327	51,580	5,521
	Q3	6,058	1,931	5,470	5,630	31,580	3,498	52,236	5,317
	Q4	7,250	1,762	4,565	5,035	32,681	3,368	52,899	4,304
2012	Q1	6,473	1,772	4,169	4,254	28,553	3,141	46,590	3,989
	Q2	5,711	1,818	4,451	4,870	29,314	3,020	47,366	4,556
	Q3	5,867	1,813	5,902	5,722	30,110	3,244	50,845	4,840
	Q4	7,167	1,596	4,569	4,464	31,731	2,991	50,922	3,866
2013	Q1	5,613	1,441	3,218	3,113	25,192	2,615	39,751	3,161
	Q2	5,576	1,684	4,987	5,114	25,781	2,762	44,220	4,068
	Q3	5,661	1,650	6,388	5,762	28,183	3,200	49,194	4,617
	Q4	7,183	1,621	4,845	4,763	30,631	3,083	50,505	3,910
2014	Q1	6,623	1,647	4,486	3,976	27,838	2,970	45,893	3,813
	Q2	5,598	1,731	5,565	5,517	28,172	3,171	48,023	4,514
	Q3	5,420	1,502	6,340	5,877	28,544	3,283	49,464	4,484
	Q4	7,107	1,601	4,896	4,996	30,976	3,122	51,097	3,916

Change on same quarter of previous year

2012	Q1	-2	-9	10	8	-4	-4	-1	-8
	Q2	-9	-16	-18	-12	-6	-9	-8	-17
	Q3	-3	-6	8	2	-5	-7	-3	-9
	Q4	-1	-9	0	-11	-3	-11	-4	-10
2013	Q1	-13	-19	-23	-27	-12	-17	-15	-21
	Q2	-2	-7	12	5	-12	-9	-7	-11
	Q3	-4	-9	8	1	-6	-1	-3	-5
	Q4	0	2	6	7	-3	3	-1	1
2014	Q1	18	14	39	28	11	14	15	21
	Q2	0	3	12	8	9	15	9	11
	Q3	-4	-9	-1	2	1	3	1	-3
	Q4	-1	-1	1	5	1	1	1	0

1 Aged 0 - 15 years.

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Table RAS30005

Reported killed or seriously injured casualties, by road user type, Great Britain, 2004 - 2014

							Number		
<u>Year and quarter</u>		<u>Pedestrians</u>		<u>Pedal cyclists</u>	<u>Motorcycle users</u>	<u>Car occupants</u>	<u>Other vehicle users</u>	<u>All casualties</u>	
		<u>All ages</u>	<u>Children¹</u>					<u>All ages</u>	<u>Children¹</u>
2005-09 average		6,758	1,900	2,528	6,320	12,984	1,451	30,041	3,067
2004		7,478	2,339	2,308	6,648	16,144	1,773	34,351	3,905
2005		7,129	2,134	2,360	6,508	14,617	1,541	32,155	3,472
2006		7,051	2,025	2,442	6,484	14,254	1,614	31,845	3,294
2007		6,924	1,899	2,564	6,737	12,967	1,528	30,720	3,090
2008		6,642	1,784	2,565	6,049	11,968	1,348	28,572	2,807
2009		6,045	1,660	2,710	5,822	11,112	1,223	26,912	2,671
2010		5,605	1,646	2,771	5,183	9,749	1,202	24,510	2,502
2011		5,907	1,602	3,192	5,609	9,225	1,090	25,023	2,412
2012		5,979	1,545	3,340	5,328	9,033	1,113	24,793	2,272
2013		5,396	1,358	3,252	5,197	8,426	1,099	23,370	1,980
2014		5,509	1,379	3,514	5,628	8,832	1,099	24,582	2,082
2011	Q1	1,455	360	621	1,024	2,227	267	5,594	522
	Q2	1,365	487	861	1,644	2,232	271	6,373	708
	Q3	1,315	390	976	1,698	2,365	286	6,640	658
	Q4	1,772	365	734	1,243	2,401	266	6,416	524
2012	Q1	1,581	409	712	1,111	2,166	287	5,857	561
	Q2	1,306	395	791	1,419	2,190	275	5,981	606
	Q3	1,399	420	1,065	1,691	2,233	303	6,691	659
	Q4	1,693	321	772	1,107	2,444	248	6,264	446
2013	Q1	1,264	322	545	791	1,884	228	4,712	426
	Q2	1,235	377	819	1,542	1,995	282	5,873	548
	Q3	1,285	353	1,102	1,740	2,153	310	6,590	573
	Q4	1,612	306	786	1,124	2,394	279	6,195	433
2014	Q1	1,463	335	676	989	2,163	253	5,544	481
	Q2	1,213	380	951	1,663	2,135	271	6,233	579
	Q3	1,240	341	1,096	1,754	2,134	268	6,492	567
	Q4	1,593	323	791	1,222	2,400	307	6,313	455

Change on same quarter of previous year

2012	Q1	9	14	15	8	-3	7	5	7
	Q2	-4	-19	-8	-14	-2	1	-6	-14
	Q3	6	8	9	0	-6	6	1	0
	Q4	-4	-12	5	-11	2	-7	-2	-15
2013	Q1	-20	-21	-23	-29	-13	-21	-20	-24
	Q2	-5	-5	4	9	-9	3	-2	-10
	Q3	-8	-16	3	3	-4	2	-2	-13
	Q4	-5	-5	2	2	-2	13	-1	-3
2014	Q1	16	4	24	25	15	11	18	13
	Q2	-2	1	16	8	7	-4	6	6
	Q3	-4	-3	-1	1	-1	-14	-1	-1
	Q4	-1	6	1	9	0	10	2	5

¹ Aged 0 - 15 years.

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Table RAS30006

Reported casualties by speed limit, road class and severity, Great Britain, 2014

Type of road	Number/percentage change compared to 2013								
	Killed		Seriously injured		Slightly injured		All casualties		Road traffic ¹
	Number	% change	Number	% change	Number	% change	Number	% change	% change
Motorways	96	-4	718	9	8,391	5	9,205	5	2
Built-up roads									
20 mph	28	367	502	15	3,472	28	4,002	26	..
30 mph	611	14	12,520	3	105,436	7	118,567	7	..
40 mph	144	-17	2,030	10	14,818	4	16,992	5	..
All built-up roads	783	9	15,052	4	123,726	7	139,561	7	..
Non built-up roads									
50 mph	133	17	1,129	15	7,149	9	8,411	10	..
60 mph	646	0	5,025	4	24,294	1	29,965	2	..
70 mph	117	-12	883	15	6,335	1	7,335	2	..
All non built-up roads	896	0	7,037	7	37,778	2	45,711	3	..
Major roads ²	1,090	1	11,242	5	88,995	5	101,327	5	2
Minor roads ³	685	8	11,565	6	80,900	7	93,150	7	4
All roads ⁴	1,775	4	22,807	5	169,895	6	194,477	6	2

1 Motor vehicle traffic only.

2 Motorways, A(M) and A roads (ie motorways, trunk and principal roads).

3 B, C and unclassified roads (ie other roads).

4 Includes unknown road class and speed limit.

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[Notes & Definitions](#)

Source: STATS19, DfT National Road Traffic Survey

Last updated: 25 June 2015

Next update: June 2016

The figures in this table are National Statistics

Table RAS30007
Reported casualties by severity, by police force area, Great Britain, 2014

Police force area	Number				
	Killed	Seriously injured	Killed or seriously injured	Slightly injured	All casualties
Avon and Somerset	54	443	497	3,770	4,267
Bedfordshire	17	218	235	1,905	2,140
Cambridgeshire	30	365	395	2,330	2,725
Cheshire	34	514	548	3,019	3,567
City of London	4	51	55	335	390
Cleveland	7	152	159	1,095	1,254
Cumbria	25	206	231	1,701	1,932
Derbyshire	36	486	522	2,648	3,170
Devon and Cornwall	52	669	721	4,771	5,492
Dorset	19	371	390	2,015	2,405
Durham	20	188	208	1,699	1,907
Essex	38	719	757	4,727	5,484
Gloucestershire	29	195	224	944	1,168
Greater Manchester	54	663	717	4,918	5,635
Hampshire	43	1,020	1,063	4,612	5,675
Hertfordshire	34	357	391	3,299	3,690
Humberside	29	458	487	3,275	3,762
Kent	50	665	715	6,433	7,148
Lancashire	43	816	859	4,621	5,480
Leicestershire	36	338	374	2,866	3,240
Lincolnshire	42	356	398	2,717	3,115
Merseyside	27	586	613	3,458	4,071
Metropolitan Police	125	1,990	2,115	28,332	30,447
Norfolk	39	340	379	2,199	2,578
North Yorkshire	45	461	506	2,335	2,841
Northamptonshire	21	296	317	1,381	1,698
Northumbria	30	423	453	3,986	4,439
Nottinghamshire	34	416	450	3,319	3,769
South Yorkshire	26	443	469	4,088	4,557
Staffordshire	29	194	223	3,718	3,941
Suffolk	30	212	242	2,107	2,349
Surrey	38	697	735	4,673	5,408
Sussex	39	991	1,030	4,674	5,704
Thames Valley	77	938	1,015	6,335	7,350
Warwickshire	28	287	315	1,946	2,261
West Mercia	43	385	428	2,749	3,177
West Midlands	56	894	950	6,748	7,698
West Yorkshire	58	867	925	6,013	6,938
Wiltshire	31	283	314	1,843	2,157
England	1,472	19,953	21,425	153,604	175,029
Dyfed-Powys	37	305	342	1,438	1,780
Gwent	15	134	149	1,119	1,268
North Wales	25	379	404	1,556	1,960
South Wales	26	342	368	2,832	3,200
Wales	103	1,160	1,263	6,945	8,208
Police Scotland	200	1,694	1,894	9,346	11,240
Great Britain	1,775	22,807	24,582	169,895	194,477

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Last updated: 25 June 2015
 Next update: June 2016

The figures in this table are National Statistics

Table RAS30008

Reported casualties by severity, by local authority area, Great Britain, 2014

Local authority area	LA code	Number				
		Killed	Seriously injured	Killed or seriously injured	Slightly injured	All casualties
Barking and Dagenham	E09000002	2	38	40	609	649
Barnet	E09000003	5	93	98	1,178	1,276
Barnsley	E08000016	2	80	82	750	832
Bath and North East Somerset	E06000022	6	43	49	330	379
Bedford	E06000055	6	69	75	486	561
Bexley	E09000004	1	23	24	532	556
Birmingham	E08000025	10	383	393	3,191	3,584
Blackburn with Darwen	E06000008	3	73	76	477	553
Blackpool	E06000009	0	51	51	509	560
Bolton	E08000001	7	84	91	541	632
Bournemouth	E06000028	1	69	70	552	622
Bracknell Forest	E06000036	1	25	26	230	256
Bradford	E08000032	14	190	204	1,548	1,752
Brent	E09000005	2	83	85	982	1,067
Brighton and Hove	E06000043	2	156	158	829	987
Bristol, City of	E06000023	8	112	120	1,081	1,201
Bromley	E09000006	3	47	50	818	868
Buckinghamshire	E10000002	21	215	236	1,291	1,527
Bury	E08000002	0	31	31	301	332
Calderdale	E08000033	6	93	99	524	623
Cambridgeshire	E10000003	26	294	320	1,729	2,049
Camden	E09000007	3	67	70	967	1,037
Central Bedfordshire	E06000056	7	103	110	854	964
Cheshire East	E06000049	11	214	225	1,113	1,338
Cheshire West and Chester	E06000050	12	179	191	945	1,136
City of London	E09000001	4	51	55	335	390
Cornwall (excluding Isles of Scilly)	E06000052	25	228	253	1,654	1,907
County Durham	E06000047	17	165	182	1,403	1,585
Coventry	E08000026	12	110	122	705	827
Croydon	E09000008	9	62	71	1,043	1,114
Cumbria	E10000006	25	206	231	1,701	1,932
Darlington	E06000005	3	23	26	296	322
Derby	E06000015	6	100	106	752	858
Derbyshire	E10000007	30	386	416	1,896	2,312
Devon	E10000008	23	316	339	2,088	2,427
Doncaster	E08000017	10	98	108	1,129	1,237
Dorset	E10000009	16	223	239	1,037	1,276
Dudley	E08000027	6	82	88	534	622
Ealing	E09000009	1	80	81	1,209	1,290
East Riding of Yorkshire	E06000011	17	171	188	1,023	1,211
East Sussex	E10000011	16	374	390	1,579	1,969
Enfield	E09000010	4	48	52	951	1,003
Essex	E10000012	35	586	621	3,731	4,352
Gateshead	E08000037	4	53	57	642	699
Gloucestershire	E10000013	29	195	224	944	1,168
Greenwich	E09000011	4	36	40	730	770
Hackney	E09000012	7	53	60	960	1,020
Halton	E06000006	6	45	51	325	376
Hammersmith and Fulham	E09000013	3	66	69	694	763
Hampshire	E10000014	38	735	773	2,970	3,743

Haringey	E09000014	4	81	85	1,015	1,100
Harrow	E09000015	3	48	51	542	593
Hartlepool	E06000001	2	23	25	184	209
Havering	E09000016	4	42	46	727	773
Herefordshire, County of	E06000019	13	70	83	477	560
Hertfordshire	E10000015	34	357	391	3,299	3,690
Hillingdon	E09000017	4	80	84	860	944
Hounslow	E09000018	3	59	62	1,001	1,063
Isle of Wight	E06000046	3	66	69	358	427
Isles of Scilly	E06000053	0	1	1	2	3
Islington	E09000019	1	92	93	875	968
Kensington and Chelsea	E09000020	2	67	69	721	790
Kent	E10000016	49	609	658	5,645	6,303
Kingston upon Hull, City of	E06000010	2	113	115	902	1,017
Kingston upon Thames	E09000021	2	37	39	435	474
Kirklees	E08000034	9	159	168	941	1,109
Knowsley	E08000011	5	53	58	350	408
Lambeth	E09000022	9	89	98	1,294	1,392
Lancashire	E10000017	40	692	732	3,635	4,367
Leeds	E08000035	21	313	334	2,198	2,532
Leicester	E06000016	4	96	100	1,108	1,208
Leicestershire	E10000018	26	224	250	1,665	1,915
Lewisham	E09000023	7	56	63	976	1,039
Lincolnshire	E10000019	42	356	398	2,717	3,115
Liverpool	E08000012	8	246	254	1,564	1,818
London Airport (Heathrow)		2	1	3	49	52
Luton	E06000032	4	46	50	565	615
Manchester	E08000003	15	154	169	1,230	1,399
Medway	E06000035	1	56	57	788	845
Merton	E09000024	3	47	50	567	617
Middlesbrough	E06000002	2	34	36	341	377
Milton Keynes	E06000042	11	94	105	944	1,049
Newcastle upon Tyne	E08000021	1	78	79	839	918
Newham	E09000025	5	59	64	901	965
Norfolk	E10000020	39	340	379	2,199	2,578
North East Lincolnshire	E06000012	4	82	86	643	729
North Lincolnshire	E06000013	6	92	98	707	805
North Somerset	E06000024	1	50	51	458	509
North Tyneside	E08000022	7	40	47	508	555
North Yorkshire	E10000023	40	391	431	1,827	2,258
Northamptonshire	E10000021	21	296	317	1,381	1,698
Northumberland	E06000057	15	144	159	927	1,086
Nottingham	E06000018	4	103	107	1,129	1,236
Nottinghamshire	E10000024	30	313	343	2,190	2,533
Oldham	E08000004	5	63	68	479	547
Oxfordshire	E10000025	26	352	378	1,823	2,201
Peterborough	E06000031	4	71	75	601	676
Plymouth	E06000026	3	82	85	707	792
Poole	E06000029	2	79	81	426	507
Portsmouth	E06000044	1	96	97	596	693
Reading	E06000038	4	40	44	387	431
Redbridge	E09000026	4	44	48	951	999
Redcar and Cleveland	E06000003	2	46	48	227	275
Richmond upon Thames	E09000027	3	51	54	555	609
Rochdale	E08000005	5	66	71	407	478

Rotherham	E08000018	6	87	93	730	823
Rutland	E06000017	6	18	24	93	117
Salford	E08000006	4	59	63	486	549
Sandwell	E08000028	10	112	122	788	910
Sefton	E08000014	5	89	94	580	674
Sheffield	E08000019	8	178	186	1,479	1,665
Shropshire	E06000051	15	125	140	695	835
Slough	E06000039	2	47	49	566	615
Solihull	E08000029	5	42	47	333	380
Somerset	E10000027	33	185	218	1,405	1,623
South Gloucestershire	E06000025	6	53	59	496	555
South Tyneside	E08000023	1	35	36	352	388
Southampton	E06000045	1	123	124	688	812
Southend-on-Sea	E06000033	2	80	82	522	604
Southwark	E09000028	5	64	69	1,045	1,114
St. Helens	E08000013	3	64	67	371	438
Staffordshire	E10000028	24	155	179	2,904	3,083
Stockport	E08000007	6	58	64	341	405
Stockton-on-Tees	E06000004	1	49	50	343	393
Stoke-on-Trent	E06000021	5	39	44	814	858
Suffolk	E10000029	30	212	242	2,107	2,349
Sunderland	E08000024	2	73	75	718	793
Surrey	E10000030	38	697	735	4,673	5,408
Sutton	E09000029	4	25	29	391	420
Swindon	E06000030	2	67	69	481	550
Tameside	E08000008	6	47	53	360	413
Telford and Wrekin	E06000020	3	37	40	359	399
Thurrock	E06000034	1	53	54	474	528
Torbay	E06000027	1	42	43	320	363
Tower Hamlets	E09000030	8	80	88	1,133	1,221
Trafford	E08000009	2	43	45	387	432
Wakefield	E08000036	8	112	120	802	922
Walsall	E08000030	10	92	102	628	730
Waltham Forest	E09000031	2	59	61	891	952
Wandsworth	E09000032	0	81	81	1,043	1,124
Warrington	E06000007	5	76	81	636	717
Warwickshire	E10000031	28	287	315	1,946	2,261
West Berkshire	E06000037	7	61	68	386	454
West Sussex	E10000032	21	461	482	2,266	2,748
Westminster	E09000033	6	132	138	1,687	1,825
Wigan	E08000010	4	58	62	386	448
Wiltshire	E06000054	29	216	245	1,362	1,607
Windsor and Maidenhead	E06000040	2	58	60	398	458
Wirral	E08000015	6	134	140	593	733
Wokingham	E06000041	3	46	49	310	359
Wolverhampton	E08000031	3	73	76	569	645
Worcestershire	E10000034	12	153	165	1,218	1,383
York	E06000014	5	70	75	508	583
England	E92000001	1,472	19,953	21,425	153,604	175,029

Blaenau Gwent	W06000019	2	14	16	134	150
Bridgend	W06000013	1	34	35	315	350
Caerphilly	W06000018	2	28	30	267	297
Cardiff	W06000015	5	84	89	762	851
Carmarthenshire	W06000010	8	86	94	463	557
Ceredigion	W06000008	6	44	50	199	249
Conwy	W06000003	3	63	66	327	393
Denbighshire	W06000004	6	59	65	246	311
Flintshire	W06000005	5	72	77	315	392
Gwynedd	W06000002	5	90	95	268	363
Isle of Anglesey	W06000001	3	37	40	118	158
Merthyr Tydfil	W06000024	2	24	26	142	168
Monmouthshire	W06000021	6	33	39	164	203
Neath Port Talbot	W06000012	7	35	42	291	333
Newport	W06000022	2	43	45	385	430
Pembrokeshire	W06000009	7	53	60	332	392
Powys	W06000023	16	122	138	444	582
Rhondda, Cynon, Taff	W06000016	4	60	64	522	586
Swansea	W06000011	5	67	72	531	603
The Vale of Glamorgan	W06000014	2	38	40	269	309
Torfaen	W06000020	3	16	19	169	188
Wrexham	W06000006	3	58	61	282	343
Wales	W92000004	103	1,160	1,263	6,945	8,208

Aberdeen City	S12000033	6	87	93	217	310
Aberdeenshire	S12000034	25	177	202	368	570
Angus	S12000041	6	37	43	140	183
Argyll & Bute	S12000035	5	54	59	196	255
Clackmannanshire	S12000005	0	7	7	77	84
Dumfries & Galloway	S12000006	10	74	84	311	395
Dundee City	S12000042	1	41	42	151	193
East Ayrshire	S12000008	1	24	25	199	224
East Dunbartonshire	S12000045	1	15	16	107	123
East Lothian	S12000010	4	35	39	204	243
East Renfrewshire	S12000011	0	14	14	96	110
Edinburgh, City of	S12000036	10	154	164	1,307	1,471
Falkirk	S12000014	5	42	47	249	296
Fife	S12000015	12	80	92	436	528
Glasgow City	S12000046	19	167	186	1,379	1,565
Highland	S12000017	19	69	88	492	580
Inverclyde	S12000018	1	15	16	170	186
Midlothian	S12000019	0	35	35	216	251
Moray	S12000020	2	46	48	73	121
Na h-Eileanan an Iar (Western Isles)	S12000013	4	6	10	37	47
North Ayrshire	S12000021	4	45	49	195	244
North Lanarkshire	S12000044	5	72	77	556	633
Orkney Islands	S12000023	2	5	7	22	29
Perth and Kinross	S12000024	13	68	81	202	283
Renfrewshire	S12000038	9	37	46	271	317
Scottish Borders	S12000026	7	60	67	228	295
Shetland Islands	S12000027	1	2	3	26	29
South Ayrshire	S12000028	2	38	40	205	245
South Lanarkshire	S12000029	12	84	96	561	657
Stirling	S12000030	7	57	64	160	224
West Dunbartonshire	S12000039	2	14	16	119	135
West Lothian	S12000040	5	33	38	376	414
Scotland	S92000003	200	1,694	1,894	9,346	11,240
Great Britain	K03000001	1,775	22,807	24,582	169,895	194,477

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Source: STATS19
Last updated: 25 June 2015
Next update: June 2016

The figures in this table are National Statistics

RAS30009

Reported casualties by gender, built-up and non built-up roads, road class and severity, Great Britain, 2005-09 average, 2007 - 2014

	Number of casualties								
Male	2005-09 average ¹	2007	2008	2009	2010	2011	2012	2013	2014
Built-up roads²									
A roads									
Killed	390	383	366	335	263	309	262	267	263
KSI ³	5,340	5,502	5,191	4,927	4,510	4,878	4,868	4,492	4,582
All severities	41,580	41,651	40,336	38,946	37,395	38,181	36,773	34,865	37,365
B roads									
Killed	130	138	116	125	81	91	86	82	71
KSI	1,701	1,777	1,636	1,598	1,316	1,586	1,568	1,525	1,527
All severities	12,490	12,425	11,927	11,687	10,892	11,095	10,880	10,287	10,739
Other roads									
Killed	307	308	289	248	181	196	249	186	218
KSI	5,675	5,832	5,430	5,122	4,687	4,845	5,096	4,564	4,938
All severities	43,375	43,503	40,451	39,372	36,826	36,255	34,453	32,268	34,814
All built-up roads ⁴									
Killed	827	829	771	708	525	596	597	535	552
KSI	12,716	13,111	12,257	11,647	10,513	11,309	11,532	10,581	11,047
All severities	97,444	97,579	92,714	90,005	85,113	85,531	82,106	77,420	82,918
Non-built-up roads²									
A roads									
Killed	794	818	687	601	512	518	467	457	483
KSI	4,664	4,663	4,233	4,031	3,556	3,540	3,294	3,293	3,507
All severities	24,065	24,543	21,346	20,959	18,969	18,352	17,499	16,903	17,191
B roads									
Killed	172	200	149	123	122	128	107	91	96
KSI	1,226	1,233	1,173	1,065	939	978	813	859	868
All severities	5,753	6,067	5,215	4,741	4,343	4,208	3,827	3,684	3,891
Other roads									
Killed	186	220	154	120	118	100	99	111	103
KSI	1,548	1,606	1,417	1,335	1,179	1,078	1,134	1,075	1,161
All severities	8,535	8,760	7,613	7,045	6,170	5,918	5,747	5,305	5,781
All non built-up roads ⁴									
Killed	1,153	1,238	990	844	752	746	673	659	682
KSI	7,438	7,502	6,823	6,431	5,674	5,596	5,241	5,227	5,536
All severities	38,353	39,370	34,174	32,745	29,482	28,478	27,073	25,892	26,863
All speed limits⁵									
Motorways									
Killed	134	150	121	101	89	81	68	77	76
KSI	801	893	709	673	613	573	494	474	542
All severities	7,115	7,414	6,590	5,961	5,895	5,489	5,260	4,901	5,280
A roads									
Killed	1,184	1,201	1,053	936	775	827	729	724	746
KSI	10,004	10,165	9,424	8,958	8,066	8,418	8,162	7,785	8,089
All severities	65,645	66,194	61,682	59,905	56,364	56,533	54,272	51,768	54,556
B roads									
Killed	302	338	265	248	203	219	193	173	167
KSI	2,927	3,010	2,809	2,663	2,255	2,564	2,381	2,384	2,395
All severities	18,242	18,492	17,142	16,428	15,235	15,303	14,707	13,971	14,630
Other roads									
Killed	493	528	443	368	299	296	348	297	321
KSI	7,223	7,438	6,847	6,457	5,866	5,923	6,230	5,639	6,099
All severities	51,910	52,263	48,064	46,417	42,996	42,173	40,200	37,573	40,595
Total⁵									
Killed	2,114	2,217	1,882	1,653	1,366	1,423	1,338	1,271	1,310
KSI	20,955	21,506	19,789	18,751	16,800	17,478	17,267	16,282	17,125
All severities	142,912	144,363	133,478	128,711	120,490	119,498	114,439	108,213	115,061

1 Figures have been rounded to the nearest whole number.

2 Excludes motorways.

3 Killed or seriously injured.

4 Includes cases where road class was not reported.

5 Includes cases where speed limit was not reported.

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[Notes & Definitions](#)

The figures in this table are National Statistics

Source: DFT STATS19

Last updated: 24 September 2015

Next update: September 2016

RAS30009

Reported casualties by gender, built-up and non built-up roads, road class and severity, Great Britain, 2005-09 average, 2007 - 2014

	Number of casualties								
Female	2005-09 average ¹	2007	2008	2009	2010	2011	2012	2013	2014
Built-up roads²									
A roads									
Killed	153	167	126	139	106	111	77	88	89
KSI ³	2,333	2,455	2,297	2,127	1,995	2,101	1,964	1,829	1,854
All severities	30,346	30,072	29,384	28,193	27,041	26,459	25,336	23,619	25,074
B roads									
Killed	47	54	41	43	26	25	30	25	41
KSI	744	740	767	702	723	653	712	659	677
All severities	9,529	9,630	9,200	8,856	8,418	8,082	7,916	7,172	7,600
Other roads									
Killed	120	110	118	91	82	84	73	70	101
KSI	2,576	2,602	2,551	2,313	2,220	2,182	2,178	2,091	2,257
All severities	31,353	31,418	29,530	28,683	26,719	25,454	24,534	22,384	23,966
All built-up roads⁴									
Killed	320	331	285	273	214	220	180	183	231
KSI	5,653	5,797	5,615	5,142	4,938	4,936	4,854	4,579	4,788
All severities	71,228	71,120	68,114	65,732	62,178	59,995	57,786	53,175	56,640
Non-built-up roads²									
A roads									
Killed	242	243	229	192	169	171	161	164	159
KSI	1,962	1,908	1,780	1,746	1,553	1,507	1,525	1,448	1,575
All severities	16,943	17,070	15,300	15,068	14,059	13,228	12,670	12,173	12,492
B roads									
Killed	52	62	53	39	36	27	28	39	21
KSI	501	492	501	424	387	382	382	334	345
All severities	3,801	3,870	3,590	3,158	3,062	2,814	2,764	2,521	2,525
Other roads									
Killed	50	60	51	34	36	35	27	33	34
KSI	625	653	557	531	526	446	516	439	477
All severities	5,753	5,848	5,370	4,737	4,344	4,155	4,154	3,746	3,831
All non built-up roads⁴									
Killed	344	365	333	265	241	233	216	236	214
KSI	3,088	3,053	2,838	2,701	2,466	2,335	2,423	2,221	2,397
All severities	26,497	26,788	24,260	22,963	21,465	20,197	19,588	18,440	18,848
All speed limits⁵									
Motorways									
Killed	39	33	37	31	29	25	20	23	20
KSI	339	358	318	317	303	273	248	286	272
All severities	5,301	5,384	4,876	4,695	4,474	4,253	3,903	3,831	3,925
A roads									
Killed	395	410	355	331	275	282	238	252	248
KSI	4,295	4,363	4,077	3,873	3,548	3,608	3,489	3,277	3,429
All severities	47,289	47,142	44,684	43,261	41,100	39,687	38,006	35,792	37,566
B roads									
Killed	98	116	94	82	62	52	58	64	62
KSI	1,245	1,232	1,268	1,126	1,110	1,035	1,094	993	1,022
All severities	13,330	13,500	12,790	12,014	11,480	10,896	10,680	9,693	10,125
Other roads									
Killed	170	170	169	125	118	119	100	103	135
KSI	3,201	3,255	3,108	2,844	2,746	2,628	2,694	2,530	2,734
All severities	37,106	37,266	34,900	33,420	31,063	29,609	28,688	26,130	27,797
Total⁵									
Killed	702	729	655	569	484	478	416	442	465
KSI	9,081	9,208	8,771	8,160	7,707	7,544	7,525	7,086	7,457
All severities	103,026	103,292	97,250	93,390	88,117	84,445	81,277	75,446	79,413

1 Figures have been rounded to the nearest whole number.

2 Excludes motorways.

3 Killed or seriously injured.

4 Includes cases where road class was not reported.

5 Includes cases where speed limit was not reported.

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[Notes & Definitions](#)

The figures in this table are National Statistics

Source: DfT STATS19

Last updated: 24 September 2015

Next update: September 2016

RAS30009

Reported casualties by gender, built-up and non built-up roads, road class and severity, Great Britain, 2005-09 average, 2007 - 2014

	Number of casualties								
All Casualties	2005-09 average ¹	2007	2008	2009	2010	2011	2012	2013	2014
Built-up roads²									
A roads									
Killed	543	550	492	474	369	420	339	355	352
KSI ³	7,675	7,958	7,490	7,055	6,506	6,979	6,833	6,321	6,436
All severities	71,950	71,751	69,764	67,146	64,449	64,641	62,113	58,486	62,439
B roads									
Killed	176	192	157	168	107	116	116	107	112
KSI	2,446	2,519	2,403	2,300	2,040	2,239	2,280	2,184	2,204
All severities	22,029	22,066	21,144	20,547	19,314	19,178	18,796	17,460	18,339
Other roads									
Killed	427	418	408	339	263	280	322	256	319
KSI	8,252	8,434	7,987	7,435	6,908	7,027	7,274	6,656	7,195
All severities	74,770	74,969	70,051	68,067	63,560	61,711	58,990	54,656	58,783
All built-up roads⁴									
Killed	1,147	1,160	1,057	981	739	816	777	718	783
KSI	18,373	18,911	17,880	16,790	15,454	16,245	16,387	15,161	15,835
All severities	168,749	168,786	160,959	155,760	147,323	145,530	139,899	130,602	139,561
Non-built-up roads²									
A roads									
Killed	1,037	1,061	916	793	681	689	628	621	642
KSI	6,627	6,572	6,016	5,777	5,109	5,048	4,819	4,742	5,082
All severities	41,028	41,621	36,676	36,047	33,033	31,582	30,169	29,080	29,683
B roads									
Killed	224	262	202	162	158	155	135	130	117
KSI	1,727	1,725	1,675	1,489	1,326	1,360	1,195	1,193	1,213
All severities	9,557	9,942	8,809	7,899	7,407	7,022	6,591	6,205	6,416
Other roads									
Killed	236	280	205	154	154	135	126	144	137
KSI	2,173	2,259	1,974	1,866	1,705	1,524	1,650	1,514	1,638
All severities	14,293	14,614	12,990	11,784	10,516	10,074	9,901	9,051	9,612
All non built-up roads⁴									
Killed	1,496	1,603	1,323	1,109	993	979	889	895	896
KSI	10,528	10,556	9,665	9,132	8,140	7,932	7,664	7,449	7,933
All severities	64,879	66,177	58,475	55,730	50,956	48,678	46,661	44,336	45,711
All speed limits⁵									
Motorways									
Killed	173	183	158	132	118	106	88	100	96
KSI	1,140	1,253	1,027	990	916	846	742	760	814
All severities	12,423	12,817	11,471	10,656	10,369	9,742	9,163	8,732	9,205
A roads									
Killed	1,580	1,611	1,408	1,267	1,050	1,109	967	976	994
KSI	14,302	14,530	13,506	12,832	11,615	12,027	11,652	11,063	11,518
All severities	112,978	113,372	106,440	103,193	97,482	96,223	92,282	87,566	92,122
B roads									
Killed	400	454	359	330	265	271	251	237	229
KSI	4,173	4,244	4,078	3,789	3,366	3,599	3,475	3,377	3,417
All severities	31,586	32,008	29,953	28,446	26,721	26,200	25,387	23,665	24,755
Other roads									
Killed	663	698	613	493	417	415	448	400	456
KSI	10,425	10,693	9,961	9,301	8,613	8,551	8,924	8,170	8,833
All severities	89,063	89,583	83,041	79,851	74,076	71,785	68,891	63,707	68,395
Total⁵									
Killed	2,816	2,946	2,538	2,222	1,850	1,901	1,754	1,713	1,775
KSI	30,041	30,720	28,572	26,912	24,510	25,023	24,793	23,370	24,582
All severities	246,050	247,780	230,905	222,146	208,648	203,950	195,723	183,670	194,477

1 Figures have been rounded to the nearest whole number.

2 Excludes motorways.

3 Killed or seriously injured.

4 Includes cases where road class was not reported.

5 Includes cases where speed limit was not reported.

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[Notes & Definitions](#)

The figures in this table are National Statistics

Source: DfT STATS19

Last updated: 24 September 2015

Next update: September 2016

RAS30010

Reported casualties by gender, road user type and severity, Great Britain, 2005-09 average, 2007 - 2014

	Number of casualties								
	2005-09 average ¹	2007	2008	2009	2010	2011	2012	2013	2014
Male									
Pedestrians									
Killed	396	422	362	324	275	308	290	270	285
KSI ²	4,109	4,260	3,988	3,668	3,390	3,519	3,635	3,217	3,233
All severities	17,238	17,452	16,266	15,311	14,839	15,047	14,371	13,623	13,898
Pedal cyclists									
Killed	109	112	97	83	85	85	109	90	93
KSI	2,079	2,090	2,106	2,239	2,247	2,621	2,759	2,676	2,893
All severities	13,266	13,036	13,118	13,811	13,935	15,511	15,452	15,778	17,178
Motorcycle									
Riders									
Killed	507	541	459	441	375	338	307	308	317
KSI	5,652	5,998	5,399	5,236	4,660	5,076	4,799	4,678	5,060
All severities	19,851	20,468	18,774	18,154	16,400	17,858	17,111	16,641	18,133
Passengers									
Killed	11	13	9	9	7	5	1	4	6
KSI	139	152	109	97	88	93	82	92	92
All severities	466	475	394	335	269	303	228	245	264
Car									
Drivers									
Killed	723	731	646	526	420	462	420	409	421
KSI	5,781	5,737	5,395	4,893	4,158	4,022	3,789	3,679	3,853
All severities	60,139	60,809	55,506	52,663	48,925	45,580	43,316	40,343	42,367
Passengers									
Killed	261	266	222	197	125	146	141	115	118
KSI	2,137	2,127	1,851	1,773	1,426	1,396	1,430	1,183	1,218
All severities	21,514	21,399	19,569	19,502	17,493	16,739	15,913	13,927	14,973
Bus or coach									
Drivers									
Killed	1	0	0	1	2	0	1	2	0
KSI	31	33	38	24	34	14	18	20	20
All severities	616	579	587	523	487	445	398	352	381
Passengers ³									
Killed	7	8	4	8	2	3	5	3	5
KSI	114	147	109	99	108	99	89	100	86
All severities	1,916	1,922	1,937	1,716	1,759	1,745	1,506	1,416	1,546
Van / Light goods veh									
Drivers									
Killed	39	47	36	28	28	27	22	26	20
KSI	360	358	329	299	246	246	256	273	270
All severities	3,844	3,790	3,518	3,433	3,209	3,276	3,236	3,177	3,494
Passengers									
Killed	7	9	5	5	4	5	7	10	11
KSI	93	96	72	68	67	60	70	65	84
All severities	939	957	843	789	724	722	789	763	835
Heavy goods vehicle									
Drivers									
Killed	31	41	20	12	26	25	29	20	12
KSI	271	310	213	162	189	168	163	146	143
All severities	1,872	2,048	1,578	1,255	1,325	1,161	1,095	1,092	1,127
Passengers									
Killed	4	9	2	1	2	2	0	1	1
KSI	29	41	14	16	21	19	28	15	22
All severities	258	312	236	165	187	176	170	139	156
All road users ⁴									
Killed	2,114	2,217	1,882	1,653	1,366	1,423	1,338	1,271	1,310
KSI	20,955	21,506	19,789	18,751	16,800	17,478	17,267	16,282	17,125
All severities	142,912	144,363	133,478	128,711	120,490	119,498	114,439	108,213	115,061

1 Figures have been rounded to the nearest whole number.

3 Includes boarding and alighting.

2 Killed or seriously injured.

4 Includes other road users and cases where road user type was not reported.

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[Notes & Definitions](#)

Next update: September 2016

The figures in this table are National Statistics

RAS30010

Reported casualties by gender, road user type and severity, Great Britain, 2005-09 average, 2007 - 2014

	Number of casualties								
	2005-09 average ¹	2007	2008	2009	2010	2011	2012	2013	2014
Female									
Pedestrians									
Killed	217	224	210	176	130	145	130	128	161
KSI ²	2,648	2,664	2,649	2,376	2,215	2,388	2,344	2,178	2,276
All severities	12,709	12,717	12,189	11,573	10,995	11,151	10,846	10,406	10,850
Pedal cyclists									
Killed	21	24	18	21	26	22	9	19	20
KSI	448	474	459	471	524	571	581	576	621
All severities	3,188	3,147	3,168	3,250	3,249	3,704	3,639	3,660	4,109
Motorcycle									
Riders									
Killed	15	20	13	13	11	13	9	11	8
KSI	345	377	365	318	282	313	305	306	317
All severities	1,786	1,808	1,744	1,618	1,512	1,525	1,507	1,412	1,502
Passengers									
Killed	10	14	11	9	10	6	11	8	8
KSI	183	209	173	171	153	127	142	121	159
All severities	665	705	628	595	505	464	464	454	467
Car									
Drivers									
Killed	212	211	215	174	154	151	122	139	147
KSI	2,742	2,740	2,571	2,477	2,348	2,184	2,240	2,012	2,201
All severities	48,020	48,268	45,394	43,638	40,856	38,756	37,524	34,713	36,315
Passengers									
Killed	211	224	174	162	136	124	118	122	111
KSI	2,322	2,359	2,148	1,969	1,814	1,622	1,574	1,551	1,560
All severities	30,928	30,887	28,615	27,585	25,909	23,842	22,951	20,798	21,874
Bus or coach									
Drivers									
Killed	0	0	0	0	0	0	0	0	0
KSI	4	4	2	3	3	1	4	2	1
All severities	67	59	67	59	63	44	46	52	37
Passengers³									
Killed	5	4	2	5	5	4	5	5	2
KSI	260	271	283	244	256	218	212	220	193
All severities	4,490	4,509	4,322	4,005	3,954	3,943	3,284	3,053	3,234
Van / Light goods veh									
Drivers									
Killed	1	0	0	3	2	1	1	0	2
KSI	18	13	19	20	19	12	9	15	23
All severities	260	263	241	219	229	200	203	197	260
Passengers									
Killed	1	2	2	0	0	1	3	1	0
KSI	30	27	25	30	27	22	27	18	23
All severities	347	326	309	302	330	301	303	288	324
Heavy goods vehicle									
Drivers									
Killed	0	1	0	0	0	1	0	0	1
KSI	4	4	6	3	0	4	3	3	4
All severities	45	48	51	36	31	30	33	26	27
Passengers									
Killed	1	1	1	1	0	0	0	0	0
KSI	9	7	6	8	2	4	4	4	7
All severities	82	66	61	63	35	48	41	39	43
All road users⁴									
Killed	702	729	655	569	484	478	416	442	465
KSI	9,081	9,208	8,771	8,160	7,707	7,544	7,525	7,086	7,457
All severities	103,026	103,292	97,250	93,390	88,117	84,445	81,277	75,446	79,413

1 Figures have been rounded to the nearest whole number.

3 Includes boarding and alighting.

2 Killed or seriously injured.

4 Includes other road users and cases where road user type was not reported.

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Source: DfT STATS19

Last updated: 24 September 2015

Next update: September 2016

The figures in this table are National Statistics

RAS30010

Reported casualties by gender, road user type and severity, Great Britain, 2005-09 average, 2007 - 2014

	Number of casualties								
	2005-09 average ¹	2007	2008	2009	2010	2011	2012	2013	2014
All casualties									
Pedestrians									
Killed	613	646	572	500	405	453	420	398	446
KSI ²	6,758	6,924	6,642	6,045	5,605	5,907	5,979	5,396	5,509
All severities	29,965	30,191	28,482	26,887	25,845	26,198	25,218	24,033	24,748
Pedal cyclists									
Killed	130	136	115	104	111	107	118	109	113
KSI	2,528	2,564	2,565	2,710	2,771	3,192	3,340	3,252	3,514
All severities	16,463	16,195	16,297	17,064	17,185	19,215	19,091	19,438	21,287
Motorcycle									
Riders									
Killed	523	561	473	454	386	351	316	319	325
KSI	5,998	6,376	5,767	5,554	4,942	5,389	5,104	4,984	5,377
All severities	21,641	22,279	20,528	19,773	17,912	19,383	18,618	18,053	19,635
Passengers									
Killed	22	27	20	18	17	11	12	12	14
KSI	322	361	282	268	241	220	224	213	251
All severities	1,131	1,180	1,022	930	774	767	692	699	731
Car									
Drivers									
Killed	936	942	861	700	574	613	542	548	568
KSI	8,524	8,479	7,967	7,370	6,506	6,207	6,029	5,692	6,054
All severities	108,186	109,100	100,952	96,307	89,787	84,340	80,841	75,061	78,683
Passengers									
Killed	471	490	396	359	261	270	259	237	229
KSI	4,460	4,488	4,001	3,742	3,243	3,018	3,004	2,734	2,778
All severities	52,481	52,333	48,236	47,105	43,418	40,584	38,867	34,726	36,847
Bus or coach									
Drivers									
Killed	1	0	0	1	2	0	1	2	0
KSI	35	37	40	27	37	15	22	22	21
All severities	683	638	654	582	550	489	444	404	418
Passengers ³									
Killed	11	12	6	13	7	7	10	8	7
KSI	374	418	392	343	364	317	301	320	279
All severities	6,416	6,441	6,275	5,735	5,718	5,688	4,790	4,469	4,780
Van / Light goods veh									
Drivers									
Killed	40	47	36	31	30	28	23	26	22
KSI	378	371	348	319	265	258	266	288	293
All severities	4,105	4,054	3,761	3,652	3,440	3,476	3,440	3,375	3,754
Passengers									
Killed	9	11	7	5	4	6	10	11	11
KSI	123	123	97	98	94	82	97	83	107
All severities	1,287	1,286	1,152	1,091	1,054	1,023	1,093	1,051	1,161
Heavy goods vehicle									
Drivers									
Killed	32	42	20	12	26	26	29	20	13
KSI	275	315	220	165	189	172	166	149	147
All severities	1,919	2,098	1,633	1,291	1,356	1,191	1,128	1,118	1,154
Passengers									
Killed	5	10	3	2	2	2	0	1	1
KSI	39	48	20	24	23	23	32	19	29
All severities	341	378	297	228	222	224	211	178	199
All road users ⁴									
Killed	2,816	2,946	2,538	2,222	1,850	1,901	1,754	1,713	1,775
KSI	30,041	30,720	28,572	26,912	24,510	25,023	24,793	23,370	24,582
All severities	246,050	247,780	230,905	222,146	208,648	203,950	195,723	183,670	194,477

1 Figures have been rounded to the nearest whole number.

3 Includes boarding and alighting.

2 Killed or seriously injured.

4 Includes other road users and cases where road user type was not reported.

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Last updated: 24 September 2015

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Next update: September 2016

The figures in this table are National Statistics

RAS30011

Reported killed or seriously injured casualties by gender, road user type and age, Great Britain, 2005-09 average, 2007 - 2014

		Number of casualties									
		2005-09 average ¹	2007	2008	2009	2010	2011	2012	2013	2014	
Male											
Pedestrians	0 to 4 ²	151	172	130	138	155	137	140	119	115	
	5 to 7	197	198	202	173	186	167	174	162	143	
	8 to 11	356	341	350	312	306	309	301	284	283	
	12 to 15	489	494	458	421	386	347	378	294	338	
	16 to 19	377	410	359	320	286	271	269	235	213	
	20 to 24	378	384	376	347	284	337	313	256	258	
	25 to 59	1,425	1,481	1,396	1,275	1,216	1,282	1,363	1,272	1,173	
	60 to 64	118	113	110	142	98	128	112	106	123	
	65 to 69	108	113	116	91	78	107	120	103	115	
	70 to 74	115	121	105	106	93	114	131	87	109	
	75 to 79	113	112	121	102	88	126	120	92	108	
	80 and over	205	250	188	185	154	149	175	168	217	
	All age groups ^c	4,109	4,260	3,988	3,668	3,390	3,519	3,635	3,217	3,233	
Pedal cyclists	0 to 4 ²	5	4	4	3	2	7	0	3	1	
	5 to 7	35	33	29	34	26	21	24	18	13	
	8 to 11	119	128	104	111	98	93	68	54	70	
	12 to 15	259	279	231	255	205	216	182	166	158	
	16 to 19	158	154	176	152	156	159	198	160	164	
	20 to 24	144	131	142	149	160	213	258	231	226	
	25 to 59	1,146	1,156	1,216	1,298	1,367	1,634	1,723	1,737	1,923	
	60 and over	181	167	166	214	203	242	269	262	305	
		All age groups ^c	2,079	2,090	2,106	2,239	2,247	2,621	2,759	2,676	2,893
	Motorcycle riders 50cc and under	Under 16	22	18	10	14	9	10	4	3	4
16		250	267	207	207	178	150	151	99	97	
17		111	133	100	93	67	60	61	68	51	
18		37	45	32	32	21	34	22	25	24	
19		22	26	19	14	9	24	17	16	15	
20 to 24		45	52	49	33	36	51	57	45	57	
25 to 59		112	132	99	100	94	96	115	92	92	
60 and over		13	12	15	19	5	14	12	9	10	
	All age groups ^c	617	697	538	516	423	446	441	361	353	
Motorcycle riders over 50cc ⁴	Under 16	28	27	25	14	18	10	5	11	14	
	16	50	54	42	36	37	27	23	19	18	
	17	218	224	218	180	150	201	166	156	123	
	18	180	171	198	176	168	174	165	188	160	
	19	162	180	155	129	138	178	180	161	173	
	20 to 24	646	719	609	589	516	614	682	737	804	
	25 to 59	3,468	3,609	3,333	3,267	2,896	3,101	2,781	2,702	3,031	
	60 and over	207	232	210	257	277	297	314	308	342	
		All age groups ^c	5,034	5,301	4,861	4,720	4,237	4,630	4,358	4,317	4,707
Car drivers	Under 17	30	31	31	13	13	7	5	6	9	
	17	184	191	169	130	105	84	69	51	48	
	18	304	316	272	253	171	153	100	99	115	
	19	283	283	264	236	183	139	123	128	135	
	20 to 24	1,017	1,025	940	829	681	675	616	598	564	
	25 to 29	674	678	650	559	461	440	448	473	466	
	30 to 39	1,008	976	874	850	694	589	603	552	620	
	40 to 59	1,364	1,385	1,280	1,164	1,028	1,085	970	967	1,005	
	60 to 69	378	344	396	348	329	337	314	307	366	
	70 to 79	281	255	268	272	234	261	292	234	269	
	80 and over	191	177	195	190	214	219	224	236	243	
		All age groups ^c	5,781	5,737	5,395	4,893	4,158	4,022	3,789	3,679	3,853
Car passengers	Under 17	345	336	290	301	256	212	215	163	196	
	17	189	179	174	151	94	87	93	63	59	
	18	192	195	177	150	103	87	99	73	100	
	19	143	126	133	119	86	88	80	64	83	
	20 to 24	465	500	375	382	306	292	309	273	220	
	25 to 29	210	213	189	175	125	148	160	136	135	
	30 to 39	205	203	175	176	157	154	169	139	140	
	40 to 59	202	194	202	175	150	169	168	136	150	
	60 to 69	57	68	39	46	52	51	37	49	49	
	70 to 79	45	29	34	36	39	41	38	46	34	
	80 and over	33	33	30	32	27	40	33	28	36	
		All age groups ^c	2,137	2,127	1,851	1,773	1,426	1,396	1,430	1,183	1,218

1 Figures have been rounded to the nearest whole number.

2 In some cases age 0 may have been coded where the age of the casualty was not reported.

3 Includes cases where age was not reported.

4 Includes electric motorcycles and cases where engine size was not reported.

Source: DfT STATS19

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[Notes & Definitions](#)

The figures in this table are National Statistics

RAS30011

Reported killed or seriously injured casualties by gender, road user type and age, Great Britain, 2005-09 average, 2007 - 2014

		Number of casualties									
Female		2005-09 average ¹	2007	2008	2009	2010	2011	2012	2013	2014	
Pedestrians	0 to 4 ²	83	81	86	76	66	92	76	68	72	
	5 to 7	92	77	83	80	82	112	77	75	77	
	8 to 11	192	213	168	163	196	188	162	145	146	
	12 to 15	339	323	305	297	269	250	237	210	205	
	16 to 19	212	194	217	182	153	186	170	143	116	
	20 to 24	172	173	180	159	161	158	156	143	149	
	25 to 59	731	755	745	651	599	663	736	678	718	
	60 to 64	106	99	111	117	96	109	108	101	114	
	65 to 69	96	105	94	96	82	92	106	115	118	
	70 to 74	119	124	133	115	105	122	114	104	131	
	75 to 79	149	159	145	120	124	120	149	120	137	
80 and over	307	307	326	287	257	263	232	246	275		
	All age groups ³	2,648	2,664	2,649	2,376	2,215	2,388	2,344	2,178	2,276	
Pedal cyclists	0 to 4 ²	1	2	1	1	2	2	2	0	2	
	5 to 7	8	7	0	11	10	9	7	7	2	
	8 to 11	30	36	28	18	30	27	21	14	15	
	12 to 15	28	33	20	25	25	23	20	20	18	
	16 to 19	24	28	22	15	21	26	23	26	27	
	20 to 24	42	36	51	56	36	60	46	53	64	
	25 to 59	257	276	276	295	321	364	410	402	424	
	60 and over	50	46	52	46	69	52	49	44	64	
		All age groups ³	448	474	459	471	524	571	581	576	621
	Motorcycle riders 50cc and under	Under 16	1	0	2	1	0	0	0	1	0
16		16	15	15	11	14	15	11	12	10	
17		10	11	8	6	9	1	3	3	4	
18		4	3	7	2	3	4	3	4	4	
19		3	4	3	5	2	2	2	1	2	
20 to 24		8	13	9	4	6	13	8	10	6	
25 to 59		35	41	36	24	19	24	39	20	23	
60 and over		5	7	6	7	5	6	9	4	1	
	All age groups ³	84	95	88	60	58	65	75	55	50	
Motorcycle riders over 50cc ⁴	Under 16	0	0	0	0	0	0	0	1	1	
	16	2	3	0	1	1	0	2	0	0	
	17	7	6	4	9	7	3	2	9	9	
	18	4	2	2	5	5	14	7	8	9	
	19	7	6	8	9	3	12	6	8	6	
	20 to 24	36	32	44	35	29	29	32	44	40	
	25 to 59	198	226	213	192	167	182	170	174	198	
	60 and over	5	5	4	7	10	7	8	6	4	
	All age groups ³	262	282	277	258	224	248	230	251	267	
Car drivers	Under 17	2	1	2	1	1	2	0	0	1	
	17	47	53	48	45	39	31	33	33	21	
	18	106	104	100	90	81	74	70	60	45	
	19	106	107	100	90	92	70	70	60	69	
	20 to 24	395	401	375	353	318	326	297	261	290	
	25 to 29	287	282	269	246	233	230	220	202	218	
	30 to 39	486	487	449	401	390	330	357	287	339	
	40 to 59	797	793	721	748	689	650	668	594	624	
	60 to 69	224	221	211	215	227	202	230	204	252	
	70 to 79	174	177	170	178	152	161	182	187	176	
	80 and over	90	76	98	89	106	97	109	116	155	
	All age groups ³	2,742	2,740	2,571	2,477	2,348	2,184	2,240	2,012	2,201	
Car passengers	Under 17	376	378	360	306	222	206	201	184	209	
	17	132	147	128	107	77	77	66	59	64	
	18	122	132	113	107	96	68	71	66	50	
	19	98	90	104	90	67	61	45	55	50	
	20 to 24	274	293	251	217	209	190	195	183	175	
	25 to 29	153	136	153	127	137	99	92	117	105	
	30 to 39	199	196	167	162	161	125	118	143	137	
	40 to 59	372	391	321	311	302	272	276	250	263	
	60 to 69	200	190	191	199	167	172	157	162	156	
	70 to 79	202	198	196	176	194	176	198	163	173	
	80 and over	146	158	125	134	151	152	135	149	159	
	All age groups ³	2,322	2,359	2,148	1,969	1,814	1,622	1,574	1,551	1,560	

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3 Includes cases where age was not reported.

4 Includes electric motorcycles and cases where engine size was not reported.

Source: DfT STATS19

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[Notes & Definitions](#)

Last updated: 24 September 2015

Next update: September 2016

The figures in this table are National Statistics

RAS30011

**Reported killed or seriously injured casualties by gender, road user type and age, Great Britain,
2005-09 average, 2007 - 2014**

		Number of casualties									
		2005-09 average ¹	2007	2008	2009	2010	2011	2012	2013	2014	
All casualties											
Pedestrians	0 to 4 ²	234	253	216	214	221	229	216	188	187	
	5 to 7	290	275	285	253	268	279	251	237	220	
	8 to 11	548	554	518	475	502	497	463	429	429	
	12 to 15	829	817	765	718	655	597	615	504	543	
	16 to 19	589	604	577	502	439	457	439	378	329	
	20 to 24	550	557	556	506	445	495	469	399	407	
	25 to 59	2,156	2,236	2,142	1,926	1,815	1,945	2,099	1,950	1,891	
	60 to 64	224	212	221	259	194	237	220	207	237	
	65 to 69	204	218	210	187	160	199	226	218	233	
	70 to 74	234	245	238	221	198	236	245	191	240	
	75 to 79	262	271	266	222	212	246	269	212	245	
80 and over	513	557	514	472	411	412	407	414	492		
	All age groups ³	6,758	6,924	6,642	6,045	5,605	5,907	5,979	5,396	5,509	
Pedal cyclists	0 to 4 ²	6	6	5	4	4	9	2	3	3	
	5 to 7	43	40	29	45	36	30	31	25	15	
	8 to 11	149	164	132	129	128	120	89	68	85	
	12 to 15	287	312	251	280	230	239	202	186	176	
	16 to 19	182	182	198	167	177	185	221	186	191	
	20 to 24	186	167	193	205	196	273	304	284	290	
	25 to 59	1,403	1,432	1,492	1,593	1,688	1,998	2,133	2,139	2,347	
	60 and over	231	213	218	260	272	294	318	306	369	
		All age groups ³	2,528	2,564	2,565	2,710	2,771	3,192	3,340	3,252	3,514
	Motorcycle riders 50cc and under	Under 16	23	18	12	15	9	10	4	4	4
16		266	282	222	218	192	165	162	111	107	
17		121	144	108	99	76	61	64	71	55	
18		41	48	39	34	24	38	25	29	28	
19		25	30	22	19	11	26	19	17	17	
20 to 24		53	65	58	37	42	64	65	55	63	
25 to 59		147	173	135	124	113	120	154	112	115	
60 and over		18	19	21	26	10	20	21	13	11	
		All age groups ³	701	792	626	576	481	511	516	416	403
Motorcycle riders over 50cc ⁴	Under 16	28	27	25	14	18	10	5	12	15	
	16	52	57	42	37	38	27	25	19	18	
	17	224	230	222	189	157	204	168	165	132	
	18	185	173	200	181	173	188	172	196	169	
	19	169	186	163	138	141	190	186	169	179	
	20 to 24	681	751	653	624	545	643	714	781	844	
	25 to 59	3,666	3,835	3,547	3,459	3,063	3,283	2,951	2,876	3,229	
	60 and over	212	237	214	264	287	304	322	314	346	
		All age groups ³	5,297	5,584	5,141	4,978	4,461	4,878	4,588	4,568	4,974
Car drivers	Under 17	33	32	33	14	14	9	5	6	10	
	17	231	244	217	175	144	115	102	84	69	
	18	410	420	372	343	252	227	170	159	160	
	19	389	390	364	326	275	209	193	188	204	
	20 to 24	1,412	1,426	1,315	1,182	999	1,001	913	859	854	
	25 to 29	961	960	920	805	694	670	668	675	684	
	30 to 39	1,493	1,463	1,323	1,251	1,084	919	960	839	959	
	40 to 59	2,162	2,178	2,001	1,912	1,717	1,735	1,638	1,561	1,629	
	60 to 69	602	565	607	563	556	539	544	511	618	
	70 to 79	455	432	438	450	386	422	474	421	445	
	80 and over	281	253	293	279	320	316	333	352	398	
		All age groups ³	8,524	8,479	7,967	7,370	6,506	6,207	6,029	5,692	6,054
Car passengers	Under 17	721	714	651	607	478	418	416	347	405	
	17	321	326	302	258	171	164	159	122	123	
	18	314	327	290	257	200	155	170	139	150	
	19	241	216	237	209	153	149	125	119	133	
	20 to 24	739	793	626	599	515	482	504	456	395	
	25 to 29	363	349	342	302	262	247	252	253	240	
	30 to 39	404	400	342	338	318	279	287	282	277	
	40 to 59	575	585	524	486	452	441	444	386	413	
	60 to 69	257	258	230	245	219	223	194	211	205	
	70 to 79	247	227	230	212	233	217	236	209	207	
	80 and over	179	191	155	166	178	192	168	177	195	
		All age groups ³	4,460	4,488	4,001	3,742	3,243	3,018	3,004	2,734	2,778

1 Figures have been rounded to the nearest whole number.

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3 Includes cases where age was not reported.

4 Includes electric motorcycles and cases where engine size was not reported.

Source: DfT STATS19

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[Notes & Definitions](#)

The figures in this table are National Statistics

Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2014>

RAS30012

Reported casualties by time of accident and severity, Great Britain, 2004 - 2014

	Number of casualties										
	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Midnight to 01.59											
Killed	240	234	218	185	191	172	119	127	99	89	95
KSI ¹	1,746	1,569	1,591	1,438	1,350	1,236	943	989	921	819	879
All severities	8,812	8,189	8,103	7,564	6,798	6,529	5,750	5,287	5,074	4,526	4,880
02.00 to 03.59											
Killed	174	143	170	138	132	118	84	78	84	63	67
KSI	1,158	1,017	1,090	839	857	786	684	638	689	575	570
All severities	5,500	5,023	5,005	4,513	4,193	3,850	3,435	3,425	3,236	2,808	2,783
04.00 to 05.59											
Killed	126	110	113	113	91	90	67	66	74	63	87
KSI	754	633	707	700	629	574	534	515	485	496	561
All severities	3,432	3,212	3,452	3,460	3,192	2,961	2,866	2,684	2,704	2,602	2,776
06.00 to 07.59											
Killed	193	191	178	170	171	152	123	136	119	108	112
KSI	1,900	1,731	1,774	1,774	1,680	1,543	1,449	1,590	1,509	1,449	1,595
All severities	14,242	13,565	13,351	13,439	12,993	11,596	11,310	11,318	11,085	10,780	11,784
08.00 to 09.59											
Killed	216	218	206	214	166	181	141	137	123	119	124
KSI	2,976	2,682	2,642	2,681	2,578	2,548	2,334	2,385	2,378	2,258	2,411
All severities	31,512	30,150	29,452	28,665	27,453	25,493	24,798	24,087	23,206	22,013	23,191
10.00 to 11.59											
Killed	227	249	249	250	198	189	180	184	184	153	197
KSI	2,748	2,613	2,550	2,563	2,356	2,293	2,248	2,319	2,382	2,086	2,358
All severities	27,102	25,769	24,477	23,306	22,086	21,341	20,346	20,175	19,471	18,239	19,667
12.00 to 13.59											
Killed	290	299	289	304	231	185	183	180	176	182	161
KSI	3,385	3,252	3,263	3,175	2,905	2,930	2,737	2,773	2,701	2,684	2,732
All severities	33,817	32,915	31,116	29,757	27,179	27,397	26,033	24,939	23,733	22,292	23,722
14.00 to 15.59											
Killed	336	338	360	299	294	231	208	212	238	186	202
KSI	4,224	4,032	4,006	3,890	3,676	3,550	3,356	3,388	3,414	3,109	3,246
All severities	38,165	36,873	34,937	33,736	32,029	31,169	29,730	28,518	27,905	25,187	26,972
16.00 to 17.59											
Killed	430	399	413	367	328	290	258	245	219	259	245
KSI	5,406	5,118	5,039	4,760	4,540	4,240	3,968	4,105	3,986	3,925	4,044
All severities	46,931	45,726	42,543	41,400	37,947	37,070	34,985	35,296	33,640	31,897	33,435
18.00 to 19.59											
Killed	344	382	363	388	260	226	177	201	175	196	206
KSI	4,234	3,910	3,855	3,977	3,550	3,263	2,906	3,016	3,032	2,796	3,040
All severities	34,067	32,829	31,068	30,281	27,946	26,869	24,681	24,529	23,359	22,449	23,856
20.00 to 21.59											
Killed	332	322	303	268	241	206	165	174	132	145	129
KSI	3,129	3,007	2,914	2,717	2,480	2,179	1,904	1,844	1,928	1,800	1,815
All severities	21,366	20,849	19,823	18,421	17,000	16,122	14,456	13,958	13,195	12,611	12,861
22.00 to midnight											
Killed	313	316	310	250	235	182	145	161	131	149	150
KSI	2,689	2,587	2,413	2,203	1,967	1,765	1,447	1,457	1,365	1,369	1,331
All severities	15,879	15,887	15,054	13,214	12,071	11,728	10,249	9,721	9,110	8,256	8,550
Total²											
Killed	3,221	3,201	3,172	2,946	2,538	2,222	1,850	1,901	1,754	1,713	1,775
KSI	34,351	32,155	31,845	30,720	28,572	26,912	24,510	25,023	24,793	23,370	24,582
All severities	280,840	271,017	258,404	247,780	230,905	222,146	208,648	203,950	195,723	183,670	194,477

1 Killed or seriously injured.

2 Includes cases where time was not reported.

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[Notes & Definitions](#)

Source: DfT STATS19
 Last updated: 24 September 2015
 Next update: September 2016

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Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2014>

RAS30013

Reported casualty rates by road user type and severity, Great Britain, 2004 - 2014

	<i>Driver/Rider casualty rate per billion vehicle miles/percentage</i>										
	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Pedal cyclists											
Killed	52	55	52	53	40	35	37	35	38	34	35
KSI ¹	896	875	868	999	899	909	919	1,035	1,070	1,036	1,080
All severities	6,440	6,125	5,744	6,297	5,695	5,713	5,692	6,231	6,114	6,187	6,535
Motorcycle riders											
Killed	176	165	181	165	151	143	135	122	112	119	117
KSI	1,977	1,849	1,937	1,876	1,845	1,748	1,730	1,868	1,805	1,853	1,940
All severities	7,649	7,069	6,974	6,557	6,567	6,224	6,270	6,720	6,584	6,712	7,085
Car drivers											
Killed	4.5	4.5	4.3	3.8	3.5	2.9	2.4	2.5	2.3	2.3	2.3
KSI	42	39	38	34	32	30	27	26	25	24	25
All severities	498	490	466	441	411	393	374	350	336	313	322
Bus or coach drivers											
Killed	0.9	0	0.6	0	0	0.3	0.6	0	0.4	0.7	0
KSI	14	9.8	12	11	13	8.7	12	5.2	8.1	7.9	7.5
All severities	257	259	221	190	208	187	176	169	163	144	149
Van / Light goods drivers											
Killed	1.3	1.2	1.0	1.1	0.9	0.8	0.7	0.7	0.6	0.6	0.5
KSI	13	11	11	9	8	8	6	6.2	6.4	6.8	6.5
All severities	124	118	113	97	90	90	84	84	83	79	84
Heavy goods vehicle drivers											
Killed	2.3	2.7	2.0	2.3	1.1	0.7	1.6	1.6	1.9	1.3	0.8
KSI	20	19	18	17	12	10	12	11	11	9.5	9.2
All severities	135	136	118	115	92	79	83	75	73	71	72
All drivers and riders²											
Killed	6.2	6.2	6.0	5.5	4.9	4.2	3.7	3.8	3.4	3.4	3.4
KSI	65	61	60	58	54	52	49	50	49	47	50
All severities	556	543	514	491	462	449	428	421	407	385	400
Percentage of all road user casualties accounted for by drivers and riders											
Killed	59	60	60	59	60	59	62	61	59	61	60
KSI	58	59	59	60	60	61	61	62	61	62	63
All severities	61	62	63	63	63	63	63	63	64	64	65

1 Killed or seriously injured.

2 Includes driver and riders of other vehicles.

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Source: DfT STATS19, DfT National Road Traffic Survey
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 Next update: September 2016

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Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2014>

RAS30013

Reported casualty rates by road user type and severity, Great Britain, 2004 - 2014

	<i>Driver/Rider casualty rate per billion vehicle kilometres/percentage</i>										
	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Pedal cyclists											
Killed	33	34	32	33	25	22	23	22	23	21	22
KSI ¹	557	544	539	621	559	565	571	643	665	644	671
All severities	4,002	3,806	3,569	3,913	3,539	3,550	3,537	3,872	3,799	3,845	4,061
Motorcycle riders											
Killed	109	103	113	103	94	89	84	76	69	74	73
KSI	1,229	1,149	1,204	1,166	1,146	1,086	1,075	1,161	1,121	1,151	1,206
All severities	4,753	4,392	4,334	4,074	4,081	3,867	3,896	4,175	4,091	4,171	4,403
Car drivers											
Killed	2.8	2.8	2.7	2.4	2.2	1.8	1.5	1.6	1.4	1.4	1.4
KSI	26	24	23	21	20	19	17	16	16	15	15
All severities	310	304	289	274	256	244	233	218	209	194	200
Bus or coach drivers											
Killed	0.6	0	0.4	0	0	0.2	0.4	0	0.2	0.4	0
KSI	8.7	6.1	7.6	6.9	7.9	5.4	7.3	3.2	5.0	4.9	4.7
All severities	160	161	137	118	130	116	109	105	101	90	93
Van / Light goods drivers											
Killed	0.8	0.7	0.6	0.7	0.5	0.5	0.5	0.4	0.3	0.4	0.3
KSI	8.1	6.9	6.7	5.5	5.2	4.9	4.0	3.9	4.0	4.2	4.1
All severities	77	74	70	60	56	56	52	52	52	49	52
Heavy goods vehicle drivers											
Killed	1.4	1.7	1.2	1.4	0.7	0.5	1.0	1.0	1.2	0.8	0.5
KSI	12	12	11	11	7.7	6.3	7.2	6.7	6.6	5.9	5.7
All severities	84	84	73	72	57	49	51	46	45	44	45
All drivers and riders²											
Killed	3.8	3.8	3.7	3.4	3.0	2.6	2.3	2.3	2.1	2.1	2.1
KSI	40	38	37	36	34	33	30	31	31	29	31
All severities	345	338	319	305	287	279	266	261	253	239	249
Percentage of all road user casualties accounted for by drivers and riders											
Killed	59	60	60	59	60	59	62	61	59	61	60
KSI	58	59	59	60	60	61	61	62	61	62	63
All severities	61	62	63	63	63	63	63	63	64	64	65

1 Killed or seriously injured.

2 Includes driver and riders of other vehicles.

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 Last updated: 24 September 2015
 Next update: September 2016

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RAS30014

Reported casualties by daylight and darkness, road surface condition, built-up and non built-up roads and severity, Great Britain, 2014

	Number of casualties								
	Daylight				Darkness				All ² casualties
	Dry	Wet or flood	Snow or ice	All ¹	Dry	Wet or flood	Snow or ice	All ¹	
Motorways									
Killed	34	9	2	45	31	20	0	51	96
Serious	334	113	7	454	156	102	6	264	718
Slight	4,454	1,480	56	5,993	1,207	1,152	37	2,398	8,391
All severities	4,822	1,602	65	6,492	1,394	1,274	43	2,713	9,205
Built-up roads³									
Killed	334	95	4	433	197	149	4	350	783
Serious	8,387	2,006	52	10,455	2,552	1,978	59	4,597	15,052
Slight	71,683	19,375	507	91,692	17,457	14,052	462	32,034	123,726
All severities	80,404	21,476	563	102,580	20,206	16,179	525	36,981	139,561
Non built-up roads³									
Killed	419	145	9	574	169	143	10	322	896
Serious	3,590	1,384	80	5,055	848	1,084	47	1,982	7,037
Slight	18,584	8,849	762	28,222	4,026	5,068	450	9,556	37,778
All severities	22,593	10,378	851	33,851	5,043	6,295	507	11,860	45,711
All speed limits⁴									
Killed	787	249	15	1,052	397	312	14	723	1,775
Serious	12,311	3,503	139	15,964	3,556	3,164	112	6,843	22,807
Slight	94,721	29,704	1,325	125,907	22,690	20,272	949	43,988	169,895
All severities	107,819	33,456	1,479	142,923	26,643	23,748	1,075	51,554	194,477

1 Includes cases where road surface condition was not reported.

2 Includes cases where lighting condition was not reported.

3 Excludes motorways.

4 Includes cases where speed limit was not reported.

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[Notes & Definitions](#)

Source: DfT STATS19

Last updated: 24 September 2015

Next update: September 2016

The figures in this table are National Statistics

RAS30015

Reported casualties by daylight and darkness, weather condition, built-up and non built-up roads and severity, Great Britain, 2014

	Number of casualties								
	Daylight				Darkness				All ¹ casualties
	Fine	Raining	Snowing	Fog	Fine	Raining	Snowing	Fog	
Motorways									
Killed	40	5	0	0	39	11	0	0	96
Serious	384	62	3	1	198	54	1	2	718
Slight	5,027	797	21	38	1,648	642	25	23	8,391
All severities	5,451	864	24	39	1,885	707	26	25	9,205
Built-up roads²									
Killed	390	29	0	0	276	60	2	3	783
Serious	9,353	841	3	13	3,453	930	14	33	15,052
Slight	79,729	9,058	68	166	22,871	7,277	100	190	123,726
All severities	89,472	9,928	71	179	26,600	8,267	116	226	139,561
Non built-up roads²									
Killed	514	51	2	4	264	37	0	13	896
Serious	4,373	546	13	35	1,452	411	8	48	7,037
Slight	23,322	3,832	101	273	6,584	2,237	86	254	37,778
All severities	28,209	4,429	116	312	8,300	2,685	94	315	45,711
All speed limits³									
Killed	944	85	2	4	579	108	2	16	1,775
Serious	14,110	1,449	19	49	5,103	1,395	23	83	22,807
Slight	108,078	13,687	190	477	31,103	10,156	211	467	169,895
All severities	123,132	15,221	211	530	36,785	11,659	236	566	194,477

1 Includes cases where lighting condition and/or weather condition was not reported.

2 Excludes motorways.

3 Includes cases where speed limit was not reported.

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[Notes & Definitions](#)

Source: DFT STATS19

Last updated: 24 September 2015

Next update: September 2016

The figures in this table are National Statistics

RAS30016

Reported casualties by built-up and non built-up roads and motorways, severity and road user type, Great Britain, 2014

	Number of casualties											
	Motorways			Built-up roads ¹			Non built-up roads ¹			All speed limits ²		
	Killed	KSI ³	All	Killed	KSI	All	Killed	KSI	All	Killed	KSI	All
Pedestrian												
Children	0	1	1	25	1,345	6,407	4	33	73	29	1,379	6,481
Adults	21	36	63	306	3,727	17,051	90	311	629	417	4,074	17,743
All ages ⁴	21	37	65	331	5,128	23,975	94	344	708	446	5,509	24,748
Pedal cyclist												
Children	0	0	0	3	264	1,949	3	15	56	6	279	2,005
Adults	0	1	2	64	2,628	17,204	43	568	1,675	107	3,197	18,881
All ages ⁴	0	1	2	67	2,927	19,533	46	586	1,752	113	3,514	21,287
Horse rider												
Children	0	0	0	0	1	10	0	0	3	0	1	13
Adults	0	0	0	0	7	35	1	17	51	1	24	86
All ages ⁴	0	0	0	0	8	48	1	18	56	1	26	104
Motorcycle 50cc and under												
Riders and passengers	0	0	0	2	354	2,099	4	57	231	6	411	2,330
Motorcycle over 50cc ⁵												
Riders	5	95	231	117	3,029	13,167	197	1,850	3,945	319	4,974	17,343
Passengers	0	2	6	5	136	437	9	105	250	14	243	693
All casualties	5	97	237	122	3,165	13,604	206	1,955	4,195	333	5,217	18,036
Car and taxi												
Drivers	35	360	5,195	155	2,519	48,935	377	3,161	24,405	567	6,040	78,535
Passengers	23	200	2,705	77	1,179	22,975	126	1,381	10,856	226	2,760	36,536
All casualties	58	560	7,900	232	3,698	71,910	503	4,542	35,261	793	8,800	115,071
Minibuses												
Drivers	0	3	8	1	4	93	0	7	47	1	14	148
Passengers	0	2	43	3	9	153	0	7	115	3	18	311
All casualties	0	5	51	4	13	246	0	14	162	4	32	459
Bus or coach												
Drivers	0	5	11	0	9	351	0	7	56	0	21	418
Passengers	0	5	64	5	236	4,228	2	38	488	7	279	4,780
All casualties	0	10	75	5	245	4,579	2	45	544	7	300	5,198
of whom were passengers boarding or alighting												
Children	0	0	0	0	2	38	0	0	0	0	2	38
Adults	0	0	0	1	36	404	0	0	4	1	36	408
All ages ⁴	0	0	0	1	40	473	0	0	4	1	40	477
Van / Light goods vehicle												
Drivers	2	30	408	5	94	1,895	15	169	1,451	22	293	3,754
Passengers	4	14	153	1	38	610	6	55	398	11	107	1,161
All casualties	6	44	561	6	132	2,505	21	224	1,849	33	400	4,915
Heavy goods vehicle												
Drivers	5	48	246	0	19	331	8	80	577	13	147	1,154
Passengers	1	10	36	0	10	80	0	9	83	1	29	199
All casualties	6	58	282	0	29	411	8	89	660	14	176	1,353
Other vehicle												
Drivers / Riders	0	2	18	12	119	520	11	46	217	23	167	755
Passengers	0	0	14	2	17	131	0	13	76	2	30	221
All casualties	0	2	32	14	136	651	11	59	293	25	197	976
All road users ⁶												
Children	4	32	559	32	1,806	13,749	17	244	2,419	53	2,082	16,727
Adults	92	777	8,578	751	13,846	123,149	879	7,660	42,949	1,722	22,283	174,676
All ages ⁴	96	814	9,205	783	15,835	139,561	896	7,933	45,711	1,775	24,582	194,477

1 Excludes motorways.

2 Includes cases where speed limit was not reported.

3 Killed or seriously injured.

4 Includes cases where age was not reported.

5 Includes electric motorcycles and cases where engine size was not reported

6 Includes cases where vehicle type was not reported.

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[Notes & Definitions](#)

Source: DfT STATS19

Last updated: 24 September 2015

Next update: September 2016

The figures in this table are National Statistics

RAS30017

Casualties in reported accidents involving vehicles of different types by built-up and non built-up roads, road class and severity, Great Britain, 2014

	Number of casualties							
	Pedal cycle	Motorcycle ¹	Car	Bus or coach	Van / Light goods vehicle	Heavy goods vehicle	Other vehicle	Any vehicle ²
Built-up roads³								
A roads								
Killed	39	61	249	20	25	45	16	352
KSI ⁴	1,313	1,726	5,137	341	507	232	100	6,436
All severities	9,076	9,216	54,775	3,929	5,807	2,070	813	62,439
B roads								
Killed	6	23	93	3	12	10	4	112
KSI	407	565	1,845	89	153	49	44	2,204
All severities	2,593	2,288	16,530	877	1,469	402	244	18,339
Other roads								
Killed	27	44	240	23	21	32	13	319
KSI	1,366	1,496	5,880	284	497	169	161	7,195
All severities	8,855	6,422	52,542	2,602	4,744	1,047	850	58,783
All built-up roads ⁵								
Killed	72	128	582	46	58	87	33	783
KSI	3,086	3,787	12,862	714	1,157	450	305	15,835
All severities	20,524	17,926	123,847	7,408	12,020	3,519	1,907	139,561
Non built-up roads³								
A roads								
Killed	24	156	535	11	81	119	21	642
KSI	297	1,350	4,234	83	546	526	111	5,082
All severities	911	3,213	27,187	593	3,547	2,762	635	29,683
B roads								
Killed	9	43	89	1	10	9	8	117
KSI	98	355	944	16	105	61	35	1,213
All severities	282	764	5,745	140	577	319	185	6,416
Other roads								
Killed	13	21	112	5	16	10	14	137
KSI	213	374	1,290	20	143	48	80	1,638
All severities	662	929	8,618	149	876	309	355	9,612
All non built-up roads ⁵								
Killed	46	220	736	17	107	138	43	896
KSI	608	2,079	6,468	119	794	635	226	7,933
All severities	1,855	4,906	41,550	882	5,000	3,390	1,175	45,711
All speed limits⁶								
Motorways								
Killed	0	7	79	2	12	43	0	96
KSI	1	106	674	17	113	234	7	814
All severities	2	284	8,615	137	1,485	1,997	98	9,205
A roads								
Killed	63	217	784	31	106	164	37	994
KSI	1,610	3,076	9,371	424	1,053	758	211	11,518
All severities	9,987	12,429	81,962	4,522	9,354	4,832	1,448	92,122
B roads								
Killed	15	66	182	4	22	19	12	229
KSI	505	920	2,789	105	258	110	79	3,417
All severities	2,875	3,052	22,275	1,017	2,046	721	429	24,755
Other roads								
Killed	40	65	352	28	37	42	27	456
KSI	1,579	1,870	7,170	304	640	217	241	8,833
All severities	9,517	7,351	61,160	2,751	5,620	1,356	1,205	68,395
Total^{5,6}								
Killed	118	355	1,397	65	177	268	76	1,775
KSI	3,695	5,972	20,004	850	2,064	1,319	538	24,582
All severities	22,381	23,116	174,012	8,427	18,505	8,906	3,180	194,477

Note: Involves multiple-counting if more than one vehicle type present. Pedestrian casualties are included with all casualties in accidents involving each specific type of vehicle.

1 Includes electric motorcycles, combinations and scooters.

2 Includes other non motor vehicles and cases where vehicle type was not reported.

3 Excludes motorways.

4 Killed or seriously injured.

5 Includes cases where road class was not reported.

6 Includes cases where speed limit was not reported.

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[Notes & Definitions](#)

Source: DfT STATS19

Last updated: 24 September 2015

Next update: September 2016

The figures in this table are National Statistics

RAS30018

Reported casualty and accident rates by urban and rural roads, road class, road user type, severity and pedestrian involvement, Great Britain, 2014

	Number of casualties									
	Urban roads ¹			Rural roads ¹			All roads			
	A road	Other ²	All urban ³	A road	Other ²	All rural ³	Motorway	A road	Other ²	Total ³
Pedal cycle										
Accidents involving	8,033	9,640	17,673	1,607	2,342	3,949	..	9,640	11,982	21,624
User casualties	7,846	9,446	17,292	1,617	2,376	3,993	..	9,463	11,822	21,287
of whom killed	33	18	51	28	34	62	..	61	52	113
seriously injured	1,054	1,355	2,409	402	589	991	..	1,456	1,944	3,401
Pedestrians hit by a cycle	252	213	465	11	22	33	..	263	235	498
of whom killed	2	2	4	0	1	1	..	2	3	5
seriously injured	42	45	87	6	10	16	..	48	55	103
Motorcycle										
Accidents involving	7,510	6,747	14,257	3,666	2,747	6,413	238	11,176	9,494	20,908
User casualties	7,093	6,438	13,531	3,801	2,797	6,598	237	10,894	9,235	20,366
of whom killed	49	48	97	158	79	237	5	207	127	339
seriously injured	1,275	1,476	2,751	1,395	1,051	2,446	92	2,670	2,527	5,289
Pedestrians hit by a motorcycle	520	352	872	31	36	67	0	551	388	939
of whom killed	4	1	5	1	1	2	0	5	2	7
seriously injured	89	79	168	11	12	23	0	100	91	191
Car										
Accidents involving	36,741	46,364	83,105	22,197	17,844	40,041	5,210	58,938	64,208	128,356
User casualties	28,694	31,224	59,918	28,128	19,533	47,661	7,951	56,822	50,757	115,530
of whom killed	72	91	163	393	183	576	58	465	274	797
seriously injured	1,212	1,406	2,618	2,893	2,017	4,910	507	4,105	3,423	8,035
Pedestrians hit by a car	5,593	12,156	17,749	739	1,566	2,305	40	6,332	13,722	20,094
of whom killed	82	103	185	66	34	100	11	148	137	296
seriously injured	1,141	2,351	3,492	227	364	591	10	1,368	2,715	4,093
Bus or coach										
Accidents involving	2,859	2,392	5,251	388	351	739	48	3,247	2,743	6,038
User casualties	2,325	1,855	4,180	513	430	943	75	2,838	2,285	5,198
of whom killed	2	3	5	2	0	2	0	4	3	7
seriously injured	113	101	214	42	27	69	10	155	128	293
Pedestrians hit by a bus or coach	466	537	1,003	24	37	61	0	490	574	1,064
of whom killed	11	12	23	1	2	3	0	12	14	26
seriously injured	86	110	196	7	13	20	0	93	123	216
Van / Light goods vehicle										
Accidents involving	3,797	4,064	7,861	2,751	1,882	4,633	821	6,548	5,946	13,315
User casualties	1,098	955	2,053	1,443	858	2,301	561	2,541	1,813	4,915
of whom killed	4	2	6	12	9	21	6	16	11	33
seriously injured	49	49	98	157	74	231	38	206	123	367
Pedestrians hit by an LGV	420	817	1,237	88	160	248	2	508	977	1,487
of whom killed	10	9	19	6	5	11	0	16	14	30
seriously injured	89	161	250	27	30	57	0	116	191	307
Heavy goods vehicle										
Accidents involving	1,379	847	2,226	2,114	737	2,851	1,312	3,493	1,584	6,389
User casualties	152	114	266	609	196	805	282	761	310	1,353
of whom killed	0	0	0	8	0	8	6	8	0	14
seriously injured	8	6	14	75	21	96	52	83	27	162
Pedestrians hit by an HGV	115	193	308	59	45	104	23	174	238	435
of whom killed	19	21	40	18	5	23	10	37	26	73
seriously injured	30	37	67	19	13	32	6	49	50	105
All vehicles⁴										
Accidents involving	42,916	52,376	95,292	24,912	20,488	45,400	5,630	67,828	72,864	146,322
User casualties	47,414	50,381	97,795	36,323	26,471	62,794	9,140	83,737	76,852	169,729
of whom killed	165	166	331	605	318	923	75	770	484	1,329
seriously injured	3,738	4,464	8,202	4,994	3,846	8,840	702	8,732	8,310	17,744
All pedestrian casualties	7,424	14,400	21,824	961	1,898	2,859	65	8,385	16,298	24,748
of whom killed	132	153	285	92	48	140	21	224	201	446
seriously injured	1,493	2,803	4,296	299	452	751	16	1,792	3,255	5,063

1 See urban and rural definitions.

2 B, C and unclassified roads; excludes cases where road class was not reported.

3 Includes cases where road class was not reported.

4 Includes other vehicles and cases where vehicle or road user type was not reported.

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[Notes & Definitions](#)

Source: DfT STATS19, DfT National Road Traffic Survey

Last updated: 24 September 2015

Next update: September 2016

The figures in this table are National Statistics

RAS30018

Reported casualty and accident rates by urban and rural roads, road class, road user type, severity and pedestrian involvement, Great Britain, 2014

	Rate per billion vehicle miles									
	Urban roads ¹			Rural roads ¹			All roads			
	A road	Other ²	All urban ³	A road	Other ²	All rural ³	Motorway	A road	Other ²	Total ³
Pedal cycle										
Accidents involving	18,383	5,422	7,979	15,929	2,516	3,827	..	17,923	4,423	6,660
User casualties	17,955	5,312	7,807	16,028	2,552	3,870	..	17,594	4,364	6,556
of whom killed	76	10	23	278	37	60	..	113	19	35
seriously injured	2,412	762	1,088	3,985	633	960	..	2,707	718	1,047
Pedestrians hit by a cycle	577	120	210	109	24	32	..	489	87	153
of whom killed	4.6	1.1	1.8	0	1.1	1.0	..	3.7	1.1	1.5
seriously injured	96	25	39	59	11	16	..	89	20	32
Motorcycle										
Accidents involving	14,369	8,415	10,765	5,187	5,356	5,258	1,048	9,090	7,222	7,545
User casualties	13,571	8,030	10,217	5,378	5,453	5,409	1,044	8,861	7,025	7,349
of whom killed	94	60	73	224	154	194	22	168	97	122
seriously injured	2,440	1,841	2,077	1,974	2,049	2,005	405	2,172	1,922	1,909
Pedestrians hit by a motorcycle	995	439	658	44	70	55	0	448	295	339
of whom killed	7.7	1.2	3.8	1.4	1.9	1.6	0	4.1	1.5	2.5
seriously injured	170	99	127	16	23	19	0	81	69	69
Car										
Accidents involving	921	873	894	322	514	386	109	541	731	525
User casualties	720	588	644	408	563	460	166	522	578	473
of whom killed	1.8	1.7	1.8	5.7	5.3	5.6	1.2	4.3	3.1	3.3
seriously injured	30	26	28	42	58	47	11	38	39	33
Pedestrians hit by a car	140	229	191	11	45	22	0.8	58	156	82
of whom killed	2.1	1.9	2.0	1.0	1.0	1.0	0.2	1.4	1.6	1.2
seriously injured	29	44	38	3.3	10	5.7	0.2	13	31	17
Bus or coach										
Accidents involving	3,905	2,473	3,090	677	1,232	861	197	2,488	2,191	2,156
User casualties	3,176	1,918	2,460	895	1,509	1,099	308	2,174	1,825	1,856
of whom killed	2.7	3.1	2.9	3.5	0	2.3	0	3.1	2.4	2.5
seriously injured	154	104	126	73	95	80	41	119	102	105
Pedestrians hit by a bus or coach	637	555	590	42	130	71	0	375	458	380
of whom killed	15	12	14	1.7	7.0	3.5	0	9.2	11	9.3
seriously injured	117	114	115	12	46	23	0	71	98	77
Van / Light goods vehicle										
Accidents involving	576	442	498	210	263	229	92	332	364	296
User casualties	167	104	130	110	120	114	63	129	111	109
of whom killed	0.6	0.2	0.4	0.9	1.3	1.0	0.7	0.8	0.7	0.7
seriously injured	7.4	5.3	6.2	12	10	11	4.3	10	7.5	8.2
Pedestrians hit by an LGV	64	89	78	6.7	22	12	0.2	26	60	33
of whom killed	1.5	1.0	1.2	0.5	0.7	0.5	0	0.8	0.9	0.7
seriously injured	14	18	16	2.1	4.2	2.8	0	5.9	12	6.8
Heavy goods vehicle										
Accidents involving	860	1,218	968	370	881	435	184	478	1,034	400
User casualties	95	164	116	107	234	123	39	104	202	85
of whom killed	0	0	0	1.4	0	1.2	0.8	1.1	0	0.9
seriously injured	5.0	8.6	6.1	13	25	15	7.3	11	18	10
Pedestrians hit by an HGV	72	277	134	10	54	16	3.2	24	155	27
of whom killed	12	30	17	3.2	6.0	3.5	1.4	5.1	17	4.6
seriously injured	19	53	29	3.3	16	4.9	0.8	6.7	33	6.6
All vehicles⁴										
Accidents involving	862	787	819	279	461	340	88	488	657	466
User casualties	953	757	841	407	596	470	142	603	692	540
of whom killed	3.3	2.5	2.8	6.8	7.2	6.9	1.2	5.5	4.4	4.2
seriously injured	75	67	71	56	87	66	11	63	75	56
All pedestrian casualties	149	216	188	11	43	21	1.0	60	147	79
of whom killed	2.7	2.3	2.5	1.0	1.1	1.0	0.3	1.6	1.8	1.4
seriously injured	30	42	37	3.4	10	5.6	0.2	13	29	16

1 See urban and rural definitions.

2 B, C and unclassified roads; excludes cases where road class was not reported.

3 Includes cases where road class was not reported.

4 Includes other vehicles and cases where vehicle or road user type was not reported.

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[Notes & Definitions](#)

Source: DfT STATS19, DfT National Road Traffic Survey

Last updated: 24 September 2015

Next update: September 2016

The figures in this table are National Statistics

RAS30018

Reported casualty and accident rates by urban and rural roads, road class, road user type, severity and pedestrian involvement, Great Britain, 2014

	Rate per billion vehicle kilometres									
	Urban roads ¹			Rural roads ¹			All roads			
	A road	Other ²	All urban ³	A road	Other ²	All rural ³	Motorway	A road	Other ²	Total ³
Pedal cycle										
Accidents involving	11,423	3,369	4,958	9,898	1,563	2,378	..	11,137	2,748	4,138
User casualties	11,157	3,301	4,851	9,960	1,586	2,405	..	10,932	2,712	4,074
of whom killed	47	6.3	14	172	23	37	..	70	12	22
seriously injured	1,499	474	676	2,476	393	597	..	1,682	446	651
Pedestrians hit by a cycle	358	74	130	68	15	20	..	304	54	95
of whom killed	2.8	0.7	1.1	0	0.7	0.6	..	2.3	0.7	1.0
seriously injured	60	16	24	37	6.7	9.6	..	55	13	20
Motorcycle										
Accidents involving	8,929	5,229	6,689	3,223	3,328	3,267	651	5,648	4,487	4,688
User casualties	8,433	4,990	6,348	3,342	3,388	3,361	648	5,506	4,365	4,567
of whom killed	58	37	46	139	96	121	14	105	60	76
seriously injured	1,516	1,144	1,291	1,226	1,273	1,246	252	1,349	1,194	1,186
Pedestrians hit by a motorcycle	618	273	409	27	44	34	0	278	183	211
of whom killed	4.8	0.8	2.3	0.9	1.2	1.0	0	2.5	0.9	1.6
seriously injured	106	61	79	9.7	15	12	0	51	43	43
Car										
Accidents involving	572	542	555	200	319	240	68	336	454	326
User casualties	447	365	400	253	350	286	103	324	359	294
of whom killed	1.1	1.1	1.1	3.5	3.3	3.5	0.8	2.7	1.9	2.0
seriously injured	19	16	17	26	36	29	6.6	23	24	20
Pedestrians hit by a car	87	142	119	6.7	28	14	0.5	36	97	51
of whom killed	1.3	1.2	1.2	0.6	0.6	0.6	0.1	0.8	1.0	0.8
seriously injured	18	28	23	2.0	6.5	3.5	0.1	7.8	19	10
Bus or coach										
Accidents involving	2,427	1,537	1,920	421	766	535	123	1,546	1,361	1,340
User casualties	1,973	1,192	1,528	556	938	683	191	1,351	1,134	1,153
of whom killed	1.7	1.9	1.8	2.2	0	1.4	0	1.9	1.5	1.6
seriously injured	96	65	78	46	59	50	26	74	64	65
Pedestrians hit by a bus or coach	396	345	367	26	81	44	0	233	285	236
of whom killed	9.3	7.7	8.4	1.1	4.4	2.2	0	5.7	6.9	5.8
seriously injured	73	71	72	7.6	28	14	0	44	61	48
Van / Light goods vehicle										
Accidents involving	358	275	310	130	163	142	57	206	226	184
User casualties	104	65	81	68	74	71	39	80	69	68
of whom killed	0.4	0.1	0.2	0.6	0.8	0.6	0.4	0.5	0.4	0.5
seriously injured	4.6	3.3	3.9	7.4	6.4	7.1	2.7	6.5	4.7	5.1
Pedestrians hit by an LGV	40	55	49	4.2	14	7.6	0.1	16	37	21
of whom killed	0.9	0.6	0.7	0.3	0.4	0.3	0	0.5	0.5	0.4
seriously injured	8.4	11	9.8	1.3	2.6	1.7	0	3.7	7.3	4.2
Heavy goods vehicle										
Accidents involving	535	757	602	230	548	271	114	297	642	248
User casualties	59	102	72	66	146	76	25	65	126	53
of whom killed	0	0	0	0.9	0	0.8	0.5	0.7	0	0.5
seriously injured	3.1	5.4	3.8	8.2	16	9.1	4.5	7.1	11	6.3
Pedestrians hit by an HGV	45	172	83	6.4	33	9.9	2.0	15	97	17
of whom killed	7.4	19	11	2.0	3.7	2.2	0.9	3.1	11	2.8
seriously injured	12	33	18	2.1	9.7	3.0	0.5	4.2	20	4.1
All vehicles⁴										
Accidents involving	536	489	509	174	286	211	54	303	408	289
User casualties	592	470	522	253	370	292	88	374	430	336
of whom killed	2.1	1.6	1.8	4.2	4.4	4.3	0.7	3.4	2.7	2.6
seriously injured	47	42	44	35	54	41	6.8	39	47	35
All pedestrian casualties	93	134	117	6.7	27	13	0.6	37	91	49
of whom killed	1.6	1.4	1.5	0.6	0.7	0.7	0.2	1.0	1.1	0.9
seriously injured	19	26	23	2.1	6.3	3.5	0.2	8.0	18	10

1 See urban and rural definitions.

2 B, C and unclassified roads; excludes cases where road class was not reported.

3 Includes cases where road class was not reported.

4 Includes other vehicles and cases where vehicle or road user type was not reported.

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[Notes & Definitions](#)

Source: DfT STATS19, DfT National Road Traffic Survey

Last updated: 24 September 2015

Next update: September 2016

The figures in this table are National Statistics

RAS30019

Reported casualties by accident and casualty severity and road user type, Great Britain, 2014

	Number of casualties								
	Casualties in fatal accidents				Casualties in serious accidents			Casualties in slight accidents	Casualties in all accidents
	Killed	Serious	Slight	Total	Serious	Slight	Total	Slight	Total
Pedestrians	446	20	16	482	5,043	237	5,280	18,986	24,748
Pedal cyclists	113	0	3	116	3,401	111	3,512	17,659	21,287
Motorcycle 50cc and under ¹ riders and passengers	6	1	0	7	404	15	419	1,904	2,330
Motorcycle 51cc - 125cc ¹ Riders	60	1	0	61	1,716	57	1,773	6,418	8,252
Passengers	1	1	1	3	41	11	52	65	120
Motorcycle 126cc - 500cc ¹ Riders	21	1	2	24	545	14	559	1,542	2,125
Passengers	2	1	0	3	22	11	33	56	92
Motorcycle over 500cc ¹ Riders	235	17	14	266	2,327	108	2,435	4,105	6,806
Passengers	11	6	1	18	148	54	202	241	461
Other motorcycles ² Riders	3	0	0	3	48	2	50	107	160
Passengers	0	1	0	1	9	1	10	9	20
Taxi/Private hire car Drivers	2	1	8	11	52	50	102	1,305	1,418
Passengers	1	2	3	6	81	55	136	1,425	1,567
Car Drivers	565	194	256	1,015	5,226	2,774	8,000	68,102	77,117
Passengers	225	209	193	627	2,242	2,289	4,531	29,811	34,969
Minibus Drivers	1	1	0	2	12	9	21	125	148
Passengers	3	1	0	4	14	37	51	256	311
Bus or coach Drivers	0	3	3	6	18	32	50	362	418
Passengers	7	11	38	56	261	433	694	4,030	4,780
Van / Light goods vehicle Drivers	22	18	27	67	253	178	431	3,256	3,754
Passengers	11	5	7	23	91	82	173	965	1,161
Heavy goods vehicle Rigid Drivers	6	7	19	32	73	68	141	547	720
Passengers	0	1	3	4	22	21	43	127	174
Articulated Drivers	7	4	14	25	50	31	81	328	434
Passengers	1	0	0	1	5	4	9	15	25
Total ³ Drivers	13	11	33	57	123	99	222	875	1,154
Passengers	1	1	3	5	27	25	52	142	199
Other vehicle Drivers	24	1	6	31	168	22	190	637	858
Passengers	2	1	1	4	27	19	46	172	222
All casualties ⁴	1,775	508	615	2,898	22,299	6,725	29,024	162,555	194,477

1 Includes data on scooters and motorcycle combinations.

2 Includes electric motorcycles and cases where engine size was not reported.

3 Includes cases where HGV type was not reported.

4 Includes cases where road user type was not reported.

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Source: DfT STATS19
Last updated: 24 September 2015
Next update: September 2016

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RAS30020

Reported casualties and casualty rates by month, road user type and severity, Great Britain, 2014

	Number of casualties/rate per billion vehicle miles												
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Pedestrians													
Killed	35	30	37	25	27	26	32	27	29	39	66	73	446
KSI ¹	527	460	476	385	395	433	433	377	430	489	543	561	5,509
All severities	2,431	2,024	2,168	1,739	1,901	1,958	1,908	1,634	1,878	2,219	2,468	2,420	24,748
<i>of whom children</i>													
Killed	2	3	2	1	2	4	3	2	0	3	2	5	29
KSI	96	112	127	121	120	139	127	82	132	128	104	91	1,379
All severities	537	474	636	526	565	640	570	408	524	591	566	444	6,481
Pedal cyclists													
Killed	8	12	6	12	6	10	11	16	13	3	8	8	113
KSI	230	192	254	266	298	387	406	319	371	316	262	213	3,514
All severities	1,533	1,295	1,658	1,542	1,832	2,191	2,410	1,829	2,101	1,993	1,679	1,224	21,287
<i>of whom children</i>													
Killed	0	0	0	1	1	0	1	3	0	0	0	0	6
KSI	12	12	15	22	30	39	44	30	34	18	13	10	279
All severities	106	90	127	153	187	261	283	192	260	170	101	75	2,005
Horse riders													
Killed	0	0	1	0	0	0	0	0	0	0	0	0	1
KSI	2	3	2	3	3	2	2	4	1	2	2	0	26
All severities	7	16	12	11	7	12	3	10	7	5	8	6	104
Motorcycle² users													
Killed	13	16	29	29	34	42	38	34	52	21	13	18	339
KSI	289	275	425	502	555	606	619	552	583	507	406	309	5,628
All severities	1,245	1,163	1,568	1,641	1,880	1,996	2,057	1,821	1,999	2,010	1,671	1,315	20,366
Rate (all m'cycle users)	9,204	7,741	6,866	6,293	6,281	6,342	6,580	6,440	7,265	10,169	10,102	8,831	7,349
Car users													
Killed	69	51	53	68	56	74	62	63	55	71	73	95	790
KSI	751	658	703	694	685	725	700	748	644	765	795	793	8,661
All severities	9,395	8,513	9,056	8,770	9,499	9,119	9,636	9,896	8,126	10,027	10,274	9,775	112,086
Other car³ users													
Killed	0	1	0	1	0	0	1	1	2	0	1	0	7
KSI	15	16	20	8	11	12	14	15	13	12	21	14	171
All severities	252	289	333	253	244	287	279	321	286	316	306	278	3,444
All car users	9,647	8,802	9,389	9,023	9,743	9,406	9,915	10,217	8,412	10,343	10,580	10,053	115,530
Rate (all car users)	521	501	474	455	466	461	451	458	398	482	527	490	473
Bus or coach users													
Killed	0	0	2	0	2	0	1	0	2	0	0	0	7
KSI	26	14	23	26	24	34	26	21	16	39	24	27	300
All severities	354	369	438	340	484	563	443	490	482	483	389	363	5,198
Rate (all bus users)	1,634	1,726	1,890	1,607	2,130	2,390	1,674	2,055	1,965	1,909	1,676	1,574	1,856
Van / Light goods veh users													
Killed	1	3	0	3	1	6	5	3	1	7	2	1	33
KSI	37	29	35	25	38	34	36	33	14	49	33	37	400
All severities	424	441	401	382	401	403	425	403	369	445	424	397	4,915
Heavy goods vehicle users													
Killed	1	1	1	2	0	0	2	1	1	3	1	1	14
KSI	18	13	17	12	6	9	22	15	16	22	10	16	176
All severities	115	95	98	98	118	103	149	113	92	141	122	109	1,353
All goods vehicle users⁴	545	538	504	480	523	515	584	520	466	593	547	511	6,326
Rate (all goods veh users)	118	121	104	100	104	103	106	99	86	107	107	96	104
Agricultural vehicle users													
Killed	0	0	1	0	1	0	0	1	0	0	2	1	6
KSI	0	1	2	3	2	1	0	2	7	0	2	3	23
All severities	6	6	5	10	6	8	10	14	22	6	10	5	108
All road users													
Killed	128	117	131	140	128	160	153	146	158	145	170	199	1,775
KSI	1,901	1,673	1,970	1,938	2,033	2,262	2,277	2,101	2,114	2,212	2,111	1,990	24,582
All severities	15,826	14,267	15,800	14,844	16,464	16,715	17,412	16,610	15,442	17,717	17,408	15,972	194,477
<i>of whom children</i>													
Killed	5	4	2	2	3	4	10	9	0	3	2	9	53
KSI	146	159	176	178	188	213	216	156	195	180	149	126	2,082
All severities	1,203	1,170	1,440	1,370	1,459	1,685	1,630	1,506	1,348	1,457	1,355	1,104	16,727
Rate (all ages)	666	630	623	585	617	637	612	589	564	637	673	603	619

1 Killed or seriously injured.

2 Includes electric motorcycles, combinations, scooters and mopeds.

3 Includes taxis and minibuses.

4 Includes unknown goods vehicle weight

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Source: DfT STATS19, DfT National Road Traffic Survey
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Next update: September 2016

The figures in this table are National Statistics

RAS30020

Reported casualties and casualty rates by month, road user type and severity, Great Britain, 2014

	Number of casualties/rate per billion vehicle kilometres												
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Pedestrians													
Killed	35	30	37	25	27	26	32	27	29	39	66	73	446
KSI ¹	527	460	476	385	395	433	433	377	430	489	543	561	5,509
All severities	2,431	2,024	2,168	1,739	1,901	1,958	1,908	1,634	1,878	2,219	2,468	2,420	24,748
of whom children													
Killed	2	3	2	1	2	4	3	2	0	3	2	5	29
KSI	96	112	127	121	120	139	127	82	132	128	104	91	1,379
All severities	537	474	636	526	565	640	570	408	524	591	566	444	6,481
Pedal cyclists													
Killed	8	12	6	12	6	10	11	16	13	3	8	8	113
KSI	230	192	254	266	298	387	406	319	371	316	262	213	3,514
All severities	1,533	1,295	1,658	1,542	1,832	2,191	2,410	1,829	2,101	1,993	1,679	1,224	21,287
of whom children													
Killed	0	0	0	1	1	0	1	3	0	0	0	0	6
KSI	12	12	15	22	30	39	44	30	34	18	13	10	279
All severities	106	90	127	153	187	261	283	192	260	170	101	75	2,005
Horse riders													
Killed	0	0	1	0	0	0	0	0	0	0	0	0	1
KSI	2	3	2	3	3	2	2	4	1	2	2	0	26
All severities	7	16	12	11	7	12	3	10	7	5	8	6	104
Motorcycle² users													
Killed	13	16	29	29	34	42	38	34	52	21	13	18	339
KSI	289	275	425	502	555	606	619	552	583	507	406	309	5,628
All severities	1,245	1,163	1,568	1,641	1,880	1,996	2,057	1,821	1,999	2,010	1,671	1,315	20,366
Rate (all m'cycle users)	5,719	4,810	4,267	3,910	3,903	3,941	4,088	4,002	4,514	6,319	6,277	5,487	4,567
Car users													
Killed	69	51	53	68	56	74	62	63	55	71	73	95	790
KSI	751	658	703	694	685	725	700	748	644	765	795	793	8,661
All severities	9,395	8,513	9,056	8,770	9,499	9,119	9,636	9,896	8,126	10,027	10,274	9,775	112,086
Other car³ users													
Killed	0	1	0	1	0	0	1	1	2	0	1	0	7
KSI	15	16	20	8	11	12	14	15	13	12	21	14	171
All severities	252	289	333	253	244	287	279	321	286	316	306	278	3,444
All car users	9,647	8,802	9,389	9,023	9,743	9,406	9,915	10,217	8,412	10,343	10,580	10,053	115,530
Rate (all car users)	324	311	294	283	290	287	280	285	248	299	327	305	294
Bus or coach users													
Killed	0	0	2	0	2	0	1	0	2	0	0	0	7
KSI	26	14	23	26	24	34	26	21	16	39	24	27	300
All severities	354	369	438	340	484	563	443	490	482	483	389	363	5,198
Rate (all bus users)	1,015	1,072	1,174	999	1,323	1,485	1,040	1,277	1,221	1,186	1,041	978	1,153
Van / Light goods veh users													
Killed	1	3	0	3	1	6	5	3	1	7	2	1	33
KSI	37	29	35	25	38	34	36	33	14	49	33	37	400
All severities	424	441	401	382	401	403	425	403	369	445	424	397	4,915
Heavy goods vehicle users													
Killed	1	1	1	2	0	0	2	1	1	3	1	1	14
KSI	18	13	17	12	6	9	22	15	16	22	10	16	176
All severities	115	95	98	98	118	103	149	113	92	141	122	109	1,353
All goods vehicle users ⁴	545	538	504	480	523	515	584	520	466	593	547	511	6,326
Rate (all goods veh users)	73	75	65	62	64	64	66	61	54	66	66	60	65
Agricultural vehicle users													
Killed	0	0	1	0	1	0	0	1	0	0	2	1	6
KSI	0	1	2	3	2	1	0	2	7	0	2	3	23
All severities	6	6	5	10	6	8	10	14	22	6	10	5	108
All road users													
Killed	128	117	131	140	128	160	153	146	158	145	170	199	1,775
KSI	1,901	1,673	1,970	1,938	2,033	2,262	2,277	2,101	2,114	2,212	2,111	1,990	24,582
All severities	15,826	14,267	15,800	14,844	16,464	16,715	17,412	16,610	15,442	17,717	17,408	15,972	194,477
of whom children													
Killed	5	4	2	2	3	4	10	9	0	3	2	9	53
KSI	146	159	176	178	188	213	216	156	195	180	149	126	2,082
All severities	1,203	1,170	1,440	1,370	1,459	1,685	1,630	1,506	1,348	1,457	1,355	1,104	16,727
Rate (all ages)	414	392	387	364	383	396	380	366	351	396	418	375	385

1 Killed or seriously injured.

2 Includes electric motorcycles, combinations, scooters and mopeds.

3 Includes taxis and minibuses.

4 Includes unknown goods vehicle weight

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Source: DfT STATS19, DfT National Road Traffic Survey
 Last updated: 24 September 2015
 Next update: September 2016

The figures in this table are National Statistics

RAS30021

Reported casualties by day, road user type and hour of day, Great Britain, 2014

Number of casualties

(a) Monday to Thursday						(b) Friday					
Hour beginning	Pedestrians	Pedal cyclists	M'cycle users	Car users	All road users ¹	Hour beginning	Pedestrians	Pedal cyclists	M'cycle users	Car users	All road users ¹
Midnight	110	46	76	809	1,080	Midnight	31	16	29	220	316
01:00	60	15	39	443	590	01:00	23	13	4	136	189
02:00	55	12	21	342	465	02:00	18	7	9	107	147
03:00	46	8	16	293	398	03:00	11	1	10	81	110
04:00	34	15	27	269	401	04:00	12	4	8	67	102
05:00	45	158	120	490	926	05:00	15	27	20	130	213
06:00	129	435	299	1,272	2,374	06:00	35	80	61	312	534
07:00	497	1,206	868	3,068	6,041	07:00	110	250	189	732	1,373
08:00	1,488	1,618	1,101	5,344	10,376	08:00	360	346	216	1,061	2,111
09:00	767	811	501	3,518	6,158	09:00	153	157	122	838	1,392
10:00	659	490	384	2,902	5,005	10:00	178	129	100	733	1,291
11:00	728	442	453	3,376	5,670	11:00	237	116	125	927	1,549
12:00	866	553	541	3,632	6,283	12:00	225	167	162	1,125	1,840
13:00	783	587	570	3,706	6,219	13:00	246	156	186	1,047	1,823
14:00	795	593	604	3,729	6,314	14:00	274	167	206	1,254	2,080
15:00	1,827	862	746	4,776	8,927	15:00	508	256	253	1,538	2,740
16:00	1,454	1,152	1,085	5,336	9,646	16:00	395	259	309	1,702	2,830
17:00	1,465	1,565	1,381	6,257	11,200	17:00	386	337	329	1,716	2,913
18:00	1,174	1,344	990	4,629	8,537	18:00	345	254	288	1,369	2,365
19:00	787	844	677	3,295	5,817	19:00	269	143	168	1,063	1,722
20:00	490	490	549	2,404	4,080	20:00	188	117	161	736	1,237
21:00	329	299	366	1,997	3,115	21:00	133	72	115	631	986
22:00	262	210	285	1,670	2,512	22:00	136	42	94	667	962
23:00	167	135	204	1,102	1,660	23:00	125	49	59	524	788
All hours ²	15,017	13,890	11,903	64,659	113,794	All hours ²	4,413	3,165	3,223	18,716	31,613

(c) Saturday						(d) Sunday					
Hour beginning	Pedestrians	Pedal cyclists	M'cycle users	Car users	All road users ¹	Hour beginning	Pedestrians	Pedal cyclists	M'cycle users	Car users	All road users ¹
Midnight	107	29	54	475	687	Midnight	138	21	43	552	781
01:00	95	22	28	409	577	01:00	132	19	39	459	660
02:00	65	14	20	270	386	02:00	112	8	22	353	505
03:00	48	14	16	251	341	03:00	89	12	16	296	431
04:00	45	12	15	188	279	04:00	31	10	10	255	317
05:00	18	9	19	176	239	05:00	19	5	16	253	299
06:00	21	23	15	231	313	06:00	10	25	20	225	292
07:00	32	42	47	339	498	07:00	12	41	33	248	359
08:00	50	96	65	543	804	08:00	18	70	43	288	433
09:00	77	144	98	750	1,142	09:00	50	170	70	465	775
10:00	148	174	143	941	1,502	10:00	77	217	152	689	1,179
11:00	172	201	170	1,313	1,966	11:00	110	192	227	914	1,505
12:00	206	188	214	1,316	2,052	12:00	135	189	229	1,151	1,775
13:00	254	188	216	1,300	2,056	13:00	156	147	216	1,088	1,674
14:00	225	187	194	1,201	1,951	14:00	141	167	262	1,027	1,651
15:00	181	138	240	1,071	1,727	15:00	137	120	232	1,027	1,582
16:00	222	150	199	1,186	1,850	16:00	157	141	243	1,105	1,712
17:00	218	158	220	1,115	1,799	17:00	170	129	197	953	1,485
18:00	217	128	195	1,000	1,591	18:00	142	114	133	915	1,347
19:00	182	106	149	825	1,302	19:00	138	75	139	787	1,175
20:00	127	58	108	703	1,030	20:00	103	61	100	598	897
21:00	124	51	82	536	809	21:00	78	39	78	487	707
22:00	126	47	66	589	853	22:00	45	30	46	413	545
23:00	113	34	66	535	772	23:00	45	17	35	344	458
All hours ²	3,073	2,213	2,639	17,263	26,526	All hours ²	2,245	2,019	2,601	14,892	22,544

1 Includes bus, coach, goods and other vehicle users and cases where road user type was not reported.

2 Includes cases where time was not reported.

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[Notes & Definitions](#)

Source: DfT STATS19
 Last updated: 24 September 2015
 Next update: September 2016

The figures in this table are National Statistics

RAS30022

Reported killed or seriously injured casualties by day, road user type and hour of day, Great Britain, 2014

Number of casualties

(a) Monday to Thursday						(b) Friday					
Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users ¹	Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users ¹
Midnight	33	14	22	107	182	Midnight	5	5	8	30	53
01:00	17	3	12	70	105	01:00	8	2	2	19	32
02:00	17	1	6	71	103	02:00	1	1	5	16	24
03:00	23	1	6	53	86	03:00	3	0	3	20	28
04:00	9	6	10	43	74	04:00	6	0	5	12	25
05:00	11	37	43	69	182	05:00	7	2	9	21	42
06:00	33	78	86	134	361	06:00	8	10	19	30	72
07:00	114	192	237	187	763	07:00	28	40	44	53	171
08:00	249	207	223	269	999	08:00	58	35	45	56	201
09:00	149	114	89	197	589	09:00	24	29	30	54	153
10:00	150	81	101	199	588	10:00	49	22	19	48	147
11:00	144	65	118	217	593	11:00	57	21	28	61	180
12:00	189	78	141	217	683	12:00	44	38	39	76	211
13:00	155	84	143	288	714	13:00	38	25	59	57	190
14:00	179	97	151	281	752	14:00	48	26	48	76	212
15:00	335	132	184	335	1,032	15:00	104	41	62	90	305
16:00	293	167	288	346	1,144	16:00	82	61	91	132	379
17:00	330	218	326	378	1,290	17:00	85	59	76	100	331
18:00	259	212	238	295	1,036	18:00	67	36	65	74	249
19:00	198	145	201	238	805	19:00	64	25	47	72	213
20:00	122	77	164	196	575	20:00	51	18	40	67	185
21:00	81	50	99	194	445	21:00	52	13	38	43	151
22:00	69	32	78	178	363	22:00	41	4	33	79	161
23:00	41	21	59	110	244	23:00	30	6	21	61	124
All hours ²	3,200	2,112	3,025	4,672	13,708	All hours ²	960	519	836	1,347	3,839

(c) Saturday						(d) Sunday					
Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users ¹	Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users ¹
Midnight	41	8	23	60	138	Midnight	44	1	19	74	140
01:00	30	1	13	60	105	01:00	44	6	17	56	124
02:00	19	3	9	50	82	02:00	32	4	7	63	107
03:00	11	2	8	43	65	03:00	22	2	5	41	75
04:00	15	4	8	25	57	04:00	6	2	7	45	64
05:00	5	2	8	32	49	05:00	5	1	9	51	68
06:00	7	4	4	30	47	06:00	3	8	6	40	61
07:00	10	10	15	33	71	07:00	6	6	8	27	49
08:00	10	23	14	48	99	08:00	7	16	16	30	73
09:00	18	33	29	61	149	09:00	22	46	31	47	148
10:00	36	40	51	67	203	10:00	21	48	54	54	182
11:00	31	43	67	72	224	11:00	28	43	96	68	241
12:00	45	32	71	86	247	12:00	19	46	79	73	224
13:00	42	33	69	84	237	13:00	39	36	82	63	226
14:00	41	37	58	59	207	14:00	38	30	89	76	236
15:00	37	27	77	85	234	15:00	31	27	102	99	268
16:00	53	39	61	64	225	16:00	35	22	103	66	231
17:00	57	23	69	74	226	17:00	49	24	69	72	218
18:00	59	28	46	70	209	18:00	34	21	36	84	180
19:00	58	20	42	75	197	19:00	28	12	43	63	151
20:00	28	5	20	50	105	20:00	19	12	32	47	114
21:00	37	9	21	75	144	21:00	22	11	17	39	96
22:00	35	14	20	65	136	22:00	19	7	16	54	97
23:00	37	8	15	73	140	23:00	14	4	6	40	66
All hours ²	762	448	818	1,441	3,596	All hours ²	587	435	949	1,372	3,439

1 Includes bus, coach, goods and other vehicle users and cases where road user type was not reported.

2 Includes cases where time was not reported.

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Source: DfT STATS19
 Last updated: 24 September 2015
 Next update: September 2016

The figures in this table are National Statistics

RAS30023

Reported casualties all days, by severity, road user type and hour of day, Great Britain, 2014

Number of casualties

(a) Killed						(b) Serious					
Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users ¹	Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users ¹
Midnight	15	2	5	26	49	Midnight	108	26	67	245	464
01:00	17	1	8	19	46	01:00	82	11	36	186	320
02:00	8	0	4	23	37	02:00	61	9	23	177	279
03:00	13	0	3	12	30	03:00	46	5	19	145	224
04:00	9	3	4	16	37	04:00	27	9	26	109	183
05:00	8	2	5	32	50	05:00	20	40	64	141	291
06:00	6	3	8	21	43	06:00	45	97	107	213	498
07:00	14	10	13	31	69	07:00	144	238	291	269	985
08:00	12	5	9	34	63	08:00	312	276	289	369	1,309
09:00	13	8	9	24	61	09:00	200	214	170	335	978
10:00	26	11	15	35	91	10:00	230	180	210	333	1,029
11:00	26	6	24	43	106	11:00	234	166	285	375	1,132
12:00	13	5	16	27	68	12:00	284	189	314	425	1,297
13:00	15	5	21	45	93	13:00	259	173	332	447	1,274
14:00	17	4	16	38	81	14:00	289	186	330	454	1,326
15:00	22	14	24	56	121	15:00	485	213	401	553	1,718
16:00	27	9	40	51	128	16:00	436	280	503	557	1,851
17:00	41	5	25	42	117	17:00	480	319	515	582	1,948
18:00	31	5	22	40	100	18:00	388	292	363	483	1,574
19:00	29	4	29	42	106	19:00	319	198	304	406	1,260
20:00	19	2	18	25	64	20:00	201	110	238	335	915
21:00	19	5	8	33	65	21:00	173	78	167	318	771
22:00	22	2	4	46	74	22:00	142	55	143	330	683
23:00	24	2	9	36	76	23:00	98	37	92	248	498
All hours ²	446	113	339	797	1,775	All hours ²	5,063	3,401	5,289	8,035	22,807

(c) Slight						(d) All severities					
Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users ¹	Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users ¹
Midnight	263	84	130	1,785	2,351	Midnight	386	112	202	2,056	2,864
01:00	211	57	66	1,242	1,650	01:00	310	69	110	1,447	2,016
02:00	181	32	45	872	1,187	02:00	250	41	72	1,072	1,503
03:00	135	30	36	764	1,026	03:00	194	35	58	921	1,280
04:00	86	29	30	654	879	04:00	122	41	60	779	1,099
05:00	69	157	106	876	1,336	05:00	97	199	175	1,049	1,677
06:00	144	463	280	1,806	2,972	06:00	195	563	395	2,040	3,513
07:00	493	1,291	833	4,087	7,217	07:00	651	1,539	1,137	4,387	8,271
08:00	1,592	1,849	1,127	6,833	12,352	08:00	1,916	2,130	1,425	7,236	13,724
09:00	834	1,060	612	5,212	8,428	09:00	1,047	1,282	791	5,571	9,467
10:00	806	819	554	4,897	7,857	10:00	1,062	1,010	779	5,265	8,977
11:00	987	779	666	6,112	9,452	11:00	1,247	951	975	6,530	10,690
12:00	1,135	903	816	6,772	10,585	12:00	1,432	1,097	1,146	7,224	11,950
13:00	1,165	900	835	6,649	10,405	13:00	1,439	1,078	1,188	7,141	11,772
14:00	1,129	924	920	6,719	10,589	14:00	1,435	1,114	1,266	7,211	11,996
15:00	2,146	1,149	1,046	7,803	13,137	15:00	2,653	1,376	1,471	8,412	14,976
16:00	1,765	1,413	1,293	8,721	14,059	16:00	2,228	1,702	1,836	9,329	16,038
17:00	1,718	1,865	1,587	9,417	15,332	17:00	2,239	2,189	2,127	10,041	17,397
18:00	1,459	1,543	1,221	7,390	12,166	18:00	1,878	1,840	1,606	7,913	13,840
19:00	1,028	966	800	5,522	8,650	19:00	1,376	1,168	1,133	5,970	10,016
20:00	688	614	662	4,081	6,265	20:00	908	726	918	4,441	7,244
21:00	472	378	466	3,300	4,781	21:00	664	461	641	3,651	5,617
22:00	405	272	344	2,963	4,115	22:00	569	329	491	3,339	4,872
23:00	328	196	263	2,221	3,104	23:00	450	235	364	2,505	3,678
All hours ²	19,239	17,773	14,738	106,698	169,895	All hours ²	24,748	21,287	20,366	115,530	194,477

1 Includes bus, coach, goods and other vehicle users and cases where road user type was not reported.

2 Includes cases where time was not reported.

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Source: DfT STATS19
 Last updated: 24 September 2015
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The figures in this table are National Statistics

RAS30024

Reported casualties by age band, road user type and severity, Great Britain, 2014

	Number of casualties												
	0-4 ¹	5-7	8-11	12-15	16-19	20-29	30-39	40-49	50-59	60-69	70-79	80 and over	All ² ages
Pedestrians													
Killed	5	8	5	11	18	59	56	51	42	55	50	86	446
KSI ³	187	220	429	543	329	756	566	503	473	470	485	492	5,509
All severities	858	1,022	2,069	2,532	1,870	4,120	2,944	2,528	2,154	1,618	1,336	1,173	24,748
Pedal cyclists													
Killed	0	0	1	5	2	22	11	22	18	19	12	1	113
KSI	3	15	85	176	191	629	639	816	553	254	90	25	3,514
All severities	33	192	573	1,207	1,421	4,805	4,611	4,224	2,503	939	297	81	21,287
Motorcycle 50cc and under													
Killed	0	0	0	0	2	2	0	0	2	0	0	0	6
KSI	0	0	0	6	210	98	36	27	19	8	3	1	411
All severities	1	2	1	14	1,148	592	246	151	91	31	13	3	2,330
Motorcycle over 50cc⁴													
Riders													
Killed	0	0	0	0	12	92	60	67	60	21	6	1	319
KSI	0	0	0	15	498	1,459	873	924	817	267	69	10	4,974
All severities	0	0	0	21	2,269	5,600	3,206	2,964	2,173	724	152	30	17,343
Passengers													
Killed	0	0	0	0	2	4	3	3	1	1	0	0	14
KSI	1	1	3	9	50	50	35	45	34	13	1	0	243
All severities	4	2	10	38	120	174	84	113	88	38	6	0	693
Car													
Drivers													
Killed	0	0	0	0	35	149	69	72	60	71	47	65	568
KSI	0	0	0	3	440	1,538	959	885	744	618	445	398	6,054
All severities	0	0	1	15	4,892	21,238	15,888	14,543	10,400	5,759	3,351	1,980	78,683
Passengers													
Killed	4	2	4	8	53	52	15	9	9	14	20	39	229
KSI	80	61	79	114	477	635	277	208	205	205	207	195	2,778
All severities	1,618	1,553	2,040	2,013	5,047	8,854	4,280	3,321	2,769	2,120	1,486	933	36,847
Bus and coach													
Drivers													
Killed	0	0	0	0	0	0	0	0	0	0	0	0	0
KSI	0	0	0	0	0	2	3	5	6	5	0	0	21
All severities	0	0	0	0	3	45	92	107	117	41	4	0	418
Passengers													
Killed	0	0	0	0	1	0	1	0	1	1	1	2	7
KSI	9	2	3	12	9	12	18	19	26	39	65	56	279
All severities	213	102	150	268	214	447	428	439	507	586	576	498	4,780
Goods vehicle													
Drivers													
Killed	0	0	0	0	0	5	7	10	4	5	4	0	35
KSI	0	0	0	0	2	76	87	123	91	52	8	0	442
All severities	0	0	0	0	69	1,061	1,116	1,287	958	368	45	7	4,949
Passengers													
Killed	0	0	0	0	0	5	5	1	0	0	1	0	12
KSI	5	2	1	1	11	43	22	20	15	6	5	2	137
All severities	22	23	32	32	117	434	262	191	141	55	18	10	1,377
All road users⁵													
Killed	9	10	10	24	128	391	229	236	203	189	147	199	1,775
KSI	286	302	603	891	2,235	5,336	3,533	3,603	3,015	1,952	1,401	1,208	24,582
All severities	2,753	2,907	4,891	6,176	17,234	47,527	33,288	30,031	22,052	12,363	7,368	4,813	194,477

1 In some cases age 0 may have been coded where the age of the casualty was not reported.

2 Includes cases where age was not reported.

3 Killed or seriously injured.

4 Includes electric motorcycles, combinations and cases where engine size was not reported.

5 Includes other road users and cases where road user type was not reported.

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[Notes & Definitions](#)

Source: DfT STATS19

Last updated: 24 September 2015

Next update: September 2016

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RAS30025

Reported casualty rates by age band, road user type and severity, Great Britain, 2014

	Rate per million population												
	0-4 ¹	5-7	8-11	12-15	16-19	20-29	30-39	40-49	50-59	60-69	70-79	80 and over	All ² ages
Pedestrians													
Killed	1.3	3.5	1.8	4.0	6.0	7.0	6.9	5.8	5.2	8.0	11	29	7.1
KSI ³	48	96	153	196	109	89	70	57	59	68	104	164	88
All severities	220	445	737	916	622	487	363	287	267	235	287	391	394
Pedal cyclists													
Killed	0	0	0.4	1.8	0.7	2.6	1.4	2.5	2.2	2.8	2.6	0.3	1.8
KSI	0.8	6.5	30	64	63	74	79	93	69	37	19	8.3	56
All severities	8.5	84	204	437	472	568	568	480	310	136	64	27	339
Motorcycle users 50cc and under													
Killed	0	0	0	0	0.7	0.2	0	0	0.2	0	0	0	0.1
KSI	0	0	0	2.2	70	12	4.4	3.1	2.4	1.2	0.6	0.3	6.5
All severities	0.3	0.9	0.4	5.1	382	70	30	17	11	4.5	2.8	1.0	37
Motorcycles over 50cc⁴													
Riders													
Killed	0	0	0	0	4.0	11	7.4	7.6	7.4	3.0	1.3	0.3	5.1
KSI	0	0	0	5.4	166	172	108	105	101	39	15	3.3	79
All severities	0	0	0	7.6	754	662	395	337	269	105	33	10	276
Passengers													
Killed	0	0	0	0	0.7	0.5	0.4	0.3	0.1	0.1	0	0	0.2
KSI	0.3	0.4	1.1	3.3	17	5.9	4.3	5.1	4.2	1.9	0.2	0	3.9
All severities	1.0	0.9	3.6	14	40	21	10	13	11	5.5	1.3	0	11
Car													
Drivers													
Killed	0	0	0	0	12	18	8.5	8.2	7.4	10	10	22	9.1
KSI	0	0	0	1.1	146	182	118	101	92	90	96	133	96
All severities	0	0	0.4	5.4	1,626	2,511	1,959	1,652	1,289	836	721	660	1,254
Passengers													
Killed	1.0	0.9	1.4	2.9	18	6.1	1.8	1.0	1.1	2.0	4.3	13	3.6
KSI	21	27	28	41	159	75	34	24	25	30	45	65	44
All severities	415	676	726	728	1,677	1,047	528	377	343	308	320	311	587
Bus and coach													
Drivers													
Killed	0	0	0	0	0	0	0	0	0	0	0	0	0
KSI	0	0	0	0	0	0.2	0.4	0.6	0.7	0.7	0	0	0.3
All severities	0	0	0	0	1.0	5.3	11	12	15	5.9	0.9	0	6.7
Passengers													
Killed	0	0	0	0	0.3	0	0.1	0	0.1	0.1	0.2	0.7	0.1
KSI	2.3	0.9	1.1	4.3	3.0	1.4	2.2	2.2	3.2	5.7	14	19	4.4
All severities	55	44	53	97	71	53	53	50	63	85	124	166	76
Goods vehicle													
Drivers													
Killed	0	0	0	0	0	0.6	0.9	1.1	0.5	0.7	0.9	0	0.6
KSI	0	0	0	0	0.7	9.0	11	14	11	7.5	1.7	0	7.0
All severities	0	0	0	0	23	125	138	146	119	53	9.7	2.3	79
Passengers													
Killed	0	0	0	0	0	0.6	0.6	0.1	0	0	0.2	0	0.2
KSI	1.3	0.9	0.4	0.4	3.7	5.1	2.7	2.3	1.9	0.9	1.1	0.7	2.2
All severities	5.6	10	11	12	39	51	32	22	17	8.0	3.9	3.3	22
All road users⁵													
Killed	2.3	4.4	3.6	8.7	43	46	28	27	25	27	32	66	28
KSI	73	132	215	322	743	631	436	409	374	283	301	403	392
All severities	706	1,266	1,742	2,234	5,728	5,619	4,104	3,411	2,734	1,794	1,585	1,605	3,099
Population (thousands)													
	3,901	2,296	2,808	2,765	3,009	8,458	8,111	8,805	8,065	6,891	4,649	2,998	62,756

1 In some cases age 0 may have been coded where the age of the casualty was not reported.

2 Includes cases where age was not reported.

3 Killed or seriously injured.

4 Includes electric motorcycles and cases where engine size was not reported.

5 Includes other road users and cases where road user type was not reported.

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[Notes & Definitions](#)

Source: DfT STATS19, ONS mid-year population estimates
Last updated: 24 September 2015
Next update: September 2016

The figures in this table are National Statistics

RAS30026

Reported pedestrian casualties location by age band and by severity, Great Britain, 2014

Number of casualties/percentage

	Number of casualties/percentage										
	In carriage-way not crossing	On footway or verge	On refuge, central island or reservation	Masked by stationary vehicle			Not masked by vehicle			Location not reported	All locations
				On pedestrian crossing	Within 50 metres of crossing	Elsewhere	On pedestrian crossing	Within 50 metres of crossing	Elsewhere		
0- 4 ¹	45	74	3	11	7	190	108	39	326	55	858
5- 7	45	62	3	14	19	322	89	27	397	44	1,022
8-11	70	105	4	37	57	525	205	91	895	80	2,069
12-15	104	201	11	41	78	350	338	182	1,120	107	2,532
16-19	151	163	7	28	49	167	297	156	755	97	1,870
20-24	266	206	9	35	45	156	330	196	813	123	2,179
25-29	304	189	6	21	38	112	294	185	675	117	1,941
30-34	250	196	9	18	26	106	228	145	573	105	1,656
35-39	205	178	4	15	21	67	151	119	440	88	1,288
40-44	222	169	4	20	24	59	162	99	380	88	1,227
45-49	198	183	3	13	15	55	163	110	465	96	1,301
50-54	183	154	4	10	21	67	153	114	400	76	1,182
55-59	128	119	3	9	17	46	125	84	376	65	972
60-64	89	94	7	7	12	50	94	70	370	60	853
65-69	65	116	5	5	7	30	84	67	347	39	765
70-74	46	81	3	6	11	25	66	72	317	50	677
75-79	34	66	5	9	4	27	88	75	318	33	659
80-84	40	75	1	6	7	39	80	51	303	29	631
85+	30	78	6	4	9	35	57	38	256	29	542
All ages ²	2,533	2,552	99	316	480	2,472	3,174	1,959	9,720	1,443	24,748
Percentage	10	10	0.4	1.3	1.9	10	13	7.9	39	5.8	100
All ages ²											
Killed	61	39	1	7	5	18	48	48	181	38	446
Seriously injured	455	426	20	81	99	594	651	403	2,082	252	5,063
Slightly injured	2,017	2,087	78	228	376	1,860	2,475	1,508	7,457	1,153	19,239
Total	2,533	2,552	99	316	480	2,472	3,174	1,959	9,720	1,443	24,748

1 In some cases age 0 may have been coded where the age of the casualty was not reported.

2 Includes cases where age was not reported.

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Source: DfT STATS19
 Last updated: 24 September 2015
 Next update: September 2016

The figures in this table are National Statistics

RAS30027

Reported pedestrian casualties by location, age, road crossing type and severity, Great Britain, 2014

	Number of casualties					
	On pedestrian crossing, refuge or central island			Within 50 metres of a pedestrian crossing		
	Child ¹	Adult	All ² ages	Child ¹	Adult	All ² ages
Zebra crossing						
Killed	1	7	8	0	5	5
Seriously injured	33	120	154	24	64	88
Slightly injured	191	591	804	84	264	353
All severities	225	718	966	108	333	446
Pelican crossing³						
Killed	1	21	22	0	25	25
Seriously injured	104	214	319	38	176	217
Slightly injured	279	636	931	164	540	715
All severities	384	871	1,272	202	741	957
Light controlled junction (with ped'n phase)						
Killed	0	21	21	1	16	17
Seriously injured	33	198	233	36	125	165
Slightly injured	165	730	920	115	601	745
All severities	198	949	1,174	152	742	927
Crossing with human control⁴						
Killed	0	1	1	0	0	0
Seriously injured	6	13	19	5	9	14
Slightly injured	33	36	72	20	27	47
All severities	39	50	92	25	36	61
All crossings^{5,6}						
Killed	2	54	56	2	51	53
Seriously injured	187	557	748	108	387	502
Slightly injured	670	2,022	2,759	390	1,449	1,884
All severities	859	2,633	3,563	500	1,887	2,439

1 Children - aged between 0-15 years.

2 Includes cases where age was not reported.

3 Includes puffin, toucan or similar non-junction pedestrian light crossing.

4 Includes school crossing patrols and other authorised persons.

5 Includes footbridges, subways and uncontrolled central refuges.

6 Excludes cases where road crossing type was undefined.

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Source: DfT STATS19

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Next update: September 2016

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RAS30028

Reported casualties by age, road user type and severity, Great Britain, 2014

Age of casualty	Number of casualties														
	Pedestrians			Pedal cyclists			Motorcycle users			Car users			All road users ¹		
	Killed	KSI ²	All	Killed	KSI	All	Killed	KSI	All	Killed	KSI	All	Killed	KSI	All
0 ³	0	0	17	0	0	1	0	0	0	0	9	94	0	10	132
1	1	14	65	0	0	5	0	0	0	2	18	352	3	34	462
2	1	53	200	0	0	3	0	0	2	2	16	356	3	77	628
3	3	59	273	0	0	7	0	0	1	0	19	404	3	80	752
4	0	61	303	0	3	17	0	1	2	0	18	412	0	85	779
5	1	69	334	0	3	34	0	0	1	0	14	476	1	87	885
6	5	83	342	0	6	72	0	1	2	1	23	524	6	114	1,001
7	2	68	346	0	6	86	0	0	1	1	24	553	3	101	1,021
8	1	77	397	1	15	94	0	0	3	1	18	536	3	111	1,057
9	1	94	396	0	16	124	0	1	3	1	11	488	2	123	1,070
10	0	98	467	0	22	167	0	1	3	0	22	533	0	145	1,207
11	3	160	809	0	32	188	0	1	2	2	28	484	5	224	1,557
12	2	170	817	2	23	240	0	2	7	0	19	440	4	223	1,599
13	2	152	665	1	46	292	0	5	13	1	16	472	4	227	1,535
14	4	120	544	1	50	322	0	8	20	4	32	513	9	214	1,483
15	3	101	506	1	57	353	0	15	33	3	50	603	7	227	1,559
0-15	29	1,379	6,481	6	279	2,005	0	35	93	18	337	7,240	53	2,082	16,727
16	6	83	516	0	59	389	1	133	660	7	78	867	14	364	2,519
17	5	82	470	0	49	362	3	197	1,036	8	192	2,178	16	524	4,137
0-17	40	1,544	7,467	6	387	2,756	4	365	1,789	33	607	10,285	83	2,970	23,383
18	3	79	442	2	35	320	6	211	934	32	310	3,396	45	644	5,232
19	4	85	442	0	48	350	6	217	907	41	337	3,498	53	703	5,346
16-19	18	329	1,870	2	191	1,421	16	758	3,537	88	917	9,939	128	2,235	17,234
20	5	81	441	0	42	385	17	215	840	16	264	3,418	39	617	5,255
21	9	90	462	5	65	432	6	215	785	34	268	3,426	54	650	5,272
22	5	90	444	3	63	459	13	180	728	27	237	3,325	48	582	5,160
23	6	75	414	2	62	467	12	162	680	18	246	3,342	38	564	5,111
24	3	71	418	1	58	446	10	168	657	23	234	3,095	38	550	4,830
20-24	28	407	2,179	11	290	2,189	58	940	3,690	118	1,249	16,606	217	2,963	25,628
25-29	31	349	1,941	11	339	2,616	40	667	2,676	83	924	13,486	174	2,373	21,899
30-34	32	330	1,656	8	344	2,473	35	530	2,019	42	714	11,222	122	1,992	18,471
35-39	24	236	1,288	3	295	2,138	28	414	1,517	42	522	8,946	107	1,541	14,817
40-44	20	242	1,227	10	409	2,226	40	450	1,575	37	540	9,223	113	1,727	15,336
45-49	31	261	1,301	12	407	1,998	30	546	1,653	44	553	8,641	123	1,876	14,695
50-54	22	245	1,182	10	355	1,551	35	549	1,487	37	513	7,558	109	1,745	12,843
55-59	20	228	972	8	198	952	28	321	865	32	436	5,611	94	1,270	9,209
60-64	26	237	853	5	147	568	14	183	508	33	389	4,292	83	1,032	6,875
65-69	29	233	765	14	107	371	8	105	285	52	434	3,587	106	920	5,488
70-74	21	240	677	3	49	180	6	50	121	25	313	2,647	61	703	3,986
75-79	29	245	659	9	41	117	0	23	50	42	339	2,190	86	698	3,382
80-84	46	242	631	1	20	59	0	9	28	44	317	1,690	94	638	2,749
85+	40	250	542	0	5	22	1	2	5	60	276	1,223	105	570	2,064
All ages ⁴	446	5,509	24,748	113	3,514	21,287	339	5,628	20,366	797	8,832	115,530	1,775	24,582	194,477

1 Includes other road users, and cases where road user type was not reported.
 2 Killed or seriously injured.
 3 In some cases age 0 may have been coded where the age of the casualty was not reported.
 4 Includes cases where age was not reported.

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Source: DfT STATS19
 Last updated: 24 September 2015
 Next update: September 2016

The figures in this table are National Statistics

RAS30029

Reported casualties in cars¹, by severity, age, seating position, built-up and non built-up roads, Great Britain, 2014

Number of casualties

	Age of casualty								
	0-15 ²			16 and over			All ages ³		
	Killed	KSI ⁴	All	Killed	KSI	All	Killed	KSI	All
Built-up roads⁵									
Front seat occupant	1	38	1,366	212	3,194	61,233	213	3,267	63,469
Rear seat occupant	3	94	3,252	18	338	5,120	21	439	8,587
All occupants ⁶	4	132	4,623	232	3,537	66,436	236	3,711	72,156
Non built-up roads⁵									
Front seat occupant	3	40	546	464	4,011	30,749	467	4,062	31,511
Rear seat occupant	7	134	1,519	29	349	2,241	36	487	3,816
All occupants ⁶	10	177	2,105	493	4,364	33,046	503	4,556	35,423
Motorways									
Front seat occupant	1	4	84	45	477	6,738	46	481	6,865
Rear seat occupant	3	24	423	9	57	614	12	83	1,054
All occupants ⁶	4	28	512	54	535	7,379	58	565	7,951
All speed limits⁷									
Front seat occupant	5	82	1,996	721	7,682	98,720	726	7,810	101,845
Rear seat occupant	13	252	5,194	56	744	7,975	69	1,009	13,457
All occupants ⁶	18	337	7,240	779	8,436	106,661	797	8,832	115,530

1 Includes taxis and minibuses.

2 In some cases age 0 may have been coded where the age of the casualty was not reported.

3 Includes cases where age was not reported.

4 Killed or seriously injured.

5 Motorways excluded.

6 Includes cases where seating position was not reported.

7 Includes cases where speed limit was not reported.

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Source: DfT STATS19
 Last updated: 24 September 2015
 Next update: September 2016

The figures in this table are National Statistics

RAS30030

Reported child casualties in accidents occurring between 7:30 and 8:59am or between 3:00 and 4:59pm on a school day, by road user type, severity, gender and age, Great Britain, 2014

	Number of casualties									
	Pedestrian		Pedal cycle		Car occupants		Bus or tram occupants		All road users ¹	
	KSI ²	All	KSI	All	KSI	All	KSI	All	KSI	All
Boys										
3 and under ³	12	77	0	4	2	93	1	16	15	190
4	11	61	1	2	0	36	0	3	13	105
5	17	82	1	8	1	46	0	2	19	138
6	25	82	0	14	5	66	0	5	31	169
7	16	66	1	17	2	58	0	3	19	145
8	13	83	4	17	0	61	0	2	17	164
9	24	95	4	23	1	51	0	5	29	175
10	16	118	3	45	1	52	0	3	21	220
11	57	298	9	60	1	53	2	28	69	439
12	55	278	7	89	0	46	2	34	64	448
13	40	171	13	87	0	46	1	25	54	330
14	25	140	17	109	2	38	1	20	45	308
15	24	113	11	107	1	32	0	18	37	273
16	12	84	10	75	3	52	1	15	57	361
All boys	347	1,748	81	657	19	730	8	179	490	3,465
Girls										
3 and under ³	12	49	0	1	5	87	0	13	17	150
4	4	41	0	1	3	39	0	3	7	85
5	10	44	0	2	0	60	0	4	10	111
6	9	41	0	1	2	59	0	5	11	108
7	8	57	0	4	3	60	0	1	11	125
8	4	49	0	3	5	70	0	3	9	125
9	10	68	0	7	0	50	0	4	10	131
10	12	78	2	9	4	61	0	6	18	156
11	28	199	0	11	2	48	0	23	30	281
12	37	209	1	14	2	44	4	27	44	294
13	24	159	2	13	1	50	1	33	28	255
14	18	114	0	15	1	67	1	33	20	230
15	10	98	0	9	7	63	1	21	19	193
16	9	81	3	11	3	49	0	15	15	170
All girls	195	1,287	8	101	38	807	7	191	249	2,414
All pupils										
3 and under ³	24	126	0	5	7	180	1	29	32	340
4	15	102	1	3	3	75	0	6	20	190
5	27	126	1	10	1	106	0	6	29	249
6	34	123	0	15	7	125	0	10	42	277
7	24	123	1	21	5	118	0	4	30	270
8	17	132	4	20	5	131	0	5	26	289
9	34	163	4	30	1	101	0	9	39	306
10	28	196	5	54	5	113	0	9	39	376
11	85	497	9	71	3	101	2	51	99	720
12	92	487	8	103	2	90	6	61	108	742
13	64	330	15	100	1	96	2	58	82	585
14	43	254	17	124	3	105	2	53	65	538
15	34	211	11	116	8	95	1	39	56	466
16	21	165	13	86	6	101	1	30	72	531
All children	542	3,035	89	758	57	1,537	15	370	739	5,879

1 Includes other road users and cases where gender or road user type was not reported.

2 Killed or seriously injured

3 In some cases age 0 may have been coded where the age of the casualty was not reported.

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[Notes & Definitions](#)

Source: DfT STATS19

Last updated: 24 September 2015

Next update: September 2016

The figures in this table are National Statistics

Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2014>

RAS30032

Reported casualties by region, country and severity, United Kingdom, 2005-09 average, 2007 - 2014

		Number of casualties								
		2005-09 average	2007	2008	2009	2010	2011	2012	2013	2014
North East	Killed	91	88	76	73	51	58	77	76	57
	KSI ¹	1,057	1,019	990	1,020	858	854	919	802	820
	Total	9,935	9,673	9,494	9,254	8,403	8,028	7,799	7,062	7,600
North West	Killed	292	271	269	235	194	210	165	149	183
	KSI	3,513	3,391	3,324	3,045	2,867	2,922	2,764	2,697	2,968
	Total	31,807	31,478	29,461	27,686	25,006	23,485	21,807	19,570	20,685
Yorkshire and the Humber	Killed	263	281	224	205	170	173	144	165	158
	KSI	3,038	3,215	2,890	2,601	2,379	2,366	2,434	2,399	2,387
	Total	23,470	23,759	22,278	21,728	19,803	19,297	18,865	17,395	18,098
East Midlands	Killed	281	307	245	227	183	187	170	148	169
	KSI	2,512	2,550	2,327	2,384	2,076	2,167	2,076	1,879	2,061
	Total	18,926	19,006	17,854	17,376	16,615	16,222	15,461	14,702	14,992
West Midlands	Killed	259	262	225	224	156	190	176	156	156
	KSI	2,444	2,610	2,232	2,122	1,860	2,020	1,932	1,798	1,916
	Total	23,542	24,465	22,028	21,175	19,093	17,645	16,361	15,726	17,077
East of England	Killed	305	335	263	235	197	199	187	178	188
	KSI	3,125	3,178	2,805	2,731	2,546	2,412	2,460	2,369	2,399
	Total	23,794	24,207	21,848	20,750	19,539	19,424	18,784	17,238	18,966
London	Killed	211	222	205	185	126	159	135	133	129
	KSI	3,630	3,785	3,531	3,229	2,889	2,810	3,022	2,327	2,170
	Total	29,280	28,434	28,205	28,023	28,937	29,291	28,822	27,238	30,837
South East	Killed	412	437	354	294	284	258	233	235	247
	KSI	4,317	4,482	4,077	4,124	3,820	4,221	3,951	4,131	4,558
	Total	35,892	36,576	33,805	32,671	30,964	31,684	30,765	29,776	31,285
South West	Killed	273	299	262	202	192	160	204	190	185
	KSI	2,323	2,490	2,193	1,950	1,960	1,945	2,072	1,985	2,146
	Total	21,246	21,866	19,184	18,117	17,009	16,705	15,919	15,137	15,489
England	Killed	2,387	2,502	2,123	1,880	1,553	1,594	1,491	1,430	1,472
	KSI	25,958	26,720	24,369	23,206	21,255	21,717	21,630	20,387	21,425
	Total	217,892	219,464	204,157	196,780	185,369	181,781	174,583	163,844	175,029
Wales	Killed	155	162	143	126	89	121	93	111	103
	KSI	1,344	1,403	1,396	1,221	1,087	1,247	1,034	1,144	1,263
	Total	11,848	12,271	11,185	10,354	9,955	9,406	8,565	8,335	8,208
Scotland	Killed	274	282	272	216	208	186	170	172	200
	KSI	2,739	2,597	2,807	2,485	2,168	2,059	2,129	1,839	1,894
	Total	16,310	16,045	15,563	15,012	13,324	12,763	12,575	11,491	11,240
Great Britain	Killed	2,816	2,946	2,538	2,222	1,850	1,901	1,754	1,713	1,775
	KSI	30,041	30,720	28,572	26,912	24,510	25,023	24,793	23,370	24,582
	Total	246,050	247,780	230,905	222,146	208,648	203,950	195,723	183,670	194,477
Northern Ireland	Killed	119	113	107	115	55	59	48	57	79
	KSI	1,200	1,210	1,097	1,150	947	884	843	777	789
	Total	9,219	9,436	9,551	9,767	8,957	8,760	9,010	9,187	9,388
United Kingdom	Killed	2,935	3,059	2,645	2,337	1,905	1,960	1,802	1,770	1,854
	KSI	31,241	31,930	29,669	28,062	25,457	25,907	25,636	24,147	25,371
	Total	255,269	257,216	240,456	231,913	217,605	212,710	204,733	192,857	203,865

1 Killed or seriously injured.

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[Notes & Definitions](#)

Source: DfT STATS19, PSNI

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The figures in this table are National Statistics

RAS30033

Reported casualties by built-up and non built-up roads, road class, region and severity, Great Britain, 2014

		Number of casualties							
		Built-up roads				Non built-up roads			All roads ¹
		Motorways	A roads	Other	Total	A roads	Other	Total	
North East	Killed	2	5	16	21	26	8	34	57
	KSI ²	7	158	346	504	208	101	309	820
	Total	120	1,783	3,489	5,272	1,602	606	2,208	7,600
North West	Killed	21	45	58	103	43	16	59	183
	KSI	162	914	1,292	2,206	373	227	600	2,968
	Total	1,589	6,989	9,029	16,018	1,981	1,097	3,078	20,685
Yorkshire and the Humber	Killed	6	25	46	71	50	31	81	158
	KSI	62	603	1,052	1,655	387	283	670	2,387
	Total	919	5,392	8,065	13,457	2,250	1,472	3,722	18,098
East Midlands	Killed	6	24	30	54	74	35	109	169
	KSI	48	408	707	1,115	550	348	898	2,061
	Total	432	3,738	5,865	9,603	3,070	1,887	4,957	14,992
West Midlands	Killed	7	35	51	86	45	18	63	156
	KSI	62	522	838	1,360	306	188	494	1,916
	Total	1,011	5,130	7,467	12,597	2,050	1,419	3,469	17,077
East of England	Killed	12	20	40	60	72	44	116	188
	KSI	99	428	886	1,314	610	376	986	2,399
	Total	1,023	4,038	7,244	11,282	4,170	2,491	6,661	18,966
London	Killed	1	90	32	122	6	0	6	129
	KSI	9	1,354	761	2,115	42	4	46	2,170
	Total	189	18,984	10,849	29,833	799	16	815	30,837
South East	Killed	22	42	52	94	88	43	131	247
	KSI	236	1,055	1,697	2,752	1,006	564	1,570	4,558
	Total	2,611	8,262	11,735	19,997	5,702	2,975	8,677	31,285
South West	Killed	9	29	38	67	87	22	109	185
	KSI	49	444	753	1,197	577	323	900	2,146
	Total	499	3,810	5,888	9,698	3,337	1,955	5,292	15,489
England	Killed	86	315	363	678	491	217	708	1,472
	KSI	734	5,886	8,332	14,218	4,059	2,414	6,473	21,425
	Total	8,393	58,126	69,631	127,757	24,961	13,918	38,879	175,029
Wales	Killed	3	15	18	33	53	14	67	103
	KSI	31	222	420	642	417	173	590	1,263
	Total	325	1,957	3,014	4,971	2,032	880	2,912	8,208
Scotland	Killed	7	22	50	72	98	23	121	200
	KSI	49	328	647	975	606	264	870	1,894
	Total	487	2,356	4,477	6,833	2,690	1,230	3,920	11,240
Great Britain	Killed	96	352	431	783	642	254	896	1,775
	KSI	814	6,436	9,399	15,835	5,082	2,851	7,933	24,582
	Total	9,205	62,439	77,122	139,561	29,683	16,028	45,711	194,477

1 Includes cases where speed limit was not reported.

2 Killed or seriously injured.

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RAS30034

Reported casualties by severity, road user type and country, United Kingdom, 2014

Road user type	Number of casualties				
	England	Wales	Scotland	Northern Ireland	United Kingdom
Pedestrians					
Killed	377	13	56	18	464
Serious	4,404	236	423	140	5,203
Slight	17,306	673	1,260	611	19,850
All severities	22,087	922	1,739	769	25,517
Pedal cyclists					
Killed	100	5	8	3	116
Serious	3,112	133	156	59	3,460
Slight	16,621	429	723	272	18,045
All severities	19,833	567	887	334	21,621
Horse riders					
Killed	1	0	0	0	1
Serious	24	0	1	1	26
Slight	69	3	6	2	80
All severities	94	3	7	3	107
Motorcycle users					
Killed	280	28	31	14	353
Serious	4,716	254	319	88	5,377
Slight	13,801	467	470	199	14,937
All severities	18,797	749	820	301	20,667
Car users					
Killed	646	56	95	42	839
Serious	6,854	486	695	387	8,422
Slight	95,561	4,969	6,168	6,987	113,685
All severities	103,061	5,511	6,958	7,416	122,946
Others¹					
Killed	68	1	10	2	81
Serious	843	51	100	35	1,029
Slight	10,246	404	719	528	11,897
All severities	11,157	456	829	565	13,007
All road users					
Killed	1,472	103	200	79	1,854
Serious	19,953	1,160	1,694	710	23,517
Slight	153,604	6,945	9,346	528	170,423
All severities	175,029	8,208	11,240	9,388	203,865

1 Includes cases where road user type was not reported.

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Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2014>

RAS30035

Deaths by age and gender, from all causes, all accidental deaths and all road deaths, Great Britain, 2013

	Number/percentage													
	0-4 ¹	5-9	10-14	15-19	20-29	30-39	40-49	50-59	60-64	65-69	70-74	75-79	80+	All ages ²
Male														
Deaths from all causes	882	160	180	603	2,325	4,113	9,623	18,867	16,498	24,296	29,257	38,592	125,430	270,826
All accidental deaths	37	13	36	179	724	996	1,087	772	316	338	312	524	2,416	7,750
Road deaths (registered)	5	7	16	127	276	188	225	176	65	54	48	57	100	1,360
% of accidental deaths	14	54	44	71	38	19	21	23	21	16	15	11	4	18
% of all deaths	0.6	4.4	8.9	21.1	11.9	4.6	2.3	0.9	0.4	0.2	0.2	0.1	0.1	0.5
Stats 19 fatalities	5	8	13	105	315	163	203	177	49	48	45	42	98	1,271
Female														
Deaths from all causes	711	127	144	283	1,038	2,274	6,023	12,947	11,047	16,919	21,519	31,905	183,830	288,767
All accidental deaths	20	7	15	57	178	279	349	358	144	194	238	446	3,566	5,851
Road deaths (registered)	6	4	5	47	70	51	44	43	16	23	23	46	69	458
% of accidental deaths	30	57	33	82	39	18	13	12	11	12	10	10	2	8
% of all deaths	0.8	3.1	3.5	16.6	6.7	2.2	0.7	0.3	0.1	0.1	0.1	0.1	0.0	0.2
Stats 19 fatalities	5	1	8	50	75	39	51	36	16	18	36	32	75	442
All persons³														
Deaths from all causes	1,593	287	324	886	3,363	6,387	15,646	31,814	27,545	41,215	50,776	70,497	309,260	559,593
All accidental deaths	57	20	51	236	902	1,275	1,436	1,130	460	532	550	970	5,982	13,601
Road deaths (registered)	11	11	21	174	346	239	269	219	81	77	71	103	169	1,791
% of accidental deaths	19	55	41	74	38	19	19	19	18	14	13	11	3	13
% of all deaths	0.7	3.8	6.5	19.6	10.3	3.7	1.7	0.7	0.3	0.2	0.1	0.1	0.1	0.3
Stats 19 fatalities	15	14	24	180	352	243	236	194	86	67	72	102	169	1,713

1 In some cases age 0 may have been coded where the age of the casualty was not reported.

2 Includes cases where age was not reported.

3 Includes cases where gender was not reported.

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Source: Office for National Statistics and Scottish Registrar General's Office, DfT STATS19
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The figures in this table are National Statistics

RAS30036**Casualties resulting from reported personal injury road accidents, by age and severity, Great Britain, 1979-2014**

Number of casualties

Child (0-15)

Year	Killed	Seriously injured	KSI ¹	Slightly injured	All casualties
1979	636	11,822	12,458	40,029	52,487
1980	533	11,554	12,087	39,083	51,170
1981	571	11,103	11,674	37,977	49,651
1982	536	11,283	11,819	38,097	49,916
1983	605	11,138	11,743	38,913	50,656
1984	588	11,453	12,041	40,627	52,668
1985	515	10,614	11,129	37,649	48,778
1986	450	9,621	10,071	36,472	46,543
1987	466	9,087	9,553	35,399	44,952
1988	462	8,909	9,371	36,541	45,912
1989	440	8,965	9,405	38,502	47,907
1990	417	8,870	9,287	39,353	48,640
1991	377	7,684	8,061	36,349	44,410
1992	310	7,434	7,744	36,443	44,187
1993	306	6,670	6,976	35,617	42,593
1994	299	7,226	7,525	37,627	45,152
1995	270	6,983	7,253	36,536	43,789
1996	270	6,719	6,989	37,848	44,837
1997	255	6,197	6,452	38,094	44,546
1998	206	5,873	6,079	37,366	43,445
1999	221	5,478	5,699	36,352	42,051
2000	191	5,011	5,202	34,513	39,715
2001	219	4,769	4,988	33,281	38,269
2002	179	4,417	4,596	30,093	34,689
2003	171	3,929	4,100	27,888	31,988
2004	166	3,739	3,905	27,095	31,000
2005	141	3,331	3,472	24,654	28,126
2006	169	3,125	3,294	22,229	25,523
2007	121	2,969	3,090	20,717	23,807
2008	124	2,683	2,807	19,189	21,996
2009	81	2,590	2,671	17,984	20,655
2010	55	2,447	2,502	17,067	19,569
2011	60	2,352	2,412	17,062	19,474
2012	61	2,211	2,272	14,979	17,251
2013	48	1,932	1,980	13,776	15,756
2014	53	2,029	2,082	14,645	16,727

1 KSI = Killed or seriously injured

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RAS30036

Casualties resulting from reported personal injury road accidents, by age and severity, Great Britain, 1979-2014

Number of casualties

Adult (16+)

Year	Killed	Seriously injured	KSI ¹	Slightly injured	All casualties
1979	5,712	68,190	73,902	202,340	276,242
1980	5,415	66,906	72,321	198,062	270,383
1981	5,269	66,714	71,983	198,100	270,083
1982	5,381	68,108	73,489	207,339	280,828
1983	4,826	59,152	63,978	190,570	254,548
1984	4,973	61,157	66,130	201,671	267,801
1985	4,647	59,721	64,368	200,085	264,453
1986	4,926	58,542	63,468	207,137	270,605
1987	4,653	54,516	59,169	203,430	262,599
1988	4,565	53,945	58,510	213,865	272,375
1989	4,906	53,648	58,554	230,791	289,345
1990	4,765	50,958	55,723	232,534	288,257
1991	4,169	43,289	47,458	215,144	262,602
1992	3,908	41,144	45,052	216,056	261,108
1993	3,493	37,652	41,145	216,742	257,887
1994	3,320	38,552	41,872	221,960	263,832
1995	3,330	37,866	41,196	219,477	260,673
1996	3,304	37,085	40,389	229,597	269,986
1997	3,344	36,119	39,463	238,193	277,656
1998	3,213	34,315	37,528	238,393	275,921
1999	3,183	32,914	36,097	234,947	271,044
2000	3,211	32,382	35,593	237,129	272,722
2001	3,199	31,559	34,758	232,170	266,928
2002	3,221	30,846	34,067	226,169	260,236
2003	3,320	29,095	32,415	218,477	250,892
2004	3,037	26,790	29,827	212,539	242,366
2005	3,051	25,031	28,082	207,339	235,421
2006	2,994	25,057	28,051	198,442	226,493
2007	2,817	24,285	27,102	190,872	217,974
2008	2,413	22,898	25,311	178,271	203,582
2009	2,141	21,758	23,899	173,685	197,584
2010	1,795	19,891	21,686	163,453	185,139
2011	1,841	20,502	22,343	158,573	180,916
2012	1,693	20,588	22,281	152,988	175,269
2013	1,665	19,467	21,132	143,730	164,862
2014	1,722	20,561	22,283	152,393	174,676

1 KSI = Killed or seriously injured

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 Next update: September 2016

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Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2014>

RAS30036

Casualties resulting from reported personal injury road accidents, by age and severity, Great Britain, 1979-2014

Number of casualties

All Ages ¹					
Year	Killed	Seriously injured	KSI ²	Slightly injured	All casualties
1979	6,352	80,544	86,896	247,617	334,513
1980	5,953	78,906	84,859	241,873	326,732
1981	5,846	78,259	84,105	240,735	324,840
1982	5,937	79,745	85,682	248,649	334,331
1983	5,445	70,623	76,068	232,516	308,584
1984	5,599	73,059	78,658	245,656	324,314
1985	5,165	70,980	76,145	241,379	317,524
1986	5,385	68,757	74,142	247,347	321,489
1987	5,125	64,293	69,418	242,055	311,473
1988	5,052	63,491	68,543	253,762	322,305
1989	5,373	63,158	68,531	273,061	341,592
1990	5,217	60,441	65,658	275,483	341,141
1991	4,568	51,618	56,186	255,182	311,368
1992	4,229	49,256	53,485	257,268	310,753
1993	3,814	45,020	48,834	257,301	306,135
1994	3,650	46,540	50,190	265,169	315,359
1995	3,621	45,533	49,154	261,533	310,687
1996	3,598	44,499	48,097	272,481	320,578
1997	3,599	42,984	46,583	281,220	327,803
1998	3,421	40,834	44,255	280,957	325,212
1999	3,423	39,122	42,545	277,765	320,310
2000	3,409	38,155	41,564	278,719	320,283
2001	3,450	37,110	40,560	272,749	313,309
2002	3,431	35,976	39,407	263,198	302,605
2003	3,508	33,707	37,215	253,392	290,607
2004	3,221	31,130	34,351	246,489	280,840
2005	3,201	28,954	32,155	238,862	271,017
2006	3,172	28,673	31,845	226,559	258,404
2007	2,946	27,774	30,720	217,060	247,780
2008	2,538	26,034	28,572	202,333	230,905
2009	2,222	24,690	26,912	195,234	222,146
2010	1,850	22,660	24,510	184,138	208,648
2011	1,901	23,122	25,023	178,927	203,950
2012	1,754	23,039	24,793	170,930	195,723
2013	1,713	21,657	23,370	160,300	183,670
2014	1,775	22,807	24,582	169,895	194,477

1 Includes cases where age of the casualty was not reported

2 KSI = Killed or seriously injured.

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Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2014>

RAS30037

Reported casualties in accidents, by journey purpose and casualty type, Great Britain, 2009 - 2014

	Number of casualties					
	2009	2010	2011	2012	2013	2014
Driving as part of work						
Driver/rider driving as part of work						
Killed	95	96	93	87	90	71
Seriously injured	1,433	1,382	1,384	1,301	1,286	1,301
Slightly injured	16,864	16,305	15,465	14,882	13,991	14,372
All casualties	18,392	17,783	16,942	16,270	15,367	15,744
Passenger of driver/rider driving for work						
Killed	32	20	24	30	25	22
Seriously injured	602	541	525	538	517	486
Slightly injured	9,419	9,079	9,068	8,267	7,332	7,790
All casualties	10,053	9,640	9,617	8,835	7,874	8,298
Other casualty in accident involving a driver/rider driving for work						
Killed	465	424	442	422	400	454
Seriously injured	3,421	3,358	3,288	3,392	3,249	3,381
Slightly injured	23,797	23,484	22,519	21,670	20,712	22,107
All casualties	27,683	27,266	26,249	25,484	24,361	25,942
All casualties in accidents involving a driver/rider driving for work						
Killed	592	540	559	539	515	547
Seriously injured	5,456	5,281	5,197	5,231	5,052	5,168
Slightly injured	50,080	48,868	47,052	44,819	42,035	44,269
All casualties	56,128	54,689	52,808	50,589	47,602	49,984
Commuting to/from work						
Driver/rider commuting to/from work						
Killed	143	106	127	85	111	120
Seriously injured	1,738	1,629	1,718	1,720	1,748	2,042
Slightly injured	14,438	14,441	13,950	14,114	13,405	14,826
All casualties	16,319	16,176	15,795	15,919	15,264	16,988
Passenger of driver/rider commuting to/from work						
Killed	6	9	7	6	14	6
Seriously injured	128	108	94	105	85	97
Slightly injured	1,651	1,686	1,451	1,503	1,285	1,544
All casualties	1,785	1,803	1,552	1,614	1,384	1,647
Other casualty in accident involving a driver/rider commuting to/from work						
Killed	92	89	91	78	94	90
Seriously injured	1,092	1,081	1,043	1,111	1,104	1,188
Slightly injured	8,026	7,795	7,436	7,481	7,245	7,919
All casualties	9,210	8,965	8,570	8,670	8,443	9,197
All casualties in accidents involving a driver/rider commuting to/from work						
Killed	241	204	225	169	219	216
Seriously injured	2,958	2,818	2,855	2,936	2,937	3,327
Slightly injured	24,115	23,922	22,837	23,098	21,935	24,289
All casualties	27,314	26,944	25,917	26,203	25,091	27,832
Travelling to/from school¹						
Driver/rider travelling to/from school						
Killed	6	1	3	3	2	3
Seriously injured	143	146	118	130	110	118
Slightly injured	1,872	1,745	1,793	1,680	1,585	1,604
All casualties	2,021	1,892	1,914	1,813	1,697	1,725
Passenger of driver/rider travelling to/from school						
Killed	0	6	1	0	5	2
Seriously injured	47	60	41	27	39	45
Slightly injured	1,218	1,168	1,128	1,126	1,019	1,221
All casualties	1,265	1,234	1,170	1,153	1,063	1,268
Other casualty in accident involving a driver/rider travelling to/from school						
Killed	6	8	12	8	7	6
Seriously injured	197	212	203	217	210	238
Slightly injured	1,733	1,690	1,700	1,682	1,527	1,588
All casualties	1,936	1,910	1,915	1,907	1,744	1,832
All casualties in accidents involving a driver/rider travelling to/from school						
Killed	12	15	16	11	14	11
Seriously injured	387	418	362	374	359	401
Slightly injured	4,823	4,603	4,621	4,488	4,131	4,413
All casualties	5,222	5,036	4,999	4,873	4,504	4,825

1 Includes pupils riding to/from school and drivers/riders taking a pupil to/from school.

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 Last updated: 24 September 2015
 Next update: September 2016

The figures in this table are National Statistics

RAS30038

Reported fatal casualties by region and local authority, England, 2010 - 2014 and 2005-09 average

Number of casualties

ONS Code	Region/Local Authority	2005-09 average	2010	2011	2012	2013	2014	2014
								percentage change on 05-09 avg
E12000001	North East	91	51	58	77	76	57	-37
E06000047	County Durham	23	14	18	24	29	17	-25
E06000005	Darlington	4	2	0	3	6	3	-32
E08000037	Gateshead	7	6	4	3	8	4	-41
E06000001	Hartlepool	4	0	2	2	0	2	-47
E06000002	Middlesbrough	3	0	0	0	5	2	-33
E08000021	Newcastle upon Tyne	7	4	3	3	0	1	-86
E08000022	North Tyneside	5	4	3	2	4	7	52
E06000057	Northumberland	19	13	14	20	14	15	-19
E06000003	Redcar and Cleveland	4	2	3	5	1	2	-55
E08000023	South Tyneside	3	1	1	3	0	1	-62
E06000004	Stockton-on-Tees	6	0	7	5	6	1	-82
E08000024	Sunderland	7	5	3	7	3	2	-71
E12000002	North West	292	194	210	165	149	183	-37
E06000008	Blackburn with Darwen	4	1	6	4	0	3	-21
E06000009	Blackpool	2	4	1	2	4	0	-100
E08000001	Bolton	10	7	13	7	7	7	-29
E08000002	Bury	5	5	5	5	3	0	-100
E06000049	Cheshire East	27	12	12	12	15	11	-59
E06000050	Cheshire West and Chester	21	15	14	11	8	12	-43
E10000006	Cumbria	40	30	30	30	27	25	-38
E06000006	Halton	3	4	5	4	1	6	114
E08000011	Knowsley	6	3	1	2	4	5	-17
E10000017	Lancashire	61	43	38	30	32	40	-35
E08000012	Liverpool	12	11	9	11	8	8	-35
E08000003	Manchester	17	11	16	13	4	15	-13
E08000004	Oldham	8	10	9	3	1	5	-34
E08000005	Rochdale	5	2	3	3	2	5	4
E08000006	Salford	8	4	5	2	5	4	-50
E08000014	Sefton	10	3	5	4	4	5	-49
E08000013	St. Helens	6	3	2	1	3	3	-50
E08000007	Stockport	7	5	4	0	3	6	-19
E08000008	Tameside	5	5	5	4	2	6	11
E08000009	Trafford	6	0	8	3	4	2	-66
E06000007	Warrington	8	8	6	2	4	5	-38
E08000010	Wigan	10	5	8	9	4	4	-59
E08000015	Wirral	11	3	5	3	4	6	-43
E12000003	Yorkshire and The Humber	263	170	173	144	165	158	-40
E08000016	Barnsley	12	7	8	5	8	2	-83
E08000032	Bradford	23	10	12	15	13	14	-40
E08000033	Calderdale	10	3	7	2	4	6	-39
E08000017	Doncaster	15	17	9	11	10	10	-32
E06000011	East Riding of Yorkshire	26	19	17	14	8	17	-35
E06000010	Kingston upon Hull, City of	6	3	4	2	7	2	-69
E08000034	Kirklees	14	9	5	7	13	9	-37
E08000035	Leeds	30	19	26	15	15	21	-30
E06000012	North East Lincolnshire	6	1	2	5	7	4	-29
E06000013	North Lincolnshire	12	5	6	10	5	6	-50
E10000023	North Yorkshire	60	46	42	31	51	40	-33
E08000018	Rotherham	11	5	4	6	7	6	-45
E08000019	Sheffield	15	5	9	7	7	8	-47
E08000036	Wakefield	17	17	15	10	10	8	-52
E06000014	York	7	4	7	4	0	5	-31

Reported fatal casualties by region and local authority, England, 2010 - 2014 and 2005-09 average

ONS Code	Region/Local Authority	Number of casualties						2014 percentage change on 05-09 avg
		2005-09 average	2010	2011	2012	2013	2014	
E12000004	East Midlands	281	183	187	170	148	169	-40
E06000015	Derby	6	1	4	4	1	6	7
E10000007	Derbyshire	45	29	35	21	24	30	-34
E06000016	Leicester	8	4	4	6	3	4	-51
E10000018	Leicestershire	49	39	39	27	24	26	-47
E10000019	Lincolnshire	63	45	47	39	36	42	-34
E10000021	Northamptonshire	48	24	19	35	26	21	-56
E06000018	Nottingham	9	6	1	1	3	4	-56
E10000024	Nottinghamshire	48	23	36	32	28	30	-38
E06000017	Rutland	5	12	2	5	3	6	25
E12000005	West Midlands	259	156	190	176	156	156	-40
E08000025	Birmingham	34	28	27	24	29	10	-70
E08000026	Coventry	9	2	9	3	6	12	30
E08000027	Dudley	8	3	5	6	8	6	-23
E06000019	Herefordshire, County of	16	7	14	5	5	13	-19
E08000028	Sandwell	7	6	12	6	9	10	52
E06000051	Shropshire	26	20	14	17	18	15	-42
E08000029	Solihull	6	3	3	6	2	5	-19
E10000028	Staffordshire	55	31	38	32	24	24	-56
E06000021	Stoke-on-Trent	7	2	11	8	4	5	-24
E06000020	Telford and Wrekin	6	2	4	6	2	3	-46
E08000030	Walsall	7	6	2	1	5	10	39
E10000031	Warwickshire	40	25	33	28	23	28	-30
E08000031	Wolverhampton	8	3	3	11	3	3	-63
E10000034	Worcestershire	31	18	15	23	18	12	-62
E12000006	East of England	305	197	199	187	178	188	-38
E06000055	Bedford	8	1	6	1	3	6	-27
E10000003	Cambridgeshire	48	34	26	27	28	26	-45
E06000056	Central Bedfordshire	16	13	7	10	7	7	-57
E10000012	Essex	67	45	35	38	34	35	-48
E10000015	Hertfordshire	44	28	36	35	27	34	-23
E06000032	Luton	4	4	3	2	1	4	5
E10000020	Norfolk	55	39	43	39	40	39	-29
E06000031	Peterborough	11	6	7	4	8	4	-63
E06000033	Southend-on-Sea	4	4	2	2	2	2	-50
E10000029	Suffolk	39	20	30	24	25	30	-23
E06000034	Thurrock	9	3	4	5	3	1	-89

Reported fatal casualties by region and local authority, England, 2010 - 2014 and 2005-09 average

ONS Code	Region/Local Authority	Number of casualties						2014 percentage change on 05-09 avg
		2005-09 average	2010	2011	2012	2013	2014	
E12000007	London	211	126	159	135	133	129	-39
E09000002	Barking and Dagenham	5	3	4	2	7	2	-63
E09000003	Barnet	14	9	8	7	8	5	-64
E09000004	Bexley	5	2	5	4	1	1	-78
E09000005	Brent	9	3	3	4	3	2	-77
E09000006	Bromley	11	3	7	7	5	3	-72
E09000007	Camden	5	7	6	6	4	3	-40
E09000001	City of London	2	1	0	3	1	4	122
E09000008	Croydon	6	5	10	5	13	9	45
E09000009	Ealing	11	4	5	8	4	1	-91
E09000010	Enfield	12	7	12	6	8	4	-67
E09000011	Greenwich	10	5	2	3	2	4	-59
E09000012	Hackney	5	5	3	5	5	7	52
E09000013	Hammersmith and Fulham	6	2	3	2	3	3	-46
E09000014	Haringey	6	1	4	3	6	4	-29
E09000015	Harrow	2	2	3	3	1	3	36
E09000016	Havering	7	5	8	8	5	4	-39
E09000017	Hillingdon	8	8	7	5	2	4	-51
E09000018	Hounslow	9	7	7	2	3	3	-67
E09000019	Islington	4	2	4	1	3	1	-75
E09000020	Kensington and Chelsea	5	3	5	1	2	2	-63
E09000021	Kingston upon Thames	3	1	2	1	1	2	-33
E09000022	Lambeth	8	2	10	6	7	9	7
E09000023	Lewisham	5	3	2	3	6	7	46
E09000024	Merton	3	2	1	3	0	3	-6
E09000025	Newham	4	5	3	5	3	5	14
E09000026	Redbridge	7	3	2	4	2	4	-46
E09000027	Richmond upon Thames	3	1	2	1	0	3	7
E09000028	Southwark	7	8	5	4	5	5	-24
E09000029	Sutton	2	2	4	2	2	4	82
E09000030	Tower Hamlets	7	6	8	5	6	8	14
E09000031	Waltham Forest	3	2	4	1	3	2	-41
E09000032	Wandsworth	5	3	4	5	5	0	-100
E09000033	Westminster	13	4	6	9	6	6	-54
	London Airport (Heathrow)	0	0	0	1	1	2	400
E12000008	South East	412	284	258	233	235	247	-40
E06000036	Bracknell Forest	3	4	2	1	2	1	-67
E06000043	Brighton and Hove	8	8	6	5	3	2	-74
E10000002	Buckinghamshire	27	23	18	21	22	21	-23
E10000011	East Sussex	33	21	25	13	17	16	-52
E10000014	Hampshire	58	34	42	33	46	38	-34
E06000046	Isle of Wight	7	4	1	5	4	3	-55
E10000016	Kent	78	55	43	50	48	49	-38
E06000035	Medway	7	2	5	2	7	1	-85
E06000042	Milton Keynes	14	8	12	10	3	11	-24
E10000025	Oxfordshire	43	41	26	28	19	26	-39
E06000044	Portsmouth	5	2	0	3	1	1	-81
E06000038	Reading	2	4	2	2	2	4	100
E06000039	Slough	4	2	0	2	3	2	-55
E06000045	Southampton	4	3	2	1	4	1	-72
E10000030	Surrey	52	32	28	18	18	38	-27
E06000037	West Berkshire	10	11	6	9	3	7	-30
E10000032	West Sussex	44	27	33	25	30	21	-52
E06000040	Windsor and Maidenhead	6	2	4	2	2	2	-68
E06000041	Wokingham	7	1	3	3	1	3	-55

Reported fatal casualties by region and local authority, England, 2010 - 2014 and 2005-09 average

		Number of casualties							
ONS Code	Region/Local Authority	2005-09 average	2010	2011	2012	2013	2014	2014 percentage change on 05-09 avg	
E12000009	South West	273	192	160	204	190	185	-32	
E06000022	Bath and North East Somerset	8	9	4	4	6	6	-23	
E06000028	Bournemouth	4	3	2	4	2	1	-75	
E06000023	Bristol, City of	12	4	11	7	12	8	-33	
E06000052	Cornwall	36	24	19	24	27	25	-31	
E10000008	Devon	41	28	18	34	16	23	-43	
E10000009	Dorset	29	10	15	16	23	16	-45	
E10000013	Gloucestershire	38	27	20	33	32	29	-23	
E06000053	Isles of Scilly	0	0	0	0	0	0	0	
E06000024	North Somerset	5	3	3	6	4	1	-81	
E06000026	Plymouth	5	4	5	6	1	3	-38	
E06000029	Poole	3	5	2	4	3	2	-23	
E10000027	Somerset	35	32	27	35	28	33	-5	
E06000025	South Gloucestershire	12	11	1	7	9	6	-52	
E06000030	Swindon	6	7	1	3	8	2	-67	
E06000027	Torbay	3	1	1	3	2	1	-64	
E06000054	Wiltshire	37	24	31	18	17	29	-21	
E92000001	England	2,387	1,553	1,594	1,491	1,430	1,472	-38	

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Reported KSI casualties by region and local authority, England, 2010 - 2014 and 2005-09 average

Number of casualties

ONS Code	Region/Local Authority	2005-09 average	2010	2011	2012	2013	2014	2014
								percentage change on 05-09 avg
E12000001	North East	1,057	858	854	919	802	820	-22
E06000047	County Durham	216	184	195	198	201	182	-16
E06000005	Darlington	43	33	36	35	41	26	-40
E08000037	Gateshead	82	82	67	78	61	57	-30
E06000001	Hartlepool	35	28	33	27	19	25	-29
E06000002	Middlesbrough	51	30	27	40	40	36	-29
E08000021	Newcastle upon Tyne	104	97	84	87	77	79	-24
E08000022	North Tyneside	58	43	47	50	49	47	-19
E06000057	Northumberland	189	151	161	166	137	159	-16
E06000003	Redcar and Cleveland	54	41	34	39	34	48	-11
E08000023	South Tyneside	47	35	34	34	23	36	-23
E06000004	Stockton-on-Tees	76	44	62	69	50	50	-34
E08000024	Sunderland	102	90	74	96	70	75	-27
E12000002	North West	3,513	2,867	2,922	2,764	2,697	2,968	-16
E06000008	Blackburn with Darwen	73	60	68	71	69	76	4
E06000009	Blackpool	75	65	72	54	73	51	-32
E08000001	Bolton	94	94	79	68	79	91	-3
E08000002	Bury	64	58	54	41	52	31	-51
E06000049	Cheshire East	284	245	242	245	205	225	-21
E06000050	Cheshire West and Chester	238	185	228	214	136	191	-20
E10000006	Cumbria	323	233	249	196	239	231	-28
E06000006	Halton	54	41	40	40	40	51	-6
E08000011	Knowsley	58	55	41	64	62	58	0
E10000017	Lancashire	848	681	650	570	642	732	-14
E08000012	Liverpool	218	229	195	243	204	254	17
E08000003	Manchester	222	166	174	195	158	169	-24
E08000004	Oldham	78	79	73	52	54	68	-13
E08000005	Rochdale	71	47	55	43	42	71	1
E08000006	Salford	86	72	60	78	70	63	-27
E08000014	Sefton	94	74	87	89	92	94	0
E08000013	St. Helens	65	45	73	70	73	67	3
E08000007	Stockport	77	57	65	49	46	64	-17
E08000008	Tameside	64	58	57	47	55	53	-17
E08000009	Trafford	57	50	45	51	35	45	-22
E06000007	Warrington	104	103	107	111	80	81	-22
E08000010	Wigan	103	62	82	74	65	62	-40
E08000015	Wirral	162	108	126	99	126	140	-13
E12000003	Yorkshire and The Humber	3,038	2,379	2,366	2,434	2,399	2,387	-21
E08000016	Barnsley	109	67	80	96	81	82	-25
E08000032	Bradford	248	208	216	221	190	204	-18
E08000033	Calderdale	112	81	90	96	90	99	-11
E08000017	Doncaster	145	149	143	117	118	108	-26
E06000011	East Riding of Yorkshire	235	196	184	185	193	188	-20
E06000010	Kingston upon Hull, City of	124	118	115	130	123	115	-7
E08000034	Kirklees	200	137	160	151	140	168	-16
E08000035	Leeds	357	304	297	303	294	334	-6
E06000012	North East Lincolnshire	116	76	80	81	94	86	-26
E06000013	North Lincolnshire	129	107	95	101	110	98	-24
E10000023	North Yorkshire	641	491	454	473	476	431	-33
E08000018	Rotherham	99	59	85	86	113	93	-6
E08000019	Sheffield	254	160	163	180	169	186	-27
E08000036	Wakefield	167	164	141	163	150	120	-28
E06000014	York	102	62	63	51	58	75	-26

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Reported KSI casualties by region and local authority, England, 2010 - 2014 and 2005-09 average

Number of casualties

<u>ONS Code</u>	<u>Region/Local Authority</u>	<u>2005-09 average</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<i>2014 percentage change on 05-09 avg</i>
E12000004	East Midlands	2,512	2,076	2,167	2,076	1,879	2,061	-18
E06000015	Derby	110	91	92	81	76	106	-3
E10000007	Derbyshire	465	319	330	333	302	416	-10
E06000016	Leicester	86	86	95	89	92	100	17
E10000018	Leicestershire	278	238	237	196	186	250	-10
E10000019	Lincolnshire	411	462	485	426	415	398	-3
E10000021	Northamptonshire	448	297	305	348	330	317	-29
E06000018	Nottingham	173	138	152	135	118	107	-38
E10000024	Nottinghamshire	516	417	453	443	345	343	-34
E06000017	Rutland	26	28	18	25	15	24	-8
E12000005	West Midlands	2,444	1,860	2,020	1,932	1,798	1,916	-22
E08000025	Birmingham	476	417	465	401	402	393	-17
E08000026	Coventry	114	90	137	115	106	122	7
E08000027	Dudley	124	91	90	102	102	88	-29
E06000019	Herefordshire, County of	119	61	75	80	61	83	-30
E08000028	Sandwell	115	106	116	111	97	122	6
E06000051	Shropshire	172	125	121	146	119	140	-18
E08000029	Solihull	86	63	64	61	43	47	-45
E10000028	Staffordshire	310	213	202	221	165	179	-42
E06000021	Stoke-on-Trent	65	45	71	45	48	44	-33
E06000020	Telford and Wrekin	53	38	45	33	36	40	-25
E08000030	Walsall	94	74	68	63	81	102	9
E10000031	Warwickshire	372	301	313	299	288	315	-15
E08000031	Wolverhampton	88	83	78	93	64	76	-14
E10000034	Worcestershire	256	153	175	162	186	165	-36
E12000006	East of England	3,125	2,546	2,412	2,460	2,369	2,399	-23
E06000055	Bedford	78	57	60	54	54	75	-4
E10000003	Cambridgeshire	411	339	337	297	305	320	-22
E06000056	Central Bedfordshire	135	140	94	108	115	110	-19
E10000012	Essex	840	662	630	602	572	621	-26
E10000015	Hertfordshire	500	407	356	414	385	391	-22
E06000032	Luton	58	62	49	55	50	50	-13
E10000020	Norfolk	462	353	355	352	392	379	-18
E06000031	Peterborough	112	95	76	84	88	75	-33
E06000033	Southend-on-Sea	76	65	65	61	57	82	8
E10000029	Suffolk	356	296	326	362	291	242	-32
E06000034	Thurrock	96	70	64	71	60	54	-44

RAS30038

Reported KSI casualties by region and local authority, England, 2010 - 2014 and 2005-09 average

Number of casualties

ONS Code	Region/Local Authority	2005-09 average	2010	2011	2012	2013	2014	2014
								percentage change on 05-09 avg
E12000007	London	3,630	2,889	2,810	3,022	2,327	2,170	-40
E09000002	Barking and Dagenham	57	48	49	47	45	40	-30
E09000003	Barnet	145	132	141	112	131	98	-32
E09000004	Bexley	90	68	49	55	31	24	-73
E09000005	Brent	105	84	72	86	84	85	-19
E09000006	Bromley	141	90	81	90	70	50	-65
E09000007	Camden	125	112	100	114	105	70	-44
E09000001	City of London	50	41	49	58	60	55	10
E09000008	Croydon	141	87	109	107	71	71	-50
E09000009	Ealing	130	85	66	88	81	81	-38
E09000010	Enfield	108	98	98	86	72	52	-52
E09000011	Greenwich	117	104	94	73	28	40	-66
E09000012	Hackney	127	103	108	147	83	60	-53
E09000013	Hammersmith and Fulham	109	74	77	80	53	69	-37
E09000014	Haringey	93	79	78	107	106	85	-9
E09000015	Harrow	58	39	37	46	38	51	-12
E09000016	Havering	98	63	74	78	51	46	-53
E09000017	Hillingdon	108	83	74	83	59	84	-22
E09000018	Hounslow	114	97	73	73	64	62	-46
E09000019	Islington	87	81	100	122	71	93	7
E09000020	Kensington and Chelsea	111	80	82	94	64	69	-38
E09000021	Kingston upon Thames	61	46	44	34	37	39	-36
E09000022	Lambeth	176	156	169	151	133	98	-44
E09000023	Lewisham	125	108	102	102	64	63	-50
E09000024	Merton	65	39	46	65	32	50	-23
E09000025	Newham	88	81	74	77	57	64	-27
E09000026	Redbridge	88	76	76	93	51	48	-45
E09000027	Richmond upon Thames	74	72	69	52	48	54	-27
E09000028	Southwark	140	165	126	117	87	69	-51
E09000029	Sutton	70	49	45	42	31	29	-59
E09000030	Tower Hamlets	127	91	103	168	87	88	-31
E09000031	Waltham Forest	90	67	68	69	54	61	-32
E09000032	Wandsworth	131	102	112	109	99	81	-38
E09000033	Westminster	275	186	160	193	177	138	-50
	London Airport (Heathrow)	3	3	5	4	3	3	-6
E12000008	South East	4,317	3,820	4,221	3,951	4,131	4,558	6
E06000036	Bracknell Forest	35	25	30	29	28	26	-27
E06000043	Brighton and Hove	157	136	172	160	145	158	0
E10000002	Buckinghamshire	281	221	212	218	221	236	-16
E10000011	East Sussex	379	319	301	305	339	390	3
E10000014	Hampshire	636	632	764	684	706	773	22
E06000046	Isle of Wight	79	82	96	89	86	69	-13
E10000016	Kent	697	545	519	524	594	658	-6
E06000035	Medway	81	59	64	51	56	57	-29
E06000042	Milton Keynes	103	74	93	99	88	105	2
E10000025	Oxfordshire	355	395	355	307	327	378	7
E06000044	Portsmouth	95	91	143	123	116	97	2
E06000038	Reading	43	40	51	40	51	44	3
E06000039	Slough	49	41	47	41	52	49	1
E06000045	Southampton	94	123	154	110	123	124	32
E10000030	Surrey	571	520	582	574	599	735	29
E06000037	West Berkshire	74	60	77	79	55	68	-8
E10000032	West Sussex	473	373	455	420	438	482	2
E06000040	Windsor and Maidenhead	63	47	60	60	54	60	-5
E06000041	Wokingham	53	37	46	38	53	49	-8

RAS30038

Reported KSI casualties by region and local authority, England, 2010 - 2014 and 2005-09 average

		Number of casualties							
<u>ONS Code</u>	<u>Region/Local Authority</u>	<u>2005-09 average</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<i>2014 percentage change on 05-09 avg</i>	
E12000009	South West	2,323	1,960	1,945	2,072	1,985	2,146	-8	
E06000022	Bath and North East Somerset	53	39	22	33	52	49	-7	
E06000028	Bournemouth	80	77	73	108	72	70	-13	
E06000023	Bristol, City of	156	130	158	147	106	120	-23	
E06000052	Cornwall	239	198	223	213	220	253	6	
E10000008	Devon	291	292	234	308	310	339	16	
E10000009	Dorset	271	215	202	219	222	239	-12	
E10000013	Gloucestershire	258	187	244	255	213	224	-13	
E06000053	Isles of Scilly	0	0	0	0	0	1	100	
E06000024	North Somerset	65	57	46	57	67	51	-21	
E06000026	Plymouth	58	60	74	61	64	85	46	
E06000029	Poole	58	57	54	66	68	81	41	
E10000027	Somerset	310	238	224	212	218	218	-30	
E06000025	South Gloucestershire	84	86	32	51	60	59	-30	
E06000030	Swindon	77	63	75	75	69	69	-10	
E06000027	Torbay	36	32	30	39	53	43	19	
E06000054	Wiltshire	287	229	254	228	191	245	-15	
E92000001	England	25,958	21,255	21,717	21,630	20,387	21,425	-17	

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Source: DfT STATS19
 Last updated: 24 September 2015
 Next update: September 2016

The figures in this table are National Statistics

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Reported casualties by region and local authority, England, 2010 - 2014 and 2005-09 average

		Number of casualties						
<u>ONS Code</u>	<u>Region/Local Authority</u>	<u>2005-09 average</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<i>2014 percentage change on 05-09 avg</i>
E12000001	North East	9,935	8,403	8,028	7,799	7,062	7,600	-24
E06000047	County Durham	2,010	1,708	1,654	1,544	1,369	1,585	-21
E06000005	Darlington	422	336	332	344	325	322	-24
E08000037	Gateshead	944	783	698	737	652	699	-26
E06000001	Hartlepool	274	192	188	217	189	209	-24
E06000002	Middlesbrough	469	423	359	423	348	377	-20
E08000021	Newcastle upon Tyne	1,256	1,022	1,031	932	859	918	-27
E08000022	North Tyneside	732	584	604	594	541	555	-24
E06000057	Northumberland	1,471	1,222	1,154	1,069	997	1,086	-26
E06000003	Redcar and Cleveland	366	330	332	330	271	275	-25
E08000023	South Tyneside	439	413	403	336	300	388	-12
E06000004	Stockton-on-Tees	523	456	466	481	418	393	-25
E08000024	Sunderland	1,029	934	807	792	793	793	-23
E12000002	North West	31,807	25,006	23,485	21,807	19,570	20,685	-35
E06000008	Blackburn with Darwen	691	574	556	638	576	553	-20
E06000009	Blackpool	677	692	588	619	582	560	-17
E08000001	Bolton	1,203	822	743	691	588	632	-47
E08000002	Bury	792	474	445	441	361	332	-58
E06000049	Cheshire East	1,848	1,656	1,567	1,555	1,357	1,338	-28
E06000050	Cheshire West and Chester	1,627	1,342	1,381	1,231	1,021	1,136	-30
E10000006	Cumbria	2,369	1,819	1,755	1,707	1,676	1,932	-18
E06000006	Halton	513	464	422	377	347	376	-27
E08000011	Knowsley	596	514	421	491	415	408	-32
E10000017	Lancashire	6,166	5,131	4,760	4,234	4,084	4,367	-29
E08000012	Liverpool	2,445	2,077	1,779	2,062	1,507	1,818	-26
E08000003	Manchester	2,698	1,962	1,932	1,544	1,388	1,399	-48
E08000004	Oldham	915	653	664	464	513	547	-40
E08000005	Rochdale	889	597	498	429	392	478	-46
E08000006	Salford	979	672	690	562	537	549	-44
E08000014	Sefton	1,004	808	755	764	641	674	-33
E08000013	St. Helens	696	479	501	510	474	438	-37
E08000007	Stockport	893	645	591	484	442	405	-55
E08000008	Tameside	726	515	436	437	355	413	-43
E08000009	Trafford	723	569	500	433	403	432	-40
E06000007	Warrington	1,078	938	892	827	731	717	-33
E08000010	Wigan	1,079	678	672	573	465	448	-58
E08000015	Wirral	1,201	925	937	734	715	733	-39
E12000003	Yorkshire and The Humber	23,470	19,803	19,297	18,865	17,395	18,098	-23
E08000016	Barnsley	940	806	781	726	648	832	-11
E08000032	Bradford	2,499	2,089	1,880	1,966	1,672	1,752	-30
E08000033	Calderdale	875	695	645	616	566	623	-29
E08000017	Doncaster	1,537	1,374	1,346	1,198	1,186	1,237	-20
E06000011	East Riding of Yorkshire	1,242	1,215	1,249	1,157	1,139	1,211	-2
E06000010	Kingston upon Hull, City of	1,004	925	1,001	1,055	1,010	1,017	1
E08000034	Kirklees	1,871	1,614	1,461	1,456	1,215	1,109	-41
E08000035	Leeds	3,440	2,764	2,686	2,748	2,433	2,532	-26
E06000012	North East Lincolnshire	822	634	756	771	659	729	-11
E06000013	North Lincolnshire	838	747	769	699	778	805	-4
E10000023	North Yorkshire	2,995	2,445	2,326	2,366	2,273	2,258	-25
E08000018	Rotherham	1,234	984	1,040	852	906	823	-33
E08000019	Sheffield	2,171	1,764	1,692	1,670	1,472	1,665	-23
E08000036	Wakefield	1,323	1,188	1,113	1,061	917	922	-30
E06000014	York	679	559	552	524	521	583	-14

RAS30038

Reported casualties by region and local authority, England, 2010 - 2014 and 2005-09 average

Number of casualties

ONS Code	Region/Local Authority	2005-09 average	2010	2011	2012	2013	2014	2014
								percentage change on 05-09 avg
E12000004	East Midlands	18,926	16,615	16,222	15,461	14,702	14,992	-21
E06000015	Derby	995	1,105	1,042	887	830	858	-14
E10000007	Derbyshire	3,424	2,811	2,836	2,661	2,306	2,312	-32
E06000016	Leicester	1,314	1,246	1,263	1,284	1,189	1,208	-8
E10000018	Leicestershire	2,490	2,116	1,964	1,878	1,889	1,915	-23
E10000019	Lincolnshire	3,448	3,370	3,323	3,242	3,190	3,115	-10
E10000021	Northamptonshire	2,268	1,761	1,661	1,589	1,585	1,698	-25
E06000018	Nottingham	1,282	1,243	1,233	1,122	1,137	1,236	-4
E10000024	Nottinghamshire	3,527	2,812	2,785	2,673	2,461	2,533	-28
E06000017	Rutland	178	151	115	125	115	117	-34
E12000005	West Midlands	23,542	19,093	17,645	16,361	15,726	17,077	-27
E08000025	Birmingham	5,054	4,092	3,497	3,071	3,315	3,584	-29
E08000026	Coventry	1,113	806	877	822	731	827	-26
E08000027	Dudley	1,107	731	600	601	549	622	-44
E06000019	Herefordshire, County of	809	647	636	609	527	560	-31
E08000028	Sandwell	1,343	1,027	752	622	720	910	-32
E06000051	Shropshire	1,190	1,031	976	943	813	835	-30
E08000029	Solihull	719	568	564	446	363	380	-47
E10000028	Staffordshire	4,085	3,494	3,178	3,098	2,862	3,083	-25
E06000021	Stoke-on-Trent	1,115	948	1,034	913	959	858	-23
E06000020	Telford and Wrekin	518	453	434	409	341	399	-23
E08000030	Walsall	993	773	571	526	577	730	-26
E10000031	Warwickshire	2,545	2,091	2,078	2,055	1,944	2,261	-11
E08000031	Wolverhampton	937	704	632	631	633	645	-31
E10000034	Worcestershire	2,015	1,728	1,816	1,615	1,392	1,383	-31
E12000006	East of England	23,794	19,539	19,424	18,784	17,238	18,966	-20
E06000055	Bedford	591	553	580	497	451	561	-5
E10000003	Cambridgeshire	2,935	2,433	2,297	2,208	1,969	2,049	-30
E06000056	Central Bedfordshire	1,072	991	919	865	831	964	-10
E10000012	Essex	5,210	4,102	4,271	4,163	4,000	4,352	-16
E10000015	Hertfordshire	4,889	3,769	3,669	3,604	3,139	3,690	-25
E06000032	Luton	650	697	663	626	469	615	-5
E10000020	Norfolk	3,205	2,491	2,491	2,362	2,391	2,578	-20
E06000031	Peterborough	1,101	998	893	872	783	676	-39
E06000033	Southend-on-Sea	600	545	531	493	495	604	1
E10000029	Suffolk	2,862	2,400	2,530	2,505	2,214	2,349	-18
E06000034	Thurrock	678	560	580	589	496	528	-22

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Reported casualties by region and local authority, England, 2010 - 2014 and 2005-09 average

		Number of casualties							
<u>ONS Code</u>	<u>Region/Local Authority</u>	<u>2005-09 average</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<i>2014 percentage change on 05-09 avg</i>	
E12000007	London	29,280	28,937	29,291	28,822	27,238	30,837	5	
E09000002	Barking and Dagenham	604	545	607	576	520	649	7	
E09000003	Barnet	1,344	1,520	1,382	1,262	1,228	1,276	-5	
E09000004	Bexley	644	589	570	531	470	556	-14	
E09000005	Brent	918	928	896	958	957	1,067	16	
E09000006	Bromley	929	816	870	821	788	868	-7	
E09000007	Camden	902	964	932	840	865	1,037	15	
E09000001	City of London	369	380	409	423	345	390	6	
E09000008	Croydon	1,208	1,122	1,231	1,140	1,092	1,114	-8	
E09000009	Ealing	1,155	1,053	984	1,164	1,150	1,290	12	
E09000010	Enfield	1,033	1,075	1,109	1,038	1,012	1,003	-3	
E09000011	Greenwich	919	852	928	771	689	770	-16	
E09000012	Hackney	948	898	872	989	890	1,020	8	
E09000013	Hammersmith and Fulham	745	690	772	725	678	763	2	
E09000014	Haringey	830	984	915	890	918	1,100	32	
E09000015	Harrow	534	551	422	497	442	593	11	
E09000016	Havering	903	793	809	763	673	773	-14	
E09000017	Hillingdon	1,028	1,080	946	1,055	700	944	-8	
E09000018	Hounslow	959	975	995	898	903	1,063	11	
E09000019	Islington	742	833	985	872	860	968	30	
E09000020	Kensington and Chelsea	818	792	802	732	725	790	-3	
E09000021	Kingston upon Thames	430	427	443	422	470	474	10	
E09000022	Lambeth	1,234	1,293	1,307	1,236	1,347	1,392	13	
E09000023	Lewisham	968	938	1,064	998	940	1,039	7	
E09000024	Merton	522	458	513	536	513	617	18	
E09000025	Newham	1,014	911	908	924	830	965	-5	
E09000026	Redbridge	866	938	946	894	798	999	15	
E09000027	Richmond upon Thames	486	475	518	473	530	609	25	
E09000028	Southwark	1,137	1,149	1,134	1,053	992	1,114	-2	
E09000029	Sutton	576	481	534	491	485	420	-27	
E09000030	Tower Hamlets	977	970	945	1,195	1,020	1,221	25	
E09000031	Waltham Forest	865	786	813	730	634	952	10	
E09000032	Wandsworth	925	1,024	1,058	1,122	1,003	1,124	22	
E09000033	Westminster	1,695	1,599	1,638	1,761	1,732	1,825	8	
	London Airport (Heathrow)	53	48	34	42	39	52	-2	
E12000008	South East	35,892	30,964	31,684	30,765	29,776	31,285	-13	
E06000036	Bracknell Forest	349	290	311	311	278	256	-27	
E06000043	Brighton and Hove	1,221	1,111	1,106	979	908	987	-19	
E10000002	Buckinghamshire	2,258	1,836	1,693	1,613	1,484	1,527	-32	
E10000011	East Sussex	2,255	1,797	1,630	1,708	1,792	1,969	-13	
E10000014	Hampshire	4,561	4,056	4,170	3,919	3,661	3,743	-18	
E06000046	Isle of Wight	557	548	568	575	421	427	-23	
E10000016	Kent	6,369	5,802	5,704	5,755	5,830	6,303	-1	
E06000035	Medway	793	692	830	825	822	845	7	
E06000042	Milton Keynes	1,199	976	961	1,060	1,122	1,049	-13	
E10000025	Oxfordshire	2,626	2,242	2,306	2,163	1,962	2,201	-16	
E06000044	Portsmouth	801	742	807	740	727	693	-13	
E06000038	Reading	525	453	493	432	442	431	-18	
E06000039	Slough	599	619	596	580	578	615	3	
E06000045	Southampton	811	784	817	777	709	812	0	
E10000030	Surrey	6,303	5,331	5,755	5,565	5,223	5,408	-14	
E06000037	West Berkshire	602	425	557	485	454	454	-25	
E10000032	West Sussex	3,019	2,382	2,504	2,396	2,554	2,748	-9	
E06000040	Windsor and Maidenhead	564	459	492	515	494	458	-19	
E06000041	Wokingham	481	419	384	367	315	359	-25	

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Reported casualties by region and local authority, England, 2010 - 2014 and 2005-09 average

		Number of casualties							
<u>ONS Code</u>	<u>Region/Local Authority</u>	<u>2005-09 average</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<i>2014 percentage change on 05-09 avg</i>	
E12000009	South West	21,246	17,009	16,705	15,919	15,137	15,489	-27	
E06000022	Bath and North East Somerset	606	491	491	440	415	379	-37	
E06000028	Bournemouth	750	642	656	611	619	622	-17	
E06000023	Bristol, City of	1,629	1,348	1,281	1,336	1,110	1,201	-26	
E06000052	Cornwall	2,531	2,091	2,026	1,830	1,804	1,907	-25	
E10000008	Devon	3,225	2,566	2,618	2,574	2,404	2,427	-25	
E10000009	Dorset	1,830	1,421	1,331	1,347	1,269	1,276	-30	
E10000013	Gloucestershire	2,101	1,534	1,572	1,446	1,055	1,168	-44	
E06000053	Isles of Scilly	2	1	1	2	3	3	36	
E06000024	North Somerset	768	656	631	573	559	509	-34	
E06000026	Plymouth	1,019	919	916	736	830	792	-22	
E06000029	Poole	562	525	517	457	455	507	-10	
E10000027	Somerset	2,382	1,792	1,652	1,529	1,608	1,623	-32	
E06000025	South Gloucestershire	972	796	705	653	647	555	-43	
E06000030	Swindon	682	497	573	590	521	550	-19	
E06000027	Torbay	460	457	379	404	364	363	-21	
E06000054	Wiltshire	1,726	1,273	1,356	1,391	1,474	1,607	-7	
E92000001	England	217,892	185,369	181,781	174,583	163,844	175,029	-20	

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Source: DfT STATS19
 Last updated: 24 September 2015
 Next update: September 2016

The figures in this table are National Statistics

RAS30039

Reported fatal child casualties by region and local authority, England, 2010 - 2014 and 2005-09 average

ONS Code	Region/Local Authority	Number of casualties						2014 percentage change on 05-09 avg
		2005-09 average	2010	2011	2012	2013	2014	
E1200001	North East	4	4	3	1	3	1	-72
E0600047	County Durham	1	0	1	1	0	0	..
E0600005	Darlington	0	0	0	0	1	0	..
E0800037	Gateshead	0	0	0	0	0	0	..
E0600001	Hartlepool	0	0	0	0	0	1	..
E0600002	Middlesbrough	0	0	0	0	0	0	..
E0800021	Newcastle upon Tyne	0	1	0	0	0	0	..
E0800022	North Tyneside	0	1	0	0	0	0	..
E0600057	Northumberland	0	1	0	0	0	0	..
E0600003	Redcar and Cleveland	0	0	0	0	1	0	..
E0800023	South Tyneside	0	0	0	0	0	0	..
E0600004	Stockton-on-Tees	0	0	2	0	0	0	..
E0800024	Sunderland	1	1	0	0	1	0	..
E1200002	North West	17	9	6	4	6	3	-82
E0600008	Blackburn with Darwen	1	0	0	0	0	0	..
E0600009	Blackpool	0	0	0	0	0	0	..
E0800001	Bolton	0	2	0	0	0	0	..
E0800002	Bury	0	0	0	0	0	0	..
E0600049	Cheshire East	1	1	0	0	1	0	..
E0600050	Cheshire West and Chester	1	0	1	0	1	0	..
E1000006	Cumbria	1	1	0	1	1	1	..
E0600006	Halton	1	1	0	0	0	0	..
E0800011	Knowsley	0	0	0	0	0	0	..
E1000017	Lancashire	4	3	2	0	0	1	..
E0800012	Liverpool	1	0	0	0	2	1	..
E0800003	Manchester	1	0	0	1	0	0	..
E0800004	Oldham	0	0	1	0	1	0	..
E0800005	Rochdale	0	0	0	1	0	0	..
E0800006	Salford	1	0	1	1	0	0	..
E0800014	Sefton	0	0	0	0	0	0	..
E0800013	St. Helens	0	0	0	0	0	0	..
E0800007	Stockport	0	0	0	0	0	0	..
E0800008	Tameside	1	0	0	0	0	0	..
E0800009	Trafford	1	0	0	0	0	0	..
E0600007	Warrington	0	0	0	0	0	0	..
E0800010	Wigan	1	1	1	0	0	0	..
E0800015	Wirral	1	0	0	0	0	0	..
E1200003	Yorkshire and The Humber	14	5	11	5	5	6	-58
E0800016	Barnsley	0	1	0	0	0	0	..
E0800032	Bradford	2	1	0	1	0	1	..
E0800033	Calderdale	1	0	2	0	0	0	..
E0800017	Doncaster	1	1	2	0	1	1	..
E0600011	East Riding of Yorkshire	1	0	1	2	0	0	..
E0600010	Kingston upon Hull, City of	1	0	0	0	0	0	..
E0800034	Kirklees	1	0	0	1	1	0	..
E0800035	Leeds	2	2	1	0	0	1	..
E0600012	North East Lincolnshire	0	0	0	0	1	0	..
E0600013	North Lincolnshire	0	0	0	0	1	2	..
E1000023	North Yorkshire	2	0	3	1	0	0	..
E0800018	Rotherham	1	0	0	0	0	0	..
E0800019	Sheffield	1	0	0	0	1	1	..
E0800036	Wakefield	1	0	2	0	0	0	..
E0600014	York	1	0	0	0	0	0	..

Reported fatal child casualties by region and local authority, England, 2010 - 2014 and 2005-09 average

ONS Code	Region/Local Authority	Number of casualties						2014 percentage change on 05-09 avg
		2005-09 average	2010	2011	2012	2013	2014	
E1200004	East Midlands	12	4	1	11	2	3	-76
E0600015	Derby	0	0	0	0	0	0	..
E1000007	Derbyshire	2	2	0	3	0	0	..
E0600016	Leicester	0	0	0	3	0	0	..
E1000018	Leicestershire	1	1	0	0	0	2	..
E1000019	Lincolnshire	4	0	0	1	0	1	..
E1000021	Northamptonshire	2	0	0	0	1	0	..
E0600018	Nottingham	0	1	0	0	0	0	..
E1000024	Nottinghamshire	2	0	0	4	1	0	..
E0600017	Rutland	0	0	1	0	0	0	..
E1200005	West Midlands	11	3	6	7	8	4	-64
E0800025	Birmingham	3	1	3	1	2	0	..
E0800026	Coventry	0	0	0	1	0	0	..
E0800027	Dudley	0	0	0	0	0	0	..
E0600019	Herefordshire, County of	0	0	0	1	0	0	..
E0800028	Sandwell	0	2	0	0	0	1	..
E0600051	Shropshire	1	0	0	0	0	0	..
E0800029	Solihull	0	0	1	0	1	0	..
E1000028	Staffordshire	2	0	0	3	1	0	..
E0600021	Stoke-on-Trent	0	0	1	0	1	0	..
E0600020	Telford and Wrekin	0	0	0	0	1	0	..
E0800030	Walsall	0	0	0	0	0	2	..
E1000031	Warwickshire	1	0	1	0	2	1	..
E0800031	Wolverhampton	0	0	0	1	0	0	..
E1000034	Worcestershire	1	0	0	0	0	0	..
E1200006	East of England	13	6	7	10	4	7	-46
E0600055	Bedford	0	0	0	0	0	0	..
E1000003	Cambridgeshire	3	1	1	2	1	0	..
E0600056	Central Bedfordshire	0	0	0	1	0	0	..
E1000012	Essex	3	1	1	1	3	0	..
E1000015	Hertfordshire	2	1	2	1	0	2	..
E0600032	Luton	1	0	0	0	0	1	..
E1000020	Norfolk	1	1	1	4	0	3	..
E0600031	Peterborough	1	1	0	0	0	0	..
E0600033	Southend-on-Sea	0	0	1	0	0	0	..
E1000029	Suffolk	1	1	1	1	0	1	..
E0600034	Thurrock	1	0	0	0	0	0	..
E1200007	London	12	8	7	5	6	3	-74
E0900002	Barking and Dagenham	0	2	1	0	0	0	..
E0900003	Barnet	1	0	0	1	0	0	..
E0900004	Bexley	0	0	1	0	0	1	..
E0900005	Brent	1	1	0	1	1	0	..
E0900006	Bromley	0	0	0	0	0	0	..
E0900007	Camden	0	0	0	0	0	0	..
E0900001	City of London	0	0	0	0	0	0	..
E0900008	Croydon	0	1	1	0	0	1	..
E0900009	Ealing	1	0	0	0	1	0	..
E0900010	Enfield	0	0	0	0	0	0	..
E0900011	Greenwich	2	0	1	0	0	0	..
E0900012	Hackney	0	1	0	0	0	0	..
E0900013	Hammersmith and Fulham	0	0	0	0	0	0	..
E0900014	Haringey	1	0	0	0	0	0	..
E0900015	Harrow	0	0	0	0	1	0	..
E0900016	Havering	0	0	1	0	0	0	..
E0900017	Hillingdon	0	0	0	0	0	0	..
E0900018	Hounslow	1	0	0	0	1	0	..
E0900019	Islington	0	0	0	0	0	0	..
E0900020	Kensington and Chelsea	0	0	0	0	0	0	..
E0900021	Kingston upon Thames	0	0	0	1	0	0	..
E0900022	Lambeth	0	0	1	0	1	0	..
E0900023	Lewisham	0	0	0	0	0	1	..
E0900024	Merton	0	0	0	0	0	0	..
E0900025	Newham	0	0	0	1	0	0	..
E0900026	Redbridge	1	1	0	0	0	0	..
E0900027	Richmond upon Thames	0	0	0	0	0	0	..
E0900028	Southwark	1	2	0	1	1	0	..
E0900029	Sutton	0	0	0	0	0	0	..
E0900030	Tower Hamlets	0	0	0	0	0	0	..
E0900031	Waltham Forest	0	0	0	0	0	0	..
E0900032	Wandsworth	0	0	0	0	0	0	..
E0900033	Westminster	0	0	1	0	0	0	..
	London Airport (Heathrow)	0	0	0	0	0	0	..

Reported fatal child casualties by region and local authority, England, 2010 - 2014 and 2005-09 average

		Number of casualties							
ONS Code	Region/Local Authority	2005-09 average	2010	2011	2012	2013	2014	2014 percentage change on 05-09 avg	
E12000008	South East	15	6	3	5	4	13	-11	
E06000036	Bracknell Forest	0	0	0	0	0	0	..	
E06000043	Brighton and Hove	0	0	1	0	0	0	..	
E10000002	Buckinghamshire	1	0	0	0	1	0	..	
E10000011	East Sussex	1	1	0	0	0	1	..	
E10000014	Hampshire	2	0	1	2	1	1	..	
E06000046	Isle of Wight	0	0	0	1	0	1	..	
E10000016	Kent	4	0	0	1	1	2	..	
E06000035	Medway	0	0	0	0	0	0	..	
E06000042	Milton Keynes	1	1	0	0	0	1	..	
E10000025	Oxfordshire	3	1	0	0	1	3	..	
E06000044	Portsmouth	0	0	0	0	0	0	..	
E06000038	Reading	0	0	0	1	0	0	..	
E06000039	Slough	0	0	0	0	0	0	..	
E06000045	Southampton	0	0	0	0	0	0	..	
E10000030	Surrey	1	1	0	0	0	3	..	
E06000037	West Berkshire	0	0	0	0	0	1	..	
E10000032	West Sussex	1	2	1	0	0	0	..	
E06000040	Windsor and Maidenhead	0	0	0	0	0	0	..	
E06000041	Wokingham	0	0	0	0	0	0	..	
E12000009	South West	10	2	3	7	0	6	-40	
E06000022	Bath and North East Somerset	0	0	0	1	0	0	..	
E06000028	Bournemouth	0	0	0	0	0	0	..	
E06000023	Bristol, City of	1	0	0	1	0	1	..	
E06000052	Cornwall	1	0	0	1	0	1	..	
E10000008	Devon	2	1	0	0	0	1	..	
E10000009	Dorset	1	0	0	1	0	0	..	
E10000013	Gloucestershire	2	0	0	0	0	0	..	
E06000053	Isles of Scilly	0	0	0	0	0	0	..	
E06000024	North Somerset	0	0	0	0	0	0	..	
E06000026	Plymouth	0	0	0	0	0	0	..	
E06000029	Poole	0	0	0	0	0	0	..	
E10000027	Somerset	1	1	2	0	0	1	..	
E06000025	South Gloucestershire	1	0	0	0	0	0	..	
E06000030	Swindon	1	0	0	0	0	1	..	
E06000027	Torbay	0	0	0	1	0	0	..	
E06000054	Wiltshire	1	0	1	2	0	1	..	
E92000001	England	107	47	47	55	38	46	-57	

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[Notes & Definitions](#)

Source: DfT STATS19
 Last updated: 24 September 2015
 Next update: September 2016

The figures in this table are National Statistics

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Reported child KSI casualties by region and local authority, England, 2010 - 2014 and 2005-09 average

		Number of casualties							
<u>ONS Code</u>	<u>Region/Local Authority</u>	<u>2005-09 average</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<i>2014 percentage change on 05-09 avg</i>	
E12000001	North East	150	133	122	113	112	99	-34	
E06000047	County Durham	27	18	24	19	24	23	-15	
E06000005	Darlington	5	2	4	3	7	2	-57	
E08000037	Gateshead	11	12	9	8	7	5	-53	
E06000001	Hartlepool	7	5	6	6	6	1	-86	
E06000002	Middlesbrough	11	3	5	12	11	7	-34	
E08000021	Newcastle upon Tyne	18	17	14	6	14	14	-21	
E08000022	North Tyneside	8	11	12	7	4	8	3	
E06000057	Northumberland	14	19	10	13	8	7	-50	
E06000003	Redcar and Cleveland	6	8	5	10	6	6	3	
E08000023	South Tyneside	12	7	7	3	5	5	-58	
E06000004	Stockton-on-Tees	11	9	10	8	7	8	-27	
E08000024	Sunderland	22	22	16	18	13	13	-41	
E12000002	North West	491	411	371	301	295	316	-36	
E06000008	Blackburn with Darwen	18	13	19	10	13	19	8	
E06000009	Blackpool	13	9	15	4	10	9	-33	
E08000001	Bolton	17	22	13	8	15	11	-35	
E08000002	Bury	10	11	9	4	4	4	-62	
E06000049	Cheshire East	24	26	21	13	13	7	-71	
E06000050	Cheshire West and Chester	19	11	10	13	15	9	-54	
E10000006	Cumbria	24	35	18	10	17	13	-47	
E06000006	Halton	9	7	7	10	3	4	-53	
E08000011	Knowsley	11	5	4	7	7	8	-27	
E10000017	Lancashire	114	96	83	67	57	69	-39	
E08000012	Liverpool	39	35	26	33	30	31	-21	
E08000003	Manchester	34	27	24	26	17	16	-53	
E08000004	Oldham	18	21	16	3	11	15	-17	
E08000005	Rochdale	12	9	3	9	7	8	-31	
E08000006	Salford	12	5	13	9	8	10	-19	
E08000014	Sefton	14	9	13	15	8	9	-38	
E08000013	St. Helens	10	9	17	7	7	10	-2	
E08000007	Stockport	10	3	12	5	5	7	-31	
E08000008	Tameside	15	10	8	4	9	8	-46	
E08000009	Trafford	9	6	2	10	4	7	-20	
E06000007	Warrington	13	10	10	8	5	7	-48	
E08000010	Wigan	18	14	13	11	12	15	-18	
E08000015	Wirral	26	18	15	15	18	20	-23	
E12000003	Yorkshire and The Humber	354	277	284	288	241	240	-32	
E08000016	Barnsley	17	8	11	13	8	9	-48	
E08000032	Bradford	44	35	47	42	32	28	-37	
E08000033	Calderdale	16	16	16	13	8	10	-36	
E08000017	Doncaster	16	19	25	19	10	14	-15	
E06000011	East Riding of Yorkshire	18	25	10	16	8	13	-29	
E06000010	Kingston upon Hull, City of	22	19	11	17	14	16	-27	
E08000034	Kirklees	28	17	24	21	17	23	-19	
E08000035	Leeds	42	38	37	38	26	31	-27	
E06000012	North East Lincolnshire	19	10	13	11	20	16	-15	
E06000013	North Lincolnshire	13	10	5	7	13	13	0	
E10000023	North Yorkshire	42	27	21	28	21	27	-36	
E08000018	Rotherham	14	4	10	14	17	11	-24	
E08000019	Sheffield	33	29	28	28	27	16	-51	
E08000036	Wakefield	21	18	24	17	15	11	-48	
E06000014	York	7	2	2	4	5	2	-72	

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Reported child KSI casualties by region and local authority, England, 2010 - 2014 and 2005-09 average

		Number of casualties							
<u>ONS Code</u>	<u>Region/Local Authority</u>	<u>2005-09 average</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<i>2014 percentage change on 05-09 avg</i>	
E1200004	East Midlands	234	168	172	177	131	168	-28	
E06000015	Derby	16	17	15	14	5	11	-30	
E10000007	Derbyshire	39	31	13	22	21	27	-31	
E06000016	Leicester	14	21	16	11	14	19	40	
E10000018	Leicestershire	17	14	11	13	5	23	32	
E10000019	Lincolnshire	32	22	29	33	21	24	-25	
E10000021	Northamptonshire	41	22	29	28	22	33	-20	
E06000018	Nottingham	21	15	15	13	15	11	-47	
E10000024	Nottinghamshire	54	26	41	43	28	20	-63	
E06000017	Rutland	1	0	3	0	0	0	-100	
E12000005	West Midlands	297	244	240	244	211	190	-36	
E08000025	Birmingham	84	79	81	79	73	49	-41	
E08000026	Coventry	22	14	26	13	15	14	-36	
E08000027	Dudley	21	19	14	8	12	9	-58	
E06000019	Herefordshire, County of	10	3	3	10	7	4	-59	
E08000028	Sandwell	22	19	20	24	13	20	-9	
E06000051	Shropshire	12	6	8	8	9	10	-19	
E08000029	Solihull	11	14	5	5	2	5	-55	
E10000028	Staffordshire	25	16	12	23	9	17	-33	
E06000021	Stoke-on-Trent	11	6	10	8	5	4	-63	
E06000020	Telford and Wrekin	6	6	7	0	5	3	-50	
E08000030	Walsall	20	14	10	18	21	15	-24	
E10000031	Warwickshire	22	24	17	21	18	20	-10	
E08000031	Wolverhampton	12	14	18	17	8	12	-3	
E10000034	Worcestershire	18	10	9	10	14	8	-56	
E12000006	East of England	254	231	198	186	161	170	-33	
E06000055	Bedford	5	14	1	6	4	4	-20	
E10000003	Cambridgeshire	28	25	22	16	18	17	-40	
E06000056	Central Bedfordshire	11	8	6	8	6	4	-65	
E10000012	Essex	67	46	50	38	37	37	-45	
E10000015	Hertfordshire	40	41	35	27	28	36	-10	
E06000032	Luton	8	19	11	15	9	5	-38	
E10000020	Norfolk	33	18	33	22	26	26	-21	
E06000031	Peterborough	14	15	5	9	6	9	-35	
E06000033	Southend-on-Sea	10	13	9	9	5	10	-4	
E10000029	Suffolk	28	21	23	32	18	16	-42	
E06000034	Thurrock	9	11	3	4	4	6	-30	
E12000007	London	328	250	230	270	187	166	-49	
E09000002	Barking and Dagenham	8	11	7	4	6	9	15	
E09000003	Barnet	13	7	7	7	9	12	-5	
E09000004	Bexley	13	9	7	4	4	6	-52	
E09000005	Brent	13	10	4	10	11	6	-52	
E09000006	Bromley	13	5	8	5	10	6	-55	
E09000007	Camden	6	7	4	6	1	1	-84	
E09000001	City of London	1	0	1	0	1	1	0	
E09000008	Croydon	16	8	10	12	6	2	-87	
E09000009	Ealing	12	6	7	7	10	3	-76	
E09000010	Enfield	10	12	12	16	8	4	-58	
E09000011	Greenwich	14	14	20	10	5	5	-64	
E09000012	Hackney	14	6	7	9	10	4	-71	
E09000013	Hammersmith and Fulham	8	2	7	3	2	3	-63	
E09000014	Haringey	12	5	12	16	5	9	-25	
E09000015	Harrow	5	1	1	9	5	7	35	
E09000016	Havering	12	7	8	14	6	3	-75	
E09000017	Hillingdon	13	10	9	13	7	10	-24	
E09000018	Hounslow	12	11	6	10	4	5	-57	
E09000019	Islington	6	3	5	11	6	3	-46	
E09000020	Kensington and Chelsea	3	5	3	5	3	4	25	
E09000021	Kingston upon Thames	5	2	2	3	4	1	-78	
E09000022	Lambeth	15	10	8	12	7	3	-80	
E09000023	Lewisham	14	13	9	7	6	7	-51	
E09000024	Merton	5	2	3	9	5	12	140	
E09000025	Newham	14	10	9	11	7	9	-34	
E09000026	Redbridge	9	14	7	8	6	3	-67	
E09000027	Richmond upon Thames	4	9	5	6	3	2	-44	
E09000028	Southwark	10	22	9	10	9	4	-62	
E09000029	Sutton	7	4	4	6	2	3	-55	
E09000030	Tower Hamlets	10	6	9	11	4	2	-79	
E09000031	Waltham Forest	15	5	7	9	4	9	-40	
E09000032	Wandsworth	10	4	8	1	5	4	-60	
E09000033	Westminster	9	10	5	6	6	4	-53	
	London Airport (Heathrow)	0	0	0	0	0	0	0	

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Reported child KSI casualties by region and local authority, England, 2010 - 2014 and 2005-09 average

		Number of casualties						
<u>ONS Code</u>	<u>Region/Local Authority</u>	<u>2005-09 average</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<i>2014 percentage change on 05-09 avg</i>
E12000008	South East	337	330	318	278	265	304	-10
E06000036	Bracknell Forest	2	2	3	3	1	0	-100
E06000043	Brighton and Hove	15	14	16	6	6	9	-38
E10000002	Buckinghamshire	16	15	18	13	10	17	9
E10000011	East Sussex	31	26	17	24	19	22	-29
E10000014	Hampshire	48	53	52	45	39	48	-1
E06000046	Isle of Wight	8	9	11	11	9	6	-29
E10000016	Kent	59	57	44	44	45	61	3
E06000035	Medway	12	14	6	7	6	7	-41
E06000042	Milton Keynes	11	5	3	7	7	7	-39
E10000025	Oxfordshire	22	23	19	15	11	22	-2
E06000044	Portsmouth	13	12	21	13	11	9	-31
E06000038	Reading	5	5	11	6	4	0	-100
E06000039	Slough	6	5	6	7	6	5	-19
E06000045	Southampton	11	13	19	12	12	16	43
E10000030	Surrey	34	43	33	32	45	35	2
E06000037	West Berkshire	5	4	6	5	1	3	-40
E10000032	West Sussex	29	26	30	22	26	30	3
E06000040	Windsor and Maidenhead	5	2	2	3	3	1	-78
E06000041	Wokingham	4	2	1	3	4	6	58
E12000009	South West	177	124	135	129	129	129	-27
E06000022	Bath and North East Somerset	2	2	3	4	3	1	-55
E06000028	Bournemouth	8	4	6	8	9	5	-36
E06000023	Bristol, City of	17	8	12	14	6	13	-23
E06000052	Cornwall	15	8	8	12	7	11	-25
E10000008	Devon	19	13	11	17	21	22	13
E10000009	Dorset	18	7	16	12	16	14	-24
E10000013	Gloucestershire	19	9	19	11	19	16	-17
E06000053	Isles of Scilly	0	0	0	0	0	0	0
E06000024	North Somerset	7	8	4	5	6	3	-55
E06000026	Plymouth	7	8	14	2	8	5	-31
E06000029	Poole	5	5	1	6	2	6	11
E10000027	Somerset	21	17	13	7	6	8	-61
E06000025	South Gloucestershire	5	4	4	7	5	5	-7
E06000030	Swindon	7	9	6	9	5	3	-57
E06000027	Torbay	5	4	5	1	5	3	-40
E06000054	Wiltshire	22	18	13	14	11	14	-35
E92000001	England	2,621	2,168	2,070	1,986	1,732	1,782	-32

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[Notes & Definitions](#)

Source: DfT STATS19
 Last updated: 24 September 2015
 Next update: September 2016

The figures in this table are National Statistics

RAS30039

Reported child casualties by region and local authority, England, 2010 - 2014 and 2005-09 average

		Number of casualties						
ONS Code	Region/Local Authority	2005-09 average	2010	2011	2012	2013	2014	2014 percentage change on 05-09 avg
E12000001	North East	1,151	887	893	822	767	860	-25
E06000047	County Durham	238	185	200	166	134	251	5
E06000005	Darlington	52	36	36	48	41	30	-42
E08000037	Gateshead	86	67	75	74	80	79	-8
E06000001	Hartlepool	48	26	26	21	23	24	-50
E06000002	Middlesbrough	69	44	63	68	47	40	-42
E08000021	Newcastle upon Tyne	129	100	87	70	79	85	-34
E08000022	North Tyneside	74	69	66	57	54	47	-37
E06000057	Northumberland	139	132	95	95	96	86	-38
E06000003	Redcar and Cleveland	45	33	39	45	34	34	-24
E08000023	South Tyneside	65	50	54	40	40	46	-29
E06000004	Stockton-on-Tees	68	51	52	50	49	45	-33
E08000024	Sunderland	136	94	100	88	90	93	-32
E12000002	North West	3,772	2,986	2,894	2,473	2,206	2,306	-39
E06000008	Blackburn with Darwen	110	95	108	100	109	79	-28
E06000009	Blackpool	99	87	81	72	80	73	-26
E08000001	Bolton	173	134	117	86	84	92	-47
E08000002	Bury	107	78	71	58	40	24	-78
E06000049	Cheshire East	155	142	121	117	101	95	-39
E06000050	Cheshire West and Chester	147	93	116	110	96	92	-37
E10000006	Cumbria	254	200	157	164	151	162	-36
E06000006	Halton	62	49	60	43	33	41	-34
E08000011	Knowsley	80	69	63	73	51	52	-35
E10000017	Lancashire	707	609	530	447	385	496	-30
E08000012	Liverpool	279	249	201	237	176	184	-34
E08000003	Manchester	307	236	256	189	155	183	-40
E08000004	Oldham	147	117	110	77	125	101	-31
E08000005	Rochdale	119	93	62	66	53	60	-49
E08000006	Salford	114	81	144	77	76	82	-28
E08000014	Sefton	136	83	104	109	56	80	-41
E08000013	St. Helens	85	64	75	60	51	59	-31
E08000007	Stockport	98	85	77	57	54	33	-66
E08000008	Tameside	109	71	74	65	49	64	-41
E08000009	Trafford	80	61	54	52	38	49	-39
E06000007	Warrington	106	88	80	63	66	50	-53
E08000010	Wigan	149	104	114	73	82	65	-56
E08000015	Wirral	147	98	119	78	95	90	-39
E12000003	Yorkshire and The Humber	2,561	2,114	2,213	1,922	1,760	1,838	-28
E08000016	Barnsley	128	97	94	88	71	108	-15
E08000032	Bradford	317	281	292	255	230	224	-29
E08000033	Calderdale	92	62	90	78	59	66	-29
E08000017	Doncaster	182	159	173	118	119	115	-37
E06000011	East Riding of Yorkshire	132	144	131	101	86	99	-25
E06000010	Kingston upon Hull, City of	135	113	102	117	112	112	-17
E08000034	Kirklees	214	171	172	165	136	151	-29
E08000035	Leeds	347	268	262	268	243	253	-27
E06000012	North East Lincolnshire	105	69	108	90	78	84	-20
E06000013	North Lincolnshire	83	74	63	49	74	73	-12
E10000023	North Yorkshire	240	195	172	189	158	174	-28
E08000018	Rotherham	139	104	125	91	99	88	-37
E08000019	Sheffield	240	196	189	173	145	159	-34
E08000036	Wakefield	146	136	193	99	103	79	-46
E06000014	York	63	45	47	41	47	53	-16

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Reported child casualties by region and local authority, England, 2010 - 2014 and 2005-09 average

		Number of casualties						
ONS Code	Region/Local Authority	2005-09 average	2010	2011	2012	2013	2014	2014 percentage change on 05-09 avg
E1200004	East Midlands	1,842	1,484	1,465	1,346	1,153	1,252	-32
E0600015	Derby	116	124	109	98	72	81	-30
E1000007	Derbyshire	304	221	231	173	151	170	-44
E0600016	Leicester	163	149	142	154	112	144	-12
E1000018	Leicestershire	202	157	151	154	146	147	-27
E1000019	Lincolnshire	326	254	278	270	249	226	-31
E1000021	Northamptonshire	237	155	173	162	122	184	-22
E0600018	Nottingham	139	133	116	105	104	116	-17
E1000024	Nottinghamshire	339	278	254	229	190	177	-48
E0600017	Rutland	15	13	11	1	7	7	-55
E1200005	West Midlands	2,432	1,929	1,780	1,639	1,455	1,628	-33
E0800025	Birmingham	619	503	404	378	376	411	-34
E0800026	Coventry	133	115	109	83	90	92	-31
E0800027	Dudley	134	98	76	61	50	51	-62
E0600019	Herefordshire, County of	71	42	43	50	41	74	4
E0800028	Sandwell	157	110	84	73	73	96	-39
E0600051	Shropshire	99	60	76	91	61	78	-21
E0800029	Solihull	78	55	45	48	32	37	-52
E1000028	Staffordshire	362	289	311	260	236	225	-38
E0600021	Stoke-on-Trent	119	105	118	108	93	80	-33
E0600020	Telford and Wrekin	52	41	62	39	34	46	-11
E0800030	Walsall	132	104	61	76	77	81	-39
E1000031	Warwickshire	191	183	144	144	124	175	-8
E0800031	Wolverhampton	108	85	73	75	76	62	-42
E1000034	Worcestershire	177	139	174	153	92	120	-32
E1200006	East of England	2,083	1,668	1,616	1,499	1,307	1,464	-30
E0600055	Bedford	51	68	46	43	32	50	-2
E1000003	Cambridgeshire	215	170	149	140	113	135	-37
E0600056	Central Bedfordshire	90	78	75	55	53	70	-22
E1000012	Essex	478	323	345	341	314	299	-37
E1000015	Hertfordshire	393	321	289	260	257	296	-25
E0600032	Luton	82	107	83	95	70	63	-23
E1000020	Norfolk	277	203	207	187	179	210	-24
E0600031	Peterborough	99	92	80	69	58	66	-33
E0600033	Southend-on-Sea	78	69	71	60	37	70	-10
E1000029	Suffolk	259	180	212	198	161	157	-39
E0600034	Thurrock	61	57	59	51	33	48	-21
E1200007	London	2,211	2,135	2,181	1,959	1,865	1,977	-11
E0900002	Barking and Dagenham	73	72	65	73	64	54	-26
E0900003	Barnet	88	102	89	69	77	79	-10
E0900004	Bexley	68	67	69	38	40	38	-44
E0900005	Brent	77	70	74	91	78	89	16
E0900006	Bromley	77	64	88	57	60	57	-26
E0900007	Camden	39	43	38	30	25	37	-5
E0900001	City of London	4	3	4	4	2	6	50
E0900008	Croydon	118	119	128	97	99	103	-12
E0900009	Ealing	83	75	69	81	84	87	5
E0900010	Enfield	82	93	108	99	84	94	14
E0900011	Greenwich	93	78	94	69	66	58	-38
E0900012	Hackney	71	64	61	68	55	65	-9
E0900013	Hammersmith and Fulham	42	33	42	30	38	35	-16
E0900014	Haringey	74	91	78	72	68	83	12
E0900015	Harrow	51	44	38	51	37	60	17
E0900016	Havering	77	68	62	61	59	45	-42
E0900017	Hillingdon	87	89	72	70	74	81	-7
E0900018	Hounslow	74	78	82	76	59	53	-28
E0900019	Islington	40	44	53	45	41	31	-22
E0900020	Kensington and Chelsea	32	26	40	28	31	36	13
E0900021	Kingston upon Thames	38	39	31	31	33	29	-23
E0900022	Lambeth	83	93	81	58	80	65	-21
E0900023	Lewisham	89	85	91	70	91	80	-10
E0900024	Merton	44	33	53	44	48	68	55
E0900025	Newham	98	92	96	83	69	85	-13
E0900026	Redbridge	74	87	86	78	68	76	2
E0900027	Richmond upon Thames	31	43	32	31	30	32	3
E0900028	Southwark	87	81	84	67	62	63	-27
E0900029	Sutton	48	35	43	33	34	32	-33
E0900030	Tower Hamlets	64	47	54	73	44	67	5
E0900031	Waltham Forest	88	63	66	54	39	73	-17
E0900032	Wandsworth	59	62	55	62	50	50	-15
E0900033	Westminster	60	51	55	66	75	66	11
	London Airport (Heathrow)	1	1	0	0	1	0	-100

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Reported child casualties by region and local authority, England, 2010 - 2014 and 2005-09 average

		Number of casualties						
<u>ONS Code</u>	<u>Region/Local Authority</u>	<u>2005-09 average</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<i>2014 percentage change on 05-09 avg</i>
E12000008	South East	3,149	2,597	2,713	2,365	2,237	2,433	-23
E06000036	Bracknell Forest	25	28	24	23	15	12	-52
E06000043	Brighton and Hove	109	94	92	63	66	71	-35
E10000002	Buckinghamshire	166	146	115	102	88	107	-36
E10000011	East Sussex	227	174	146	146	135	166	-27
E10000014	Hampshire	404	345	353	306	263	274	-32
E06000046	Isle of Wight	63	40	66	44	37	41	-35
E10000016	Kent	635	582	568	502	481	570	-10
E06000035	Medway	105	94	134	88	93	81	-23
E06000042	Milton Keynes	106	84	72	89	91	81	-23
E10000025	Oxfordshire	203	156	167	138	133	135	-33
E06000044	Portsmouth	103	79	97	87	81	72	-30
E06000038	Reading	51	45	53	42	33	34	-34
E06000039	Slough	57	57	62	65	65	68	19
E06000045	Southampton	91	89	92	70	64	90	-1
E10000030	Surrey	415	312	360	323	305	348	-16
E06000037	West Berkshire	52	33	58	26	26	39	-25
E10000032	West Sussex	254	175	194	180	203	186	-27
E06000040	Windsor and Maidenhead	38	26	35	42	38	36	-6
E06000041	Wokingham	43	38	25	29	20	22	-49
E12000009	South West	1,796	1,368	1,395	1,251	1,176	1,144	-36
E06000022	Bath and North East Somerset	50	35	41	42	32	24	-52
E06000028	Bournemouth	64	52	57	52	41	46	-28
E06000023	Bristol, City of	150	97	107	100	96	99	-34
E06000052	Cornwall	195	157	155	118	117	115	-41
E10000008	Devon	244	198	186	207	187	177	-28
E10000009	Dorset	154	106	146	115	107	97	-37
E10000013	Gloucestershire	167	109	124	102	74	107	-36
E06000053	Isles of Scilly	1	0	1	0	0	0	-100
E06000024	North Somerset	77	71	55	51	41	41	-47
E06000026	Plymouth	101	92	90	67	61	54	-46
E06000029	Poole	49	47	45	32	36	49	0
E10000027	Somerset	201	146	133	105	118	105	-48
E06000025	South Gloucestershire	85	61	54	64	58	47	-44
E06000030	Swindon	72	61	60	51	52	48	-33
E06000027	Torbay	50	45	34	48	50	30	-40
E06000054	Wiltshire	137	91	107	97	106	105	-23
E92000001	England	20,996	17,168	17,150	15,276	13,926	14,902	-29

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 Next update: September 2016

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RAS30040

Reported casualty rate per billion vehicle miles by local authority, England, 2010 - 2014 and 2005-09 average

Rate per billion vehicle miles/Percentage

ONS Code	Region/Local Authority	2005-09 average	2010	2011	2012	2013	2014	2014 percentage change on 05-09 avg
E12000001	North East	847	737	700	679	614	647	-24
E06000047	County Durham	832	719	695	646	571	651	-22
E06000005	Darlington	840	696	679	700	664	642	-24
E08000037	Gateshead	860	740	655	696	613	647	-25
E06000001	Hartlepool	705	518	505	563	492	539	-23
E06000002	Middlesbrough	624	589	500	577	482	506	-19
E08000021	Newcastle upon Tyne	1,131	954	961	872	803	848	-25
E08000022	North Tyneside	909	746	762	744	672	674	-26
E06000057	Northumberland	911	768	709	668	615	657	-28
E06000003	Redcar and Cleveland	641	595	599	604	498	493	-23
E08000023	South Tyneside	942	916	893	718	631	828	-12
E06000004	Stockton-on-Tees	584	520	522	535	474	427	-27
E08000024	Sunderland	925	880	766	752	754	733	-21
E12000002	North West	914	735	685	642	575	594	-35
E06000008	Blackburn with Darwen	1,543	1,309	1,264	1,462	1,304	1,217	-21
E06000009	Blackpool	1,918	2,031	1,718	1,823	1,752	1,650	-14
E08000001	Bolton	920	667	582	546	465	486	-47
E08000002	Bury	772	469	440	443	361	327	-58
E06000049	Cheshire East	647	600	565	564	491	465	-28
E06000050	Cheshire West and Chester	673	563	574	524	431	462	-31
E10000006	Cumbria	687	537	523	507	493	554	-19
E06000006	Halton	826	771	692	611	563	597	-28
E08000011	Knowsley	691	597	486	567	475	456	-34
E10000017	Lancashire	892	751	693	629	598	626	-30
E08000012	Liverpool	1,736	1,537	1,318	1,546	1,140	1,359	-22
E08000003	Manchester	1,586	1,203	1,171	939	851	841	-47
E08000004	Oldham	1,340	977	1,006	704	778	800	-40
E08000005	Rochdale	842	579	459	399	373	463	-45
E08000006	Salford	671	459	477	388	371	380	-43
E08000014	Sefton	1,397	1,159	1,073	1,068	897	937	-33
E08000013	St. Helens	860	601	612	639	592	524	-39
E08000007	Stockport	768	571	520	425	389	350	-54
E08000008	Tameside	1,003	721	605	606	498	567	-43
E08000009	Trafford	782	631	549	468	438	459	-41
E06000007	Warrington	671	593	563	529	470	449	-33
E08000010	Wigan	878	566	562	481	394	373	-57
E08000015	Wirral	1,121	899	897	711	696	695	-38
E12000003	Yorkshire and The Humber	889	770	748	739	677	684	-23
E08000016	Barnsley	788	688	671	630	561	710	-10
E08000032	Bradford	1,630	1,392	1,257	1,326	1,136	1,159	-29
E08000033	Calderdale	920	749	696	680	624	656	-29
E08000017	Doncaster	801	740	723	631	622	627	-22
E06000011	East Riding of Yorkshire	597	596	616	576	558	574	-4
E06000010	Kingston upon Hull, City of	1,250	1,186	1,283	1,351	1,306	1,279	2
E08000034	Kirklees	1,132	997	902	917	765	658	-42
E08000035	Leeds	878	728	704	727	645	649	-26
E06000012	North East Lincolnshire	1,295	1,021	1,209	1,238	1,069	1,153	-11
E06000013	North Lincolnshire	808	742	761	684	752	754	-7
E10000023	North Yorkshire	595	500	476	495	464	450	-24
E08000018	Rotherham	846	691	723	600	634	575	-32
E08000019	Sheffield	1,287	1,073	1,022	1,024	905	1,008	-22
E08000036	Wakefield	773	713	648	630	539	523	-32
E06000014	York	850	718	713	673	669	729	-14

RAS30040

Reported casualty rate per billion vehicle miles by local authority, England, 2010 - 2014 and 2005-09 average

Rate per billion vehicle miles/Percentage

ONS Code	Region/Local Authority	2005-09 average	2010	2011	2012	2013	2014	2014 percentage change on 05-09 avg
E12000004	East Midlands	728	648	634	603	570	569	-22
E06000015	Derby	928	1,042	974	827	788	792	-15
E10000007	Derbyshire	716	594	599	558	487	482	-33
E06000016	Leicester	1,457	1,418	1,423	1,445	1,351	1,337	-8
E10000018	Leicestershire	541	467	435	420	412	407	-25
E10000019	Lincolnshire	934	918	905	889	866	828	-11
E10000021	Northamptonshire	432	342	327	309	307	322	-26
E06000018	Nottingham	1,297	1,291	1,278	1,167	1,202	1,292	0
E10000024	Nottinghamshire	813	656	647	617	565	565	-30
E06000017	Rutland	489	403	303	340	312	311	-36
E12000005	West Midlands	774	643	589	547	527	559	-28
E08000025	Birmingham	1,366	1,146	963	840	926	971	-29
E08000026	Coventry	978	718	776	729	662	716	-27
E08000027	Dudley	1,014	711	578	580	530	584	-42
E06000019	Herefordshire, County of	715	582	574	556	480	492	-31
E08000028	Sandwell	1,071	848	615	501	585	709	-34
E06000051	Shropshire	638	563	533	518	441	444	-31
E08000029	Solihull	516	414	399	317	261	264	-49
E10000028	Staffordshire	708	625	560	545	507	539	-24
E06000021	Stoke-on-Trent	1,296	1,109	1,192	1,058	1,110	975	-25
E06000020	Telford and Wrekin	622	562	522	497	415	477	-23
E08000030	Walsall	1,059	862	623	574	628	765	-28
E10000031	Warwickshire	462	382	380	371	350	401	-13
E08000031	Wolverhampton	1,239	963	864	864	874	871	-30
E10000034	Worcestershire	483	424	444	409	346	335	-31
E12000006	East of England	681	572	564	544	494	527	-23
E06000055	Bedford	829	761	805	668	595	705	-15
E10000003	Cambridgeshire	646	542	507	492	432	437	-32
E06000056	Central Bedfordshire	574	557	517	476	437	497	-13
E10000012	Essex	603	485	498	485	464	486	-19
E10000015	Hertfordshire	680	545	515	500	433	493	-28
E06000032	Luton	1,255	1,382	1,294	1,259	932	1,193	-5
E10000020	Norfolk	622	492	495	472	474	499	-20
E06000031	Peterborough	967	882	795	789	694	579	-40
E06000033	Southend-on-Sea	1,425	1,308	1,277	1,185	1,185	1,418	0
E10000029	Suffolk	770	657	693	687	601	619	-20
E06000034	Thurrock	664	556	573	585	492	510	-23

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Reported casualty rate per billion vehicle miles by local authority, England, 2010 - 2014 and 2005-09 average

Rate per billion vehicle miles/Percentage

ONS Code	Region/Local Authority	2005-09 average	2010	2011	2012	2013	2014	2014 percentage change on 05-09 avg
E12000007	London	1,496	1,535	1,586	1,571	1,491	1,656	11
E09000002	Barking and Dagenham	1,611	1,487	1,661	1,654	1,433	1,730	7
E09000003	Barnet	1,303	1,456	1,395	1,240	1,194	1,227	-6
E09000004	Bexley	1,065	1,015	1,011	944	849	978	-8
E09000005	Brent	1,592	1,642	1,639	1,756	1,809	1,949	22
E09000006	Bromley	1,160	1,079	1,156	1,097	1,052	1,140	-2
E09000007	Camden	2,718	3,041	3,019	2,835	2,934	3,457	27
E09000001	City of London	2,991	3,378	3,729	3,947	3,255	3,568	19
E09000008	Croydon	1,539	1,541	1,695	1,579	1,507	1,518	-1
E09000009	Ealing	1,445	1,382	1,293	1,585	1,476	1,694	17
E09000010	Enfield	1,056	1,088	1,201	1,065	1,073	1,019	-4
E09000011	Greenwich	1,309	1,278	1,374	1,176	1,061	1,170	-11
E09000012	Hackney	2,758	2,724	2,775	3,216	2,980	3,348	21
E09000013	Hammersmith and Fulham	1,984	1,911	2,240	2,230	2,037	2,317	17
E09000014	Haringey	2,201	2,805	2,629	2,587	2,688	3,170	44
E09000015	Harrow	1,409	1,559	1,185	1,373	1,243	1,656	18
E09000016	Havering	963	862	875	829	714	802	-17
E09000017	Hillingdon	760	827	738	801	523	688	-9
E09000018	Hounslow	973	1,039	1,055	952	954	1,109	14
E09000019	Islington	2,537	2,999	3,596	3,233	3,270	3,623	43
E09000020	Kensington and Chelsea	2,297	2,308	2,363	2,265	2,284	2,409	5
E09000021	Kingston upon Thames	725	693	780	746	839	846	17
E09000022	Lambeth	2,334	2,620	2,685	2,633	2,923	2,961	27
E09000023	Lewisham	1,863	1,906	2,166	2,080	2,012	2,195	18
E09000024	Merton	1,312	1,212	1,391	1,461	1,412	1,700	30
E09000025	Newham	1,669	1,520	1,580	1,638	1,564	1,705	2
E09000026	Redbridge	1,313	1,453	1,370	1,313	1,178	1,451	11
E09000027	Richmond upon Thames	917	960	1,064	954	1,085	1,234	35
E09000028	Southwark	2,177	2,319	2,321	2,258	2,178	2,405	11
E09000029	Sutton	1,363	1,241	1,384	1,279	1,272	1,084	-20
E09000030	Tower Hamlets	1,598	1,594	1,628	2,152	1,842	2,215	39
E09000031	Waltham Forest	1,916	1,782	1,994	1,759	1,480	2,033	6
E09000032	Wandsworth	1,657	1,917	2,079	2,225	2,052	2,330	41
E09000033	Westminster	2,710	2,821	2,948	3,229	3,232	3,271	21
E12000008	South East	672	595	606	591	573	588	-12
E06000036	Bracknell Forest	768	662	714	716	652	588	-24
E06000043	Brighton and Hove	1,393	1,324	1,316	1,156	1,083	1,156	-17
E10000002	Buckinghamshire	585	482	452	424	387	386	-34
E10000011	East Sussex	843	693	630	664	697	742	-12
E10000014	Hampshire	485	440	451	428	399	397	-18
E06000046	Isle of Wight	1,382	1,415	1,458	1,490	1,093	1,086	-21
E10000016	Kent	711	660	636	644	658	697	-2
E06000035	Medway	929	811	970	977	954	957	3
E06000042	Milton Keynes	809	671	667	712	740	679	-16
E10000025	Oxfordshire	562	491	507	481	433	477	-15
E06000044	Portsmouth	1,021	962	1,043	942	938	891	-13
E06000038	Reading	1,532	1,371	1,475	1,302	1,336	1,297	-15
E06000039	Slough	1,085	1,183	1,102	1,058	1,068	1,135	5
E06000045	Southampton	1,139	1,166	1,196	1,137	1,049	1,180	4
E10000030	Surrey	730	637	680	660	619	625	-14
E06000037	West Berkshire	323	232	305	276	256	252	-22
E10000032	West Sussex	650	538	564	547	589	621	-5
E06000040	Windsor and Maidenhead	479	408	432	456	444	402	-16
E06000041	Wokingham	452	415	371	350	311	353	-22

RAS30040

Reported casualty rate per billion vehicle miles by local authority, England, 2010 - 2014 and 2005-09 average

Rate per billion vehicle miles/Percentage

ONS Code	Region/Local Authority	2005-09 average	2010	2011	2012	2013	2014	2014 percentage change on 05-09 avg
E12000009	South West	681	551	543	522	493	495	-27
E06000022	Bath and North East Somerset	826	698	689	620	585	519	-37
E06000028	Bournemouth	1,403	1,250	1,296	1,184	1,205	1,190	-15
E06000023	Bristol, City of	1,128	956	896	936	780	822	-27
E06000052	Cornwall	860	703	683	635	624	650	-24
E10000008	Devon	660	526	540	536	494	487	-26
E10000009	Dorset	742	593	563	579	537	526	-29
E10000013	Gloucestershire	531	395	405	375	272	296	-44
E06000053	Isles of Scilly	1,323	593	594	1,229	1,806	1,771	34
E06000024	North Somerset	535	465	450	403	391	350	-35
E06000026	Plymouth	1,128	1,052	1,038	834	954	891	-21
E06000029	Poole	1,037	996	980	863	874	952	-8
E10000027	Somerset	605	457	424	394	412	415	-31
E06000025	South Gloucestershire	410	340	301	284	277	230	-44
E06000030	Swindon	582	418	479	497	439	446	-23
E06000027	Torbay	1,078	1,094	896	952	865	846	-22
E06000054	Wiltshire	498	373	397	411	433	465	-7
E92000001	England ¹	812	707	691	666	624	651	-20

1 Includes London Airport (Heathrow)

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[Notes & Definitions](#)

Source: DfT STATS19, DfT National Road Traffic Survey

Last updated: 24 September 2015

Next update: September 2016

The figures in this table are National Statistics

RAS30040

Reported casualty rate per billion vehicle kilometres by local authority, England, 2010 - 2014 and 2005-09 average

Rate per billion vehicle kilometres/Percentage

ONS Code	Region/Local Authority	2005-09 average	2010	2011	2012	2013	2014	2014 percentage change on 05-09 avg
E12000001	North East	526	458	435	422	381	402	-24
E06000047	County Durham	517	447	432	402	355	404	-22
E06000005	Darlington	522	432	422	435	413	399	-24
E08000037	Gateshead	534	460	407	433	381	402	-25
E06000001	Hartlepool	438	322	313	350	306	335	-23
E06000002	Middlesbrough	387	366	310	359	299	314	-19
E08000021	Newcastle upon Tyne	703	593	597	542	499	527	-25
E08000022	North Tyneside	565	463	474	462	418	419	-26
E06000057	Northumberland	566	477	440	415	382	408	-28
E06000003	Redcar and Cleveland	398	370	372	376	309	306	-23
E08000023	South Tyneside	585	569	555	446	392	514	-12
E06000004	Stockton-on-Tees	363	323	325	332	295	266	-27
E08000024	Sunderland	575	547	476	467	468	456	-21
E12000002	North West	568	456	426	399	357	369	-35
E06000008	Blackburn with Darwen	959	814	786	908	810	756	-21
E06000009	Blackpool	1,192	1,262	1,067	1,133	1,089	1,025	-14
E08000001	Bolton	572	415	362	339	289	302	-47
E08000002	Bury	480	292	273	276	224	203	-58
E06000049	Cheshire East	402	373	351	351	305	289	-28
E06000050	Cheshire West and Chester	418	350	357	326	268	287	-31
E10000006	Cumbria	427	334	325	315	306	344	-19
E06000006	Halton	513	479	430	380	350	371	-28
E08000011	Knowsley	429	371	302	353	295	284	-34
E10000017	Lancashire	554	467	431	391	372	389	-30
E08000012	Liverpool	1,079	955	819	961	708	844	-22
E08000003	Manchester	986	747	728	583	529	522	-47
E08000004	Oldham	833	607	625	437	483	497	-40
E08000005	Rochdale	523	360	285	248	232	288	-45
E08000006	Salford	417	285	296	241	230	236	-43
E08000014	Sefton	868	720	667	664	558	582	-33
E08000013	St. Helens	534	373	380	397	368	326	-39
E08000007	Stockport	477	355	323	264	242	217	-54
E08000008	Tameside	623	448	376	376	310	352	-43
E08000009	Trafford	486	392	341	291	272	285	-41
E06000007	Warrington	417	368	350	329	292	279	-33
E08000010	Wigan	546	352	349	299	245	232	-57
E08000015	Wirral	697	558	557	442	432	432	-38
E12000003	Yorkshire and The Humber	552	478	465	459	421	425	-23
E08000016	Barnsley	490	427	417	392	348	441	-10
E08000032	Bradford	1,013	865	781	824	706	720	-29
E08000033	Calderdale	572	465	432	423	388	408	-29
E08000017	Doncaster	498	460	449	392	387	390	-22
E06000011	East Riding of Yorkshire	371	370	383	358	347	356	-4
E06000010	Kingston upon Hull, City of	777	737	797	839	811	795	2
E08000034	Kirklees	703	620	561	569	475	409	-42
E08000035	Leeds	545	452	437	452	401	403	-26
E06000012	North East Lincolnshire	805	634	751	769	664	716	-11
E06000013	North Lincolnshire	502	461	473	425	467	469	-7
E10000023	North Yorkshire	370	311	296	308	288	280	-24
E08000018	Rotherham	525	430	449	373	394	358	-32
E08000019	Sheffield	800	667	635	636	563	626	-22
E08000036	Wakefield	480	443	403	392	335	325	-32
E06000014	York	528	446	443	418	415	453	-14

RAS30040

Reported casualty rate per billion vehicle kilometres by local authority, England, 2010 - 2014 and 2005-09 average

Rate per billion vehicle kilometres/Percentage

ONS Code	Region/Local Authority	2005-09 average	2010	2011	2012	2013	2014	2014 percentage change on 05-09 avg
E12000004	East Midlands	452	403	394	375	354	354	-22
E06000015	Derby	576	648	605	514	490	492	-15
E10000007	Derbyshire	445	369	372	347	302	299	-33
E06000016	Leicester	905	881	884	898	839	831	-8
E10000018	Leicestershire	336	290	270	261	256	253	-25
E10000019	Lincolnshire	580	570	562	552	538	515	-11
E10000021	Northamptonshire	268	212	203	192	191	200	-26
E06000018	Nottingham	806	802	794	725	747	803	0
E10000024	Nottinghamshire	505	408	402	383	351	351	-30
E06000017	Rutland	304	251	188	211	194	193	-36
E12000005	West Midlands	481	400	366	340	327	347	-28
E08000025	Birmingham	849	712	598	522	575	603	-29
E08000026	Coventry	608	446	482	453	411	445	-27
E08000027	Dudley	630	442	359	361	330	363	-42
E06000019	Herefordshire, County of	444	362	357	345	298	306	-31
E08000028	Sandwell	666	527	382	311	364	441	-34
E06000051	Shropshire	397	350	331	322	274	276	-31
E08000029	Solihull	321	257	248	197	162	164	-49
E10000028	Staffordshire	440	388	348	339	315	335	-24
E06000021	Stoke-on-Trent	805	689	741	657	690	606	-25
E06000020	Telford and Wrekin	386	349	325	309	258	297	-23
E08000030	Walsall	658	536	387	357	390	476	-28
E10000031	Warwickshire	287	237	236	230	217	249	-13
E08000031	Wolverhampton	770	599	537	537	543	541	-30
E10000034	Worcestershire	300	263	276	254	215	208	-31
E12000006	East of England	423	355	350	338	307	328	-23
E06000055	Bedford	515	473	500	415	370	438	-15
E10000003	Cambridgeshire	401	337	315	306	269	272	-32
E06000056	Central Bedfordshire	357	346	321	296	272	309	-13
E10000012	Essex	375	301	310	302	289	302	-19
E10000015	Hertfordshire	423	338	320	311	269	306	-28
E06000032	Luton	780	858	804	782	579	741	-5
E10000020	Norfolk	387	306	308	293	295	310	-20
E06000031	Peterborough	601	548	494	490	431	360	-40
E06000033	Southend-on-Sea	885	813	793	736	736	881	0
E10000029	Suffolk	478	408	431	427	373	385	-20
E06000034	Thurrock	413	346	356	364	306	317	-23

RAS30040

Reported casualty rate per billion vehicle kilometres by local authority, England, 2010 - 2014 and 2005-09 average

Rate per billion vehicle kilometres/Percentage

ONS Code	Region/Local Authority	2005-09 average	2010	2011	2012	2013	2014	2014 percentage change on 05-09 avg
E12000007	London	930	954	986	976	926	1,029	11
E09000002	Barking and Dagenham	1,001	924	1,032	1,028	890	1,075	7
E09000003	Barnet	810	905	867	771	742	763	-6
E09000004	Bexley	661	630	628	586	528	608	-8
E09000005	Brent	989	1,020	1,018	1,091	1,124	1,211	22
E09000006	Bromley	721	671	718	682	653	709	-2
E09000007	Camden	1,689	1,890	1,876	1,762	1,823	2,148	27
E09000001	City of London	1,859	2,099	2,317	2,452	2,022	2,217	19
E09000008	Croydon	956	958	1,053	981	936	943	-1
E09000009	Ealing	898	859	804	985	917	1,053	17
E09000010	Enfield	656	676	746	662	667	633	-4
E09000011	Greenwich	813	794	854	731	660	727	-11
E09000012	Hackney	1,714	1,693	1,724	1,998	1,852	2,080	21
E09000013	Hammersmith and Fulham	1,233	1,188	1,392	1,386	1,266	1,440	17
E09000014	Haringey	1,368	1,743	1,634	1,608	1,670	1,970	44
E09000015	Harrow	876	969	736	853	772	1,029	18
E09000016	Havering	598	536	544	515	444	498	-17
E09000017	Hillingdon	472	514	459	498	325	427	-9
E09000018	Hounslow	605	646	656	591	593	689	14
E09000019	Islington	1,577	1,864	2,235	2,009	2,032	2,251	43
E09000020	Kensington and Chelsea	1,427	1,434	1,469	1,407	1,419	1,497	5
E09000021	Kingston upon Thames	450	431	485	463	521	526	17
E09000022	Lambeth	1,450	1,628	1,669	1,636	1,816	1,840	27
E09000023	Lewisham	1,158	1,184	1,346	1,292	1,250	1,364	18
E09000024	Merton	815	753	864	908	878	1,056	30
E09000025	Newham	1,037	944	982	1,018	972	1,059	2
E09000026	Redbridge	816	903	851	816	732	902	11
E09000027	Richmond upon Thames	570	596	661	593	674	767	35
E09000028	Southwark	1,353	1,441	1,442	1,403	1,353	1,495	11
E09000029	Sutton	847	771	860	795	790	673	-20
E09000030	Tower Hamlets	993	990	1,012	1,337	1,145	1,377	39
E09000031	Waltham Forest	1,191	1,108	1,239	1,093	920	1,263	6
E09000032	Wandsworth	1,030	1,191	1,292	1,382	1,275	1,448	41
E09000033	Westminster	1,684	1,753	1,832	2,006	2,008	2,033	21
E12000008	South East	417	370	377	367	356	365	-12
E06000036	Bracknell Forest	477	411	444	445	405	365	-24
E06000043	Brighton and Hove	866	823	817	718	673	718	-17
E10000002	Buckinghamshire	364	299	281	263	240	240	-34
E10000011	East Sussex	524	431	392	413	433	461	-12
E10000014	Hampshire	301	273	281	266	248	246	-18
E06000046	Isle of Wight	858	879	906	926	679	675	-21
E10000016	Kent	442	410	395	400	409	433	-2
E06000035	Medway	577	504	603	607	593	595	3
E06000042	Milton Keynes	503	417	414	443	460	422	-16
E10000025	Oxfordshire	349	305	315	299	269	296	-15
E06000044	Portsmouth	634	598	648	586	583	553	-13
E06000038	Reading	952	852	917	809	830	806	-15
E06000039	Slough	674	735	685	658	664	705	5
E06000045	Southampton	708	724	743	706	652	733	4
E10000030	Surrey	454	396	423	410	385	388	-14
E06000037	West Berkshire	201	144	190	171	159	157	-22
E10000032	West Sussex	404	334	350	340	366	386	-5
E06000040	Windsor and Maidenhead	298	253	268	283	276	250	-16
E06000041	Wokingham	281	258	230	218	193	219	-22

RAS30040

Reported casualty rate per billion vehicle kilometres by local authority, England, 2010 - 2014 and 2005-09 average

Rate per billion vehicle kilometres/Percentage

ONS Code	Region/Local Authority	2005-09 average	2010	2011	2012	2013	2014	2014 percentage change on 05-09 avg
E12000009	South West	423	343	337	324	306	307	-27
E06000022	Bath and North East Somerset	513	434	428	385	363	322	-37
E06000028	Bournemouth	872	777	805	736	749	740	-15
E06000023	Bristol, City of	701	594	557	582	485	511	-27
E06000052	Cornwall	534	437	424	394	388	404	-24
E10000008	Devon	410	327	335	333	307	303	-26
E10000009	Dorset	461	369	350	360	334	327	-29
E10000013	Gloucestershire	330	246	252	233	169	184	-44
E06000053	Isles of Scilly	822	368	369	763	1,122	1,100	34
E06000024	North Somerset	332	289	280	251	243	217	-35
E06000026	Plymouth	701	654	645	518	593	554	-21
E06000029	Poole	645	619	609	536	543	592	-8
E10000027	Somerset	376	284	264	245	256	258	-31
E06000025	South Gloucestershire	255	211	187	177	172	143	-44
E06000030	Swindon	361	260	298	309	273	277	-23
E06000027	Torbay	670	680	557	592	538	525	-22
E06000054	Wiltshire	309	232	247	255	269	289	-7
E92000001	England ¹	504	439	429	414	388	404	-20

1 Includes London Airport (Heathrow)

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[Notes & Definitions](#)

Source: DfT STATS19, DfT National Road Traffic Survey
 Last updated: 24 September 2015
 Next update: September 2016

The figures in this table are National Statistics

RAS30043

Reported fatal casualties by region, local authority and road user type, England, 2014

		Number of casualties									
ONS Code	Region/Local Authority	Pedestrian		Pedal cycle		Motor cycle	Car	Bus or coach	Van/Light goods	HGV	All ^c
		Child	All ages ¹	Child	All ages ¹						
E12000001	North East	1	21	0	3	7	24	1	0	0	57
E06000047	County Durham	0	4	0	0	2	11	0	0	0	17
E06000005	Darlington	0	1	0	1	0	1	0	0	0	3
E08000037	Gateshead	0	3	0	0	0	1	0	0	0	4
E06000001	Hartlepool	1	1	0	0	0	1	0	0	0	2
E06000002	Middlesbrough	0	1	0	0	0	1	0	0	0	2
E08000021	Newcastle upon Tyne	0	1	0	0	0	0	0	0	0	1
E08000022	North Tyneside	0	3	0	1	3	0	0	0	0	7
E06000057	Northumberland	0	5	0	1	1	6	1	0	0	15
E06000003	Redcar and Cleveland	0	0	0	0	1	1	0	0	0	2
E08000023	South Tyneside	0	0	0	0	0	1	0	0	0	1
E06000004	Stockton-on-Tees	0	1	0	0	0	0	0	0	0	1
E08000024	Sunderland	0	1	0	0	0	1	0	0	0	2
E12000002	North West	1	46	2	13	36	78	1	1	3	183
E06000008	Blackburn with Darwen	0	0	0	1	1	1	0	0	0	3
E06000009	Blackpool	0	0	0	0	0	0	0	0	0	0
E08000001	Bolton	0	3	0	0	3	1	0	0	0	7
E08000002	Bury	0	0	0	0	0	0	0	0	0	0
E06000049	Cheshire East	0	1	0	1	4	5	0	0	0	11
E06000050	Cheshire West and Chester	0	1	0	0	1	7	0	0	3	12
E10000006	Cumbria	0	2	1	1	5	15	0	0	0	25
E06000006	Halton	0	2	0	1	2	1	0	0	0	6
E08000011	Knowsley	0	1	0	0	1	3	0	0	0	5
E10000017	Lancashire	0	10	1	3	6	20	0	0	0	40
E08000012	Liverpool	1	3	0	0	3	1	0	0	0	8
E08000003	Manchester	0	10	0	2	2	0	1	0	0	15
E08000004	Oldham	0	1	0	0	1	3	0	0	0	5
E08000005	Rochdale	0	1	0	1	0	3	0	0	0	5
E08000006	Salford	0	2	0	0	0	2	0	0	0	4
E08000014	Sefton	0	1	0	1	1	1	0	1	0	5
E08000013	St. Helens	0	0	0	1	0	2	0	0	0	3
E08000007	Stockport	0	4	0	0	0	2	0	0	0	6
E08000008	Tameside	0	1	0	0	1	4	0	0	0	6
E08000009	Trafford	0	0	0	0	2	0	0	0	0	2
E06000007	Warrington	0	1	0	1	1	2	0	0	0	5
E08000010	Wigan	0	1	0	0	1	1	0	0	0	4
E08000015	Wirral	0	1	0	0	1	4	0	0	0	6
E12000003	Yorkshire and The Humber	4	38	0	7	29	79	0	1	1	158
E08000016	Barnsley	0	1	0	0	0	1	0	0	0	2
E08000032	Bradford	1	5	0	0	1	7	0	1	0	14
E08000033	Calderdale	0	1	0	0	0	5	0	0	0	6
E08000017	Doncaster	0	1	0	0	0	9	0	0	0	10
E06000011	East Riding of Yorkshire	0	2	0	0	5	10	0	0	0	17
E06000010	Kingston upon Hull, City of	0	0	0	1	0	0	0	0	0	2
E08000034	Kirklees	0	4	0	0	0	4	0	0	0	9
E08000035	Leeds	1	7	0	0	3	11	0	0	0	21
E06000012	North East Lincolnshire	0	2	0	1	0	1	0	0	0	4
E06000013	North Lincolnshire	1	1	0	1	2	2	0	0	0	6
E10000023	North Yorkshire	0	4	0	3	13	19	0	0	1	40
E08000018	Rotherham	0	2	0	1	1	1	0	0	0	6
E08000019	Sheffield	1	5	0	0	1	2	0	0	0	8
E08000036	Wakefield	0	2	0	0	2	4	0	0	0	8
E06000014	York	0	1	0	0	1	3	0	0	0	5

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Reported fatal casualties by region, local authority and road user type, England, 2014

		Number of casualties									
ONS Code	Region/Local Authority	Pedestrian		Pedal cycle		Motor cycle	Car	Bus or coach	Van/Light goods	HGV	All ^c
		Child	All ages ¹	Child	All ages ¹						
E12000004	East Midlands	1	26	1	14	31	92	0	4	0	169
E06000015	Derby	0	3	0	2	0	1	0	0	0	6
E10000007	Derbyshire	0	7	0	2	9	10	0	1	0	30
E06000016	Leicester	0	1	0	1	0	2	0	0	0	4
E10000018	Leicestershire	0	3	1	3	5	14	0	1	0	26
E10000019	Lincolnshire	1	4	0	1	11	24	0	1	0	42
E10000021	Northamptonshire	0	5	0	2	2	12	0	0	0	21
E06000018	Nottingham	0	1	0	1	0	1	0	1	0	4
E10000024	Nottinghamshire	0	2	0	2	4	22	0	0	0	30
E06000017	Rutland	0	0	0	0	0	6	0	0	0	6
E12000005	West Midlands	2	45	0	11	22	72	1	3	2	156
E08000025	Birmingham	0	5	0	0	2	2	1	0	0	10
E08000026	Coventry	0	4	0	1	1	6	0	0	0	12
E08000027	Dudley	0	1	0	1	1	2	0	1	0	6
E06000019	Herefordshire, County of	0	2	0	2	3	6	0	0	0	13
E08000028	Sandwell	1	5	0	0	0	5	0	0	0	10
E06000051	Shropshire	0	2	0	1	1	10	0	1	0	15
E08000029	Solihull	0	1	0	1	1	2	0	0	0	5
E10000028	Staffordshire	0	8	0	1	5	9	0	0	1	24
E06000021	Stoke-on-Trent	0	1	0	1	0	3	0	0	0	5
E06000020	Telford and Wrekin	0	0	0	1	0	2	0	0	0	3
E08000030	Walsall	1	4	0	0	1	5	0	0	0	10
E10000031	Warwickshire	0	5	0	2	6	14	0	0	1	28
E08000031	Wolverhampton	0	2	0	0	0	1	0	0	0	3
E10000034	Worcestershire	0	5	0	0	1	5	0	1	0	12
E12000006	East of England	6	40	1	10	39	90	1	2	3	188
E06000055	Bedford	0	0	0	0	0	5	0	0	0	6
E10000003	Cambridgeshire	0	3	0	3	5	13	0	0	1	26
E06000056	Central Bedfordshire	0	0	0	1	3	3	0	0	0	7
E10000012	Essex	0	10	0	0	6	18	0	0	1	35
E10000015	Hertfordshire	1	9	1	3	7	13	1	0	1	34
E06000032	Luton	1	2	0	0	2	0	0	0	0	4
E10000020	Norfolk	3	9	0	0	8	21	0	1	0	39
E06000031	Peterborough	0	1	0	1	0	2	0	0	0	4
E06000033	Southend-on-Sea	0	1	0	1	0	0	0	0	0	2
E10000029	Suffolk	1	5	0	1	7	15	0	1	0	30
E06000034	Thurrock	0	0	0	0	1	0	0	0	0	1

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Reported fatal casualties by region, local authority and road user type, England, 2014

		Number of casualties									
ONS Code	Region/Local Authority	Pedestrian		Pedal cycle		Motor cycle	Car	Bus or coach	Van/Light goods	HGV	All ^c
		Child	All ages ¹	Child	All ages ¹						
E12000007	London	2	66	0	13	27	20	0	2	0	129
E09000002	Barking and Dagenham	0	0	0	0	1	1	0	0	0	2
E09000003	Barnet	0	3	0	0	2	0	0	0	0	5
E09000004	Bexley	1	1	0	0	0	0	0	0	0	1
E09000005	Brent	0	1	0	0	1	0	0	0	0	2
E09000006	Bromley	0	2	0	0	0	1	0	0	0	3
E09000007	Camden	0	2	0	0	0	1	0	0	0	3
E09000001	City of London	0	1	0	3	0	0	0	0	0	4
E09000008	Croydon	0	4	0	0	2	3	0	0	0	9
E09000009	Ealing	0	0	0	0	0	1	0	0	0	1
E09000010	Enfield	0	2	0	0	2	0	0	0	0	4
E09000011	Greenwich	0	3	0	0	1	0	0	0	0	4
E09000012	Hackney	0	4	0	0	3	0	0	0	0	7
E09000013	Hammersmith and Fulham	0	3	0	0	0	0	0	0	0	3
E09000014	Haringey	0	1	0	0	3	0	0	0	0	4
E09000015	Harrow	0	1	0	0	0	2	0	0	0	3
E09000016	Havering	0	1	0	0	1	1	0	1	0	4
E09000017	Hillingdon	0	1	0	0	1	2	0	0	0	4
E09000018	Hounslow	0	1	0	0	1	1	0	0	0	3
E09000019	Islington	0	0	0	0	1	0	0	0	0	1
E09000020	Kensington and Chelsea	0	2	0	0	0	0	0	0	0	2
E09000021	Kingston upon Thames	0	1	0	0	0	1	0	0	0	2
E09000022	Lambeth	0	6	0	2	0	1	0	0	0	9
E09000023	Lewisham	1	4	0	0	2	1	0	0	0	7
E09000024	Merton	0	2	0	1	0	0	0	0	0	3
E09000025	Newham	0	2	0	0	2	1	0	0	0	5
E09000026	Redbridge	0	0	0	1	0	2	0	1	0	4
E09000027	Richmond upon Thames	0	1	0	2	0	0	0	0	0	3
E09000028	Southwark	0	3	0	1	1	0	0	0	0	5
E09000029	Sutton	0	4	0	0	0	0	0	0	0	4
E09000030	Tower Hamlets	0	5	0	2	1	0	0	0	0	8
E09000031	Waltham Forest	0	0	0	0	0	1	0	0	0	2
E09000032	Wandsworth	0	0	0	0	0	0	0	0	0	0
E09000033	Westminster	0	3	0	1	2	0	0	0	0	6
	London Airport (Heathrow)	0	2	0	0	0	0	0	0	0	2
E12000008	South East	6	62	1	21	46	105	0	8	3	247
E06000036	Bracknell Forest	0	0	0	0	1	0	0	0	0	1
E06000043	Brighton and Hove	0	1	0	0	0	1	0	0	0	2
E10000002	Buckinghamshire	0	4	0	0	4	11	0	1	0	21
E10000011	East Sussex	1	4	0	1	4	5	0	2	0	16
E10000014	Hampshire	1	8	0	2	7	18	0	2	1	38
E06000046	Isle of Wight	0	0	0	0	1	2	0	0	0	3
E10000016	Kent	0	11	0	4	12	21	0	1	0	49
E06000035	Medway	0	1	0	0	0	0	0	0	0	1
E06000042	Milton Keynes	1	4	0	0	1	6	0	0	0	11
E10000025	Oxfordshire	2	5	1	4	3	11	0	1	1	26
E06000044	Portsmouth	0	0	0	0	1	0	0	0	0	1
E06000038	Reading	0	4	0	0	0	0	0	0	0	4
E06000039	Slough	0	1	0	0	0	1	0	0	0	2
E06000045	Southampton	0	1	0	0	0	0	0	0	0	1
E10000030	Surrey	1	10	0	4	8	15	0	1	0	38
E06000037	West Berkshire	0	1	0	3	0	2	0	0	1	7
E10000032	West Sussex	0	5	0	3	3	10	0	0	0	21
E06000040	Windsor and Maidenhead	0	0	0	0	0	2	0	0	0	2
E06000041	Wokingham	0	2	0	0	1	0	0	0	0	3

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Reported fatal casualties by region, local authority and road user type, England, 2014

		Number of casualties									
ONS Code	Region/Local Authority	Pedestrian		Pedal cycle		Motor cycle	Car	Bus or coach	Van/Light goods	HGV	All ^c
		Child	All ages ¹	Child	All ages ¹						
E12000009	South West	3	33	1	8	43	86	2	11	0	185
E06000022	Bath and North East Somerset	0	0	0	1	3	2	0	0	0	6
E06000028	Bournemouth	0	1	0	0	0	0	0	0	0	1
E06000023	Bristol, City of	1	4	0	0	3	1	0	0	0	8
E06000052	Cornwall	1	2	0	0	6	14	2	1	0	25
E10000008	Devon	0	4	1	2	5	11	0	0	0	23
E10000009	Dorset	0	2	0	3	5	6	0	0	0	16
E10000013	Gloucestershire	0	3	0	1	8	12	0	5	0	29
E06000053	Isles of Scilly	0	0	0	0	0	0	0	0	0	0
E06000024	North Somerset	0	0	0	0	0	1	0	0	0	1
E06000026	Plymouth	0	0	0	0	1	2	0	0	0	3
E06000029	Poole	0	2	0	0	0	0	0	0	0	2
E10000027	Somerset	0	8	0	0	9	14	0	1	0	33
E06000025	South Gloucestershire	0	1	0	0	1	4	0	0	0	6
E06000030	Swindon	1	1	0	0	0	1	0	0	0	2
E06000027	Torbay	0	1	0	0	0	0	0	0	0	1
E06000054	Wiltshire	0	4	0	1	2	18	0	4	0	29
E92000001	England	26	377	6	100	280	646	6	32	12	1,472

1 Includes cases where age was not reported
 2 Includes occupants of other vehicles

Source: DfT STATS19
 The figures in this table are National Statistics

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[Notes & Definitions](#)

Last updated: 24 September 2015
 Next update: September 2016

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Reported KSI casualties by region, local authority and road user type, England, 2014

		Number of casualties									
ONS Code	Region/Local Authority	Pedestrian		Pedal cycle		Motor cycle	Car	Bus or coach	Van/Light goods	HGV	All ^c
		Child	All ages ¹	Child	All ages ¹						
E12000001	North East	65	209	10	111	142	301	35	15	1	820
E06000047	County Durham	13	38	1	12	33	82	13	1	0	182
E06000005	Darlington	2	6	0	7	3	8	1	1	0	26
E08000037	Gateshead	5	17	0	8	12	17	3	0	0	57
E06000001	Hartlepool	1	8	0	3	4	9	0	1	0	25
E06000002	Middlesbrough	7	16	0	5	3	10	2	0	0	36
E08000021	Newcastle upon Tyne	9	31	3	18	10	14	3	2	1	79
E08000022	North Tyneside	7	17	1	8	12	9	1	0	0	47
E06000057	Northumberland	5	22	0	11	30	85	3	6	0	159
E06000003	Redcar and Cleveland	1	6	2	8	12	20	2	0	0	48
E08000023	South Tyneside	3	10	0	5	6	11	3	0	0	36
E06000004	Stockton-on-Tees	4	14	2	10	9	14	1	2	0	50
E08000024	Sunderland	8	24	1	16	8	22	3	2	0	75
E12000002	North West	243	777	36	448	677	968	21	33	15	2,968
E06000008	Blackburn with Darwen	13	31	0	10	15	18	0	0	0	76
E06000009	Blackpool	7	22	2	9	9	8	2	1	0	51
E08000001	Bolton	10	29	0	12	23	26	0	0	0	91
E08000002	Bury	4	9	0	5	4	12	0	0	1	31
E06000049	Cheshire East	3	25	4	39	59	95	0	6	1	225
E06000050	Cheshire West and Chester	8	27	1	27	62	69	1	0	3	191
E10000006	Cumbria	9	40	2	19	46	110	2	4	4	231
E06000006	Halton	1	10	0	7	13	21	0	0	0	51
E08000011	Knowsley	7	20	1	7	11	17	1	1	1	58
E10000017	Lancashire	48	138	6	120	185	269	4	8	1	732
E08000012	Liverpool	23	98	4	47	42	57	7	2	0	254
E08000003	Manchester	16	71	0	31	32	30	3	0	0	169
E08000004	Oldham	13	31	2	7	11	17	0	0	0	68
E08000005	Rochdale	7	22	0	8	13	27	0	0	1	71
E08000006	Salford	7	22	3	10	12	16	0	1	1	63
E08000014	Sefton	4	24	4	17	19	28	0	5	0	94
E08000013	St. Helens	8	19	1	8	10	28	0	1	1	67
E08000007	Stockport	7	27	0	12	9	16	0	0	0	64
E08000008	Tameside	6	11	1	9	20	12	0	1	0	53
E08000009	Trafford	6	12	1	7	13	12	0	1	0	45
E06000007	Warrington	6	14	1	18	25	23	0	0	1	81
E08000010	Wigan	15	33	0	4	15	8	0	0	0	62
E08000015	Wirral	15	42	3	15	29	49	1	2	0	140
E12000003	Yorkshire and The Humber	165	571	32	356	523	830	28	25	20	2,387
E08000016	Barnsley	7	20	1	4	29	27	0	0	0	82
E08000032	Bradford	22	73	1	20	35	69	2	2	0	204
E08000033	Calderdale	8	28	1	13	16	39	0	2	1	99
E08000017	Doncaster	13	29	0	14	18	45	0	1	0	108
E06000011	East Riding of Yorkshire	8	29	2	23	40	86	2	3	4	188
E06000010	Kingston upon Hull, City of	10	34	5	29	26	16	3	1	0	115
E08000034	Kirklees	17	53	2	21	34	57	0	1	0	168
E08000035	Leeds	23	104	4	56	65	94	7	2	3	334
E06000012	North East Lincolnshire	9	22	2	16	21	23	0	3	0	86
E06000013	North Lincolnshire	9	16	2	15	15	43	0	2	5	98
E10000023	North Yorkshire	14	43	4	67	117	183	4	5	5	431
E08000018	Rotherham	7	20	2	7	26	36	1	0	1	93
E08000019	Sheffield	13	63	2	32	34	48	5	1	0	186
E08000036	Wakefield	5	21	3	18	34	42	1	2	1	120
E06000014	York	0	16	1	21	13	22	3	0	0	75

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Reported KSI casualties by region, local authority and road user type, England, 2014

		Number of casualties									
ONS Code	Region/Local Authority	Pedestrian		Pedal cycle		Motor cycle	Car	Bus or coach	Van/Light goods	HG	All ^c
		Child	All ages ¹	Child	All ages ¹						
E12000004	East Midlands	104	375	33	260	473	866	18	31	25	2,061
E06000015	Derby	9	40	2	16	15	32	1	1	0	106
E10000007	Derbyshire	18	61	4	45	112	179	2	9	6	416
E06000016	Leicester	14	34	3	22	21	22	1	0	0	100
E10000018	Leicestershire	13	28	5	28	58	124	1	4	5	250
E10000019	Lincolnshire	12	53	7	39	94	202	0	5	1	398
E10000021	Northamptonshire	18	63	4	40	68	134	1	1	8	317
E06000018	Nottingham	10	45	1	23	17	12	6	3	0	107
E10000024	Nottinghamshire	10	50	7	47	85	142	5	8	5	343
E06000017	Rutland	0	1	0	0	3	19	1	0	0	24
E12000005	West Midlands	139	491	20	204	419	724	12	34	15	1,916
E08000025	Birmingham	40	151	4	44	86	100	3	4	0	393
E08000026	Coventry	12	39	0	12	23	47	0	0	1	122
E08000027	Dudley	7	22	1	6	23	36	0	1	0	88
E06000019	Herefordshire, County of	1	8	1	11	16	45	1	1	1	83
E08000028	Sandwell	17	49	0	8	20	35	3	7	0	122
E06000051	Shropshire	3	12	2	14	31	74	2	4	3	140
E08000029	Solihull	4	7	0	8	7	24	0	0	1	47
E10000028	Staffordshire	13	41	2	27	47	54	0	5	2	179
E06000021	Stoke-on-Trent	4	14	0	5	7	18	0	0	0	44
E06000020	Telford and Wrekin	2	5	0	4	11	20	0	0	0	40
E08000030	Walsall	10	30	3	11	26	32	0	1	0	102
E10000031	Warwickshire	9	55	6	35	72	137	1	6	6	315
E08000031	Wolverhampton	11	29	0	4	19	23	0	0	0	76
E10000034	Worcestershire	6	29	1	15	31	79	2	5	1	165
E12000006	East of England	98	418	29	293	610	945	27	52	27	2,399
E06000055	Bedford	3	17	0	5	25	21	3	2	1	75
E10000003	Cambridgeshire	5	30	7	67	77	127	2	8	5	320
E06000056	Central Bedfordshire	2	13	1	12	30	47	1	6	1	110
E10000012	Essex	18	103	5	65	157	262	4	13	8	621
E10000015	Hertfordshire	24	77	4	43	89	155	10	10	4	391
E06000032	Luton	4	16	1	5	12	14	1	1	1	50
E10000020	Norfolk	15	64	4	33	106	159	2	4	3	379
E06000031	Peterborough	6	26	0	10	13	24	0	1	0	75
E06000033	Southend-on-Sea	6	20	3	19	21	17	4	1	0	82
E10000029	Suffolk	14	42	1	27	64	99	0	5	4	242
E06000034	Thurrock	1	10	3	7	16	20	0	1	0	54

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Reported KSI casualties by region, local authority and road user type, England, 2014

		Number of casualties									
ONS Code	Region/Local Authority	Pedestrian		Pedal cycle		Motor cycle	Car	Bus or coach	Van/Light goods	HGV	All ^c
		Child	All ages ¹	Child	All ages ¹						
E12000007	London	139	781	13	433	526	331	71	19	2	2,170
E09000002	Barking and Dagenham	9	20	0	4	7	7	2	0	0	40
E09000003	Barnet	8	41	3	13	17	19	6	2	0	98
E09000004	Bexley	4	6	2	2	9	5	2	0	0	24
E09000005	Brent	6	33	0	9	30	11	2	0	0	85
E09000006	Bromley	5	20	1	5	10	13	0	1	1	50
E09000007	Camden	1	21	0	22	21	4	2	0	0	70
E09000001	City of London	1	19	0	23	8	3	2	0	0	55
E09000008	Croydon	1	27	0	4	22	18	0	0	0	71
E09000009	Ealing	2	40	1	8	20	13	0	0	0	81
E09000010	Enfield	4	22	0	4	11	10	3	2	0	52
E09000011	Greenwich	4	17	0	5	10	6	1	1	0	40
E09000012	Hackney	4	21	0	15	18	5	1	0	0	60
E09000013	Hammersmith and Fulham	3	21	0	15	24	5	2	0	0	69
E09000014	Haringey	6	32	2	16	22	12	2	1	0	85
E09000015	Harrow	5	21	1	5	6	15	4	0	0	51
E09000016	Havering	3	14	0	2	11	16	1	1	0	46
E09000017	Hillingdon	8	22	0	2	16	40	3	1	0	84
E09000018	Hounslow	5	24	0	7	17	12	2	0	0	62
E09000019	Islington	3	30	0	33	17	8	5	0	0	93
E09000020	Kensington and Chelsea	3	22	0	19	17	6	3	2	0	69
E09000021	Kingston upon Thames	1	11	0	8	9	8	3	0	0	39
E09000022	Lambeth	2	22	1	38	31	6	1	0	0	98
E09000023	Lewisham	7	23	0	8	23	8	1	0	0	63
E09000024	Merton	10	21	0	8	10	9	1	0	1	50
E09000025	Newham	7	29	0	8	13	10	3	1	0	64
E09000026	Redbridge	3	17	0	5	9	13	1	2	0	48
E09000027	Richmond upon Thames	2	12	0	22	13	3	1	3	0	54
E09000028	Southwark	4	26	0	25	12	5	1	0	0	69
E09000029	Sutton	3	13	0	2	5	6	3	0	0	29
E09000030	Tower Hamlets	2	37	0	21	24	5	1	0	0	88
E09000031	Waltham Forest	7	22	1	7	10	18	2	0	0	61
E09000032	Wandsworth	3	20	1	26	26	6	2	1	0	81
E09000033	Westminster	3	53	0	41	28	6	8	1	0	138
	London Airport (Heathrow)	0	2	0	1	0	0	0	0	0	3
E12000008	South East	160	788	52	820	1,115	1,667	31	78	32	4,558
E06000036	Bracknell Forest	0	1	0	1	10	13	0	1	0	26
E06000043	Brighton and Hove	5	44	1	46	25	36	3	3	0	158
E10000002	Buckinghamshire	7	38	1	27	54	108	0	5	2	236
E10000011	East Sussex	17	68	0	43	106	154	2	12	2	390
E10000014	Hampshire	27	106	12	141	197	298	2	15	7	773
E06000046	Isle of Wight	4	13	0	7	23	19	6	1	0	69
E10000016	Kent	30	129	10	86	162	256	1	12	6	658
E06000035	Medway	5	18	1	7	24	8	0	0	0	57
E06000042	Milton Keynes	4	22	1	9	22	52	0	0	0	105
E10000025	Oxfordshire	11	59	7	75	82	140	7	8	5	378
E06000044	Portsmouth	6	21	3	34	23	17	1	1	0	97
E06000038	Reading	0	18	0	14	8	3	0	0	1	44
E06000039	Slough	3	17	1	9	6	15	0	2	0	49
E06000045	Southampton	10	31	2	27	38	23	4	1	0	124
E10000030	Surrey	13	98	6	166	185	268	2	12	3	735
E06000037	West Berkshire	0	6	0	9	17	32	0	2	1	68
E10000032	West Sussex	13	74	5	96	106	197	3	2	3	482
E06000040	Windsor and Maidenhead	0	12	1	13	12	19	0	0	2	60
E06000041	Wokingham	5	13	1	10	15	9	0	1	0	49

RAS30043

Reported KSI casualties by region, local authority and road user type, England, 2014

		Number of casualties									
ONS Code	Region/Local Authority	Pedestrian		Pedal cycle		Motor cycle	Car	Bus or coach	Van/Light goods	HG ²	All ¹
		Child	ages ¹	Child	ages ¹						
E12000009	South West	74	371	22	287	511	868	20	58	10	2,146
E06000022	Bath and North East Somerset	1	9	0	7	12	21	0	0	0	49
E06000028	Bournemouth	5	24	0	18	11	16	0	1	0	70
E06000023	Bristol, City of	10	37	2	35	30	15	2	0	0	120
E06000052	Cornwall	4	32	4	10	67	125	9	6	1	253
E10000008	Devon	12	53	4	43	79	144	2	11	2	339
E10000009	Dorset	7	37	2	27	50	115	3	3	1	239
E10000013	Gloucestershire	7	35	4	25	54	95	3	11	1	224
E06000053	Isles of Scilly	0	0	0	0	0	1	0	0	0	1
E06000024	North Somerset	2	12	0	9	14	16	0	0	0	51
E06000026	Plymouth	3	20	2	22	19	21	0	2	0	85
E06000029	Poole	3	18	3	23	21	18	0	0	0	81
E10000027	Somerset	4	34	0	16	52	105	1	5	3	218
E06000025	South Gloucestershire	2	10	1	9	11	28	0	0	0	59
E06000030	Swindon	2	10	0	15	18	22	0	1	2	69
E06000027	Torbay	3	10	0	9	12	11	0	0	0	43
E06000054	Wiltshire	9	30	0	19	61	115	0	18	0	245
E92000001	England	1,187	4,781	247	3,212	4,996	7,500	263	345	147	21,425

1 Includes cases where age was not reported
 2 Includes occupants of other vehicles

Source: DfT STATS19
 The figures in this table are National Statistics

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Last updated: 24 September 2015
 Next update: September 2016

RAS30043

Reported casualties by region, local authority and road user type, England, 2014

		Number of casualties									
ONS Code	Region/Local Authority	Pedestrian		Pedal cycle		Motor cycle	Car	Bus or coach	Van/Light goods	HGV	All ²
		Child	All ages ¹	Child	All ages ¹						
E1200001	North East	275	874	107	650	452	4,780	546	225	35	7,600
E06000047	County Durham	58	149	20	79	95	1,049	140	54	6	1,585
E06000005	Darlington	10	33	0	26	16	209	29	7	0	322
E08000037	Gateshead	31	84	6	49	37	446	55	22	2	699
E06000001	Hartlepool	9	32	2	17	9	117	23	9	1	209
E06000002	Middlesbrough	15	52	5	55	18	224	15	12	0	377
E08000021	Newcastle upon Tyne	32	156	14	124	43	483	92	18	2	918
E08000022	North Tyneside	16	51	9	58	51	351	27	17	0	555
E06000057	Northumberland	24	83	14	69	75	750	46	38	16	1,086
E06000003	Redcar and Cleveland	9	29	9	29	17	177	12	5	4	275
E08000023	South Tyneside	16	49	7	39	23	217	42	14	1	388
E06000004	Stockton-on-Tees	18	49	9	51	24	240	15	13	1	393
E08000024	Sunderland	37	107	12	54	44	517	50	16	2	793
E12000002	North West	932	2,832	259	2,161	1,770	12,763	416	459	129	20,685
E06000008	Blackburn with Darwen	43	104	5	41	50	345	2	6	0	553
E06000009	Blackpool	33	97	9	62	47	309	27	8	1	560
E08000001	Bolton	50	123	8	47	63	371	7	12	4	632
E08000002	Bury	15	37	3	35	22	216	10	7	3	332
E06000049	Cheshire East	30	107	14	160	131	888	3	37	5	1,338
E06000050	Cheshire West and Chester	33	107	9	124	139	713	7	28	15	1,136
E10000006	Cumbria	54	193	19	150	144	1,307	45	48	25	1,932
E06000006	Halton	13	34	8	51	41	229	4	14	3	376
E08000011	Knowsley	18	55	5	42	25	260	9	14	2	408
E10000017	Lancashire	176	506	41	414	412	2,807	78	75	19	4,367
E08000012	Liverpool	67	312	16	196	91	1,063	109	36	3	1,818
E08000003	Manchester	76	292	17	182	107	737	50	22	1	1,399
E08000004	Oldham	50	99	7	40	37	346	12	3	5	547
E08000005	Rochdale	33	75	6	34	31	314	5	9	9	478
E08000006	Salford	37	94	11	64	46	321	5	11	5	549
E08000014	Sefton	22	90	19	97	49	405	9	19	2	674
E08000013	St. Helens	29	65	7	37	33	277	5	12	5	438
E08000007	Stockport	16	67	4	55	32	238	3	7	1	405
E08000008	Tameside	30	57	7	45	50	240	5	12	1	413
E08000009	Trafford	18	51	8	69	27	265	5	10	5	432
E06000007	Warrington	19	64	10	103	75	430	4	32	9	717
E08000010	Wigan	32	74	11	46	54	252	8	7	3	448
E08000015	Wirral	38	129	15	67	64	430	4	30	3	733
E12000003	Yorkshire and The Humber	728	2,286	221	1,917	1,529	11,135	529	434	148	18,098
E08000016	Barnsley	50	113	10	38	66	559	31	12	5	832
E08000032	Bradford	117	295	21	130	112	1,129	29	39	7	1,752
E08000033	Calderdale	33	97	4	46	51	401	9	13	4	623
E08000017	Doncaster	46	135	11	83	60	888	16	33	15	1,237
E06000011	East Riding of Yorkshire	23	89	14	114	114	803	26	39	19	1,211
E06000010	Kingston upon Hull, City of	44	133	22	211	109	481	50	22	0	1,017
E08000034	Kirklees	59	169	13	93	99	675	40	21	7	1,109
E08000035	Leeds	121	407	21	340	192	1,389	124	53	13	2,532
E06000012	North East Lincolnshire	31	85	18	115	61	434	12	16	2	729
E06000013	North Lincolnshire	18	48	10	57	47	585	13	32	17	805
E10000023	North Yorkshire	42	165	15	216	280	1,409	53	78	34	2,258
E08000018	Rotherham	31	81	9	49	52	598	7	21	10	823
E08000019	Sheffield	71	287	18	161	114	981	83	26	0	1,665
E08000036	Wakefield	31	107	11	73	97	580	28	22	12	922
E06000014	York	11	75	24	191	75	223	8	7	3	583

RAS30043

Reported casualties by region, local authority and road user type, England, 2014

		Number of casualties									
ONS Code	Region/Local Authority	Pedestrian		Pedal cycle		Motor cycle	Car	Bus or coach	Van/Light goods	HG V	All ^z
		Child	All ages ¹	Child	All ages ¹						
E12000004	East Midlands	473	1,659	180	1,417	1,397	9,611	278	388	134	14,992
E06000015	Derby	42	142	11	84	64	522	34	6	2	858
E10000007	Derbyshire	70	253	19	188	255	1,472	36	60	28	2,312
E06000016	Leicester	72	216	21	165	79	707	18	19	0	1,208
E10000018	Leicestershire	54	144	25	174	174	1,327	3	54	26	1,915
E10000019	Lincolnshire	58	228	28	237	313	2,162	11	101	34	3,115
E10000021	Northamptonshire	72	216	19	160	160	1,090	16	25	22	1,698
E06000018	Nottingham	46	202	21	168	91	664	76	26	0	1,236
E10000024	Nottinghamshire	58	254	35	237	248	1,581	81	93	21	2,533
E06000017	Rutland	1	4	1	4	13	86	3	4	1	117
E12000005	West Midlands	644	2,183	180	1,383	1,463	11,035	304	480	134	17,077
E08000025	Birmingham	207	674	40	287	232	2,227	76	60	12	3,584
E08000026	Coventry	51	125	7	88	68	512	16	12	4	827
E08000027	Dudley	26	100	8	46	69	372	15	16	2	622
E06000019	Herefordshire, County of	6	38	5	45	46	339	47	29	9	560
E08000028	Sandwell	52	152	8	47	70	566	27	40	3	910
E06000051	Shropshire	17	66	11	71	92	543	8	33	15	835
E08000029	Solihull	13	52	6	51	22	241	2	8	3	380
E10000028	Staffordshire	69	248	20	206	259	2,197	41	81	34	3,083
E06000021	Stoke-on-Trent	31	98	9	64	90	571	15	18	0	858
E06000020	Telford and Wrekin	13	35	6	35	44	271	4	6	2	399
E08000030	Walsall	38	115	6	57	64	450	17	23	1	730
E10000031	Warwickshire	46	213	36	209	209	1,476	8	91	36	2,261
E08000031	Wolverhampton	32	105	6	52	58	407	11	8	2	645
E10000034	Worcestershire	43	162	12	125	140	863	17	55	11	1,383
E12000006	East of England	451	1,828	232	1,894	1,915	12,219	284	553	174	18,966
E06000055	Bedford	19	73	7	70	67	325	10	11	3	561
E10000003	Cambridgeshire	28	134	29	377	203	1,234	6	59	28	2,049
E06000056	Central Bedfordshire	12	63	6	59	83	711	8	29	9	964
E10000012	Essex	87	419	42	348	491	2,820	60	142	45	4,352
E10000015	Hertfordshire	110	394	35	287	302	2,432	124	120	22	3,690
E06000032	Luton	33	92	9	53	46	399	7	10	5	615
E10000020	Norfolk	58	250	34	249	292	1,628	43	73	20	2,578
E06000031	Peterborough	21	68	12	97	49	436	2	17	3	676
E06000033	Southend-on-Sea	19	83	18	93	67	331	12	14	3	604
E10000029	Suffolk	56	211	28	230	257	1,532	10	60	32	2,349
E06000034	Thurrock	8	41	12	31	58	371	2	18	4	528

RAS30043

Reported casualties by region, local authority and road user type, England, 2014

		Number of casualties									
ONS Code	Region/Local Authority	Pedestrian		Pedal cycle		Motor cycle	Car	Bus or coach	Van/Light goods	HGV	All ^z
		Child	All ages ¹	Child	All ages ¹						
E12000007	London	1,032	5,617	154	5,150	5,237	12,494	1,589	587	65	30,837
E09000002	Barking and Dagenham	30	112	3	40	72	380	14	30	1	649
E09000003	Barnet	37	199	5	94	178	716	51	31	6	1,276
E09000004	Bexley	18	80	6	32	80	320	30	8	4	556
E09000005	Brent	46	204	3	108	221	450	53	26	2	1,067
E09000006	Bromley	32	151	4	94	113	445	38	22	1	868
E09000007	Camden	15	243	5	256	218	233	69	12	0	1,037
E09000001	City of London	3	114	1	139	78	29	24	1	4	390
E09000008	Croydon	62	243	6	96	180	510	58	20	1	1,114
E09000009	Ealing	38	214	13	121	209	634	67	36	7	1,290
E09000010	Enfield	51	177	8	76	91	560	68	24	2	1,003
E09000011	Greenwich	35	118	2	93	96	399	40	20	3	770
E09000012	Hackney	39	197	3	267	164	298	79	10	3	1,020
E09000013	Hammersmith and Fulham	20	154	3	198	201	160	38	8	1	763
E09000014	Haringey	40	217	2	130	188	459	78	25	1	1,100
E09000015	Harrow	31	128	7	50	61	321	25	8	0	593
E09000016	Havering	21	98	0	43	74	487	29	30	4	773
E09000017	Hillingdon	27	115	4	49	89	620	41	25	3	944
E09000018	Hounslow	28	148	3	136	192	524	38	20	1	1,063
E09000019	Islington	12	164	5	274	219	223	70	17	1	968
E09000020	Kensington and Chelsea	17	169	2	189	198	167	44	17	2	790
E09000021	Kingston upon Thames	14	73	8	94	85	189	23	10	0	474
E09000022	Lambeth	34	238	4	383	333	350	66	19	0	1,392
E09000023	Lewisham	52	204	4	161	217	398	48	9	0	1,039
E09000024	Merton	34	96	4	100	97	272	34	15	1	617
E09000025	Newham	56	219	5	128	128	431	33	23	2	965
E09000026	Redbridge	28	127	4	78	99	645	26	14	2	999
E09000027	Richmond upon Thames	17	77	2	175	108	208	25	14	1	609
E09000028	Southwark	41	211	8	312	200	274	93	17	3	1,114
E09000029	Sutton	18	76	2	35	66	212	21	6	2	420
E09000030	Tower Hamlets	37	208	7	273	259	424	25	26	2	1,221
E09000031	Waltham Forest	32	170	9	141	114	484	32	6	0	952
E09000032	Wandsworth	22	200	10	324	263	269	47	12	2	1,124
E09000033	Westminster	45	469	2	457	342	373	152	26	3	1,825
	London Airport (Heathrow)	0	4	0	4	4	30	10	0	0	52
E12000008	South East	787	3,172	361	3,605	3,295	19,484	510	855	232	31,285
E06000036	Bracknell Forest	5	15	1	20	36	171	1	11	1	256
E06000043	Brighton and Hove	28	171	4	199	93	397	95	24	4	987
E10000002	Buckinghamshire	32	137	21	140	136	1,032	2	59	14	1,527
E10000011	East Sussex	54	209	11	137	263	1,226	60	51	18	1,969
E10000014	Hampshire	90	331	51	458	475	2,259	30	144	20	3,743
E06000046	Isle of Wight	18	55	2	35	71	224	25	15	1	427
E10000016	Kent	201	673	54	478	610	4,227	87	125	71	6,303
E06000035	Medway	41	128	8	74	98	522	9	10	2	845
E06000042	Milton Keynes	21	78	10	76	71	781	13	20	9	1,049
E10000025	Oxfordshire	41	202	30	362	208	1,256	59	73	26	2,201
E06000044	Portsmouth	30	105	19	197	71	299	5	11	0	693
E06000038	Reading	15	79	8	104	35	192	12	5	1	431
E06000039	Slough	21	88	11	59	35	406	3	19	4	615
E06000045	Southampton	33	116	11	128	111	410	29	16	0	812
E10000030	Surrey	84	426	64	647	556	3,567	32	136	32	5,408
E06000037	West Berkshire	5	31	5	33	41	318	9	15	6	454
E10000032	West Sussex	51	249	39	355	306	1,680	34	99	19	2,748
E06000040	Windsor and Maidenhead	10	45	8	59	45	287	0	15	2	458
E06000041	Wokingham	7	34	4	44	34	230	5	7	2	359

RAS30043

Reported casualties by region, local authority and road user type, England, 2014

		Number of casualties									
ONS Code	Region/Local Authority	Pedestrian		Pedal cycle		Motor cycle	Car	Bus or coach	Van/Light goods	HG V	All ²
		Child	ages ¹	Child	ages ¹						
E12000009	South West	365	1,636	143	1,656	1,739	9,540	323	386	129	15,489
E06000022	Bath and North East Somerset	11	52	1	46	41	238	1	1	0	379
E06000028	Bournemouth	18	99	9	136	62	265	49	9	0	622
E06000023	Bristol, City of	51	201	15	303	138	517	20	15	3	1,201
E06000052	Cornwall	29	164	10	83	200	1,339	47	49	15	1,907
E10000008	Devon	56	233	16	204	269	1,569	31	70	32	2,427
E10000009	Dorset	23	116	15	109	135	846	13	31	14	1,276
E10000013	Gloucestershire	30	129	15	124	132	687	57	29	8	1,168
E06000053	Isles of Scilly	0	0	0	0	0	3	0	0	0	3
E06000024	North Somerset	15	56	5	56	47	337	4	7	1	509
E06000026	Plymouth	29	106	5	69	123	452	21	12	6	792
E06000029	Poole	11	45	6	84	73	270	25	3	2	507
E10000027	Somerset	28	154	11	138	165	1,083	24	24	24	1,623
E06000025	South Gloucestershire	14	49	7	87	56	345	8	7	1	555
E06000030	Swindon	11	46	12	69	75	337	2	18	2	550
E06000027	Torbay	19	82	3	36	53	178	8	3	2	363
E06000054	Wiltshire	20	104	13	112	170	1,074	13	108	19	1,607
E92000001	England	5,687	22,087	1,837	19,833	18,797	103,061	4,779	4,367	1,180	175,029

1 Includes cases where age was not reported
 2 Includes occupants of other vehicles

Source: DfT STATS19
 The figures in this table are National Statistics

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 Next update: September 2016

RAS30044

Reported KSI casualties by region, local authority and road user type, England, 2005-09 average

		Number of casualties									
ONS Code ¹	Region/Local Authority	Pedestrian		Pedal cycle		Motor cycle	Car	Bus or coach	Van/Light goods	HGV	All ²
		Child	All ages ^c	Child	All ages ^c						
E12000001	North East	98	289	26	95	210	410	21	20	7	1,057
E06000047	County Durham	17	47	6	12	48	96	2	5	3	216
E06000005	Darlington	2	10	1	5	8	17	1	1	0	43
E08000020	Gateshead	7	24	2	7	14	32	2	2	0	82
E06000001	Hartlepool	4	11	1	4	5	14	1	0	0	35
E06000002	Middlesbrough	8	21	1	5	11	14	1	0	0	51
E08000021	Newcastle upon Tyne	14	52	3	12	10	25	4	1	0	104
E08000022	North Tyneside	5	17	1	8	11	20	2	1	0	58
E06000048	Northumberland	6	22	3	13	45	98	1	6	2	189
E06000003	Redcar and Cleveland	4	14	1	4	13	20	1	1	1	54
E08000023	South Tyneside	8	18	2	5	10	10	2	0	0	47
E06000004	Stockton-on-Tees	5	17	3	9	15	32	1	1	1	76
E08000024	Sunderland	16	36	3	11	18	31	5	2	0	102
E12000002	North West	338	968	74	311	666	1,427	34	43	35	3,513
E06000008	Blackburn with Darwen	13	27	2	7	11	25	1	0	1	73
E06000009	Blackpool	10	32	2	9	15	18	1	0	0	75
E08000001	Bolton	13	36	2	6	20	30	1	0	0	94
E08000002	Bury	8	22	2	5	13	22	0	1	0	64
E06000049	Cheshire East	13	41	6	26	60	147	0	5	4	284
E06000050	Cheshire West and Chester	10	32	5	24	55	114	3	3	4	238
E10000006	Cumbria	13	45	5	19	74	167	2	8	6	323
E06000006	Halton	6	12	1	4	15	21	1	0	1	54
E08000011	Knowsley	7	17	2	6	9	23	0	2	1	58
E10000017	Lancashire	74	184	17	73	166	384	10	12	10	848
E08000012	Liverpool	29	102	4	16	23	71	3	1	0	218
E08000003	Manchester	26	99	4	25	33	60	2	0	0	222
E08000004	Oldham	15	31	1	5	13	26	1	1	0	78
E08000005	Rochdale	10	28	1	3	13	23	0	2	1	71
E08000006	Salford	10	30	1	8	20	26	0	1	1	86
E08000014	Sefton	9	29	3	8	10	44	1	1	1	94
E08000013	St. Helens	7	18	1	5	12	26	1	1	1	65
E08000007	Stockport	7	32	2	9	13	22	1	1	0	77
E08000008	Tameside	11	25	2	6	12	20	0	0	0	64
E08000009	Trafford	6	20	2	9	9	17	0	1	0	57
E06000007	Warrington	10	24	2	11	22	42	1	1	2	104
E08000010	Wigan	12	34	4	11	25	29	1	1	1	103
E08000015	Wirral	19	47	4	15	24	72	2	1	1	162
E12000003	Yorkshire and The Humber	227	700	54	256	613	1,323	37	51	32	3,038
E08000016	Barnsley	13	27	2	7	26	44	1	2	1	109
E08000032	Bradford	35	96	4	16	37	91	3	2	1	248
E08000033	Calderdale	10	27	3	10	24	47	1	1	1	112
E08000017	Doncaster	11	35	3	14	35	53	1	3	2	145
E06000011	East Riding of Yorkshire	9	25	3	14	51	132	1	7	3	235
E06000010	Kingston upon Hull, City of	15	47	4	28	26	18	3	1	0	124
E08000034	Kirklees	20	61	4	15	41	77	3	1	1	200
E08000035	Leeds	29	106	6	34	71	127	8	4	3	357
E06000012	North East Lincolnshire	10	25	6	17	21	46	2	2	1	116
E06000013	North Lincolnshire	6	16	2	12	26	68	1	3	2	129
E10000023	North Yorkshire	20	69	4	32	138	365	2	18	12	641
E08000018	Rotherham	11	28	2	5	18	43	1	2	1	99
E08000019	Sheffield	21	86	5	25	43	87	8	3	0	254
E08000036	Wakefield	13	36	4	14	34	79	1	2	2	167
E06000014	York	3	16	1	12	23	47	1	2	1	102

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Reported KSI casualties by region, local authority and road user type, England, 2005-09 average

		Number of casualties									
ONS Code ¹	Region/Local Authority	Pedestrian		Pedal cycle		Motor cycle	Car	Bus or coach	Van/Light goods	HGV	All ²
		Child	All ages ^c	Child	All ages ^c						
E12000004	East Midlands	123	425	49	198	569	1,187	18	56	38	2,512
E06000015	Derby	11	35	4	17	26	29	1	1	0	110
E10000007	Derbyshire	19	63	7	31	131	219	3	8	5	465
E06000016	Leicester	10	35	2	11	13	25	1	1	0	86
E10000018	Leicestershire	8	35	4	17	56	151	1	10	8	278
E10000019	Lincolnshire	14	51	7	22	89	229	2	7	8	411
E10000021	Northamptonshire	22	65	7	26	85	244	2	14	10	448
E06000018	Nottingham	14	64	4	27	40	36	4	1	0	173
E10000024	Nottinghamshire	26	77	13	45	123	241	4	14	5	516
E06000017	Rutland	0	2	0	2	6	14	0	1	0	26
E12000005	West Midlands	198	634	42	159	475	1,060	31	43	26	2,444
E08000025	Birmingham	62	202	8	30	66	156	12	6	1	476
E08000026	Coventry	19	50	2	9	20	33	1	1	1	114
E08000027	Dudley	14	46	3	9	23	42	3	1	0	124
E06000019	Herefordshire, County of	4	12	1	5	21	75	0	3	2	119
E08000028	Sandwell	17	43	2	7	20	38	3	2	1	115
E06000051	Shropshire	6	26	2	9	40	87	0	7	2	172
E08000029	Solihull	7	20	2	5	17	40	0	2	0	86
E10000028	Staffordshire	13	44	6	18	68	161	4	8	4	310
E06000021	Stoke-on-Trent	9	25	1	5	17	17	0	0	0	65
E06000020	Telford and Wrekin	3	9	1	4	15	24	0	1	0	53
E08000030	Walsall	14	33	4	7	18	31	2	1	1	94
E10000031	Warwickshire	12	48	5	26	75	204	1	6	9	372
E08000031	Wolverhampton	9	33	2	8	18	28	2	0	0	88
E10000034	Worcestershire	10	43	4	17	57	125	1	6	4	256
E12000006	East of England	125	476	54	257	734	1,509	16	60	49	3,125
E06000055	Bedford	2	13	1	9	16	38	0	1	2	78
E10000003	Cambridgeshire	9	45	7	47	88	207	2	8	11	411
E06000056	Central Bedfordshire	6	17	2	8	34	67	0	5	2	135
E10000012	Essex	34	125	13	56	204	418	4	16	11	840
E10000015	Hertfordshire	18	78	12	51	108	239	4	11	7	500
E06000032	Luton	6	22	1	4	12	19	0	0	0	58
E10000020	Norfolk	14	59	7	34	112	237	4	8	3	462
E06000031	Peterborough	9	24	1	12	25	48	1	1	1	112
E06000033	Southend-on-Sea	7	23	2	8	19	24	0	1	0	76
E10000029	Suffolk	16	57	5	24	90	167	1	7	7	356
E06000034	Thurrock	4	12	2	4	27	46	0	2	4	96

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Reported KSI casualties by region, local authority and road user type, England, 2005-09 average

		Number of casualties									
ONS Code ¹	Region/Local Authority	Pedestrian		Pedal cycle		Motor cycle	Car	Bus or coach	Van/Light goods	HGV	All ²
		Child	All ages ^c	Child	All ages ^c						
E12000007	London	231	1,217	33	421	793	987	140	40	13	3,630
E09000002	Barking and Dagenham	6	19	1	3	12	18	1	1	1	57
E09000003	Barnet	8	47	1	7	29	54	5	2	0	145
E09000004	Bexley	7	23	2	5	16	37	6	2	0	90
E09000005	Brent	9	40	1	6	22	33	4	1	1	105
E09000006	Bromley	6	32	1	8	28	62	7	2	0	141
E09000007	Camden	6	55	0	20	27	15	6	1	1	125
E09000001	City of London	1	19	0	18	8	5	1	0	0	50
E09000008	Croydon	11	42	2	9	24	56	7	2	0	141
E09000009	Ealing	9	47	2	12	29	34	6	2	0	130
E09000010	Enfield	7	33	1	4	18	47	3	1	0	108
E09000011	Greenwich	9	31	1	9	26	41	5	3	1	117
E09000012	Hackney	9	45	2	23	28	24	6	0	0	127
E09000013	Hammersmith and Fulham	6	38	1	20	32	14	4	1	0	109
E09000014	Haringey	10	40	0	7	18	24	3	1	0	93
E09000015	Harrow	4	19	0	4	10	23	1	1	0	58
E09000016	Havering	9	26	1	4	13	48	4	2	1	98
E09000017	Hillingdon	8	27	2	7	15	51	3	3	1	108
E09000018	Hounslow	8	32	2	12	23	41	4	1	1	114
E09000019	Islington	4	32	0	20	21	10	3	0	0	87
E09000020	Kensington and Chelsea	2	38	0	21	35	12	4	0	1	111
E09000021	Kingston upon Thames	3	15	1	8	15	19	3	0	0	61
E09000022	Lambeth	10	60	1	29	48	29	6	2	1	176
E09000023	Lewisham	12	44	0	11	30	32	7	1	0	125
E09000024	Merton	4	21	0	8	16	17	2	1	0	65
E09000025	Newham	11	41	1	8	14	22	2	1	0	88
E09000026	Redbridge	6	29	2	5	13	37	2	2	0	88
E09000027	Richmond upon Thames	2	18	0	13	19	21	3	0	0	74
E09000028	Southwark	8	52	2	23	35	23	7	0	0	140
E09000029	Sutton	5	18	1	5	14	28	3	1	0	70
E09000030	Tower Hamlets	7	44	1	17	37	26	3	1	0	127
E09000031	Waltham Forest	12	31	1	8	14	32	3	2	0	90
E09000032	Wandsworth	8	44	1	26	39	18	4	0	0	131
E09000033	Westminster	6	114	1	41	63	35	17	3	1	275
	London Airport (Heathrow)	0	1	0	0	1	1	0	0	0	3
E12000008	South East	189	735	66	419	1,056	1,911	39	75	51	4,317
E06000036	Bracknell Forest	1	5	1	3	8	17	0	1	0	35
E06000043	Brighton and Hove	11	56	2	25	37	31	6	1	0	157
E10000002	Buckinghamshire	8	33	3	17	59	149	10	7	4	281
E10000011	East Sussex	19	69	4	25	95	176	3	6	1	379
E10000014	Hampshire	22	82	13	69	177	280	2	14	6	636
E06000046	Isle of Wight	4	14	1	6	25	32	0	0	0	79
E10000016	Kent	35	117	8	42	164	340	3	10	14	697
E06000035	Medway	9	25	2	4	22	28	0	1	0	81
E06000042	Milton Keynes	6	17	2	8	22	49	0	3	4	103
E10000025	Oxfordshire	9	45	6	45	73	172	2	8	7	355
E06000044	Portsmouth	9	31	3	17	27	18	1	1	0	95
E06000038	Reading	4	18	1	5	11	7	1	0	0	43
E06000039	Slough	4	14	1	6	10	17	0	0	0	49
E06000045	Southampton	7	29	3	19	24	20	1	1	0	94
E10000030	Surrey	19	84	9	62	145	259	2	7	6	571
E06000037	West Berkshire	2	6	1	5	17	41	0	2	1	74
E10000032	West Sussex	16	71	5	46	113	218	6	11	5	473
E06000040	Windsor and Maidenhead	2	12	2	8	13	30	0	0	0	63
E06000041	Wokingham	2	7	1	6	14	26	0	1	0	53

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		Number of casualties									
ONS Code ¹	Region/Local Authority	Pedestrian		Pedal cycle		Motor cycle	Car	Bus or coach	Van/Light goods	HGV	All ²
		Child	All ages ³	Child	All ages ³						
E12000009	South West	90	379	37	192	552	1,112	15	32	21	2,323
E06000022	Bath and North East Somerset	2	12	0	5	14	21	0	0	0	53
E06000028	Bournemouth	4	23	3	17	17	20	2	0	0	80
E06000023	Bristol, City of	10	48	3	28	40	35	2	1	1	156
E06000052	Cornwall	7	29	2	7	59	136	2	2	2	239
E10000008	Devon	10	39	4	18	64	159	3	3	2	291
E10000009	Dorset	8	36	4	15	66	142	1	7	3	271
E10000013	Gloucestershire	6	36	7	27	53	134	1	3	2	258
E06000053	Isles of Scilly	0	0	0	0	0	0	0	0	0	0
E06000024	North Somerset	3	13	2	6	15	29	1	1	0	65
E06000026	Plymouth	6	18	1	7	18	15	0	0	0	58
E06000029	Poole	2	11	1	9	18	19	0	0	0	58
E10000027	Somerset	9	40	5	20	73	162	1	6	4	310
E06000025	South Gloucestershire	3	14	1	7	23	35	1	1	3	84
E06000030	Swindon	4	14	2	10	20	30	0	1	0	77
E06000027	Torbay	5	14	0	2	9	10	1	0	0	36
E06000054	Wiltshire	10	33	3	15	62	164	1	6	4	287
E92000001	England	1,619	5,825	435	2,307	5,667	10,926	349	421	272	25,958

- 1 Boundary changes may result in revised ONS codes in later years
- 2 Includes cases where age was not reported
- 3 Includes occupants of other vehicles

Source: DfT STATS19
The figures in this table are National Statistics

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[Notes & Definitions](#)

Last updated: 24 September 2015
Next update: September 2016

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Reported casualties by region, local authority and road user type, England, 2005-09 average

		Number of casualties									
ONS Code ¹	Region/Local Authority	Pedestrian		Pedal cycle		Motor cycle	Car	Bus or coach	Van/Light goods	HGV	All ²
		Child	All ages ^c	Child	All ages ^c						
E12000001	North East	463	1,226	185	544	636	6,722	444	258	65	9,935
E06000047	County Durham	89	218	34	72	142	1,435	56	63	18	2,010
E06000005	Darlington	21	54	12	36	26	262	26	13	3	422
E08000020	Gateshead	36	99	9	36	52	666	51	31	5	944
E06000001	Hartlepool	21	39	8	18	13	188	9	4	2	274
E06000002	Middlesbrough	34	77	10	37	29	300	16	5	3	469
E08000021	Newcastle upon Tyne	59	229	19	74	50	782	87	27	2	1,256
E08000022	North Tyneside	32	81	13	54	47	495	32	17	3	732
E06000048	Northumberland	38	107	21	61	111	1,080	36	46	18	1,471
E06000003	Redcar and Cleveland	19	51	8	22	31	244	8	7	2	366
E08000023	South Tyneside	28	66	15	38	33	252	37	11	1	439
E06000004	Stockton-on-Tees	22	54	14	40	39	358	13	11	4	523
E08000024	Sunderland	64	149	22	55	63	659	73	23	3	1,029
E12000002	North West	1,546	4,097	525	1,908	2,126	21,570	982	665	263	31,807
E06000008	Blackburn with Darwen	61	117	12	33	43	469	12	11	3	691
E06000009	Blackpool	50	134	18	59	56	394	20	9	1	677
E08000001	Bolton	92	212	19	63	78	770	44	21	6	1,203
E08000002	Bury	45	109	15	47	48	547	15	17	6	792
E06000049	Cheshire East	41	132	25	107	157	1,354	17	47	25	1,848
E06000050	Cheshire West and Chester	39	122	24	89	137	1,188	29	34	19	1,627
E10000006	Cumbria	84	236	39	126	222	1,617	39	71	41	2,369
E06000006	Halton	19	45	10	28	34	356	30	12	6	513
E08000011	Knowsley	33	65	12	27	23	436	22	13	8	596
E10000017	Lancashire	260	649	94	337	486	4,308	151	142	55	6,166
E08000012	Liverpool	119	379	25	96	83	1,649	173	35	9	2,445
E08000003	Manchester	136	481	40	233	127	1,672	116	46	6	2,698
E08000004	Oldham	78	162	15	40	43	606	34	21	2	915
E08000005	Rochdale	56	140	16	42	50	604	17	21	10	889
E08000006	Salford	55	136	17	60	62	659	22	24	9	979
E08000014	Sefton	51	124	22	76	51	691	32	19	3	1,004
E08000013	St. Helens	36	80	12	33	40	482	32	16	9	696
E08000007	Stockport	42	144	21	76	62	550	37	17	4	893
E08000008	Tameside	55	127	15	42	49	461	23	16	4	726
E08000009	Trafford	28	88	15	87	34	472	20	11	6	723
E06000007	Warrington	36	90	14	72	83	766	21	25	15	1,078
E08000010	Wigan	67	174	28	72	89	662	43	18	10	1,079
E08000015	Wirral	60	151	19	64	69	858	32	18	4	1,201
E12000003	Yorkshire and The Humber	1,050	2,840	356	1,395	1,800	15,671	903	482	237	23,470
E08000016	Barnsley	61	130	19	39	83	618	38	18	9	940
E08000032	Bradford	154	367	24	85	132	1,787	71	32	13	2,499
E08000033	Calderdale	41	109	10	33	69	621	15	16	7	875
E08000017	Doncaster	71	183	29	90	107	1,054	43	31	20	1,537
E06000011	East Riding of Yorkshire	37	92	24	83	117	867	17	39	16	1,242
E06000010	Kingston upon Hull, City of	64	175	29	169	97	492	46	15	5	1,004
E08000034	Kirklees	91	250	28	82	123	1,284	73	30	15	1,871
E08000035	Leeds	148	464	44	216	226	2,165	261	65	26	3,440
E06000012	North East Lincolnshire	36	82	30	81	68	532	25	21	7	822
E06000013	North Lincolnshire	23	60	11	49	72	602	13	23	14	838
E10000023	North Yorkshire	74	227	25	125	320	2,113	38	92	59	2,995
E08000018	Rotherham	56	129	18	42	81	897	41	26	11	1,234
E08000019	Sheffield	110	337	22	115	127	1,366	161	41	9	2,171
E08000036	Wakefield	63	154	23	64	97	916	40	23	20	1,323
E06000014	York	21	80	19	124	80	356	21	12	5	679

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		Number of casualties									
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		Child	All ages ^c	Child	All ages ^c						
E12000004	East Midlands	643	1,903	336	1,201	1,772	12,804	362	530	233	18,926
E06000015	Derby	52	152	22	101	93	600	26	14	4	995
E10000007	Derbyshire	96	284	51	163	361	2,390	59	98	42	3,424
E06000016	Leicester	82	244	30	125	81	794	44	17	5	1,314
E10000018	Leicestershire	63	194	42	149	223	1,775	23	73	46	2,490
E10000019	Lincolnshire	89	263	58	187	327	2,478	23	78	56	3,448
E10000021	Northamptonshire	81	222	39	116	199	1,584	30	75	32	2,268
E06000018	Nottingham	64	233	28	138	124	679	67	27	5	1,282
E10000024	Nottinghamshire	115	301	65	214	347	2,375	89	141	39	3,527
E06000017	Rutland	1	10	2	9	18	130	1	7	3	178
E12000005	West Midlands	1,007	2,888	362	1,244	1,809	16,136	561	567	217	23,542
E08000025	Birmingham	312	876	62	240	276	3,349	178	101	17	5,054
E08000026	Coventry	68	191	19	80	87	698	32	15	5	1,113
E08000027	Dudley	65	175	22	51	92	731	29	23	4	1,107
E06000019	Herefordshire, County of	16	56	9	44	59	586	8	37	14	809
E08000028	Sandwell	79	204	24	63	88	895	43	37	10	1,343
E06000051	Shropshire	28	106	19	62	116	819	14	52	15	1,190
E08000029	Solihull	30	85	14	42	53	497	18	15	5	719
E10000028	Staffordshire	109	309	62	192	338	2,998	58	91	59	4,085
E06000021	Stoke-on-Trent	60	169	17	55	96	727	34	15	7	1,115
E06000020	Telford and Wrekin	19	45	13	36	50	360	10	11	4	518
E08000030	Walsall	62	146	22	57	69	652	29	28	9	993
E10000031	Warwickshire	54	186	33	148	219	1,845	33	61	43	2,545
E08000031	Wolverhampton	46	140	16	62	68	607	41	15	2	937
E10000034	Worcestershire	60	199	31	113	198	1,372	33	67	22	2,015
E12000006	East of England	630	2,027	416	1,678	2,334	16,427	273	611	308	23,794
E06000055	Bedford	18	67	10	46	57	385	10	14	10	591
E10000003	Cambridgeshire	43	179	57	359	263	1,953	28	81	57	2,935
E06000056	Central Bedfordshire	27	70	14	46	93	800	6	33	19	1,072
E10000012	Essex	147	495	96	311	564	3,563	56	135	54	5,210
E10000015	Hertfordshire	113	363	68	265	425	3,554	59	140	56	4,889
E06000032	Luton	43	110	10	38	47	431	11	9	3	650
E10000020	Norfolk	79	266	55	226	369	2,172	44	69	34	3,205
E06000031	Peterborough	30	90	20	96	81	780	17	24	10	1,101
E06000033	Southend-on-Sea	34	98	20	71	66	336	16	8	1	600
E10000029	Suffolk	78	242	54	194	305	1,961	22	80	42	2,862
E06000034	Thurrock	18	46	11	27	63	493	6	18	20	678

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		Number of casualties									
ONS Code ¹	Region/Local Authority	Pedestrian		Pedal cycle		Motor cycle	Car	Bus or coach	Van/Light goods	HGV	All ²
		Child	All ages ^c	Child	All ages ^c						
E12000007	London	1,189	5,438	241	3,140	4,602	13,841	1,574	485	95	29,280
E09000002	Barking and Dagenham	38	91	11	30	62	378	18	15	5	604
E09000003	Barnet	47	215	7	57	155	832	48	30	4	1,344
E09000004	Bexley	33	95	11	32	78	386	39	12	1	644
E09000005	Brent	46	196	5	61	129	468	44	16	3	918
E09000006	Bromley	35	123	8	52	119	563	46	17	2	929
E09000007	Camden	25	244	4	166	193	222	61	10	2	902
E09000001	City of London	2	103	0	105	80	51	22	6	1	369
E09000008	Croydon	58	208	11	76	153	678	66	20	2	1,208
E09000009	Ealing	44	199	7	87	164	615	61	22	3	1,155
E09000010	Enfield	43	153	8	38	89	674	46	24	6	1,033
E09000011	Greenwich	52	156	6	60	131	486	59	21	3	919
E09000012	Hackney	39	194	8	160	160	346	74	8	3	948
E09000013	Hammersmith and Fulham	24	156	6	137	192	217	32	8	1	745
E09000014	Haringey	44	188	6	65	112	389	60	13	2	830
E09000015	Harrow	28	98	6	29	48	332	16	8	1	534
E09000016	Havering	33	102	8	28	75	625	40	19	8	903
E09000017	Hillingdon	41	126	12	57	88	688	33	27	7	1,028
E09000018	Hounslow	32	117	10	80	133	569	35	19	3	959
E09000019	Islington	24	164	6	174	153	190	49	8	3	742
E09000020	Kensington and Chelsea	18	190	4	152	230	195	38	9	2	818
E09000021	Kingston upon Thames	18	69	5	54	71	206	20	7	1	430
E09000022	Lambeth	50	250	9	201	268	407	82	17	4	1,234
E09000023	Lewisham	47	186	10	102	168	418	74	13	3	968
E09000024	Merton	23	96	6	58	95	235	23	11	2	522
E09000025	Newham	59	202	9	68	89	576	57	12	5	1,014
E09000026	Redbridge	38	127	6	34	74	583	27	15	4	866
E09000027	Richmond upon Thames	18	74	6	85	109	188	21	8	1	486
E09000028	Southwark	51	226	12	208	216	361	105	16	1	1,137
E09000029	Sutton	25	82	7	42	83	330	26	10	2	576
E09000030	Tower Hamlets	37	181	5	127	194	417	37	14	3	977
E09000031	Waltham Forest	50	150	9	69	87	499	38	14	2	865
E09000032	Wandsworth	32	182	8	169	241	275	40	12	2	925
E09000033	Westminster	35	489	5	275	357	407	132	24	3	1,695
	London Airport (Heathrow)	0	7	0	2	4	34	5	0	0	53
E12000008	South East	1,052	3,380	580	2,667	3,701	24,083	696	794	362	35,892
E06000036	Bracknell Forest	8	24	7	24	31	258	1	8	3	349
E06000043	Brighton and Hove	50	233	11	136	128	535	162	20	4	1,221
E10000002	Buckinghamshire	48	155	21	94	181	1,697	26	70	28	2,258
E10000011	East Sussex	81	256	35	119	243	1,473	75	58	15	2,255
E10000014	Hampshire	118	357	101	390	570	2,992	58	120	40	4,561
E06000046	Isle of Wight	24	70	9	29	79	349	18	8	2	557
E10000016	Kent	241	675	86	315	641	4,409	79	123	76	6,369
E06000035	Medway	48	122	22	56	106	484	7	8	6	793
E06000042	Milton Keynes	23	66	19	61	92	915	16	26	22	1,199
E10000025	Oxfordshire	58	204	41	273	246	1,719	52	69	50	2,626
E06000044	Portsmouth	50	132	26	134	107	375	32	13	3	801
E06000038	Reading	22	92	12	73	57	266	28	6	1	525
E06000039	Slough	22	73	11	50	48	409	4	10	4	599
E06000045	Southampton	46	134	19	111	116	412	24	9	2	811
E10000030	Surrey	101	401	74	416	569	4,623	54	132	57	6,303
E06000037	West Berkshire	12	37	10	36	53	437	7	17	13	602
E10000032	West Sussex	78	264	55	254	333	2,009	46	75	26	3,019
E06000040	Windsor and Maidenhead	11	48	9	52	56	386	2	13	5	564
E06000041	Wokingham	12	37	13	46	46	333	4	10	5	481

RAS30044

Reported casualties by region, local authority and road user type, England, 2005-09 average

		Number of casualties									
ONS Code ¹	Region/Local Authority	Pedestrian		Pedal cycle		Motor cycle	Car	Bus or coach	Van/Light goods	HGV	All ²
		Child	All ages ³	Child	All ages ³						
E12000009	South West	612	2,211	318	1,487	2,215	14,258	383	363	187	21,246
E06000022	Bath and North East Somerset	19	76	6	47	72	378	14	9	5	606
E06000028	Bournemouth	21	102	21	124	90	402	19	7	4	750
E06000023	Bristol, City of	70	280	28	241	206	820	53	17	4	1,629
E06000052	Cornwall	65	256	26	86	228	1,841	41	37	22	2,531
E10000008	Devon	80	335	41	167	287	2,287	58	37	26	3,225
E10000009	Dorset	39	137	24	90	212	1,280	18	59	22	1,830
E10000013	Gloucestershire	58	191	36	167	190	1,456	19	41	20	2,101
E06000053	Isles of Scilly	0	1	0	1	0	0	0	0	0	2
E06000024	North Somerset	23	68	15	52	69	540	19	13	4	768
E06000026	Plymouth	55	174	14	68	131	591	50	3	2	1,019
E06000029	Poole	14	46	11	63	93	334	13	10	1	562
E10000027	Somerset	51	175	35	141	232	1,714	18	50	28	2,382
E06000025	South Gloucestershire	25	67	17	72	104	679	13	16	15	972
E06000030	Swindon	26	72	15	62	87	417	20	15	6	682
E06000027	Torbay	34	114	5	23	56	250	14	2	1	460
E06000054	Wiltshire	34	117	22	81	157	1,269	15	49	28	1,726
E92000001	England	8,193	26,009	3,320	15,264	20,995	141,512	6,177	4,756	1,967	217,892

- 1 Boundary changes may result in revised ONS codes in later years
- 2 Includes cases where age was not reported
- 3 Includes occupants of other vehicles

Source: DfT STATS19

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[Notes & Definitions](#)

Last updated: 24 September 2015

Next update: September 2016

The figures in this table are National Statistics

RAS30045

Reported casualty rate per million population by region, local authority and road user type, England, 2014

ONS Code	Region/Local Authority	Rate per million population							
		Pedestrian	Pedal cycle	Motor cycle	Car	Bus or coach	Van/Light goods	HGV	All ¹
E12000001	North East	334	248	173	1,825	208	86	13	2,902
E06000047	County Durham	288	153	183	2,026	270	104	12	3,061
E06000005	Darlington	313	247	152	1,984	275	66	0	3,056
E08000037	Gateshead	419	244	185	2,224	274	110	10	3,486
E06000001	Hartlepool	346	184	97	1,264	248	97	11	2,257
E06000002	Middlesbrough	374	395	129	1,610	108	86	0	2,710
E08000021	Newcastle upon Tyne	538	428	148	1,666	317	62	7	3,167
E08000022	North Tyneside	252	286	252	1,731	133	84	0	2,737
E06000057	Northumberland	263	218	237	2,374	146	120	51	3,437
E06000003	Redcar and Cleveland	215	215	126	1,311	89	37	30	2,036
E08000023	South Tyneside	329	262	155	1,459	282	94	7	2,609
E06000004	Stockton-on-Tees	252	263	124	1,236	77	67	5	2,025
E08000024	Sunderland	386	195	159	1,867	181	58	7	2,864
E12000002	North West	397	303	248	1,789	58	64	18	2,900
E06000008	Blackburn with Darwen	709	279	341	2,351	14	41	0	3,768
E06000009	Blackpool	690	441	335	2,199	192	57	7	3,986
E08000001	Bolton	439	168	225	1,323	25	43	14	2,254
E08000002	Bury	197	187	117	1,152	53	37	16	1,771
E06000049	Cheshire East	286	428	350	2,373	8	99	13	3,576
E06000050	Cheshire West and Chester	322	373	418	2,146	21	84	45	3,420
E10000006	Cumbria	388	301	289	2,625	90	96	50	3,880
E06000006	Halton	269	404	324	1,812	32	111	24	2,976
E08000011	Knowsley	376	287	171	1,776	61	96	14	2,787
E10000017	Lancashire	391	320	318	2,170	60	58	15	3,376
E08000012	Liverpool	660	414	192	2,247	230	76	6	3,843
E08000003	Manchester	561	350	206	1,417	96	42	2	2,689
E08000004	Oldham	433	175	162	1,512	52	13	22	2,391
E08000005	Rochdale	352	160	146	1,474	23	42	42	2,245
E08000006	Salford	388	264	190	1,326	21	45	21	2,268
E08000014	Sefton	329	355	179	1,481	33	69	7	2,464
E08000013	St. Helens	367	209	186	1,563	28	68	28	2,472
E08000007	Stockport	234	192	112	830	10	24	3	1,412
E08000008	Tameside	258	204	226	1,087	23	54	5	1,871
E08000009	Trafford	219	297	116	1,140	22	43	22	1,858
E06000007	Warrington	310	499	363	2,083	19	155	44	3,473
E08000010	Wigan	231	143	168	785	25	22	9	1,396
E08000015	Wirral	402	209	199	1,340	12	93	9	2,284
E12000003	Yorkshire and The Humber	426	358	285	2,077	99	81	28	3,376
E08000016	Barnsley	475	160	277	2,350	130	50	21	3,498
E08000032	Bradford	559	246	212	2,138	55	74	13	3,317
E08000033	Calderdale	468	222	246	1,934	43	63	19	3,004
E08000017	Doncaster	444	273	197	2,919	53	108	49	4,067
E06000011	East Riding of Yorkshire	264	338	338	2,382	77	116	56	3,592
E06000010	Kingston upon Hull, City of	516	819	423	1,866	194	85	0	3,946
E08000034	Kirklees	392	216	230	1,566	93	49	16	2,573
E08000035	Leeds	531	444	251	1,812	162	69	17	3,304
E06000012	North East Lincolnshire	532	720	382	2,716	75	100	13	4,562
E06000013	North Lincolnshire	284	337	278	3,456	77	189	100	4,756
E10000023	North Yorkshire	232	304	394	1,984	75	110	48	3,180
E08000018	Rotherham	311	188	200	2,299	27	81	38	3,165
E08000019	Sheffield	509	286	202	1,740	147	46	0	2,953
E08000036	Wakefield	323	220	293	1,750	84	66	36	2,782
E06000014	York	367	934	367	1,091	39	34	15	2,852

RAS30045

Reported casualty rate per million population by region, local authority and road user type, England, 2014

		Rate per million population							
ONS Code	Region/Local Authority	Pedestrian	Pedal cycle	Motor cycle	Car	Bus or coach	Van/Light goods	HGV	All ¹
E12000004	East Midlands	358	306	301	2,072	60	84	29	3,233
E06000015	Derby	562	333	254	2,068	135	24	8	3,399
E10000007	Derbyshire	324	241	327	1,888	46	77	36	2,965
E06000016	Leicester	640	489	234	2,094	53	56	0	3,578
E10000018	Leicestershire	234	283	283	2,161	5	88	42	3,118
E10000019	Lincolnshire	275	286	378	2,610	13	122	41	3,761
E10000021	Northamptonshire	292	216	216	1,474	22	34	30	2,296
E06000018	Nottingham	643	535	290	2,113	242	83	0	3,933
E10000024	Nottinghamshire	282	263	275	1,753	90	103	23	2,809
E06000017	Rutland	105	105	342	2,262	79	105	26	3,077
E12000005	West Midlands	382	242	256	1,931	53	84	23	2,989
E08000025	Birmingham	612	261	211	2,022	69	54	11	3,254
E08000026	Coventry	370	261	202	1,517	47	36	12	2,451
E08000027	Dudley	317	146	218	1,178	47	51	6	1,970
E06000019	Herefordshire, County of	203	240	246	1,811	251	155	48	2,992
E08000028	Sandwell	480	148	221	1,787	85	126	9	2,873
E06000051	Shropshire	213	229	297	1,751	26	106	48	2,692
E08000029	Solihull	248	243	105	1,148	10	38	14	1,810
E10000028	Staffordshire	309	256	322	2,734	51	101	42	3,837
E06000021	Stoke-on-Trent	390	255	359	2,275	60	72	0	3,418
E06000020	Telford and Wrekin	207	207	260	1,599	24	35	12	2,355
E08000030	Walsall	419	208	233	1,641	62	84	4	2,663
E10000031	Warwickshire	366	359	359	2,534	14	156	62	3,882
E08000031	Wolverhampton	415	206	229	1,609	43	32	8	2,550
E10000034	Worcestershire	229	176	198	1,218	24	78	16	1,952
E12000006	East of England	304	315	318	2,030	47	92	29	3,151
E06000055	Bedford	445	427	409	1,983	61	67	18	3,422
E10000003	Cambridgeshire	209	589	317	1,929	9	92	44	3,202
E06000056	Central Bedfordshire	234	219	308	2,642	30	108	33	3,583
E10000012	Essex	293	243	343	1,969	42	99	31	3,039
E10000015	Hertfordshire	339	247	260	2,095	107	103	19	3,178
E06000032	Luton	436	251	218	1,891	33	47	24	2,915
E10000020	Norfolk	357	356	417	2,326	61	104	29	3,684
E06000031	Peterborough	357	509	257	2,289	11	89	16	3,549
E06000033	Southend-on-Sea	466	523	377	1,860	67	79	17	3,395
E10000029	Suffolk	266	290	324	1,932	13	76	40	2,962
E06000034	Thurrock	251	190	355	2,272	12	110	24	3,234

RAS30045

Reported casualty rate per million population by region, local authority and road user type, England, 2014

ONS Code	Region/Local Authority	Rate per million population							All ¹
		Pedestrian	Pedal cycle	Motor cycle	Car	Bus or coach	Van/Light goods	HGV	
E12000007	London ²	658	603	613	1,463	186	69	8	3,611
E09000002	Barking and Dagenham	565	202	363	1,916	71	151	5	3,273
E09000003	Barnet	531	251	475	1,910	136	83	16	3,403
E09000004	Bexley	334	133	334	1,334	125	33	17	2,318
E09000005	Brent	636	337	689	1,403	165	81	6	3,326
E09000006	Bromley	470	293	352	1,385	118	68	3	2,702
E09000007	Camden	1,035	1,090	928	992	294	51	0	4,416
E09000001	City of London	14,123	17,220	9,663	3,593	2,973	124	496	48,315
E09000008	Croydon	646	255	479	1,356	154	53	3	2,962
E09000009	Ealing	626	354	611	1,853	196	105	20	3,771
E09000010	Enfield	545	234	280	1,725	210	74	6	3,090
E09000011	Greenwich	439	346	357	1,485	149	74	11	2,866
E09000012	Hackney	749	1,015	623	1,132	300	38	11	3,876
E09000013	Hammersmith and Fulham	863	1,110	1,127	897	213	45	6	4,278
E09000014	Haringey	811	486	703	1,716	292	93	4	4,112
E09000015	Harrow	520	203	248	1,305	102	33	0	2,410
E09000016	Havering	398	175	301	1,980	118	122	16	3,143
E09000017	Hillingdon	393	167	304	2,118	140	85	10	3,225
E09000018	Hounslow	557	512	723	1,973	143	75	4	4,003
E09000019	Islington	742	1,240	991	1,009	317	77	5	4,379
E09000020	Kensington and Chelsea	1,082	1,210	1,268	1,069	282	109	13	5,058
E09000021	Kingston upon Thames	430	553	500	1,112	135	59	0	2,789
E09000022	Lambeth	748	1,204	1,046	1,100	207	60	0	4,374
E09000023	Lewisham	699	551	743	1,363	164	31	0	3,559
E09000024	Merton	472	491	477	1,337	167	74	5	3,032
E09000025	Newham	675	395	395	1,329	102	71	6	2,975
E09000026	Redbridge	433	266	338	2,201	89	48	7	3,409
E09000027	Richmond upon Thames	398	904	558	1,074	129	72	5	3,146
E09000028	Southwark	697	1,031	661	906	307	56	10	3,682
E09000029	Sutton	384	177	333	1,070	106	30	10	2,120
E09000030	Tower Hamlets	732	961	912	1,493	88	92	7	4,299
E09000031	Waltham Forest	634	526	425	1,806	119	22	0	3,552
E09000032	Wandsworth	641	1,038	843	862	151	38	6	3,601
E09000033	Westminster	2,010	1,959	1,466	1,599	652	111	13	7,823
E12000008	South East	357	406	371	2,196	57	96	26	3,526
E06000036	Bracknell Forest	127	169	305	1,449	8	93	8	2,169
E06000043	Brighton and Hove	608	708	331	1,412	338	85	14	3,512
E10000002	Buckinghamshire	262	268	261	1,977	4	113	27	2,926
E10000011	East Sussex	387	254	487	2,271	111	94	33	3,648
E10000014	Hampshire	246	340	353	1,678	22	107	15	2,781
E06000046	Isle of Wight	395	252	510	1,610	180	108	7	3,070
E10000016	Kent	491	349	445	3,085	63	91	52	4,600
E06000035	Medway	467	270	358	1,905	33	36	7	3,084
E06000042	Milton Keynes	301	293	274	3,013	50	77	35	4,046
E10000025	Oxfordshire	328	588	338	2,041	96	119	42	3,576
E06000044	Portsmouth	502	942	340	1,430	24	53	0	3,314
E06000038	Reading	491	647	218	1,194	75	31	6	2,680
E06000039	Slough	609	408	242	2,808	21	131	28	4,254
E06000045	Southampton	473	522	453	1,671	118	65	0	3,310
E10000030	Surrey	376	571	491	3,148	28	120	28	4,772
E06000037	West Berkshire	199	212	263	2,042	58	96	39	2,915
E10000032	West Sussex	336	478	412	2,264	46	133	26	3,703
E06000040	Windsor and Maidenhead	305	400	305	1,947	0	102	14	3,107
E06000041	Wokingham	214	277	214	1,446	31	44	13	2,256

RAS30045

Reported casualty rate per million population by region, local authority and road user type, England, 2014

		Rate per million population							
ONS Code	Region/Local Authority	Pedestrian	Pedal cycle	Motor cycle	Car	Bus or coach	Van/Light goods	HGV	All ¹
E12000009	South West	302	305	321	1,759	60	71	24	2,856
E06000022	Bath and North East Somerset	286	253	225	1,308	5	5	0	2,082
E06000028	Bournemouth	517	711	324	1,385	256	47	0	3,250
E06000023	Bristol, City of	454	685	312	1,168	45	34	7	2,714
E06000052	Cornwall	301	152	367	2,455	86	90	28	3,497
E10000008	Devon	304	267	351	2,050	41	91	42	3,171
E10000009	Dorset	277	261	323	2,023	31	74	33	3,051
E10000013	Gloucestershire	211	203	216	1,124	93	47	13	1,911
E06000053	Isles of Scilly	0	0	0	1,316	0	0	0	1,316
E06000024	North Somerset	269	269	226	1,619	19	34	5	2,445
E06000026	Plymouth	405	264	470	1,728	80	46	23	3,028
E06000029	Poole	300	560	486	1,799	167	20	13	3,378
E10000027	Somerset	323	290	346	2,272	50	50	50	3,405
E06000025	South Gloucestershire	180	320	206	1,270	29	26	4	2,044
E06000030	Swindon	213	320	348	1,562	9	83	9	2,549
E06000027	Torbay	617	271	399	1,339	60	23	15	2,730
E06000054	Wiltshire	215	232	352	2,223	27	224	39	3,326
E92000001	England ²	407	365	346	1,897	88	80	22	3,222

1 Includes occupants of other vehicles

2 Includes London (Heathrow) Airport

Source: DfT STATS19, ONS mid-year population estimates
The figures in this table are National Statistics

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[Notes & Definitions](#)

Last updated: 24 September 2015

Next update: September 2016

RAS30046

Reported fatal casualties by region, local authority, urban/rural and road class, England, 2014

Number of casualties

ONS Code	Region/Local Authority	Urban ¹			Rural ¹			Motorway	All Roads
		A Road	Minor Road	All Urban	A Road	Minor Road	All Rural		
E12000001	North East	6	13	19	25	11	36	2	57
E06000047	County Durham	1	1	2	6	8	14	1	17
E06000005	Darlington	1	0	1	1	1	2	0	3
E08000037	Gateshead	0	2	2	2	0	2	0	4
E06000001	Hartlepool	0	1	1	1	0	1	0	2
E06000002	Middlesbrough	0	2	2	0	0	0	0	2
E08000021	Newcastle upon Tyne	0	0	0	0	0	0	1	1
E08000022	North Tyneside	2	3	5	1	1	2	0	7
E06000057	Northumberland	1	2	3	11	1	12	0	15
E06000003	Redcar and Cleveland	0	0	0	2	0	2	0	2
E08000023	South Tyneside	1	0	1	0	0	0	0	1
E06000004	Stockton-on-Tees	0	1	1	0	0	0	0	1
E08000024	Sunderland	0	1	1	1	0	1	0	2
E12000002	North West	42	50	92	46	24	70	21	183
E06000008	Blackburn with Darwen	0	0	0	1	2	3	0	3
E06000009	Blackpool	0	0	0	0	0	0	0	0
E08000001	Bolton	1	4	5	0	0	0	2	7
E08000002	Bury	0	0	0	0	0	0	0	0
E06000049	Cheshire East	1	0	1	5	3	8	2	11
E06000050	Cheshire West and Chester	0	1	1	6	2	8	3	12
E10000006	Cumbria	1	2	3	15	7	22	0	25
E06000006	Halton	1	1	2	3	0	3	1	6
E08000011	Knowsley	2	1	3	0	1	1	1	5
E10000017	Lancashire	9	7	16	9	8	17	7	40
E08000012	Liverpool	1	7	8	0	0	0	0	8
E08000003	Manchester	7	8	15	0	0	0	0	15
E08000004	Oldham	3	0	3	1	0	1	1	5
E08000005	Rochdale	3	1	4	0	0	0	1	5
E08000006	Salford	4	0	4	0	0	0	0	4
E08000014	Sefton	3	2	5	0	0	0	0	5
E08000013	St. Helens	0	1	1	2	0	2	0	3
E08000007	Stockport	1	4	5	0	0	0	1	6
E08000008	Tameside	1	4	5	1	0	1	0	6
E08000009	Trafford	0	1	1	0	0	0	1	2
E06000007	Warrington	1	2	3	1	1	2	0	5
E08000010	Wigan	1	3	4	0	0	0	0	4
E08000015	Wirral	2	1	3	2	0	2	1	6
E12000003	Yorkshire and The Humber	20	34	54	55	43	98	6	158
E08000016	Barnsley	1	1	2	0	0	0	0	2
E08000032	Bradford	4	3	7	1	5	6	1	14
E08000033	Calderdale	3	0	3	1	1	2	1	6
E08000017	Doncaster	1	2	3	5	2	7	0	10
E06000011	East Riding of Yorkshire	0	1	1	8	7	15	1	17
E06000010	Kingston upon Hull, City of	1	1	2	0	0	0	0	2
E08000034	Kirklees	1	5	6	3	0	3	0	9
E08000035	Leeds	4	9	13	3	3	6	2	21
E06000012	North East Lincolnshire	1	2	3	0	1	1	0	4
E06000013	North Lincolnshire	0	0	0	0	5	5	1	6
E10000023	North Yorkshire	0	0	0	27	13	40	0	40
E08000018	Rotherham	2	1	3	2	1	3	0	6
E08000019	Sheffield	1	7	8	0	0	0	0	8
E08000036	Wakefield	1	0	1	3	4	7	0	8
E06000014	York	0	2	2	2	1	3	0	5

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Reported fatal casualties by region, local authority, urban/rural and road class, England, 2014

Number of casualties

ONS Code	Region/Local Authority	Urban ¹			Rural ¹			Motorway	All Roads
		A Road	Minor Road	All Urban	A Road	Minor Road	All Rural		
E12000004	East Midlands	19	17	36	79	48	127	6	169
E06000015	Derby	3	3	6	0	0	0	0	6
E10000007	Derbyshire	3	1	4	14	12	26	0	30
E06000016	Leicester	1	3	4	0	0	0	0	4
E10000018	Leicestershire	2	1	3	10	8	18	5	26
E10000019	Lincolnshire	0	0	0	27	15	42	0	42
E10000021	Northamptonshire	3	2	5	14	1	15	1	21
E06000018	Nottingham	2	1	3	0	1	1	0	4
E10000024	Nottinghamshire	5	6	11	11	8	19	0	30
E06000017	Rutland	0	0	0	3	3	6	0	6
E12000005	West Midlands	33	39	72	47	30	77	7	156
E08000025	Birmingham	6	3	9	0	1	1	0	10
E08000026	Coventry	3	8	11	1	0	1	0	12
E08000027	Dudley	1	5	6	0	0	0	0	6
E06000019	Herefordshire, County of	0	2	2	10	1	11	0	13
E08000028	Sandwell	4	5	9	0	0	0	1	10
E06000051	Shropshire	1	0	1	10	4	14	0	15
E08000029	Solihull	0	3	3	0	1	1	1	5
E10000028	Staffordshire	4	3	7	11	6	17	0	24
E06000021	Stoke-on-Trent	4	1	5	0	0	0	0	5
E06000020	Telford and Wrekin	0	0	0	1	2	3	0	3
E08000030	Walsall	3	2	5	3	1	4	1	10
E10000031	Warwickshire	2	3	5	7	12	19	4	28
E08000031	Wolverhampton	1	2	3	0	0	0	0	3
E10000034	Worcestershire	4	2	6	4	2	6	0	12
E12000006	East of England	10	28	38	82	56	138	12	188
E06000055	Bedford	0	2	2	1	3	4	0	6
E10000003	Cambridgeshire	0	4	4	11	10	21	1	26
E06000056	Central Bedfordshire	0	0	0	1	4	5	2	7
E10000012	Essex	2	6	8	17	6	23	4	35
E10000015	Hertfordshire	2	9	11	13	5	18	5	34
E06000032	Luton	2	2	4	0	0	0	0	4
E10000020	Norfolk	2	0	2	26	11	37	0	39
E06000031	Peterborough	0	1	1	2	1	3	0	4
E06000033	Southend-on-Sea	1	1	2	0	0	0	0	2
E10000029	Suffolk	1	3	4	10	16	26	0	30
E06000034	Thurrock	0	0	0	1	0	1	0	1

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Reported fatal casualties by region, local authority, urban/rural and road class, England, 2014

Number of casualties

ONS Code	Region/Local Authority	Urban ¹			Rural ¹			Motorway	All Roads
		A Road	Minor Road	All Urban	A Road	Minor Road	All Rural		
E12000007	London	93	28	121	3	4	7	1	129
E09000002	Barking and Dagenham	2	0	2	0	0	0	0	2
E09000003	Barnet	5	0	5	0	0	0	0	5
E09000004	Bexley	0	1	1	0	0	0	0	1
E09000005	Brent	2	0	2	0	0	0	0	2
E09000006	Bromley	1	1	2	0	1	1	0	3
E09000007	Camden	3	0	3	0	0	0	0	3
E09000001	City of London	3	1	4	0	0	0	0	4
E09000008	Croydon	7	2	9	0	0	0	0	9
E09000009	Ealing	1	0	1	0	0	0	0	1
E09000010	Enfield	3	0	3	0	0	0	1	4
E09000011	Greenwich	1	3	4	0	0	0	0	4
E09000012	Hackney	6	1	7	0	0	0	0	7
E09000013	Hammersmith and Fulham	2	1	3	0	0	0	0	3
E09000014	Haringey	4	0	4	0	0	0	0	4
E09000015	Harrow	1	2	3	0	0	0	0	3
E09000016	Havering	2	1	3	0	1	1	0	4
E09000017	Hillingdon	1	3	4	0	0	0	0	4
E09000018	Hounslow	2	0	2	1	0	1	0	3
E09000019	Islington	0	1	1	0	0	0	0	1
E09000020	Kensington and Chelsea	2	0	2	0	0	0	0	2
E09000021	Kingston upon Thames	1	1	2	0	0	0	0	2
E09000022	Lambeth	7	2	9	0	0	0	0	9
E09000023	Lewisham	6	1	7	0	0	0	0	7
E09000024	Merton	3	0	3	0	0	0	0	3
E09000025	Newham	4	1	5	0	0	0	0	5
E09000026	Redbridge	3	1	4	0	0	0	0	4
E09000027	Richmond upon Thames	2	0	2	0	1	1	0	3
E09000028	Southwark	5	0	5	0	0	0	0	5
E09000029	Sutton	2	2	4	0	0	0	0	4
E09000030	Tower Hamlets	8	0	8	0	0	0	0	8
E09000031	Waltham Forest	1	0	1	1	0	1	0	2
E09000032	Wandsworth	0	0	0	0	0	0	0	0
E09000033	Westminster	3	1	4	1	1	2	0	6
	London Airport (Heathrow)	0	2	2	0	0	0	0	2
E12000008	South East	33	33	66	97	62	159	22	247
E06000036	Bracknell Forest	0	1	1	0	0	0	0	1
E06000043	Brighton and Hove	1	0	1	0	1	1	0	2
E10000002	Buckinghamshire	2	2	4	12	3	15	2	21
E10000011	East Sussex	2	1	3	8	5	13	0	16
E10000014	Hampshire	3	3	6	16	12	28	4	38
E06000046	Isle of Wight	1	0	1	0	2	2	0	3
E10000016	Kent	8	4	12	19	11	30	7	49
E06000035	Medway	0	1	1	0	0	0	0	1
E06000042	Milton Keynes	0	3	3	3	5	8	0	11
E10000025	Oxfordshire	2	3	5	12	6	18	3	26
E06000044	Portsmouth	0	0	0	1	0	1	0	1
E06000038	Reading	2	2	4	0	0	0	0	4
E06000039	Slough	0	1	1	0	0	0	1	2
E06000045	Southampton	1	0	1	0	0	0	0	1
E10000030	Surrey	5	8	13	14	8	22	3	38
E06000037	West Berkshire	2	1	3	3	1	4	0	7
E10000032	West Sussex	2	3	5	8	8	16	0	21
E06000040	Windsor and Maidenhead	1	0	1	0	0	0	1	2
E06000041	Wokingham	1	0	1	1	0	1	1	3

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Reported fatal casualties by region, local authority, urban/rural and road class, England, 2014

Number of casualties

ONS Code	Region/Local Authority	Urban ¹			Rural ¹			Motorway	All Roads
		A Road	Minor Road	All Urban	A Road	Minor Road	All Rural		
E12000009	South West	19	26	45	97	34	131	9	185
E06000022	Bath and North East Somerset	0	0	0	5	1	6	0	6
E06000028	Bournemouth	0	1	1	0	0	0	0	1
E06000023	Bristol, City of	2	4	6	1	1	2	0	8
E06000052	Cornwall	1	0	1	18	6	24	0	25
E10000008	Devon	4	1	5	12	6	18	0	23
E10000009	Dorset	2	2	4	8	4	12	0	16
E10000013	Gloucestershire	3	1	4	20	3	23	2	29
E06000053	Isles of Scilly	0	0	0	0	0	0	0	0
E06000024	North Somerset	0	0	0	1	0	1	0	1
E06000026	Plymouth	0	3	3	0	0	0	0	3
E06000029	Poole	0	2	2	0	0	0	0	2
E10000027	Somerset	1	3	4	17	8	25	4	33
E06000025	South Gloucestershire	2	2	4	2	0	2	0	6
E06000030	Swindon	0	2	2	0	0	0	0	2
E06000027	Torbay	0	1	1	0	0	0	0	1
E06000054	Wiltshire	4	4	8	13	5	18	3	29
E92000001	England	275	268	543	531	312	843	86	1,472

1 Excludes motorways

Source: DfT STATS19
The figures in this table are National Statistics

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Last updated: 24 September 2015

[Notes & Definitions](#)

Next update: September 2016

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Reported KSI casualties by region, local authority, urban/rural and road class, England, 2014

		Number of casualties							
ONS Code	Region/Local Authority	Urban ¹			Rural ¹			Motorway	All Roads
		A Road	Minor Road	All Urban	A Road	Minor Road	All Rural		
E12000001	North East	154	278	432	212	169	381	7	820
E06000047	County Durham	14	38	52	57	70	127	3	182
E06000005	Darlington	3	13	16	6	4	10	0	26
E08000037	Gateshead	10	27	37	11	9	20	0	57
E06000001	Hartlepool	6	11	17	7	1	8	0	25
E06000002	Middlesbrough	10	21	31	3	2	5	0	36
E08000021	Newcastle upon Tyne	27	42	69	3	3	6	4	79
E08000022	North Tyneside	18	21	39	5	3	8	0	47
E06000057	Northumberland	11	12	23	80	56	136	0	159
E06000003	Redcar and Cleveland	6	21	27	12	9	21	0	48
E08000023	South Tyneside	10	15	25	9	2	11	0	36
E06000004	Stockton-on-Tees	15	24	39	8	3	11	0	50
E08000024	Sunderland	24	33	57	11	7	18	0	75
E12000002	North West	791	1,126	1,917	496	393	889	162	2,968
E06000008	Blackburn with Darwen	27	36	63	5	8	13	0	76
E06000009	Blackpool	19	31	50	1	0	1	0	51
E08000001	Bolton	30	44	74	7	1	8	9	91
E08000002	Bury	14	10	24	2	1	3	4	31
E06000049	Cheshire East	34	48	82	76	47	123	20	225
E06000050	Cheshire West and Chester	23	45	68	61	49	110	13	191
E10000006	Cumbria	17	36	53	112	51	163	15	231
E06000006	Halton	12	24	36	14	0	14	1	51
E08000011	Knowsley	13	26	39	4	8	12	7	58
E10000017	Lancashire	129	239	368	148	173	321	43	732
E08000012	Liverpool	106	144	250	0	4	4	0	254
E08000003	Manchester	74	92	166	1	0	1	2	169
E08000004	Oldham	24	38	62	4	1	5	1	68
E08000005	Rochdale	31	25	56	3	3	6	9	71
E08000006	Salford	30	25	55	2	0	2	6	63
E08000014	Sefton	41	34	75	9	10	19	0	94
E08000013	St. Helens	14	22	36	11	7	18	13	67
E08000007	Stockport	22	33	55	6	2	8	1	64
E08000008	Tameside	23	22	45	6	0	6	2	53
E08000009	Trafford	8	31	39	1	1	2	4	45
E06000007	Warrington	22	27	49	12	14	26	6	81
E08000010	Wigan	23	32	55	4	2	6	1	62
E08000015	Wirral	55	62	117	7	11	18	5	140
E12000003	Yorkshire and The Humber	506	871	1,377	484	464	948	62	2,387
E08000016	Barnsley	13	34	47	18	15	33	2	82
E08000032	Bradford	74	102	176	9	17	26	2	204
E08000033	Calderdale	28	31	59	19	14	33	7	99
E08000017	Doncaster	24	28	52	24	26	50	6	108
E06000011	East Riding of Yorkshire	11	34	45	62	74	136	7	188
E06000010	Kingston upon Hull, City of	41	74	115	0	0	0	0	115
E08000034	Kirklees	51	73	124	17	21	38	6	168
E08000035	Leeds	90	177	267	35	20	55	12	334
E06000012	North East Lincolnshire	18	43	61	9	16	25	0	86
E06000013	North Lincolnshire	5	23	28	27	39	66	4	98
E10000023	North Yorkshire	20	45	65	194	164	358	8	431
E08000018	Rotherham	33	27	60	16	13	29	4	93
E08000019	Sheffield	59	112	171	6	8	14	1	186
E08000036	Wakefield	27	40	67	30	20	50	3	120
E06000014	York	12	28	40	18	17	35	0	75

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Reported KSI casualties by region, local authority, urban/rural and road class, England, 2014

Number of casualties

ONS Code	Region/Local Authority	Urban ¹			Rural ¹			Motorway	All Roads
		A Road	Minor Road	All Urban	A Road	Minor Road	All Rural		
E12000004	East Midlands	328	537	865	630	518	1,148	48	2,061
E06000015	Derby	47	52	99	4	3	7	0	106
E10000007	Derbyshire	53	73	126	163	119	282	8	416
E06000016	Leicester	37	58	95	4	1	5	0	100
E10000018	Leicestershire	19	57	76	67	88	155	19	250
E10000019	Lincolnshire	27	75	102	158	138	296	0	398
E10000021	Northamptonshire	52	72	124	103	71	174	19	317
E06000018	Nottingham	47	52	99	5	3	8	0	107
E10000024	Nottinghamshire	46	97	143	110	88	198	2	343
E06000017	Rutland	0	1	1	16	7	23	0	24
E12000005	West Midlands	466	737	1,203	362	289	651	62	1,916
E08000025	Birmingham	146	235	381	2	6	8	4	393
E08000026	Coventry	26	80	106	10	4	14	2	122
E08000027	Dudley	31	51	82	3	3	6	0	88
E06000019	Herefordshire, County of	13	6	19	51	12	63	1	83
E08000028	Sandwell	55	63	118	2	0	2	2	122
E06000051	Shropshire	7	12	19	80	40	120	1	140
E08000029	Solihull	2	22	24	9	10	19	4	47
E10000028	Staffordshire	40	39	79	61	35	96	4	179
E06000021	Stoke-on-Trent	28	12	40	2	2	4	0	44
E06000020	Telford and Wrekin	3	16	19	8	12	20	1	40
E08000030	Walsall	38	49	87	9	4	13	2	102
E10000031	Warwickshire	27	71	98	75	108	183	34	315
E08000031	Wolverhampton	30	45	75	0	1	1	0	76
E10000034	Worcestershire	20	36	56	50	52	102	7	165
E12000006	East of England	346	657	1,003	692	605	1,297	99	2,399
E06000055	Bedford	19	22	41	14	20	34	0	75
E10000003	Cambridgeshire	36	67	103	123	89	212	5	320
E06000056	Central Bedfordshire	12	16	28	27	36	63	19	110
E10000012	Essex	71	179	250	174	163	337	34	621
E10000015	Hertfordshire	61	130	191	98	66	164	36	391
E06000032	Luton	16	32	48	0	0	0	2	50
E10000020	Norfolk	48	65	113	137	129	266	0	379
E06000031	Peterborough	16	32	48	22	5	27	0	75
E06000033	Southend-on-Sea	31	47	78	3	1	4	0	82
E10000029	Suffolk	29	51	80	75	87	162	0	242
E06000034	Thurrock	7	16	23	19	9	28	3	54

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Reported KSI casualties by region, local authority, urban/rural and road class, England, 2014

Number of casualties

ONS Code	Region/Local Authority	Urban ¹			Rural ¹			Motorway	All Roads
		A Road	Minor Road	All Urban	A Road	Minor Road	All Rural		
E12000007	London	1,365	739	2,104	31	26	57	9	2,170
E09000002	Barking and Dagenham	26	14	40	0	0	0	0	40
E09000003	Barnet	60	36	96	1	0	1	1	98
E09000004	Bexley	14	9	23	1	0	1	0	24
E09000005	Brent	53	32	85	0	0	0	0	85
E09000006	Bromley	23	23	46	0	4	4	0	50
E09000007	Camden	46	24	70	0	0	0	0	70
E09000001	City of London	38	16	54	1	0	1	0	55
E09000008	Croydon	45	26	71	0	0	0	0	71
E09000009	Ealing	52	29	81	0	0	0	0	81
E09000010	Enfield	33	14	47	1	3	4	1	52
E09000011	Greenwich	25	13	38	2	0	2	0	40
E09000012	Hackney	35	25	60	0	0	0	0	60
E09000013	Hammersmith and Fulham	53	16	69	0	0	0	0	69
E09000014	Haringey	50	34	84	1	0	1	0	85
E09000015	Harrow	28	22	50	0	1	1	0	51
E09000016	Havering	15	27	42	1	3	4	0	46
E09000017	Hillingdon	28	42	70	2	5	7	7	84
E09000018	Hounslow	37	23	60	2	0	2	0	62
E09000019	Islington	73	20	93	0	0	0	0	93
E09000020	Kensington and Chelsea	45	22	67	2	0	2	0	69
E09000021	Kingston upon Thames	29	10	39	0	0	0	0	39
E09000022	Lambeth	72	26	98	0	0	0	0	98
E09000023	Lewisham	41	22	63	0	0	0	0	63
E09000024	Merton	32	18	50	0	0	0	0	50
E09000025	Newham	45	17	62	1	1	2	0	64
E09000026	Redbridge	24	21	45	3	0	3	0	48
E09000027	Richmond upon Thames	35	10	45	2	7	9	0	54
E09000028	Southwark	48	21	69	0	0	0	0	69
E09000029	Sutton	11	18	29	0	0	0	0	29
E09000030	Tower Hamlets	63	25	88	0	0	0	0	88
E09000031	Waltham Forest	30	25	55	6	0	6	0	61
E09000032	Wandsworth	55	25	80	0	1	1	0	81
E09000033	Westminster	101	31	132	5	1	6	0	138
	London Airport (Heathrow)	0	3	3	0	0	0	0	3
E12000008	South East	861	1,258	2,119	1,200	1,003	2,203	236	4,558
E06000036	Bracknell Forest	4	8	12	5	6	11	3	26
E06000043	Brighton and Hove	44	79	123	18	17	35	0	158
E10000002	Buckinghamshire	34	52	86	67	58	125	25	236
E10000011	East Sussex	71	81	152	120	118	238	0	390
E10000014	Hampshire	96	227	323	219	189	408	42	773
E06000046	Isle of Wight	11	11	22	18	29	47	0	69
E10000016	Kent	97	141	238	219	142	361	59	658
E06000035	Medway	18	24	42	8	4	12	3	57
E06000042	Milton Keynes	5	42	47	19	37	56	2	105
E10000025	Oxfordshire	44	87	131	135	102	237	10	378
E06000044	Portsmouth	38	38	76	15	2	17	4	97
E06000038	Reading	22	21	43	0	0	0	1	44
E06000039	Slough	21	20	41	0	0	0	8	49
E06000045	Southampton	44	73	117	0	4	4	3	124
E10000030	Surrey	174	197	371	157	153	310	54	735
E06000037	West Berkshire	9	8	17	25	19	44	7	68
E10000032	West Sussex	101	121	222	156	99	255	5	482
E06000040	Windsor and Maidenhead	15	16	31	9	12	21	8	60
E06000041	Wokingham	13	12	25	10	12	22	2	49

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Reported KSI casualties by region, local authority, urban/rural and road class, England, 2014

Number of casualties

ONS Code	Region/Local Authority	Urban ¹			Rural ¹			Motorway	All Roads
		A Road	Minor Road	All Urban	A Road	Minor Road	All Rural		
E12000009	South West	309	552	861	712	524	1,236	49	2,146
E06000022	Bath and North East Somerset	10	8	18	22	9	31	0	49
E06000028	Bournemouth	30	39	69	1	0	1	0	70
E06000023	Bristol, City of	54	58	112	4	1	5	3	120
E06000052	Cornwall	14	28	42	117	94	211	0	253
E10000008	Devon	32	54	86	140	109	249	4	339
E10000009	Dorset	22	49	71	94	74	168	0	239
E10000013	Gloucestershire	29	57	86	81	45	126	12	224
E06000053	Isles of Scilly	0	0	0	1	0	1	0	1
E06000024	North Somerset	4	19	23	14	11	25	3	51
E06000026	Plymouth	17	65	82	2	1	3	0	85
E06000029	Poole	20	52	72	7	2	9	0	81
E10000027	Somerset	24	26	50	91	68	159	9	218
E06000025	South Gloucestershire	14	17	31	7	17	24	4	59
E06000030	Swindon	8	37	45	10	11	21	3	69
E06000027	Torbay	12	21	33	7	3	10	0	43
E06000054	Wiltshire	19	22	41	114	79	193	11	245
E92000001	England	5,126	6,755	11,881	4,819	3,991	8,810	734	21,425

1 Excludes motorways

Source: DfT STATS19
The figures in this table are National Statistics

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Last updated: 24 September 2015

[Notes & Definitions](#)

Next update: September 2016

RAS30046

Reported casualties by region, local authority, urban/rural and road class, England, 2014

Number of casualties

ONS Code	Region/Local Authority	Urban ¹			Rural ¹			Motorway	All Roads
		A Road	Minor Road	All Urban	A Road	Minor Road	All Rural		
E12000001	North East	1,639	2,840	4,479	1,746	1,255	3,001	120	7,600
E06000047	County Durham	120	425	545	408	587	995	45	1,585
E06000005	Darlington	52	150	202	69	41	110	10	322
E08000037	Gateshead	170	323	493	105	85	190	16	699
E06000001	Hartlepool	68	97	165	40	4	44	0	209
E06000002	Middlesbrough	97	212	309	57	11	68	0	377
E08000021	Newcastle upon Tyne	349	459	808	33	34	67	43	918
E08000022	North Tyneside	191	198	389	145	21	166	0	555
E06000057	Northumberland	102	186	288	508	290	798	0	1,086
E06000003	Redcar and Cleveland	26	112	138	89	48	137	0	275
E08000023	South Tyneside	113	177	290	68	28	96	2	388
E06000004	Stockton-on-Tees	110	156	266	93	34	127	0	393
E08000024	Sunderland	241	345	586	131	72	203	4	793
E12000002	North West	6,130	7,959	14,089	2,840	2,167	5,007	1,589	20,685
E06000008	Blackburn with Darwen	182	289	471	24	36	60	22	553
E06000009	Blackpool	225	309	534	16	10	26	0	560
E08000001	Bolton	249	281	530	31	14	45	57	632
E08000002	Bury	141	112	253	19	7	26	53	332
E06000049	Cheshire East	208	286	494	354	227	581	263	1,338
E06000050	Cheshire West and Chester	213	265	478	347	193	540	118	1,136
E10000006	Cumbria	201	395	596	719	525	1,244	92	1,932
E06000006	Halton	72	209	281	64	13	77	18	376
E08000011	Knowsley	88	171	259	65	45	110	39	408
E10000017	Lancashire	890	1,570	2,460	779	776	1,555	352	4,367
E08000012	Liverpool	823	956	1,779	17	22	39	0	1,818
E08000003	Manchester	670	678	1,348	7	6	13	38	1,399
E08000004	Oldham	261	254	515	10	9	19	13	547
E08000005	Rochdale	194	165	359	33	20	53	66	478
E08000006	Salford	251	183	434	16	5	21	94	549
E08000014	Sefton	281	285	566	50	53	103	5	674
E08000013	St. Helens	119	192	311	64	24	88	39	438
E08000007	Stockport	166	176	342	26	6	32	31	405
E08000008	Tameside	159	183	342	11	11	22	49	413
E08000009	Trafford	146	207	353	15	10	25	54	432
E06000007	Warrington	189	222	411	91	74	165	141	717
E08000010	Wigan	185	182	367	37	37	74	7	448
E08000015	Wirral	217	389	606	45	44	89	38	733
E12000003	Yorkshire and The Humber	4,515	6,970	11,485	3,127	2,567	5,694	919	18,098
E08000016	Barnsley	170	294	464	211	99	310	58	832
E08000032	Bradford	602	950	1,552	77	113	190	10	1,752
E08000033	Calderdale	203	226	429	71	56	127	67	623
E08000017	Doncaster	267	400	667	227	178	405	165	1,237
E06000011	East Riding of Yorkshire	69	273	342	411	407	818	51	1,211
E06000010	Kingston upon Hull, City of	399	599	998	5	14	19	0	1,017
E08000034	Kirklees	389	453	842	108	92	200	67	1,109
E08000035	Leeds	737	1,318	2,055	188	123	311	166	2,532
E06000012	North East Lincolnshire	211	352	563	90	76	166	0	729
E06000013	North Lincolnshire	45	242	287	245	223	468	50	805
E10000023	North Yorkshire	191	277	468	1,021	698	1,719	71	2,258
E08000018	Rotherham	218	207	425	90	209	299	99	823
E08000019	Sheffield	617	877	1,494	67	63	130	41	1,665
E08000036	Wakefield	236	292	528	185	135	320	74	922
E06000014	York	161	210	371	131	81	212	0	583

RAS30046

Reported casualties by region, local authority, urban/rural and road class, England, 2014

Number of casualties

ONS Code	Region/Local Authority	Urban ¹			Rural ¹			Motorway	All Roads
		A Road	Minor Road	All Urban	A Road	Minor Road	All Rural		
E12000004	East Midlands	3,102	4,779	7,881	3,706	2,973	6,679	432	14,992
E06000015	Derby	354	412	766	55	37	92	0	858
E10000007	Derbyshire	347	553	900	758	546	1,304	108	2,312
E06000016	Leicester	465	686	1,151	46	11	57	0	1,208
E10000018	Leicestershire	222	510	732	422	573	995	188	1,915
E10000019	Lincolnshire	317	680	997	1,185	933	2,118	0	3,115
E10000021	Northamptonshire	401	401	802	476	325	801	95	1,698
E06000018	Nottingham	574	624	1,198	28	10	38	0	1,236
E10000024	Nottinghamshire	422	906	1,328	669	495	1,164	41	2,533
E06000017	Rutland	0	7	7	67	43	110	0	117
E12000005	West Midlands	4,475	6,547	11,022	2,705	2,339	5,044	1,011	17,077
E08000025	Birmingham	1,261	2,136	3,397	24	43	67	120	3,584
E08000026	Coventry	187	570	757	39	23	62	8	827
E08000027	Dudley	289	298	587	13	17	30	5	622
E06000019	Herefordshire, County of	90	58	148	238	173	411	1	560
E08000028	Sandwell	417	397	814	9	7	16	80	910
E06000051	Shropshire	61	104	165	408	254	662	8	835
E08000029	Solihull	43	160	203	51	58	109	68	380
E10000028	Staffordshire	654	758	1,412	832	641	1,473	198	3,083
E06000021	Stoke-on-Trent	486	303	789	53	16	69	0	858
E06000020	Telford and Wrekin	21	187	208	98	81	179	12	399
E08000030	Walsall	244	332	576	38	24	62	92	730
E10000031	Warwickshire	211	543	754	551	660	1,211	296	2,261
E08000031	Wolverhampton	302	331	633	4	8	12	0	645
E10000034	Worcestershire	209	370	579	347	334	681	123	1,383
E12000006	East of England	3,267	5,490	8,757	4,941	4,245	9,186	1,023	18,966
E06000055	Bedford	140	156	296	154	111	265	0	561
E10000003	Cambridgeshire	322	405	727	715	566	1,281	41	2,049
E06000056	Central Bedfordshire	76	163	239	253	294	547	178	964
E10000012	Essex	587	1,433	2,020	1,027	1,074	2,101	231	4,352
E10000015	Hertfordshire	679	1,156	1,835	806	525	1,331	524	3,690
E06000032	Luton	206	376	582	10	1	11	22	615
E10000020	Norfolk	422	519	941	777	860	1,637	0	2,578
E06000031	Peterborough	134	300	434	188	54	242	0	676
E06000033	Southend-on-Sea	248	332	580	16	8	24	0	604
E10000029	Suffolk	381	514	895	791	663	1,454	0	2,349
E06000034	Thurrock	72	136	208	204	89	293	27	528

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Reported casualties by region, local authority, urban/rural and road class, England, 2014

Number of casualties

ONS Code	Region/Local Authority	Urban ¹			Rural ¹			Motorway	All Roads
		A Road	Minor Road	All Urban	A Road	Minor Road	All Rural		
E12000007	London	19,160	10,617	29,777	623	248	871	189	30,837
E09000002	Barking and Dagenham	407	233	640	5	4	9	0	649
E09000003	Barnet	818	390	1,208	34	4	38	30	1,276
E09000004	Bexley	307	216	523	25	8	33	0	556
E09000005	Brent	676	391	1,067	0	0	0	0	1,067
E09000006	Bromley	410	367	777	59	32	91	0	868
E09000007	Camden	677	360	1,037	0	0	0	0	1,037
E09000001	City of London	236	146	382	8	0	8	0	390
E09000008	Croydon	665	429	1,094	8	12	20	0	1,114
E09000009	Ealing	755	535	1,290	0	0	0	0	1,290
E09000010	Enfield	591	338	929	21	15	36	38	1,003
E09000011	Greenwich	542	215	757	9	4	13	0	770
E09000012	Hackney	670	334	1,004	15	1	16	0	1,020
E09000013	Hammersmith and Fulham	532	230	762	1	0	1	0	763
E09000014	Haringey	706	389	1,095	5	0	5	0	1,100
E09000015	Harrow	290	301	591	0	2	2	0	593
E09000016	Havering	277	369	646	63	51	114	13	773
E09000017	Hillingdon	403	418	821	19	27	46	77	944
E09000018	Hounslow	694	329	1,023	8	5	13	27	1,063
E09000019	Islington	730	238	968	0	0	0	0	968
E09000020	Kensington and Chelsea	467	308	775	15	0	15	0	790
E09000021	Kingston upon Thames	311	156	467	7	0	7	0	474
E09000022	Lambeth	1,095	289	1,384	8	0	8	0	1,392
E09000023	Lewisham	692	347	1,039	0	0	0	0	1,039
E09000024	Merton	383	234	617	0	0	0	0	617
E09000025	Newham	609	301	910	49	6	55	0	965
E09000026	Redbridge	495	386	881	86	28	114	4	999
E09000027	Richmond upon Thames	382	161	543	37	29	66	0	609
E09000028	Southwark	816	298	1,114	0	0	0	0	1,114
E09000029	Sutton	170	250	420	0	0	0	0	420
E09000030	Tower Hamlets	823	397	1,220	1	0	1	0	1,221
E09000031	Waltham Forest	545	303	848	101	3	104	0	952
E09000032	Wandsworth	818	300	1,118	4	2	6	0	1,124
E09000033	Westminster	1,168	618	1,786	35	4	39	0	1,825
	London Airport (Heathrow)	0	41	41	0	11	11	0	52
E12000008	South East	6,685	9,119	15,804	7,279	5,591	12,870	2,611	31,285
E06000036	Bracknell Forest	69	89	158	52	40	92	6	256
E06000043	Brighton and Hove	316	506	822	99	66	165	0	987
E10000002	Buckinghamshire	255	314	569	401	379	780	178	1,527
E10000011	East Sussex	385	480	865	627	477	1,104	0	1,969
E10000014	Hampshire	545	1,064	1,609	959	789	1,748	386	3,743
E06000046	Isle of Wight	81	112	193	98	136	234	0	427
E10000016	Kent	1,206	1,460	2,666	1,866	1,133	2,999	638	6,303
E06000035	Medway	307	366	673	87	49	136	36	845
E06000042	Milton Keynes	55	454	509	185	279	464	76	1,049
E10000025	Oxfordshire	367	520	887	691	506	1,197	117	2,201
E06000044	Portsmouth	251	298	549	73	25	98	46	693
E06000038	Reading	204	202	406	17	3	20	5	431
E06000039	Slough	193	238	431	12	19	31	153	615
E06000045	Southampton	317	422	739	32	20	52	21	812
E10000030	Surrey	1,365	1,467	2,832	1,056	849	1,905	671	5,408
E06000037	West Berkshire	51	71	122	119	123	242	90	454
E10000032	West Sussex	550	847	1,397	765	546	1,311	40	2,748
E06000040	Windsor and Maidenhead	96	129	225	77	74	151	82	458
E06000041	Wokingham	72	80	152	63	78	141	66	359

RAS30046

Reported casualties by region, local authority, urban/rural and road class, England, 2014

Number of casualties

ONS Code	Region/Local Authority	Urban ¹			Rural ¹			Motorway	All Roads
		A Road	Minor Road	All Urban	A Road	Minor Road	All Rural		
E12000009	South West	2,524	4,458	6,982	4,623	3,385	8,008	499	15,489
E06000022	Bath and North East Somerset	96	108	204	111	64	175	0	379
E06000028	Bournemouth	233	380	613	4	5	9	0	622
E06000023	Bristol, City of	506	616	1,122	37	15	52	27	1,201
E06000052	Cornwall	134	248	382	837	688	1,525	0	1,907
E10000008	Devon	237	419	656	958	788	1,746	25	2,427
E10000009	Dorset	105	265	370	501	405	906	0	1,276
E10000013	Gloucestershire	171	291	462	370	231	601	105	1,168
E06000053	Isles of Scilly	0	0	0	3	0	3	0	3
E06000024	North Somerset	58	161	219	131	104	235	55	509
E06000026	Plymouth	153	563	716	50	26	76	0	792
E06000029	Poole	125	317	442	51	14	65	0	507
E10000027	Somerset	214	254	468	652	410	1,062	93	1,623
E06000025	South Gloucestershire	117	184	301	69	99	168	86	555
E06000030	Swindon	94	254	348	106	67	173	29	550
E06000027	Torbay	101	208	309	36	18	54	0	363
E06000054	Wiltshire	180	190	370	707	451	1,158	79	1,607
E92000001	England	51,497	58,779	110,276	31,590	24,770	56,360	8,393	175,029

1 Excludes motorways

Source: DfT STATS19
The figures in this table are National Statistics

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RAS30053

Reported fatal casualties by region, road user type, England, 2010-2014 and 2005-09 average

Region	Number of casualties						2014 percentage change on 05-09 avg
	2005-09 average	2010	2011	2012	2013	2014	
North East							
Pedestrian	25	12	13	22	21	21	-15
Pedal cycle	4	4	7	6	6	3	-25
Motorcycle	14	13	8	9	12	7	-51
Car	44	17	27	38	35	24	-45
Bus or coach	1	1	0	0	0	1	67
Van / Light goods vehicle	2	0	1	1	1	0	-100
HGV	1	1	1	1	0	0	-100
All road users	91	51	58	77	76	57	-37
North West							
Pedestrian	84	58	57	47	42	46	-45
Pedal cycle	14	12	13	10	9	13	-4
Motorcycle	50	40	42	40	26	36	-28
Car	133	70	90	61	60	78	-41
Bus or coach	1	4	2	1	1	1	0
Van / Light goods vehicle	3	4	2	2	4	1	-64
HGV	3	4	3	3	5	3	-12
All road users	292	194	210	165	149	183	-37
Yorkshire and The Humber							
Pedestrian	58	41	45	35	37	38	-34
Pedal cycle	10	5	7	11	7	7	-33
Motorcycle	53	48	26	22	40	29	-45
Car	130	60	85	70	73	79	-39
Bus or coach	2	0	0	1	2	0	-100
Van / Light goods vehicle	6	9	2	2	3	1	-82
HGV	2	5	3	2	1	1	-55
All road users	263	170	173	144	165	158	-40
East Midlands							
Pedestrian	43	22	31	22	15	26	-40
Pedal cycle	13	8	9	11	11	14	8
Motorcycle	55	36	41	29	29	31	-43
Car	155	111	98	96	80	92	-41
Bus or coach	0	0	0	0	0	0	-100
Van / Light goods vehicle	7	4	3	4	7	4	-41
HGV	5	0	4	3	2	0	-100
All road users	281	183	187	170	148	169	-40
West Midlands							
Pedestrian	58	31	46	41	49	45	-23
Pedal cycle	9	14	9	7	8	11	20
Motorcycle	49	23	40	34	23	22	-55
Car	133	81	86	86	69	72	-46
Bus or coach	1	3	2	1	2	1	-29
Van / Light goods vehicle	5	3	3	4	3	3	-40
HGV	2	1	2	2	1	2	0
All road users	259	156	190	176	156	156	-40
East of England							
Pedestrian	51	37	41	31	30	40	-22
Pedal cycle	15	13	10	10	7	10	-35
Motorcycle	60	48	33	40	39	39	-35
Car	164	93	102	99	92	90	-45
Bus or coach	0	0	1	0	1	1	150
Van / Light goods vehicle	5	3	5	3	5	2	-57
HGV	7	2	3	3	3	3	-55
All road users	305	197	199	187	178	188	-38

RAS30053

Reported fatal casualties by region, road user type, England, 2010-2014 and 2005-09 average

Region	Number of casualties						2014 percentage change on 05-09 avg
	2005-09 average	2010	2011	2012	2013	2014	
London							
Pedestrian	96	58	77	70	65	66	-32
Pedal cycle	17	10	16	14	14	13	-22
Motorcycle	43	28	30	27	22	27	-38
Car	50	29	33	21	26	20	-60
Bus or coach	2	0	1	2	2	0	-100
Van / Light goods vehicle	1	1	0	0	1	2	43
HGV	1	0	1	1	1	0	-100
All road users	211	126	159	135	133	129	-39
South East							
Pedestrian	71	49	50	48	40	62	-12
Pedal cycle	22	19	8	19	14	21	-3
Motorcycle	89	73	52	41	57	46	-48
Car	209	128	132	110	114	105	-50
Bus or coach	2	0	0	3	0	0	-100
Van / Light goods vehicle	7	5	9	7	2	8	8
HGV	10	7	3	3	6	3	-70
All road users	412	284	258	233	235	247	-40
South West							
Pedestrian	44	33	26	35	35	33	-25
Pedal cycle	12	17	10	17	15	8	-35
Motorcycle	58	34	33	39	43	43	-26
Car	147	101	83	105	88	86	-41
Bus or coach	1	0	0	2	0	2	67
Van / Light goods vehicle	3	2	1	2	4	11	267
HGV	2	3	4	3	0	0	-100
All road users	273	192	160	204	190	185	-32
England							
Pedestrian	530	341	386	351	334	377	-29
Pedal cycle	116	102	89	105	91	100	-14
Motorcycle	472	343	305	281	291	280	-41
Car	1,164	690	736	686	637	646	-45
Bus or coach	11	8	6	10	8	6	-44
Van / Light goods vehicle	38	31	26	25	30	32	-17
HGV	33	23	24	21	19	12	-63
All road users	2,387	1,553	1,594	1,491	1,430	1,472	-38

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Source: DfT STATS19
 Last updated: 24 September 2015
 Next update: September 2016

The figures in this table are National Statistics

RAS30053

Reported KSI casualties by region, road user type, England, 2010-2014 and 2005-09 average

Region	Number of casualties						2014 percentage change on 05-09 avg
	2005-09 average	2010	2011	2012	2013	2014	
North East							
Pedestrian	289	226	225	271	238	209	-28
Pedal cycle	95	81	96	101	101	111	17
Motorcycle	210	172	164	157	173	142	-32
Car	410	330	317	333	254	301	-27
Bus or coach	21	22	24	23	14	35	70
Van / Light goods vehicle	20	8	18	16	14	15	-23
HGV	7	8	4	7	2	1	-86
All road users	1,057	858	854	919	802	820	-22
North West							
Pedestrian	968	838	803	797	748	777	-20
Pedal cycle	311	375	368	374	396	448	44
Motorcycle	666	557	619	611	586	677	2
Car	1,427	963	1,036	881	833	968	-32
Bus or coach	34	55	23	36	51	21	-38
Van / Light goods vehicle	43	30	24	27	39	33	-24
HGV	35	27	26	22	20	15	-58
All road users	3,513	2,867	2,922	2,764	2,697	2,968	-16
Yorkshire and The Humber							
Pedestrian	700	580	577	618	534	571	-18
Pedal cycle	256	257	280	310	340	356	39
Motorcycle	613	475	519	530	547	523	-15
Car	1,323	953	869	858	861	830	-37
Bus or coach	37	39	36	28	47	28	-23
Van / Light goods vehicle	51	29	38	43	33	25	-51
HGV	32	20	15	21	19	20	-38
All road users	3,038	2,379	2,366	2,434	2,399	2,387	-21
East Midlands							
Pedestrian	425	346	406	374	325	375	-12
Pedal cycle	198	195	244	238	227	260	32
Motorcycle	569	467	513	439	416	473	-17
Car	1,187	973	917	936	827	866	-27
Bus or coach	18	15	11	15	11	18	-2
Van / Light goods vehicle	56	39	34	38	37	31	-45
HGV	38	18	24	16	19	25	-34
All road users	2,512	2,076	2,167	2,076	1,879	2,061	-18
West Midlands							
Pedestrian	634	497	533	519	499	491	-23
Pedal cycle	159	179	210	197	192	204	28
Motorcycle	475	332	429	379	394	419	-12
Car	1,060	772	761	748	645	724	-32
Bus or coach	31	21	20	16	13	12	-61
Van / Light goods vehicle	43	34	35	35	29	34	-21
HGV	26	15	12	13	6	15	-41
All road users	2,444	1,860	2,020	1,932	1,798	1,916	-22
East of England							
Pedestrian	476	430	423	440	371	418	-12
Pedal cycle	257	266	292	290	290	293	14
Motorcycle	734	614	572	560	561	610	-17
Car	1,509	1,116	1,026	1,062	1,013	945	-37
Bus or coach	16	19	17	9	22	27	73
Van / Light goods vehicle	60	45	32	34	47	52	-13
HGV	49	34	28	27	31	27	-45
All road users	3,125	2,546	2,412	2,460	2,369	2,399	-23

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Reported KSI casualties by region, road user type, England, 2010-2014 and 2005-09 average

Region	Number of casualties						2014 percentage change on 05-09 avg
	2005-09 average	2010	2011	2012	2013	2014	
London							
Pedestrian	1,217	913	980	1,124	839	781	-36
Pedal cycle	421	468	571	673	489	433	3
Motorcycle	793	616	600	630	511	526	-34
Car	987	747	535	471	359	331	-66
Bus or coach	140	98	86	94	91	71	-49
Van / Light goods vehicle	40	24	25	22	23	19	-53
HGV	13	4	5	3	5	2	-84
All road users	3,630	2,889	2,810	3,022	2,327	2,170	-40
South East							
Pedestrian	735	732	769	741	727	788	7
Pedal cycle	419	481	607	628	713	820	96
Motorcycle	1,056	907	1,139	953	1,001	1,115	6
Car	1,911	1,527	1,546	1,461	1,509	1,667	-13
Bus or coach	39	49	32	37	42	31	-20
Van / Light goods vehicle	75	55	69	63	73	78	4
HGV	51	35	25	32	32	32	-37
All road users	4,317	3,820	4,221	3,951	4,131	4,558	6
South West							
Pedestrian	379	330	375	382	416	371	-2
Pedal cycle	192	256	243	269	241	287	49
Motorcycle	552	443	487	493	459	511	-7
Car	1,112	850	774	851	794	868	-22
Bus or coach	15	15	15	15	10	20	35
Van / Light goods vehicle	32	36	13	31	27	58	79
HGV	21	15	13	13	11	10	-53
All road users	2,323	1,960	1,945	2,072	1,985	2,146	-8
England							
Pedestrian	5,825	4,892	5,091	5,266	4,697	4,781	-18
Pedal cycle	2,307	2,558	2,911	3,080	2,989	3,212	39
Motorcycle	5,667	4,583	5,042	4,752	4,648	4,996	-12
Car	10,926	8,231	7,781	7,601	7,095	7,500	-31
Bus or coach	349	333	264	273	301	263	-25
Van / Light goods vehicle	421	300	288	309	322	345	-18
HGV	272	176	152	154	145	147	-46
All road users	25,958	21,255	21,717	21,630	20,387	21,425	-17

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[Notes & Definitions](#)

Source: DfT STATS19

Last updated: 24 September 2015

Next update: September 2016

The figures in this table are National Statistics

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Reported casualties by region, road user type, England, 2010-2014 and 2005-09 average

Region	Number of casualties						2014 percentage change on 05-09 avg
	2005-09 average	2010	2011	2012	2013	2014	
North East							
Pedestrian	1,226	1,003	968	1,014	962	874	-29
Pedal cycle	544	546	616	610	619	650	19
Motorcycle	636	496	530	493	492	452	-29
Car	6,722	5,487	5,007	4,893	4,294	4,780	-29
Bus or coach	444	524	556	454	407	546	23
Van / Light goods vehicle	258	238	255	239	204	225	-13
HGV	65	48	41	55	42	35	-46
All road users	9,935	8,403	8,028	7,799	7,062	7,600	-24
North West							
Pedestrian	4,097	3,230	3,193	3,156	2,909	2,832	-31
Pedal cycle	1,908	1,941	2,114	1,966	1,901	2,161	13
Motorcycle	2,126	1,697	1,837	1,796	1,646	1,770	-17
Car	21,570	16,489	14,830	13,609	11,949	12,763	-41
Bus or coach	982	806	731	568	483	416	-58
Van / Light goods vehicle	665	445	437	368	426	459	-31
HGV	263	172	154	123	122	129	-51
All road users	31,807	25,006	23,485	21,807	19,570	20,685	-35
Yorkshire and The Humber							
Pedestrian	2,840	2,416	2,392	2,404	2,172	2,286	-20
Pedal cycle	1,395	1,391	1,578	1,676	1,766	1,917	37
Motorcycle	1,800	1,444	1,631	1,527	1,547	1,529	-15
Car	15,671	13,124	12,312	11,861	10,754	11,135	-29
Bus or coach	903	704	749	653	557	529	-41
Van / Light goods vehicle	482	415	370	458	364	434	-10
HGV	237	171	133	128	140	148	-38
All road users	23,470	19,803	19,297	18,865	17,395	18,098	-23
East Midlands							
Pedestrian	1,903	1,703	1,752	1,680	1,531	1,659	-13
Pedal cycle	1,201	1,192	1,334	1,275	1,256	1,417	18
Motorcycle	1,772	1,416	1,539	1,396	1,319	1,397	-21
Car	12,804	11,196	10,479	10,173	9,649	9,611	-25
Bus or coach	362	393	404	284	297	278	-23
Van / Light goods vehicle	530	433	429	406	430	388	-27
HGV	233	150	143	124	137	134	-43
All road users	18,926	16,615	16,222	15,461	14,702	14,992	-21
West Midlands							
Pedestrian	2,888	2,305	2,258	2,092	2,076	2,183	-24
Pedal cycle	1,244	1,165	1,335	1,248	1,264	1,383	11
Motorcycle	1,809	1,320	1,454	1,366	1,328	1,463	-19
Car	16,136	13,186	11,618	10,717	10,220	11,035	-32
Bus or coach	561	393	301	287	229	304	-46
Van / Light goods vehicle	567	481	454	445	423	480	-15
HGV	217	146	111	111	91	134	-38
All road users	23,542	19,093	17,645	16,361	15,726	17,077	-27
East of England							
Pedestrian	2,027	1,810	1,936	1,881	1,700	1,828	-10
Pedal cycle	1,678	1,544	1,689	1,706	1,752	1,894	13
Motorcycle	2,334	1,840	1,995	1,786	1,748	1,915	-18
Car	16,427	13,300	12,733	12,420	11,118	12,219	-26
Bus or coach	273	247	283	209	176	284	4
Van / Light goods vehicle	611	475	456	464	457	553	-9
HGV	308	189	185	175	165	174	-44
All road users	23,794	19,539	19,424	18,784	17,238	18,966	-20

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Reported casualties by region, road user type, England, 2010-2014 and 2005-09 average

Region	Number of casualties						2014 percentage change on 05-09 avg
	2005-09 average	2010	2011	2012	2013	2014	
London							
Pedestrian	5,438	5,398	5,447	5,272	5,186	5,617	3
Pedal cycle	3,140	4,010	4,498	4,619	4,625	5,150	64
Motorcycle	4,602	4,344	4,681	4,653	4,508	5,237	14
Car	13,841	13,085	12,439	12,298	10,784	12,494	-10
Bus or coach	1,574	1,403	1,470	1,330	1,473	1,589	1
Van / Light goods vehicle	485	516	570	539	515	587	21
HGV	95	83	75	49	58	65	-32
All road users	29,280	28,937	29,291	28,822	27,238	30,837	5
South East							
Pedestrian	3,380	3,044	3,239	2,950	2,926	3,172	-6
Pedal cycle	2,667	2,663	3,108	3,059	3,336	3,605	35
Motorcycle	3,701	2,985	3,349	3,111	3,030	3,295	-11
Car	24,083	20,520	20,221	19,937	18,889	19,484	-19
Bus or coach	696	682	641	556	480	510	-27
Van / Light goods vehicle	794	666	741	764	724	855	8
HGV	362	247	233	254	260	232	-36
All road users	35,892	30,964	31,684	30,765	29,776	31,285	-13
South West							
Pedestrian	2,211	1,817	1,802	1,813	1,775	1,636	-26
Pedal cycle	1,487	1,505	1,597	1,560	1,537	1,656	11
Motorcycle	2,215	1,655	1,715	1,691	1,676	1,739	-21
Car	14,258	11,145	10,747	10,003	9,331	9,540	-33
Bus or coach	383	308	313	300	242	323	-16
Van / Light goods vehicle	363	334	295	319	355	386	6
HGV	187	126	117	114	106	129	-31
All road users	21,246	17,009	16,705	15,919	15,137	15,489	-27
England							
Pedestrian	26,009	22,726	22,987	22,262	21,237	22,087	-15
Pedal cycle	15,264	15,957	17,869	17,719	18,056	19,833	30
Motorcycle	20,995	17,197	18,731	17,819	17,294	18,797	-10
Car	141,512	117,532	110,386	105,911	96,988	103,061	-27
Bus or coach	6,177	5,460	5,448	4,641	4,344	4,779	-23
Van / Light goods vehicle	4,756	4,003	4,007	4,002	3,898	4,367	-8
HGV	1,967	1,332	1,192	1,133	1,121	1,180	-40
All road users	217,892	185,369	181,781	174,583	163,844	175,029	-20

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Next update: September 2016

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Reported casualties by county, lower tier local authority, severity, child KSI and all ages, England, 2014

1974 Metropolitan/ non metropolitan county	Local authority (Borough/District/UA)		Number of casualties						
	ONS Code	Name	Killed	Serious	KSI	Child KSI	Slight	All Casualties	
Avon	E0600022	Bath and North East Somerset	6	43	49	1	330	379	
	E0600023	Bristol, City of	8	112	120	13	1,081	1,201	
	E0600024	North Somerset	1	50	51	3	458	509	
	E0600025	South Gloucestershire	6	53	59	5	496	555	
Bedfordshire	E0600055	Bedford	6	69	75	4	486	561	
	E0600056	Central Bedfordshire	7	103	110	4	854	964	
	E0600032	Luton	4	46	50	5	565	615	
Berkshire	E0600036	Bracknell Forest	1	25	26	0	230	256	
	E0600038	Reading	4	40	44	0	387	431	
	E0600039	Slough	2	47	49	5	566	615	
	E0600037	West Berkshire	7	61	68	3	386	454	
	E0600040	Windsor and Maidenhead	2	58	60	1	398	458	
Buckinghamshire	E0600041	Wokingham	3	46	49	6	310	359	
	E0700004	Aylesbury Vale	7	71	78	11	448	526	
	E0700005	Chiltern	3	29	32	2	154	186	
	E0600042	Milton Keynes	11	94	105	7	944	1,049	
	E0700006	South Bucks	7	59	66	1	283	349	
Cambridgeshire	E0700007	Wycombe	4	56	60	3	406	466	
	E0700008	Cambridge	0	60	60	1	364	424	
	E0700009	East Cambridgeshire	6	41	47	1	200	247	
	E0700010	Fenland	6	54	60	8	269	329	
	E0700011	Huntingdonshire	9	61	70	2	458	528	
Cheshire	E0600031	Peterborough	4	71	75	9	601	676	
	E0700012	South Cambridgeshire	5	78	83	5	438	521	
	E0600049	Cheshire East	11	214	225	7	1,113	1,338	
	E0600050	Cheshire West and Chester	12	179	191	9	945	1,136	
	E0600006	Halton	6	45	51	4	325	376	
Cleveland	E0600007	Warrington	5	76	81	7	636	717	
	E0600001	Hartlepool	2	23	25	1	184	209	
	E0600002	Middlesbrough	2	34	36	7	341	377	
Cornwall	E0600003	Redcar and Cleveland	2	46	48	6	227	275	
	E0600004	Stockton-on-Tees	1	49	50	8	343	393	
	E0600052	Cornwall	25	228	253	11	1,654	1,907	
	E0600053	Isles of Scilly	0	1	1	0	2	3	
Cumbria	E0700026	Allerdale	7	37	44	2	351	395	
	E0700027	Barrow-in-Furness	3	20	23	3	174	197	
	E0700028	Carlisle	1	33	34	3	375	409	
	E0700029	Copeland	3	26	29	2	260	289	
	E0700030	Eden	3	43	46	2	208	254	
	E0700031	South Lakeland	8	47	55	1	333	388	
	E0700032	Amber Valley	1	56	57	8	259	316	
	E0700033	Bolsover	0	35	35	6	213	248	
Derbyshire	E0700034	Chesterfield	1	34	35	1	208	243	
	E0600015	Derby	6	100	106	11	752	858	
	E0700035	Derbyshire Dales	8	70	78	1	208	286	
	E0700036	Erewash	1	49	50	5	245	295	
	E0700037	High Peak	7	62	69	3	236	305	
	E0700038	North East Derbyshire	6	39	45	2	292	337	
	E0700039	South Derbyshire	6	41	47	1	235	282	
	Devon	E0700040	East Devon	5	68	73	4	349	422
		E0700041	Exeter	4	35	39	4	227	266
		E0700042	Mid Devon	1	20	21	2	161	182
E0700043		North Devon	5	55	60	3	296	356	
E0600026		Plymouth	3	82	85	5	707	792	
E0700044		South Hams	4	36	40	2	312	352	
E0700045		Teignbridge	3	44	47	2	414	461	
E0600027		Torbay	1	42	43	3	320	363	
E0700046		Torridge	0	27	27	4	171	198	
E0700047		West Devon	1	31	32	1	158	190	
Dorset	E0600028	Bournemouth	1	69	70	5	552	622	
	E0700048	Christchurch	0	21	21	0	94	115	
	E0700049	East Dorset	2	49	51	2	257	308	
	E0700050	North Dorset	3	35	38	3	115	153	
	E0600029	Poole	2	79	81	6	426	507	
	E0700051	Purbeck	3	46	49	0	128	177	
	E0700052	West Dorset	5	50	55	5	329	384	
E0700053	Weymouth and Portland	3	22	25	4	114	139		

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Reported casualties by county, lower tier local authority, severity, child KSI and all ages, England, 2014

1974 Metropolitan/ non metropolitan county	Local authority (Borough/District/UA)		Number of casualties					
	ONS Code	Name	Killed	Serious	KSI	Child KSI	Slight	All Casualties
Durham	E06000047	County Durham	17	165	182	23	1,403	1,585
	E06000005	Darlington	3	23	26	2	296	322
East Sussex	E06000043	Brighton and Hove	2	156	158	9	829	987
	E07000061	Eastbourne	1	54	55	6	252	307
	E07000062	Hastings	1	50	51	4	219	270
	E07000063	Lewes	3	64	67	2	270	337
	E07000064	Rother	4	86	90	5	349	439
Essex	E07000065	Wealden	7	120	127	5	489	616
	E07000066	Basildon	3	72	75	7	549	624
	E07000067	Braintree	8	59	67	3	344	411
	E07000068	Brentwood	2	35	37	2	222	259
	E07000069	Castle Point	1	27	28	1	208	236
	E07000070	Chelmsford	5	62	67	4	383	450
	E07000071	Colchester	1	71	72	8	447	519
	E07000072	Epping Forest	5	93	98	4	527	625
	E07000073	Harlow	0	15	15	1	177	192
	E07000074	Maldon	4	25	29	3	152	181
	E07000075	Rochford	1	33	34	0	193	227
	E06000033	Southend-on-Sea	2	80	82	10	522	604
	E07000076	Tendring	3	47	50	3	322	372
	E06000034	Thurrock	1	53	54	6	474	528
	E07000077	Uttlesford	2	47	49	1	207	256
Gloucestershire	E07000078	Cheltenham	1	33	34	2	125	159
	E07000079	Cotswold	10	38	48	1	205	253
	E07000080	Forest of Dean	6	28	34	2	130	164
	E07000081	Gloucester	1	36	37	5	163	200
	E07000082	Stroud	4	39	43	5	195	238
E07000083	Tewkesbury	7	21	28	1	126	154	
Greater London	E09000001	City of London	4	51	55	1	335	390
	E09000002	Barking and Dagenham	2	38	40	9	609	649
	E09000003	Barnet	5	93	98	12	1,178	1,276
	E09000004	Bexley	1	23	24	6	532	556
	E09000005	Brent	2	83	85	6	982	1,067
	E09000006	Bromley	3	47	50	6	818	868
	E09000007	Camden	3	67	70	1	967	1,037
	E09000008	Croydon	9	62	71	2	1,043	1,114
	E09000009	Ealing	1	80	81	3	1,209	1,290
	E09000010	Enfield	4	48	52	4	951	1,003
	E09000011	Greenwich	4	36	40	5	730	770
	E09000012	Hackney	7	53	60	4	960	1,020
	E09000013	Hammersmith and Fulham	3	66	69	3	694	763
	E09000014	Haringey	4	81	85	9	1,015	1,100
	E09000015	Harrow	3	48	51	7	542	593
	E09000016	Havering	4	42	46	3	727	773
	E09000017	Hillingdon	4	80	84	10	860	944
	E09000018	Hounslow	3	59	62	5	1,001	1,063
	E09000019	Islington	1	92	93	3	875	968
	E09000020	Kensington and Chelsea	2	67	69	4	721	790
	E09000021	Kingston upon Thames	2	37	39	1	435	474
	E09000022	Lambeth	9	89	98	3	1,294	1,392
	E09000023	Lewisham	7	56	63	7	976	1,039
	E09000024	Merton	3	47	50	12	567	617
	E09000025	Newham	5	59	64	9	901	965
	E09000026	Redbridge	4	44	48	3	951	999
	E09000027	Richmond upon Thames	3	51	54	2	555	609
	E09000028	Southwark	5	64	69	4	1,045	1,114
	E09000029	Sutton	4	25	29	3	391	420
	E09000030	Tower Hamlets	8	80	88	2	1,133	1,221
	E09000031	Waltham Forest	2	59	61	9	891	952
	E09000032	Wandsworth	0	81	81	4	1,043	1,124
	E09000033	Westminster	6	132	138	4	1,687	1,825
Greater Manchester		London Airport (Heathrow)	2	1	3	0	49	52
	E08000001	Bolton	7	84	91	11	541	632
	E08000002	Bury	0	31	31	4	301	332
	E08000003	Manchester	15	154	169	16	1,230	1,399
	E08000004	Oldham	5	63	68	15	479	547
	E08000005	Rochdale	5	66	71	8	407	478
	E08000006	Salford	4	59	63	10	486	549
	E08000007	Stockport	6	58	64	7	341	405
	E08000008	Tameside	6	47	53	8	360	413
	E08000009	Trafford	2	43	45	7	387	432
E08000010	Wigan	4	58	62	15	386	448	

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Reported casualties by county, lower tier local authority, severity, child KSI and all ages, England, 2014

1974 Metropolitan/ non metropolitan county	Local authority (Borough/District/UA)		Number of casualties						
	ONS Code	Name	Killed	Serious	KSI	Child KSI	Slight	All Casualties	
Hampshire	E07000084	Basingstoke and Deane	2	99	101	8	330	431	
	E07000085	East Hampshire	3	71	74	4	242	316	
	E07000086	Eastleigh	2	50	52	5	290	342	
	E07000087	Fareham	2	56	58	1	272	330	
	E07000088	Gosport	0	44	44	5	125	169	
	E07000089	Hart	6	52	58	3	203	261	
	E07000090	Havant	1	50	51	6	222	273	
	E07000091	New Forest	8	106	114	2	447	561	
	E06000044	Portsmouth	1	96	97	9	596	693	
	E07000092	Rushmoor	1	36	37	3	199	236	
	E06000045	Southampton	1	123	124	16	688	812	
	E07000093	Test Valley	4	83	87	7	297	384	
	E07000094	Winchester	9	88	97	4	343	440	
	Hereford and Worcester	E06000019	Herefordshire, County of	13	70	83	4	477	560
E07000234		Bromsgrove	3	18	21	0	194	215	
E07000235		Malvern Hills	1	24	25	1	214	239	
E07000236		Redditch	0	15	15	2	117	132	
E07000237		Worcester	3	16	19	1	187	206	
E07000238		Wychavon	4	47	51	2	283	334	
E07000239		Wyre Forest	1	33	34	2	223	257	
Hertfordshire	E07000095	Broxbourne	4	24	28	3	255	283	
	E07000096	Dacorum	3	33	36	3	308	344	
	E07000242	East Hertfordshire	3	40	43	3	324	367	
	E07000098	Hertsmere	5	43	48	2	529	577	
	E07000099	North Hertfordshire	7	55	62	5	338	400	
	E07000240	St. Albans	3	49	52	3	403	455	
	E07000243	Stevenage	2	18	20	4	202	222	
	E07000102	Three Rivers	2	32	34	5	260	294	
	E07000103	Watford	1	23	24	3	273	297	
	E07000241	Welwyn Hatfield	4	40	44	5	407	451	
Humberside	E06000011	East Riding of Yorkshire	17	171	188	13	1,023	1,211	
	E06000010	Kingston upon Hull, City of	2	113	115	16	902	1,017	
	E06000012	North East Lincolnshire	4	82	86	16	643	729	
	E06000013	North Lincolnshire	6	92	98	13	707	805	
Isle of Wight	E06000046	Isle of Wight	3	66	69	6	358	427	
Kent	E07000105	Ashford	6	67	73	11	418	491	
	E07000106	Canterbury	3	56	59	3	475	534	
	E07000107	Dartford	1	42	43	6	616	659	
	E07000108	Dover	4	32	36	3	330	366	
	E07000109	Gravesham	3	30	33	3	338	371	
	E07000110	Maidstone	6	68	74	3	682	756	
	E06000035	Medway	1	56	57	7	788	845	
	E07000111	Sevenoaks	7	66	73	6	474	547	
	E07000112	Shepway	4	49	53	6	352	405	
	E07000113	Swale	6	56	62	7	526	588	
	E07000114	Thanet	1	47	48	2	509	557	
	E07000115	Tonbridge and Malling	3	42	45	4	502	547	
	E07000116	Tunbridge Wells	5	54	59	7	423	482	
	Lancashire	E06000008	Blackburn with Darwen	3	73	76	19	477	553
		E06000009	Blackpool	0	51	51	9	509	560
E07000117		Burnley	5	47	52	7	317	369	
E07000118		Chorley	6	65	71	4	354	425	
E07000119		Fylde	5	45	50	5	257	307	
E07000120		Hyndburn	6	48	54	7	249	303	
E07000121		Lancaster	3	111	114	5	409	523	
E07000122		Pendle	1	47	48	11	220	268	
E07000123		Preston	3	76	79	11	563	642	
E07000124		Ribble Valley	1	42	43	3	143	186	
E07000125		Rossendale	1	39	40	7	179	219	
E07000126		South Ribble	4	54	58	1	332	390	
E07000127		West Lancashire	3	68	71	3	352	423	
E07000128		Wyre	2	50	52	5	260	312	
Leicestershire	E07000129	Blaby	2	36	38	6	309	347	
	E07000130	Charnwood	7	50	57	7	342	399	
	E07000131	Harborough	7	27	34	2	235	269	
	E07000132	Hinckley and Bosworth	5	34	39	4	246	285	
	E06000016	Leicester	4	96	100	19	1,108	1,208	
	E07000133	Melton	2	30	32	1	138	170	
	E07000134	North West Leicestershire	2	39	41	1	299	340	
	E07000135	Oadby and Wigston	1	8	9	2	96	105	
	E06000017	Rutland	6	18	24	0	93	117	

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Reported casualties by county, lower tier local authority, severity, child KSI and all ages, England, 2014

1974 Metropolitan/ non metropolitan county	Local authority (Borough/District/UA)		Number of casualties					
	ONS Code	Name	Killed	Serious	KSI	Child KSI	Slight	All Casualties
Lincolnshire	E07000136	Boston	3	34	37	4	251	288
	E07000137	East Lindsey	17	95	112	5	637	749
	E07000138	Lincoln	0	37	37	4	319	356
	E07000139	North Kesteven	6	43	49	2	440	489
	E07000140	South Holland	6	47	53	3	346	399
	E07000141	South Kesteven	3	49	52	5	403	455
	E07000142	West Lindsey	7	51	58	1	321	379
Merseyside	E08000011	Knowsley	5	53	58	8	350	408
	E08000012	Liverpool	8	246	254	31	1,564	1,818
	E08000014	Sefton	5	89	94	9	580	674
	E08000013	St. Helens	3	64	67	10	371	438
	E08000015	Wirral	6	134	140	20	593	733
Norfolk	E07000143	Breckland	8	52	60	3	294	354
	E07000144	Broadland	3	53	56	6	326	382
	E07000145	Great Yarmouth	2	30	32	5	199	231
	E07000146	King's Lynn and West Norfolk	11	59	70	5	394	464
	E07000147	North Norfolk	4	36	40	3	192	232
	E07000148	Norwich	0	50	50	3	421	471
	E07000149	South Norfolk	11	60	71	1	373	444
North Yorkshire	E07000163	Craven	9	49	58	0	162	220
	E07000164	Hambleton	7	60	67	0	329	396
	E07000165	Harrogate	7	101	108	8	496	604
	E07000166	Richmondshire	4	49	53	4	201	254
	E07000167	Ryedale	5	45	50	3	179	229
	E07000168	Scarborough	2	40	42	5	249	291
	E07000169	Selby	6	47	53	7	211	264
	E06000014	York	5	70	75	2	508	583
Northamptonshire	E07000150	Corby	5	19	24	4	87	111
	E07000151	Daventry	4	63	67	5	182	249
	E07000152	East Northamptonshire	1	19	20	4	134	154
	E07000153	Kettering	5	34	39	6	203	242
	E07000154	Northampton	3	73	76	8	407	483
	E07000155	South Northamptonshire	2	55	57	1	222	279
	E07000156	Wellingborough	1	33	34	5	146	180
Northumberland	E06000057	Northumberland	15	144	159	7	927	1,086
Nottinghamshire	E07000170	Ashfield	3	46	49	7	345	394
	E07000171	Bassetlaw	5	41	46	2	309	355
	E07000172	Broxtowe	2	42	44	5	280	324
	E07000173	Gedling	7	38	45	0	271	316
	E07000174	Mansfield	3	30	33	1	313	346
	E07000175	Newark and Sherwood	6	69	75	2	368	443
	E06000018	Nottingham	4	103	107	11	1,129	1,236
	E07000176	Rushcliffe	4	47	51	3	304	355
	E07000177	Cherwell	4	94	98	3	492	590
Oxfordshire	E07000178	Oxford	2	74	76	4	455	531
	E07000179	South Oxfordshire	7	61	68	5	295	363
	E07000180	Vale of White Horse	8	54	62	6	321	383
	E07000181	West Oxfordshire	5	69	74	4	260	334
	Shropshire	E06000051	Shropshire	15	125	140	10	695	835
E06000020		Telford and Wrekin	3	37	40	3	359	399
Somerset	E07000187	Mendip	9	42	51	1	271	322
	E07000188	Sedgemoor	9	36	45	3	330	375
	E07000189	South Somerset	9	61	70	1	422	492
	E07000190	Taunton Deane	5	28	33	2	284	317
	E07000191	West Somerset	1	18	19	1	98	117
South Yorkshire	E08000016	Barnsley	2	80	82	9	750	832
	E08000017	Doncaster	10	98	108	14	1,129	1,237
	E08000018	Rotherham	6	87	93	11	730	823
	E08000019	Sheffield	8	178	186	16	1,479	1,665
Staffordshire	E07000192	Cannock Chase	2	14	16	1	304	320
	E07000193	East Staffordshire	4	20	24	1	457	481
	E07000194	Lichfield	5	15	20	0	376	396
	E07000195	Newcastle-under-Lyme	5	22	27	2	374	401
	E07000196	South Staffordshire	2	25	27	4	486	513
	E07000197	Stafford	3	28	31	4	448	479
	E07000198	Staffordshire Moorlands	3	19	22	3	288	310
	E06000021	Stoke-on-Trent	5	39	44	4	814	858
	E07000199	Tamworth	0	12	12	2	171	183

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Reported casualties by county, lower tier local authority, severity, child KSI and all ages, England, 2014

1974 Metropolitan/ non metropolitan county	Local authority (Borough/District/UA)		Number of casualties					
	ONS Code	Name	Killed	Serious	KSI	Child KSI	Slight	All Casualties
Suffolk	E07000200	Babergh	5	24	29	2	385	414
	E07000201	Forest Heath	5	28	33	1	208	241
	E07000202	Ipswich	3	41	44	7	367	411
	E07000203	Mid Suffolk	3	31	34	1	232	266
	E07000204	St. Edmundsbury	8	28	36	0	265	301
	E07000205	Suffolk Coastal	4	36	40	2	373	413
	E07000206	Waveney	2	24	26	3	277	303
Surrey	E07000207	Elmbridge	1	60	61	3	404	465
	E07000208	Epsom and Ewell	4	31	35	1	194	229
	E07000209	Guildford	8	121	129	8	678	807
	E07000210	Mole Valley	4	62	66	4	388	454
	E07000211	Reigate and Banstead	2	70	72	4	583	655
	E07000212	Runnymede	3	57	60	4	529	589
	E07000213	Spelthorne	5	45	50	4	419	469
	E07000214	Surrey Heath	1	55	56	4	342	398
	E07000215	Tandridge	4	86	90	0	416	506
	E07000216	Waverley	5	71	76	3	397	473
	E07000217	Woking	1	39	40	0	323	363
Tyne and Wear	E08000037	Gateshead	4	53	57	5	642	699
	E08000021	Newcastle upon Tyne	1	78	79	14	839	918
	E08000022	North Tyneside	7	40	47	8	508	555
	E08000023	South Tyneside	1	35	36	5	352	388
	E08000024	Sunderland	2	73	75	13	718	793
Warwickshire	E07000218	North Warwickshire	6	41	47	2	348	395
	E07000219	Nuneaton and Bedworth	1	58	59	6	325	384
	E07000220	Rugby	7	60	67	5	421	488
	E07000221	Stratford-upon-Avon	12	86	98	5	466	564
	E07000222	Warwick	2	42	44	2	386	430
West Midlands	E08000025	Birmingham	10	383	393	49	3,191	3,584
	E08000026	Coventry	12	110	122	14	705	827
	E08000027	Dudley	6	82	88	9	534	622
	E08000028	Sandwell	10	112	122	20	788	910
	E08000029	Solihull	5	42	47	5	333	380
	E08000030	Walsall	10	92	102	15	628	730
	E08000031	Wolverhampton	3	73	76	12	569	645
West Sussex	E07000223	Adur	0	32	32	3	180	212
	E07000224	Arun	4	71	75	6	383	458
	E07000225	Chichester	6	81	87	5	397	484
	E07000226	Crawley	3	46	49	6	299	348
	E07000227	Horsham	3	75	78	3	329	407
	E07000228	Mid Sussex	3	90	93	3	434	527
	E07000229	Worthing	2	66	68	4	244	312
West Yorkshire	E08000032	Bradford	14	190	204	28	1,548	1,752
	E08000033	Calderdale	6	93	99	10	524	623
	E08000034	Kirklees	9	159	168	23	941	1,109
	E08000035	Leeds	21	313	334	31	2,198	2,532
	E08000036	Wakefield	8	112	120	11	802	922
	E06000030	Swindon	2	67	69	3	481	550
Wiltshire	E06000054	Wiltshire	29	216	245	14	1,362	1,607

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Source: DfT STATS19

Last updated: 24 September 2015

Next update: September 2016

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RAS30059

Reported road accident casualties by severity, Great Britain 1979 - 2014

Year	Killed		Seriously injured	KSI ¹		Slightly injured	All severities	Traffic ²	Casualty rate ²		
	All	of which children		All	of which children				KSI ¹	Slight	All severities
2005-2009 average	2,816	127	27,225	30,041	3,067	216,010	246,050	313	96	690	786
1979	6,352	636	80,544	86,896	12,458	247,617	334,513	162	537	1530	2067
1980	5,953	533	78,906	84,859	12,087	241,873	326,732	172	493	1405	1898
1981	5,846	571	78,259	84,105	11,674	240,735	324,840	175	479	1372	1852
1982	5,937	536	79,745	85,682	11,819	248,649	334,331	181	474	1376	1850
1983	5,445	605	70,623	76,068	11,743	232,516	308,584	183	416	1271	1687
1984	5,599	588	73,059	78,658	12,041	245,656	324,314	192	409	1278	1687
1985	5,165	515	70,980	76,145	11,129	241,379	317,524	196	388	1230	1619
1986	5,385	450	68,757	74,142	10,071	247,347	321,489	206	361	1204	1564
1987	5,125	466	64,293	69,418	9,553	242,055	311,473	221	314	1094	1407
1988	5,052	462	63,491	68,543	9,371	253,762	322,305	237	290	1072	1362
1989	5,373	440	63,158	68,531	9,405	273,061	341,592	256	268	1066	1334
1990	5,217	417	60,441	65,658	9,287	275,483	341,141	259	254	1066	1319
1991	4,568	377	51,618	56,186	8,061	255,182	311,368	259	217	985	1202
1992	4,229	310	49,256	53,485	7,744	257,268	310,753	259	206	993	1200
1993	3,814	306	45,020	48,834	6,976	257,301	306,135	259	189	995	1183
1994	3,650	299	46,540	50,190	7,525	265,169	315,359	264	190	1003	1193
1995	3,621	270	45,533	49,154	7,253	261,533	310,687	270	182	970	1152
1996	3,598	270	44,499	48,097	6,989	272,481	320,578	277	174	985	1159
1997	3,599	255	42,984	46,583	6,452	281,220	327,803	282	165	996	1161
1998	3,421	206	40,834	44,255	6,079	280,957	325,212	287	154	978	1132
1999	3,423	221	39,122	42,545	5,699	277,765	320,310	293	145	949	1094
2000	3,409	191	38,155	41,564	5,202	278,719	320,283	293	142	952	1094
2001	3,450	219	37,110	40,560	4,988	272,749	313,309	296	137	921	1057
2002	3,431	179	35,976	39,407	4,596	263,198	302,605	303	130	868	998
2003	3,508	171	33,707	37,215	4,100	253,392	290,607	305	122	830	952
2004	3,221	166	31,130	34,351	3,905	246,489	280,840	309	111	796	907
2005	3,201	141	28,954	32,155	3,472	238,862	271,017	310	104	772	875
2006	3,172	169	28,673	31,845	3,294	226,559	258,404	314	101	721	823
2007	2,946	121	27,774	30,720	3,090	217,060	247,780	317	97	686	783
2008	2,538	124	26,034	28,572	2,807	202,333	230,905	314	91	645	736
2009	2,222	81	24,690	26,912	2,671	195,234	222,146	311	87	628	714
2010	1,850	55	22,660	24,510	2,502	184,138	208,648	306	80	601	681
2011	1,901	60	23,122	25,023	2,412	178,927	203,950	307	82	583	665
2012	1,754	61	23,039	24,793	2,272	170,930	195,723	306	81	559	640
2013	1,713	48	21,657	23,370	1,980	160,300	183,670	307	76	522	599
2014	1,775	53	22,807	24,582	2,082	169,895	194,477	314	78	541	619

1 Killed or seriously injured.

2 Traffic in billion vehicle miles; rates per billion vehicle miles.

Source: DfT STATS19, DfT National Road Traffic Survey

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Next update: September 2016

RAS30060

Reported fatalities by road user type, Great Britain 1979 - 2014

	Pedestrians	Pedal cyclists	Motorcycle rider/passenger	Car occupant	Bus or coach occupant	Van/Light goods veh occupant	HGV Occupant	Other vehicle occupant	All road users	
									All	of which children
2005-09 average	613	130	544	1,407	12	49	37	25	2,816	127
1979	2,118	320	1,160	2,429	34	158	108	25	6,352	636
1980	1,941	302	1,163	2,278	29	140	70	30	5,953	533
1981	1,874	310	1,131	2,287	20	141	62	21	5,846	571
1982	1,869	294	1,091	2,443	33	117	67	23	5,937	536
1983	1,914	323	963	2,019	38	102	59	27	5,445	605
1984	1,868	345	967	2,179	37	111	75	17	5,599	588
1985	1,789	286	796	2,061	32	113	74	14	5,165	515
1986	1,841	271	762	2,233	24	157	83	14	5,385	450
1987	1,703	280	723	2,206	15	111	75	12	5,125	466
1988	1,753	227	670	2,142	17	146	73	24	5,052	462
1989	1,706	294	683	2,426	20	144	82	18	5,373	440
1990	1,694	256	659	2,371	19	129	67	22	5,217	417
1991	1,496	242	548	2,053	25	119	65	20	4,568	377
1992	1,347	204	469	1,978	19	117	70	25	4,229	310
1993	1,241	186	427	1,760	35	91	59	15	3,814	306
1994	1,124	172	444	1,764	21	64	41	20	3,650	299
1995	1,038	213	445	1,749	35	69	57	15	3,621	270
1996	997	203	440	1,806	11	61	63	17	3,598	270
1997	973	183	509	1,795	14	64	45	16	3,599	255
1998	906	158	498	1,696	18	67	60	18	3,421	206
1999	870	172	547	1,687	11	65	52	19	3,423	221
2000	857	127	605	1,665	15	66	55	19	3,409	191
2001	826	138	583	1,749	14	64	54	22	3,450	219
2002	775	130	609	1,747	19	70	63	18	3,431	179
2003	774	114	693	1,769	11	72	44	31	3,508	171
2004	671	134	585	1,671	20	62	47	31	3,221	166
2005	671	148	569	1,675	9	54	55	20	3,201	141
2006	675	146	599	1,612	19	52	39	30	3,172	169
2007	646	136	588	1,432	12	58	52	22	2,946	121
2008	572	115	493	1,257	6	43	23	29	2,538	124
2009	500	104	472	1,059	14	36	14	23	2,222	81
2010	405	111	403	835	9	34	28	25	1,850	55
2011	453	107	362	883	7	34	28	27	1,901	60
2012	420	118	328	801	11	33	29	14	1,754	61
2013	398	109	331	785	10	37	21	22	1,713	48
2014	446	113	339	797	7	33	14	26	1,775	53

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RAS30061

Reported killed or seriously injured casualties by road user type, Great Britain 1979 - 2014

	Pedestrians	Pedal cyclists	Motorcycle rider/passenger	Car occupant	Bus or coach occupant	Van/Light goods veh occupant	HGV Occupant	Other vehicle occupant	All road users	
									All	of which children
2005-09 average	6,758	2,528	6,320	12,984	409	501	314	226	30,041	3,067
1979	20,447	5,240	21,277	34,963	1,071	2,517	1,013	368	86,896	12,458
1980	19,035	5,536	22,697	33,241	952	2,243	850	305	84,859	12,087
1981	18,487	5,504	22,329	33,625	961	2,146	745	308	84,105	11,674
1982	18,964	5,968	22,689	33,987	962	2,054	746	312	85,682	11,819
1983	18,779	6,396	20,317	27,046	969	1,549	734	278	76,068	11,743
1984	19,461	6,595	20,009	28,997	929	1,560	794	313	78,658	12,041
1985	19,470	5,652	18,173	29,107	1,036	1,684	770	253	76,145	11,129
1986	19,058	5,252	16,467	29,690	859	1,783	770	263	74,142	10,071
1987	17,660	5,131	13,896	29,086	826	1,810	780	229	69,418	9,553
1988	17,880	4,879	12,654	29,346	892	1,845	792	255	68,543	9,371
1989	17,474	5,130	12,488	29,684	835	1,827	846	247	68,531	9,405
1990	17,360	4,600	11,121	29,120	807	1,627	772	251	65,658	9,287
1991	15,024	4,189	8,502	25,395	725	1,427	695	229	56,186	8,061
1992	14,195	3,992	7,338	25,124	655	1,308	659	214	53,485	7,744
1993	12,663	3,797	6,882	22,833	725	1,082	635	217	48,834	6,976
1994	12,930	4,001	6,666	23,892	815	1,101	571	214	50,190	7,525
1995	12,297	3,967	6,615	23,461	836	1,106	635	237	49,154	7,253
1996	11,612	3,789	6,208	24,048	695	989	555	201	48,097	6,989
1997	11,026	3,592	6,446	23,191	601	928	573	226	46,583	6,452
1998	10,481	3,312	6,442	21,676	631	949	560	204	44,255	6,079
1999	9,825	3,176	6,908	20,368	611	867	540	250	42,545	5,699
2000	9,498	2,770	7,374	19,719	578	813	571	241	41,564	5,202
2001	9,064	2,678	7,305	19,424	562	811	500	216	40,560	4,988
2002	8,631	2,450	7,500	18,728	551	780	524	243	39,407	4,596
2003	7,933	2,411	7,652	17,291	500	765	429	234	37,215	4,100
2004	7,478	2,308	6,648	16,144	488	631	406	248	34,351	3,905
2005	7,129	2,360	6,508	14,617	363	587	395	196	32,155	3,472
2006	7,051	2,442	6,484	14,254	426	564	383	241	31,845	3,294
2007	6,924	2,564	6,737	12,967	455	494	363	216	30,720	3,090
2008	6,642	2,565	6,049	11,968	432	445	240	231	28,572	2,807
2009	6,045	2,710	5,822	11,112	370	417	189	247	26,912	2,671
2010	5,605	2,771	5,183	9,749	401	359	212	230	24,510	2,502
2011	5,907	3,192	5,609	9,225	332	340	195	223	25,023	2,412
2012	5,979	3,340	5,328	9,033	323	363	198	229	24,793	2,272
2013	5,396	3,252	5,197	8,426	342	371	168	218	23,370	1,980
2014	5,509	3,514	5,628	8,832	300	400	176	223	24,582	2,082

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Source: DfT STATS19
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 Next update: September 2016

RAS30062

Reported children (aged 0-15) killed or seriously injured by road user type, Great Britain 1979 - 2014

	Pedestrians	Pedal cyclists	Car users	Other road users	Males	Females	Age 0-4	Age 5-8	Age 9-11	Age 12-15	All
2005-09 average	1,900	485	534	147	1,984	1,082	359	576	664	1,469	3,067
1979	7,794	2,445	1,621	598	8,136	4,317	1,464	3,610	2,827	4,557	12,458
1980	7,318	2,525	1,670	574	7,986	4,098	1,351	3,245	2,825	4,666	12,087
1981	6,982	2,457	1,649	586	7,600	4,072	1,286	3,038	2,729	4,621	11,674
1982	7,140	2,417	1,681	581	7,699	4,120	1,345	2,774	2,887	4,813	11,819
1983	7,167	2,683	1,431	462	7,841	3,902	1,403	2,725	2,741	4,874	11,743
1984	7,319	2,667	1,543	512	7,954	4,087	1,435	2,856	2,722	5,028	12,041
1985	7,131	2,025	1,533	440	7,306	3,822	1,429	2,766	2,404	4,530	11,129
1986	6,459	1,643	1,592	377	6,640	3,429	1,290	2,579	2,163	4,039	10,071
1987	5,887	1,757	1,570	339	6,311	3,242	1,277	2,553	1,988	3,735	9,553
1988	5,897	1,576	1,596	302	6,113	3,257	1,339	2,459	2,004	3,569	9,371
1989	5,836	1,623	1,598	348	6,147	3,257	1,342	2,450	2,015	3,598	9,405
1990	5,914	1,490	1,600	283	5,962	3,325	1,363	2,502	2,136	3,286	9,287
1991	5,097	1,345	1,371	248	5,191	2,870	1,211	2,150	1,815	2,885	8,061
1992	4,901	1,195	1,404	244	4,926	2,817	1,141	2,042	1,773	2,788	7,744
1993	4,231	1,146	1,301	298	4,433	2,543	1,010	1,694	1,516	2,756	6,976
1994	4,610	1,234	1,378	303	4,784	2,741	993	1,901	1,684	2,947	7,525
1995	4,400	1,249	1,324	280	4,665	2,588	968	1,727	1,648	2,910	7,253
1996	4,132	1,231	1,329	297	4,493	2,496	831	1,703	1,606	2,849	6,989
1997	3,954	1,016	1,271	211	4,221	2,231	826	1,510	1,578	2,538	6,452
1998	3,737	915	1,215	212	3,849	2,230	823	1,446	1,446	2,364	6,079
1999	3,457	950	1,056	236	3,621	2,078	718	1,384	1,350	2,247	5,699
2000	3,226	758	1,003	215	3,338	1,864	600	1,148	1,272	2,182	5,202
2001	3,144	674	938	232	3,268	1,718	531	1,060	1,216	2,181	4,988
2002	2,828	594	939	235	3,009	1,584	502	979	1,043	2,072	4,596
2003	2,381	595	885	239	2,699	1,400	489	853	908	1,850	4,100
2004	2,339	577	759	230	2,562	1,343	408	749	785	1,963	3,905
2005	2,134	527	595	216	2,233	1,238	382	656	774	1,660	3,472
2006	2,025	503	596	170	2,107	1,187	378	627	653	1,636	3,294
2007	1,899	522	526	143	2,007	1,083	372	540	689	1,489	3,090
2008	1,784	417	490	116	1,818	986	347	543	619	1,298	2,807
2009	1,660	458	463	90	1,757	914	314	512	584	1,261	2,671
2010	1,646	398	360	98	1,628	874	324	504	595	1,079	2,502
2011	1,602	398	336	76	1,519	893	328	514	561	1,009	2,412
2012	1,545	324	346	57	1,483	789	308	460	515	989	2,272
2013	1,358	282	286	54	1,278	701	273	418	462	827	1,980
2014	1,379	279	337	87	1,358	724	286	413	492	891	2,082

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Source: DfT STATS19
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RAS30063

Reported slightly injured casualties by road user type, Great Britain 1979 - 2014

	Pedestrians	Rate ¹	Pedal cyclists	Rate ²	Motorcycle users	Rate ²	Car users	Rate ²	All road users ³	Rate ⁴
2005-09 average	23,206	2,005	13,934	5,036	16,452	5,079	147,683	601	216,010	690
1979	46,267	..	18,405	6,467	45,878	11,555	114,548	915	247,617	1,530
1980	44,264	..	19,252	6,087	48,141	10,101	110,276	825	241,873	1,405
1981	42,263	..	19,802	5,848	46,800	8,491	112,692	826	240,735	1,372
1982	42,458	..	22,170	5,584	49,242	8,595	115,917	821	248,649	1,376
1983	42,895	..	24,180	6,099	44,177	8,597	103,379	720	232,516	1,271
1984	44,013	..	24,344	6,141	43,812	8,694	114,627	756	245,656	1,278
1985	41,920	..	21,346	5,669	38,419	8,389	120,345	773	241,379	1,230
1986	41,819	..	20,878	6,154	35,818	8,153	129,516	788	247,347	1,204
1987	39,793	..	21,063	5,906	31,905	7,652	130,382	737	242,055	1,094
1988	40,963	..	20,970	6,453	30,182	8,055	141,359	745	253,762	1,072
1989	42,606	..	23,383	7,223	30,142	8,161	155,004	753	273,061	1,066
1990	42,870	..	21,822	6,689	27,927	8,070	161,438	774	275,483	1,066
1991	39,006	..	20,628	6,424	22,249	6,637	153,988	739	255,182	985
1992	37,417	..	20,777	7,065	19,553	6,951	160,538	764	257,268	993
1993	35,465	..	20,290	8,149	18,212	7,782	164,646	784	257,301	995
1994	35,765	3,172	20,838	8,350	17,688	7,540	171,262	799	265,169	1,003
1995	34,786	3,058	20,978	8,151	16,909	7,257	170,566	782	261,533	970
1996	34,838	3,145	20,795	8,214	16,925	7,245	181,288	811	272,481	985
1997	34,575	3,286	21,044	8,298	18,046	7,331	188,257	828	281,220	996
1998	34,405	3,064	19,611	7,982	18,168	7,116	188,798	820	280,957	978
1999	33,063	3,057	19,664	7,758	19,284	6,904	185,367	790	277,765	949
2000	32,535	2,995	17,842	6,930	20,838	7,350	187,080	801	278,719	954
2001	31,513	2,914	16,436	6,300	21,505	7,220	183,378	774	272,749	921
2002	30,153	2,649	14,657	5,414	20,853	6,655	178,697	736	263,198	868
2003	28,472	2,447	14,622	5,307	20,759	6,018	171,051	706	253,392	830
2004	27,403	2,321	14,340	5,605	18,993	6,003	167,714	685	246,489	796
2005	26,152	2,268	14,201	5,298	18,316	5,513	163,685	671	238,862	772
2006	23,931	2,027	13,754	4,917	16,842	5,305	156,746	635	226,559	721
2007	23,267	2,066	13,631	5,343	16,722	4,921	148,466	600	217,060	686
2008	21,840	1,896	13,732	4,835	15,501	4,959	137,220	559	202,333	645
2009	20,842	1,771	14,354	4,839	14,881	4,684	132,300	540	195,234	628
2010	20,240	1,829	14,414	4,799	13,503	4,727	123,456	515	184,138	601
2011	20,291	1,779	16,023	5,219	14,541	5,041	115,699	481	178,927	583
2012	19,239	1,722	15,751	5,067	13,982	4,944	110,675	461	170,930	559
2013	18,637	1,599	16,186	5,173	13,555	5,040	101,361	422	160,300	522
2014	19,239	1,692	17,773	5,474	14,738	5,318	106,698	436	169,895	541

1 Rate per billion miles walked, based on England only resident sample.

2 Rate per billion vehicle miles.

3 Includes other vehicles.

4 Rate per billion vehicle miles (excluding distance walked).

Source: DfT STATS19, DfT National Travel Survey, DfT National Road Traffic Survey

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RAS30064

Reported pedestrian casualties by age, Great Britain 1979 - 2014

Number/rate per million population

	Children (0-15)				Adults (16-59)				Adults (60+)				All ¹				Rate		
	Killed	Serious	Slight	All	Killed	Serious	Slight	All	Killed	Serious	Slight	All	Killed	Serious	Slight	All	KSI	Slight	All
2005-09 average	57	1,843	7,607	9,508	301	2,995	11,955	15,251	253	1,183	2,800	4,236	613	6,145	23,206	29,965	114	392	506
1979	396	7,398	20,167	27,961	706	6,646	17,825	25,177	1,015	4,167	6,593	11,775	2,118	18,329	46,267	66,714	374	846	1219
1980	329	6,989	19,209	26,527	604	5,971	16,707	23,282	1,005	3,999	6,753	11,757	1,941	17,094	44,264	63,299	347	808	1155
1981	341	6,641	18,375	25,357	582	5,941	15,948	22,471	947	3,912	6,334	11,193	1,874	16,613	42,263	60,750	337	771	1108
1982	329	6,811	18,311	25,451	641	6,222	16,721	23,584	887	3,975	6,412	11,274	1,869	17,095	42,458	61,422	346	776	1122
1983	396	6,771	18,507	25,674	614	6,155	17,079	23,848	896	3,836	6,436	11,168	1,914	16,865	42,895	61,674	343	783	1126
1984	357	6,962	19,141	26,460	610	6,534	17,494	24,638	879	3,955	6,458	11,292	1,868	17,593	44,013	63,474	355	802	1157
1985	323	6,808	17,889	25,020	595	6,778	17,099	24,472	869	3,866	6,060	10,795	1,789	17,681	41,920	61,390	354	762	1116
1986	279	6,180	16,937	23,396	659	6,904	17,741	25,304	902	3,949	6,212	11,063	1,841	17,217	41,819	60,877	346	759	1105
1987	264	5,623	15,620	21,507	582	6,626	17,526	24,734	853	3,502	5,925	10,280	1,703	15,957	39,793	57,453	320	721	1040
1988	282	5,615	15,942	21,839	589	6,690	17,951	25,230	865	3,637	6,276	10,778	1,753	16,127	40,963	58,843	323	740	1063
1989	254	5,582	16,318	22,154	597	6,422	18,884	25,903	842	3,599	6,476	10,917	1,706	15,768	42,606	60,080	315	768	1083
1990	242	5,672	16,946	22,860	595	6,377	18,649	25,621	839	3,417	6,441	10,697	1,694	15,666	42,870	60,230	312	770	1082
1991	225	4,872	15,611	20,708	509	5,387	16,633	22,529	754	3,083	5,863	9,700	1,496	13,528	39,006	54,030	269	699	968
1992	180	4,721	15,223	20,124	485	5,166	15,880	21,531	678	2,796	5,349	8,823	1,347	12,848	37,417	51,612	254	669	922
1993	165	4,066	14,019	18,250	440	4,597	15,295	20,332	632	2,591	5,195	8,418	1,241	11,422	35,465	48,128	226	632	858
1994	160	4,450	14,653	19,263	427	4,666	15,106	20,199	526	2,495	4,909	7,930	1,124	11,806	35,765	48,695	230	636	866
1995	132	4,268	14,190	18,590	386	4,516	14,931	19,833	511	2,303	4,531	7,345	1,038	11,259	34,786	47,083	218	617	835
1996	131	4,001	14,378	18,510	400	4,338	15,170	19,908	458	2,104	4,357	6,919	997	10,615	34,838	46,450	206	617	822
1997	138	3,816	14,453	18,407	398	4,140	14,911	19,449	437	1,950	4,387	6,774	973	10,053	34,575	45,601	195	610	805
1998	103	3,634	14,234	17,971	381	3,930	14,962	19,273	422	1,859	4,273	6,554	906	9,575	34,405	44,886	185	606	790
1999	107	3,350	13,419	16,876	382	3,760	14,598	18,740	378	1,701	3,987	6,066	870	8,955	33,063	42,888	172	580	752
2000	107	3,119	12,958	16,184	384	3,700	14,565	18,649	366	1,662	3,804	5,832	857	8,641	32,535	42,033	166	569	735
2001	107	3,037	12,675	15,819	382	3,504	14,104	17,990	330	1,529	3,614	5,473	826	8,238	31,513	40,577	158	549	707
2002	79	2,749	11,403	14,231	381	3,562	14,094	18,037	307	1,394	3,520	5,221	775	7,856	30,153	38,784	150	523	673
2003	74	2,307	10,163	12,544	388	3,425	13,672	17,485	307	1,302	3,437	5,046	774	7,159	28,472	36,405	137	492	629
2004	77	2,262	9,895	12,234	323	3,203	13,256	16,782	266	1,213	3,143	4,622	671	6,807	27,403	34,881	129	471	600
2005	63	2,071	9,116	11,250	337	3,082	12,877	16,296	267	1,161	3,001	4,429	671	6,458	26,152	33,281	122	447	569
2006	71	1,954	8,106	10,131	334	3,121	12,060	15,515	268	1,171	2,820	4,259	675	6,376	23,931	30,982	120	407	526
2007	57	1,842	7,628	9,527	304	3,093	11,965	15,362	281	1,222	2,811	4,314	646	6,278	23,267	30,191	117	393	510
2008	57	1,727	6,864	8,648	272	3,003	11,557	14,832	243	1,206	2,732	4,181	572	6,070	21,840	28,482	111	366	478
2009	37	1,623	6,323	7,983	256	2,678	11,317	14,251	207	1,154	2,636	3,997	500	5,545	20,842	26,887	101	347	448
2010	26	1,620	6,283	7,929	224	2,475	11,019	13,718	155	1,020	2,427	3,602	405	5,200	20,240	25,845	93	335	427
2011	33	1,569	6,205	7,807	236	2,661	10,992	13,889	184	1,146	2,583	3,913	453	5,454	20,291	26,198	97	333	430
2012	20	1,525	5,454	6,999	217	2,790	10,730	13,737	183	1,184	2,585	3,952	420	5,559	19,239	25,218	97	311	408
2013	26	1,332	5,038	6,396	226	2,501	10,622	13,349	146	1,096	2,534	3,776	398	4,998	18,637	24,033	87	299	386
2014	29	1,350	5,102	6,481	226	2,401	10,989	13,616	191	1,256	2,680	4,127	446	5,063	19,239	24,748	88	307	394

1 Includes cases where age not reported.

Source: DfT STATS19, ONS
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RAS30065

Reported pedal cycle casualties by age, Great Britain, 1979 - 2014

Number/rate per billion miles

	Children (0-15)				Adults (16-59)				Adults (60+)				All ¹				Casualty rate ²			Pedal cycle traffic
	Killed	Serious	Slight	All	Killed	Serious	Slight	All	Killed	Serious	Slight	All	Killed	Serious	Slight	All	KS/	Slight	All	
2005-09 average	18	467	3,153	3,639	85	1,685	9,586	11,356	26	205	726	957	130	2,398	13,934	16,463	914	5036	5950	2.77
1979	116	2,329	8,765	11,210	118	2,112	8,276	10,506	86	459	1,005	1,550	320	4,920	18,405	23,645	1841	6467	8309	2.85
1980	100	2,425	8,740	11,265	131	2,330	9,120	11,581	71	464	1,032	1,567	302	5,234	19,252	24,788	1750	6087	7837	3.16
1981	104	2,353	8,676	11,133	130	2,424	9,733	12,287	76	402	1,030	1,508	310	5,194	19,802	25,306	1626	5848	7474	3.39
1982	93	2,324	8,967	11,384	154	2,847	11,792	14,793	47	487	1,086	1,620	294	5,674	22,170	28,138	1503	5584	7087	3.97
1983	102	2,581	9,944	12,627	166	3,041	12,733	15,940	55	430	1,155	1,640	323	6,073	24,180	30,576	1613	6099	7713	3.96
1984	110	2,557	9,782	12,449	162	3,204	13,086	16,452	72	465	1,137	1,674	345	6,250	24,344	30,939	1664	6141	7804	3.96
1985	79	1,946	7,641	9,666	148	2,968	12,324	15,440	59	414	1,051	1,524	286	5,366	21,346	26,998	1501	5669	7170	3.77
1986	58	1,585	6,986	8,629	150	2,933	12,547	15,630	62	423	1,033	1,518	271	4,981	20,878	26,130	1548	6154	7702	3.39
1987	79	1,678	7,253	9,010	138	2,772	12,499	15,409	63	366	1,025	1,454	280	4,851	21,063	26,194	1439	5906	7344	3.57
1988	62	1,514	7,040	8,616	122	2,703	12,578	15,403	43	404	1,072	1,519	227	4,652	20,970	25,849	1501	6453	7954	3.25
1989	73	1,550	7,704	9,327	140	2,853	14,059	17,052	80	404	1,213	1,697	294	4,836	23,383	28,513	1585	7223	8808	3.24
1990	59	1,431	7,230	8,720	139	2,530	13,036	15,705	58	348	1,200	1,606	256	4,344	21,822	26,422	1410	6689	8099	3.26
1991	50	1,295	6,837	8,182	141	2,260	12,347	14,748	51	348	1,054	1,453	242	3,947	20,628	24,817	1304	6424	7728	3.21
1992	48	1,147	6,530	7,725	112	2,277	12,728	15,117	44	319	1,008	1,371	204	3,788	20,777	24,769	1357	7065	8422	2.94
1993	37	1,109	6,240	7,386	102	2,163	12,610	14,875	46	287	907	1,240	186	3,611	20,290	24,087	1525	8149	9674	2.49
1994	42	1,192	6,841	8,075	89	2,284	12,523	14,896	40	297	864	1,201	172	3,829	20,838	24,839	1603	8350	9953	2.50
1995	48	1,201	6,884	8,133	115	2,237	12,635	14,987	49	272	832	1,153	213	3,754	20,978	24,945	1541	8151	9693	2.57
1996	54	1,177	6,986	8,217	113	2,097	12,387	14,597	35	272	874	1,181	203	3,586	20,795	24,584	1496	8209	9705	2.53
1997	33	983	6,883	7,899	107	2,095	12,730	14,932	43	297	909	1,249	183	3,409	21,044	24,636	1416	8298	9714	2.54
1998	32	883	6,015	6,930	95	1,992	12,098	14,185	31	227	883	1,141	158	3,154	19,611	22,923	1348	7982	9330	2.46
1999	36	914	6,340	7,290	100	1,814	11,807	13,721	35	223	855	1,113	172	3,004	19,664	22,840	1253	7758	9011	2.53
2000	27	731	5,502	6,260	76	1,668	10,869	12,613	22	188	807	1,017	127	2,643	17,842	20,612	1076	6930	8006	2.57
2001	25	649	4,777	5,451	74	1,632	10,209	11,915	37	208	814	1,059	138	2,540	16,436	19,114	1027	6300	7327	2.61
2002	22	572	4,215	4,809	78	1,503	9,182	10,763	29	191	729	949	130	2,320	14,657	17,107	905	5414	6320	2.71
2003	18	577	4,174	4,769	68	1,473	9,169	10,710	27	208	698	933	114	2,297	14,622	17,033	875	5307	6182	2.76
2004	25	552	4,105	4,682	77	1,399	8,969	10,445	32	189	700	921	134	2,174	14,340	16,648	902	5605	6507	2.56
2005	20	507	3,759	4,286	98	1,465	9,137	10,700	29	195	713	937	148	2,212	14,201	16,561	880	5298	6178	2.68
2006	31	472	3,262	3,765	83	1,576	9,296	10,955	32	207	717	956	146	2,296	13,754	16,196	873	4917	5790	2.80
2007	13	509	3,111	3,633	98	1,683	9,330	11,111	24	189	726	939	136	2,428	13,631	16,195	1,005	5,343	6,349	2.55
2008	12	405	2,889	3,306	81	1,802	9,726	11,609	22	196	719	937	115	2,450	13,732	16,297	903	4,835	5,739	2.84
2009	14	444	2,746	3,204	67	1,898	10,441	12,406	23	237	754	1,014	104	2,606	14,354	17,064	914	4,839	5,753	2.97
2010	7	391	2,430	2,828	75	1,986	10,944	13,005	29	243	693	965	111	2,660	14,414	17,185	923	4,799	5,721	3.00
2011	6	392	2,483	2,881	73	2,383	12,396	14,852	28	266	762	1,056	107	3,085	16,023	19,215	1,040	5,219	6,258	3.07
2012	13	311	1,874	2,198	78	2,580	12,634	15,292	27	291	836	1,154	118	3,222	15,751	19,091	1,074	5,067	6,142	3.11
2013	6	276	1,676	1,958	78	2,531	13,344	15,953	25	281	830	1,136	109	3,143	16,186	19,438	1,039	5,173	6,212	3.13
2014	6	273	1,726	2,005	75	2,753	14,736	17,564	32	337	948	1,317	113	3,401	17,773	21,287	1,082	5,474	6,556	3.25

1 Includes cases where age not reported.
 2 Rate per billion vehicle miles. Revised rates from 2000.
 3 Billion vehicle miles. Revised traffic from 2000.

Source: DfT STATS19, ONS
 The figures in this table are National Statistics

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RAS30066

Reported motorcycle user casualties, Great Britain, 1979 - 2014

	Killed	Serious	Slight	Total	Casualty rate ¹			Motorcycle traffic ²
					KSI	Slight	All severities	
2005-09 average	544	5,776	16,452	22,772	1,951	5,079	7,029	3.24
1979	1,160	20,117	45,878	67,155	5,359	11,555	16,913	3.97
1980	1,163	21,534	48,141	70,838	4,762	10,101	14,863	4.77
1981	1,131	21,198	46,800	69,129	4,051	8,491	12,543	5.51
1982	1,091	21,598	49,242	71,931	3,960	8,595	12,556	5.73
1983	963	19,354	44,177	64,494	3,954	8,597	12,551	5.14
1984	967	19,042	43,812	63,821	3,971	8,694	12,665	5.04
1985	796	17,377	38,419	56,592	3,968	8,389	12,358	4.58
1986	762	15,705	35,818	52,285	3,748	8,153	11,902	4.39
1987	723	13,173	31,905	45,801	3,333	7,652	10,985	4.17
1988	670	11,984	30,182	42,836	3,377	8,055	11,432	3.75
1989	683	11,805	30,142	42,630	3,381	8,161	11,542	3.69
1990	659	10,462	27,927	39,048	3,214	8,070	11,284	3.46
1991	548	7,954	22,249	30,751	2,536	6,637	9,173	3.35
1992	469	6,869	19,553	26,891	2,609	6,951	9,560	2.81
1993	427	6,455	18,212	25,094	2,941	7,782	10,723	2.34
1994	444	6,222	17,688	24,354	2,842	7,540	10,382	2.35
1995	445	6,170	16,909	23,524	2,839	7,257	10,097	2.33
1996	440	5,768	16,925	23,133	2,657	7,245	9,903	2.34
1997	509	5,937	18,046	24,492	2,619	7,331	9,949	2.46
1998	498	5,944	18,168	24,610	2,523	7,116	9,639	2.55
1999	547	6,361	19,284	26,192	2,473	6,904	9,377	2.79
2000	605	6,769	20,838	28,212	2,595	7,333	9,929	2.84
2001	583	6,722	21,505	28,810	2,453	7,220	9,673	2.98
2002	609	6,891	20,853	28,353	2,393	6,655	9,048	3.13
2003	693	6,959	20,759	28,411	2,218	6,018	8,237	3.45
2004	585	6,063	18,993	25,641	2,101	6,003	8,105	3.16
2005	569	5,939	18,316	24,824	1,959	5,513	7,472	3.32
2006	599	5,885	16,842	23,326	2,042	5,305	7,347	3.17
2007	588	6,149	16,722	23,459	1,983	4,921	6,904	3.40
2008	493	5,556	15,501	21,550	1,935	4,959	6,894	3.13
2009	472	5,350	14,881	20,703	1,833	4,684	6,516	3.18
2010	403	4,780	13,503	18,686	1,814	4,727	6,541	2.86
2011	362	5,247	14,541	20,150	1,945	5,041	6,986	2.88
2012	328	5,000	13,982	19,310	1,884	4,944	6,828	2.83
2013	331	4,866	13,555	18,752	1,932	5,040	6,972	2.69
2014	339	5,289	14,738	20,366	2,031	5,318	7,349	2.77

1 Rate per billion vehicle miles.

2 Billion vehicle miles.

Source: DfT STATS19, DfT National Road Traffic Survey

The figures in this table are National Statistics

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Last updated: 24 September 2015

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RAS30067

Reported car user casualties, Great Britain, 1979 - 2014

	Drivers				Passengers				All				Casualty rate ²			Car traffic ¹
	Killed	Serious	Slight	Total	Killed	Serious	Slight	Total	Killed	Serious	Slight	Total	KSI	Slight	All	
2005-09 average	936	7,588	99,662	108,186	471	3,989	48,021	52,481	1,407	11,577	147,683	160,667	53	601	654	246
1979	1,479	18,491	62,666	82,636	950	14,043	51,882	66,875	2,429	32,534	114,548	149,511	279	915	1194	125
1980	1,339	17,593	60,861	79,793	939	13,370	49,415	63,724	2,278	30,963	110,276	143,517	249	825	1074	134
1981	1,346	17,803	61,930	81,079	941	13,535	50,762	65,238	2,287	31,338	112,692	146,317	247	826	1073	136
1982	1,472	17,990	64,811	84,273	971	13,554	51,106	65,631	2,443	31,544	115,917	149,904	241	821	1061	141
1983	1,198	14,274	57,667	73,139	821	10,753	45,712	57,286	2,019	25,027	103,379	130,425	188	720	908	144
1984	1,237	15,293	64,400	80,930	942	11,525	50,227	62,694	2,179	26,818	114,627	143,624	191	756	947	152
1985	1,253	15,469	67,480	84,202	808	11,577	52,865	65,250	2,061	27,046	120,345	149,452	187	773	960	156
1986	1,340	15,794	74,038	91,172	893	11,663	55,478	68,034	2,233	27,457	129,516	159,206	181	788	969	164
1987	1,327	15,840	74,843	92,010	879	11,040	55,539	67,458	2,206	26,880	130,382	159,468	164	737	902	177
1988	1,280	16,296	82,011	99,587	862	10,908	59,348	71,118	2,142	27,204	141,359	170,705	155	745	900	190
1989	1,498	16,336	91,345	109,179	928	10,922	63,659	75,509	2,426	27,258	155,004	184,688	144	753	897	206
1990	1,432	15,971	95,445	112,848	939	10,778	65,993	77,710	2,371	26,749	161,438	190,558	140	774	913	209
1991	1,261	14,369	93,023	108,653	792	8,973	60,966	70,731	2,053	23,342	153,989	179,384	122	739	861	208
1992	1,228	14,178	97,946	113,352	750	8,968	62,592	72,310	1,978	23,146	160,538	185,662	120	764	884	210
1993	1,099	13,181	101,106	115,386	661	7,892	63,540	72,093	1,760	21,073	164,646	187,479	109	784	892	210
1994	1,102	13,775	106,456	121,333	662	8,353	64,806	73,821	1,764	22,128	171,262	195,154	111	799	910	214
1995	1,086	13,471	106,066	120,623	663	8,241	64,500	73,404	1,749	21,712	170,566	194,027	108	782	889	218
1996	1,146	13,869	113,907	128,922	660	8,373	67,381	76,414	1,806	22,242	181,288	205,336	108	811	918	224
1997	1,171	13,710	119,244	134,125	624	7,686	69,013	77,323	1,795	21,396	188,257	211,448	102	828	930	227
1998	1,134	12,707	120,948	134,789	562	7,273	67,850	75,685	1,696	19,980	188,798	210,474	94	820	914	230
1999	1,082	11,913	119,072	132,067	605	6,768	66,295	73,668	1,687	18,681	185,367	205,735	87	790	877	235
2000	1,087	11,608	121,233	133,928	578	6,446	65,847	72,871	1,665	18,054	187,080	206,799	84	801	885	234
2001	1,164	11,391	119,763	132,318	585	6,284	63,615	70,484	1,749	17,675	183,378	202,802	82	774	856	237
2002	1,146	10,884	116,994	129,024	601	6,097	61,703	68,401	1,747	16,981	178,697	197,425	77	736	814	243
2003	1,169	9,871	112,746	123,786	600	5,651	58,305	64,556	1,769	15,522	171,051	188,342	71	706	777	242
2004	1,106	9,296	111,643	122,045	565	5,177	56,071	61,813	1,671	14,473	167,714	183,858	66	685	751	245
2005	1,109	8,388	110,070	119,567	566	4,554	53,615	58,735	1,675	12,942	163,685	178,302	60	671	731	244
2006	1,066	8,239	105,698	115,003	546	4,403	51,048	55,997	1,612	12,642	156,746	171,000	58	635	693	247
2007	942	7,537	100,621	109,100	490	3,998	47,845	52,333	1,432	11,535	148,466	161,433	52	600	653	247
2008	861	7,106	92,985	100,952	396	3,605	44,235	48,236	1,257	10,711	137,220	149,188	49	559	608	245
2009	700	6,670	88,937	96,307	359	3,383	43,363	47,105	1,059	10,053	132,300	143,412	45	540	586	245
2010	574	5,932	83,281	89,787	261	2,982	40,175	43,418	835	8,914	123,456	133,205	41	515	556	240
2011	613	5,594	78,133	84,340	270	2,748	37,566	40,584	883	8,342	115,699	124,924	38	481	519	241
2012	542	5,487	74,812	80,841	259	2,745	35,863	38,867	801	8,232	119,708	124,924	38	461	498	240
2013	548	5,144	69,369	75,061	237	2,497	31,992	34,726	785	7,641	101,361	109,787	35	422	458	240
2014	568	5,486	72,629	78,683	229	2,549	34,069	36,847	797	8,035	106,698	115,530	36	436	473	244

1 Billion vehicle miles.

2 Rate per billion vehicle miles.

Source: DfT STATS19, DfT National Road Traffic Survey

The figures in this table are National Statistics

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RAS30068

Reported other road user casualties by road user type and severity, Great Britain, 1979 - 2014

	Bus or Coach						Van / Light goods vehicle						Heavy goods vehicle					
	Killed	Serious	Slight	Total	Casualty rate ¹	Traffic ²	Killed	Serious	Slight	Total	Casualty rate ¹	Traffic ²	Killed	Serious	Slight	Total	Casualty rate ¹	Traffic ²
2005-09 average	12	397	6,690	7,100	2,212	3.2	49	453	4,890	5,392	133	41	37	277	1,946	2,260	128	18
1979	34	1,037	10,073	11,144	5,386	2.1	158	2,359	8,203	10,720	688	16	108	905	3,116	4,129	339	12
1980	29	923	9,469	10,421	4,764	2.2	140	2,103	7,123	9,366	578	16	70	780	2,381	3,231	264	12
1981	20	941	8,925	9,886	4,546	2.2	141	2,005	6,965	9,111	560	16	62	683	2,299	3,044	259	12
1982	33	929	8,987	9,949	4,549	2.2	117	1,937	6,591	8,645	534	16	67	679	2,266	3,012	264	11
1983	38	931	9,382	10,351	4,502	2.3	102	1,447	5,372	6,921	427	16	59	675	2,223	2,957	253	12
1984	37	892	9,544	10,473	4,366	2.4	111	1,449	5,872	7,432	434	17	75	719	2,364	3,158	260	12
1985	32	1,004	9,215	10,251	4,507	2.3	113	1,571	6,703	8,387	472	18	74	696	2,544	3,314	272	12
1986	24	835	8,659	9,518	4,151	2.3	157	1,626	7,208	8,991	483	19	83	687	2,550	3,320	265	13
1987	15	811	8,262	9,088	3,585	2.5	111	1,699	7,032	8,842	435	20	75	705	2,707	3,487	251	14
1988	17	875	8,609	9,501	3,548	2.7	146	1,699	7,824	9,669	430	22	73	719	2,878	3,670	249	15
1989	20	815	9,365	10,200	3,624	2.8	144	1,683	8,274	10,101	410	25	82	764	3,217	4,063	257	16
1990	19	788	9,147	9,954	3,502	2.8	129	1,498	8,101	9,728	392	25	67	705	3,072	3,844	248	15
1991	25	700	8,150	8,875	2,987	3.0	119	1,308	7,246	8,673	335	26	65	630	2,908	3,603	237	15
1992	19	636	8,448	9,103	3,185	2.9	117	1,191	6,821	8,129	318	26	70	589	2,667	3,326	225	15
1993	35	690	8,582	9,307	3,242	2.9	91	991	6,338	7,420	287	26	59	576	2,698	3,333	221	15
1994	21	794	9,275	10,090	3,508	2.9	64	1,037	6,457	7,558	281	27	41	530	2,799	3,370	219	15
1995	35	801	8,442	9,278	3,048	3.0	69	1,037	6,094	7,200	260	28	57	578	2,696	3,331	211	16
1996	11	684	8,650	9,345	3,001	3.1	61	928	6,226	7,215	251	29	63	492	2,690	3,245	199	16
1997	14	587	8,838	9,439	2,947	3.2	64	864	6,548	7,476	248	30	45	528	2,729	3,302	198	17
1998	18	613	9,208	9,839	3,017	3.3	67	882	6,723	7,672	243	32	60	500	2,884	3,444	200	17
1999	11	600	9,641	10,252	3,111	3.3	65	802	6,257	7,124	222	32	52	488	2,944	3,484	199	17
2000	15	563	9,510	10,088	3,157	3.2	66	747	6,194	7,007	216	32	55	516	3,026	3,597	205	18
2001	14	548	9,322	9,884	3,102	3.2	64	747	6,493	7,304	220	33	54	446	2,888	3,388	194	17
2002	19	532	8,454	9,005	2,808	3.2	70	710	6,227	7,007	206	34	63	461	2,654	3,178	181	18
2003	11	489	8,568	9,068	2,739	3.3	72	693	6,132	6,897	193	36	44	385	2,632	3,061	173	18
2004	20	468	8,332	8,820	2,756	3.2	62	569	5,535	6,166	165	37	47	359	2,477	2,883	158	18
2005	9	354	7,557	7,920	2,508	3.2	54	533	5,461	6,048	157	38	55	340	2,448	2,843	158	18
2006	19	407	6,827	7,253	2,210	3.3	52	512	5,350	5,914	148	40	39	344	2,147	2,530	140	18
2007	12	443	6,624	7,079	2,110	3.4	58	436	4,846	5,340	128	42	52	311	2,113	2,476	136	18
2008	6	426	6,497	6,929	2,209	3.1	43	402	4,468	4,913	118	42	23	217	1,690	1,930	109	18
2009	14	356	5,947	6,317	2,026	3.1	36	381	4,326	4,743	117	41	14	175	1,330	1,519	93	16
2010	9	392	5,867	6,268	2,000	3.1	34	325	4,135	4,494	109	41	28	184	1,366	1,578	96	16
2011	7	325	5,845	6,177	2,133	2.9	34	306	4,159	4,499	109	41	28	167	1,220	1,415	89	16
2012	11	312	4,911	5,234	1,923	2.7	33	330	4,170	4,533	110	41	29	169	1,141	1,339	86	16
2013	10	332	4,531	4,873	1,740	2.8	37	334	4,055	4,426	104	43	21	147	1,128	1,296	83	16
2014	7	293	4,898	5,198	1,856	2.8	33	367	4,515	4,915	109	45	14	162	1,177	1,353	85	16

1 Rate per billion vehicle miles.

2 Billion vehicle miles.

Source: DfT STATS19, DfT National Road Traffic Survey
The figures in this table are National Statistics

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RAS30069

Reported casualties by time of accident and severity, Great Britain, 2004 - 2014

	Number of casualties										
	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Pedestrians											
Killed	671	671	675	646	572	500	405	453	420	398	446
KSI ¹	7,478	7,129	7,051	6,924	6,642	6,045	5,605	5,907	5,979	5,396	5,509
All severities	34,881	33,281	30,982	30,191	28,482	26,887	25,845	26,198	25,218	24,033	24,748
of which, children ²											
Killed	77	63	71	57	57	37	26	33	20	26	29
KSI	2,339	2,134	2,025	1,899	1,784	1,660	1,646	1,602	1,545	1,358	1,379
All severities	12,234	11,250	10,131	9,527	8,648	7,983	7,929	7,807	6,999	6,396	6,481
Pedal cyclists											
Killed	134	148	146	136	115	104	111	107	118	109	113
KSI	2,308	2,360	2,442	2,564	2,565	2,710	2,771	3,192	3,340	3,252	3,514
All severities	16,648	16,561	16,196	16,195	16,297	17,064	17,185	19,215	19,091	19,438	21,287
of which, children											
Killed	25	20	31	13	12	14	7	6	13	6	6
KSI	577	527	503	522	417	458	398	398	324	282	279
All severities	4,682	4,286	3,765	3,633	3,306	3,204	2,828	2,881	2,198	1,958	2,005
Motorcyclists users ³											
Killed	83	569	599	588	493	472	403	362	328	331	339
KSI	2,301	6,508	6,484	6,737	6,049	5,822	5,183	5,609	5,328	5,197	5,628
All severities	11,885	24,824	23,326	23,459	21,550	20,703	18,686	20,150	19,310	18,752	20,366
Car occupants											
Killed	8	1,675	1,612	1,432	1,257	1,059	835	883	801	785	797
KSI	99	14,617	14,254	12,967	11,968	11,112	9,749	9,225	9,033	8,426	8,832
All severities	1,001	178,302	171,000	161,433	149,188	143,412	133,205	124,924	119,708	109,787	115,530
Bus and coach occupants											
Killed	20	9	19	12	6	14	9	7	11	10	7
KSI	488	363	426	455	432	370	401	332	323	342	300
All severities	8,820	7,920	7,253	7,079	6,929	6,317	6,268	6,177	5,234	4,873	5,198
Van occupants											
Killed	62	54	52	58	43	36	34	34	33	37	33
KSI	631	587	564	494	445	417	359	340	363	371	400
All severities	6,166	6,048	5,914	5,340	4,913	4,743	4,494	4,499	4,533	4,426	4,915
HGV occupants											
Killed	47	55	39	52	23	14	28	28	29	21	14
KSI	406	395	383	363	240	189	212	195	198	168	176
All severities	2,883	2,843	2,530	2,476	1,930	1,519	1,578	1,415	1,339	1,296	1,353
All road users ⁴											
Killed	3,221	3,201	3,172	2,946	2,538	2,222	1,850	1,901	1,754	1,713	1,775
KSI	34,351	32,155	31,845	30,720	28,572	26,912	24,510	25,023	24,793	23,370	24,582
All severities	280,840	271,017	258,404	247,780	230,905	222,146	208,648	203,950	195,723	183,670	194,477

1. Killed and seriously injured.

2. Casualties aged 0 -15.

3. Includes mopeds and scooters.

4. Includes other motor or non-motor vehicle users, and unknown road user type and casualty age.

The figures in this table are National Statistics

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Source: DfT STATS19
 Last updated: 24 September 2015
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Table RAS30070

Relative risk of different forms of transport, Great Britain: 2014

Casualty rate per billion vehicle miles

	Killed	Killed or seriously injured
Car driver	2	25
Pedal cyclist	35	1,080
Pedestrian ¹	39	484
Motorcycle rider	117	1,940

1 2014 National Travel Survey data used to calculate 2014 pedestrian rates. NTS data based on England only resident sample.

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Source: Road Accident Statistics, DfT

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The figures in this table are National Statistics

Table RAS30071**Reported motorcyclist casualties: KSI¹ rates by type of rider/driver,
Great Britain: 2000 to 2014**

KSI per billion vehicle miles			
Year	Motorcycle riders	Pedal cyclists	Car drivers
2000	2,428	1,066	54
2001	2,311	1,019	53
2002	2,243	897	50
2003	2,089	869	46
2004	1,977	896	42
2005	1,849	875	39
2006	1,937	868	38
2007	1,876	999	34
2008	1,845	899	32
2009	1,748	909	30
2010	1,730	919	27
2011	1,868	1,035	26
2012	1,805	1,070	25
2013	1,853	1,036	24
2014	1,940	1,080	25

1 Killed or Seriously injured

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The figures in this table are National Statistics

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Next update: September 2016

Table RAS30072

Reported motorcyclist casualties: Injuries by type of vehicle and age of casualty, Great Britain: 2014

	Killed or seriously injured				Slight injury			
	Motorcycle 50cc and under	Motorcycle 51- 500cc	Motorcycle over 500cc	All motorcycles ¹	Motorcycle 50cc and under	Motorcycle 51- 500cc	Motorcycle over 500cc	All motorcycles ¹
Under 16	6	20	6	35	12	19	22	58
16-19	210	479	64	758	938	1,703	115	2,779
20-29	98	916	569	1,607	494	3,214	1,015	4,759
30-39	36	362	538	944	210	1,408	962	2,592
40-49	27	300	661	996	124	963	1,127	2,232
50-59	19	210	631	870	72	526	871	1,482
60-69	8	71	207	288	23	182	295	505
70 and over	4	33	46	84	12	52	53	120
Total (inc. age unknown)	411	2,412	2,744	5,628	1,919	8,177	4,523	14,738

1 Includes electric motorcycles and cases engine size was not reported.

The figures in this table are National Statistics

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Source: Road Accident Statistics, DfT
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Table RAS30073

Reported motorcyclist casualties: KSI by age and sex, Great Britain: 2000 to 2014

	Number														
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Under 16	110	112	134	136	121	142	94	86	61	45	42	40	22	25	35
16	280	320	364	361	415	416	363	357	281	272	240	196	190	136	133
17	328	350	366	426	374	398	375	393	345	297	241	273	243	244	197
18	271	292	276	285	265	230	251	242	252	226	209	237	209	240	211
19	236	206	223	232	219	219	224	231	194	165	159	222	215	194	217
20 to 24	856	827	964	881	815	814	776	853	753	702	616	742	816	869	940
25 to 29	1,168	1,027	913	863	703	653	693	755	617	605	511	543	518	527	667
30 to 34	1,233	1,199	1,126	1,069	874	708	670	659	564	514	458	488	470	441	530
35 to 39	1,060	1,035	1,090	1,061	904	881	827	769	671	618	510	499	430	350	414
40 to 49	1,044	1,111	1,267	1,399	1,173	1,249	1,328	1,395	1,357	1,333	1,206	1,271	1,073	1,038	996
50 to 59	474	528	492	599	504	543	564	626	621	660	634	719	739	743	870
60 to 69	139	121	126	175	153	138	173	203	179	246	252	270	276	289	288
70 and over	46	34	39	48	38	27	48	61	65	58	58	67	78	57	84
Male	6,705	6,651	6,835	6,959	6,068	6,000	5,964	6,150	5,508	5,333	4,748	5,169	4,881	4,770	5,152
Female	668	648	655	693	578	508	520	586	538	489	435	440	447	427	476
All age groups (inc. age & gender unknown)	7,374	7,305	7,500	7,652	6,648	6,508	6,484	6,737	6,049	5,822	5,183	5,609	5,328	5,197	5,628

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Table RAS30074

Reported motorcyclist casualties: KSI by road class, Great Britain: 2000 to 2014

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
															Number
Urban roads ¹ :															
A roads	1,872	1,887	1,918	1,860	1,655	1,495	1,538	1,578	1,415	1,329	1,198	1,364	1,309	1,269	1,324
B roads	429	450	442	444	397	374	402	400	375	353	284	343	352	341	371
Other roads	1,394	1,449	1,497	1,518	1,423	1,444	1,412	1,453	1,296	1,133	1,034	1,121	1,157	1,086	1,153
All urban roads	3,695	3,786	3,857	3,822	3,475	3,313	3,352	3,431	3,086	2,815	2,516	2,828	2,818	2,696	2,848
Rural roads ¹ :															
A roads	1,999	1,968	1,982	2,134	1,705	1,734	1,744	1,826	1,556	1,640	1,497	1,552	1,377	1,423	1,553
B roads	674	656	644	710	624	573	566	596	548	564	486	505	472	461	520
Other roads	805	724	850	815	726	728	672	728	722	687	556	600	560	525	610
All rural roads	3,478	3,348	3,476	3,659	3,055	3,035	2,982	3,150	2,826	2,891	2,539	2,657	2,409	2,409	2,683
Total ² :															
Motorways	149	139	160	164	116	156	150	155	136	116	128	124	101	92	97
A roads	3,903	3,868	3,904	3,998	3,360	3,230	3,282	3,405	2,972	2,969	2,695	2,916	2,686	2,692	2,877
B roads	1,112	1,112	1,087	1,154	1,023	948	968	996	923	917	770	848	824	802	891
Other roads	2,210	2,186	2,349	2,336	2,149	2,174	2,084	2,181	2,018	1,820	1,590	1,721	1,717	1,611	1,763

1. Excluding motorways

2. Includes cases where area type was not reported

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Source: Road Accident Statistics, DfT

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Next update: September 2016

The figures in this table are National Statistics

Table RAS30075
Reported motorcyclist casualties: KSI by day of week
(indexed), Great Britain: 2014

	Index: average day=100	
	Motorcyclists	All road users
Mon - Thur	96.5	96.8
Friday	108.2	110
Saturday	105.9	103
Sunday	120.5	96.6

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Source: Road Accident Statistics, DfT
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The figures in this table are National Statistics

Table RAS30076
Reported motorcyclist casualties: KSI by time of day
(indexed), Great Britain: 2014

	Index: Average hour=100	
	Motorcyclists	All road users
Midnight - 6am	18.8	32.7
6am - Midday	101.6	103.6
Midday - 6pm	180.3	163.1
6pm - Midnight	99.3	100.7

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Source: Road Accident Statistics, DfT
 Last updated: 24 September 2015
 Next update: September 2016

The figures in this table are National Statistics

Table RAS30077**Reported motorcyclist casualties: KSI number and rate by month of year (indexed), Great Britain: 2014**

Index: Mean=100

	KSI number	KSI rate ¹
Jan	62	104
Feb	59	89
Mar	91	90
Apr	107	94
May	118	90
Jun	129	94
Jul	132	96
Aug	118	95
Sep	124	103
Oct	108	125
Nov	87	119
Dec	66	101

1 per billion vehicle miles travelled

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Source: Road Accident Statistics, DfT

Last updated: 24 September 2015

Next update: September 2016

The figures in this table are National Statistics

Table RAS30078

Reported motorcyclist casualties by severity, type of accident and other party involved in accident with the motorcycle, Great Britain: 2014

	Motorcyclist casualties			Motorcyclist KSI			Number
	Motorcycle 50cc and under	Motorcycle 51-500cc	Motorcycle over 500cc	Motorcycle 50cc and under	Motorcycle 51-500cc	Motorcycle over 500cc	
	Single vehicle accidents						
Involving pedestrian casualties	19	160	73	1	16	11	
No pedestrian casualties	413	1,650	1,452	100	525	703	
Two vehicle accidents involving:							
Pedal cycle	13	82	46	0	11	16	
Motorcycle 50cc and under	27	13	6	3	3	2	
Motorcycle 51-500cc	10	116	27	1	21	6	
Motorcycle over 500cc	5	37	116	0	12	61	
Car	1,563	6,979	4,266	256	1,423	1,370	
Bus or Coach	14	92	46	2	20	22	
LGV	119	687	371	19	142	125	
HGV	23	120	147	4	34	66	
Other vehicle	6	65	71	1	24	40	
Accidents involving three or more vehicles	118	588	646	24	181	322	
All accidents	2,330	10,589	7,267	411	2,412	2,744	

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Source: Road Accident Statistics, DfT
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The figures in this table are National Statistics

RAS30080

Reported weather-adjusted fatalities¹ by road user type, Great Britain 1991 - 2014

	Pedestrians		Pedal cyclists		Motorcycle rider/passenger		Car occupant ²		Other ³	All road users	
	Published	Weather-adjusted	Published	Weather-adjusted	Published	Weather-adjusted	Published	Weather-adjusted	Published	Published	Weather-adjusted
1991	1,496	1,513	242	244	548	550	2,053	2,053	229	4,568	4,588
1992	1,347	1,353	204	206	469	487	1,978	1,978	231	4,229	4,256
1993	1,241	1,236	186	188	427	422	1,760	1,760	200	3,814	3,806
1994	1,124	1,112	172	171	444	463	1,764	1,764	146	3,650	3,656
1995	1,038	1,041	213	216	445	433	1,749	1,749	176	3,621	3,615
1996	997	1,011	203	208	440	430	1,806	1,806	152	3,598	3,606
1997	973	959	183	178	509	472	1,795	1,795	139	3,599	3,544
1998	906	908	158	158	498	491	1,696	1,696	163	3,421	3,416
1999	870	858	172	172	547	539	1,687	1,687	147	3,423	3,403
2000	857	847	127	127	605	595	1,665	1,665	155	3,409	3,389
2001	826	835	138	142	583	589	1,749	1,749	154	3,450	3,470
2002	775	765	130	126	609	562	1,747	1,747	170	3,431	3,370
2003	774	779	114	111	693	627	1,769	1,769	158	3,508	3,444
2004	671	674	134	133	585	553	1,671	1,671	160	3,221	3,192
2005	671	678	148	148	569	547	1,675	1,675	138	3,201	3,186
2006	675	671	146	145	599	581	1,612	1,612	140	3,172	3,148
2007	646	645	136	128	588	559	1,432	1,432	144	2,946	2,907
2008	572	576	115	113	493	498	1,257	1,257	101	2,538	2,546
2009	500	504	104	105	472	457	1,059	1,059	87	2,222	2,213
2010	405	411	111	113	403	415	835	835	96	1,850	1,871
2011	453	446	107	104	362	337	883	883	96	1,901	1,867
2012	420	416	118	118	328	329	801	801	87	1,754	1,751
2013	398	394	109	109	331	329	785	785	90	1,713	1,708
2014	446	440	113	111	339	304	797	797	80	1,775	1,732

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Source: DfT STATS19

The figures in this table are National Statistics

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1. The temperature and rainfall adjusted road fatalities series can be interpreted as the number of road fatalities we would have expected each year had the temperature and rainfall in each month of each year been at the long term average.
2. No statistically significant rainfall or temperature effects were found for car occupant fatalities so the weather-adjusted figures are unchanged.
3. Other consists mainly of bus or coach, light goods vehicles and heavy goods vehicles. Weather-adjusted figures have not been produced for this group.
4. Details on the methodology used to produce weather-adjusted road casualty figures can be found at: www.gov.uk/government/publications/road-accidents-and-safety-statistics-guidance

RAS30080

Reported weather-adjusted seriously injured casualties¹ by road user type, Great Britain 1991 - 2014

	Pedestrians		Pedal cyclists		Motorcycle rider/passenger		Car occupant		Other ²	All road users	
	Published	Weather-adjusted	Published	Weather-adjusted	Published	Weather-adjusted	Published	Weather-adjusted	Published	Published	Weather-adjusted
1991	13,528	13,511	3,947	3,994	7,954	7,914	23,342	23,287	2,847	51,618	51,553
1992	12,848	12,882	3,788	3,770	6,869	6,928	23,146	22,933	2,605	49,256	49,117
1993	11,422	11,404	3,611	3,672	6,455	6,465	21,073	21,154	2,459	45,020	45,154
1994	11,806	11,707	3,829	3,825	6,222	6,234	22,128	22,118	2,555	46,540	46,438
1995	11,259	11,297	3,754	3,721	6,170	6,026	21,712	22,162	2,638	45,533	45,845
1996	10,615	10,824	3,586	3,667	5,768	5,754	22,242	22,516	2,288	44,499	45,049
1997	10,053	10,019	3,409	3,344	5,937	5,733	21,396	21,369	2,189	42,984	42,654
1998	9,575	9,481	3,154	3,107	5,944	5,977	19,980	19,748	2,181	40,834	40,494
1999	8,955	8,895	3,004	2,972	6,361	6,296	18,681	18,621	2,121	39,122	38,906
2000	8,641	8,585	2,643	2,645	6,769	6,782	18,054	17,860	2,048	38,155	37,921
2001	8,238	8,307	2,540	2,596	6,722	6,754	17,675	17,747	1,935	37,110	37,339
2002	7,856	7,749	2,320	2,277	6,891	6,809	16,981	16,911	1,928	35,976	35,674
2003	7,159	7,148	2,297	2,224	6,959	6,720	15,522	15,674	1,770	33,707	33,536
2004	6,807	6,744	2,174	2,135	6,063	6,073	14,473	14,336	1,613	31,130	30,901
2005	6,458	6,447	2,212	2,168	5,939	5,846	12,942	12,940	1,403	28,954	28,804
2006	6,376	6,403	2,296	2,219	5,885	5,882	12,642	12,607	1,474	28,673	28,585
2007	6,278	6,218	2,428	2,359	6,149	6,084	11,535	11,468	1,384	27,774	27,514
2008	6,070	6,022	2,450	2,428	5,556	5,697	10,711	10,652	1,247	26,034	26,045
2009	5,545	5,579	2,606	2,602	5,350	5,360	10,053	9,961	1,136	24,690	24,639
2010	5,200	5,324	2,660	2,679	4,780	4,867	8,914	9,003	1,106	22,660	22,979
2011	5,454	5,425	3,085	3,049	5,247	5,043	8,342	8,325	994	23,122	22,836
2012	5,559	5,545	3,222	3,257	5,000	5,195	8,232	8,041	1,026	23,039	23,064
2013	4,998	5,022	3,143	3,148	4,866	4,924	7,641	7,696	1,009	21,657	21,799
2014	5,063	4,964	3,401	3,271	5,289	5,074	8,035	8,065	1,019	22,807	22,393

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Source: DfT STATS19

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1. The temperature and rainfall adjusted seriously injured casualties series can be interpreted as the number of seriously injured casualties we would have expected each year had the temperature and rainfall in each month of each year been at the long term average.
2. Other consists mainly of bus or coach, light goods vehicles and heavy goods vehicles. Weather-adjusted figures have not been produced for this group.
3. Details on the methodology used to produce weather-adjusted road casualty figures can be found at:
www.gov.uk/government/publications/road-accidents-and-safety-statistics-guidance

RAS30080

Reported weather-adjusted slightly injured casualties¹ by road user type, Great Britain 1991 - 2014

	Pedestrians		Pedal cyclists		Motorcycle rider/passenger		Car occupant		Other ²	All road users	
	Published	Weather-adjusted	Published	Weather-adjusted	Published	Weather-adjusted	Published	Weather-adjusted	Published	Published	Weather-adjusted
1991	39,006	39,061	20,628	20,806	22,249	22,083	153,989	154,471	19,310	255,182	255,731
1992	37,417	37,483	20,777	20,667	19,553	19,603	160,538	158,631	18,983	257,268	255,365
1993	35,465	35,254	20,290	20,470	18,212	18,119	164,646	163,716	18,688	257,301	256,247
1994	35,765	35,574	20,838	20,770	17,688	17,682	171,262	171,614	19,616	265,169	265,256
1995	34,786	34,837	20,978	20,599	16,909	16,834	170,566	173,566	18,294	261,533	264,130
1996	34,838	35,120	20,795	21,269	16,925	17,114	181,288	183,225	18,635	272,481	275,363
1997	34,575	34,740	21,044	20,690	18,046	17,797	188,257	189,271	19,298	281,220	281,796
1998	34,405	34,342	19,611	19,499	18,168	18,190	188,798	186,737	19,975	280,957	278,743
1999	33,063	32,786	19,664	19,216	19,284	19,073	185,367	183,955	20,387	277,765	275,416
2000	32,535	32,386	17,842	17,571	20,838	20,710	187,080	183,426	20,424	278,719	274,516
2001	31,513	31,841	16,436	16,648	21,505	21,668	183,378	184,871	19,917	272,749	274,945
2002	30,153	30,028	14,657	14,200	20,853	20,606	178,697	177,266	18,838	263,198	260,937
2003	28,472	28,439	14,622	13,836	20,759	20,148	171,051	173,473	18,488	253,392	254,385
2004	27,403	27,410	14,340	13,969	18,993	18,934	167,714	166,886	18,039	246,489	245,239
2005	26,152	26,201	14,201	13,791	18,316	18,150	163,685	164,062	16,508	238,862	238,712
2006	23,931	23,968	13,754	13,074	16,842	16,666	156,746	156,376	15,286	226,559	225,370
2007	23,267	23,195	13,631	13,331	16,722	16,524	148,466	147,696	14,974	217,060	215,721
2008	21,840	21,770	13,732	13,655	15,501	15,612	137,220	136,391	14,040	202,333	201,468
2009	20,842	20,702	14,354	14,289	14,881	14,757	132,300	131,451	12,857	195,234	194,056
2010	20,240	20,536	14,414	14,991	13,503	13,534	123,456	124,018	12,525	184,138	185,605
2011	20,291	20,249	16,023	15,589	14,541	14,232	115,699	115,598	12,373	178,927	178,041
2012	19,239	19,016	15,751	16,066	13,982	13,984	110,675	108,241	11,283	170,930	168,591
2013	18,637	18,676	16,186	16,316	13,555	13,588	101,361	102,312	10,561	160,300	161,452
2014	19,239	18,977	17,773	16,989	14,738	14,426	106,698	106,659	11,447	169,895	168,498

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[Notes & Definitions](#)

Source: DfT STATS19

The figures in this table are National Statistics

Last updated: 24 September 2015
 Next update: September 2016

1. The temperature and rainfall adjusted slightly injured casualties series can be interpreted as the number of slightly injured casualties we would have expected each year had the temperature and rainfall in each month of each year been at the long term average.
2. Other consists mainly of bus or coach, light goods vehicles and heavy goods vehicles. Weather-adjusted figures have not been produced for this group.
3. Details on the methodology used to produce weather-adjusted road casualty figures can be found at:
www.gov.uk/government/publications/road-accidents-and-safety-statistics-guidance

RAS30081**Reported road casualties on the 2010 strategic road network by road class and severity
England 2012 - 2014 and comparison of 2014 with 2005 - 2009 average and 2013**

Road Class	2005-09 average	2012	2013	2014	Number of casualties	
					2014 percentage change on 05-09 avg	2014 percentage change on 2013
Motorway						
Killed	154	78	87	84	-45	-3
Seriously injured	859	577	596	636	-26	7
Killed or seriously injured	1,013	655	683	720	-29	5
Slightly injured	10,187	7,556	7,154	7,471	-27	4
All casualties	11,200	8,211	7,837	8,191	-27	5
A Road						
Killed	204	139	157	127	-38	-19
Seriously injured	1,105	902	868	1,006	-9	16
Killed or seriously injured	1,308	1,041	1,025	1,133	-13	11
Slightly injured	9,195	7,421	7,226	7,490	-19	4
All casualties	10,503	8,462	8,251	8,623	-18	5

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Source: DfT STATS19
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The figures in this table are National Statistics

RAS40

Reported accidents, vehicles and casualties

RAS40001

Reported accidents and casualties, population, vehicle population, index of vehicle mileage, by road user type and severity, Great Britain, 1930-2014

Year	Population (millions)	Motor vehicles currently licensed (m'lns)	Index of vehicle traffic ¹ 1949=100		Reported casualties from road accidents							
			Motor traffic	All traffic	Killed					Injured	All severities	
					Accidents ('000s)	Pedestrians	Pedal cyclists ²	M/cycle users ²	Others ³	All	('000s)	('000s)
1930	44.6	2.3	..	..	157	3,722	887	1,832	864	7,305	178	185
1935	45.6	2.6	..	..	196	3,073	1,400	1,277	752	6,502	222	228
1940	46.9	2.3	..	..	..	4,724	1,363	1,270	1,252	8,609	..	..
1945	47.8	2.6	..	..	..	2,602	918	553	1,183	5,256	133	138
1950	49.2	4.4	114	104	167	2,251	805	1,129	827	5,012	196	201
1955	49.6	6.5	166	136	217	2,287	708	1,362	1,169	5,526	262	268
1960	51.0	9.4	242	177	272	2,708	679	1,743	1,840	6,970	341	348
1965	52.9	12.9	350	242	299	3,105	543	1,244	3,060	7,952	390	398
1970	54.1	15.0	431	292	267	2,925	373	761	3,440	7,499	356	363
1975	54.7	17.5	499	337	246	2,344	278	838	2,906	6,366	319	325
1980 ⁴	54.8	19.2	584	394	252	1,941	302	1,163	2,547	5,953	321	327
1985	55.1	21.2	666	450	246	1,789	286	796	2,294	5,165	312	318
1986 ⁴	55.3	21.7	700	472	248	1,841	271	762	2,511	5,385	316	321
1987	55.4	22.2	754	508	239	1,703	280	723	2,419	5,125	306	311
1988	55.6	23.3	809	544	247	1,753	227	670	2,402	5,052	317	322
1989	55.8	24.2	874	588	261	1,706	294	683	2,690	5,373	336	342
1990	56.0	24.7	884	594	258	1,694	256	659	2,608	5,217	336	341
1991 ⁵	56.2	24.5	886	595	236	1,496	242	548	2,282	4,568	307	311
1992	55.9	24.9	883	592	233	1,347	204	469	2,209	4,229	307	311
1993	56.0	24.8	887	594	229	1,241	186	427	1,960	3,814	302	306
1994	56.2	25.2	907	607	234	1,124	172	444	1,910	3,650	312	315
1995	56.3	25.4	925	619	231	1,038	213	445	1,925	3,621	307	311
1996	56.4	26.3	949	635	236	997	203	440	1,958	3,598	317	321
1997	56.5	27.0	969	648	240	973	183	509	1,934	3,599	324	328
1998	56.6	27.5	987	660	239	906	158	498	1,859	3,421	322	325
1999	56.8	28.4	1,005	672	235	870	172	547	1,834	3,423	317	320
2000	57.0	28.9	1,005	672	234	857	127	605	1,820	3,409	317	320
2001	57.4	29.7	1,017	680	229	826	138	583	1,903	3,450	310	313
2002	57.6	30.6	1,041	696	222	775	130	609	1,917	3,431	299	303
2003	57.8	31.2	1,047	701	214	774	114	693	1,927	3,508	287	291
2004	58.1	32.3	1,063	711	207	671	134	585	1,831	3,221	278	281
2005	58.5	32.9	1,063	711	199	671	148	569	1,813	3,201	268	271
2006	58.8	33.4	1,078	721	189	675	146	599	1,752	3,172	255	258
2007	59.2	34.0	1,088	727	182	646	136	588	1,576	2,946	245	248
2008	59.6	34.2	1,077	721	171	572	115	493	1,358	2,538	228	231
2009	60.0	34.2	1,067	714	164	500	104	472	1,146	2,222	220	222
2010	60.5	34.2	1,050	703	154	405	111	403	931	1,850	207	209
2011	60.9	34.2	1,052	704	151	453	107	362	979	1,901	202	204
2012	61.9	34.5	1,048	702	146	420	118	328	888	1,754	194	196
2013	62.3	35.0	1,052	704	139	398	109	331	875	1,713	182	184
2014	62.8	35.6	1,077	721	146	446	113	339	877	1,775	193	194

Note: Road accident and casualty data was first collected on a national level in 1926. That year there were 4,886 recorded deaths in some 124,000 accidents. The highest record road death figure was 9,196 in 1941, the highest post WW2 fatality figure was 7,985 in 1966.

- 1 Traffic estimates for 1995 onwards have been produced on a new, more accurate basis and are not directly comparable with earlier data.
- 2 Between 1937 and 1977 the figures excluded sidecar passengers and second riders of tandems.
- 3 Includes cases where road user type was not reported.
- 4 Casualty data has been revised.
- 5 Population figures have been revised by ONS so there is a break in the series at this point.

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Source: DfT STATS19, DfT National Road Traffic Survey, DVLA/DfT, ONS mid-year population estimates
 Last updated: 24 September 2015
 Next update: September 2016

The figures in this table are National Statistics

RAS40002

Reported accidents, vehicles and casualties by severity, road class, built-up and non built-up roads, Great Britain, 2014

	Number of accidents/vehicles/casualties					
	Accidents	Vehicles involved	Casualties involved, by severity			
			Killed	Seriously injured	Slightly injured	All severities
Motorways						
Fatal	85	187	96	33	50	179
Serious	595	1,292	..	685	491	1,176
Slight	4,950	11,061	..	..	7,850	7,850
All severities	5,630	12,540	96	718	8,391	9,205
Built-up A roads						
Fatal	339	514	352	63	70	485
Serious	5,721	9,743	..	6,021	1,441	7,462
Slight	42,378	80,368	..	..	54,492	54,492
All severities	48,438	90,625	352	6,084	56,003	62,439
Built-up other roads¹						
Fatal	413	631	431	79	122	632
Serious	8,534	13,596	..	8,889	1,768	10,657
Slight	52,912	94,317	..	..	65,833	65,833
All severities	61,859	108,544	431	8,968	67,723	77,122
All built-up roads²						
Fatal	752	1,145	783	142	192	1,117
Serious	14,255	23,339	..	14,910	3,209	18,119
Slight	95,290	174,685	..	..	120,325	120,325
All severities	110,297	199,169	783	15,052	123,726	139,561
Non built-up A roads						
Fatal	578	1,144	642	263	279	1,184
Serious	3,575	6,821	..	4,177	1,939	6,116
Slight	15,237	30,393	..	..	22,383	22,383
All severities	19,390	38,358	642	4,440	24,601	29,683
Non built-up other roads¹						
Fatal	243	426	254	70	94	418
Serious	2,251	3,716	..	2,527	1,086	3,613
Slight	8,511	14,318	..	..	11,997	11,997
All severities	11,005	18,460	254	2,597	13,177	16,028
All non built-up roads²						
Fatal	821	1,570	896	333	373	1,602
Serious	5,826	10,537	..	6,704	3,025	9,729
Slight	23,748	44,711	..	..	34,380	34,380
All severities	30,395	56,818	896	7,037	37,778	45,711
All speed limits³						
Fatal	1,658	2,902	1,775	508	615	2,898
Serious	20,676	35,168	..	22,299	6,725	29,024
Slight	123,988	230,457	..	..	162,555	162,555
All severities	146,322	268,527	1,775	22,807	169,895	194,477

1 B roads, C roads and unclassified roads: excludes cases where road class was not reported.

2 Excludes motorways.

3 Includes cases where speed limit was not reported.

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[Notes & Definitions](#)

Source: DfT STATS19
 Last updated: 24 September 2015
 Next update: September 2016

The figures in this table are National Statistics

RAS40003

Reported accidents and casualties by severity, road type and speed limit, Great Britain, 2014

	Number of accidents/casualties							
	Accidents				Casualties			
	Fatal	Serious	Slight	All	Killed	Seriously injured	Slightly injured	All
Roundabout								
Speed limit								
20 mph ¹	1	14	96	111	1	14	113	128
30 mph	10	633	5,953	6,596	10	650	7,314	7,974
40 mph	2	163	1,399	1,564	2	169	1,800	1,971
50 mph	0	50	475	525	0	50	627	677
60 mph	3	135	959	1,097	4	145	1,272	1,421
70 mph	2	53	381	436	2	57	522	581
All limits ²	18	1,048	9,263	10,329	19	1,085	11,648	12,752
One way street								
Speed limit								
20 mph ¹	4	42	236	282	4	42	265	311
30 mph	14	359	2,201	2,574	20	374	2,629	3,023
40 mph	0	4	43	47	0	4	59	63
50 mph	0	0	6	6	0	0	6	6
60 mph	1	5	20	26	1	7	26	34
All limits ²	19	410	2,506	2,935	25	427	2,985	3,437
Single carriageway								
Speed limit								
20 mph ¹	20	423	2,447	2,890	20	433	2,955	3,408
30 mph	532	10,206	68,645	79,383	547	10,712	87,963	99,222
40 mph	88	1,215	5,520	6,823	93	1,363	8,487	9,943
50 mph	96	696	2,457	3,249	103	863	4,163	5,129
60 mph	563	3,820	13,459	17,842	620	4,697	21,767	27,084
All limits ²	1,299	16,360	92,528	110,187	1,383	18,068	125,335	144,786
Slip road								
Speed limit								
20 mph ¹	0	1	5	6	0	1	5	6
30 mph	1	27	378	406	2	30	477	509
40 mph	0	11	133	144	0	12	180	192
50 mph	0	10	128	138	0	10	203	213
60 mph	3	21	147	171	3	23	216	242
70 mph	6	77	594	677	6	82	903	991
All limits ²	10	147	1,385	1,542	11	158	1,984	2,153
Dual carriageway								
Speed limit								
20 mph ¹	0	5	63	68	0	5	79	84
30 mph	30	665	5,014	5,709	30	712	6,808	7,550
40 mph	47	436	2,927	3,410	51	481	4,361	4,893
50 mph	31	199	1,635	1,865	32	220	2,510	2,762
60 mph	14	132	681	827	17	147	1,057	1,221
70 mph	183	1,203	7,558	8,944	200	1,431	12,616	14,247
All limits ²	305	2,640	17,878	20,823	330	2,996	27,431	30,757
All roads³								
Speed limit								
20 mph ¹	28	492	2,898	3,418	28	502	3,473	4,003
30 mph	589	11,934	82,474	94,997	611	12,522	105,524	118,657
40 mph	137	1,833	10,047	12,017	146	2,033	14,916	17,095
50 mph	127	958	4,712	5,797	135	1,146	7,527	8,808
60 mph	586	4,124	15,306	20,016	647	5,032	24,395	30,074
70 mph	191	1,335	8,551	10,077	208	1,572	14,060	15,840
All limits ²	1,658	20,676	123,988	146,322	1,775	22,807	169,895	194,477

1 Includes residential 20 mph zones plus areas where by-laws restrict the speed limit to 20mph.

2 Includes unknown and other speed limits.

3 Includes unknown and other road types.

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Source: DfT STATS19
 Last updated: 24 September 2015
 Next update: September 2016

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RAS40004

Reported accidents, vehicle user and pedestrian casualties by area type and combination of vehicles involved, Great Britain, 2014

Urban areas	Accidents/Casualties											All accidents with three or more vehicles	All accidents with vehs of type 'A'	
	Single vehicle		Two vehicle accidents by vehicle type B											
	No pedestrian	With pedestrian	Pedal cycle	M'cycle 50cc & under	M'cycle over 50cc ¹	Car	Bus or coach	Van / Light goods	Heavy goods vehicle	Any other vehicle	All two vehicle accidents ²			
Pedal cycle														
Accidents involving	517	433	79	33	259	14,133	310	1,098	270	102	16,285	439	17,674	
User casualties	520	121	99	29	232	14,061	285	1,094	269	99	16,169	483	17,293	
of which: killed	4	0	0	0	0	23	1	1	12	5	42	5	51	
seriously injured	152	7	15	3	16	1,877	42	140	55	13	2,162	88	2,409	
Pedestrians hit by cycles	0	438	0	0	0	20	3	1	0	2	26	1	465	
of which: killed	0	4	0	0	0	0	0	0	0	0	0	0	4	
seriously injured	0	83	0	0	0	2	1	0	0	1	4	0	87	
Motorcycle 50cc and under														
Accidents involving	245	86	33	14	20	1,321	14	98	10	4	1,514	97	1,942	
User casualties	248	19	11	20	11	1,291	12	97	10	4	1,456	88	1,811	
of which: killed	2	0	0	0	0	0	0	0	0	0	0	0	2	
seriously injured	59	1	0	3	0	205	1	14	1	1	225	17	302	
Ped'n's hit by m/cs to 50cc	0	87	1	0	0	4	0	0	0	0	5	1	93	
of which: killed	0	0	0	0	0	0	0	0	0	0	0	0	0	
seriously injured	0	17	0	0	0	1	0	0	0	0	1	0	18	
Motorcycle over 50cc ¹														
Accidents involving	1,271	709	259	20	111	8,275	114	782	138	48	9,747	657	12,384	
User casualties	1,315	218	97	15	151	8,232	108	786	138	47	9,574	657	11,764	
of which: killed	21	1	0	0	0	37	4	6	5	2	54	20	96	
seriously injured	396	22	15	5	19	1,617	27	145	26	11	1,865	180	2,463	
Ped'n's hit by m/cs +50cc	0	726	1	0	1	36	1	1	1	0	41	12	779	
of which: killed	0	4	0	0	0	1	0	0	0	0	1	0	5	
seriously injured	0	139	1	0	0	8	0	0	0	0	9	2	150	
Car														
Accidents involving	3,819	16,223	14,133	1,321	8,275	26,512	1,335	3,023	1,140	573	56,316	7,693	84,051	
User casualties	4,911	171	197	86	560	38,813	730	2,890	1,303	323	44,906	11,300	61,288	
of which: killed	67	1	0	0	0	53	8	4	16	0	81	22	171	
seriously injured	632	10	21	2	23	1,293	56	107	67	11	1,580	450	2,672	
Pedestrians hit by cars	0	16,735	16	1	8	680	72	75	29	32	913	118	17,766	
of which: killed	0	173	0	0	0	8	2	1	0	0	11	4	188	
seriously injured	0	3,276	1	0	1	138	22	15	5	8	190	30	3,496	
Bus or coach														
Accidents involving	2,002	969	310	14	114	1,335	40	143	44	30	2,030	260	5,261	
User casualties	2,247	44	41	2	12	1,323	70	197	74	32	1,751	145	4,187	
of which: killed	3	0	0	0	0	2	0	0	0	0	2	0	5	
seriously injured	146	1	5	1	1	47	0	6	1	1	62	7	216	
Pedestrians hit by buses	0	983	0	0	2	13	2	2	0	0	19	1	1,003	
of which: killed	0	23	0	0	0	0	0	0	0	0	0	0	23	
seriously injured	0	192	0	0	0	3	1	0	0	0	4	0	196	
Van / Light goods vehicle														
Accidents involving	143	1,141	1,098	98	782	3,023	143	146	87	46	5,423	1,294	8,001	
User casualties	171	7	10	1	27	1,165	36	176	81	17	1,513	446	2,137	
of which: killed	1	0	0	0	0	1	0	0	2	0	3	2	6	
seriously injured	28	0	2	0	3	43	1	9	6	2	66	11	105	
Pedestrians hit by vans	0	1,170	1	0	0	40	9	11	3	0	64	4	1,238	
of which: killed	0	19	0	0	0	0	0	0	0	0	0	0	19	
seriously injured	0	235	0	0	0	5	2	6	1	0	14	1	250	
Heavy goods vehicle														
Accidents involving	36	266	270	10	138	1,140	44	87	21	21	1,731	379	2,412	
User casualties	39	5	1	0	4	120	8	15	31	6	185	58	287	
of which: killed	1	0	0	0	0	0	0	0	0	0	0	0	1	
seriously injured	5	0	0	0	0	5	1	1	3	0	10	5	20	
Pedestrians hit by HGVs	0	276	1	0	1	15	1	2	1	0	21	14	311	
of which: killed	0	35	0	0	0	1	0	0	0	0	1	6	42	
seriously injured	0	60	0	0	0	1	0	1	0	0	2	6	68	
Any other vehicle A														
Accidents involving	72	168	102	4	48	573	30	46	21	8	832	145	1,217	
User casualties	87	1	4	0	6	355	12	37	21	9	444	35	567	
of which: killed	3	0	0	0	0	4	0	1	0	0	5	1	9	
seriously injured	21	1	0	0	0	57	2	4	5	2	70	6	98	
Ped'n's hit by these vehs	0	174	0	0	0	6	2	0	0	1	9	0	183	
of which: killed	0	8	0	0	0	0	0	0	0	1	1	0	9	
seriously injured	0	33	0	0	0	1	1	0	0	0	2	0	35	
All vehicles ²														
Accidents involving	8,105	20,001	16,285	1,514	9,747	56,316	2,030	5,423	1,731	832	60,407	7,774	96,287	
All vehicle user casualties	9,538	586	16,530	1,589	10,426	71,453	2,942	6,629	2,081	972	75,998	13,212	99,334	
of which: killed	102	2	42	0	54	148	15	15	35	12	187	50	341	
seriously injured	1,439	42	2,205	236	1,908	5,431	192	483	171	109	6,040	764	8,285	
Pedestrian casualties	0	20,596	46	6	52	1,047	107	145	54	43	1,098	151	21,845	
of which: killed	0	266	0	0	1	13	2	1	1	1	14	10	290	
seriously injured	0	4,036	6	1	10	211	30	30	8	11	226	39	4,301	

¹ Includes electric motorcycles and cases where engine size was not reported.

² Includes cases where vehicle type was not reported.

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[Notes & Definitions](#)

Source: DfT STATS19
 Last updated: 24 September 2015
 Next update: September 2016

The figures in this table are National Statistics

RAS40004

Reported accidents, vehicle user and pedestrian casualties by area type and combination of vehicles involved, Great Britain, 2014

Rural areas	Accidents/Casualties											All accidents with three or more vehicles	All accidents with vehs of type 'A'	
	Single vehicle		Two vehicle accidents by vehicle type B											
	No pedestrian	With pedestrian	Pedal cycle	M'cycle 50cc & under	M'cycle over 50cc ¹	Car	Bus or coach	Van / Light goods	Heavy goods vehicle	Any other vehicle	All two vehicle accidents ²			
Pedal cycle														
Accidents involving	336	28	47	4	62	2,799	39	255	98	62	3,366	220	3,950	
User casualties	336	11	69	4	54	2,786	38	256	98	61	3,366	281	3,994	
of which: killed	15	1	0	0	1	27	1	2	8	1	40	6	62	
seriously injured	147	3	25	2	16	588	9	69	31	19	759	83	992	
Pedestrians hit by cycles	0	29	0	0	0	3	0	0	0	0	3	1	33	
of which: killed	0	1	0	0	0	0	0	0	0	0	0	0	1	
seriously injured	0	14	0	0	0	1	0	0	0	0	1	1	16	
Motorcycle 50cc and under														
Accidents involving	165	8	4	4	4	271	4	22	13	2	324	27	524	
User casualties	165	0	2	7	4	272	2	22	13	2	324	30	519	
of which: killed	0	0	0	0	0	2	0	0	0	0	2	2	4	
seriously injured	39	0	0	0	1	49	1	5	3	0	59	5	103	
Ped'n's hit by m/cs to 50cc	0	8	0	0	0	0	0	0	0	0	0	0	8	
of which: killed	0	0	0	0	0	0	0	0	0	0	0	0	0	
seriously injured	0	3	0	0	0	0	0	0	0	0	0	0	3	
Motorcycle over 50cc ¹														
Accidents involving	1,754	50	62	4	98	3,051	27	278	125	90	3,735	550	6,089	
User casualties	1,832	17	32	4	150	3,121	30	274	131	89	3,831	592	6,272	
of which: killed	43	0	0	0	9	86	1	16	10	14	136	58	237	
seriously injured	789	4	12	0	72	1,091	10	100	59	37	1,381	247	2,421	
Ped'n's hit by m/cs +50cc	0	53	0	0	1	3	0	0	0	0	4	2	59	
of which: killed	0	1	0	0	0	0	0	0	0	0	0	1	2	
seriously injured	0	17	0	0	1	1	0	0	0	0	2	1	20	
Car														
Accidents involving	9,396	2,047	2,799	271	3,051	14,950	309	2,310	1,975	573	26,240	6,622	44,305	
User casualties	12,360	42	58	12	346	24,459	289	2,336	2,351	523	30,376	11,464	54,242	
of which: killed	223	0	0	0	2	180	10	25	58	8	283	120	626	
seriously injured	1,815	3	2	0	21	2,058	34	219	213	46	2,593	952	5,363	
Pedestrians hit by cars	0	2,103	3	0	4	127	21	12	15	5	187	38	2,328	
of which: killed	0	84	0	0	1	10	1	0	0	0	12	12	108	
seriously injured	0	530	0	0	1	35	11	4	5	1	57	10	597	
Bus or coach														
Accidents involving	147	53	39	4	27	309	5	27	36	13	460	117	777	
User casualties	261	1	1	4	0	403	103	36	129	17	693	56	1,011	
of which: killed	2	0	0	0	0	0	0	0	0	0	0	0	2	
seriously injured	24	0	0	0	0	30	9	1	7	0	47	6	77	
Pedestrians hit by buses	0	55	0	0	0	4	0	1	0	0	5	1	61	
of which: killed	0	3	0	0	0	0	0	0	0	0	0	0	3	
seriously injured	0	18	0	0	0	2	0	0	0	0	2	0	20	
Van / Light goods vehicle														
Accidents involving	382	213	255	22	278	2,310	27	158	191	52	3,293	1,426	5,314	
User casualties	449	1	2	2	22	1,106	16	236	195	31	1,610	718	2,778	
of which: killed	6	0	0	0	0	4	0	1	11	0	16	5	27	
seriously injured	68	0	0	0	8	86	3	16	25	2	140	54	262	
Pedestrians hit by vans	0	218	0	0	0	22	1	2	4	0	29	2	249	
of which: killed	0	10	0	0	0	1	0	0	0	0	1	0	11	
seriously injured	0	47	0	0	0	5	0	1	3	0	9	1	57	
Heavy goods vehicle														
Accidents involving	267	94	98	13	125	1,975	36	191	147	52	2,637	979	3,977	
User casualties	296	3	1	0	3	257	11	54	182	26	534	233	1,066	
of which: killed	5	0	0	0	0	0	0	0	1	1	2	6	13	
seriously injured	49	0	0	0	0	25	2	5	23	6	61	32	142	
Pedestrians hit by HGVs	0	101	0	0	1	10	0	1	4	2	18	5	124	
of which: killed	0	24	0	0	0	2	0	0	1	1	4	3	31	
seriously injured	0	28	0	0	1	4	0	0	2	0	7	2	37	
Any other vehicle A														
Accidents involving	98	27	62	2	90	573	13	52	52	30	874	271	1,270	
User casualties	115	0	2	0	8	211	6	32	41	39	339	59	513	
of which: killed	7	0	0	0	0	7	0	0	1	0	8	2	17	
seriously injured	34	0	0	0	0	37	1	6	3	8	55	10	99	
Ped'n's hit by these vehs	0	30	0	0	0	6	0	1	1	1	9	2	41	
of which: killed	0	0	0	0	0	0	0	0	0	0	0	0	0	
seriously injured	0	7	0	0	0	3	0	1	0	1	5	0	12	
All vehicles ²														
Accidents involving	12,545	2,520	3,366	324	3,735	26,240	460	3,293	2,637	874	28,185	6,785	50,035	
All vehicle user casualties	15,814	75	3,464	350	4,268	38,532	1,085	4,620	3,492	1,088	41,073	13,433	70,395	
of which: killed	301	1	40	2	139	409	12	59	90	32	487	199	988	
seriously injured	2,965	10	773	61	1,427	4,499	107	545	402	165	5,095	1,389	9,459	
Pedestrian casualties	0	2,597	6	0	9	235	27	44	38	16	255	51	2,903	
of which: killed	0	123	0	0	1	15	1	1	4	1	17	16	156	
seriously injured	0	664	1	0	4	73	13	14	15	6	83	15	762	

¹ Includes electric motorcycles and cases where engine size was not reported.

² Includes cases where vehicle type was not reported.

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 Next update: September 2016

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RAS40004

Reported accidents, vehicle user and pedestrian casualties by area type and combination of vehicles involved, Great Britain, 2014

All areas	Accidents/Casualties											All accidents with three or more vehicles	All accidents with vehs of type 'A'	
	Single vehicle		Two vehicle accidents by vehicle type B											
	No pedestrian	With pedestrian	Pedal cycle	M'cycle & under 50cc	M'cycle over 50cc ¹	Car	Bus or coach	Van / Light goods	Heavy goods vehicle	Any other vehicle	All two vehicle accidents ²			
Pedal cycle														
Accidents involving	853	461	126	37	321	16,932	349	1,353	368	164	19,651	659	21,624	
User casualties	856	132	168	33	286	16,847	323	1,350	367	160	19,535	764	21,287	
of which: killed	19	1	0	0	1	50	2	3	20	6	82	11	113	
seriously injured	299	10	40	5	32	2,465	51	209	86	32	2,921	171	3,401	
Pedestrians hit by cycles	0	467	0	0	0	23	3	1	0	2	29	2	498	
of which: killed	0	5	0	0	0	0	0	0	0	0	0	0	5	
seriously injured	0	97	0	0	0	3	1	0	0	1	5	1	103	
Motorcycle 50cc and under														
Accidents involving	410	94	37	18	24	1,592	18	120	23	6	1,838	124	2,466	
User casualties	413	19	13	27	15	1,563	14	119	23	6	1,780	118	2,330	
of which: killed	2	0	0	0	0	2	0	0	0	0	2	2	6	
seriously injured	98	1	0	3	1	254	2	19	4	1	284	22	405	
Ped'n's hit by m/cs to 50cc	0	95	1	0	0	4	0	0	0	0	5	1	101	
of which: killed	0	0	0	0	0	0	0	0	0	0	0	0	0	
seriously injured	0	20	0	0	0	1	0	0	0	0	1	0	21	
Motorcycle over 50cc ¹														
Accidents involving	3,025	759	321	24	209	11,326	141	1,060	263	138	13,482	1,207	18,473	
User casualties	3,147	235	129	19	301	11,353	138	1,060	269	136	13,405	1,249	18,036	
of which: killed	64	1	0	0	9	123	5	22	15	16	190	78	333	
seriously injured	1,185	26	27	5	91	2,708	37	245	85	48	3,246	427	4,884	
Ped'n's hit by m/cs +50cc	0	779	1	0	2	39	1	1	1	0	45	14	838	
of which: killed	0	5	0	0	0	1	0	0	0	0	1	1	7	
seriously injured	0	156	1	0	1	9	0	0	0	0	11	3	170	
Car														
Accidents involving	13,215	18,270	16,932	1,592	11,326	41,462	1,644	5,333	3,115	1,146	82,556	14,315	128,356	
User casualties	17,271	213	255	98	906	63,272	1,019	5,226	3,654	846	75,282	22,764	115,530	
of which: killed	290	1	0	0	2	233	18	29	74	8	364	142	797	
seriously injured	2,447	13	23	2	44	3,351	90	326	280	57	4,173	1,402	8,035	
Pedestrians hit by cars	0	18,838	19	1	12	807	93	87	44	37	1,100	156	20,094	
of which: killed	0	257	0	0	1	18	3	1	0	0	23	16	296	
seriously injured	0	3,806	1	0	2	173	33	19	10	9	247	40	4,093	
Bus or coach														
Accidents involving	2,149	1,022	349	18	141	1,644	45	170	80	43	2,490	377	6,038	
User casualties	2,508	45	42	6	12	1,726	173	233	203	49	2,444	201	5,198	
of which: killed	5	0	0	0	0	2	0	0	0	0	2	0	7	
seriously injured	170	1	5	1	1	77	9	7	8	1	109	13	293	
Pedestrians hit by buses	0	1,038	0	0	2	17	2	3	0	0	24	2	1,064	
of which: killed	0	26	0	0	0	0	0	0	0	0	0	0	26	
seriously injured	0	210	0	0	0	5	1	0	0	0	6	0	216	
Van / Light goods vehicle														
Accidents involving	525	1,354	1,353	120	1,060	5,333	170	304	278	98	8,716	2,720	13,315	
User casualties	620	8	12	3	49	2,271	52	412	276	48	3,123	1,164	4,915	
of which: killed	7	0	0	0	0	5	0	1	13	0	19	7	33	
seriously injured	96	0	2	0	11	129	4	25	31	4	206	65	367	
Pedestrians hit by vans	0	1,388	1	0	0	62	10	13	7	0	93	6	1,487	
of which: killed	0	29	0	0	0	1	0	0	0	0	1	0	30	
seriously injured	0	282	0	0	0	10	2	7	4	0	23	2	307	
Heavy goods vehicle														
Accidents involving	303	360	368	23	263	3,115	80	278	168	73	4,368	1,358	6,389	
User casualties	335	8	2	0	7	377	19	69	213	32	719	291	1,353	
of which: killed	6	0	0	0	0	0	0	0	1	1	2	6	14	
seriously injured	54	0	0	0	0	30	3	6	26	6	71	37	162	
Pedestrians hit by HGVs	0	377	1	0	2	25	1	3	5	2	39	19	435	
of which: killed	0	59	0	0	0	3	0	0	1	1	5	9	73	
seriously injured	0	88	0	0	1	5	0	1	2	0	9	8	105	
Any other vehicle A														
Accidents involving	170	195	164	6	138	1,146	43	98	73	38	1,706	416	2,487	
User casualties	202	1	6	0	14	566	18	69	62	48	783	94	1,080	
of which: killed	10	0	0	0	0	11	0	1	1	0	13	3	26	
seriously injured	55	1	0	0	0	94	3	10	8	10	125	16	197	
Ped'n's hit by these vehs	0	204	0	0	0	12	2	1	1	2	18	2	224	
of which: killed	0	8	0	0	0	0	0	0	0	1	1	0	9	
seriously injured	0	40	0	0	0	4	1	1	0	1	7	0	47	
All vehicles ²														
Accidents involving	20,650	22,521	19,651	1,838	13,482	82,556	2,490	8,716	4,368	1,706	88,592	14,559	146,322	
All vehicle user casualties	25,352	661	19,994	1,939	14,694	109,985	4,027	11,249	5,573	2,060	117,071	26,645	169,729	
of which: killed	403	3	82	2	193	557	27	74	125	44	674	249	1,329	
seriously injured	4,404	52	2,978	297	3,335	9,930	299	1,028	573	274	11,135	2,153	17,744	
Pedestrian casualties	0	23,193	52	6	61	1,282	134	189	92	59	1,353	202	24,748	
of which: killed	0	389	0	0	2	28	3	2	5	2	31	26	446	
seriously injured	0	4,700	7	1	14	284	43	44	23	17	309	54	5,063	

¹ Includes electric motorcycles and cases where engine size was not reported.

² Includes cases where vehicle type was not reported.

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Source: DfT STATS19
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 Next update: September 2016

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RAS40005

Reported accidents, vehicles and casualties by vehicle type and left hand drive, Great Britain, 2014

	Number of vehicles/accidents/casualties								
	Vehicles	Accidents, by severity				Casualties involved ¹ , by severity			
		Fatal	Serious	Slight	All severities	Killed	Serious	Slight	All severities
Pedal cycles	21,979	117	3,532	17,975	21,624	118	3,577	18,686	22,381
Motorcycles	21,378	343	5,383	15,182	20,908	355	5,617	17,144	23,116
Cars and taxis	194,997	1,285	16,592	110,240	128,117	1,393	18,553	153,779	173,725
of which LHD	631	6	76	499	581	6	98	737	841
Minibuses	579	6	84	481	571	8	100	861	969
of which LHD	11	0	2	9	11	0	2	13	15
Buses or coaches	6,103	61	710	5,267	6,038	65	785	7,577	8,427
of which LHD	25	0	3	22	25	0	3	33	36
Vans / Light goods vehicles	14,043	162	1,645	11,508	13,315	177	1,887	16,441	18,505
of which LHD	70	1	10	58	69	1	14	96	111
Heavy goods vehicles	6,873	240	899	5,250	6,389	268	1,051	7,587	8,906
of which LHD	495	12	38	444	494	12	49	596	657
Other vehicles	2,560	75	434	1,978	2,487	76	462	2,642	3,180
of which LHD	41	0	8	33	41	0	8	44	52
All vehicles ²	268,527	1,658	20,676	123,988	146,322	1,775	22,807	169,895	194,477
of which LHD ³	1,273	19	136	1,046	1,201	19	173	1,495	1,687

Note: LHD = Left Hand Drive

1 Includes all casualties in accidents involving the relevant vehicle type.

2 Includes cases where vehicle type was unknown.

3 Includes cases where there is conflicting data (eg. Motorcycles coded as "left hand drive").

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RAS40006
Summary statistics, Great Britain, 2014

	Number			2014 Percentage change over:	
	2005-09 average	2013	2014	2013	2005-09 average
Casualties					
Killed	2,816	1,713	1,775	4	-37
Killed or seriously injured (KSI)	30,041	23,370	24,582	5	-18
All casualties	246,050	183,670	194,477	6	-21
Vehicle traffic (billion vehicle miles) (inc pedal cycles)	313.1	306.8	314.3	2	0
Population (million)	59.2	62.3	62.8	1	6
Accidents					
Fatal	2,590	1,608	1,658	3	-36
Fatal or serious	26,473	21,232	22,334	5	-16
All accidents	180,831	138,660	146,322	6	-19
Casualties per accident					
Fatal	1.94	1.83	1.75	-5	-10
Fatal or serious	1.54	1.44	1.43	0	-7
All accidents	1.36	1.32	1.33	0	-2
Accident type					
Fatal accidents					
Single vehicle (no pedestrian)	659	385	379	-2	-42
Single vehicle (with pedestrian)	515	331	389	18	-24
Two vehicle	1,023	670	657	-2	-36
Three or more vehicles	394	222	233	5	-41
All accidents					
Single vehicle (no pedestrian)	27,691	20,646	20,650	0	-25
Single vehicle (with pedestrian)	27,208	21,841	22,521	3	-17
Two vehicle	106,794	82,429	88,592	7	-17
Three or more vehicles	19,138	13,744	14,559	6	-24
Casualties by road type					
Fatalities on					
Motorways	173	100	96	-4	-44
Built-up roads	1,147	718	783	9	-32
Non built-up roads	1,496	895	896	0	-40
KSI on					
Motorways	1,140	760	814	7	-29
Built-up roads	18,373	15,161	15,835	4	-14
Non built-up roads	10,528	7,449	7,933	6	-25
All casualties on					
Motorways	12,423	8,732	9,205	5	-26
Built-up roads	168,749	130,602	139,561	7	-17
Non built-up roads	64,879	44,336	45,711	3	-30
Car occupants					
Fatalities	1,407	785	797	2	-43
Seriously injured	11,577	7,641	8,035	5	-31
Slightly injured	147,683	101,361	106,698	5	-28
Total	160,667	109,787	115,530	5	-28
Car traffic (billion vehicle miles)	244.7	240.0	244.5	2	0
Fatalities in accidents involving car drivers aged 17-24					
of which: Driver aged 17-24	286	131	120	-8	-58
Passenger of driver aged 17-24	200	59	86	46	-57
Other road user	278	147	136	-7	-51
Pedestrians					
Fatalities	613	398	446	12	-27
of which: Children (0-15)	57	26	29	12	-49
Adults (16-59)	301	226	226	0	-25
Elderly (60+)	253	146	191	31	-25
Seriously injured	6,145	4,998	5,063	1	-18
Slightly injured	23,206	18,637	19,239	3	-17
Total	29,965	24,033	24,748	3	-17
Motorcyclists					
Fatalities	544	331	339	2	-38
Seriously injured	5,776	4,866	5,289	9	-8
Slightly injured	16,452	13,555	14,738	9	-10
Total	22,772	18,752	20,366	9	-11

RAS40006
Summary statistics, Great Britain, 2014

	Number			2014 Percentage change over:	
	2005-09 average	2013	2014	2013	2005-09 average
Motorcycle traffic (billion vehicle miles)	3.2	2.7	2.8	3	-14
Fatalities on					
Motorways	17	14	5	-64	-70
Built-up roads	208	133	124	-7	-40
Non built-up roads	320	184	210	14	-34
KSI on					
Motorways	143	92	97	5	-32
Built-up roads	3,865	3,282	3,519	7	-9
Non built-up roads	2,312	1,823	2,012	10	-13
Motorcycles with engine size up to 125 cc					
Fatalities	82	55	67	22	-18
Seriously injured	2,059	1,916	2,164	13	5
Slightly injured	8,259	7,593	8,471	12	3
Motorcycles with engine size over 125 cc					
Fatalities	462	276	269	-3	-42
Seriously injured	3,716	2,936	3,067	4	-17
Slightly injured	8,194	5,943	6,148	3	-25
Pedal cyclists					
Fatalities	130	109	113	4	-13
Seriously injured	2,398	3,143	3,401	8	42
Slightly injured	13,934	16,186	17,773	10	28
Total	16,463	19,438	21,287	10	29
Child (0-15) KSI	485	282	279	-1	-43
Adult (16+) KSI	2,001	2,915	3,197	10	60
Pedal cycle traffic (billion vehicle miles)	2.8	3.1	3.2	4	17
Vans/Light Goods Vehicles (LGV)					
Fatalities	49	37	33	-11	-32
Seriously injured	453	334	367	10	-19
Slightly injured	4,890	4,055	4,515	11	-8
Casualties in accidents involving at least one LGV					
Fatalities	246	162	177	9	-28
KSI	2,154	1,815	2,064	14	-4
All casualties	19,409	16,678	18,505	11	-5
LGV traffic (billion vehicle miles)	40.5	42.6	45.0	6	11
Heavy Goods Vehicles (HGV)					
Fatalities	37	21	14	-33	-62
Seriously injured	277	147	162	10	-42
Slightly injured	1,946	1,128	1,177	4	-40
Casualties in accidents involving at least one HGV					
Fatalities	395	258	268	4	-32
KSI	1,910	1,354	1,319	-3	-31
All casualties	13,092	8,448	8,906	5	-32
HGV traffic (billion vehicle miles)	17.7	15.7	16.0	2	-9
Children (aged 0-15)					
Fatalities	127	48	53	10	-58
Male	80	32	28	-13	-65
Female	47	16	25	56	-47
KSI	3,067	1,980	2,082	5	-32
All casualties	24,021	15,756	16,727	6	-30

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Year	Casualties												
	Accidents	Killed (number)					Injured (thousands)					Casualty rate per Billion vehicle miles	All traffic billion vehicle miles
		Pedestrians	Pedal cyclists	Motor cyclists	All other road users	All killed	Serious	Slight	All injured	All casualties			
'000	no.	no.	no.	no.	no.	'000	'000	'000	'000				
1950	167	2,251	805	1,129	827	5,012	49	148	196	201	4,438	45	
1951	178	2,398	800	1,175	877	5,250	52	159	211	216	4,372	50	
1952	172	2,063	743	1,142	758	4,706	50	153	203	208	3,998	52	
1953	186	2,233	720	1,237	900	5,090	57	165	222	227	4,262	53	
1954	196	2,226	696	1,148	940	5,010	57	176	233	238	4,333	55	
1955	217	2,287	708	1,362	1,169	5,526	62	200	262	268	4,529	59	
1956	216	2,270	650	1,250	1,197	5,367	61	201	263	268	4,441	60	
1957	219	2,225	663	1,425	1,237	5,550	64	205	268	274	4,571	60	
1958	237	2,408	668	1,421	1,473	5,970	69	225	294	300	4,502	67	
1959	261	2,520	738	1,680	1,582	6,520	81	246	327	333	4,556	73	
1960	272	2,708	679	1,743	1,840	6,970	84	256	341	348	4,498	77	
1961	270	2,717	645	1,544	2,002	6,908	85	258	343	350	4,222	83	
1962	264	2,681	583	1,323	2,122	6,709	84	251	335	342	3,994	86	
1963	272	2,740	589	1,279	2,314	6,922	88	261	349	356	3,966	90	
1964	292	2,986	583	1,445	2,806	7,820	95	282	378	385	3,870	100	
1965	299	3,105	543	1,244	3,060	7,952	98	292	390	398	3,774	105	
1966	292	3,153	514	1,134	3,184	7,985	100	285	384	392	3,527	111	
1967	277	2,964	463	920	2,972	7,319	94	269	363	370	3,209	115	
1968	264	2,762	391	877	2,780	6,810	89	254	342	349	2,917	120	
1969	262	2,955	402	791	3,217	7,365	91	255	346	353	2,880	123	
1970	267	2,925	373	761	3,440	7,499	93	262	356	363	2,855	127	
1971	259	2,939	411	800	3,549	7,699	91	253	344	352	2,620	134	
1972	265	3,083	367	729	3,584	7,763	91	261	352	360	2,557	141	
1973	262	2,806	336	750	3,514	7,406	89	257	346	354	2,395	148	
1974	244	2,642	282	797	3,162	6,883	82	236	318	325	2,236	145	
1975	246	2,344	278	838	2,906	6,366	77	241	319	325	2,214	147	
1976	259	2,335	300	990	2,945	6,570	80	254	333	340	2,200	154	
1977	266	2,313	301	1,182	2,818	6,614	82	260	341	348	2,214	157	
1978	265	2,427	316	1,163	2,925	6,831	83	260	343	350	2,152	163	
1979	255	2,118	320	1,160	2,754	6,352	80	248	328	335	2,067	162	
1980	252	1,941	302	1,163	2,547	5,953	79	243	323	329	1,909	172	
1981	248	1,874	310	1,131	2,531	5,846	78	241	319	325	1,852	175	
1982	256	1,869	294	1,091	2,683	5,937	80	249	328	334	1,850	181	
1983	243	1,914	323	963	2,245	5,445	71	233	303	309	1,687	183	
1984	253	1,868	345	967	2,419	5,599	73	246	319	324	1,687	192	
1985	246	1,789	286	796	2,294	5,165	71	241	312	318	1,618	196	
1986	248	1,841	271	762	2,511	5,385	69	247	316	321	1,564	206	
1987	239	1,703	280	723	2,419	5,125	64	242	306	311	1,407	221	
1988	247	1,753	227	670	2,402	5,052	63	254	317	322	1,362	237	
1989	261	1,706	294	683	2,690	5,373	63	273	336	342	1,334	256	
1990	258	1,694	256	659	2,608	5,217	60	275	336	341	1,319	259	
1991	236	1,496	242	548	2,282	4,568	52	255	307	311	1,202	259	
1992	233	1,347	204	469	2,209	4,229	49	257	307	311	1,200	259	
1993 ¹	229	1,241	186	427	1,960	3,814	45	257	302	306	1,183	259	
1994	234	1,124	172	444	1,910	3,650	47	265	312	315	1,193	264	
1995	231	1,038	213	445	1,925	3,621	46	262	307	311	1,152	270	
1996	236	997	203	440	1,958	3,598	44	272	317	321	1,159	277	
1997	240	973	183	509	1,934	3,599	43	281	324	328	1,161	282	
1998	239	906	158	498	1,859	3,421	41	281	322	325	1,132	287	
1999	235	870	172	547	1,834	3,423	39	278	317	320	1,094	293	
2000	234	857	127	605	1,820	3,409	38	279	317	320	1,094	293	
2001	229	826	138	583	1,903	3,450	37	273	310	313	1,053	297	
2002	222	775	130	609	1,917	3,431	36	263	299	303	992	305	
2003	214	774	114	693	1,927	3,508	34	253	287	291	945	308	
2004	207	671	134	585	1,831	3,221	31	246	278	281	899	312	
2005	199	671	148	569	1,813	3,201	29	239	268	271	866	313	
2006	189	675	146	599	1,752	3,172	29	227	255	258	812	318	
2007	182	646	136	588	1,576	2,946	28	217	245	248	771	321	
2008	171	572	115	493	1,358	2,538	26	202	228	231	723	319	
2009	164	500	104	472	1,146	2,222	25	195	220	222	702	316	
2010	154	405	111	403	931	1,850	23	184	207	209	670	311	
2011	151	453	107	362	979	1,901	23	179	202	204	665	307	
2012	146	420	118	328	888	1,754	23	171	194	196	640	306	
2013	139	398	109	331	875	1,713	22	160	182	184	599	307	
2014	146	446	113	339	877	1,775	23	170	193	194	619	314	

¹ See Notes and Definitions in Section 7 for details of discontinuity in road traffic figures from 1993 onwards.

From 1993 the data has been estimated using the expansion factors and the new methodology for measuring road lengths, they are not directly comparable with the figures for 1992 and earlier.

RAS41

Strategic Framework for Road Safety indicators

RAS41001:
Key Outcome Indicators - Strategic Framework for Road Safety: Great Britain

Area/Indicator	2005-09										2014 Percentage ¹ change over:	
	baseline	2006	2007	2008	2009	2010	2011	2012	2013	2014	2005 - 2009 average	2013	average
1 Casualties												
1.1 Fatalities												
1.1.1 All	2,816	3,172	2,946	2,538	2,222	1,850	1,901	1,754	1,713	1,775	4%	-37%
1.1.2 Children (0-15)	127	169	121	124	81	55	60	61	48	53	10%	-58%
1.1.3 Adults (16-59)	2,057	2,305	2,154	1,835	1,632	1,326	1,328	1,197	1,206	1,187	-1.6%	-42%
1.1.4 Elderly (60+)	626	689	663	578	509	469	513	496	459	535	17%	-15%
1.1.5 - Car occupants	1,407	1,612	1,432	1,257	1,059	835	883	801	785	797	2%	-43%
1.1.6 - Motorcyclists	544	599	588	493	472	403	362	328	331	339	2%	-38%
1.1.7 - Pedal cyclists	130	146	136	115	104	111	107	118	109	113	4%	-13%
1.1.8 - Pedestrians	613	675	646	572	500	405	453	420	398	446	12%	-27%
1.1.9 In accidents involving HGVs	395	419	435	368	268	263	257	271	258	268	4%	-32%
1.1.10 In accidents involving LGVs	246	280	303	203	174	169	191	170	162	177	9%	-28%
1.2 Serious injuries												
1.2.1 All	27,225	28,673	27,774	26,034	24,690	22,660	23,122	23,039	21,657	22,807	5%	-16%
1.2.2 Children (0-15)	2,940	3,125	2,969	2,683	2,590	2,447	2,352	2,211	1,932	2,029	5%	-31%
1.2.3 Adults (16-59)	20,159	21,347	20,699	19,240	18,093	16,380	16,814	16,762	15,844	16,535	4%	-18%
1.2.4 Elderly (60+)	3,646	3,710	3,586	3,658	3,665	3,511	3,688	3,826	3,623	4,026	11%	10%
1.2.5 - Car occupants	11,577	12,642	11,535	10,711	10,053	8,914	8,342	8,232	7,641	8,035	5%	-31%
1.2.6 - Motorcyclists	5,776	5,885	6,149	5,556	5,350	4,780	5,247	5,000	4,866	5,289	9%	-8%
1.2.7 - Pedal cyclists	2,398	2,296	2,428	2,450	2,606	2,660	3,085	3,222	3,143	3,401	8%	42%
1.2.8 - Pedestrians	6,145	6,376	6,278	6,070	5,545	5,200	5,454	5,559	4,998	5,063	1%	-18%
1.2.9 In accidents involving HGVs	1,515	1,700	1,574	1,344	1,171	1,116	1,077	1,077	1,096	1,051	-4%	-31%
1.2.10 In accidents involving LGVs	1,908	2,042	1,971	1,755	1,731	1,666	1,681	1,757	1,653	1,887	14%	-1%
1.3 Disadvantage												
1.3.1 Disadvantage (KSI): Pedestrians, Cyclists, Cars & Motorcyclists	1.39	1.45	1.35	1.39	1.30	1.32	1.29	1.35	1.42	1.28	-10%	-8%
1.3.2 Disadvantage (KSI): Pedestrians, Cyclists & Cars	1.47	1.53	1.45	1.50	1.41	1.44	1.38	1.42	1.48	1.24	-16%	-16%
1.3.3 Disadvantage (KSI): Pedestrians & Cyclists	2.62	3.00	2.48	2.50	2.37	2.24	2.10	2.05	2.03	1.81	-11%	-31%
1.4 Fatality rates per billion vehicle miles²												
1.4.1 All	9	10	9	8	7	6	6	6	6	6	1%	-37%
1.4.2 - Car occupants	6	7	6	5	4	3	4	3	3	3	0%	-43%
1.4.3 - Motorcyclists	168	189	173	158	149	141	125	116	123	122	-1%	-27%
1.4.4 - Pedal cyclists	47	52	53	40	35	37	35	38	35	35	0%	-26%
1.4.5 - Pedestrians	53	57	57	50	42	37	40	38	34	39	15%	-26%
1.5 Fatality rate per million population												
1.5.1 All	47.5	53.9	49.7	42.6	37.0	30.6	31.2	28.3	27.5	28.3	3%	-41%
1.5.2 Children (0-15)	11.4	15.2	10.9	11.1	7.3	4.9	5.3	5.3	4.1	4.5	9%	-61%
1.5.3 Adults (16-59)	58.5	65.7	61.3	52.0	46.2	37.3	37.2	33.1	33.2	33.2	0%	-43%
1.5.4 Elderly (60+)	48.4	54.7	51.3	43.7	37.8	34.2	36.9	35.2	32.1	36.8	15%	-24%
1.5.5 - Car occupants	23.8	27.4	24.2	21.1	17.6	13.8	14.5	12.9	12.6	12.7	1%	-47%
1.5.6 - Motorcyclists	9.2	10.2	9.9	8.3	7.9	6.7	5.9	5.3	5.3	5.4	2%	-41%
1.5.7 - Pedal cyclists	2.2	2.5	2.3	1.9	1.7	1.8	1.8	1.9	1.8	1.8	3%	-18%
1.5.8 - Pedestrians	10.3	11.5	10.9	9.6	8.3	6.7	7.4	6.8	6.4	7.1	11%	-31%
1.6 Number fatalities and KSI on the English trunk road network												
1.6.1 Fatalities	357	389	370	350	255	249	251	217	244	211	-14%	-41%
1.6.2 KSI	2,321	2,440	2,405	2,103	1,967	1,886	1,829	1,696	1,708	1,853	8%	-20%
1.7 Road deaths as percentage of all accidental deaths												
1.7.1 Percentage	23%	26%	24%	22%	18%	17%	15%	14%	13%	n/a ⁴	n/a	n/a
1.8 Cost of road traffic casualties³												
1.8.1 millions (based on market prices in each respective year)	£17,755	£18,079	£19,104	£17,920	£15,820	£15,358	£15,557	£15,122	£14,713	£16,307	11%	-8%
1.8.2 millions (based on market prices in 2014)	£20,697	£21,612	£22,200	£20,236	£17,518	£16,484	£16,350	£15,633	£14,943	£16,307	9%	-21%
1.9 Road casualties admitted to hospital (England)												
1.9.1 - all admissions	39,824	40,533	40,327	37,970	38,755	37,665	38,584	n/a ⁴	n/a ⁴	n/a ⁴	n/a	n/a
1.9.2 - admissions for 2+ days	17,810	18,380	18,229	16,540	16,200	14,643	15,531	n/a ⁴	n/a ⁴	n/a ⁴	n/a	n/a
2 Learning to drive												
Number of fatalities and KSIs in collisions involving car drivers (aged 17 -24).												
2.1.1 Fatalities	765	899	817	635	564	437	412	350	337	342	1%	-55%
2.1.2 KSI	7,516	8,184	7,828	6,855	6,329	5,297	4,894	4,480	4,139	4,214	2%	-44%
Number of single vehicle accidents involving a young car driver (aged 17-24)												
2.2.1 Fatal	287	353	295	240	221	153	167	131	139	128	-8%	-55%
2.2.2 KSI	2,413	2,677	2,407	2,282	2,100	1,765	1,616	1,456	1,290	1,352	5%	-44%
Number and proportion of new drivers that pass their driving test on the first attempt ^{5,6}												
2.3.1 Proportions			44%	44%	46%	45%	47%	48%	48%	48%	0%	n/a
2.3.2 Numbers (thousands)			342	345	321	336	333	310	320	335	5%	n/a
3 Remedial education												
3.1 Number of people taking courses (thousands) ^{3,6,7}						468	794	964	1,071	1,354	26%	n/a
4 Enforcement												
Number and percentage of people killed in collisions with a driver over the legal blood alcohol limit												
4.1.1 Number	460	560	410	400	380	240	240	230	240	.. ⁴	..	..
4.1.2 Percentage	16%	18%	14%	16%	17%	13%	13%	13%	14%	.. ⁴	..	..
Number and percentage of people KSI in collisions with a driver over the legal blood alcohol limit												
4.2.1 Number	2,250	2,520	2,170	2,020	1,880	1,480	1,510	1,430	1,340	.. ⁴	..	..
4.2.2 Percentage	8%	8%	7%	7%	7%	6%	6%	6%	6%	.. ⁴	..	..
4.3 Proportion of drivers tested failing a breath test after collision	4%	4%	4%	3%	3%	3%	3%	3%	3%	3%	0%	-1%

RAS41001:
Key Outcome Indicators - Strategic Framework for Road Safety: Great Britain

Area/Indicator	2005-09 baseline	2006	2007	2008	2009	2010	2011	2012	2013	2014	2014 Percentage ¹ change over:	
											2005-2009 2013	average
4.4 Prevalence of drug-drive incidents/collisions												
4.4.1 Number and percentage of KSI casualties resulting from a road collision with a driver under the influence of an illegal drug												Indicator under development
4.4.2 Proportion of drivers admitting to have driven while under the influence of an illegal drug at least once in 12 months ^{5,6}						1.3%	1%	0.5%	0.7%	0.9%	n/a	n/a
4.5 Percentage of fatalities and KSIs in collisions with 'exceeding the speed limit' or 'travelling too fast for conditions' as a contributory factor												
4.5.1 Fatal	27%	29%	26%	25%	27%	24%	23%	21%	24%	25%	1%	-2%
4.5.2 KSI	19%	21%	19%	18%	17%	16%	15%	15%	15%	15%	0%	-4%
4.6 Proportion of vehicles exceeding the speed limit												
4.6.1 Car - 30mph	49%	49%	49%	49%	48%	46%	47%	47%	46%	45%	-1%	-4%
4.6.2 Car - motorways (70mph)	53%	54%	53%	49%	52%	49%	49%	48%	47%	46%	-1%	-7%
4.6.3 Motorcycle - 30mph	51%	51%	51%	53%	50%	45%	50%	50%	47%	47%	0%	-4%
4.6.4 Motorcycle - motorways (70mph)	53%	54%	54%	48%	51%	48%	49%	48%	46%	46%	0%	-7%
4.6.5 Articulated HGV - single carriageway (40mph)	76%	76%	74%	78%	76%	70%	71%	73%	73%	75%	2%	-1%
4.6.6 Articulated HGV - dual carriageway (50mph)	84%	83%	83%	86%	83%	83%	83%	82%	82%	82%	0%	-2%
4.6.7 Rigid two axle HGV - 30mph roads	46%	44%	46%	46%	46%	46%	46%	46%	46%	44%	-2%	-2%
4.6.8 Rigid two axle HGV - 40mph roads	22%	24%	22%	22%	21%	22%	21%	20%	20%	20%	0%	-2%
4.7 Percentage of car occupants killed who were not wearing a seat belt	..	..	..	..	..	..	..	..	19%	21% ¹¹	..	..
4.8 Number of motoring offences												
4.8.1 Total number of motoring offences (thousands) ⁹	3,366	3,814	3,330	2,933	2,679	2,426	1,966	1,799	1,625	.. ⁴	..	..
5 Vehicle Safety												
5.1.1 Proportion of drivers injured among those involved in collisions by vehicle mileage												Indicator under development (data will not be available until 2014 at the earliest)
6 Perceptions of road safety												
6.1 Whether people feel safe cycling												
6.1.1 Percentage of cyclists who agreed that it was too dangerous for them to cycle on the roads ⁵							45%	48%	48%	.. ⁴	n/a	n/a
6.1.2 Percentage of cyclists who said that they felt fairly or very confident cycling on the roads ⁵							58%	n/a ¹⁰	n/a ¹⁰	.. ⁴	n/a	n/a
6.2 Whether people feel safe walking												Indicator under development

1 Where indicator is a percentage, percentage point change is displayed.

2 Rates per billion vehicle miles, rounded to the nearest whole number; rates for pedestrians are rates per billion miles walked.

3 Outside the scope of National Statistics.

4 Data will be updated once available.

5 Figures are based on financial years (April to March).

6 Complete series of figures not available.

7 Figures are the aggregate of driving offenders taking one of the following courses: Driver Alertness Course (DAC), Rider Intervention

Developing Experience (RIDE), National Speed Awareness Course (NSAC), Driving 4 Change, What's Driving Us and Your Belt Your Life.

8 Incomplete data. Data collection started in 2013 for some Police force areas and therefore only available for this subset of police forces.

9 Motoring offences include: dangerous, careless or drunken driving, accident and speed limit offences, unauthorised taking or theft of motor vehicle, license and insurance offences, vehicle test and condition offences, traffic and other offences.

10 Question no longer included in the survey.

11 Data collection began in 2011, but too few cases were recorded in 2011 and 2012 to be robust. 2014 figure was calculated from a total of 336 killed car occupants for which these data was recorded, out of 797 total car occupant deaths.

Source: Stats19(DIT), Automatic traffic counters (DIT), Coroner's data, Hospital Episode Statistics (England only), ONS mortality data, ONS population data, DIT National Travel Survey, British Social Attitudes Survey

Last updated: 24 September 2015
 Next update: September 2016

Key Outcome Indicators - Definitions

Identifier	Description	Data Source	National Statistics?	Geography Coverage	Temporal Coverage
1. Casualties					
1.1	Number of fatalities from a road accident, reported to Police Authorities	STATS19 (DfT)	Yes	Great Britain	Calender Years: upto 2014
1.2	Number of casualties sustaining serious injuries in a road accident, reported to Police Authorities	STATS19 (DfT)	Yes	Great Britain	Calender Years: upto 2014
1.3	Number of killed or serious injured (KSI) casualties in the most deprived decile group of areas as a fraction of the number of KSI casualties in the least deprived decile group of areas	STATS19 (DfT), Indices of Multiple Deprivation (DCLG)	Yes	England	Calender Years: upto 2014
1.4	Rates of fatalities from a road accident, reported to Police Authorities, offset against vehicle traffic estimates and walking distance estimates for pedestrians	STATS19 (DfT), Traffic Estimates Data (DfT), National Travel Survey (DfT)	Yes	Great Britain	Calender Years: upto 2014
1.5	Rates of fatalities from a road accident, reported to Police Authorities, offset against population estimates for each of the road user group	STATS19 (DfT), Census Mid-Year Population Estimates Data (ONS), National Records of Scotland (NRS)	Yes	Great Britain	Calender Years: upto 2014
1.6	Number of fatalities & KSI casualties from a road accident, reported to Police Authorities, on the English trunk road network	STATS19 (DfT)	Yes	Great Britain	Calender Years: upto 2014
1.7	Road deaths reported to Police Authorities as a proportion of all accidental deaths (including other transport, industrial and domestic accidents)	STATS19 (DfT), Death Registrations Summary Statistics (ONS), National Records of Scotland	Yes	Great Britain	Calender Years: 1974 - 2013
1.8	Valuation of both fatal and non-fatal road casualties, which is an accumulation of human costs, reflecting pain, grief, suffering; the direct economic costs of lost of output, insurance, medical and health care costs.	STATS19 (DfT), Integrated Transport Economic Appraisal (DfT), nominal GDP estimates per capita (ONS)	Yes	Great Britain	Calender Years: 1968 - 2013
1.9	Number of road casualties admitted to hospitals	Hospital Episode Statistics	Yes	England	Calender Years: 2000 - 2014
2. Learning to Drive					
2.1	Number of fatalities and KSI casualties in collisions which involved a young car driver (aged 17 - 24), as reported by Police Authorities. This also includes cases where the casualty was also the young car driver involved in the accident.	STATS19 (DfT)	Yes	Great Britain	Calender Years: upto 2014
2.2	Number of single vehicle accidents involving a young car driver (aged 17-24), where the casualty was either a pedestrian or an occupant of the car.	STATS19 (DfT)	Yes	Great Britain	Calender Years: upto 2014
2.3	Number of new drivers that pass their practical driving test on the first attempt as a proportion of the total number of the new drivers passing their practical driving test (regardless of the number of attempts)	Driver License Database (DSA)	Yes	Great Britain	Financial Years: 2007/08-2014/15
3. Remedial education					
3.1	Number of drivers offenders having to take one of more of the following courses as a form of remedial penalty: Driver Alertness Course (DAC), Rider Intervention Developing Experience (RIDE) and National Speed Awareness Course (NSAC)	National Police Desk Officer Online Reporting System (DORS)	No	England, Wales and Northern Ireland	Calender Years: 2010 - 2014
4. Enforcement					
4.1	Number and proportion of people killed in a road collision with a driver over the legal blood alcohol limit (80 milligrams / 100 millilitres of blood), which also includes any fatally injured drivers over the alcohol limit involved in the accident	STATS19 (DfT), Coroners Data provided by England and Wales, Procurators Fiscal in Scotland	Yes	Great Britain	Calender Years: 1968 - 2013
4.2	Number and proportion of KSI casualties in collisions with a driver over the legal blood alcohol limit (80 milligrams / 100 millilitres of blood), which also includes any fatally or seriously injured drivers over the alcohol limit involved in the accident	STATS19 (DfT), Coroners Data provided by England and Wales, Procurators Fiscal in Scotland	Yes	Great Britain	Calender Years: 1968 - 2013
4.3	Proportion of drivers tested failing or refusing to be administered a breath test, following a road accident	STATS19 (DfT)	Yes	Great Britain	Calender Years: 1979 - 2014
4.4	Prevalence of drug-drive incidents and collisions; (1) numbers of casualties resulting from an accident involving a driver under the influence of an illicit or therapeutic drug or (2) those admitting to have driven while being under the influence of a drug	(1) STATS19 (DfT), Coroners Data provided by England and Wales, Procurators Fiscal in Scotland and (2) Results from Crime Survey for England and Wales, provided by Home Office.	Yes	(1) Great Britain and (2) England and Wales for Crime Survey Results	(1) Calender Years: currently under development and (2) Financial Year for Crime Survey Results
4.5	Proportion of fatalities and KSI casualties from road collisions where 'exceeding the speed limit' and 'travelling too fast for conditions' was a contributory factor leading to the accident	STATS19 (DfT)	Yes	Great Britain	Calender Years: 2005 - 2014
4.6	Proportion of vehicles that were exceeding the speed limit on the road, for each vehicle type	Traffic Estimates Data (DfT)	Yes	Great Britain	Calender Years: 2006 - 2014
4.7	Proportion of car occupants killed, following a road accident, who were not wearing a seat belt	STATS19 (DfT)	Yes	Great Britain	Calender years: 2014

Identifier	Description	Data Source	National Statistics?	Geography Coverage	Temporal Coverage
4.8	Number of motoring offences (including dangerous, careless or drunken driving, accident, speed limit, license, insurance and vehicle theft offences). This does not include any parking, waiting or road obstruction offences	Police Powers and Procedures (Home Office), Criminal Statistics (MoJ)	Yes	England and Wales	Calendar Years: 1999 - 2013
5. Vehicle Safety					
5.1	Proportions of drivers/riders/passengers injured from a road accident, by vehicle mileage and propensity of vehicle defectiveness	STATS19 (DfT), Motor Testing Database (VOSA), Driver License Database (DVLA)	Yes	Great Britain	Calendar Years: currently under development
6 Perceptions of road safety					
6.1.1	Percentage of cyclists who agreed that it was too dangerous for them to cycle on the roads ⁶	British Social Attitudes Survey 2011: public attitudes towards transport	Yes	Great Britain	Calendar Years: 2011 - 2014
6.1.2	Percentage of cyclists who said that they felt fairly or very confident cycling on the roads	British Social Attitudes Survey 2011: public attitudes towards transport	Yes	Great Britain	Calendar year: 2011, this question has now been dropped from survey.
6.2	Attitudes of pedestrians on the perception of road safety	National Travel Survey (DfT), Active People Survey (APS)	Yes	Great Britain	Calendar/Academic Years: walking indicator currently under development

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Key Outcome Indicators - Strategic Framework for Road Safety

Reported Killed and Seriously Injured (KSI) casualties by local authority, England, 2010 - 2014 and 2005-09 average

Number of casualties/Percentage

ONS Code	Region/Local Authority	2005-09 average	2010	2011	2012	2013	2014	2014 percentage change over:	
								2013	2005-09 average
E12000001	North East	1,057	858	854	919	802	820	2	-22
E06000047	County Durham	216	184	195	198	201	182	-9	-16
E06000005	Darlington	43	33	36	35	41	26	-37	-40
E08000037	Gateshead	82	82	67	78	61	57	-7	-30
E06000001	Hartlepool	35	28	33	27	19	25	32	-29
E06000002	Middlesbrough	51	30	27	40	40	36	-10	-29
E08000021	Newcastle upon Tyne	104	97	84	87	77	79	3	-24
E08000022	North Tyneside	58	43	47	50	49	47	-4	-19
E06000057	Northumberland	189	151	161	166	137	159	16	-16
E06000003	Redcar and Cleveland	54	41	34	39	34	48	41	-11
E08000023	South Tyneside	47	35	34	34	23	36	57	-23
E06000004	Stockton-on-Tees	76	44	62	69	50	50	0	-34
E08000024	Sunderland	102	90	74	96	70	75	7	-27
E12000002	North West	3,513	2,867	2,922	2,764	2,697	2,968	10	-16
E06000008	Blackburn with Darwen	73	60	68	71	69	76	10	4
E06000009	Blackpool	75	65	72	54	73	51	-30	-32
E08000001	Bolton	94	94	79	68	79	91	15	-3
E08000002	Bury	64	58	54	41	52	31	-40	-51
E06000049	Cheshire East	284	245	242	245	205	225	10	-21
E06000050	Cheshire West and Chester	238	185	228	214	136	191	40	-20
E10000006	Cumbria	323	233	249	196	239	231	-3	-28
E06000006	Halton	54	41	40	40	40	51	28	-6
E08000011	Knowsley	58	55	41	64	62	58	-6	0
E10000017	Lancashire	848	681	650	570	642	732	14	-14
E08000012	Liverpool	218	229	195	243	204	254	25	17
E08000003	Manchester	222	166	174	195	158	169	7	-24
E08000004	Oldham	78	79	73	52	54	68	26	-13
E08000005	Rochdale	71	47	55	43	42	71	69	1
E08000006	Salford	86	72	60	78	70	63	-10	-27
E08000014	Sefton	94	74	87	89	92	94	2	0
E08000013	St. Helens	65	45	73	70	73	67	-8	3
E08000007	Stockport	77	57	65	49	46	64	39	-17
E08000008	Tameside	64	58	57	47	55	53	-4	-17
E08000009	Trafford	57	50	45	51	35	45	29	-22
E06000007	Warrington	104	103	107	111	80	81	1	-22
E08000010	Wigan	103	62	82	74	65	62	-5	-40
E08000015	Wirral	162	108	126	99	126	140	11	-13
E12000003	Yorkshire and The Humber	3,038	2,379	2,366	2,434	2,399	2,387	-1	-21
E08000016	Barnsley	109	67	80	96	81	82	1	-25
E08000032	Bradford	248	208	216	221	190	204	7	-18
E08000033	Calderdale	112	81	90	96	90	99	10	-11
E08000017	Doncaster	145	149	143	117	118	108	-8	-26
E06000011	East Riding of Yorkshire	235	196	184	185	193	188	-3	-20
E06000010	Kingston upon Hull, City of	124	118	115	130	123	115	-7	-7
E08000034	Kirklees	200	137	160	151	140	168	20	-16
E08000035	Leeds	357	304	297	303	294	334	14	-6
E06000012	North East Lincolnshire	116	76	80	81	94	86	-9	-26
E06000013	North Lincolnshire	129	107	95	101	110	98	-11	-24
E10000023	North Yorkshire	641	491	454	473	476	431	-9	-33
E08000018	Rotherham	99	59	85	86	113	93	-18	-6
E08000019	Sheffield	254	160	163	180	169	186	10	-27
E08000036	Wakefield	167	164	141	163	150	120	-20	-28
E06000014	York	102	62	63	51	58	75	29	-26

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Key Outcome Indicators - Strategic Framework for Road Safety

Reported Killed and Seriously Injured (KSI) casualties by local authority, England, 2010 - 2014 and 2005-09 average

Number of casualties/Percentage

ONS Code	Region/Local Authority	2005-09						2014 percentage change over:	
		average	2010	2011	2012	2013	2014	2013	2005-09 average
E12000004	East Midlands	2,512	2,076	2,167	2,076	1,879	2,061	10	-18
E06000015	Derby	110	91	92	81	76	106	39	-3
E10000007	Derbyshire	465	319	330	333	302	416	38	-10
E06000016	Leicester	86	86	95	89	92	100	9	17
E10000018	Leicestershire	278	238	237	196	186	250	34	-10
E10000019	Lincolnshire	411	462	485	426	415	398	-4	-3
E10000021	Northamptonshire	448	297	305	348	330	317	-4	-29
E06000018	Nottingham	173	138	152	135	118	107	-9	-38
E10000024	Nottinghamshire	516	417	453	443	345	343	-1	-34
E06000017	Rutland	26	28	18	25	15	24	60	-8
E12000005	West Midlands	2,444	1,860	2,020	1,932	1,798	1,916	7	-22
E08000025	Birmingham	476	417	465	401	402	393	-2	-17
E08000026	Coventry	114	90	137	115	106	122	15	7
E08000027	Dudley	124	91	90	102	102	88	-14	-29
E06000019	Herefordshire, County of	119	61	75	80	61	83	36	-30
E08000028	Sandwell	115	106	116	111	97	122	26	6
E06000051	Shropshire	172	125	121	146	119	140	18	-18
E08000029	Solihull	86	63	64	61	43	47	9	-45
E10000028	Staffordshire	310	213	202	221	165	179	8	-42
E06000021	Stoke-on-Trent	65	45	71	45	48	44	-8	-33
E06000020	Telford and Wrekin	53	38	45	33	36	40	11	-25
E08000030	Walsall	94	74	68	63	81	102	26	9
E10000031	Warwickshire	372	301	313	299	288	315	9	-15
E08000031	Wolverhampton	88	83	78	93	64	76	19	-14
E10000034	Worcestershire	256	153	175	162	186	165	-11	-36
E12000006	East of England	3,125	2,546	2,412	2,460	2,369	2,399	1	-23
E06000055	Bedford	78	57	60	54	54	75	39	-4
E10000003	Cambridgeshire	411	339	337	297	305	320	5	-22
E06000056	Central Bedfordshire	135	140	94	108	115	110	-4	-19
E10000012	Essex	840	662	630	602	572	621	9	-26
E10000015	Hertfordshire	500	407	356	414	385	391	2	-22
E06000032	Luton	58	62	49	55	50	50	0	-13
E10000020	Norfolk	462	353	355	352	392	379	-3	-18
E06000031	Peterborough	112	95	76	84	88	75	-15	-33
E06000033	Southend-on-Sea	76	65	65	61	57	82	44	8
E10000029	Suffolk	356	296	326	362	291	242	-17	-32
E06000034	Thurrock	96	70	64	71	60	54	-10	-44

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Key Outcome Indicators - Strategic Framework for Road Safety

Reported Killed and Seriously Injured (KSI) casualties by local authority, England, 2010 - 2014 and 2005-09 average

Number of casualties/Percentage

ONS Code	Region/Local Authority	2005-09						2014 percentage change over:	
		average	2010	2011	2012	2013	2014	2013	2005-09 average
E12000007	London	3,627	2,886	2,805	3,018	2,324	2,167	-7	-40
E09000002	Barking and Dagenham	57	48	49	47	45	40	-11	-30
E09000003	Barnet	145	132	141	112	131	98	-25	-32
E09000004	Bexley	90	68	49	55	31	24	-23	-73
E09000005	Brent	105	84	72	86	84	85	1	-19
E09000006	Bromley	141	90	81	90	70	50	-29	-65
E09000007	Camden	125	112	100	114	105	70	-33	-44
E09000001	City of London	50	41	49	58	60	55	-8	10
E09000008	Croydon	141	87	109	107	71	71	0	-50
E09000009	Ealing	130	85	66	88	81	81	0	-38
E09000010	Enfield	108	98	98	86	72	52	-28	-52
E09000011	Greenwich	117	104	94	73	28	40	43	-66
E09000012	Hackney	127	103	108	147	83	60	-28	-53
E09000013	Hammersmith and Fulham	109	74	77	80	53	69	30	-37
E09000014	Haringey	93	79	78	107	106	85	-20	-9
E09000015	Harrow	58	39	37	46	38	51	34	-12
E09000016	Havering	98	63	74	78	51	46	-10	-53
E09000017	Hillingdon	108	83	74	83	59	84	42	-22
E09000018	Hounslow	114	97	73	73	64	62	-3	-46
E09000019	Islington	87	81	100	122	71	93	31	7
E09000020	Kensington and Chelsea	111	80	82	94	64	69	8	-38
E09000021	Kingston upon Thames	61	46	44	34	37	39	5	-36
E09000022	Lambeth	176	156	169	151	133	98	-26	-44
E09000023	Lewisham	125	108	102	102	64	63	-2	-50
E09000024	Merton	65	39	46	65	32	50	56	-23
E09000025	Newham	88	81	74	77	57	64	12	-27
E09000026	Redbridge	88	76	76	93	51	48	-6	-45
E09000027	Richmond upon Thames	74	72	69	52	48	54	13	-27
E09000028	Southwark	140	165	126	117	87	69	-21	-51
E09000029	Sutton	70	49	45	42	31	29	-6	-59
E09000030	Tower Hamlets	127	91	103	168	87	88	1	-31
E09000031	Waltham Forest	90	67	68	69	54	61	13	-32
E09000032	Wandsworth	131	102	112	109	99	81	-18	-38
E09000033	Westminster	275	186	160	193	177	138	-22	-50
E12000008	South East	4,317	3,820	4,221	3,951	4,131	4,558	10	6
E06000036	Bracknell Forest	35	25	30	29	28	26	-7	-27
E06000043	Brighton and Hove	157	136	172	160	145	158	9	0
E10000002	Buckinghamshire	281	221	212	218	221	236	7	-16
E10000011	East Sussex	379	319	301	305	339	390	15	3
E10000014	Hampshire	636	632	764	684	706	773	9	22
E06000046	Isle of Wight	79	82	96	89	86	69	-20	-13
E10000016	Kent	697	545	519	524	594	658	11	-6
E06000035	Medway	81	59	64	51	56	57	2	-29
E06000042	Milton Keynes	103	74	93	99	88	105	19	2
E10000025	Oxfordshire	355	395	355	307	327	378	16	7
E06000044	Portsmouth	95	91	143	123	116	97	-16	2
E06000038	Reading	43	40	51	40	51	44	-14	3
E06000039	Slough	49	41	47	41	52	49	-6	1
E06000045	Southampton	94	123	154	110	123	124	1	32
E10000030	Surrey	571	520	582	574	599	735	23	29
E06000037	West Berkshire	74	60	77	79	55	68	24	-8
E10000032	West Sussex	473	373	455	420	438	482	10	2
E06000040	Windsor and Maidenhead	63	47	60	60	54	60	11	-5
E06000041	Wokingham	53	37	46	38	53	49	-8	-8

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Key Outcome Indicators - Strategic Framework for Road Safety

Reported Killed and Seriously Injured (KSI) casualties by local authority, England, 2010 - 2014 and 2005-09 average

Number of casualties/Percentage

ONS Code	Region/Local Authority	2005-09 average	2010	2011	2012	2013	2014	2014 percentage change over:	
								2013	2005-09 average
E12000009	South West	2,323	1,960	1,945	2,072	1,985	2,146	8	-8
E06000022	Bath and North East Somerset	53	39	22	33	52	49	-6	-7
E06000028	Bournemouth	80	77	73	108	72	70	-3	-13
E06000023	Bristol, City of	156	130	158	147	106	120	13	-23
E06000052	Cornwall	239	198	223	213	220	253	15	6
E10000008	Devon	291	292	234	308	310	339	9	16
E10000009	Dorset	271	215	202	219	222	239	8	-12
E10000013	Gloucestershire	258	187	244	255	213	224	5	-13
E06000053	Isles of Scilly	0	0	0	0	0	1	100	100
E06000024	North Somerset	65	57	46	57	67	51	-24	-21
E06000026	Plymouth	58	60	74	61	64	85	33	46
E06000029	Poole	58	57	54	66	68	81	19	41
E10000027	Somerset	310	238	224	212	218	218	0	-30
E06000025	South Gloucestershire	84	86	32	51	60	59	-2	-30
E06000030	Swindon	77	63	75	75	69	69	0	-10
E06000027	Torbay	36	32	30	39	53	43	-19	19
E06000054	Wiltshire	287	229	254	228	191	245	28	-15
E92000001	England ¹	25,958	21,255	21,717	21,630	20,387	21,425	5	-17

1 Includes London Airport (Heathrow)

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[Notes & Definitions](#)

Source: DfT STATS19

Last updated: 24 September 2015

Next update: September 2016

The figures in this table are National Statistics

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Key Outcome Indicators - Strategic Framework for Road Safety

**Reported Killed and Seriously Injured (KSI) casualty rate per billion vehicle miles
by local authority, England, 2010 - 2014 and 2005-09 average**

Rate per billion vehicle miles/Percentage

ONS Code	Region/Local Authority	2005-09 average	2010	2011	2012	2013	2014	2014 percentage change over:	
								2013	2005-09 average
E12000001	North East	90	75	74	80	70	70	0	-22
E06000047	County Durham	89	77	82	83	84	75	-11	-16
E06000005	Darlington	86	68	74	71	84	52	-38	-39
E08000037	Gateshead	74	78	63	74	57	53	-8	-29
E06000001	Hartlepool	91	76	89	70	49	65	30	-29
E06000002	Middlesbrough	68	42	38	55	55	48	-13	-29
E08000021	Newcastle upon Tyne	94	91	78	81	72	73	1	-22
E08000022	North Tyneside	72	55	59	63	61	57	-6	-21
E06000057	Northumberland	117	95	99	104	85	96	14	-18
E06000003	Redcar and Cleveland	94	74	61	71	62	86	38	-9
E08000023	South Tyneside	100	78	75	73	48	77	59	-23
E06000004	Stockton-on-Tees	85	50	69	77	57	54	-4	-36
E08000024	Sunderland	92	85	70	91	67	69	4	-25
E12000002	North West	101	84	85	81	79	85	8	-16
E06000008	Blackburn with Darwen	163	137	155	163	156	167	7	3
E06000009	Blackpool	214	191	210	159	220	150	-32	-30
E08000001	Bolton	72	76	62	54	62	70	12	-3
E08000002	Bury	62	57	53	41	52	31	-41	-51
E06000049	Cheshire East	100	89	87	89	74	78	6	-21
E06000050	Cheshire West and Chester	99	78	95	91	57	78	35	-21
E10000006	Cumbria	94	69	74	58	70	66	-6	-29
E06000006	Halton	87	68	66	65	65	81	25	-7
E08000011	Knowsley	67	64	47	74	71	65	-8	-3
E10000017	Lancashire	123	100	95	85	94	105	12	-14
E08000012	Liverpool	155	169	144	182	154	190	23	23
E08000003	Manchester	130	102	105	119	97	102	5	-22
E08000004	Oldham	114	118	111	79	82	99	21	-13
E08000005	Rochdale	67	46	51	40	40	69	72	3
E08000006	Salford	59	49	41	54	48	44	-10	-26
E08000014	Sefton	131	106	124	124	129	131	1	0
E08000013	St. Helens	80	56	89	88	91	80	-12	0
E08000007	Stockport	67	50	57	43	40	55	37	-17
E08000008	Tameside	88	81	79	65	77	73	-6	-17
E08000009	Trafford	62	55	49	55	38	48	26	-23
E06000007	Warrington	65	65	68	71	51	51	-1	-22
E08000010	Wigan	84	52	69	62	55	52	-6	-39
E08000015	Wirral	151	105	121	96	123	133	8	-12
E12000003	Yorkshire and The Humber	115	92	92	95	93	90	-3	-22
E08000016	Barnsley	91	57	69	83	70	70	0	-23
E08000032	Bradford	162	139	144	149	129	135	5	-17
E08000033	Calderdale	118	87	97	106	99	104	5	-11
E08000017	Doncaster	76	80	77	62	62	55	-12	-28
E06000011	East Riding of Yorkshire	113	96	91	92	95	89	-6	-21
E06000010	Kingston upon Hull, City of	155	151	147	166	159	145	-9	-7
E08000034	Kirklees	121	85	99	95	88	100	13	-18
E08000035	Leeds	91	80	78	80	78	86	10	-6
E06000012	North East Lincolnshire	182	122	128	130	152	136	-11	-25
E06000013	North Lincolnshire	124	106	94	99	106	92	-14	-26
E10000023	North Yorkshire	127	100	93	99	97	86	-12	-32
E08000018	Rotherham	68	41	59	61	79	65	-18	-4
E08000019	Sheffield	151	97	98	110	104	113	8	-25
E08000036	Wakefield	98	98	82	97	88	68	-23	-30
E06000014	York	128	80	81	66	74	94	26	-27

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Key Outcome Indicators - Strategic Framework for Road Safety

**Reported Killed and Seriously Injured (KSI) casualty rate per billion vehicle miles
by local authority, England, 2010 - 2014 and 2005-09 average**

Rate per billion vehicle miles/Percentage

ONS Code	Region/Local Authority	2005-09 average	2010	2011	2012	2013	2014	2014 percentage change over:	
								2013	2005-09 average
E12000004	East Midlands	97	81	85	81	73	78	7	-19
E06000015	Derby	102	86	86	76	72	98	36	-4
E10000007	Derbyshire	97	67	70	70	64	87	36	-11
E06000016	Leicester	95	98	107	100	105	111	6	16
E10000018	Leicestershire	60	53	52	44	41	53	31	-12
E10000019	Lincolnshire	111	126	132	117	113	106	-6	-5
E10000021	Northamptonshire	85	58	60	68	64	60	-6	-30
E06000018	Nottingham	175	143	158	140	125	112	-10	-36
E10000024	Nottinghamshire	119	97	105	102	79	77	-3	-36
E06000017	Rutland	72	75	47	68	41	64	57	-11
E12000005	West Midlands	80	63	67	65	60	63	4	-22
E08000025	Birmingham	129	117	128	110	112	106	-5	-17
E08000026	Coventry	101	80	121	102	96	106	10	5
E08000027	Dudley	113	89	87	99	99	83	-16	-27
E06000019	Herefordshire, County of	106	55	68	73	56	73	31	-31
E08000028	Sandwell	92	87	95	89	79	95	21	3
E06000051	Shropshire	92	68	66	80	65	74	15	-19
E08000029	Solihull	61	46	45	43	31	33	6	-47
E10000028	Staffordshire	54	38	36	39	29	31	7	-42
E06000021	Stoke-on-Trent	76	53	82	52	56	50	-10	-34
E06000020	Telford and Wrekin	64	47	54	40	44	48	9	-25
E08000030	Walsall	100	83	74	69	88	107	21	7
E10000031	Warwickshire	68	55	57	54	52	56	8	-17
E08000031	Wolverhampton	117	114	107	127	88	103	16	-12
E10000034	Worcestershire	61	38	43	41	46	40	-14	-35
E12000006	East of England	89	75	70	71	68	67	-2	-25
E06000055	Bedford	109	78	83	73	71	94	32	-14
E10000003	Cambridgeshire	90	75	74	66	67	68	2	-24
E06000056	Central Bedfordshire	72	79	53	59	61	57	-6	-22
E10000012	Essex	97	78	74	70	66	69	5	-29
E10000015	Hertfordshire	70	59	50	57	53	52	-2	-25
E06000032	Luton	112	123	96	111	99	97	-2	-13
E10000020	Norfolk	90	70	71	70	78	73	-6	-18
E06000031	Peterborough	98	84	68	76	78	64	-18	-34
E06000033	Southend-on-Sea	181	156	156	147	136	193	41	7
E10000029	Suffolk	96	81	89	99	79	64	-19	-33
E06000034	Thurrock	94	70	63	71	60	52	-12	-45

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Key Outcome Indicators - Strategic Framework for Road Safety

**Reported Killed and Seriously Injured (KSI) casualty rate per billion vehicle miles
by local authority, England, 2010 - 2014 and 2005-09 average**

Rate per billion vehicle miles/Percentage

ONS Code	Region/Local Authority	2005-09 average	2010	2011	2012	2013	2014	2014 percentage change over:	
								2013	2005-09 average
E12000007	London	186	153	152	165	127	117	-8	-37
E09000002	Barking and Dagenham	153	131	134	135	124	107	-14	-30
E09000003	Barnet	140	126	142	110	127	94	-26	-33
E09000004	Bexley	149	117	87	98	56	42	-25	-72
E09000005	Brent	183	149	132	158	159	155	-2	-15
E09000006	Bromley	177	119	108	120	93	66	-30	-63
E09000007	Camden	376	353	324	385	356	233	-34	-38
E09000001	City of London	404	364	447	541	566	503	-11	25
E09000008	Croydon	179	120	150	148	98	97	-1	-46
E09000009	Ealing	163	112	87	120	104	106	2	-35
E09000010	Enfield	111	99	106	88	76	53	-31	-52
E09000011	Greenwich	167	156	139	111	43	61	41	-64
E09000012	Hackney	368	312	344	478	278	197	-29	-47
E09000013	Hammersmith and Fulham	290	205	223	246	159	210	32	-28
E09000014	Haringey	248	225	224	311	310	245	-21	-1
E09000015	Harrow	153	110	104	127	107	142	33	-7
E09000016	Havering	105	69	80	85	54	48	-12	-54
E09000017	Hillingdon	80	64	58	63	44	61	39	-23
E09000018	Hounslow	116	103	77	77	68	65	-4	-44
E09000019	Islington	298	292	365	452	270	348	29	17
E09000020	Kensington and Chelsea	311	233	242	291	202	210	4	-32
E09000021	Kingston upon Thames	103	75	77	60	66	70	5	-33
E09000022	Lambeth	333	316	347	322	289	208	-28	-37
E09000023	Lewisham	241	219	208	213	137	133	-3	-45
E09000024	Merton	164	103	125	177	88	138	56	-16
E09000025	Newham	145	135	129	137	107	113	5	-22
E09000026	Redbridge	133	118	110	137	75	70	-7	-48
E09000027	Richmond upon Thames	140	146	142	105	98	109	11	-22
E09000028	Southwark	268	333	258	251	191	149	-22	-45
E09000029	Sutton	166	126	117	109	81	75	-8	-55
E09000030	Tower Hamlets	208	150	177	303	157	160	2	-23
E09000031	Waltham Forest	199	152	167	166	126	130	3	-35
E09000032	Wandsworth	235	191	220	216	203	168	-17	-29
E09000033	Westminster	440	328	288	354	330	247	-25	-44
E12000008	South East	81	73	81	76	79	86	8	6
E06000036	Bracknell Forest	78	57	69	67	66	60	-9	-23
E06000043	Brighton and Hove	180	162	205	189	173	185	7	3
E10000002	Buckinghamshire	73	58	57	57	58	60	4	-18
E10000011	East Sussex	142	123	116	119	132	147	12	4
E10000014	Hampshire	68	69	83	75	77	82	6	21
E06000046	Isle of Wight	197	212	246	231	223	175	-21	-11
E10000016	Kent	78	62	58	59	67	73	9	-6
E06000035	Medway	94	69	75	60	65	65	-1	-32
E06000042	Milton Keynes	70	51	65	67	58	68	17	-2
E10000025	Oxfordshire	76	87	78	68	72	82	14	8
E06000044	Portsmouth	121	118	185	157	150	125	-17	3
E06000038	Reading	125	121	153	121	154	132	-14	6
E06000039	Slough	88	78	87	75	96	90	-6	3
E06000045	Southampton	132	183	225	161	182	180	-1	36
E10000030	Surrey	66	62	69	68	71	85	19	28
E06000037	West Berkshire	40	33	42	45	31	38	22	-4
E10000032	West Sussex	102	84	102	96	101	109	8	7
E06000040	Windsor and Maidenhead	54	42	53	53	49	53	9	-2
E06000041	Wokingham	50	37	44	36	52	48	-8	-3

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Key Outcome Indicators - Strategic Framework for Road Safety

Reported Killed and Seriously Injured (KSI) casualty rate per billion vehicle miles by local authority, England, 2010 - 2014 and 2005-09 average

Rate per billion vehicle miles/Percentage

ONS Code	Region/Local Authority	2005-09 average	2010	2011	2012	2013	2014	2014 percentage change over:	
								2013	2005-09 average
E12000009	South West	74	64	63	68	65	69	6	-8
E06000022	Bath and North East Somerset	72	55	31	47	73	67	-8	-7
E06000028	Bournemouth	150	150	144	209	140	134	-4	-10
E06000023	Bristol, City of	108	92	111	103	75	82	10	-24
E06000052	Cornwall	81	67	75	74	76	86	13	6
E10000008	Devon	60	60	48	64	64	68	7	14
E10000009	Dorset	110	90	85	94	94	99	5	-10
E10000013	Gloucestershire	65	48	63	66	55	57	3	-13
E06000053	Isles of Scilly	0	0	0	0	0	590	100	100
E06000024	North Somerset	45	40	33	40	47	35	-25	-22
E06000026	Plymouth	64	69	84	69	74	96	30	48
E06000029	Poole	106	108	102	125	131	152	16	43
E10000027	Somerset	79	61	58	55	56	56	0	-29
E06000025	South Gloucestershire	36	37	14	22	26	24	-5	-31
E06000030	Swindon	65	53	63	63	58	56	-4	-14
E06000027	Torbay	84	77	71	92	126	100	-21	19
E06000054	Wiltshire	83	67	74	67	56	71	26	-14
E92000001	England ¹	97	81	83	83	78	80	3	-18

1 Includes London (Heathrow) Airport

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[Notes & Definitions](#)

Source: DfT STATS19, DfT National Road Traffic Survey
Last updated: 24 September 2015
Next update: September 2016

The figures in this table are National Statistics

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Key Outcome Indicators - Strategic Framework for Road Safety

**Reported Killed and Seriously Injured (KSI) casualty rate per billion vehicle kilometres
by local authority, England, 2010 - 2014 and 2005-09 average**

Rate per billion vehicle kilometres/Percentage

ONS Code	Region/Local Authority	2005-09 average	2010	2011	2012	2013	2014	2014 percentage change over:	
								2013	2005-09 average
E12000001	North East	56	47	46	50	43	43	0	-22
E06000047	County Durham	56	48	51	51	52	46	-11	-16
E06000005	Darlington	53	42	46	44	52	32	-38	-39
E08000037	Gateshead	46	48	39	46	36	33	-8	-29
E06000001	Hartlepool	57	47	55	44	31	40	30	-29
E06000002	Middlesbrough	42	26	23	34	34	30	-13	-29
E08000021	Newcastle upon Tyne	58	56	49	51	45	45	1	-22
E08000022	North Tyneside	45	34	37	39	38	35	-6	-21
E06000057	Northumberland	73	59	61	64	53	60	14	-18
E06000003	Redcar and Cleveland	59	46	38	44	39	53	38	-9
E08000023	South Tyneside	62	48	47	45	30	48	59	-23
E06000004	Stockton-on-Tees	53	31	43	48	35	34	-4	-36
E08000024	Sunderland	57	53	44	57	41	43	4	-25
E12000002	North West	63	52	53	51	49	53	8	-16
E06000008	Blackburn with Darwen	101	85	96	101	97	104	7	3
E06000009	Blackpool	133	119	131	99	137	93	-32	-30
E08000001	Bolton	45	47	38	33	39	44	12	-3
E08000002	Bury	39	36	33	26	32	19	-41	-51
E06000049	Cheshire East	62	55	54	55	46	49	6	-21
E06000050	Cheshire West and Chester	61	48	59	57	36	48	35	-21
E10000006	Cumbria	58	43	46	36	44	41	-6	-29
E06000006	Halton	54	42	41	40	40	50	25	-7
E08000011	Knowsley	42	40	29	46	44	40	-8	-3
E10000017	Lancashire	76	62	59	53	58	65	12	-14
E08000012	Liverpool	96	105	90	113	96	118	23	23
E08000003	Manchester	81	63	66	74	60	63	5	-22
E08000004	Oldham	71	73	69	49	51	62	21	-13
E08000005	Rochdale	42	28	32	25	25	43	72	3
E08000006	Salford	37	31	26	33	30	27	-10	-26
E08000014	Sefton	81	66	77	77	80	81	1	0
E08000013	St. Helens	50	35	55	55	57	50	-12	0
E08000007	Stockport	41	31	36	27	25	34	37	-17
E08000008	Tameside	55	50	49	40	48	45	-6	-17
E08000009	Trafford	39	34	31	34	24	30	26	-23
E06000007	Warrington	40	40	42	44	32	32	-1	-22
E08000010	Wigan	52	32	43	39	34	32	-6	-39
E08000015	Wirral	94	65	75	60	76	82	8	-12
E12000003	Yorkshire and The Humber	71	57	57	59	58	56	-3	-22
E08000016	Barnsley	57	36	43	52	44	43	0	-23
E08000032	Bradford	101	86	90	93	80	84	5	-17
E08000033	Calderdale	73	54	60	66	62	65	5	-11
E08000017	Doncaster	47	50	48	38	38	34	-12	-28
E06000011	East Riding of Yorkshire	70	60	56	57	59	55	-6	-21
E06000010	Kingston upon Hull, City of	96	94	92	103	99	90	-9	-7
E08000034	Kirklees	75	53	61	59	55	62	13	-18
E08000035	Leeds	57	50	48	50	48	53	10	-6
E06000012	North East Lincolnshire	113	76	79	81	95	84	-11	-25
E06000013	North Lincolnshire	77	66	58	61	66	57	-14	-26
E10000023	North Yorkshire	79	62	58	62	60	53	-12	-32
E08000018	Rotherham	42	26	37	38	49	40	-18	-4
E08000019	Sheffield	94	60	61	69	65	70	8	-25
E08000036	Wakefield	61	61	51	60	55	42	-23	-30
E06000014	York	79	49	51	41	46	58	26	-27

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Key Outcome Indicators - Strategic Framework for Road Safety

**Reported Killed and Seriously Injured (KSI) casualty rate per billion vehicle kilometres
by local authority, England, 2010 - 2014 and 2005-09 average**

Rate per billion vehicle kilometres/Percentage

ONS Code	Region/Local Authority	2005-09 average	2010	2011	2012	2013	2014	2014 percentage change over:	
								2013	2005-09 average
E12000004	East Midlands	60	50	53	50	45	49	7	-19
E06000015	Derby	63	53	53	47	45	61	36	-4
E10000007	Derbyshire	60	42	43	43	40	54	36	-11
E06000016	Leicester	59	61	67	62	65	69	6	16
E10000018	Leicestershire	38	33	33	27	25	33	31	-12
E10000019	Lincolnshire	69	78	82	73	70	66	-6	-5
E10000021	Northamptonshire	53	36	37	42	40	37	-6	-30
E06000018	Nottingham	109	89	98	87	78	70	-10	-36
E10000024	Nottinghamshire	74	60	65	64	49	48	-3	-36
E06000017	Rutland	45	46	29	42	25	40	57	-11
E12000005	West Midlands	50	39	42	40	37	39	4	-22
E08000025	Birmingham	80	73	80	68	70	66	-5	-17
E08000026	Coventry	63	50	75	63	60	66	10	5
E08000027	Dudley	70	55	54	61	61	51	-16	-27
E06000019	Herefordshire, County of	66	34	42	45	35	45	31	-31
E08000028	Sandwell	57	54	59	56	49	59	21	3
E06000051	Shropshire	57	42	41	50	40	46	15	-19
E08000029	Solihull	38	29	28	27	19	20	6	-47
E10000028	Staffordshire	33	24	22	24	18	19	7	-42
E06000021	Stoke-on-Trent	47	33	51	32	35	31	-10	-34
E06000020	Telford and Wrekin	40	29	34	25	27	30	9	-25
E08000030	Walsall	62	51	46	43	55	66	21	7
E10000031	Warwickshire	42	34	36	34	32	35	8	-17
E08000031	Wolverhampton	72	71	66	79	55	64	16	-12
E10000034	Worcestershire	38	23	27	25	29	25	-14	-35
E12000006	East of England	56	46	43	44	42	41	-2	-25
E06000055	Bedford	68	49	52	45	44	59	32	-14
E10000003	Cambridgeshire	56	47	46	41	42	42	2	-24
E06000056	Central Bedfordshire	45	49	33	37	38	35	-6	-22
E10000012	Essex	60	49	46	44	41	43	5	-29
E10000015	Hertfordshire	43	37	31	36	33	32	-2	-25
E06000032	Luton	69	76	59	69	62	60	-2	-13
E10000020	Norfolk	56	43	44	44	48	46	-6	-18
E06000031	Peterborough	61	52	42	47	48	40	-18	-34
E06000033	Southend-on-Sea	112	97	97	91	85	120	41	7
E10000029	Suffolk	60	50	55	62	49	40	-19	-33
E06000034	Thurrock	59	43	39	44	37	32	-12	-45

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Key Outcome Indicators - Strategic Framework for Road Safety

**Reported Killed and Seriously Injured (KSI) casualty rate per billion vehicle kilometres
by local authority, England, 2010 - 2014 and 2005-09 average**

Rate per billion vehicle kilometres/Percentage

ONS Code	Region/Local Authority	2005-09 average	2010	2011	2012	2013	2014	2014 percentage change over:	
								2013	2005-09 average
E12000007	London	115	95	95	102	79	72	-8	-37
E09000002	Barking and Dagenham	95	81	83	84	77	66	-14	-30
E09000003	Barnet	87	79	88	68	79	59	-26	-33
E09000004	Bexley	92	73	54	61	35	26	-25	-72
E09000005	Brent	114	92	82	98	99	96	-2	-15
E09000006	Bromley	110	74	67	75	58	41	-30	-63
E09000007	Camden	233	220	201	239	221	145	-34	-38
E09000001	City of London	251	226	278	336	352	313	-11	25
E09000008	Croydon	111	74	93	92	61	60	-1	-46
E09000009	Ealing	101	69	54	74	65	66	2	-35
E09000010	Enfield	69	62	66	55	47	33	-31	-52
E09000011	Greenwich	104	97	86	69	27	38	41	-64
E09000012	Hackney	229	194	214	297	173	122	-29	-47
E09000013	Hammersmith and Fulham	180	127	139	153	99	130	32	-28
E09000014	Haringey	154	140	139	193	193	152	-21	-1
E09000015	Harrow	95	69	65	79	66	88	33	-7
E09000016	Havering	65	43	50	53	34	30	-12	-54
E09000017	Hillingdon	50	40	36	39	27	38	39	-23
E09000018	Hounslow	72	64	48	48	42	40	-4	-44
E09000019	Islington	185	181	227	281	168	216	29	17
E09000020	Kensington and Chelsea	193	145	150	181	125	131	4	-32
E09000021	Kingston upon Thames	64	46	48	37	41	43	5	-33
E09000022	Lambeth	207	196	216	200	179	130	-28	-37
E09000023	Lewisham	150	136	129	132	85	83	-3	-45
E09000024	Merton	102	64	78	110	55	86	56	-16
E09000025	Newham	90	84	80	85	67	70	5	-22
E09000026	Redbridge	83	73	68	85	47	43	-7	-48
E09000027	Richmond upon Thames	87	90	88	65	61	68	11	-22
E09000028	Southwark	167	207	160	156	119	93	-22	-45
E09000029	Sutton	103	79	72	68	51	46	-8	-55
E09000030	Tower Hamlets	130	93	110	188	98	99	2	-23
E09000031	Waltham Forest	124	94	104	103	78	81	3	-35
E09000032	Wandsworth	146	119	137	134	126	104	-17	-29
E09000033	Westminster	273	204	179	220	205	154	-25	-44
E12000008	South East	50	46	50	47	49	53	8	6
E06000036	Bracknell Forest	48	35	43	41	41	37	-9	-23
E06000043	Brighton and Hove	112	101	127	117	107	115	7	3
E10000002	Buckinghamshire	45	36	35	36	36	37	4	-18
E10000011	East Sussex	88	76	72	74	82	91	12	4
E10000014	Hampshire	42	43	51	46	48	51	6	21
E06000046	Isle of Wight	122	132	153	143	139	109	-21	-11
E10000016	Kent	48	39	36	36	42	45	9	-6
E06000035	Medway	59	43	46	38	40	40	-1	-32
E06000042	Milton Keynes	43	32	40	41	36	42	17	-2
E10000025	Oxfordshire	47	54	48	42	45	51	14	8
E06000044	Portsmouth	75	73	115	97	93	77	-17	3
E06000038	Reading	78	75	95	75	96	82	-14	6
E06000039	Slough	55	49	54	46	60	56	-6	3
E06000045	Southampton	82	114	140	100	113	112	-1	36
E10000030	Surrey	41	39	43	42	44	53	19	28
E06000037	West Berkshire	25	20	26	28	19	23	22	-4
E10000032	West Sussex	63	52	64	60	63	68	8	7
E06000040	Windsor and Maidenhead	33	26	33	33	30	33	9	-2
E06000041	Wokingham	31	23	28	23	33	30	-8	-3

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Key Outcome Indicators - Strategic Framework for Road Safety

**Reported Killed and Seriously Injured (KSI) casualty rate per billion vehicle kilometres
by local authority, England, 2010 - 2014 and 2005-09 average**

Rate per billion vehicle kilometres/Percentage

ONS Code	Region/Local Authority	2005-09 average	2010	2011	2012	2013	2014	2014 percentage change over:	
								2013	2005-09 average
E12000009	South West	46	39	39	42	40	43	6	-8
E06000022	Bath and North East Somerset	45	34	19	29	46	42	-8	-7
E06000028	Bournemouth	93	93	90	130	87	83	-4	-10
E06000023	Bristol, City of	67	57	69	64	46	51	10	-24
E06000052	Cornwall	51	41	47	46	47	54	13	6
E10000008	Devon	37	37	30	40	40	42	7	14
E10000009	Dorset	68	56	53	59	58	61	5	-10
E10000013	Gloucestershire	41	30	39	41	34	35	3	-13
E06000053	Isles of Scilly	0	0	0	0	0	367	100	100
E06000024	North Somerset	28	25	20	25	29	22	-25	-22
E06000026	Plymouth	40	43	52	43	46	59	30	48
E06000029	Poole	66	67	64	77	81	95	16	43
E10000027	Somerset	49	38	36	34	35	35	0	-29
E06000025	South Gloucestershire	22	23	8	14	16	15	-5	-31
E06000030	Swindon	41	33	39	39	36	35	-4	-14
E06000027	Torbay	52	48	44	57	78	62	-21	19
E06000054	Wiltshire	51	42	46	42	35	44	26	-14
E92000001	England ¹	60	50	51	51	48	49	3	-18

1 Includes London (Heathrow) Airport

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[Notes & Definitions](#)

Source: DfT STATS19, DfT National Road Traffic Survey
Last updated: 24 September 2015
Next update: September 2016

The figures in this table are National Statistics

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Key Outcome Indicators - Strategic Framework for Road Safety

Reported Killed and Seriously Injured (KSI) casualty rate per million population by local authority, England, 2010 - 2014 and 2005-09 average

Rate per million population/Percentage

ONS Code	Region/Local Authority	2005-09 average	2010	2011	2012	2013	2014	2014 percentage change over:	
								2013	2005-09 average
E12000001	North East	412	329	329	353	307	313	2	-24
E06000047	County Durham	430	360	383	385	390	352	-10	-18
E06000005	Darlington	432	327	356	333	389	247	-37	-43
E08000037	Gateshead	429	428	348	390	305	284	-7	-34
E06000001	Hartlepool	391	307	360	293	205	270	32	-31
E06000002	Middlesbrough	363	211	191	288	288	259	-10	-29
E08000021	Newcastle upon Tyne	377	332	296	308	268	273	2	-28
E08000022	North Tyneside	298	217	235	248	242	232	-4	-22
E06000057	Northumberland	609	484	515	525	434	503	16	-17
E06000003	Redcar and Cleveland	389	298	248	289	252	355	41	-9
E08000023	South Tyneside	308	228	224	229	155	242	56	-21
E06000004	Stockton-on-Tees	403	229	320	359	259	258	0	-36
E08000024	Sunderland	364	317	262	348	254	271	7	-26
E12000002	North West	512	413	419	390	380	416	10	-19
E06000008	Blackburn with Darwen	521	428	478	481	468	518	11	-1
E06000009	Blackpool	532	464	507	380	516	363	-30	-32
E08000001	Bolton	357	353	290	244	282	324	15	-9
E08000002	Bury	351	316	290	220	279	165	-41	-53
E06000049	Cheshire East	788	673	658	658	550	601	9	-24
E06000050	Cheshire West and Chester	731	565	693	648	411	575	40	-21
E10000006	Cumbria	650	471	499	393	480	464	-3	-29
E06000006	Halton	458	344	333	318	318	404	27	-12
E08000011	Knowsley	386	369	274	439	424	396	-7	3
E10000017	Lancashire	728	582	548	485	544	566	4	-22
E08000012	Liverpool	493	514	441	517	433	537	24	9
E08000003	Manchester	477	333	364	382	307	325	6	-32
E08000004	Oldham	357	359	330	230	238	297	25	-17
E08000005	Rochdale	345	229	267	203	198	333	68	-3
E08000006	Salford	389	314	257	329	293	260	-11	-33
E08000014	Sefton	342	271	316	325	337	344	2	1
E08000013	St. Helens	368	254	408	397	414	378	-9	3
E08000007	Stockport	274	200	227	173	161	223	38	-19
E08000008	Tameside	297	267	260	213	249	240	-4	-19
E08000009	Trafford	269	230	206	223	152	194	27	-28
E06000007	Warrington	535	518	526	545	390	392	1	-27
E08000010	Wigan	339	202	263	232	203	193	-5	-43
E08000015	Wirral	523	350	406	309	393	436	11	-17
E12000003	Yorkshire and The Humber	586	449	448	458	449	445	-1	-24
E08000016	Barnsley	486	294	349	411	344	345	0	-29
E08000032	Bradford	500	406	424	421	361	386	7	-23
E08000033	Calderdale	563	400	443	468	436	477	9	-15
E08000017	Doncaster	503	513	489	386	389	355	-9	-29
E06000011	East Riding of Yorkshire	706	579	541	551	574	558	-3	-21
E06000010	Kingston upon Hull, City of	478	447	443	505	478	446	-7	-7
E08000034	Kirklees	500	334	390	355	327	390	19	-22
E08000035	Leeds	463	381	376	400	386	436	13	-6
E06000012	North East Lincolnshire	736	483	509	507	588	538	-8	-27
E06000013	North Lincolnshire	806	663	580	600	652	579	-11	-28
E10000023	North Yorkshire	1,086	819	763	785	790	607	-23	-44
E08000018	Rotherham	392	232	332	333	437	358	-18	-9
E08000019	Sheffield	475	288	298	323	302	330	9	-31
E08000036	Wakefield	520	504	427	498	455	362	-20	-30
E06000014	York	528	306	317	255	287	367	28	-30

RAS41004

Key Outcome Indicators - Strategic Framework for Road Safety

Reported Killed and Seriously Injured (KSI) casualty rate per million population by local authority, England, 2010 - 2014 and 2005-09 average

Rate per million population/Percentage

ONS Code	Region/Local Authority	2005-09 average	2010	2011	2012	2013	2014	2014 percentage change over:	
								2013	2005-09 average
E12000004	East Midlands	572	463	478	454	409	444	9	-22
E06000015	Derby	454	369	368	323	302	420	39	-8
E10000007	Derbyshire	616	418	429	430	389	533	37	-13
E06000016	Leicester	286	280	312	268	276	296	7	3
E10000018	Leicestershire	437	367	360	298	281	407	45	-7
E10000019	Lincolnshire	595	657	671	593	573	480	-16	-19
E10000021	Northamptonshire	667	432	438	497	467	429	-8	-36
E06000018	Nottingham	589	450	498	437	380	340	-10	-42
E10000024	Nottinghamshire	670	535	575	561	433	380	-12	-43
E06000017	Rutland	698	726	471	675	399	631	58	-10
E12000005	West Midlands	454	341	366	342	317	335	6	-26
E08000025	Birmingham	469	402	446	369	368	357	-3	-24
E08000026	Coventry	372	285	419	356	321	362	12	-3
E08000027	Dudley	405	296	292	325	324	279	-14	-31
E06000019	Herefordshire, County of	670	340	407	433	328	443	35	-34
E08000028	Sandwell	400	362	388	357	309	385	25	-4
E06000051	Shropshire	594	426	408	474	386	451	17	-24
E08000029	Solihull	421	306	309	294	206	224	9	-47
E10000028	Staffordshire	376	256	241	259	193	223	16	-41
E06000021	Stoke-on-Trent	273	187	291	180	192	175	-9	-36
E06000020	Telford and Wrekin	328	234	272	197	214	236	10	-28
E08000030	Walsall	367	288	263	233	298	372	25	1
E10000031	Warwickshire	704	562	576	546	525	541	3	-23
E08000031	Wolverhampton	370	347	323	371	254	300	18	-19
E10000034	Worcestershire	463	274	312	285	325	233	-28	-50
E12000006	East of England	553	437	414	416	398	399	0	-28
E06000055	Bedford	500	354	369	339	335	458	37	-9
E10000003	Cambridgeshire	693	550	555	473	483	500	4	-28
E06000056	Central Bedfordshire	544	549	360	415	435	409	-6	-25
E10000012	Essex	612	468	448	428	404	434	7	-29
E10000015	Hertfordshire	467	367	321	367	338	337	0	-28
E06000032	Luton	307	312	246	267	240	237	-1	-23
E10000020	Norfolk	551	409	413	407	450	542	20	-2
E06000031	Peterborough	663	548	427	451	467	394	-16	-41
E06000033	Southend-on-Sea	472	393	397	349	324	461	42	-2
E10000029	Suffolk	506	411	453	494	395	305	-23	-40
E06000034	Thurrock	631	438	404	445	373	331	-11	-48

RAS41004

Key Outcome Indicators - Strategic Framework for Road Safety

Reported Killed and Seriously Injured (KSI) casualty rate per million population by local authority, England, 2010 - 2014 and 2005-09 average

Rate per million population/Percentage

ONS Code	Region/Local Authority	2005-09 average	2010	2011	2012	2013	2014	2014 percentage change over:	
								2013	2005-09 average
E12000007	London	476	369	348	363	276	254	-8	-47
E09000002	Barking and Dagenham	337	267	262	247	232	202	-13	-40
E09000003	Barnet	431	379	394	308	355	261	-26	-39
E09000004	Bexley	402	298	212	235	131	100	-24	-75
E09000005	Brent	412	327	261	273	265	265	0	-36
E09000006	Bromley	462	288	255	287	220	156	-29	-66
E09000007	Camden	556	476	425	507	457	298	-35	-46
E09000001	City of London	4,847	3,511	4,455	7,628	7,845	6,814	-13	41
E09000008	Croydon	415	252	311	290	190	189	-1	-55
E09000009	Ealing	418	267	204	258	237	237	0	-43
E09000010	Enfield	377	332	319	271	225	160	-29	-57
E09000011	Greenwich	522	455	402	281	106	149	40	-71
E09000012	Hackney	599	470	476	583	322	228	-29	-62
E09000013	Hammersmith and Fulham	645	436	447	445	297	387	30	-40
E09000014	Haringey	415	351	322	413	402	318	-21	-23
E09000015	Harrow	260	170	158	190	156	207	33	-20
E09000016	Havering	426	267	310	325	211	187	-11	-56
E09000017	Hillingdon	421	312	270	295	206	287	40	-32
E09000018	Hounslow	502	410	297	282	244	233	-4	-54
E09000019	Islington	464	417	485	578	329	421	28	-9
E09000020	Kensington and Chelsea	651	472	501	603	411	442	7	-32
E09000021	Kingston upon Thames	377	272	253	207	222	229	3	-39
E09000022	Lambeth	630	548	578	487	423	308	-27	-51
E09000023	Lewisham	483	405	371	362	224	216	-4	-55
E09000024	Merton	325	187	217	321	157	246	56	-25
E09000025	Newham	365	337	267	245	179	197	10	-46
E09000026	Redbridge	339	281	274	327	177	164	-7	-52
E09000027	Richmond upon Thames	398	377	355	275	251	279	11	-30
E09000028	Southwark	506	575	423	399	291	228	-22	-55
E09000029	Sutton	372	252	227	217	158	146	-7	-61
E09000030	Tower Hamlets	571	383	403	639	319	310	-3	-46
E09000031	Waltham Forest	408	295	287	263	203	228	12	-44
E09000032	Wandsworth	465	352	379	354	319	259	-19	-44
E09000033	Westminster	1,133	735	655	862	780	592	-24	-48
E12000008	South East	520	448	493	453	470	514	9	-1
E06000036	Bracknell Forest	313	215	254	252	240	220	-8	-30
E06000043	Brighton and Hove	627	526	666	580	521	562	8	-10
E10000002	Buckinghamshire	574	444	422	426	428	452	6	-21
E10000011	East Sussex	744	619	578	574	634	723	14	-3
E10000014	Hampshire	500	487	585	514	528	574	9	15
E06000046	Isle of Wight	570	584	685	641	621	496	-20	-13
E10000016	Kent	501	382	359	354	398	480	21	-4
E06000035	Medway	319	230	244	190	207	208	1	-35
E06000042	Milton Keynes	451	306	383	392	344	405	18	-10
E10000025	Oxfordshire	560	609	550	465	491	614	25	10
E06000044	Portsmouth	478	439	706	595	559	464	-17	-3
E06000038	Reading	292	259	352	255	320	274	-15	-6
E06000039	Slough	392	313	357	289	364	339	-7	-14
E06000045	Southampton	406	513	654	459	508	506	0	25
E10000030	Surrey	523	461	513	502	520	649	25	24
E06000037	West Berkshire	493	390	498	511	354	437	23	-11
E10000032	West Sussex	605	466	563	515	533	650	22	7
E06000040	Windsor and Maidenhead	451	322	416	411	369	407	10	-10
E06000041	Wokingham	337	227	279	243	336	308	-8	-9

RAS41004

Key Outcome Indicators - Strategic Framework for Road Safety

Reported Killed and Seriously Injured (KSI) casualty rate per million population by local authority, England, 2010 - 2014 and 2005-09 average

Rate per million population/Percentage

ONS Code	Region/Local Authority	2005-09 average	2010	2011	2012	2013	2014	2014 percentage change over:	
								2013	2005-09 average
E1200009	South West	450	372	368	388	369	396	7	-12
E0600022	Bath and North East Somerset	300	217	124	186	289	269	-7	-10
E0600028	Bournemouth	491	458	433	578	381	366	-4	-25
E0600023	Bristol, City of	371	295	367	340	242	271	12	-27
E0600052	Cornwall	456	370	413	396	406	464	14	2
E1000008	Devon	394	389	311	409	409	443	8	13
E1000009	Dorset	673	531	496	528	533	571	7	-15
E1000013	Gloucestershire	443	315	410	423	352	366	4	-17
E0600053	Isles of Scilly	0	0	0	0	0	439	100	100
E0600024	North Somerset	318	269	216	279	325	245	-25	-23
E0600026	Plymouth	230	232	290	236	247	325	32	41
E0600029	Poole	412	401	373	444	456	540	18	31
E1000027	Somerset	595	453	421	396	405	457	13	-23
E0600025	South Gloucestershire	326	325	119	192	223	217	-3	-33
E0600030	Swindon	398	312	369	354	322	320	-1	-20
E0600027	Torbay	269	238	224	297	401	323	-19	20
E0600054	Wiltshire	637	498	548	478	398	507	27	-20
E9200001	England ¹	508	407	412	404	378	394	4	-22

1 Includes London (Heathrow) Airport

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[Notes & Definitions](#)

Source: DfT STATS19, ONS mid-year population estimates

Last updated: 24 September 2015

Next update: September 2016

The figures in this table are National Statistics

RAS50

Contributory factors in reported accidents

Note on the contributory factor system

It is important to note that it may be difficult for a police officer, attending the scene after an accident has occurred, to identify certain factors that may have contributed to a cause of an accident.

The contributory factors are therefore different in nature from the remainder of the STATS19 data which is based on the reporting of factual information. This should be kept in mind when interpreting the data.

For further details of the contributory factor system, please see article entitled Contributory factors to reported road accidents, which can be found using the following link:

<http://assets.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2011/rrcqb2011-04.pdf>

The form used by the police to report contributory factors includes a list of 78 contributory factors. These 78 factors fall into nine categories and these are: Road environment contributed, vehicle defects, Injudicious action, Driver/rider error or reaction, Impairment or distraction, Behaviour or inexperience, Vision affected by external factors, Pedestrian only factors (casualty or uninjured) and Special codes. A copy of the form can be found using the following link:

<http://assets.dft.gov.uk/statistics/series/road-accidents-and-safety/stats19-road-accident-injury-statistics-report-form.pdf>

RAS50001

Contributory factors in reported accidents by severity, Great Britain, 2014

Number/ percentage

Contributory factor reported in accident ^{1,2}	Fatal accidents		Serious accidents		Slight accidents		All accidents	
	Number	Per	Number	Per	Number	Per	Number	Per
		cent ³		cent ³		cent ³		cent ³
Road environment contributed	160	10	2,185	12	12,162	13	14,507	13
Poor or defective road surface	9	1	179	1	592	1	780	1
Deposit on road (eg. oil, mud, chippings)	11	1	289	2	1,128	1	1,428	1
Slippery road (due to weather)	81	5	1,198	7	8,024	8	9,303	8
Inadequate or masked signs or road markings	5	0	60	0	396	0	461	0
Defective traffic signals	1	0	15	0	119	0	135	0
Traffic calming (eg. road humps, chicane)	2	0	22	0	107	0	131	0
Temporary road layout (eg. contraflow)	5	0	35	0	236	0	276	0
Road layout (eg. bend, hill, narrow road)	50	3	499	3	2,382	2	2,931	3
Animal or object in carriageway	13	1	181	1	896	1	1,090	1
Slippery inspection cover or road marking	0	0	18	0	26	0	44	0
Vehicle defects	39	3	397	2	1,662	2	2,098	2
Tyres illegal, defective or under inflated	22	1	146	1	546	1	714	1
Defective lights or indicators	2	0	44	0	137	0	183	0
Defective brakes	8	1	123	1	596	1	727	1
Defective steering or suspension	5	0	62	0	248	0	315	0
Defective or missing mirrors	0	0	3	0	8	0	11	0
Overloaded or poorly loaded vehicle or trailer	5	0	36	0	180	0	221	0
Injudicious action	446	29	3,793	21	22,024	23	26,263	23
Disobeyed automatic traffic signal	13	1	216	1	1,750	2	1,979	2
Disobeyed 'Give Way' or 'Stop' sign or markings	14	1	461	3	3,183	3	3,658	3
Disobeyed double white lines	14	1	67	0	133	0	214	0
Disobeyed pedestrian crossing facility	7	0	122	1	411	0	540	0
Illegal turn or direction of travel	12	1	130	1	676	1	818	1
Exceeding speed limit	254	16	1,199	7	3,856	4	5,309	5
Travelling too fast for conditions	169	11	1,441	8	6,127	6	7,737	7
Following too close	25	2	474	3	7,255	8	7,754	7
Vehicle travelling along pavement	5	0	53	0	215	0	273	0
Cyclist entering road from pavement	6	0	200	1	791	1	997	1
Driver/Rider error or reaction	1,020	66	12,041	67	71,106	74	84,167	73
Junction overshoot	22	1	342	2	2,118	2	2,482	2
Junction restart (moving off at junction)	5	0	226	1	1,822	2	2,053	2
Poor turn or manoeuvre	211	14	2,681	15	15,378	16	18,270	16
Failed to signal or misleading signal	5	0	251	1	2,023	2	2,279	2
Driver/Rider failed to look properly	379	25	6,689	37	43,336	45	50,404	44
Driver/Rider failed to judge other person's path or speed	209	14	3,048	17	22,479	23	25,736	22
Too close to cyclist, horse rider or pedestrian	21	1	314	2	1,895	2	2,230	2
Sudden braking	52	3	815	5	7,207	8	8,074	7
Swerved	113	7	748	4	3,492	4	4,353	4
Loss of control	494	32	3,174	18	11,581	12	15,249	13
Impairment or distraction	360	23	2,820	16	11,388	12	14,568	13
Driver/Rider impaired by alcohol	127	8	1,111	6	3,503	4	4,741	4
Driver/Rider impaired by drugs (illicit or medicinal)	47	3	197	1	440	0	684	1
Fatigue	48	3	400	2	1,598	2	2,046	2
Uncorrected, defective eyesight	9	1	56	0	195	0	260	0
Driver/Rider illness or disability, mental or physical	102	7	583	3	1,734	2	2,419	2
Not displaying lights at night or in poor visibility	4	0	88	0	339	0	431	0
Rider wearing dark clothing	4	0	126	1	448	0	578	0
Driver using mobile phone	21	1	84	0	387	0	492	0
Distraction in vehicle	68	4	445	2	2,687	3	3,200	3
Distraction outside vehicle	19	1	206	1	1,511	2	1,736	2

Contributory factors in reported accidents by severity, Great Britain, 2014

Number/ percentage

Contributory factor reported in accident ^{1,2}	Fatal accidents		Serious accidents		Slight accidents		All accidents	
	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³
Behaviour or inexperience	409	27	4,366	24	23,713	25	28,488	25
Aggressive driving	106	7	729	4	2,895	3	3,730	3
Driver/Rider careless, reckless or in a hurry	280	18	3,032	17	17,118	18	20,430	18
Driver/Rider nervous, uncertain or panic	23	1	219	1	1,658	2	1,900	2
Driving too slow for conditions or slow veh (eg tractor)	3	0	13	0	78	0	94	0
Learner or inexperienced driver/rider	51	3	835	5	3,845	4	4,731	4
Inexperience of driving on the left	6	0	58	0	365	0	429	0
Unfamiliar with model of vehicle	21	1	182	1	670	1	873	1
Vision affected by external factors	110	7	1,833	10	10,133	11	12,076	10
Stationary or parked vehicle(s)	18	1	529	3	3,311	3	3,858	3
Vegetation	7	0	76	0	315	0	398	0
Road layout (eg. bend, winding road, hill crest)	15	1	212	1	1,110	1	1,337	1
Buildings, road signs, street furniture	3	0	47	0	242	0	292	0
Dazzling headlights	10	1	68	0	252	0	330	0
Dazzling sun	24	2	446	2	2,352	2	2,822	2
Rain, sleet, snow, or fog	17	1	351	2	1,765	2	2,133	2
Spray from other vehicles	1	0	26	0	209	0	236	0
Visor or windscreen dirty, scratched or frosted etc.	2	0	37	0	121	0	160	0
Vehicle blind spot	22	1	210	1	1,305	1	1,537	1
Pedestrian only (casualty or uninjured)	312	20	3,325	18	10,260	11	13,897	12
Crossing road masked by stationary or parked vehicle	28	2	637	4	1,897	2	2,562	2
Pedestrian failed to look properly	192	12	2,508	14	8,065	8	10,765	9
Pedestrian failed to judge vehicle's path or speed	100	6	786	4	2,392	2	3,278	3
Pedestrian wrong use of pedestrian crossing facility	21	1	247	1	898	1	1,166	1
Dangerous action in carriageway (eg. playing)	45	3	274	2	725	1	1,044	1
Pedestrian impaired by alcohol	72	5	504	3	1,192	1	1,768	2
Pedestrian impaired by drugs (illicit or medicinal)	17	1	57	0	136	0	210	0
Pedestrian careless, reckless or in a hurry	80	5	1,085	6	4,169	4	5,334	5
Pedestrian wearing dark clothing at night	61	4	266	1	550	1	877	1
Pedestrian disability or illness, mental or physical	32	2	151	1	315	0	498	0
Special Codes	110	7	968	5	4,541	5	5,619	5
Stolen vehicle	16	1	133	1	449	0	598	1
Vehicle in course of crime	8	1	69	0	363	0	440	0
Emergency vehicle on a call	4	0	48	0	526	1	578	0
Vehicle door opened or closed negligently	1	0	74	0	581	1	656	1
Other	86	6	675	4	2,811	3	3,572	3
Total number of accidents¹	1,543	100	18,097	100	96,033	100	115,673	100

1 Includes only accidents where a police officer attended the scene and in which a contributory factor was reported.

2 Counts the number of accidents in which a contributory factor is reported. If two participants in an accident have the same contributory factor, this will only be counted once.

3 Columns may not add up to 100 per cent as accidents can have more than 1 contributory factor.

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[Notes & Definitions](#)

Source: DfT STATS19

Last updated: 24 September 2015

Next update: September 2016

The figures in this table are National Statistics

RAS50002

Contributory factors of reported accidents, Great Britain, 2010-2014

Contributory factor reported in accident ^{1,2}	Number/percentage									
	2010		2011		2012		2013		2014	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Driver/Rider failed to look properly	50,847	42	51,946	44	51,168	45	48,038	44	53,259	46
Driver/Rider failed to judge other person's path or speed	27,304	23	27,106	23	26,566	23	25,411	23	27,551	24
Driver/Rider careless, reckless or in a hurry	19,242	16	19,797	17	18,219	16	18,594	17	20,883	18
Poor turn or manoeuvre	16,453	14	17,101	14	17,306	15	16,542	15	18,916	16
Loss of control	18,180	15	17,091	14	16,282	14	15,260	14	15,350	13
Pedestrian failed to look properly	12,078	10	11,631	10	11,055	10	10,462	10	10,888	9
Slippery road (due to weather)	15,250	13	10,014	8	11,565	10	10,218	9	9,802	8
Sudden braking	9,662	8	9,517	8	8,938	8	8,271	8	8,768	8
Following too close	9,052	7	8,658	7	8,413	7	7,934	7	8,330	7
Travelling too fast for conditions	10,302	9	8,868	7	8,896	8	7,677	7	7,921	7
Total number of accidents¹	120,827	100	118,403	100	114,696	100	108,934	100	115,673	100

1 Includes only accidents where a police officer attended the scene and in which a contributory factor was reported.

2 Includes only the ten most frequently reported contributory factors. Factors not shown may also have been reported.

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[Notes & Definitions](#)

Source: STATS19

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Next update: September 2016

The figures in this table are National Statistics

Contributory factor reported in accident ¹	Motorways		A roads		B roads		Other roads ³		All roads	
	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²
Road environment contributed	627	13	5,917	11	2,408	16	5,555	14	14,507	13
Poor or defective road surface	10	0	262	0	126	1	382	1	780	1
Deposit on road (eg. oil, mud, chippings)	34	1	523	1	254	2	617	2	1,428	1
Slippery road (due to weather)	493	10	3,964	7	1,572	11	3,274	8	9,303	8
Inadequate or masked signs or road markings	5	0	129	0	59	0	268	1	461	0
Defective traffic signals	3	0	83	0	18	0	31	0	135	0
Traffic calming (eg. road humps, chicane)	0	0	23	0	14	0	94	0	131	0
Temporary road layout (eg. contraflow)	28	1	152	0	36	0	60	0	276	0
Road layout (eg. bend, hill, narrow road)	24	0	989	2	573	4	1,345	3	2,931	3
Animal or object in carriageway	58	1	461	1	182	1	389	1	1,090	1
Slippery inspection cover or road marking	0	0	22	0	7	0	15	0	44	0
Vehicle defects	191	4	922	2	237	2	748	2	2,098	2
Tyres illegal, defective or under inflated	116	2	311	1	85	1	202	0	714	1
Defective lights or indicators	3	0	78	0	21	0	81	0	183	0
Defective brakes	27	1	290	1	73	0	337	1	727	1
Defective steering or suspension	22	0	157	0	40	0	96	0	315	0
Defective or missing mirrors	1	0	1	0	3	0	6	0	11	0
Overloaded or poorly loaded vehicle or trailer	27	1	114	0	22	0	58	0	221	0
Injudicious action	1,196	24	13,234	24	3,404	23	8,429	21	26,263	23
Disobeyed automatic traffic signal	6	0	1,435	3	209	1	329	1	1,979	2
Disobeyed 'Give Way' or 'Stop' sign or markings	11	0	1,447	3	515	3	1,685	4	3,658	3
Disobeyed double white lines	13	0	147	0	22	0	32	0	214	0
Disobeyed pedestrian crossing facility	0	0	320	1	92	1	128	0	540	0
Illegal turn or direction of travel	20	0	467	1	67	0	264	1	818	1
Exceeding speed limit	134	3	2,286	4	831	6	2,058	5	5,309	5
Travelling too fast for conditions	418	8	3,299	6	1,150	8	2,870	7	7,737	7
Following too close	760	15	4,854	9	785	5	1,355	3	7,754	7
Vehicle travelling along pavement	1	0	94	0	33	0	145	0	273	0
Cyclist entering road from pavement	1	0	342	1	102	1	552	1	997	1
Driver/Rider error or reaction	3,776	76	41,791	76	10,937	74	27,663	68	84,167	73
Junction overshoot	42	1	896	2	332	2	1,212	3	2,482	2
Junction restart (moving off at junction)	17	0	1,048	2	298	2	690	2	2,053	2
Poor turn or manoeuvre	467	9	9,545	17	2,410	16	5,848	14	18,270	16
Failed to signal or misleading signal	45	1	1,213	2	292	2	729	2	2,279	2
Driver/Rider failed to look properly	1,646	33	25,715	47	6,225	42	16,818	41	50,404	44
Driver/Rider failed to judge other person's path or speed	1,532	31	13,908	25	3,217	22	7,079	17	25,736	22
Too close to cyclist, horse rider or pedestrian	2	0	1,095	2	274	2	859	2	2,230	2
Sudden braking	631	13	4,649	8	921	6	1,873	5	8,074	7
Swerved	366	7	2,056	4	591	4	1,340	3	4,353	4
Loss of control	1,001	20	6,654	12	2,340	16	5,254	13	15,249	13
Impairment or distraction	878	18	6,660	12	2,053	14	4,977	12	14,568	13
Driver/Rider impaired by alcohol	174	3	1,801	3	720	5	2,046	5	4,741	4
Driver/Rider impaired by drugs (illicit or medicinal)	24	0	264	0	97	1	299	1	684	1
Fatigue	339	7	1,101	2	239	2	367	1	2,046	2
Uncorrected, defective eyesight	10	0	116	0	50	0	84	0	260	0
Driver/Rider illness or disability, mental or physical	148	3	1,161	2	342	2	768	2	2,419	2
Not displaying lights at night or in poor visibility	3	0	163	0	66	0	199	0	431	0
Rider wearing dark clothing	0	0	239	0	94	1	245	1	578	0
Driver using mobile phone	26	1	253	0	61	0	152	0	492	0
Distraction in vehicle	212	4	1,628	3	426	3	934	2	3,200	3
Distraction outside vehicle	85	2	893	2	232	2	526	1	1,736	2

RAS50003

Contributory factors in reported accidents by road class, Great Britain, 2014

Number/ percentage

Contributory factor reported in accident ¹	Motorways		A roads		B roads		Other roads ³		All roads	
	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²
Behaviour or inexperience	748	15	13,747	25	3,759	25	10,234	25	28,488	25
Aggressive driving	89	2	1,657	3	430	3	1,554	4	3,730	3
Driver/Rider careless, reckless or in a hurry	472	9	10,254	19	2,624	18	7,080	17	20,430	18
Driver/Rider nervous, uncertain or panic	82	2	859	2	258	2	701	2	1,900	2
Driving too slow for conditions or slow veh (eg tractor)	12	0	50	0	12	0	20	0	94	0
Learner or inexperienced driver/rider	100	2	1,874	3	772	5	1,985	5	4,731	4
Unexperience of driving on the left	35	1	237	0	51	0	106	0	429	0
Unfamiliar with model of vehicle	36	1	380	1	108	1	349	1	873	1
Vision affected by external factors	445	9	5,026	9	1,588	11	5,017	12	12,076	10
Stationary or parked vehicle(s)	11	0	1,628	3	378	3	1,841	5	3,858	3
Vegetation	0	0	100	0	77	1	221	1	398	0
Road layout (eg. bend, winding road, hill crest)	10	0	411	1	257	2	659	2	1,337	1
Buildings, road signs, street furniture	0	0	97	0	41	0	154	0	292	0
Dazzling headlights	2	0	143	0	69	0	116	0	330	0
Dazzling sun	73	1	1,212	2	409	3	1,128	3	2,822	2
Rain, sleet, snow, or fog	102	2	980	2	308	2	743	2	2,133	2
Spray from other vehicles	66	1	122	0	18	0	30	0	236	0
Visor or windscreen dirty, scratched or frosted etc.	4	0	54	0	22	0	80	0	160	0
Vehicle blind spot	222	4	660	1	151	1	504	1	1,537	1
Pedestrian only (casualty or uninjured)	36	1	5,380	10	1,577	11	6,904	17	13,897	12
Crossing road masked by stationary or parked vehicle	0	0	909	2	255	2	1,398	3	2,562	2
Pedestrian failed to look properly	8	0	4,302	8	1,204	8	5,251	13	10,765	9
Pedestrian failed to judge vehicle's path or speed	4	0	1,424	3	408	3	1,442	4	3,278	3
Pedestrian wrong use of pedestrian crossing facility	1	0	776	1	141	1	248	1	1,166	1
Dangerous action in carriageway (eg. playing)	17	0	324	1	99	1	604	1	1,044	1
Pedestrian impaired by alcohol	10	0	829	2	202	1	727	2	1,768	2
Pedestrian impaired by drugs (illicit or medicinal)	7	0	99	0	19	0	85	0	210	0
Pedestrian careless, reckless or in a hurry	7	0	2,528	5	538	4	2,261	6	5,334	5
Pedestrian wearing dark clothing at night	7	0	336	1	118	1	416	1	877	1
Pedestrian disability or illness, mental or physical	9	0	179	0	72	0	238	1	498	0
Special Codes	186	4	2,585	5	692	5	2,156	5	5,619	5
Stolen vehicle	3	0	172	0	93	1	330	1	598	1
Vehicle in course of crime	5	0	138	0	52	0	245	1	440	0
Emergency vehicle on a call	11	0	374	1	68	0	125	0	578	0
Vehicle door opened or closed negligently	1	0	327	1	74	0	254	1	656	1
Other	167	3	1,655	3	432	3	1,318	3	3,572	3
Total number of accidents	4,975	100	55,034	100	14,876	100	40,788	100	115,673	100

1 Includes only accidents where a police officer attended the scene and in which a contributory factor was reported.

2 Columns may not add up to 100 per cent as accidents can have more than 1 contributory factor.

3 Other roads includes C roads and unclassified roads.

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[Notes & Definitions](#)

Source: STATS19

Last updated: 24 September 2015

Next update: September 2016

The figures in this table are National Statistics

RAS50004

Reported accidents involving pedestrians with contributory factors, Great Britain, 2014

Number/ percentage

Contributory factor attributed to pedestrian ¹	Accidents ^{2,3} where contributory factor assigned to injured or killed pedestrian		Accidents ^{2,3} where contributory factor assigned to uninjured pedestrian	
	Number	Per cent ⁴	Number	Per cent ⁴
Pedestrian failed to look properly	10,521	59	199	53
Pedestrian careless, reckless or in a hurry	5,149	29	157	42
Pedestrian failed to judge vehicle's path or speed	3,207	18	50	13
Crossing road masked by stationary or parked vehicle	2,519	14	37	10
Pedestrian impaired by alcohol	1,726	10	23	6
Pedestrian wrong use of pedestrian crossing facility	1,132	6	27	7
Dangerous action in carriageway (eg. playing)	1,015	6	23	6
Pedestrian wearing dark clothing at night	866	5	9	2
Pedestrian disability or illness, mental or physical	479	3	6	2
Pedestrian impaired by drugs (illicit or medicinal)	207	1	2	1
Total number of accidents	17,743	100	372	100

1 Top 10 most frequently reported contributory factors for injured or killed pedestrians and for uninjured pedestrians.

Factors not shown may also have been reported.

2 Includes only accidents where a police officer attended the scene and in which a contributory factor was reported.

3 Accidents can involve both pedestrian casualties and uninjured pedestrians who were assigned a contributory factor.

4 Columns may not add up to 100 per cent as accidents can have more than one contributory factor.

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[Notes & Definitions](#)

Source: STATS19

Last updated: 24 September 2015

Next update: September 2016

The figures in this table are National Statistics

RAS50005

Vehicles in reported accidents by contributory factor and vehicle type, Great Britain, 2014

Contributory factor attributed to vehicle ^{1,2}	Number/ percentage													
	Pedal cycle		Motorcycle		Car		Bus or Coach		Van/Light goods		HGV		All vehicles ³	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Road environment contributed	530	4	2,385	13	11,393	7	93	2	631	6	334	6	15,507	7
Poor or defective road surface	114	1	205	1	412	0	9	0	19	0	15	0	787	0
Deposit on road (eg. oil, mud, chippings)	43	0	455	2	873	1	8	0	53	0	24	0	1,472	1
Slippery road (due to weather)	233	2	1,410	8	7,499	5	34	1	382	3	143	2	9,750	5
Inadequate or masked signs or road markings	16	0	28	0	406	0	2	0	22	0	11	0	488	0
Defective traffic signals	1	0	12	0	164	0	0	0	4	0	2	0	183	0
Traffic calming (eg. road humps, chicane)	5	0	35	0	82	0	5	0	3	0	3	0	135	0
Temporary road layout (eg. contraflow)	18	0	21	0	228	0	6	0	21	0	21	0	320	0
Road layout (eg. bend, hill, narrow road)	119	1	337	2	2,434	2	34	1	159	1	120	2	3,269	2
Animal or object in carriageway	28	0	171	1	824	1	8	0	62	1	27	0	1,128	1
Slippery inspection cover or road marking	9	0	22	0	7	0	0	0	2	0	2	0	44	0
Vehicle defects	267	2	198	1	1,305	1	22	1	142	1	110	2	2,101	1
Tyres illegal, defective or under inflated	10	0	58	0	592	0	1	0	32	0	17	0	716	0
Defective lights or indicators	54	0	45	0	59	0	1	0	10	0	5	0	183	0
Defective brakes	189	1	61	0	384	0	13	0	42	0	22	0	726	0
Defective steering or suspension	14	0	30	0	237	0	5	0	12	0	12	0	315	0
Defective or missing mirrors	0	0	0	0	9	0	0	0	1	0	0	0	11	0
Overloaded or poorly loaded vehicle or trailer	10	0	9	0	68	0	2	0	51	0	58	1	221	0
Injudicious action	2,049	14	2,840	15	20,264	13	219	5	1,477	13	609	10	27,630	13
Disobeyed automatic traffic signal	176	1	110	1	1,753	1	23	1	101	1	26	0	2,203	1
Disobeyed 'Give Way' or 'Stop' sign or markings	167	1	105	1	3,113	2	23	1	223	2	35	1	3,681	2
Disobeyed double white lines	1	0	47	0	156	0	0	0	10	0	6	0	220	0
Disobeyed pedestrian crossing facility	104	1	36	0	363	0	10	0	15	0	2	0	544	0
Illegal turn or direction of travel	96	1	49	0	581	0	2	0	62	1	25	0	825	0
Exceeding speed limit	41	0	916	5	4,172	3	9	0	177	2	48	1	5,381	3
Travelling too fast for conditions	386	3	1,005	5	5,864	4	37	1	419	4	150	3	7,913	4
Following too close	225	2	805	4	6,121	4	121	3	630	6	368	6	8,315	4
Vehicle travelling along pavement	125	1	25	0	99	0	2	0	10	0	2	0	277	0
Cyclist entering road from pavement	940	6	6	0	42	0	3	0	2	0	3	0	998	0
Driver/Rider error or reaction	5,296	36	8,484	46	70,309	45	1,626	40	5,330	47	2,688	45	94,516	44
Junction overshoot	163	1	129	1	2,037	1	10	0	102	1	36	1	2,494	1
Junction restart (moving off at junction)	43	0	80	0	1,747	1	47	1	122	1	40	1	2,090	1
Poor turn or manoeuvre	849	6	1,935	10	13,951	9	227	6	1,110	10	648	11	18,890	9
Failed to signal or misleading signal	148	1	87	0	1,767	1	39	1	170	2	64	1	2,300	1
Driver/Rider failed to look properly	3,398	23	3,216	17	40,410	26	643	16	3,397	30	1,645	28	53,127	25
Driver/Rider failed to judge other person's path or speed	1,480	10	2,425	13	20,448	13	299	7	1,653	15	925	16	27,463	13
Too close to cyclist, horse rider or pedestrian	93	1	67	0	1,660	1	91	2	206	2	89	2	2,236	1
Sudden braking	218	1	1,241	7	5,943	4	683	17	442	4	175	3	8,750	4
Swerved	214	1	458	2	3,361	2	42	1	179	2	119	2	4,411	2
Loss of control	803	5	2,770	15	10,898	7	59	1	460	4	215	4	15,334	7
Impairment or distraction	1,048	7	680	4	11,687	7	99	2	772	7	276	5	14,660	7
Driver/Rider impaired by alcohol	306	2	312	2	3,875	2	2	0	203	2	20	0	4,741	2
Driver/Rider impaired by drugs (illicit or medicinal)	38	0	44	0	554	0	1	0	37	0	6	0	682	0
Fatigue	26	0	68	0	1,692	1	16	0	147	1	90	2	2,052	1
Uncorrected, defective eyesight	5	0	7	0	233	0	0	0	11	0	2	0	260	0
Driver/Rider illness or disability, mental or physical	51	0	65	0	2,101	1	15	0	98	1	58	1	2,414	1
Not displaying lights at night or in poor visibility	296	2	39	0	89	0	2	0	2	0	1	0	437	0
Rider wearing dark clothing	485	3	51	0	38	0	0	0	0	0	0	0	578	0
Driver using mobile phone	21	0	3	0	396	0	3	0	52	0	13	0	491	0
Distraction in vehicle	18	0	18	0	2,816	2	29	1	227	2	97	2	3,213	2
Distraction outside vehicle	54	0	126	1	1,375	1	43	1	110	1	45	1	1,769	1

RAS50005

Vehicles in reported accidents by contributory factor and vehicle type, Great Britain, 2014

Contributory factor attributed to vehicle ^{1,2}	Number/ percentage													
	Pedal cycle		Motorcycle		Car		Bus or Coach		Van/Light goods		HGV		All vehicles ³	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Behaviour or inexperience	1,480	10	3,531	19	21,662	14	252	6	1,519	14	564	10	29,266	14
Aggressive driving	52	0	422	2	3,065	2	20	0	203	2	52	1	3,848	2
Driver/Rider careless, reckless or in a hurry	1,287	9	1,851	10	15,586	10	219	5	1,319	12	424	7	20,856	10
Driver/Rider nervous, uncertain or panic	61	0	164	1	1,615	1	4	0	28	0	20	0	1,907	1
Driving too slow for conditions or slow veh (eq tractor)	1	0	8	0	63	0	0	0	2	0	5	0	93	0
Learner or inexperienced driver/rider	113	1	1,443	8	3,122	2	10	0	33	0	14	0	4,763	2
Inexperience of driving on the left	7	0	29	0	290	0	3	0	20	0	69	1	431	0
Unfamiliar with model of vehicle	10	0	196	1	591	0	11	0	29	0	17	0	875	0
Vision affected by external factors	605	4	1,034	6	10,084	6	123	3	768	7	611	10	13,368	6
Stationary or parked vehicle(s)	369	2	575	3	3,361	2	39	1	200	2	35	1	4,611	2
Vegetation	44	0	15	0	319	0	6	0	29	0	7	0	435	0
Road layout (eg. bend, winding road, hill crest)	63	0	130	1	1,154	1	8	0	82	1	47	1	1,514	1
Buildings, road signs, street furniture	27	0	7	0	246	0	1	0	19	0	2	0	308	0
Dazzling headlights	7	0	17	0	290	0	2	0	10	0	4	0	333	0
Dazzling sun	43	0	138	1	2,463	2	17	0	169	2	66	1	2,915	1
Rain, sleet, snow, or fog	53	0	149	1	1,894	1	13	0	116	1	43	1	2,281	1
Spray from other vehicles	1	0	13	0	215	0	2	0	10	0	14	0	255	0
Visor or windscreen dirty, scratched or frosted etc.	1	0	18	0	133	0	0	0	7	0	1	0	160	0
Vehicle blind spot	24	0	17	0	831	1	42	1	177	2	427	7	1,553	1
Pedestrian only (casualty or uninjured)	2	0	3	0	22	0	3	0	2	0	1	0	35	0
Crossing road masked by stationary or parked vehicle	0	0	0	0	2	0	0	0	0	0	0	0	2	0
Pedestrian failed to look properly	1	0	0	0	11	0	0	0	2	0	0	0	15	0
Pedestrian failed to judge vehicle's path or speed	0	0	2	0	5	0	2	0	0	0	1	0	10	0
Pedestrian wrong use of pedestrian crossing facility	2	0	0	0	1	0	0	0	0	0	0	0	4	0
Dangerous action in carriageway (eg. playing)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian impaired by alcohol	0	0	1	0	4	0	0	0	0	0	0	0	5	0
Pedestrian impaired by drugs (illicit or medicinal)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian careless, reckless or in a hurry	0	0	0	0	3	0	0	0	0	0	0	0	3	0
Pedestrian wearing dark clothing at night	0	0	0	0	1	0	0	0	0	0	0	0	1	0
Pedestrian disability or illness, mental or physical	0	0	0	0	0	0	1	0	0	0	0	0	1	0
Special codes	216	1	390	2	3,413	2	147	4	265	2	145	2	4,758	2
Stolen vehicle	2	0	113	1	441	0	0	0	30	0	1	0	594	0
Vehicle in course of crime	11	0	33	0	366	0	0	0	31	0	0	0	441	0
Emergency vehicle on a call	1	0	11	0	411	0	1	0	56	0	14	0	597	0
Vehicle door opened or closed negligently	5	0	4	0	531	0	23	1	54	0	20	0	640	0
Other	198	1	238	1	1,797	1	123	3	109	1	110	2	2,647	1
Vehicles with no contributory factor	7,504	51	6,744	36	64,470	41	2,148	52	4,386	39	2,418	41	88,472	41
Total number of vehicles	14,820	100	18,565	100	157,338	100	4,102	100	11,227	100	5,915	100	213,972	100

1 Includes only vehicles in road accidents where a police officer attended the scene and in which a contributory factor was reported.

Columns may not add up to 100 per cent as accidents can have more than one contributory factor.

2 Due to recording errors some vehicle specific factors may have been allocated to the wrong vehicle in some accidents.

3 Includes other vehicles types and cases where the vehicle type was not reported.

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Source: STATS19

Last updated: 24 September 2015

Next update: September 2016

RAS50006

**Most common pairs of contributory factors reported together^{1,2}
Great Britain, 2014**

Factor with lower code ³	Factor with higher code ³	Number/ percentage	
		Number	Per cent
Vehicles			
Driver/Rider failed to look properly	Driver/Rider failed to judge other person's path or speed	14,803	7
Poor turn or manoeuvre	Driver/Rider failed to look properly	10,713	5
Driver/Rider failed to look properly	Driver/Rider careless, reckless or in a hurry	10,323	5
Poor turn or manoeuvre	Driver/Rider failed to judge other person's path or speed	4,743	2
Driver/Rider failed to judge other person's path or speed	Driver/Rider careless, reckless or in a hurry	4,728	2
Poor turn or manoeuvre	Driver/Rider careless, reckless or in a hurry	4,155	2
Following too close	Driver/Rider failed to look properly	3,421	2
Slippery road (due to weather)	Loss of control	2,893	1
Following too close	Driver/Rider failed to judge other person's path or speed	2,753	1
Disobeyed 'Give Way' or 'Stop' sign or markings	Driver/Rider failed to look properly	2,711	1
Loss of control	Driver/Rider careless, reckless or in a hurry	2,594	1
Travelling too fast for conditions	Loss of control	2,480	1
Slippery road (due to weather)	Travelling too fast for conditions	2,176	1
Driver/Rider failed to look properly	Stationary or parked vehicle(s)	2,138	1
Swerved	Loss of control	1,912	1
Travelling too fast for conditions	Driver/Rider careless, reckless or in a hurry	1,790	1
Poor turn or manoeuvre	Loss of control	1,781	1
Exceeding speed limit	Driver/Rider careless, reckless or in a hurry	1,705	1
Exceeding speed limit	Loss of control	1,602	1
Aggressive driving	Driver/Rider careless, reckless or in a hurry	1,574	1
All vehicles in accidents		213,972	100
Pedestrian casualties			
Pedestrian failed to look properly	Pedestrian careless, reckless or in a hurry	4,330	24
Pedestrian failed to look properly	Pedestrian failed to judge vehicle's path or speed	2,533	14
Crossing road masked by stationary or parked vehicle	Pedestrian failed to look properly	2,055	11
Pedestrian failed to judge vehicle's path or speed	Pedestrian careless, reckless or in a hurry	1,233	7
Crossing road masked by stationary or parked vehicle	Pedestrian careless, reckless or in a hurry	1,116	6
All pedestrian casualties in accidents		18,386	100

1 Includes only participants in accidents where a police officer attended the scene and in which a contributory factor was reported.

2 Includes the 20 pairings most frequently reported to vehicles and the 5 most frequently reported to pedestrian casualties.

3 All contributory factors are recorded by a code number between 101 and 999. The factor with the lower code number is listed first.

The figures in this table are National Statistics

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Source: STATS19

Last updated: 24 September 2015
Next update: September 2016

Contributory factor reported in accident ¹	Killed		Seriously injured		Slightly injured		All casualties	
	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²
Road environment contributed	175	11	2,471	12	17,607	13	20,253	13
Poor or defective road surface	10	1	189	1	810	1	1,009	1
Deposit on road (eg. oil, mud, chippings)	11	1	323	2	1,623	1	1,957	1
Slippery road (due to weather)	88	5	1,361	7	11,472	8	12,921	8
Inadequate or masked signs or road markings	5	0	71	0	697	1	773	0
Defective traffic signals	1	0	18	0	188	0	207	0
Traffic calming (eg. road humps, chicane)	2	0	23	0	151	0	176	0
Temporary road layout (eg. contraflow)	5	0	40	0	346	0	391	0
Road layout (eg. bend, hill, narrow road)	56	3	580	3	3,545	3	4,181	3
Animal or object in carriageway	16	1	200	1	1,250	1	1,466	1
Slippery inspection cover or road marking	0	0	18	0	28	0	46	0
Vehicle defects	46	3	493	2	2,691	2	3,230	2
Tyres illegal, defective or under inflated	28	2	196	1	901	1	1,125	1
Defective lights or indicators	2	0	49	0	185	0	236	0
Defective brakes	10	1	140	1	950	1	1,100	1
Defective steering or suspension	5	0	76	0	400	0	481	0
Defective or missing mirrors	0	0	3	0	8	0	11	0
Overloaded or poorly loaded vehicle or trailer	5	0	49	0	341	0	395	0
Injudicious action	487	29	4,459	22	34,408	25	39,354	25
Disobeyed automatic traffic signal	14	1	242	1	2,796	2	3,052	2
Disobeyed 'Give Way' or 'Stop' sign or markings	14	1	506	3	4,916	4	5,436	3
Disobeyed double white lines	14	1	103	1	282	0	399	0
Disobeyed pedestrian crossing facility	7	0	123	1	463	0	593	0
Illegal turn or direction of travel	13	1	155	1	1,007	1	1,175	1
Exceeding speed limit	282	17	1,499	7	6,652	5	8,433	5
Travelling too fast for conditions	185	11	1,753	9	9,905	7	11,843	7
Following too close	27	2	517	3	11,446	8	11,990	8
Vehicle travelling along pavement	5	0	58	0	250	0	313	0
Cyclist entering road from pavement	6	0	203	1	842	1	1,051	1
Driver/Rider error or reaction	1,094	66	13,496	67	102,934	75	117,524	74
Junction overshoot	24	1	400	2	3,439	3	3,863	2
Junction restart (moving off at junction)	5	0	236	1	2,515	2	2,756	2
Poor turn or manoeuvre	225	14	3,030	15	21,542	16	24,797	16
Failed to signal or misleading signal	5	0	260	1	2,738	2	3,003	2
Driver/Rider failed to look properly	397	24	7,209	36	61,428	45	69,034	44
Driver/Rider failed to judge other person's path or speed	219	13	3,365	17	34,334	25	37,918	24
Too close to cyclist, horse rider or pedestrian	21	1	324	2	2,013	1	2,358	1
Sudden braking	54	3	885	4	11,008	8	11,947	8
Swerved	127	8	945	5	5,383	4	6,455	4
Loss of control	540	33	3,848	19	17,213	13	21,601	14
Impairment or distraction	399	24	3,423	17	18,094	13	21,916	14
Driver/Rider impaired by alcohol	141	9	1,349	7	5,431	4	6,921	4
Driver/Rider impaired by drugs (illicit or medicinal)	55	3	264	1	740	1	1,059	1
Fatigue	56	3	508	3	2,650	2	3,214	2
Uncorrected, defective eyesight	11	1	66	0	307	0	384	0
Driver/Rider illness or disability, mental or physical	112	7	710	4	2,877	2	3,699	2
Not displaying lights at night or in poor visibility	4	0	90	0	406	0	500	0
Rider wearing dark clothing	4	0	128	1	463	0	595	0
Driver using mobile phone	24	1	111	1	634	0	769	0
Distraction in vehicle	79	5	589	3	4,712	3	5,380	3
Distraction outside vehicle	23	1	234	1	2,236	2	2,493	2
Behaviour or inexperience	447	27	5,056	25	35,285	26	40,788	26
Aggressive driving	120	7	920	5	4,706	3	5,746	4
Driver/Rider careless, reckless or in a hurry	303	18	3,504	17	25,343	19	29,150	18
Driver/Rider nervous, uncertain or panic	23	1	257	1	2,426	2	2,706	2
Driving too slow for conditions or slow veh (eg tractor)	3	0	13	0	118	0	134	0
Learner or inexperienced driver/rider	58	4	965	5	5,836	4	6,859	4
Inexperience of driving on the left	6	0	79	0	544	0	629	0
Unfamiliar with model of vehicle	21	1	204	1	1,037	1	1,262	1

RAS50007

Casualties in reported accidents by contributory factor and severity, Great Britain, 2014

Number/ percentage

Contributory factor reported in accident ¹	Killed		Seriously injured		Slightly injured		All casualties	
	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²
Vision affected by external factors	116	7	1,953	10	13,763	10	15,832	10
Stationary or parked vehicle(s)	18	1	543	3	4,154	3	4,715	3
Vegetation	7	0	87	0	457	0	551	0
Road layout (eg. bend, winding road, hill crest)	16	1	239	1	1,724	1	1,979	1
Buildings, road signs, street furniture	3	0	49	0	309	0	361	0
Dazzling headlights	10	1	78	0	349	0	437	0
Dazzling sun	24	1	470	2	3,418	2	3,912	2
Rain, sleet, snow, or fog	22	1	383	2	2,483	2	2,888	2
Spray from other vehicles	1	0	34	0	319	0	354	0
Visor or windscreen dirty, scratched or frosted etc.	2	0	37	0	168	0	207	0
Vehicle blind spot	22	1	217	1	1,518	1	1,757	1
Pedestrian only (casualty or uninjured)	314	19	3,373	17	11,077	8	14,764	9
Crossing road masked by stationary or parked vehicle	28	2	647	3	2,074	2	2,749	2
Pedestrian failed to look properly	193	12	2,542	13	8,688	6	11,423	7
Pedestrian failed to judge vehicle's path or speed	101	6	798	4	2,602	2	3,501	2
Pedestrian wrong use of pedestrian crossing facility	21	1	251	1	980	1	1,252	1
Dangerous action in carriageway (eg. playing)	46	3	277	1	771	1	1,094	1
Pedestrian impaired by alcohol	72	4	509	3	1,265	1	1,846	1
Pedestrian impaired by drugs (illicit or medicinal)	17	1	57	0	141	0	215	0
Pedestrian careless, reckless or in a hurry	80	5	1,095	5	4,482	3	5,657	4
Pedestrian wearing dark clothing at night	61	4	273	1	599	0	933	1
Pedestrian disability or illness, mental or physical	32	2	154	1	330	0	516	0
Special codes	114	7	1,075	5	6,335	5	7,524	5
Stolen vehicle	18	1	164	1	740	1	922	1
Vehicle in course of crime	10	1	85	0	571	0	666	0
Emergency vehicle on a call	5	0	48	0	878	1	931	1
Vehicle door opened or closed negligently	1	0	74	0	608	0	683	0
Other	88	5	745	4	3,836	3	4,669	3
Total number of casualties¹	1,651	100	20,120	100	136,869	100	158,640	100

1 Includes only casualties in accidents where a police officer attended the scene and in which a contributory factor was reported.

2 Columns may not add up to 100 per cent as casualties are from accidents which can have more than 1 contributory factor.

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Source: STATS19

Last updated: 24 September 2015

Next update: September 2016

The figures in this table are National Statistics

RAS50008

Reported accidents and casualties where speed was reported as a contributory factor, by severity, Great Britain, 2014

Number/ percentage

Contributory factor in accident	Accidents							
	Fatal		Serious		Slight		Total	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Exceeding speed limit	254	16	1,199	7	3,856	4	5,309	5
Travelling too fast for conditions ²	116	8	1,203	7	5,453	6	6,772	6
Exceeding speed limit or travelling too fast for conditions	370	24	2,402	13	9,309	10	12,081	10
Total number of accidents	1,543	100	18,097	100	96,033	100	115,673	100

Contributory factor in accident	Casualties							
	Killed		Seriously injured		Slightly injured		Total	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Exceeding speed limit	282	17	1,499	7	6,652	5	8,433	5
Travelling too fast for conditions ²	126	8	1,435	7	8,690	6	10,251	6
Exceeding speed limit or travelling too fast for conditions	408	25	2,934	15	15,342	11	18,684	12
Total number of casualties	1,651	100	20,120	100	136,869	100	158,640	100

1 Includes accidents and casualties in accidents where a police officer attended the scene and a contributory factor was reported.

2 Excluding accidents and casualties in accidents which had *exceeding the speed limit* reported as a contributory factor. These figures will therefore differ from those shown in other tables in this article.

The figures in this table are National Statistics

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Next update: September 2016

RAS50009

Vehicles with speed factors reported by vehicle type, Great Britain, 2014

Number/ percentage

Contributory factor attributed to vehicle ²	Motorcycles		Cars		Light goods vehicles		Heavy goods vehicles		All vehicles ¹	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Exceeding speed limit	916	5	4,172	3	177	2	48	1	5,381	3
Travelling too fast for conditions ³	900	5	5,058	3	382	3	141	2	6,953	3
Exceeding speed limit or travelling too fast for conditions	1,816	10	9,230	6	559	5	189	3	12,334	6
All vehicles in accidents	18,565	100	157,338	100	11,227	100	5,915	100	213,972	100

1 Includes all other vehicle types.

2 Includes only vehicles in road accidents where a police officer attended the scene and in which a contributory factor was reported.

3 Excluding vehicles which also had *exceeding the speed limit* reported as a contributory factor.

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Next update: September 2016

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RAS50010

Percentage of vehicles with selected contributory factors which also had a speed, factor reported, Great Britain, 2014

Contributory factor attributed to vehicle ¹	Percentage	
	Percentage of vehicles with the following speed factors	
	Exceeding speed limit	Travelling too fast for conditions ²
All vehicles	3%	3%
Spray from other vehicles	4%	9%
Rain, sleet, snow, or fog	2%	13%
Deposit on road (eg. oil, mud, chippings)	3%	13%
Slippery road (due to weather)	5%	20%
Poor or defective road surface	5%	10%
Driver vision affected by road layout (eg. winding road, hill crest)	5%	10%
Road layout contributed (eg. bend, hill, narrow carriageway)	11%	11%
Learner or inexperienced driver/rider	7%	11%
Loss of control	10%	14%
Tyres illegal, defective or under inflated	11%	11%
Driver using mobile phone	9%	4%
Traffic calming (eg. road humps/chicanes)	7%	5%
Disobeyed double white lines	11%	6%
Impaired by alcohol	14%	7%
Impaired by drugs (illicit or medicinal)	17%	6%
Vehicle in course of crime	21%	6%
Aggressive driving	20%	8%
Stolen vehicle	19%	10%

1 Includes vehicles in accidents where a police officer attended the scene and in which at least one contributory factor was reported.

2 Excluding vehicles in accidents which had exceeding the speed limit reported as a contributory factor.

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RAS50011**Reported accidents and vehicles included in the contributory factor analysis,
Great Britain, 2014**

Number/ percentage			
Category	Number included in analysis ¹	Total number of accidents	Per cent included in analysis ¹
Accidents: severity			
Fatal	1,543	1,658	93
Serious	18,097	20,676	88
Slight	96,033	123,988	77
Accidents: road class			
Motorways	4,975	5,630	88
A roads	55,034	67,828	81
B roads	14,876	18,573	80
Other roads ²	40,788	54,291	75
Accidents included in analysis	115,673	146,322	79
Category	Number included in analysis ¹	Total number of vehicles	Per cent included in analysis ¹
Vehicles: type			
Pedal cycles	14,820	21,979	67
Motorcycles	18,565	21,378	87
Cars	157,338	195,576	80
Buses or coaches	4,102	6,103	67
Light goods vehicles	11,227	14,043	80
Heavy goods vehicles	5,915	6,873	86
Other vehicles ³	2,005	2,575	78
Vehicles included in analysis	213,972	268,527	80

1 Includes accidents and vehicles involved in accidents where a police officer attended the scene and in which a contributory factor was reported.

2 Other roads includes C roads and unclassified roads.

3 Includes other vehicles types and cases where the vehicle type was not reported.

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RAS50012

Reported road accidents by contributory factor, region and country, Great Britain, 2014

Number/ percentage

Contributory factor reported in accident ^{1,2}	North East		North West		Yorkshire and the Humber		East Midlands		West Midlands		East of England		South East		London		South West		England		Wales		Scotland		Great Britain	
	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³
Road environment contributed	458	12	1,303	10	1,094	11	1,344	16	1,368	14	1,803	16	2,565	14	832	4	1,517	17	12,284	12	931	18	1,292	18	14,570	13
Poor or defective road surface	22	1	87	1	64	1	70	1	58	1	85	1	161	1	43	0	70	1	660	1	38	1	82	1	780	1
Deposit on road (eg. oil, mud, chippings)	58	1	153	1	115	1	133	2	109	1	171	2	250	1	47	0	168	2	1,204	1	94	2	130	2	1,428	1
Slippery road (due to weather)	290	7	790	6	672	7	974	12	881	9	1,241	11	1,625	9	510	2	940	11	7,923	8	496	10	884	12	9,303	8
Inadequate or masked signs or road markings	23	1	82	1	40	0	35	0	30	0	54	0	74	0	28	0	44	0	410	0	14	0	37	1	461	0
Defective traffic signals	4	0	23	0	13	0	7	0	11	0	12	0	20	0	23	0	12	0	125	0	4	0	6	0	135	0
Traffic calming (eg. road humps, chicane)	6	0	15	0	9	0	9	0	7	0	7	0	19	0	32	0	18	0	122	0	7	0	2	0	131	0
Temporary road layout (eg. contraflow)	16	0	33	0	26	0	22	0	27	0	24	0	44	0	22	0	25	0	239	0	16	0	21	0	276	0
Road layout (eg. bend, hill, narrow road)	69	2	220	2	206	2	195	2	395	4	328	3	377	2	108	1	419	5	2,317	2	376	7	238	3	2,931	3
Animal or object in carriageway	31	1	75	1	83	1	79	1	81	1	167	2	252	1	63	0	110	1	941	1	65	1	84	1	1,090	1
Slippery inspection cover or road marking	1	0	2	0	6	0	7	0	1	0	0	0	15	0	0	0	5	0	37	0	0	0	7	0	44	0
Vehicle defects	79	2	205	2	205	2	160	2	189	2	262	2	387	2	163	1	216	2	1,866	2	108	2	124	2	2,098	2
Tyres illegal, defective or under inflated	23	1	70	1	62	1	59	1	64	1	104	1	158	1	25	0	75	1	640	1	29	1	45	1	714	1
Defective lights or indicators	4	0	22	0	21	0	13	0	17	0	26	0	28	0	15	0	18	0	164	0	10	0	9	0	183	0
Defective brakes	30	1	75	1	73	1	45	1	63	1	88	1	120	1	73	0	79	1	646	1	43	1	38	1	727	1
Defective steering or suspension	16	0	23	0	31	0	33	0	22	0	30	0	54	0	33	0	34	0	276	0	20	0	19	0	315	0
Defective or missing mirrors	1	0	2	0	3	0	0	0	0	0	2	0	0	0	2	0	0	0	10	0	0	0	1	0	11	0
Overloaded or poorly loaded vehicle or trailer	6	0	21	0	20	0	16	0	29	0	28	0	42	0	19	0	17	0	198	0	8	0	15	0	221	0
Injudicious action	786	20	2,658	21	1,871	19	1,765	21	2,455	26	2,557	23	3,342	19	5,888	28	2,410	27	23,732	23	1,158	22	1,373	19	26,263	23
Disobeyed automatic traffic signal	50	1	316	3	178	2	142	2	200	2	112	1	188	1	520	2	120	1	1,826	2	54	1	99	1	1,979	2
Disobeyed 'Give Way' or 'Stop' sign or markings	90	2	396	3	213	2	177	2	287	3	286	3	353	2	1,248	6	353	4	3,403	3	82	2	173	2	3,658	3
Disobeyed double white lines	13	0	21	0	21	0	24	0	22	0	14	0	31	0	10	0	30	0	186	0	19	0	9	0	214	0
Disobeyed pedestrian crossing facility	12	0	50	0	26	0	22	0	48	1	42	0	42	0	218	1	49	1	509	0	8	0	23	0	540	0
Illegal turn or direction of travel	22	1	79	1	63	1	55	1	80	1	60	1	111	1	205	1	66	1	741	1	42	1	35	0	818	1
Exceeding speed limit	192	5	524	4	433	4	538	7	731	8	545	5	697	4	643	3	509	6	4,812	5	260	5	237	3	5,309	5
Travelling too fast for conditions	238	6	816	7	563	6	483	6	768	8	881	8	1,131	6	936	4	887	10	6,703	6	443	9	591	8	7,737	7
Following too close	222	6	658	5	483	5	434	5	661	7	786	7	986	6	2,271	11	601	7	7,102	7	333	6	319	4	7,754	7
Vehicle travelling along pavement	9	0	37	0	21	0	24	0	27	0	37	0	35	0	44	0	19	0	253	0	8	0	12	0	273	0
Cyclist entering road from pavement	40	1	133	1	78	1	98	1	96	1	132	1	130	1	152	1	65	1	924	1	33	1	40	1	997	1
Driver/Rider error or reaction	2,720	70	8,753	70	6,967	70	5,580	68	6,970	73	8,097	73	12,950	72	17,138	80	6,476	73	75,651	73	3,652	70	4,864	67	84,167	73
Junction overshoot	120	3	274	2	170	2	221	3	358	4	211	2	394	2	262	1	193	2	2,203	2	105	2	174	2	2,482	2
Junction restart (moving off at junction)	69	2	212	2	185	2	123	1	158	2	187	2	251	1	554	3	163	2	1,902	2	106	2	45	1	2,053	2
Poor turn or manoeuvre	527	14	1,795	14	1,224	12	915	11	1,536	16	1,447	13	2,248	13	5,694	27	1,376	16	16,762	16	685	13	823	11	18,270	16
Failed to signal or misleading signal	74	2	215	2	164	2	148	2	231	2	227	2	303	2	557	3	191	2	2,110	2	76	1	93	1	2,279	2
Driver/Rider failed to look properly	1,719	44	5,516	44	4,072	41	2,933	36	4,225	44	4,744	43	7,112	40	12,665	59	3,407	38	46,393	45	1,826	35	2,185	30	50,404	44
Driver/Rider failed to judge other person's path or speed	901	23	2,749	22	2,154	22	1,724	21	2,652	28	2,446	22	4,125	23	4,588	21	1,916	22	23,255	23	1,090	21	1,391	19	25,736	22
Too close to cyclist, horse rider or pedestrian	39	1	206	2	115	1	99	1	131	1	138	1	250	1	976	5	143	2	2,097	2	55	1	78	1	2,230	2
Sudden braking	266	7	614	5	560	6	554	7	683	7	927	8	1,260	7	1,797	8	647	7	7,308	7	383	7	383	5	8,074	7
Swerved	103	3	360	3	313	3	294	4	438	5	515	5	724	4	756	4	344	4	3,847	4	244	5	262	4	4,353	4
Loss of control	391	10	1,242	10	1,151	12	1,056	13	1,514	16	1,692	15	2,345	13	2,196	10	1,484	17	13,071	13	944	18	1,234	17	15,249	13
Impairment or distraction	547	14	1,526	12	1,267	13	1,140	14	1,425	15	1,676	15	2,658	15	1,441	7	1,425	16	13,105	13	695	13	768	11	14,568	13
Driver/Rider impaired by alcohol	193	5	539	4	423	4	405	5	554	6	522	5	828	5	336	2	457	5	4,257	4	254	5	230	3	4,741	4
Driver/Rider impaired by drugs (illicit or medicinal)	38	1	75	1	66	1	62	1	69	1	76	1	118	1	37	0	69	1	610	1	33	1	41	1	684	1
Fatigue	52	1	175	1	161	2	136	2	202	2	270	2	409	2	202	1	228	3	1,835	2	89	2	122	2	2,046	2
Uncorrected, defective eyesight	8	0	30	0	19	0	11	0	27	0	39	0	64	0	16	0	24	0	238	0	12	0	10	0	260	0
Driver/Rider illness or disability, mental or physical	81	2	285	2	221	2	165	2	203	2	282	3	478	3	189	1	292	3	2,196	2	94	2	129	2	2,419	2
Not displaying lights at night or in poor visibility	18	0	48	0	39	0	32	0	63	1	45	0	59	0	63	0	36	0	403	0	16	0	12	0	431	0
Rider wearing dark clothing	27	1	61	0	71	1	42	1	60	1	77	1	79	0	71	0	51	1	539	1	11	0	28	0	578	0
Driver using mobile phone	15	0	53	0	29	0	45	1	50	1	81	1	98	1	59	0	28	0	458	0	18	0	16			

RAS50012

Reported road accidents by contributory factor, region and country, Great Britain, 2014

Number/ percentage

Contributory factor reported in accident ^{1,2}	North East		North West		Yorkshire and the Humber		East Midlands		West Midlands		East of England		South East		London		South West		England		Wales		Scotland		Great Britain	
	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³
Behaviour or inexperience	1,032	27	2,346	19	1,993	20	1,696	21	2,565	27	3,087	28	3,775	21	7,553	35	2,051	23	26,098	25	1,045	20	1,345	19	28,488	25
Aggressive driving	164	4	393	3	336	3	248	3	527	6	293	3	465	3	772	4	225	3	3,423	3	153	3	154	2	3,730	3
Driver/Rider careless, reckless or in a hurry	750	19	1,554	12	1,231	12	1,066	13	1,642	17	2,185	20	2,460	14	6,752	32	1,287	15	18,927	18	656	13	847	12	20,430	18
Driver/Rider nervous, uncertain or panic	64	2	154	1	131	1	153	2	225	2	225	2	306	2	238	1	189	2	1,685	2	105	2	110	2	1,900	2
Driving too slow for conditions or slow veh (eg tractor)	3	0	6	0	7	0	13	0	10	0	14	0	20	0	2	0	7	0	82	0	4	0	8	0	94	0
Learner or inexperienced driver/rider	206	5	457	4	486	5	382	5	502	5	624	6	778	4	258	1	516	6	4,209	4	225	4	297	4	4,731	4
Inexperience of driving on the left	12	0	25	0	27	0	30	0	48	1	58	1	94	1	33	0	43	0	370	0	9	0	50	1	429	0
Unfamiliar with model of vehicle	29	1	94	1	77	1	79	1	95	1	94	1	154	1	47	0	101	1	770	1	43	1	60	1	873	1
Vision affected by external factors	423	11	1,294	10	1,064	11	916	11	1,148	12	1,283	12	1,726	10	1,879	9	1,097	12	10,830	10	577	11	669	9	12,076	10
Stationary or parked vehicle(s)	136	4	410	3	333	3	247	3	308	3	290	3	402	2	1,194	6	241	3	3,561	3	149	3	148	2	3,858	3
Vegetation	11	0	33	0	27	0	37	0	40	0	59	1	75	0	15	0	52	1	349	0	25	0	24	0	398	0
Road layout (eg, bend, winding road, hill crest)	44	1	130	1	124	1	103	1	145	2	154	1	213	1	38	0	197	2	1,148	1	105	2	84	1	1,337	1
Buildings, road signs, street furniture	15	0	38	0	34	0	24	0	22	0	25	0	40	0	19	0	30	0	247	0	23	0	22	0	292	0
Dazzling headlights	11	0	37	0	30	0	30	0	23	0	57	1	53	0	11	0	42	0	294	0	13	0	23	0	330	0
Dazzling sun	131	3	306	2	288	3	240	3	245	3	328	3	486	3	154	1	301	3	2,479	2	140	3	203	3	2,822	2
Rain, sleet, snow, or fog	55	1	226	2	168	2	193	2	261	3	279	3	332	2	153	1	198	2	1,865	2	118	2	150	2	2,133	2
Spray from other vehicles	8	0	24	0	18	0	18	0	33	0	27	0	62	0	14	0	16	0	220	0	11	0	5	0	236	0
Visor or windscreen dirty, scratched or frosted etc.	7	0	17	0	15	0	16	0	17	0	19	0	24	0	12	0	16	0	143	0	8	0	9	0	160	0
Vehicle blind spot	48	1	165	1	123	1	73	1	172	2	171	2	235	1	328	2	109	1	1,424	1	52	1	61	1	1,537	1
Pedestrian only (casualty or uninjured)	480	12	1,744	14	1,226	12	736	9	1,096	12	874	8	1,521	9	3,907	18	760	9	12,344	12	545	10	1,008	14	13,897	12
Crossing road masked by stationary or parked vehicle	92	2	353	3	215	2	95	1	223	2	129	1	232	1	822	4	117	1	2,278	2	103	2	181	3	2,562	2
Pedestrian failed to look properly	379	10	1,294	10	882	9	515	6	861	9	637	6	1,152	6	3,447	16	523	6	9,690	9	391	8	684	9	10,765	9
Pedestrian failed to judge vehicle's path or speed	100	3	376	3	209	2	162	2	306	3	185	2	303	2	1,146	5	152	2	2,939	3	131	3	208	3	3,278	3
Pedestrian wrong use of pedestrian crossing facility	28	1	110	1	73	1	36	0	78	1	45	0	95	1	559	3	63	1	1,087	1	25	0	54	1	1,166	1
Dangerous action in carriageway (eg, playing)	36	1	155	1	94	1	59	1	110	1	82	1	124	1	167	1	85	1	912	1	47	1	85	1	1,044	1
Pedestrian impaired by alcohol	107	3	249	2	169	2	112	1	139	1	155	1	203	1	271	1	124	1	1,529	1	87	2	152	2	1,768	2
Pedestrian impaired by drugs (illicit or medicinal)	15	0	29	0	29	0	17	0	20	0	21	0	19	0	18	0	16	0	184	0	9	0	17	0	210	0
Pedestrian careless, reckless or in a hurry	138	4	518	4	335	3	220	3	322	3	217	2	313	2	2,696	13	222	3	4,981	5	144	3	209	3	5,334	5
Pedestrian wearing dark clothing at night	23	1	125	1	70	1	58	1	107	1	103	1	126	1	71	0	65	1	748	1	44	1	85	1	877	1
Pedestrian disability or illness, mental or physical	28	1	71	1	48	0	28	0	58	1	59	1	68	0	27	0	52	1	439	0	22	0	37	1	498	0
Special Codes	173	4	527	4	499	5	367	4	747	8	396	4	623	3	1,380	6	403	5	5,115	5	260	5	244	3	5,619	5
Stolen vehicle	37	1	93	1	82	1	39	0	90	1	42	0	63	0	51	0	34	0	531	1	33	1	34	0	598	1
Vehicle in course of crime	16	0	49	0	70	1	31	0	70	1	40	0	57	0	59	0	16	0	408	0	9	0	23	0	440	0
Emergency vehicle on a call	17	0	62	0	52	1	40	0	67	1	64	1	74	0	126	1	44	0	546	1	17	0	15	0	578	0
Vehicle door opened or closed negligently	9	0	25	0	34	0	7	0	17	0	32	0	73	0	420	2	17	0	634	1	10	0	12	0	656	1
Other	104	3	322	3	291	3	270	3	542	6	239	2	377	2	760	4	298	3	3,203	3	197	4	172	2	3,572	3
Total number of accidents¹	3,882	100	12,441	100	10,001	100	8,210	100	9,516	100	11,090	100	17,891	100	21,361	100	8,858	100	103,250	100	5,194	100	7,229	100	115,673	100

1 Includes only accidents where a police officer attended the scene and in which a contributory factor was reported.

2 Differences between regions may reflect different reporting practices between police forces as well as genuine differences in the accidents that occur there.

3 Columns may not add up to 100 per cent as accidents can have more than 1 contributory factor.

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[Notes & Definitions](#)

Source: STATS19
 Last updated: 24 September 2015
 Next update: September 2016

The figures in this table are National Statistics

RAS50013

Reported road casualties resulting from accidents, by contributory factor, region and country, Great Britain, 2014

Number/ percentage

Contributory factor reported in accident ^{1,2}	North East		North West		Yorkshire and the Humber		East Midlands		West Midlands		East of England		South East		London		South West		England		Wales		Scotland		Great Britain	
	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³
Road environment contributed	703	12	1,886	11	1,613	11	1,830	16	2,029	15	2,460	16	3,526	14	985	4	2,181	17	17,213	12	1,315	18	1,725	18	20,253	13
Poor or defective road surface	32	1	111	1	93	1	100	1	84	1	104	1	194	1	47	0	95	1	860	1	51	1	98	1	1,009	1
Deposit on road (eg. oil, mud, chippings)	89	2	208	1	160	1	175	2	172	1	232	1	343	1	49	0	226	2	1,654	1	128	2	175	2	1,957	1
Slippery road (due to weather)	445	8	1,135	6	995	7	1,329	12	1,281	9	1,689	11	2,221	9	610	2	1,341	11	11,046	8	685	9	1,190	13	12,921	8
Inadequate or masked signs or road markings	35	1	145	1	67	0	60	1	58	0	91	1	115	0	39	0	80	1	690	0	21	0	62	1	773	0
Defective traffic signals	6	0	47	0	22	0	7	0	19	0	19	0	29	0	31	0	15	0	195	0	6	0	6	0	207	0
Traffic calming (eg. road humps, chicane)	7	0	22	0	14	0	11	0	10	0	10	0	25	0	38	0	23	0	160	0	13	0	3	0	176	0
Temporary road layout (eg. contraflow)	26	0	42	0	45	0	27	0	38	0	41	0	62	0	23	0	37	0	341	0	21	0	29	0	391	0
Road layout (eg. bend, hill, narrow road)	108	2	319	2	298	2	281	2	588	4	458	3	543	2	129	1	589	5	3,313	2	544	7	324	3	4,181	3
Animal or object in carriageway	49	1	102	1	116	1	102	1	103	1	219	1	345	1	69	0	157	1	1,262	1	102	1	102	1	1,466	1
Slippery inspection cover or road marking	1	0	2	0	6	0	8	0	1	0	0	0	15	0	0	0	6	0	39	0	0	0	7	0	46	0
Vehicle defects	125	2	317	2	312	2	235	2	285	2	489	3	564	2	218	1	370	3	2,915	2	147	2	168	2	3,230	2
Tyres illegal, defective or under inflated	39	1	121	1	103	1	101	1	119	1	158	1	229	1	29	0	121	1	1,020	1	41	1	64	1	1,125	1
Defective lights or indicators	5	0	28	0	24	0	18	0	25	0	35	0	36	0	17	0	23	0	211	0	14	0	11	0	236	0
Defective brakes	45	1	110	1	106	1	60	1	81	1	131	1	189	1	116	0	157	1	995	1	58	1	47	0	1,100	1
Defective steering or suspension	30	1	34	0	60	0	46	0	28	0	50	0	91	0	38	0	48	0	425	0	25	0	31	0	481	0
Defective or missing mirrors	1	0	2	0	3	0	0	0	0	0	2	0	0	0	2	0	0	0	10	0	0	0	1	0	11	0
Overloaded or poorly loaded vehicle or trailer	6	0	34	0	29	0	21	0	40	0	135	1	52	0	20	0	28	0	365	0	11	0	19	0	395	0
Injudicious action	1,261	22	4,303	24	3,101	21	2,670	23	3,857	28	3,844	25	5,139	21	7,724	30	3,667	29	35,566	25	1,806	24	1,982	21	39,354	25
Disobeyed automatic traffic signal	95	2	545	3	296	2	228	2	322	2	170	1	286	1	723	3	173	1	2,838	2	86	1	128	1	3,052	2
Disobeyed 'Give Way' or 'Stop' sign or markings	151	3	675	4	368	3	292	3	470	3	456	3	556	2	1,518	6	543	4	5,029	4	133	2	274	3	5,436	3
Disobeyed double white lines	37	1	38	0	33	0	55	0	42	0	21	0	55	0	15	0	58	0	354	0	31	0	14	0	399	0
Disobeyed pedestrian crossing facility	12	0	57	0	28	0	24	0	51	0	43	0	51	0	237	1	55	0	558	0	8	0	27	0	593	0
Illegal turn or direction of travel	25	0	112	1	98	1	77	1	125	1	95	1	167	1	272	1	90	1	1,061	1	59	1	55	1	1,175	1
Exceeding speed limit	329	6	882	5	758	5	876	8	1,185	9	833	5	1,109	4	896	3	779	6	7,647	5	416	6	370	4	8,433	5
Travelling too fast for conditions	384	7	1,283	7	946	6	728	6	1,209	9	1,319	8	1,716	7	1,321	5	1,387	11	10,293	7	698	9	852	9	11,843	7
Following too close	368	6	1,141	6	847	6	638	6	1,084	8	1,264	8	1,649	7	3,067	12	956	8	11,014	8	523	7	453	5	11,990	8
Vehicle travelling along pavement	10	0	44	0	26	0	30	0	31	0	38	0	37	0	47	0	25	0	288	0	10	0	15	0	313	0
Cyclist entering road from pavement	41	1	147	1	80	1	103	1	101	1	141	1	136	1	158	1	68	1	975	1	35	0	41	0	1,051	1
Driver/Rider error or reaction	4,159	71	12,870	72	10,448	72	7,966	70	10,271	75	11,610	74	18,219	74	20,830	81	9,284	74	105,657	75	5,335	72	6,532	69	117,524	74
Junction overshoot	169	3	425	2	263	2	371	3	605	4	333	2	594	2	371	1	334	3	3,465	2	153	2	245	3	3,863	2
Junction restart (moving off at junction)	99	2	307	2	266	2	168	1	237	2	246	2	339	1	616	2	225	2	2,503	2	187	3	66	1	2,756	2
Poor turn or manoeuvre	805	14	2,637	15	1,851	13	1,327	12	2,297	17	2,080	13	3,148	13	6,632	26	1,946	16	22,723	16	975	13	1,099	12	24,797	16
Failed to signal or misleading signal	107	2	308	2	222	2	196	2	321	2	313	2	405	2	669	3	239	2	2,780	2	108	1	115	1	3,003	2
Driver/Rider failed to look properly	2,599	45	8,002	45	5,974	41	4,168	37	6,150	45	6,744	43	9,878	40	15,205	59	4,751	38	63,471	45	2,684	36	2,879	30	69,034	44
Driver/Rider failed to judge other person's path or speed	1,455	25	4,347	24	3,460	24	2,546	22	4,048	30	3,685	24	6,271	25	5,675	22	2,865	23	34,352	24	1,663	22	1,903	20	37,918	24
Too close to cyclist, horse rider or pedestrian	41	1	216	1	124	1	107	1	142	1	147	1	264	1	1,023	4	153	1	2,217	2	58	1	83	1	2,358	1
Sudden braking	439	8	983	6	948	6	793	7	1,108	8	1,430	9	1,874	8	2,319	9	977	8	10,871	8	561	8	515	5	11,947	8
Swerved	157	3	570	3	493	3	437	4	669	5	792	5	1,070	4	947	4	548	4	5,683	4	392	5	380	4	6,455	4
Loss of control	588	10	1,853	10	1,727	12	1,501	13	2,265	17	2,455	16	3,244	13	2,731	11	2,181	17	18,545	13	1,378	19	1,678	18	21,601	14
Impairment or distraction	917	16	2,342	13	1,940	13	1,691	15	2,132	16	2,561	16	3,996	16	1,930	8	2,216	18	19,725	14	1,096	15	1,095	12	21,916	14
Driver/Rider impaired by alcohol	288	5	788	4	603	4	570	5	847	6	846	5	1,188	5	446	2	635	5	6,211	4	391	5	319	3	6,921	4
Driver/Rider impaired by drugs (illicit or medicinal)	49	1	140	1	101	1	96	1	105	1	106	1	205	1	55	0	98	1	955	1	45	1	59	1	1,059	1
Fatigue	77	1	260	1	254	2	219	2	286	2	509	3	611	2	263	1	440	4	2,919	2	131	2	164	2	3,214	2
Uncorrected, defective eyesight	11	0	40	0	37	0	15	0	31	0	55	0	100	0	19	0	42	0	350	0	19	0	15	0	384	0
Driver/Rider illness or disability, mental or physical	222	4	427	2	353	2	224	2	306	2	392	3	691	3	269	1	449	4	3,333	2	159	2	207	2	3,699	2
Not displaying lights at night or in poor visibility	22	0	61	0	46	0	38	0	80	1	50	0	64	0	67	0	42	0	470	0	17	0	13	0	500	0
Rider wearing dark clothing	28	0	61	0	73	1	43	0	62	0	80	1	83													

RAS50013

Reported road casualties resulting from accidents, by contributory factor, region and country, Great Britain, 2014

Number/ percentage

Contributory factor reported in accident ^{1,2}	North East		North West		Yorkshire and the Humber		East Midlands		West Midlands		East of England		South East		London		South West		England		Wales		Scotland		Great Britain	
	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³
Behaviour or inexperience	1,630	28	3,532	20	3,142	22	2,479	22	3,897	29	4,585	29	5,452	22	9,508	37	2,983	24	37,208	26	1,622	22	1,958	21	40,788	26
Aggressive driving	276	5	588	3	591	4	392	3	870	6	458	3	722	3	1,007	4	360	3	5,264	4	254	3	228	2	5,746	4
Driver/Rider careless, reckless or in a hurry	1,156	20	2,378	13	1,970	14	1,609	14	2,486	18	3,310	21	3,580	14	8,463	33	1,907	15	26,859	19	1,029	14	1,262	13	29,150	18
Driver/Rider nervous, uncertain or panic	111	2	224	1	192	1	207	2	329	2	331	2	447	2	302	1	259	2	2,402	2	161	2	143	2	2,706	2
Driving too slow for conditions or slow veh (eg tractor)	4	0	10	0	9	0	18	0	19	0	22	0	24	0	3	0	10	0	119	0	7	0	8	0	134	0
Learner or inexperienced driver/rider	347	6	659	4	735	5	545	5	739	5	860	6	1,091	4	365	1	749	6	6,090	4	327	4	442	5	6,859	4
Inexperience of driving on the left	21	0	32	0	46	0	43	0	80	1	79	1	144	1	38	0	59	0	542	0	16	0	71	1	629	0
Unfamiliar with model of vehicle	35	1	159	1	123	1	109	1	140	1	137	1	217	1	64	0	132	1	1,116	1	57	1	89	1	1,262	1
Vision affected by external factors	608	10	1,799	10	1,453	10	1,235	11	1,543	11	1,682	11	2,268	9	2,141	8	1,447	12	14,176	10	789	11	867	9	15,832	10
Stationary or parked vehicle(s)	184	3	536	3	408	3	303	3	409	3	341	2	504	2	1,355	5	289	2	4,329	3	191	3	195	2	4,715	3
Vegetation	16	0	45	0	37	0	57	1	47	0	93	1	109	0	18	0	64	1	486	0	34	0	31	0	551	0
Road layout (eg, bend, winding road, hill crest)	68	1	230	1	176	1	153	1	218	2	214	1	299	1	46	0	294	2	1,698	1	165	2	116	1	1,979	1
Buildings, road signs, street furniture	16	0	44	0	46	0	39	0	31	0	28	0	45	0	22	0	35	0	306	0	29	0	26	0	361	0
Dazzling headlights	20	0	48	0	35	0	41	0	35	0	74	0	68	0	12	0	56	0	389	0	21	0	27	0	437	0
Dazzling sun	196	3	436	2	434	3	328	3	330	2	446	3	665	3	194	1	422	3	3,451	2	192	3	269	3	3,912	2
Rain, sleet, snow, or fog	94	2	313	2	247	2	257	2	351	3	377	2	456	2	185	1	261	2	2,541	2	159	2	188	2	2,888	2
Spray from other vehicles	11	0	37	0	30	0	32	0	48	0	34	0	99	0	22	0	22	0	335	0	13	0	6	0	354	0
Visor or windscreen dirty, scratched or frosted etc.	11	0	23	0	21	0	17	0	21	0	24	0	29	0	13	0	18	0	177	0	12	0	18	0	207	0
Vehicle blind spot	58	1	199	1	143	1	87	1	201	1	205	1	263	1	351	1	120	1	1,627	1	63	1	67	1	1,757	1
Pedestrian only (casualty or uninjured)	496	9	1,843	10	1,304	9	771	7	1,156	8	930	6	1,606	6	4,228	16	800	6	13,134	9	577	8	1,053	11	14,764	9
Crossing road masked by stationary or parked vehicle	98	2	379	2	233	2	100	1	231	2	140	1	240	1	906	4	127	1	2,454	2	108	1	187	2	2,749	2
Pedestrian failed to look properly	392	7	1,356	8	936	6	545	5	906	7	681	4	1,215	5	3,727	15	555	4	10,313	7	408	6	702	7	11,423	7
Pedestrian failed to judge vehicle's path or speed	103	2	403	2	224	2	173	2	319	2	202	1	328	1	1,233	5	165	1	3,150	2	135	2	216	2	3,501	2
Pedestrian wrong use of pedestrian crossing facility	28	0	116	1	76	1	37	0	83	1	46	0	100	0	618	2	65	1	1,169	1	28	0	55	1	1,252	1
Dangerous action in carriageway (eg, playing)	39	1	163	1	103	1	59	1	115	1	86	1	126	1	174	1	86	1	951	1	47	1	96	1	1,094	1
Pedestrian impaired by alcohol	108	2	257	1	179	1	117	1	145	1	164	1	213	1	283	1	130	1	1,596	1	94	1	156	2	1,846	1
Pedestrian impaired by drugs (illicit or medicinal)	15	0	29	0	32	0	17	0	20	0	22	0	20	0	18	0	16	0	189	0	9	0	17	0	215	0
Pedestrian careless, reckless or in a hurry	138	2	535	3	357	2	226	2	330	2	229	1	322	1	2,919	11	233	2	5,289	4	150	2	218	2	5,657	4
Pedestrian wearing dark clothing at night	23	0	132	1	79	1	61	1	113	1	107	1	140	1	77	0	66	1	798	1	46	1	89	1	933	1
Pedestrian disability or illness, mental or physical	30	1	75	0	50	0	28	0	60	0	60	0	72	0	27	0	54	0	456	0	22	0	38	0	516	0
Special Codes	242	4	771	4	736	5	501	4	1,092	8	538	3	862	3	1,540	6	547	4	6,829	5	377	5	318	3	7,524	5
Stolen vehicle	55	1	161	1	150	1	46	0	139	1	53	0	104	0	72	0	46	0	826	1	49	1	47	0	922	1
Vehicle in course of crime	21	0	77	0	125	1	37	0	116	1	62	0	76	0	80	0	24	0	618	0	19	0	29	0	666	0
Emergency vehicle on a call	27	0	104	1	80	1	64	1	112	1	113	1	119	0	189	1	70	1	878	1	28	0	25	0	931	1
Vehicle door opened or closed negligently	9	0	28	0	35	0	7	0	18	0	35	0	73	0	436	2	19	0	660	0	11	0	12	0	683	0
Other	143	2	447	3	396	3	373	3	768	6	310	2	523	2	813	3	394	3	4,167	3	280	4	222	2	4,669	3
Total number of accidents¹	5,832	100	17,818	100	14,590	100	11,394	100	13,633	100	15,589	100	24,712	100	25,680	100	12,494	100	141,742	100	7,416	100	9,482	100	158,640	100

1 Includes only accidents where a police officer attended the scene and in which a contributory factor was reported.

2 Differences between regions may reflect different reporting practices between police forces as well as genuine differences in the accidents that occur there.

3 Columns may not add up to 100 per cent as accidents can have more than 1 contributory factor.

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[Notes & Definitions](#)

Source: STATS19
 Last updated: 24 September 2015
 Next update: September 2016

The figures in this table are National Statistics

Table RAS50015

Contributory factors to motorcycle accidents¹ by engine size, Great Britain: 2014

Contributory factor attributed to motorcycle	50cc and under		51 -500 cc		500cc and over		All motorcycles ²	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Failed to look properly	429	21	1,791	18	971	15	3,216	17
Loss of control	236	12	1,342	14	1,167	18	2,770	15
Failed to judge other person's path or speed	244	12	1,260	13	899	14	2,425	13
Poor turn or manoeuvre	167	8	947	10	807	12	1,935	10
Careless, reckless or in a hurry	179	9	1,009	10	635	10	1,851	10
Learner or inexperienced driver/rider	350	17	938	10	147	2	1,443	8
Slippery road (due to weather)	215	11	873	9	309	5	1,410	8
Sudden braking	118	6	617	6	499	8	1,241	7
Travelling too fast for conditions	79	4	502	5	412	6	1,005	5
Exceeding speed limit	50	2	366	4	492	7	916	5
Following too close	106	5	428	4	259	4	805	4
Stationary or parked vehicle(s)	83	4	338	3	151	2	575	3
No factor reported for vehicle	691	34	3,630	37	2,377	36	6,744	36
All vehicles involved in accidents	2,040	100	9,732	100	6,635	100	18,565	100

1 Includes only vehicles in accidents where a police officer attended the scene and in which a contributory factor was reported

Includes only the 10 most frequently reported contributory factors for each engine size category. Factors not shown may also have been reported.

A vehicle involved in an accident may have more than one contributory factor assigned to it. Therefore columns may add up to more than the total.

2 Includes electric motorcycles and motorcycles with an unknown engine size

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[Notes & Definitions](#)

Source: Road Accident Statistics, DfT

Last updated: 24 September 2015

Next update: September 2016

The figures in this table are National Statistics

RAS51

Drink Drive

Table RAS51001: Estimated number of reported drink drive accidents and casualties in Great Britain: 1979 - 2014

Year	Accidents ¹				Casualties ¹						Number
	Fatal	Serious	Slight	Total	95% CI		95% CI		Serious	Slight	Total
					lower ²	Killed	upper ²				
1979	1,380	5,630	12,460	19,470	:	1,640	:	8,300	21,490	31,430	
1980	1,280	5,430	11,860	18,570	:	1,450	:	7,970	20,420	29,830	
1981	1,200	4,940	10,900	17,040	:	1,420	:	7,370	19,160	27,950	
1982	1,300	5,420	12,070	18,800	:	1,550	:	8,010	20,660	30,220	
1983	950	4,750	11,430	17,130	:	1,110	:	6,800	18,610	26,520	
1984	1,000	4,790	11,540	17,320	:	1,170	:	6,820	19,410	27,390	
1985	900	4,900	11,460	17,260	:	1,040	:	6,810	19,380	27,220	
1986	850	4,590	11,510	16,940	:	990	:	6,440	19,220	26,650	
1987	780	4,220	10,560	15,560	:	900	:	5,900	17,670	24,470	
1988	680	3,660	10,190	14,520	:	790	:	5,100	16,860	22,740	
1989	700	3,390	10,300	14,390	:	810	:	4,790	16,620	22,220	
1990	650	2,910	9,650	13,210	:	760	:	4,090	15,550	20,400	
1991	570	2,590	8,530	11,690	:	660	:	3,610	13,610	17,880	
1992	540	2,360	7,890	10,790	:	660	:	3,280	12,770	16,710	
1993	460	1,870	7,160	9,480	:	540	:	2,660	11,780	14,980	
1994	470	2,090	7,330	9,900	:	540	:	2,840	11,780	15,160	
1995	460	2,140	7,590	10,180	:	540	:	3,000	12,450	16,000	
1996	480	2,150	8,240	10,870	:	580	:	3,010	13,450	17,040	
1997	470	2,140	8,100	10,710	:	550	:	2,940	13,310	16,800	
1998	410	1,860	7,840	10,100	:	460	:	2,520	12,610	15,580	
1999	400	1,850	8,800	11,050	:	460	:	2,470	13,980	16,910	
2000	450	1,950	9,410	11,800	500	530	560	2,540	14,990	18,060	
2001	470	2,020	9,780	12,270	510	530	560	2,700	15,550	18,780	
2002	480	2,050	10,620	13,150	520	550	580	2,790	16,760	20,100	
2003	500	1,970	9,930	12,400	550	580	600	2,590	15,820	18,990	
2004	520	1,790	8,900	11,210	560	580	610	2,340	14,060	16,980	
2005	470	1,550	8,060	10,080	530	550	580	2,090	12,760	15,400	
2006	490	1,480	7,430	9,400	530	560	580	1,970	11,850	14,370	
2007	370	1,400	7,520	9,290	390	410	430	1,760	11,850	14,020	
2008	350	1,280	6,980	8,620	380	400	420	1,620	10,970	12,990	
2009	340	1,180	6,530	8,050	360	380	400	1,500	10,150	12,030	
2010	220	990	5,420	6,620	220	240	260	1,240	8,210	9,690	
2011	220	1,040	5,430	6,690	220	240	250	1,270	8,420	9,930	
2012	210	960	5,460	6,630	210	230	250	1,200	8,510	9,930	
2013	230	880	4,590	5,690	220	240	260	1,100	6,930	8,270	
2014 p		880	4,530	5,650	240		340	1,090	6,940	8,320	

1. Estimates are rounded to the nearest ten.
2. Upper and lower range for fatalities based on the 95% confidence interval.
3. No central estimates for fatal accidents and fatalities are available for the first provisional 2014 estimates.

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For a methodology note and definitions:

www.gov.uk/transport-statistics-notes-and-guidance-road-accident-and-safety

The figures in this table are National Statistics

Source: Stats19, coroners and procurators fiscal

Last updated: 6 Aug 2015

Next update: February 2016

RAS51002

Breath tests and breath test failures by drivers and riders involved in reported accidents, 2004-2014

	Number/percentage										
	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Car drivers											
Involved in accidents	291,842	281,810	267,991	255,891	236,923	227,244	212,685	204,720	197,388	185,769	195,576
Number breath tested	149,430	149,687	146,564	146,024	132,708	124,779	115,674	112,448	107,436	100,197	101,831
Percentage of drivers involved	51	53	55	57	56	55	54	55	54	54	52
Number failing breath test ¹	6,655	6,397	5,873	5,644	4,899	4,594	3,868	3,858	3,655	3,296	3,227
Percentage of drivers breath tested	4.5	4.3	4.0	3.9	3.7	3.7	3.3	3.4	3.4	3.3	3.2
involved in accidents	2.3	2.3	2.2	2.2	2.1	2.0	1.8	1.9	1.9	1.8	1.6
Motorcycle riders											
Involved in accidents	26,857	25,870	24,323	24,381	22,427	21,590	19,534	21,059	20,171	19,538	21,378
Number breath tested	12,422	12,221	11,884	12,648	11,569	10,862	9,765	10,785	10,007	9,639	10,181
Percentage of riders involved	46	47	49	52	52	50	50	51	50	49	48
Number failing breath test ¹	423	391	374	337	314	282	222	251	228	234	234
Percentage of riders breath tested	3.4	3.2	3.1	2.7	2.7	2.6	2.3	2.3	2.3	2.4	2.3
involved in accidents	1.6	1.5	1.5	1.4	1.4	1.3	1.1	1.2	1.1	1.2	1.1
Other vehicle drivers											
Involved in accidents ²	43,844	41,277	38,958	37,894	35,258	32,100	31,198	30,322	28,439	27,402	29,456
Number breath tested	22,147	21,331	20,842	20,900	18,717	16,292	15,825	15,417	14,573	14,120	14,860
Percentage of drivers involved	51	52	53	55	53	51	51	51	51	52	50
Number failing breath test ¹	352	328	348	298	308	253	198	257	229	197	220
Percentage of drivers breath tested	1.6	1.5	1.7	1.4	1.6	1.6	1.3	1.7	1.6	1.4	1.5
involved in accidents	0.8	0.8	0.9	0.8	0.9	0.8	0.6	0.8	0.8	0.7	0.7
All driver/riders											
Involved in accidents	362,543	348,957	331,272	318,166	294,608	280,934	263,417	256,101	245,998	232,709	246,410
Number breath tested	183,999	183,239	179,290	179,572	162,994	151,933	141,264	138,650	132,016	123,956	126,872
Percentage involved	51	53	54	56	55	54	54	54	54	53	51
Number failing breath test ¹	7,430	7,116	6,595	6,279	5,521	5,129	4,288	4,366	4,112	3,727	3,681
Percentage of driver riders breath tested	4.0	3.9	3.7	3.5	3.4	3.4	3.0	3.1	3.1	3.0	2.9
involved in accidents	2.0	2.0	2.0	2.0	1.9	1.8	1.6	1.7	1.7	1.6	1.5

1 Failed or refused to provide a specimen of breath.

2 May include a very small number of non-motor vehicle drivers/riders

The figures in this table are National Statistics

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[Notes & Definitions](#)

Source: DfT STATS19
 Last updated: 24 September 2015
 Next update: September 2016

RAS51003

Reported breath tests and breath test failures, all drivers and riders involved by day of week and time of day, Great Britain, 2014

(a) All motor vehicles involved in accidents ¹								Number of drivers & riders
Hour beginning	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	All days
Midnight	323	272	259	328	321	742	836	3,081
01:00	192	128	141	168	208	603	688	2,128
02:00	131	97	132	125	142	399	512	1,538
03:00	111	81	118	110	111	344	420	1,295
04:00	109	90	138	118	123	284	332	1,194
05:00	316	317	272	282	270	250	294	2,001
06:00	752	822	820	811	716	375	325	4,621
07:00	1,961	2,225	2,149	2,085	1,899	652	431	11,402
08:00	3,127	3,610	3,481	3,424	2,804	1,005	517	17,968
09:00	2,042	2,261	2,017	1,952	1,900	1,362	873	12,407
10:00	1,674	1,654	1,703	1,539	1,697	1,907	1,399	11,573
11:00	1,992	1,849	1,780	1,739	2,038	2,494	1,808	13,700
12:00	2,231	2,042	2,040	1,931	2,473	2,591	2,173	15,481
13:00	2,131	1,965	1,986	2,049	2,480	2,581	2,052	15,244
14:00	2,175	2,048	2,053	1,942	2,734	2,365	1,999	15,316
15:00	2,699	2,843	2,989	2,770	3,499	2,077	1,844	18,721
16:00	3,034	3,293	3,074	3,298	3,680	2,233	2,020	20,632
17:00	3,389	3,943	3,981	3,840	3,989	2,233	1,776	23,151
18:00	2,492	2,931	2,907	2,768	3,069	1,930	1,557	17,654
19:00	1,639	1,804	1,951	1,881	2,144	1,580	1,383	12,382
20:00	1,163	1,239	1,141	1,315	1,541	1,199	1,034	8,632
21:00	840	890	932	995	1,198	878	859	6,592
22:00	718	747	745	741	1,090	935	610	5,586
23:00	396	456	438	556	886	881	498	4,111
All hours ²	35,637	37,607	37,247	36,767	41,012	31,900	26,240	246,410

1 May include a very small number of non-motor vehicle drivers/riders

2 Includes cases where hour of day was not reported.

(b) Required to take breath test ¹								Number of drivers & riders
Hour beginning	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	All days
Midnight	200	137	139	161	176	403	414	1,630
01:00	106	66	77	111	105	308	356	1,129
02:00	78	61	68	71	80	217	247	822
03:00	66	42	66	69	65	182	215	705
04:00	57	63	73	59	69	151	158	630
05:00	157	162	150	155	151	122	147	1,044
06:00	409	446	442	431	391	210	169	2,498
07:00	1,076	1,225	1,146	1,153	1,052	381	239	6,272
08:00	1,519	1,801	1,718	1,741	1,456	575	307	9,117
09:00	1,072	1,176	1,004	946	953	747	486	6,384
10:00	875	826	799	822	890	1,048	786	6,046
11:00	1,058	924	887	888	1,036	1,380	1,043	7,216
12:00	1,109	1,003	1,017	989	1,271	1,345	1,209	7,943
13:00	1,089	961	927	997	1,278	1,306	1,097	7,655
14:00	1,040	987	1,050	980	1,427	1,224	1,023	7,731
15:00	1,277	1,339	1,411	1,306	1,758	1,069	983	9,143
16:00	1,601	1,646	1,573	1,664	1,918	1,158	1,116	10,676
17:00	1,772	1,999	2,067	1,951	2,087	1,167	985	12,028
18:00	1,243	1,426	1,430	1,396	1,537	962	782	8,776
19:00	823	906	1,005	939	1,066	799	750	6,288
20:00	577	666	634	690	787	625	531	4,510
21:00	427	447	518	532	624	461	437	3,446
22:00	381	381	389	377	592	492	342	2,954
23:00	230	221	241	329	453	492	263	2,229
All hours ²	18,242	18,911	18,831	18,757	21,222	16,824	14,085	126,872

1 May include a very small number of non-motor vehicle drivers/riders

2 Includes cases where hour of day was not reported.

RAS51003

Reported breath tests and breath test failures, all drivers and riders involved by day of week and time of day, Great Britain, 2014

(c) Failed breath test or refused to provide a specimen of breath ¹								Number of drivers & riders
Hour beginning	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	All days
Midnight	38	18	22	23	24	91	78	294
01:00	25	16	12	16	22	77	90	258
02:00	17	10	15	21	10	63	64	200
03:00	15	9	10	13	18	56	53	174
04:00	12	4	7	4	10	49	44	130
05:00	7	3	4	4	9	23	38	88
06:00	10	8	3	5	7	33	35	101
07:00	8	10	5	10	9	22	17	81
08:00	10	9	9	10	8	18	17	81
09:00	13	9	8	8	6	20	15	79
10:00	14	10	6	2	10	10	21	73
11:00	7	4	6	6	9	16	16	64
12:00	4	6	10	3	8	14	13	58
13:00	18	10	9	6	4	10	9	66
14:00	11	9	14	10	21	20	12	97
15:00	14	18	23	17	20	16	25	133
16:00	9	15	19	19	22	40	39	163
17:00	25	29	32	18	31	31	26	192
18:00	17	22	17	30	39	43	29	197
19:00	26	22	29	25	35	33	34	204
20:00	21	17	29	38	38	41	44	228
21:00	14	17	31	17	41	37	46	203
22:00	31	24	28	27	51	53	40	254
23:00	20	26	26	32	50	67	42	263
All hours ²	386	325	374	364	502	883	847	3,681

1 May include a very small number of non-motor vehicle drivers/riders

2 Includes cases where hour of day was not reported.

The figures in this table are National Statistics

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[Notes & Definitions](#)

Source: DfT STATS19

Last updated: 24 September 2015

Next update: September 2016

RAS51004

Reported breath tests and breath test failures by road user type and age, Great Britain, 2014

	Number of drivers or riders/percentage					
	Involved in accident	Tested	Tested as percentage of involved	Failed ¹	Failed as a percentage of	
					Involved	Tested
Car drivers						
Under 17	70	36	51	3	4.3	8.3
17-19	8,695	5,688	65	171	2.0	3.0
20-24	21,463	13,091	61	662	3.1	5.1
25-29	20,672	12,121	59	593	2.9	4.9
30-34	19,668	10,910	55	467	2.4	4.3
35-39	16,579	9,507	57	308	1.9	3.2
40-49	33,802	19,467	58	507	1.5	2.6
50-59	24,579	14,430	59	279	1.1	1.9
60-69	14,570	8,665	59	134	0.9	1.5
70 and over	11,906	6,857	58	51	0.4	0.7
Age not reported	23,572	1,059	4	52	0.2	4.9
All ages	195,576	101,831	52	3,227	1.6	3.2
Motorcycle riders						
Under 17	715	348	49	8	1.1	2.3
17-19	2,913	1,558	53	24	0.8	1.5
20-24	3,789	1,859	49	53	1.4	2.9
25-29	2,773	1,252	45	45	1.6	3.6
30-34	2,098	971	46	29	1.4	3.0
35-39	1,572	727	46	21	1.3	2.9
40-49	3,323	1,568	47	27	0.8	1.7
50-59	2,409	1,255	52	18	0.7	1.4
60-69	813	449	55	5	0.6	1.1
70 and over	213	116	54	1	0.5	0.9
Age not reported	760	78	10	3	0.4	3.8
All ages	21,378	10,181	48	234	1.1	2.3
Bus/coach drivers	6,103	2,085	34	8	0.1	0.4
Van / Light goods vehicle drivers	14,043	7,332	52	171	1.2	2.3
Heavy goods vehicle drivers	6,873	4,433	64	25	0.4	0.6
Other drivers/riders²	2,437	1,010	41	16	0.7	1.6
All motor vehicle drivers and riders²						
Under 17	828	392	47	11	1.3	2.8
17-19	11,862	7,404	62	197	1.7	2.7
20-24	26,786	15,924	59	743	2.8	4.7
25-29	26,003	14,941	57	675	2.6	4.5
30-34	24,673	13,558	55	523	2.1	3.9
35-39	20,858	11,831	57	352	1.7	3.0
40-49	43,898	24,958	57	585	1.3	2.3
50-59	32,581	18,969	58	331	1.0	1.7
60-69	17,623	10,406	59	145	0.8	1.4
70 and over	12,562	7,153	57	53	0.4	0.7
Age not reported	28,736	1,336	5	66	0.2	4.9
All ages	246,410	126,872	51	3,681	1.5	2.9

1 Failed breath test or refused to provide a specimen of breath.

2 May include a very small number of non-motor vehicle drivers/riders

The figures in this table are National Statistics

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[Notes & Definitions](#)

Source: DfT STATS19
 Last updated: 24 September 2015
 Next update: September 2016

Department for Transport statistics

www.gov.uk/government/collections/road-accidents-and-safety-statistics

Table RAS51005

Estimated number of drink drive casualties by casualty type: GB 2013

Numbers

	Killed or seriously injured casualties								Male	Female	Total
	Pedestrians	Cyclists	Motor-cyclists	Car drivers		Car passenger	Other				
				Over limit	Under limit						
0-15	10	0	0	0	0	20	0	20	10	30	
16-24	20	0	80	140	20	150	20	320	100	420	
25-59	40	10	110	370	80	140	40	600	190	790	
60+	10	0	0	20	20	20	0	40	40	80	
All ages¹	90	20	190	530	110	330	60	990	350	1,340	
<u>Total Casualties</u>											
0-15	40	20	0	0	0	250	10	180	130	310	
16-24	70	20	200	920	230	890	90	1,630	790	2,420	
25-59	160	60	290	2,130	1,110	980	230	3,420	1,550	4,960	
60+	20	10	10	130	180	110	10	270	190	470	
All ages¹	290	100	500	3,180	1,520	2,320	360	5,570	2,710	8,270	

0 = fewer than 5 casualties

1 Includes age not recorded.

2 May not sum to total due to rounding

3 Estimates are rounded to the nearest ten to reflect the uncertainty in making estimates based on incomplete data sources.

[Notes & Definitions](#)

Source: STATS19, coroners and procurators fiscal

The figures in this table are National Statistics

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Last updated: 6 August 2015

Next update: September 2016

Department for Transport statistics

www.gov.uk/government/collections/road-accidents-and-safety-statistics

RAS51006

Drivers and riders killed: percentage over the legal blood alcohol limit: GB 1979 - 2013 (final estimates)

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	
1979	25	40	46	19	31	34	42	47	20	32	32
1980	22	39	38	24	30	33	44	35	23	32	31
1981	16	39	38	29	28	20	45	39	20	31	30
1982	17	43	34	17	29	31	50	52	20	36	33
1983	16	29	30	8	22	34	42	43	14	31	28
1984	24	30	28	22	27	18	39	33	15	26	26
1985	15	27	39	11	22	25	40	38	14	28	26
1986	15	28	33	14	22	19	36	33	13	25	24
1987	16	31	24	16	24	16	32	27	13	22	23
1988	9	33	33	9	23	12	30	27	9	20	21
1989	12	25	19	18	21	12	25	30	8	18	19
1990	8	25	21	9	18	13	22	33	10	18	18
1991	13	16	25	12	17	11	29	24	13	20	19
1992	10	30	34	20	26	13	26	18	10	17	20
1993	16	16	17	10	15	20	28	26	10	20	19
1994	13	17	23	20	18	16	31	30	11	22	21
1995	11	18	12	13	15	18	28	26	13	21	19
1996	16	12	15	9	13	24	38	32	9	23	21
1997	10	14	16	7	13	25	23	26	12	19	17
1998	15	7	18	6	11	17	25	24	9	17	15
1999	23	8	12	2	9	21	31	31	7	20	17
2000	17	10	13	5	10	20	32	34	12	22	18
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	12	16	16	2	9	15	35	35	12	22	17
2011	7	18	8	8	10	17	32	25	10	19	15
2012	6	4	21	3	6	21	40	41	11	24	18
2013	0	14	17	5	9	19	27	41	12	21	17

The figures in this table are National Statistics

Source: STATS19, coroners and procurators fiscal

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Last updated: 6 August 2015

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RAS51007

**Proportion of killed drivers/riders resulting from reported accidents,
by BAC category and age: GB, 2013**

Blood alcohol Content (BAC) milligrams (mg) per 100 ml of blood	Age	Male	Female	Total	Per cent of age group
No alcohol present (0 - 9 mg)¹	16-19	21	7	28	76
	20-24	65	12	77	74
	25-29	36	3	39	56
	30-34	18	4	22	58
	35-39	19	3	22	59
	40-49	73	9	82	77
	50-59	62	7	69	80
	60 +	62	20	82	83
	Total	356	65	421	73
Alcohol present but not over the limit (10 - 80 mg)	16-19	4	0	4	11
	20-24	8	0	8	8
	25-29	9	2	11	16
	30-34	2	0	2	5
	35-39	3	1	4	11
	40-49	10	0	10	9
	50-59	4	4	8	9
	60 +	9	5	14	14
	Total	49	12	61	11
Over the limit (81 mg +)	16-19	3	2	5	14
	20-24	19	0	19	18
	25-29	16	4	20	29
	30-34	13	1	14	37
	35-39	11	0	11	30
	40-49	12	3	15	14
	50-59	8	1	9	10
	60 +	2	1	3	3
	Total	84	12	96	17
Of which, over twice the limit (161 mg +)	16-19	1	1	2	5
	20-24	13	0	13	13
	25-29	9	3	12	17
	30-34	10	1	11	29
	35-39	6	0	6	16
	40-49	8	3	11	10
	50-59	5	0	5	6
	60 +	1	1	2	2
	Total	53	9	62	11
All categories	16-19	28	9	37	100
	20-24	92	12	104	100
	25-29	61	9	70	100
	30-34	33	5	38	100
	35-39	33	4	37	100
	40-49	95	12	107	100
	50-59	74	12	86	100
	60 +	73	26	99	100
	Total	489	89	578	100

¹ The definition of "no alcohol present" as 0 - 9mg is to account for alcohol which may be naturally present in the body or is due to the consumption of medication or products such as mouthwash.

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[Notes & Definitions](#)

Source: STATS19, coroners and procurators fiscal

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RAS51008

Killed and seriously injured casualties in reported accidents involving young drivers and riders (17-24 years old) over the legal alcohol limit: Great Britain 2001 - 2013

Year	Casualty type		
	Young driver over limit	Passenger of young driver over limit	Other casualties
2001	390	410	190
2002	440	430	190
2003	410	460	170
2004	400	410	170
2005	370	410	170
2006	380	350	150
2007	350	320	130
2008	310	220	110
2009	300	230	110
2010	210	180	70
2011	210	140	90
2012	200	130	60
2013	150	140	60

Source: STATS19, coroners and procurators fiscal

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[Notes & Definitions](#)

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RAS51009

Blood alcohol levels of reported fatalities aged 16 and over: GB 2013

	Cumulative percentage over blood alcohol levels (mg/100ml)						Sample size	Percentage	
	Below driving limit		Above driving limit					Percentage over driving limit time of accident	
	9	50	80	100	150	200		22:00- 03:59	04:00- 21:59
Motorcycle riders	17	10	9	9	6	3	206	50	7
Car drivers	34	26	23	21	17	10	329	51	16
Other vehicle drivers/riders	21	5	5	5	2	2	43	0	5
Passengers	34	27	24	23	13	9	91	61	8
Pedestrians	49	46	44	42	35	26	144	67	34
Pedal cyclists	7	7	4	2	2	0	45	0	5

Source: Coroners and Procurators Fiscal only

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A note on methodology can be found at: <http://assets.dft.gov.uk/statistics/releases/road-accidents-and-safety-drink-drive-estimates-2011/methodology-notes-drink-drive.pdf>

[Notes & Definitions](#)

The figures in this table are National Statistics

Source: STATS19, Coroners and Procurators Fiscal

Last updated: 6 August 2015

Next update: September 2016

RAS51010

Estimated number of reported road accidents involving a car drink driver, by driver age, accidents per licence holder and per mile driven: GB, 2005 to 2009 average and 2013

Number / Rate

	Car driver drink drive accidents		Drink drive accidents per 100 thousand licence holders		Drink drive accidents per billion miles driven	
	2005 to 2009	2013	2005 to 2009	2013	2005 to 2009	2013
	Under 17	40	0
17 - 19 ¹	940	240	60	17	230	89
20 - 24	1,860	1,060	61	32	138	91
25 - 29	1,340	940	42	27	69	49
30 - 34	920	710	27	20	38	32
35 - 39	870	450	22	13	28	19
40 - 49	1,200	820	16	10	19	13
50 - 59	580	480	9	7	12	10
60 or over	300	240	4	2	7	5
All ages ²	8,170	5,040	22	12	33	21

1 Figures based on a small NTS sample.

2 Includes age not known.

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[Notes & Definitions](#)

Source: National Travel Survey, STATS19, coroners and procurators fiscal

The figures in this table are National Statistics

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Next update: September 2016

RAS51011

Estimated number of reported drink drive accidents and casualties, by month:

Great Britain 2005/09 average, 2011-2013

	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec	Number Total
2005/09 average													
Accidents	730	690	740	740	830	780	760	780	730	780	800	720	9,080
Casualties	1,100	1,010	1,120	1,130	1,260	1,170	1,150	1,240	1,110	1,180	1,210	1,080	13,760
2011													
Accidents	540	480	510	590	540	550	600	570	530	600	570	600	6,690
Casualties	800	680	720	870	830	820	920	890	760	900	840	890	9,930
2012													
Accidents	560	500	580	540	500	570	570	550	590	590	550	530	6,630
Casualties	850	760	900	790	770	800	830	850	890	900	810	790	9,930
2013													
Accidents	360	410	440	450	510	520	470	490	500	520	550	480	5,690
Casualties	510	570	680	650	730	750	690	700	740	750	800	690	8,270

Source: STATS19, coroners and procurators fiscal
The figures in this table are National Statistics

1 Totals may not sum due to rounding

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RAS51012

Reported drink drive accidents¹, by time of day: 2013

Hour of day	Accidents	Percentage
	2013	2013
0	280	7%
1	266	7%
2	243	6%
3	192	5%
4	147	4%
5	124	3%
6	77	2%
7	80	2%
8	87	2%
9	76	2%
10	49	1%
11	76	2%
12	59	2%
13	81	2%
14	94	2%
15	108	3%
16	144	4%
17	195	5%
18	213	6%
19	203	5%
20	221	6%
21	221	6%
22	269	7%
23	299	8%
All ²	3,804	100%

Source: STATS19, coroners and procurators fiscal

1 Does not include estimates for accidents where a breath test or blood alcohol test was not available (e.g - hit and run accidents or cases where no coroner data were available).

2 Includes cases where hour of accident is unavailable

The figures in this table are National Statistics

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[Notes & Definitions](#)

Department for Transport statistics

www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013

RAS51013

Estimated reported drink drive accidents by pedestrian and vehicle involvement: GB 2013

Number of vehicles involved	Accident severity											
	Fatal			Serious			Slight			All Severities		
	Pedestrian casualties			Pedestrian casualties			Pedestrian casualties			Pedestrian casualties		
	No	Yes	All	No	Yes	All	No	Yes	All	No	Yes	All
1	110	10	120	420	50	470	1,770	140	1,910	2,310	210	2,520
2	60	10	70	290	10	300	2,050	20	2,070	2,410	40	2,450
3 or more	30	0	30	100	0	100	590	10	600	720	10	730
Total	200	20	230	810	60	880	4,410	170	4,590	5,440	260	5,690

0 = fewer than 5 accidents

1 May not sum to total due to rounding

2 Estimates are rounded to the nearest ten to reflect the uncertainty in making estimates based on incomplete data sources.

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The figures in this table are National Statistics

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RAS51014

Motor vehicle drivers and riders involved in personal injury road accidents: breath tests and failures

GB 2002 - 2014

	Number / Percentage					
	a. All drivers / riders involved ¹	b. Tests requested	c. Tests failed / refused	Testing rate (b/a x 100)	Test failure rate (c/b x 100)	Total failure rate (c/a x 100)
2002	390,479	196,253	8,104	50	4.1	2.1
2003	374,278	187,292	8,151	50	4.4	2.2
2004	362,543	183,999	7,430	51	4.0	2.0
2005	348,957	183,239	7,116	53	3.9	2.0
2006	331,272	179,290	6,595	54	3.7	2.0
2007	318,166	179,572	6,279	56	3.5	2.0
2008	294,608	162,994	5,521	55	3.4	1.9
2009	280,934	151,933	5,129	54	3.4	1.8
2010	263,417	141,264	4,288	54	3.0	1.6
2011	256,101	138,650	4,366	54	3.1	1.7
2012	245,998	132,016	4,112	54	3.1	1.7
2013	232,709	123,956	3,727	53	3.0	1.6
2014	246,410	126,872	3,681	51	2.9	1.5

¹ May include a small number of non-motorized vehicle drivers

Source: STATS19

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[Notes & Definitions](#)

The figures in this table are National Statistics

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RAS51015

Car drivers in reported injury road accidents: breath tests and failures: GB 2014

	Male						Female						Number/percentage
	a: Involved in accident	b: Tested	c: Failed	b as % of a	c as % of b	c as % of a	a: Involved in accident	b: Tested	c: Failed	b as % of a	c as % of b	c as % of a	
<17	63	32	3	51	9.4	4.8	7	4	0	57	0.0	0.0	
17 - 19	5,370	3,637	139	68	3.8	2.6	3,314	2,051	32	62	1.6	1.0	
20 - 24	12,710	8,091	514	64	6.4	4.0	8,679	4,994	148	58	3.0	1.7	
25 - 29	12,341	7,588	483	61	6.4	3.9	8,238	4,524	110	55	2.4	1.3	
30 - 34	11,731	6,792	352	58	5.2	3.0	7,722	4,108	114	53	2.8	1.5	
35 - 39	9,878	5,890	223	60	3.8	2.3	6,600	3,602	82	55	2.3	1.2	
40 - 49	20,055	11,828	349	59	3.0	1.7	13,618	7,623	158	56	2.1	1.2	
50 - 59	14,979	9,053	190	60	2.1	1.3	9,536	5,367	89	56	1.7	0.9	
60 - 69	9,666	5,933	100	61	1.7	1.0	4,865	2,725	34	56	1.2	0.7	
70 - 99	8,076	4,866	43	60	0.9	0.5	3,799	1,982	8	52	0.4	0.2	
All ages ¹	113,066	64,410	2,424	57	3.8	2.1	69,245	37,223	780	54	2.1	1.1	

1 Includes age not known

Source: STATS19

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Notes and definitions see: www.gov.uk/transport-statistics-notes-and-guidance-road-accident-and-safety

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Last updated: 6 August 2015

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RAS51016

Reported roadside screening breath tests and breath test failures: England and Wales 2001 - 2013

	Number (thousands) / <i>percentage</i>		
	<u>Roadside screening breath tests</u>	<u>Positive/refused breath tests</u>	<u>Percentage</u>
2001	624	100	16
2002	570	103	18
2003	534	106	20
2004	578	103	18
2005	607	104	17
2006	602	104	17
2007	600	98	16
2008	712	92	13
2009	815	93	11
2010	737	84	11
2011	686	81	12
2012	686	76	11
2013	684	72	10

Source: Home Office

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[Notes & Definitions](#)

The figures in this table are National Statistics
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RAS51017

Screening test results, by reason for test¹: England and Wales², 2014

Number / Per cent

Reason for test	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	90,560	5,444	2,830	2,096	2,992	2,050	93	7
Road Traffic Collision ³	97,709	2,288	1,664	1,735	3,419	3,583	92	8
Suspicion of Alcohol	36,389	5,547	3,294	2,707	4,203	3,125	82	18
Other/ unknown	24,024	1,185	1,144	1,176	1,484	1,285	87	13
All	248,682	14,464	8,932	7,714	12,098	10,043	90	10

Source: DfT digital breath test data

1 Multiple reasons can occur at the same incident. The breath test devices do not allow multiple reasons to be recorded and it is at the discretion of the reporting officer which reason is recorded. Care should therefore be taken when comparing the reasons listed in the table.

2 Data is not received from all police forces. As such, these figures do not cover all tests carried out in England and Wales. They can be used to analyze distributions and proportions of tests and results, but are not an accurate reflection of the absolute number of tests.

3 Includes damage-only accidents, as well as those involving personal injury.

The figures in this table are outside the scope of National Statistics

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RAS51018

Results of screening breath tests following a road traffic collision¹: England and Wales², 2014

		Negative			Positive			Number	
		0 - 4 mcg	5 - 20 mcg	21 - 35 mcg	36 - 50 mcg	51 - 80 mcg	81 mcg and over	Under the limit	Over the limit
16-19	Male	5,087	141	110	122	194	100	5,338	416
	Female	1,897	29	22	26	40	23	1,948	89
20-24	Male	9,929	379	302	352	638	477	10,610	1,467
	Female	4,212	77	53	73	137	132	4,342	342
25-29	Male	7,640	250	210	257	545	458	8,100	1,260
	Female	3,202	39	45	45	92	122	3,286	259
30-39	Male	13,901	381	294	312	660	700	14,576	1,672
	Female	5,529	66	59	64	145	256	5,654	465
40-49	Male	13,345	289	187	159	391	509	13,821	1,059
	Female	5,509	68	48	54	107	244	5,625	405
50-59	Male	9,982	214	141	130	222	268	10,337	620
	Female	3,722	44	30	26	59	125	3,796	210
60-69	Male	5,783	137	88	60	90	95	6,008	245
	Female	2,007	19	7	16	27	31	2,033	74
70+	Male	4,298	128	57	29	50	25	4,483	104
	Female	1,452	20	5	5	15	8	1,477	28
All	Male	69,965	1,919	1,389	1,421	2,790	2,632	73,273	6,843
	Female	27,530	362	269	309	622	941	28,161	1,872
Total		97,495	2,281	1,658	1,730	3,412	3,573	101,434	8,715

Source: DfT digital breath test data

1 Includes damage-only accidents, as well as those involving personal injury.

2 Data is not received from all police forces. As such, these figures do not cover all tests carried out in England and Wales. They can be used to analyze distributions and proportions of tests and results, but are not an accurate reflection of the absolute number of tests.

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[Notes & Definitions](#)

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RAS51019

Estimated number of reported drink drive accidents and casualties, by region: GB 2013

	Accidents				Casualties				
	Fatal	Serious	Slight	Total	Killed	Seriously injured	Killed or seriously injured	Slightly injured	Total
North East	20	30	160	200	20	30	50	270	320
North West	30	110	520	660	30	140	170	870	1,040
Yorkshire & the Humber	20	120	390	530	30	160	190	650	830
East Midlands	20	80	470	570	20	90	110	690	800
West Midlands	20	60	480	560	20	80	100	720	820
East	20	100	490	620	30	130	150	740	900
South East	30	140	780	950	30	180	210	1,130	1,330
London	10	40	300	350	20	50	70	420	490
South West	30	80	450	550	30	100	130	650	780
England	200	770	4,050	5,010	210	960	1,160	6,140	7,300
Wales	20	60	280	350	20	70	90	430	520
Scotland	10	50	260	330	20	70	90	360	450
Total	230	880	4,590	5,690	240	1,100	1,340	6,930	8,270

Source: STATS19, coroners and procurators fiscal

1 Totals may not sum due to rounding

2 Figures rounded to the nearest ten to reflect the uncertainty associated with making estimates from incomplete data sources.

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The figures in this table are National Statistics

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RAS51020

Car drivers in reported injury road accidents, breath tests and failures by region, England, 2014

		Number/Percentage				
		(a) Involved in accident	(b) Tested	(c) Failed	(b) as % of (a)	(c) as % of (a)
North East	Under 20	393	263	7	66.9	1.8
	20-24	881	528	23	59.9	2.6
	25-29	748	448	19	59.9	2.5
	30-34	682	383	22	56.2	3.2
	35-39	572	333	12	58.2	2.1
	40-49	1,350	792	15	58.7	1.1
	50-59	925	560	16	60.5	1.7
	60-69	575	336	9	58.4	1.6
	70 or over	402	248	3	61.7	0.7
	Age not reported	825	36	5	4.4	0.6
	All	7,353	3,927	131	53.4	1.8
North West	Under 20	780	583	22	74.7	2.8
	20-24	2,251	1,616	72	71.8	3.2
	25-29	2,232	1,554	74	69.6	3.3
	30-34	2,442	1,444	59	59.1	2.4
	35-39	1,799	1,214	32	67.5	1.8
	40-49	3,617	2,424	53	67.0	1.5
	50-59	2,692	1,850	29	68.7	1.1
	60-69	1,641	1,125	21	68.6	1.3
	70 or over	1,321	889	8	67.3	0.6
	Age not reported	1,840	79	3	4.3	0.2
	All	20,615	12,778	373	62.0	1.8
Yorkshire and the Humber	Under 20	833	506	8	60.7	1.0
	20-24	2,089	1,237	71	59.2	3.4
	25-29	2,024	1,130	64	55.8	3.2
	30-34	1,820	936	40	51.4	2.2
	35-39	1,498	862	21	57.5	1.4
	40-49	3,097	1,671	48	54.0	1.5
	50-59	2,237	1,245	21	55.7	0.9
	60-69	1,339	763	11	57.0	0.8
	70 or over	1,109	628	7	56.6	0.6
	Age not reported	1,636	45	2	2.8	0.1
	All	17,682	9,023	293	51.0	1.7
East Midlands	Under 20	711	449	13	63.2	1.8
	20-24	1,837	1,154	68	62.8	3.7
	25-29	1,684	1,012	68	60.1	4.0
	30-34	1,533	876	40	57.1	2.6
	35-39	1,201	689	32	57.4	2.7
	40-49	2,567	1,527	54	59.5	2.1
	50-59	1,885	1,148	21	60.9	1.1
	60-69	1,147	660	10	57.5	0.9
	70 or over	911	507	6	55.7	0.7
	Age not reported	2,008	104	6	5.2	0.3
	All	15,484	8,126	318	52.5	2.1
West Midlands	Under 20	776	471	21	60.7	2.7
	20-24	2,070	1,116	86	53.9	4.2
	25-29	1,975	1,014	58	51.3	2.9
	30-34	1,862	952	38	51.1	2.0
	35-39	1,499	756	28	50.4	1.9
	40-49	3,005	1,576	61	52.4	2.0
	50-59	2,051	1,101	31	53.7	1.5
	60-69	1,192	655	16	54.9	1.3
	70 or over	972	509	2	52.4	0.2
	Age not reported	2,451	100	5	4.1	0.2
	All	17,853	8,250	346	46.2	1.9
East of England	Under 20	993	672	13	67.7	1.3
	20-24	2,216	1,473	67	66.5	3.0
	25-29	2,015	1,311	54	65.1	2.7
	30-34	1,914	1,194	62	62.4	3.2
	35-39	1,751	1,128	41	64.4	2.3
	40-49	3,342	2,153	55	64.4	1.6
	50-59	2,460	1,537	24	62.5	1.0
	60-69	1,466	929	13	63.4	0.9
	70 or over	1,277	813	7	63.7	0.5
	Age not reported	2,208	140	5	6.3	0.2
	All	19,642	11,350	341	57.8	1.7
London	Under 20	594	260	3	43.8	0.5
	20-24	2,465	980	30	39.8	1.2
	25-29	2,993	1,224	40	40.9	1.3
	30-34	2,892	1,117	31	38.6	1.1
	35-39	2,757	1,066	20	38.7	0.7
	40-49	4,922	1,837	29	37.3	0.6
	50-59	3,317	1,281	16	38.6	0.5
	60-69	1,529	548	3	35.8	0.2
	70 or over	895	289	1	32.3	0.1
	Age not reported	6,792	278	17	4.1	0.3
	All	29,156	8,880	190	30.5	0.7

RAS51020

Car drivers in reported injury road accidents, breath tests and failures by region, England, 2014

		Number/Percentage				
		(a) Involved in accident	(b) Tested	(c) Failed	(b) as % of (a)	(c) as % of (a)
South East	Under 20	1,592	1,098	33	69.0	2.1
	20-24	3,474	2,274	84	65.5	2.4
	25-29	3,327	2,125	102	63.9	3.1
	30-34	3,193	1,996	79	62.5	2.5
	35-39	2,700	1,735	62	64.3	2.3
	40-49	5,603	3,552	98	63.4	1.7
	50-59	4,098	2,641	60	64.4	1.5
	60-69	2,573	1,660	20	64.5	0.8
	70 or over	2,223	1,343	6	60.4	0.3
	Age not reported	3,517	168	1	4.8	0.0
	All	32,300	18,592	545	57.6	1.7
South West	Under 20	893	607	20	68.0	2.2
	20-24	1,814	1,145	78	63.1	4.3
	25-29	1,595	982	43	61.6	2.7
	30-34	1,397	812	49	58.1	3.5
	35-39	1,225	738	32	60.2	2.6
	40-49	2,689	1,633	44	60.7	1.6
	50-59	2,112	1,278	26	60.5	1.2
	60-69	1,450	872	11	60.1	0.8
	70 or over	1,385	777	4	56.1	0.3
	Age not reported	1,173	74	6	6.3	0.5
	All	15,733	8,918	313	56.7	2.0
England	Under 20	7,565	4,909	140	64.9	1.9
	20-24	19,097	11,523	579	60.3	3.0
	25-29	18,593	10,800	522	58.1	2.8
	30-34	17,735	9,710	420	54.8	2.4
	35-39	15,002	8,521	280	56.8	1.9
	40-49	30,192	17,165	457	56.9	1.5
	50-59	21,777	12,641	244	58.0	1.1
	60-69	12,912	7,548	114	58.5	0.9
	70 or over	10,495	6,003	44	57.2	0.4
	Age not reported	22,450	1,024	50	4.6	0.2
	All	175,818	89,844	2,850	51.1	1.6

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Source: DfT STATS19

Last updated: 24 September 2015
 Next update: September 2016

The figures in this table are National Statistics

Table RAS51021

Reported motorcyclist breath tests and failure rates by age, Great Britain: 2014

	Number/percentage				
	All motorcyclists			Percentage failure	
	Number involved in accidents	Number tested	Number of failures	Motorcyclists	All motor vehicles (inc. motorcyclists)
Under 16	35	14	1	7.1	4.7
16-19	3,593	1,892	31	1.6	2.6
20-24	3,789	1,859	53	2.9	4.7
25-29	2,773	1,252	45	3.6	4.5
30-34	2,098	971	29	3.0	3.9
35-39	1,572	727	21	2.9	3.0
40-49	3,323	1,568	27	1.7	2.4
50-59	2,409	1,255	18	1.4	1.8
60-69	813	449	5	1.1	1.4
70 and over	213	116	1	0.9	0.7
All ages¹	21,378	10,181	234	2.3	2.9

1. Includes tests where the age was not known

Source: Road Accident Statistics, DfT

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Last updated: 24 Spetember 2015

Next update: September 2016

RAS51101: Self-reported drink driving
a. As a proportion of all drivers¹

Percentage

In the last 12 months how often, if at all, have you driven when you think you may have been over the legal alcohol limit?						
	2009/10 ²	2010/11	2011/12	2012/13	2013/14	2014/15
At least once	7.3	6.9	7.4	6.4	5.9	6.2
<i>95% confidence: upper limit</i>	7.8	7.5	7.8	6.9	6.4	6.7
<i>95% confidence: lower limit</i>	6.9	6.3	6.9	5.9	5.5	5.8
<i>of which</i>						
Every day/almost every day	-	-	0.1	0.1	-	-
A few times a week	0.3	0.2	0.3	0.2	0.2	0.2
Once or twice a week	0.6	0.5	0.5	0.5	0.5	0.5
Once or twice a month	0.9	0.8	0.9	0.8	0.7	1.0
Once every couple of months	1.0	0.9	1.0	0.9	0.8	0.9
Once or twice in the last 12 months	4.6	4.4	4.7	4.0	3.6	3.7
Not at all	92.7	93.1	92.6	93.6	94.1	93.8
<i>of which</i>						
Drunk alcohol in the last 12 months	82.8	83.6	81.8	82.2	81.6	80.6
Not drunk alcohol in the last 12 months	9.8	9.5	10.8	11.4	12.5	13.2
All drivers	100.0	100.0	100.0	100.0	100.0	100.0

1. A "driver" in this context is a survey respondent who stated they had driven at least once in the last 12 months.

2. Data for 2010/11 onwards is for financial years (Apr - Mar). Data for 2009/10 is for the period Oct 2009 to Sept 2010.

3. Percentages below 0.1% are suppressed and shown as " - "

4. For base sample size, see table ras51102a.

5. Caution is needed when looking at trends and differences involving small sample sizes or very low percentages. Small differences may not be statistically significant.

6. May not sum to totals due to rounding.

Source: ONS Crime Survey for England and Wales
The figures in this table are National Statistics

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Last updated: 24 September 2015

Next update: 2016

RAS51101: Self-reported drink driving

b. As a proportion of all drivers¹ who have drunk alcohol in the last 12 months

Percentage

		In the last 12 months how often, if at all, have you driven when you think you may have been over the legal alcohol limit?					
		2009/10 ²	2010/11	2011/12	2012/13	2013/14	2014/15
At least once		8.1	7.6	8.2	7.2	6.8	7.2
	<i>95% confidence: upper limit</i>	8.6	8.3	8.7	7.8	7.3	7.7
	<i>95% confidence: lower limit</i>	7.7	7.0	7.8	6.7	6.3	6.6
<i>of which</i>							
	Every day/almost every day	-	-	0.1	0.1	-	-
	A few times a week	0.3	0.2	0.3	0.2	0.2	0.2
	Once or twice a week	0.6	0.5	0.5	0.6	0.6	0.5
	Once or twice a month	1.0	0.9	1.0	0.9	0.8	1.1
	Once every couple of months	1.1	1.0	1.1	1.0	0.9	1.0
	Once or twice in the last 12 months	5.1	4.9	5.2	4.5	4.2	4.3
Not at all		91.9	92.4	91.8	92.8	93.2	92.8
All drivers who have drunk alcohol in last 12 months		100.0	100.0	100.0	100.0	100.0	100.0

1. A "driver" in this context is a survey respondent who stated they had driven at least once in the last 12 months.

2. Data for 2010/11 onwards is for financial years (Apr - Mar). Data for 2009/10 is for the period Oct 2009 to Sept 2010.

3. Percentages below 0.1% are suppressed and shown as " - "

4. For base sample size, see table ras51102B.

5. Caution is needed when looking at trends and differences involving small sample sizes or very low percentages. Small differences may not be statistically significant.

6. May not sum to totals due to rounding.

Source: ONS Crime Survey for England and Wales
The figures in this table are National Statistics

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Last updated: 24 September 2015

Next update: 2016

RAS51102: Self-reported drink driving by age and sex
a. As a proportion of all drivers¹

	Percentage reporting driving whilst thinking they are over the legal alcohol limit at least once in last 12 months							Unweighted base (sample size)					
	2009/10 ²	2010/11	2011/12	2012/13	2013/14	2014/15	2012/13-2014/15 average	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15
All adults	7.3	6.9	7.4	6.4	5.9	6.2	6.2	20,156	10,251	20,048	15,674	15,917	14,658
Males	9.6	9.5	9.5	8.7	8.1	8.1	8.3	9,797	4,998	9,789	7,468	7,752	7,033
Females	4.7	3.9	5.0	3.9	3.5	4.2	3.9	10,359	5,253	10,259	8,206	8,165	7,625
Age 16-19	12.2	9.2	8.2	4.1	7.7	7.0	6.2	563	272	457	312	299	257
Age 20-24	8.0	7.9	9.8	9.7	8.9	8.8	9.1	1,162	603	1,191	837	855	754
Age 25-29	9.0	7.7	8.6	10.0	7.9	9.3	9.1	1,892	958	1,967	1,446	1,451	1,386
Age 30-39	7.2	6.5	7.7	6.1	5.7	5.5	5.8	5,250	2,663	5,141	4,060	4,048	3,785
Age 40-49	6.5	6.3	6.8	5.3	5.2	5.7	5.4	6,147	3,143	6,097	4,756	4,829	4,400
Age 50 and over	6.3	6.7	6.0	5.6	4.9	5.3	5.3	5,142	2,612	5,195	4,263	4,435	4,076

1. A "driver" in this context is a survey respondent who stated they had driven at least once in the last 12 months.
2. Data for 2010/11 onwards is for financial years (Apr - Mar). Data for 2009/10 is for the period Oct 2009 to Sept 2010.
3. Percentages below 0.1% are suppressed and shown as " - "
4. Caution is needed when looking at trends and differences involving small sample sizes or very low percentages. Small differences may not be statistically significant. Three year averages have been provided for more robust figures for some variables with small sample sizes.
5. May not sum to totals due to rounding.

Source: ONS Crime Survey for England and Wales

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Last updated: 24 September 2015
 Next update: 2016

RAS51102: Self-reported drink driving by age and sex
b. As a proportion of all drivers¹ who have drunk alcohol in the last 12 months

	Percentage reporting driving whilst thinking they are over the legal alcohol limit at least once in last 12 months							Unweighted base (sample size)					
	2009/10 ²	2010/11	2011/12	2012/13	2013/14	2014/15	2012/13-2014/15 average	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15
All adults	8.1	7.6	8.2	7.2	6.8	7.2	7.1	18,344	9,358	18,056	14,019	14,071	12,847
Males	10.5	10.3	10.5	9.7	9.2	9.2	9.4	9,016	4,621	8,916	6,764	6,918	6,233
Females	5.3	4.3	5.7	4.5	4.1	4.9	4.5	9,328	4,737	9,140	7,255	7,153	6,614
Age 16-19	13.2	10.1	9.1	4.6	8.6	7.7	6.9	563	272	457	312	299	257
Age 20-24	8.8	8.7	10.8	10.7	10.0	10.0	10.2	1,162	603	1,191	837	855	754
Age 25-29	10.0	8.6	9.9	11.4	9.0	10.7	10.4	1,892	958	1,967	1,446	1,451	1,386
Age 30-39	8.1	7.4	8.7	7.0	6.7	6.5	6.7	5,250	2,663	5,141	4,060	4,048	3,785
Age 40-49	7.3	6.9	7.5	5.9	5.9	6.5	6.1	6,147	3,143	6,097	4,756	4,829	4,400
Age 50 and over	7.0	7.3	6.7	6.3	5.6	6.1	6.0	5,142	2,612	5,195	4,263	4,435	4,076

1. A "driver" in this context is a survey respondent who stated they had driven at least once in the last 12 months.
2. Data for 2010/11 onwards is for financial years (Apr - Mar). Data for 2009/10 is for the period Oct 2009 to Sept 2010.
3. Percentages below 0.1% are suppressed and shown as " - "
4. Caution is needed when looking at trends and differences involving small sample sizes or very low percentages. Small differences may not be statistically significant. Three year averages have been provided for more robust figures for some variables with small sample sizes.
5. May not sum to totals due to rounding.

Source: ONS Crime Survey for England and Wales

The figures in this table are National Statistics

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Last updated: 24 September 2015
 Next update: 2016

RAS51103: Self-reported drug driving
a. As a proportion of all drivers¹

		Percentage					
		In the last 12 months how often, if at all, have you driven when you think you may have been affected by or under the influence of illegal drugs?					
		2009/10 ²	2010/11	2011/12	2012/13	2013/14	2014/15
At least once		2.3	1.3	1.0	0.5	0.7	0.9
	<i>95% confidence: upper limit</i>	2.6	1.6	1.1	0.7	0.9	1.1
	<i>95% confidence: lower limit</i>	1.9	1.1	0.8	0.4	0.6	0.7
<i>of which</i>							
	Every day/almost every day	0.2	0.1	0.1	-	0.1	0.1
	A few times a week	0.2	0.1	0.1	-	-	0.1
	Once or twice a week	0.1	0.1	0.1	-	0.1	-
	Once or twice a month	0.4	0.3	0.1	-	0.1	0.2
	Once every couple of months	0.2	0.1	0.1	0.1	0.1	0.1
	Once or twice in the last 12 months	1.2	0.6	0.4	0.3	0.3	0.4
Not at all		97.7	98.7	99.0	99.5	99.3	99.1
<i>of which</i>							
	Taken drugs in the last 12 months	10.9	5.6	5.7	5.3	5.6	8.8
	Not taken drugs in the last 12 months	86.8	93.1	93.3	94.2	93.7	90.4
All drivers		100.0	100.0	100.0	100.0	100.0	100.0

1. A "driver" in this context is a survey respondent who stated they had driven at least once in the last 12 months.

2. Data for 2010/11 onwards is for financial years (Apr - Mar). Data for 2009/10 is for the period Oct 2009 to Sept 2010.

3. Percentages below 0.1% are suppressed and shown as " - "

4. For base sample size, see table ras51104a.

5. Caution is needed when looking at trends and differences involving small sample sizes or very low percentages. Small differences may not be statistically significant.

6. May not sum to totals due to rounding.

Source: ONS Crime Survey for England and Wales

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The figures in this table are National Statistics

Last updated: 24 September 2015

Next update: 2016

RAS51103: Self-reported drug driving

b. As a proportion of all drivers¹ who have taken drugs in the last 12 months

		Percentage					
		In the last 12 months how often, if at all, have you driven when you think you may have been affected by or under the influence of illegal drugs?					
		2009/10 ²	2010/11	2011/12	2012/13	2013/14	2014/15
At least once		17.2	19.5	14.7	9.0	11.3	9.2
	<i>95% confidence: upper limit</i>	19.7	23.3	17.2	11.3	13.8	11.1
	<i>95% confidence: lower limit</i>	14.6	15.7	12.3	6.6	8.8	7.3
<i>of which</i>							
	Every day/almost every day	1.3	0.9	2.0	0.7	0.8	1.1
	A few times a week	1.8	1.8	1.5	0.7	0.3	0.6
	Once or twice a week	0.8	1.3	1.7	0.5	0.9	0.5
	Once or twice a month	2.7	4.2	1.7	0.4	2.1	1.8
	Once every couple of months	1.5	2.0	1.7	1.6	1.8	1.1
	Once or twice in the last 12 months	9.2	9.3	6.0	5.0	5.4	4.1
Not at all		82.8	80.5	85.3	91.0	88.7	90.8
All drivers who have taken drugs in last 12 months		100.0	100.0	100.0	100.0	100.0	100.0

1. A "driver" in this context is a survey respondent who stated they had driven at least once in the last 12 months.

2. Data for 2010/11 onwards is for financial years (Apr - Mar). Data for 2009/10 is for the period Oct 2009 to Sept 2010.

3. Percentages below 0.1% are suppressed and shown as " - "

4. For base sample size, see table ras51104b.

5. Caution is needed when looking at trends and differences involving small sample sizes or very low percentages. Small differences may not be statistically significant.

6. May not sum to totals due to rounding.

Source: ONS Crime Survey for England and Wales

The figures in this table are National Statistics

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Next update: 2016

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[Crime Survey Technical Note](#)

RAS51104: Self-reported drug driving by age and sex

a. As a proportion of all drivers¹

	Percentage							Unweighted sample size					
	Percentage reporting driving whilst thinking they are under the influence of illegal drugs at least once in last 12 months												
	2009/10 ²	2010/11	2011/12	2012/13	2013/14	2014/15	2012/13-2014/15 average	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15
All adults	2.3	1.3	1.0	0.5	0.7	0.9	0.7	10,507	10,221	19,935	15,652	15,805	14,606
Males	3.4	2.0	1.5	0.8	1.1	1.4	1.1	5,237	4,977	9,743	7,458	7,689	7,006
Females	1.0	0.6	0.4	0.2	0.3	0.3	0.3	5,270	5,244	10,192	8,194	8,116	7,600
Age 16-19	5.8	4.4	2.7	0.5	1.4	2.6	1.4	346	269	443	312	295	253
Age 20-24	4.9	3.1	2.5	1.0	1.6	2.2	1.6	666	596	1,188	830	835	749
Age 25-29	3.4	2.3	1.9	1.0	1.2	1.1	1.1	1,032	952	1,942	1,446	1,434	1,373
Age 30-39	2.3	1.3	1.0	0.6	0.9	1.2	0.9	2,765	2,632	5,064	4,041	3,986	3,739
Age 40-49	1.3	0.7	0.4	0.3	0.4	0.6	0.4	3,104	3,143	6,076	4,745	4,799	4,387
Age 50 and over	0.7	0.4	0.3	0.3	0.3	0.2	0.3	2,594	2,629	5,222	4,278	4,456	4,105

1. A "driver" in this context is a survey respondent who stated they had driven at least once in the last 12 months.

2. Data for 2010/11 onwards is for financial years (Apr - Mar). Data for 2009/10 is for the period Oct 2009 to Sept 2010.

3. Percentages below 0.1% are suppressed and shown as " - "

4. Caution is needed when looking at trends and differences involving small sample sizes or very low percentages. Small differences may not be statistically significant.

Three year averages have been provided for more robust figures for some variables with small sample sizes.

5. May not sum to totals due to rounding.

Source: ONS Crime Survey for England and Wales

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[Crime Survey Technical Note](#)

The figures in this table are National Statistics

Last updated: 24 September 2015

Next update: 2016

RAS51104: Self-reported drug driving by age and sex

b. As a proportion of all drivers¹ who have taken drugs in the last 12 months

	Percentage							Unweighted base (sample size)					
	Percentage reporting driving whilst thinking they are under the influence of illegal drugs at least once in last 12 months												
	2009/10 ²	2010/11	2011/12	2012/13	2013/14	2014/15	2012/13-2014/15 average	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15
All adults	17.2	19.5	14.7	9.0	11.3	9.2	9.7	1,211	611	1,156	826	887	1,285
Males	19.0	20.7	16.6	10.5	13.1	11.5	11.7	845	435	806	559	584	829
Females	12.3	15.7	10.0	5.2	7.4	4.2	5.4	366	176	350	267	303	456
Age 16-19	16.4	22.9	16.4	3.2	6.9	11.3	7.5	124	53	77	49	62	55
Age 20-24	17.7	19.2	15.3	7.8	10.7	10.5	9.8	190	102	174	114	123	142
Age 25-29	14.6	17.8	15.3	9.4	11.5	7.4	9.2	219	110	218	138	145	191
Age 30-39	16.1	16.7	13.5	10.5	11.9	11.9	11.5	384	201	385	249	275	372
Age 40-49	22.5	25.4	11.7	7.9	10.5	8.6	8.9	197	100	221	185	199	318
Age 50 and over	20.1	20.3	21.7	15.4	19.1	3.7	9.3	97	45	81	91	83	207

1. A "driver" in this context is a survey respondent who stated they had driven at least once in the last 12 months.

2. Data for 2010/11 onwards is for financial years (Apr - Mar). Data for 2009/10 is for the period Oct 2009 to Sept 2010.

3. Percentages below 0.1% are suppressed and shown as " - "

4. Caution is needed when looking at trends and differences involving small sample sizes or very low percentages. Small differences may not be statistically significant.

Three year averages have been provided for more robust figures for some variables with small sample sizes.

5. May not sum to totals due to rounding.

Source: ONS Crime Survey for England and Wales

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[Crime Survey Technical Note](#)

The figures in this table are National Statistics

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Next update: 2016

RAS52

International comparisons

RAS52001

**International comparisons of road deaths¹: number and rates for different road users:
by selected countries: 2012 and 2013 (provisional) ²**

	2013						2014		
	Number of car user deaths	Number of pedestrian deaths	Pedestrian deaths per million population	Pedestrian (aged 0-14) deaths per million population	Children (aged 0-14) deaths per million population	Number of road deaths	Road deaths per million population	Number of road deaths	Road deaths per million population
England	637	334	6.2	2.1	3.4	1,430	27	1,472	27
Wales	56	27	8.8	0.0	1.9	111	36	103	33
Scotland	92	37	6.9	3.5	7.0	172	32	200	37
Great Britain	785	398	6.4	2.1	3.7	1,713	28	1,775	28
Northern Ireland	34	7	3.8	0.0	2.8	57	31	79	43
United Kingdom	819	405	6.3	2.0	3.6	1,770	28	1,854	29
Austria	194	82	9.7	2.5	8.2	455	54	430	51
Belgium	340	99	8.9	3.2	9.5	723	65	715	64
Bulgaria	..	..	..	..	..	601	83	655	90
Croatia	195	69	16.2	7.9	12.6	368	86	308	73
Cyprus	16	8	9.2	0.0	7.1	44	51	45	52
Czech Republic	308	162	15.4	3.2	7.0	654	62	688	65
Denmark	79	34	6.1	2.0	13.3	191	34	183	33
Estonia	..	..	..	..	..	81	61	78	59
Finland	152	34	6.3	1.1	6.7	258	48	224	41
France	1,615	465	7.1	2.0	8.0	3,268	50	3,384	51
Germany	1,588	561	6.8	2.1	5.4	3,339	41	3,368	42
Greece	347	151	13.7	4.3	10.5	879	80	793	73
Hungary	254	147	14.8	0.7	4.9	591	60	626	63
Irish Republic	113	31	6.8	1.0	6.0	188	41	195	42
Italy	1,483	549	9.2	1.9	6.6	3,385	57	3,330	55
Latvia	71	70	34.6	10.3	23.9	179	88	212	106
Lithuania	108	96	32.3	9.2	16.0	258	87	265	90
Luxembourg	30	5	9.3	11.0	21.9	45	84	35	64
Malta	..	..	..	..	..	18	43	10	24
Netherlands	180	51	3.0	1.0	2.8	570	34	570	34
Poland	1,448	1,140	30.0	5.2	15.8	3,357	88	3,202	84
Portugal	214	144	13.7	4.5	7.1	637	61	607	58
Romania	721	726	36.3	15.6	24.2	1,861	93	1,818	91
Slovakia	..	..	..	..	..	223	41	258	48
Slovenia	40	20	9.7	6.7	10.1	125	61	108	52
Spain	716	371	7.9	2.1	6.5	1,680	36	1,661	36
Sweden	144	42	4.4	0.6	2.5	260	27	270	28
Israel	130	91	11.3	0.0	10.3	277	34	279	34
Iceland	11	1	3.1	0.0	30.1	15	47	4	12
Norway	105	18	3.6	2.2	4.3	187	37	147	29
Switzerland	103	69	8.6	3.3	10.0	269	33	243	30
Australia	588	162	7.0	2.7	11.4	1,185	51	1,156	49
Canada	1,122	313	8.9	1.6	11.3	1,923	55	..	..
Japan	1,081	1,864	14.6	3.2	6.2	5,152	40	4,838	38
New Zealand	167	30	6.7	2.2	6.7	253	57	295	65
Republic of Korea	1,195	1,982	39.5	8.8	13.4	5,092	101	4,762	94
United States of America	11,977	4,735	15.0	3.9	18.8	32,719	103	32,675	102

The figures for non United Kingdom countries are outside the scope of National Statistics.

1 In accordance with the commonly agreed international definition, most countries define a fatality as one being due to a road accident where death occurs within 30 days of the accident. The official road accident statistics of some countries however, limit the fatalities to those occurring within shorter periods after the accident. Numbers of deaths and death rates in the above table have been adjusted according to the factors used by the Economic Commission for Europe and the International Transport Forum (ITF) (formerly known as ECMT) to represent standardised 30-day deaths: Italy (7 days) +8%; France (6 days) +5.7%; Portugal (1 day) +14%; Republic of Korea (3 days) +15%.

2 Source: International Road Traffic and Accident Database (OECD), ETSC, EUROSTAT and CARE (EU road accidents database).

3 2012 data

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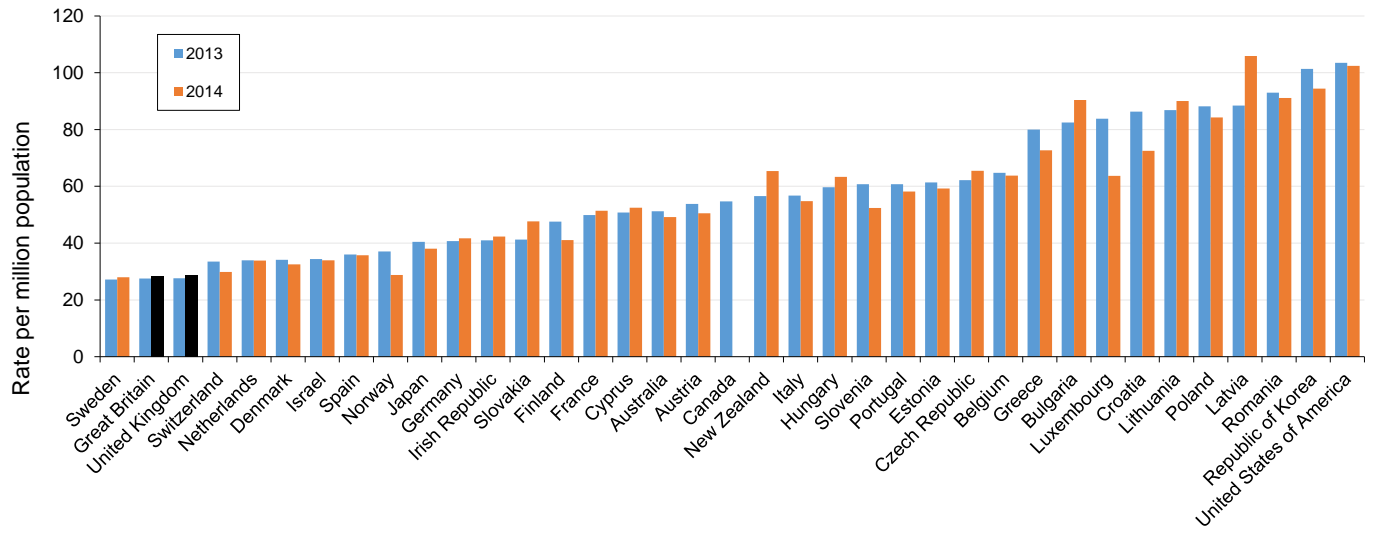
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[Notes & Definitions](#)

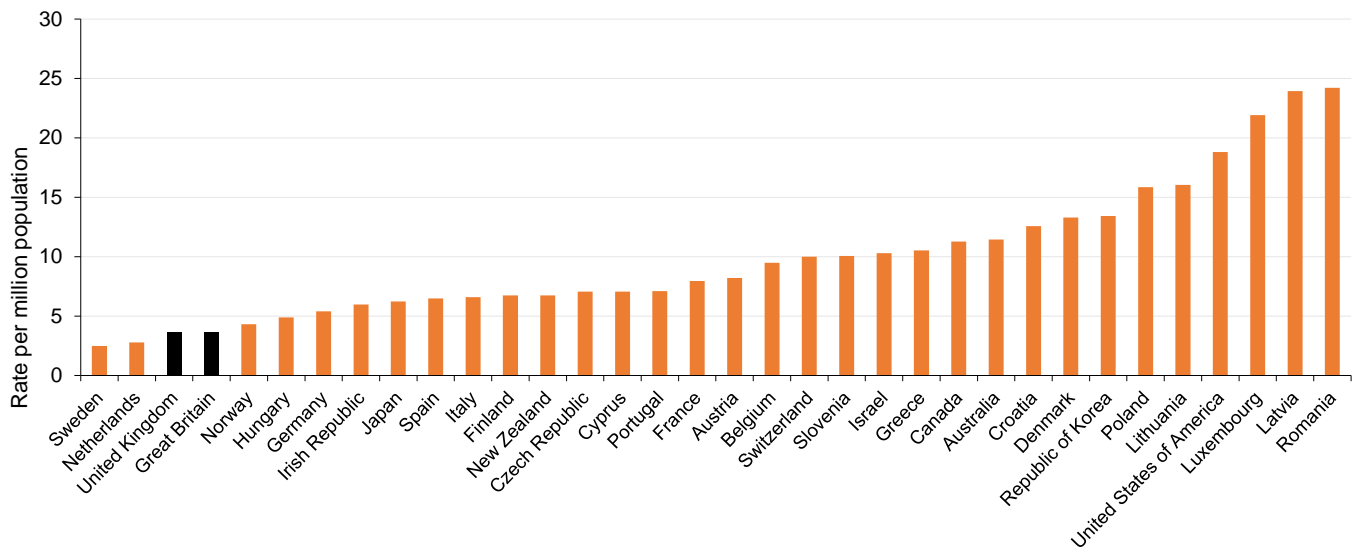
Last updated: 25 September 2014

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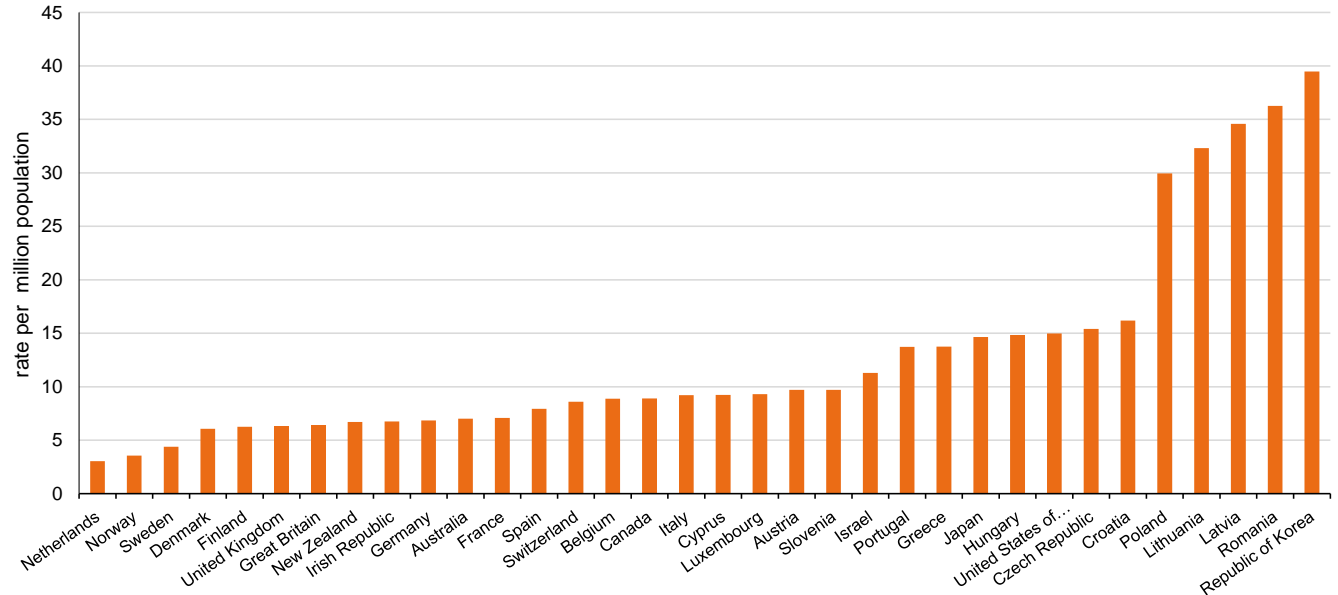
Road deaths per million population: 2013 and 2014 (provisional)



Child (aged 0 - 14) deaths per million population: 2013



Pedestrian deaths per million population: 2013



RAS53

Passenger casualty rates for different modes of travel

RAS53001 (Alternative number tsqb0107) Passenger casualty rates by mode: 2004-2013¹

Per billion passenger kilometres

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2004-2013 average
Air ²											
Killed	0.00	0.00	0.00	0.00	0.01	0.01	0.00	0.01	0.00	0.03	0.01
KSI ³	0.01	0.00	0.00	0.01	0.01	0.01	0.00	0.01	0.00	0.05	0.00
All ⁴	0.01	0.00	0.00	0.01	0.04	0.02	0.00	0.01	0.01	0.10	0.02
Rail ^{5,6}											
Killed	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
All	31	26	26	23	25	26	27	25	25	26	26
Water ⁷											
Killed	0.0	0.4	0.4	0.0	1.1	0.5	1.4	0.8	0.0	0.0	0.4
KSI	44	39	48	48	89	56	66	93	43	40	54
Bus or coach ⁸											
Killed	0.4	0.2	0.4	0.3	0.1	0.3	0.2	0.2	0.2	0.2	0.3
KSI	10	7	9	10	10	8	9	8	7	8	9
All	178	158	152	158	156	138	141	138	118	121	153
Car ⁹											
Killed	2.6	2.6	2.5	2.2	1.9	1.6	1.3	1.4	1.3	1.2	1.9
KSI	25	23	22	20	18	17	15	14	14	13	18
All	284	277	263	251	228	221	209	195	188	172	229
Van ⁹											
Killed	0.8	0.7	0.6	0.6	0.5	0.4	0.4	0.4	0.4	0.4	0.5
KSI	8	7	7	5	5	5	4	4	4	4	5
All	77	73	69	59	55	54	51	51	51	48	59
Motorcycles ⁹											
Killed	106	99	109	100	91	85	81	72	67	71	89
KSI	1,209	1,127	1,175	1,141	1,113	1,054	1,044	1,119	1,094	1,112	1,124
All	4,663	4,299	4,227	3,972	3,966	3,749	3,764	4,019	3,929	4,011	4,085
Pedal cycle											
Killed	33	34	32	33	25	22	23	22	24	22	27
KSI	561	547	542	561	561	568	573	646	668	646	595
All	4,043	3,839	3,598	3,945	3,566	3,575	3,555	3,889	3,816	3,860	3,764
Pedestrian											
Killed	35	36	35	35	31	26	23	24	23	21	29
KSI	393	383	370	380	356	317	312	319	333	288	342
All	1,832	1,789	1,625	1,657	1,526	1,410	1,441	1,415	1,403	1,281	1,525

The figures for Air, Rail and Water modes are outside the scope of National Statistics

1 Figures have been revised from those published in previous years. See Notes and Definitions for more details.

[Notes & Definitions](#)

2 Passenger casualties in accidents involving UK registered airline aircraft in UK and foreign airspace.

3 KSI = Killed or seriously injured

4 All = Killed, seriously and slightly injured

5 Financial years and National Rail only.

6 Passenger casualties involved in train accidents and accidents occurring through movement of railway vehicles. Figures up to 2008/09 only include franchised train operators, from 2009/10 they also include the non-franchised operators First Hull Trains, Grand Central and, until it ceased operating in January

7 Passenger casualties on UK registered merchant vessels. From 2010 there are no UK registered Cruise ships.

8 Financial year passenger kilometres data revised from 2004/05. A break in the local bus series (outside London) due to changes in the estimation methodology from 2004/05 mean figures before 2004/05 are not comparable.

9 Driver and passenger casualties.

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Next update: November 2015

RAS54

National Travel Survey Data

RAS54001 Injuries in road accidents, NTS compared to STATS19

Number/percentage

	National Travel Survey (2012/14): Proportion of individuals injured in road accidents ¹			STATS19: GB 2010/14 average	
	Sample size (unweighted)	Last 3 years	Last 12 months	Injured casualties	as a % the of population ⁵
All adults ^{2,3}	43,886	4.0	1.6	174,429	0.3
Males	21,004	4.4	1.9	102,154	0.4
Females	22,882	3.7	1.4	72,275	0.3
Age 16-19	2,487	4.0	2.0	19,664	0.6
Age 20-24	3,065	6.4	2.6	26,305	0.6
Age 25-29	3,153	5.7	2.5	21,117	0.5
Age 30-39	6,767	5.2	1.9	33,063	0.4
Age 40-49	7,695	4.8	1.9	30,668	0.3
Age 50-59	6,877	3.4	1.5	20,483	0.3
Age 60+	13,842	2.1	0.7	23,128	0.2
Children ⁴	10,786	1.6	0.8	17,700	0.2

1 Based on England only resident sample

The figures in this table are National Statistics

2 Includes casualties aged 16 years or over only

3 Includes casualties where the age/gender were not recorded in STATS19

4 Aged < 16 years

5 Based on 2010/14 population average

Source: DfT STATS19, National Travel Survey (Tables NTS0623 and NTS0625) and Office for National Statistics population estimates

[Notes & Definitions](#)

[For details of the estimation methodology, see chapter of 2012 Annual Report:](#)

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Next update: September 2016

RAS54002

Road user type of adults¹ injured in road accidents: NTS (2012/14) based on the details of road accidents in the past three years and STATS19 (2010/14 average)

	Proportion of injured road users	
	National Travel Survey (2012/14) ²	STATS19 (2010/14 average)
Car Occupant	68	64
Cyclist	14	9
Motorcyclist	5	11
Pedestrian	8	10
Other	4	6

1 Includes casualties aged 16 years or over only

2 Based on England only resident sample

Source: DfT STATS19 and National Travel Survey NTS0624

The figures in this table are National Statistics

[Notes & Definitions](#)

For details of the estimation methodology, see chapter of 2012 Annual Report:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/244916/rrcgb2012-04.pdf

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Last updated: 24 September 2015

Next update: September 2016

RAS54003 (NTS0624)

Injuries sustained in road accident in the last three years: NTS (2012/14)¹

Type of injury experienced ²	per cent	Medical attention ²	per cent
Slight		No medical attention	28
Whiplash	55	First aid at roadside	15
Minor bruising or cuts	38	At GP surgery	33
Slight shock	27	At a minor injuries unit	7
Sprains	11	At Accident and Emergency	31
		As an inpatient in hospital ³	5
Serious		Other	11
Fracture/broken bones	11		
Severe shock	7		
Severe cuts	6		
Concussion	6		
Internal injuries	4		
Crushing	2		
Burns	1		
Other	10		

1 Based on England only sample

Source: DfT National Travel Survey (sample size 1,296) Table NTS0624

2 Percentages sum to more than 100 as more than one answer may be given.

3 At least one night spent on a hospital ward

The figures in this table are National Statistics

[Notes & Definitions](#)

For details of the estimation methodology, see chapter of 2012 Annual Report:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/244916/rrcgb2012-04.pdf

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Last updated: 24 September 2015

Next update: September 2016

RAS54004

Estimates of the annual non-fatal road casualties in Great Britain using National Travel Survey data compared with casualties recorded in STATS19 (2010/14)

Number (thousands, estimates rounded to nearest 10 thousand)

	Central estimate ^{1,2}	Approx. 95% Confidence Limits		STATS19 Injured casualties (10/14 avg)
		Lower	Upper	
All road casualties	740	660	830	192
Adults	690	600	770	174
Children	60	30	80	18
Seriously injured	90	60*	120*	23
Slightly injured	650	560*	720*	173
Adult casualties:				
Car occupants	470	400	540	116
Pedal cyclists	90	60	130	15
Motorcyclists	40	20	60	19
Pedestrians	60	30	80	17
Others	30	10	50	12

1 Some figures may not add up to the total due to rounding

2 NTS figures are based on England only resident sample but have been multiplied by Great Britain

* these estimates are not approximate confidence limits, but a range to illustrate the uncertainty around

[Notes & Definitions](#)

For details of the estimation methodology, see chapter of 2012 Annual Report:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/244916/rrcgb2012-04.pdf

Source: STATS19 and National Travel Survey

The figures in this table are outside the scope of National Statistics

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Next update: September 2016

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RAS60

Accident and casualty costs

RAS60001

Average value of prevention¹ per reported casualty and per reported road accident²:

GB 2014

	£2014	
Accident/casualty type	Cost per casualty	Cost per accident
Fatal	1,836,054	2,066,732
Serious	206,321	235,791
Slight	15,905	24,887
Average for all severities	54,849	77,825
Damage only	-	2,204

1 The costs were based on 2014 prices and values

2 The number of reported road accidents were based on 2014 data

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Notes and definitions on STATS19 see: <https://www.gov.uk/transport-statistics-notes-and-guidance-road-accident-and-safety>

For further information on Transport Analysis Guidance - WebTAG, see: <http://www.dft.gov.uk/webtag/index.php>

For more information on the accident and casualty analysis, see the chapter in the 2012 Annual Report:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/244913/rrcgb2012-02.pdf

Source: STATS19, Transport Analysis Guidance - WebTAG

Last updated: 24 September 2015

Next update: September 2016

The figures in this table are National Statistics

RAS60002

Average value of prevention¹ of reported road accidents² by road type:

GB 2014

£ 2014

Accident Type	Road Type			All Roads
	Built-up roads ³	Non Built-up roads ⁴	Motorways ⁵	
Fatal	1,982,923	2,129,474	2,202,179	2,066,732
Serious	226,399	255,296	269,798	235,791
Slight	23,531	28,399	34,149	24,887
All injury accidents	63,109	128,642	91,786	77,825
Damage only	2,085	3,050	2,931	2,204
All accidents	5,349	17,322	13,263	6,856

1 The costs were based on 2014 prices and values

2 The number of reported road accidents were based on 2014 data

3 Roads with speed limits of 40pmh or less, excluding motorways and A(M) roads

4 Roads with speed limits greater than 40mph, excluding motorways and A(M) roads

5 Includes motorways and A(M) roads

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Notes and definitions on STATS19 see: <https://www.gov.uk/transport-statistics-notes-and-guidance-road-accident-and-safety>

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For more information on the accident and casualty analysis, see the chapter in the 2012 Annual Report:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/244913/rrcgb2012-02.pdf

Source: STATS19, Transport Analysis Guidance - WebTAG

Last updated: 24 September 2015

Next update: September 2016

The figures in this table are National Statistics

RAS60003

**Total value of prevention¹ of reported accidents by severity² and cost element:
GB 2014**

£ million (2014 prices)

Accident severity	Cost Elements						Total
	Casualty related costs			Accident related costs			
	Lost output	Medical and Ambulance	Human costs	Police costs	Insurance and admin	Damage to property	
Fatal	1,134	10	2,229	32	1	20	3,427
Serious	560	336	3,812	47	4	116	4,875
Slight	418	177	1,991	73	16	412	3,086
All injury accidents	2,112	523	8,032	152	21	548	11,388
Damage only accidents	0	0	0	84	135	4,701	4,920
All accidents	2,112	523	8,032	236	156	5,249	16,307

1 The costs were based on 2014 prices and values

2 The number of reported road accidents were based on 2014 data

The figures in this table are National Statistics

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Notes and definitions on STATS19 see: <https://www.gov.uk/transport-statistics-notes-and-guidance-road-accident-and-safety>

For further information on Transport Analysis Guidance - WebTAG, see: <http://www.dft.gov.uk/webtag/index.php>

Source: STATS19, Transport Analysis Guidance - WebTAG

For more information on the accident and casualty analysis, see the chapter in the 2012 Annual Report:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/244913/rrcgb2012-02.pdf

Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2014>

RAS60004

Total value of prevention¹ of reported accidents² by severity and road type: GB 2014

					£ million
Accident severity	Road Type			All roads	
	Built-up roads ³	Non built-up roads ⁴	Motorways ⁵		
Fatal	1,491	1,748	187	3,427	
Serious	3,227	1,487	161	4,875	
Slight	2,242	674	169	3,086	
All reported injury accidents	6,961	3,910	517	11,388	
Damage only accidents	4,071	723	125	4,920	
All accidents⁶	11,032	4,633	642	16,307	

1 The costs were based on 2014 prices and values

The figures in this table are National Statistics

2 The number of reported road accidents were based on 2014 data

3 Includes roads with speed limits of 40pmh or less, excluding motorways and A(M) roads

4 Includes roads with speed limits greater than 40mph, excluding motorways and A(M) roads

5 Includes motorways and A(M) roads

Source: STATS19, Transport Analysis Guidance - WebTAG

Last updated: 24 September 2015

Next update: September 2016

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Notes and definitions on STATS19 see: <https://www.gov.uk/transport-statistics-notes-and-guidance-road-accident-and-safety>

For further information on Transport Analysis Guidance - WebTAG, see: <http://www.dft.gov.uk/webtag/index.php>

For more information on the accident and casualty analysis, see the chapter in the 2012 Annual Report:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/244913/rrcgb2012-02.pdf

RAS61

Motor Offences

TSGB0811 (Alternative number RAS61001): Motoring offences

Findings of guilt at all courts: Includes all motoring offences which have resulted in a finding of guilt either after a summary trial at Magistrates' Court or else at the Crown Court. The figures relate to persons for whom these offences were the principal offences for which they were dealt with. When a defendant has been found guilty of two or more offences it is the offence for which the heaviest penalty is imposed. Where the same disposal is imposed for two or more offences, the offence selected is the offence for which the statutory maximum penalty is the most severe. Offences have been aggregated in ras61001 according to the groupings in the 'offences' worksheet.

Fixed penalty notices: A large number of motoring offences are dealt with by fixed penalty notices. Under the extended fixed penalty system introduced by the Transport Act 1982, now incorporated in Part III of the Road Traffic Offenders Act 1988, the police can issue fixed penalty notices for a wide range of offences. The court can automatically register an unpaid notice as a fine without any court appearance.

Written warnings: These include cautions given in lieu of prosecutions for offences where there would have been enough evidence to support a prosecution. Informal warnings and advice, whether oral or written, are not included.

Obstruction, waiting and parking offences are dealt with both by fixed penalty notices and penalty charge notices. Penalty Charge Notices are issued by Local Authorities under Civil Parking Enforcement powers. The fall in fixed penalty notices issued by the police can be attributed mainly to more local authorities issuing Penalty Charge Notices. Further information on decriminalised parking, including data collected from Local Authorities by the Department for Transport can be found at:

<http://www.dft.gov.uk/statistics/releases/civil-parking-enforcement-statistics-200910>

RAS61001 Offence groupings

The following offence groupings have been used to aggregate Ministry of Justice data (from the "Motoring data tool" available at: "[Criminal justice system statistics quarterly: December 2014](#)")

Offence group	Offence type
Dangerous, careless or drunken driving etc	01. Causing death by dangerous driving 02. Causing death by careless driving under influence of drink or drugs 03. Causing death by careless or inconsiderate driving 04. Causing death by driving unlicensed, disqualified or uninsured drivers 05. Causing death by aggravated vehicle taking 06. Causing serious injury by careless driving 07. Causing bodily harm by furious driving 08. Causing danger by interfering with a vehicle, road or traffic equipment 09. Dangerous driving 10. Driving with alcohol in the blood above the prescribed limit 11. Driving and failing to provide specimen for analysis (breath, blood or urine) 12. In charge of motor vehicle with alcohol in the blood above the prescribed limit 13. In charge of motor vehicle while unfit through drink or drugs (impairment) 14. In charge of motor vehicle and failing to provide specimen for analysis (breath, blood or urine) 15. In charge of stolen vehicle while unfit through drink (impairment) 16. In charge of stolen vehicle while unfit through drugs (impairment) 17. Unfit to drive through drink (impairment) 18. Unfit to drive through drugs (impairment) 19. Unfit to drive through drink or drugs (impairment) 20. Failing to provide specimen for initial breath test 21. Failing to allow specimens of blood to be subjected to laboratory test 22. Using or causing others to use a mobile phone whilst driving 23. Careless driving offences (excl. mobile phone offences)
Accident offences	24. Failing to stop after accident, etc 25. Failing to report accident within 24 hours 26. Failing to give name and address after accident
Unauthorised taking or theft of motor vehicle	27. Causing injury and damage by aggravated vehicle taking 28. Summary aggravated vehicle taking 29. Causing criminal damage of £5000 or under by aggravated vehicle taking 30. Theft of a motor vehicle
Licence, insurance and record keeping offences	31. Driving while disqualified 32. Driving or causing or permitting another person to drive other than in accordance with licence 33. Other driving licence related offences 34. Using motor vehicle uninsured against third party risks 35. Keeping vehicle which does not meet insurance requirements 36. Making false statements or withholding material information 37. Other insurance offences (excluding fraud and forgery) 38. Vehicle registration and excise licence offences 39. Work record and employment offences 40. Fraud and forgery: Driving licence 41. Fraud and forgery: Insurance certificate 42. Fraud and forgery: Registration and licensing 43. Fraud and forgery: Other
Vehicle test and condition offences	44. Defective vehicle parts 45. Vehicle test offences
Speed limit offences	46. Speed limit offences
Other offences relating to motor vehicles	47. Neglecting road regulations (other than speeding) 48. Failing to supply information as to identity of driver when required 49. Miscellaneous (other) offences

Department for Transport statistics

<https://www.gov.uk/government/organisations/department-for-transport/series/road-accidents-and-safety-statistics>

RAS61001 (TSGB0811)

Motor vehicle offences: findings of guilt at all courts, fixed penalty notices and written warnings by type of offence, England and Wales: 2004-2013

	Thousands of offences									
	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Offence type:										
Dangerous, careless or drunken driving etc	204	249	284	244	239	249	235	226	186	138
Accident offences	6	6	6	6	4	6	5	5	4	4
Speed limit offences	2,071	2,134	1,977	1,607	1,351	1,201	1,103	851	843	828
Unauthorised taking or theft of motor vehicle	12	11	11	10	9	9	8	7	6	5
Licence, insurance and record keeping offences	543	476	444	408	376	352	316	278	248	237
Vehicle test and condition offences	35	36	39	50	71	83	89	90	86	89
Other offences relating to motor vehicles ³	1,462	1,163	1,055	1,005	883	780	670	510	425	325
All offences	4,333	4,075	3,814	3,330	2,933	2,679	2,426	1,966	1,799	1,625

1. For details on vehicle offences dealt with by the courts see Ministry of Justice Statistical Bulletin, "Criminal justice system statistics quarterly: December 2014" and associated "Motoring data tool"

<https://www.gov.uk/government/statistics/criminal-justice-system-statistics-quarterly-december-2014>

2. For details on fixed penalty notices and written warnings see Home Office Statistical Bulletin, "Police powers and procedures England and Wales year ending 31 March 2014".

<https://www.gov.uk/government/publications/police-powers-and-procedures-england-and-wales-year-ending-31-march-2014/police-powers-and-procedures-england-and-wales-year-ending-31-march-2014>

3. From 2011 onwards this category includes fixed penalty notices for offences relating to the failure of employers to monitor and observe limits on hours of driving, to ensure rest requirements are being met.

4. Data for 2011, 2012 and 2013 extracted from PentIP are not directly comparable with data from the previous system.

5. The figures in this table have been revised from previous versions as the Ministry of Justice data on findings of guilt at all courts for motoring offences are now published on a principle offence basis.

In contrast, previous versions of this table contained all offences i.e. principal and secondary.

Contact: statistics.enquiries@justice.gsi.gov.uk

Source - Ministry of Justice

Last updated: September 2015

Next update: tbc

The figures in this table are National Statistics

Contact: policestats@homeoffice.gsi.gov.uk

Source - Home Office

Reported Road Casualties in Great Britain: notes, definitions, symbols and conventions

Notes

The statistics refer to personal injury accidents on public roads (including footways) which become known to the police within 30 days. In particular, damage-only accidents, with no human casualties or accidents on private roads or car parks are not included. The data are collected by police at the scene of an accident or in some cases reported by a member of the public at a police station. Some 50 data items are collected for each accident, including the time and location of the accident, the types of vehicles involved and what they were doing at the time of the accident, and some information on the drivers and casualties involved. The data are processed and then passed by the police (or their agent) to the Department for final checking and analysis.

The form (STATS19) used to collect the statistics and instructions (STATS20) which give more detail on the definitions used for completion) are published by the Department for Transport, the Scottish Government and the Welsh Assembly Government, on the DfT website at: <https://www.gov.uk/transport-statistics-notes-and-guidance-road-accident-and-safety>.

As noted above, statistics on road safety in Great Britain are mostly based on accidents reported to the police via the STATS19 system. Comparisons with death registration statistics 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, as hospital, survey and compensation claims data all indicate a higher number of casualties than are reported.

The Department produces an annual 'best estimate' of the total number of road casualties in Great Britain each year, including those not reported to police. This is derived primarily from National Travel Survey (NTS) data, which, from 2013 is based on an England only resident sample. The latest such estimates, along with a description of how they have been derived and their limitations, are set out in an annual article published in the Reported Road Casualties Great Britain annual report.

The STATS19 data are therefore not a complete record of all injury accidents and this should be borne in mind when using and analysing the data. However, they remain the most detailed, complete and reliable single source of information on road casualties covering the whole of Great Britain, in particular for monitoring trends over time.

Definitions

Accident: Involves personal injury occurring on the public highway (including footways) in which at least one road *vehicle* or a *vehicle* in collision with a *pedestrian* is involved and which becomes known to the police within 30 days of its occurrence. One accident may give rise to several *casualties*. "Damage-only" accidents are not included in this publication.

Adults: Persons aged 16 years and over (except where otherwise stated).

Agricultural vehicles: Mainly comprises agricultural tractors (whether or not towing) but also includes mobile excavators and front dumpers.

Built-up roads: *Accidents* on "built-up roads" are those which occur on roads with *speed limits* (ignoring temporary limits) of 40 mph or less. "Non built-up roads" refer to speed limits over 40 mph. *Motorway accidents* are shown separately and are excluded from the totals for built-up and non built-up roads.

Buses and coaches: Buses or coaches equipped to carry 17 or more passengers, regardless of use.

Cars: Includes *taxis*, estate cars, three and four wheel cars and minibuses except where otherwise stated. Also includes motor caravans prior to 1999.

Casualty: A person *killed* or *injured* in an *accident*. Casualties are sub-divided into *killed*, *seriously injured* and *slightly injured*.

Children: Persons under 16 years of age (except where otherwise stated).

Darkness: From half an hour after sunset to half an hour before sunrise, i.e. "lighting-up time".

Daylight: All times other than *darkness*.

DfT: Department for Transport

Drivers: Persons in control of *vehicles* other than *pedal cycles*, *motorcycles* and ridden animals (see *riders*). Other occupants of *vehicles* are *passengers*.

Failed breath test: *Drivers* or *riders* who were tested with a positive result, or who failed or refused to provide a specimen of breath (see note on Table RAS51002 in "Notes to individual tables" for the coverage of breath test data).

Fatal accident: An accident in which at least one person is *killed*.

Goods vehicles: These are divided into two groups according to vehicle weight. They include tankers, tractor units without their semi-trailers, trailers, articulated vehicles and pick-up trucks.

Heavy goods vehicles (HGV): Goods vehicles over 3.5 tonnes maximum permissible gross vehicle weight (gvw).

Light goods vehicles: Goods vehicles, mainly vans (including car derived vans), not over 3.5 tonnes maximum permissible gross vehicle weight.

Injury accident: An *accident* involving human injury or death.

Killed: Human casualties who sustained injuries which caused death less than 30 days (before 1954, about two months) after the *accident*. Confirmed suicides are excluded.

KSI: Killed or seriously injured.

Light Goods Vehicle: see *Goods vehicles*

Motorcycles: Two-wheel motor vehicles, including mopeds, motor scooters and motor cycle combinations.

Motorways: Motorway and A(M) roads.

Mobility scooter: A powered wheelchair or scooter with a maximum unladen weight of 150kg and a maximum speed of 8mph.

Other roads: All B, C and unclassified roads, unless otherwise noted (i.e. Table RAS30009).

Other vehicles: Other *vehicles* include ambulances, fire engines, trams, refuse *vehicles*, road rollers, *agricultural vehicles*, excavators, mobile cranes, *mobility scooters* and motorised wheelchairs etc, except where otherwise stated. Also included are non motorised *vehicles* include those drawn by an animal, ridden horse, wheelchairs without a motor, street barrows etc, except where otherwise stated. In certain tables “*other vehicles*” may also include *buses and coaches* and/or *goods vehicles*, as indicated in a footnote.

Passengers: Occupants of *vehicles*, other than the person in control (the *driver* or *rider*). Includes pillion passengers.

Pedal cycles: Includes tandems, tricycles and toy cycles ridden on the carriageway. From 1983 the definition includes a small number of cycles and tricycles with battery assistance with a maximum speed of 15 mph.

Pedal cyclists: *Riders* of *pedal cycles*, including any *passengers*.

Pedestrians: Includes children riding toy cycles on the footway, persons pushing bicycles, pushing or pulling other *vehicles* or operating pedestrian-controlled *vehicles*, those leading or herding animals, children in prams or buggies, and people who alight safely from *vehicles* and are subsequently injured.

Riders: Persons in control of *pedal cycles*, *motorcycles* or ridden animals. Other occupants of these *vehicles* are *passengers*.

Road users: Pedestrians and vehicle riders, drivers and passengers.

Rural Roads: Major roads and minor roads outside urban areas and having a population of less than 10 thousand.

Serious accident: One in which at least one person is seriously injured but no person (other than a confirmed suicide) is *killed*.

Serious injury: An injury for which a person is detained in hospital as an “in-patient”, or any of the following injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushings, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries causing death 30 or more days after the *accident*. An injured *casualty* is recorded as *seriously* or *slightly injured* by the police on the basis of information available within a short time of the *accident*. This generally will not reflect the results of a medical examination, but may be influenced according to whether the casualty is hospitalised or not. Hospitalisation procedures will vary regionally.

Severity: Of an *accident*, the severity of the most severely injured *casualty* (either *fatal*, *serious* or *slight*). Of a *casualty*; *killed*, *seriously injured* or *slightly injured*.

Slight accident: One in which at least one person is *slightly injured* but no person is *killed* or *seriously injured*.

Slight injury: An injury of a minor character such as a sprain (including neck whiplash injury), bruise or cut which are not judged to be severe, or slight shock requiring roadside attention. This definition includes injuries not requiring medical treatment.

Speed limits: Permanent speed limits applicable to the roadway.

Taxi: Any vehicle operating as a hackney carriage, regardless of construction, and bearing the appropriate district council or local authority hackney carriage plates. Also includes private hire cars.

Users of a vehicle: All occupants, i.e. *driver* (or *rider*) and *passengers*, including persons injured while boarding or alighting from the *vehicle*.

Urban Roads: Major and minor roads within an urban area with a population of 10 thousand or more. The definition is based on the 1991 Office of the Deputy Prime Minister definition of urban settlements. The urban areas used for tables in bulletins from 2013 are based on 2011 census data. Earlier bulletins are based on 2001 census data.

Vehicles: Vehicles (except *taxis*) are classified according to their structural type and not according to their employment or category of licence at the time of an *accident*.

Vehicles involved in accidents: *Vehicles* whose *drivers* or *passengers* are injured, which hit and injure a *pedestrian* or another *vehicle* whose *driver* or *passengers* are injured, or which contributes to the *accident*. *Vehicles* which collide, after the initial

accident which caused injury, are not included unless they aggravate the degree of injury or lead to further *casualties*. Includes *pedal cycles* ridden on the footway.

Symbols and conventions used

Rounding of figures: In tables where figures have been rounded, there may be an apparent slight discrepancy between the sum of the constituent items and the total as shown.

Symbols: The following symbols have been used throughout:

0 = nil or negligible (less than half the final digit shown).

.. = not available/applicable.

Conversion factor: 1 mile = 1.6093 kilometres.

Billion = One thousand million = 1000,000,000 = 10^9

Notes to individual tables

A list of the table numbers can be found in the index sheet of all Road Safety Statistics tables

RAS10004 – The total number of accidents is classified according to the number of each severity of injury resulting from them.

RAS10006 – “Raining” includes drizzle, hail and sleet not tending to build up a deposit. “Snowing” includes sleet building up a deposit. “Fog” does not include light mist if it does not constitute a driving hazard on the road where the accident occurred.

RAS10008 – Carriageway hazards are recorded as such, whether or not the animal or object concerned was hit and whether or not its presence is known to have contributed to the accident. “Other object in carriageway” comprises those not expected to be found in the carriageway; it does not include permanent features such as a bollard or pedestrian refuge. “Animal in carriageway” includes led animals, but not ridden horses which are recorded separately on the accident statistics report.

RAS10009 – An accident is considered to be at a junction if it is within 20 metres of an intersection or roundabout. Grade separated crossings (by bridge or underpass) are not junctions. “Roundabout” includes mini-roundabout junctions, “T junction” includes slip roads joining dual carriageways. “Crossroads” includes only junctions where the alignments of both of the roads are uninterrupted, whatever the angle of the crossing, i.e. the arms are not staggered. If there is more than one junction within 20 metres of the accident, the nearest is coded.

RAS10010 – This table only covers accidents where one vehicle is involved. It does not cover accidents involving two or more vehicles.

RAS10011 – In column 6, “other combination” means that at least one of the vehicles involved is not a car.

RAS20003 – This table shows the number of vehicles involved in fatal, serious, and slight accidents and data for other vehicles (i.e. taxis and minibuses) that usually come within the definition of a “car” in this publication.

RAS20005 – Although pedal cycles are occasionally reported as having been involved in accidents on motorways, no attempt is made to estimate cycle traffic on motorways or to calculate corresponding rates. In other cells of the table, the rates are subject to uncertainty because of the small number of involvements (see RAS20004) and because the traffic estimates are based on a small number of counting points.

RAS20007 – “Skidded” does not include vehicles which also jack-knifed. A vehicle which, as a result of the accident, was at any time on its roof, side, front or rear is recorded as having overturned, even though it may have come to rest on its wheels.

RAS20008 – In all cases the manoeuvres are those being performed immediately before the accident. For definition of “at a junction” see note to RAS10009.

RAS20010 – The journey purpose of around three quarters of drivers/riders of non-commercial vehicles is either classified as “other” or “unknown”. These two categories cannot be separated although changes to the collection of data may make this possible

in the future. It is therefore likely that, for example, the number of work trips is under-reported.

RAS30013 – The casualty rates for each type of vehicle have been calculated by dividing the number of user casualties by the total amount of traffic estimated for the particular type of vehicle. For pedal cyclists, an additional rate has been provided, based on the National Travel Survey (NTS).

RAS30017 – The table gives the number of casualties in accidents involving different types of vehicle. As a large proportion of accidents involve two or more vehicles, not necessarily of the same type, many casualties will be counted in two or more columns of this table. Pedestrian casualties are included under each type of vehicle involved in the accident. For example (first row, under the heading “Car”), 249 road users were killed in accidents on built-up A roads in which a car was involved.

RAS30018 – The casualty rates, for a particular type of vehicle, have been calculated by dividing the number of user or pedestrian casualties by the total amount of traffic estimated for the particular type of vehicle on a particular class of road.

RAS30019 – This table shows the number of casualties in fatal, serious, and slight accidents for each of the road user types listed and these are further split by drivers or riders and passengers.

RAS30020 – Casualty rates are calculated by dividing the number of casualties of each road user type by the total number of vehicle miles or kilometres travelled by that vehicle type each month. In calculating rates, no allowance has been made for the number of persons per vehicle, which may vary from month to month.

The table shows separate monthly casualties in respect of motorcycles and passenger car users as distinct from the remainder of the “car” category. Monthly rates are only possible for the groups shown.

RAS30027 – A “zebra” crossing has broad black and white stripes on the road and orange flashing beacons. A “pelican” or “puffin” crossing has lights controlling the traffic including a flashing amber phase, and lights controlling pedestrians (or pedestrians and cyclist/horse riders) including a flashing “green man” phase. This category also includes any crossing with traffic lights which is not a pelican/puffin/toucan crossing but which has an indicator light for pedestrians only. “Light controlled junction (with pedestrian phase)” is any crossing with traffic lights at a junction, with a “green man phase” or other indicator light for pedestrians, this does not include normal traffic signals with pedestrian stud crossing points but no special indicator lights for pedestrians. Crossings with “human control” are those controlled by school crossing (“lollipop”) patrols and other authorised persons (police, traffic wardens).

RAS30030 – This table reports the number of child casualties which occur during term time (based on local authority term dates) and in the hours in which children may be expected to be making a journey to or from school, although the actual reason for the journey cannot be certain.

RAS30035 – This table compares the number of registered road deaths (as published by the Registrars General) with all accidental deaths and with deaths from all causes (both of which include registered road deaths). Road deaths published by the Registrars General are based on the date of death as opposed to the date of death registration.

They differ from the STATS19 figures that are restricted to deaths within 30 days of an accident. Year to year fluctuations occur due to time lags between accident and death and registration of death.

RAS30037 – See note to RAS20010

RAS40001 – The completeness of reporting for slight injuries may vary over such a long time period. The reporting rate is especially influenced by public attitudes about reporting to the police, and the police awareness of the requirement to collect a defined long range of slight injury accidents.

RAS40002 – The casualties in columns 3 to 6 are those resulting from the accidents in column 1. They are classified by severity of injury suffered by the casualty (columns) and by the severity of accident, i.e. of the most severely injured casualty in the accident (rows).

RAS40003 – Provides for each speed limit in common use, the number of accidents and casualties on major roads - motorways (including A(M) roads) and A roads - and on minor roads. An accident on a road with any other limit is included with those of the next higher limit.

RAS40004 – Columns 1 and 2 give, for each vehicle type, the number of accidents in which only one such vehicle was involved, showing the user casualties and any pedestrian casualties involved; e.g. in the All Areas table, 853 accidents involved only a pedal cycle, giving rise to 856 cyclist casualties (riders and passengers); a further 461 accidents also involved 467 pedestrian casualties as well as 132 cyclist casualties.

Columns 3 to 10 analyse two-vehicle accidents according to both vehicle types, also giving, by severity of injury, the casualties for the users of the vehicle class defined on the left (under vehicle A) and pedestrians who were (first) hit by vehicles of that class. Thus 16,932 accidents involved a pedal cycle and a car, resulting in 16,847 pedal cyclist casualties and 23 pedestrian casualties hit by the pedal cycle. The car user casualties and pedestrians hit by cars, in these same accidents, appear in the fourth group of column 3. Where both vehicles are of the same class, the casualties refer to those deriving from both vehicles, e.g. 41,462 accidents involved two cars with 63,272 car occupant casualties, with 807 pedestrians hit by one or other car.

Column 11 shows the total number of two vehicle accidents for the vehicle class defined on the left (under vehicle A).

Column 12 includes all accidents involving 3 or more vehicles, at least one of which is of the class on the left (under vehicle A), together with casualties associated with that class in such accidents; e.g. 659 such accidents involved at least one pedal cycle, with 764 cyclist casualties but with no pedestrians involved. Other casualties in these accidents would appear against the other vehicle classes concerned.

Column 13 is the sum of columns 1, 2, 11, and 12. In multi-vehicle accidents, the accidents (but not casualties) are multi-counted; e.g. the total number of accidents involving goods vehicles is the sum of involving 13,315 light goods vehicles (LGV) and 6,389 heavy goods vehicles (HGV) less the 276 accidents which involved both an HGV and a LGV and less any of the 3 or more vehicle accidents which involved at least one of each.

RAS40005 – This table shows the number of vehicles involved in accidents and (where applicable) the number which were Left Hand Drive, the number of accidents involving these vehicles and casualties arising from these accidents.

RAS51002 – The figures relate to drivers (or riders) of cars, motor vehicles and motorcycles involved in accidents, whether or not the driver was a casualty. The first line gives the number of all such drivers of accident involved vehicles, including those who were not with their vehicles or not contacted by the police, as well as cases where injury or circumstances would have prevented a breath test. The second line gives the number required to take a breath test near the place of the accident, or at a hospital in the case of a casualty admitted there as a patient, provided the doctor in charge of the patient has not objected; it does not include breath tests at a police station following an arrest. The fourth line gives the number of positive tests, which indicated a breath alcohol concentration in excess of 35 micrograms per 100 millilitres of blood, plus the number of drivers required to provide a breath test who either refused or failed to provide a specimen of breath. No account is taken of whether or not a possible second breath test, or blood or urine test, confirmed the results, and whether or not a prosecution followed.

RAS51003 and ras51004 – See note to RAS51002 for the coverage of breath test data. The small number of breath tests which have been recorded as carried out on pedal cyclists have been excluded.

RAS52001 – Provisional 2014 fatality and fatality rates per million population have been included together with 2013 data. Population data used for 2014 are ONS 2011 census - based population estimates.

RAS53001 – There have been a number of small changes due to revisions in road traffic and rail usage data to this table, but these have had little effect on the comparisons of the different modes.

For rail, the figures in this table have been sourced from the Rail Safety and Standards Board (RSSB). In versions of this table published in previous years they were based on casualties recorded by the Office of Rail Regulation (ORR) within a database called SIGNAL. Data from previous years have been revised to the RSSB figures to provide a consistent time series.

For Maritime, the latest table contains revisions to various years data between 2000 and 2006. For further details see the Annual Report by the Marine Accident Investigations Branch at www.maib.gov.uk.

For Pedestrians, exposure is calculated using trip data from the National Travel Survey (NTS) which, from 2013, is based on an England only resident sample. There is an apparent under-recording of short walks in 2002-2003 and in 2007- 2008 compared to other years. See section 1 of National Travel Survey 2008 Bulletin at: <http://www.dft.gov.uk/pgr/statistics/datatablespublications/personal/mainresults/nts2008/> For 2011 data, 2010 NTS data is used together with projected 2011 population data.

Passenger casualty rates given in the table can be interpreted as the risk a traveller runs of being injured, per billion kilometres travelled. The coverage varies for each mode of travel and the definitions of injuries and accidents are different. Thus care should be exercised in drawing comparisons between the rates for different modes. Further information can be found in article 7 of RCGB 2007 (page 79).

The table provides information on passenger casualties and where possible travel by drivers and other crew in the course of their work has been excluded. Exceptions are for private journeys and those in company owned cars and vans where drivers are included. Figures for all modes of transport exclude confirmed suicides and deaths through natural causes. Figures for air, rail and water exclude trespassers and rail excludes attempted suicides. Accidents occurring in airports, seaports and railway stations that do not directly involve the mode of transport concerned are also excluded; for example, injuries sustained on escalators or falling over packages on platforms.

The following definitions are used:

Air: Accidents involving UK registered airline aircraft in UK and foreign airspace. Fixed wing and rotary wing aircraft are included but air taxis are excluded. Accidents cover UK airline aircraft around the world not just in the UK.

Rail: Train accidents and movement accidents involving people on board trains or in the act of boarding or alighting from them in Great Britain. These figures only cover National Rail, and do not cover accidents on Eurotunnel, London Underground, trams, other rail guided systems and trolley vehicle systems.

Water: Figures for travel by water include both domestic and international passenger carrying services of UK registered merchant vessels.

Road: Figures refer to Great Britain and include accidents occurring on the public highway (including footways) in which at least one road vehicle or a vehicle in collision with a pedestrian is involved and which becomes known to the police within 30 days of its occurrence. Figures include both public and private transport. More information and analyses on road accidents and casualties can be found in Part 4: Road traffic, freight, accidents and motor vehicle offences.

Bus or coach: Figures for work buses are included.

Car: Includes taxis, invalid tricycles, three and four wheel cars and minibuses. Prior to 1999 motor caravans were also included.

Van: Vans mainly include vehicles of the van type constructed on a car chassis. These are defined as those vehicles not over 3.5 tonnes maximum permissible gross vehicle weight.

Motorcycles: Mopeds, motor scooters and two-wheeled motor vehicles (including motor cycle combinations).

Pedal cycle: Includes tandems, tricycles and toy cycles ridden on the carriageway.

Pedestrian: Includes persons riding toy cycles on the footway, persons pushing bicycles, pushing or pulling other vehicles or operating pedestrian controlled vehicles, those leading or herding animals, occupants of prams or wheelchairs, and people who alight safely from vehicles and are subsequently injured.

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Written warnings: These include cautions given in lieu of prosecutions for offences where there would have been enough evidence to support a prosecution. Informal warnings and advice, whether oral or written, are not included.

Obstruction, waiting and parking offences are dealt with both by fixed penalty notices and penalty charge notices. Penalty Charge Notices are issued by Local Authorities under Civil Parking Enforcement powers. The fall in fixed penalty notices issued by the police can be attributed mainly to more local authorities issuing Penalty Charge Notices. Further information on decriminalised parking, including data collected from Local Authorities by the Department for Transport can be found at:
<http://www.dft.gov.uk/statistics/releases/civil-parking-enforcement-statistics-200910>

Calendar of events affecting road safety and traffic

1903-1904: Motor Car Act introduced driving licences. Vehicle braking requirements are introduced for the first time.

1926 Driving whilst unfit through drink became an offence.

1927: First automatic traffic light signals installed.

1930: Speed limit of 20 mph is abolished for cars and cycles. PSVs are limited to 30 mph and maximum working hours for PSV and goods vehicle drivers are introduced. Testing for some driving licences is made compulsory. Third party insurance cover becomes necessary. Minimum driving age set. Driving whilst unfit through drugs became an offence.

1931: Highway Code first issued.

1934-1935: In built-up areas a speed limit of 30 mph is made compulsory. HGV licences are introduced. The first pedestrian crossings appear. Regulations concerning vehicle safety glass and windscreen wipers are introduced. Invention of "cats eyes" reflecting road studs. Compulsory driving tests introduced as part of the Road Traffic Act. "L" plates introduced.

1939-1945: Signposts removed during wartime. Driving tests are suspended with examiners designated as Traffic Officers, supervising fuel rationing.

1946-1948: Wartime lighting restrictions are relaxed and driving tests restored in 1946. Petrol allowance of 180 miles per month is permitted.

1949-1954: New anti-dazzle regulations are introduced. Legislation concerning new lighting and school crossing patrols are introduced. Flashing indicators on motor vehicles are legalised. Brakes on pedal cycles are made compulsory. Introduction of zebra crossings. New Highway Code features first colour illustrations.

1955-1957: Regulations concerning parking without lights in London are introduced. The maximum length allowed for vehicles is increased. Holders of lapsed licences issued over 10 years previously must retake driving test to obtain a new licence. Penalties for drinking and driving are extended to pedal cyclists. Fuel shortages resulting from the Suez crisis in 1956 decrease motor traffic; driving tests are suspended during the crisis. First motorway opened.

1959-1960: Motorway regulations, new vehicle lighting regulations and double white lines are introduced. Speed limit of 40 mph introduced for some roads. Learner motorcyclists are restricted to riding machines of under 250 cc. Annual testing of 10 year old cars and LGVs is introduced. Introduction of parking meters on London streets. Yellow lines denoting waiting restrictions introduced. Stanmore examiner training school opened.

1961-1963: Testing of all vehicles of 30 cwt and under and more than 7 years old is made compulsory. A valid test certificate is required to obtain a vehicle licence. Free copies of the Highway Code are circulated. TV car safety campaign *You Know It Makes Sense* launched, encouraging use of seatbelts. Motorcyclists permitted to ride bikes over 250cc (after passing their test) under the Road Traffic Act 1962.

1964-1965: Introduction of trial speed limit of 70 mph on motorways and other previously derestricted roads. First "Drink and Drive" publicity campaign.

1966-1967: Seat belt fitting is made compulsory for new cars. It becomes an offence to drive with over 80mg of alcohol per 100ml of blood. Breath tests introduced. Permanent maximum speed limit of 70 mph introduced for previously unrestricted roads. HGVs banned from the outside lane of motorways.

1968-1969: Introduction of plating and testing of goods vehicles and voluntary HGV driving tests - Regulations on drivers' working hours are introduced. Test certificate now required for cars more than 3 years old. Pelican crossings are introduced. First UK bus lane introduced in Park Lane, London.

1970-1972: HGV driving test and registration of driving instructors becomes compulsory. 16 year olds are limited to riding mopeds only. Rear markings and long vehicle signs are made compulsory for HGVs. Zig Zag markings introduced at zebra crossings. Child seatbelt TV campaign *Your Seatbelt is their Security* is launched in 1970. The following year sees the introduction of the *Clunk Click Every Trip* seatbelt campaign. The Green Cross Code is launched to promote child pedestrian safety, aimed specifically at children themselves.

1973-1974: Safety helmets are made compulsory for two-wheeled motor vehicle users. Energy crisis leads to petrol shortages and large fuel price increases and to temporary 50 mph national maximum speed limit.

1975-1976: Vehicles now required to be lit when daylight visibility is seriously reduced. Minimum age of trainee HGV drivers reduced to 18.

1977: Mopeds redefined to 30 mph maximum design speed. MOT test widened to include windscreen wipers and washers and exhaust systems. 1977 Christmas drink drive campaign slogan *Think before you drink before you drive* is used by the Brewers and Licensed Retailers Association in later education campaigns.

1978: 60 and 70 mph speed limits are made permanent. New rules on the maximum number of hours that may be worked by goods vehicle drivers are introduced. High intensity rear fog lamps become a mandatory fitment to most vehicles manufactured after 1 October 1979 and used from 1 April 1980.

1979: Regulations are introduced to help prevent lorries hitting overhead bridges. Code of practice issued on vehicle safety defects (arrangements for recall on new vehicles found to be defective). Use of tachograph accepted by Government. Start of long-term drink/driving tracking research.

1980-1981: Reform of bus licensing and removal of advertising restrictions from private car sharing schemes. Reduction in minimum driving age of invalid car drivers to 16.

1982: Two part motorcycle test introduced. Provisional motorcycle licences restricted to two years. Recall code announced for manufacturers to recall potentially defective motorcycles. Tougher written examination for entrants to driving instructor registration scheme.

1983: Seat belt wearing becomes law for drivers and front seat passengers. Learner motorcyclists now only allowed to ride machines of up to 125 cc. First road hump regulations made.

1984: Stiffer driving tests for entrants of driving instructor registration scheme. Tougher internal checks on tuition given by qualified driving instructors. New pedal cycles are required to meet British Standards. Revised Code of Practice on safety of loads on vehicles is issued. Spray reducing devices required to be fitted to lorries and trailers.

1985: Both load and speed performance to be marked on new car tyres. Regulations allowing the use of traffic cones, warning lamps, and triangles in the event of breakdowns come into force. PSV driving tests made compulsory.

1986: Uniform construction standards to apply to minibuses first used from April 1988. Tyres are now required to support maximum axle weights at a vehicle's maximum speed. Seat belt legislation is made permanent. White on brown signs to tourist attractions introduced. European Road Safety Year.

1987: The Secretary of State for Transport sets a target to achieve a one third reduction in road accident casualties by the year 2000. All newly registered cars to be fitted with rear seat belts or child restraints. Use of amber flashing lights on slow moving vehicles is made compulsory. Zig-zag markings extended to Pelican crossings. Closure of 586 emergency crossing points on central reservations of motorways.

1988: Close proximity and wide angle rear view mirrors become a legal requirement on new HGVs. All new cars first used from 1 April must be able to use unleaded petrol. All coaches first used from 1 April 1974 must have 70 mph limiters fitted by 1 April 1992. Driving tests hereafter conducted under the provisions of the Road Traffic Act 1988.

1989: Penalty points increased for careless driving, driving without insurance, and failing to stop after or to report an accident. Accompanied motorcycle testing becomes mandatory. Seat belt wearing by rear child passengers becomes law in cars where appropriate restraints have been fitted and are available. The Booth Report published, assessing motorcycle accidents in the Metropolitan Police area. Motorcycle test revised to include radio contact and accompaniment by examiner.

1990: Compulsory basic training for motorcyclists introduced. Learner motorcyclists banned from carrying pillion passengers. New road hump regulations. High Risk Offenders Scheme for problem drink-drivers extended; introduction of charges for medical examination required before return of licence. New regulations require those accompanying learner drivers to be at least 21 years old and to have held a licence for 3 years. Experimental Red Routes introduced in London.

1991: First 20mph zones introduced. Chevron markings introduced on the M1 to help drivers keep a safe distance from the vehicle in front. First trials of nearside pedestrian signal at junctions. First edition of *Car and Driver: Injury Accident and Casualty Rates* published giving information on comparative accident involvement and injury risks of popular makes and models of car. Seat belt wearing by rear adult passengers becomes law in cars where belts are fitted and available.

1992: Requirement for a minimum tread depth of 1.6mm introduced for cars and light vans. Traffic Calming Act 1992 receives Royal Assent. Launch of road safety campaign *Kill Your Speed, Not A Child*. Government issues *Killing Speed and Saving Lives* consultation paper. Safety helmets made compulsory for child horse riders. Speed enforcement cameras and retesting of dangerous drivers introduced. All new goods vehicles over 7.5 tonnes fitted with

60 mph speed limiters. New emission requirements made 3-way catalytic converters necessary on virtually all new petrol-engined cars.

1993: Experimental scheme begins in the use of rehabilitation courses for drink/drive offenders. MOT test for cars extended to include checks on mirrors, fuel tanks and pipes, body security, seat and door security, additional lighting items, number plates and windscreen condition. Consolidation of seat belt wearing regulations. Bus Advance Areas introduced. Traffic Calming Regulations enable highway authorities to introduce a wider range of traffic calming features.

1994: Publication of *Safer by Design* brochure produced for local councils to encourage traffic calming. London Boroughs take over most parking enforcement in the capital. 100th speed camera site established and 100th 20mph speed limit zone opened. Launch of *Elephant* rear seat belt and *Kill Your Speed* TV publicity campaigns. Major revision of traffic signs regulations introducing modified system of colour coded direction signs, simplification of yellow line system of waiting restrictions and a range of new warning and regulatory signs. Speed limiter settings lowered to 65 mph for new buses and coaches and to 56 mph for HGVs.

1995: Publication of *Road Safety Report 1995*. Pass Plus scheme introduced for new drivers, which encourages new drivers to take more lessons by offering discount on motor insurance. New edition of the Highway Code for young road users. Speed campaign *Don't Look Now* incorporates radio commercials for the first time. New edition of *Choosing Safety* booklet published, giving advice on car safety and security features.

1996: Driving theory test introduced for car and motorcycle learners (1 July). Latest *Kill Your Speed* campaign focuses on children killed near their homes using emotive music, poetry and relatives voices. *Child Pedestrian Safety in the UK* published. Publication of advice booklets on the forthcoming requirement for seat belts in minibuses and coaches carrying children. Publication of consultation document *Targeting the Future* which sets out options for post 2000 casualty targets.

1997: New Zebra, Pelican and Puffin crossing regulations introduced. Road Traffic (New Drivers) Act 1995 comes into force; withdrawal of licence and compulsory retesting for new drivers who accumulate 6 or more penalty points within 2 years of passing their driving test. Written theory test introduced for LGV and PCV drivers.

1998: Transport white paper *A New Deal for Transport: Better for Everyone* published, promoting public transport and safer, more secure transport systems. Drink-drive rehabilitation experiment expanded to cover around one-third of courts in Great Britain and extended for 2 years to the end of 1999. Publication of *Combating Drink-drive: Next Steps* consultation paper. The Continuous Registration scheme came into force. From January 1998 it has been a legal requirement for the registered keeper of a vehicle to ensure that it is, at all times, either licensed or a Statutory off Road Notification (SORN) is in force.

1999: *Kill your Speed* campaign launched (six weeks: £3.5m). GLA Road Network announced (220 miles of trunk roads and 105 miles of borough roads). *Cycle Smart* campaign for child cyclists launched. First BBC simulcast commercial for £2.6m Millennium Drink-Drive campaign. Changes to practical driving test introduced.

2000: The government announced a new road safety strategy and casualty reduction targets for the year 2010 in *Tomorrows Roads - Safer for Everyone*. A review of speed

policy was conducted and reported in *New Directions in Speed Management*. £1.4bn targeted programme of improvements announced in *A New Deal for Trunk Roads in England* following the Roads Review. National Cycle Network officially opened. *Think!* road safety campaign launched. Eight pilot areas to recover costs of operating speed and red light cameras (safety cameras) from fines resulting from enforcement.

2001: The government announced a £10 million pilot of road safety schemes for children in deprived areas. *Road Safety Good Practice Guidance* published. First national campaign launched for fitting child car seats correctly. "Hedgehogs" road safety website launched for children. Legislation introduced that extends the cost recovery system piloted in 2000 to all areas. A national safety camera programme is gradually introduced.

2002: The government seeks views on banning mobile phones whilst driving. £6 million was made available to improve road safety in most deprived cities. A new motorcycle safety campaign is launched, as is a campaign urging parents to check their child's car seat every trip. *Dangerous driving and the Law* report published.

2003: The phased introduction of the hazard perception test into the theory test was completed. As of 1 December the new offence of using a hand held mobile phone while driving is introduced. *Seatbelt campaign THINK! Wear a seatbelt.... You don't get a second chance* features an online interactive crash simulator. Radio drink driving campaign timed to coincide with early morning pub opening during Rugby Union World Cup. Congestion Charging introduced in London.

2004: The first three year review of the Government's road safety strategy published. The World Health Organisation dedicated World Health Day to the issue of road safety. The United Nations issued a resolution on global road safety.

2005: Roads Policing Strategy published jointly by Dept for Transport, Home Office and Association of Chief Police Officers. Publication of Government's Motorcycling Strategy, recognising motorcycling as a "mainstream" mode of transport. *Distractions* campaign, aimed at teenage pedestrians, features *Camera Phone*, first TV commercial shot entirely on a mobile video phone. The police are given the power to seize uninsured vehicles being driven on the road - those which are not reclaimed may be sold off or crushed.

2006: Road Safety Act passed. The act made provision for a wide range of road safety matters including: drink driving, speeding, driver training, driver and vehicle licensing.

2007: New THINK! drink-drive advert launched, emphasising the consequences of a drink-drive conviction. New crash helmet safety rating scheme announced: 'SHARP' - *Safety Helmet Assessment and Rating Programme* giving an independent rating (from 1 to 5 stars) of how much protection a helmet can provide in an impact. The cost recovery system for safety cameras ends. From 1 April cameras to be funded like other safety measures through the Local Transport Plan process.

2008: *Learning to Drive* consultation, reforming car driver training and testing, published. Driver Certificate of Professional Competence (DCPC) was introduced for bus and coach drivers.

2009: The Department evaluated the safety performance of motorcycle helmets and published ratings under the Safety Helmet Assessment and Rating Programme (SHARP).

First national THINK! campaign about drug driving launched. The department introduced Road Casualties Online to its website, a web based tool which allows members of the public to perform their own analysis and examination of Reported Road Accident Statistics. The two part, modular motorcycle test was introduced. Driver Certificate of Professional Competence (DCPC) was introduced for lorries.

2010: Government-commissioned independent North Review of drink and drug driving published. Specific funding for safety cameras abolished and local safety funding mainstreamed. Significant changes to practical car tests with 'independent driving' introduced. Driver Certificate of Professional Competence (DCPC) was introduced for lorry drivers. National Driver and Rider Standards published.

2011: The Strategic Framework for Road Safety was published, setting out the Government's approach to continuing to reduce killed and seriously injured casualties on Britain's roads. Continuous Insurance Enforcement (CIE) scheme introduced making it an offence to keep any vehicle which has no valid insurance unless a valid Statutory Off Road Notification (SORN) declaration has been made to the Driver and Vehicle Licensing Agency (DVLA). National Driver and Rider Training Standards published.

2013: In January 2013 the Department published revised guidance to local authorities on setting local speed limits. This revision will help local authorities implement more consistent speed limits on local roads and incorporates recent changes that create more flexibility for authorities to implement 20mph limits and zones.

Changes giving the police powers to issue fixed penalty notices for careless or inconsiderate driving have come into effect on 16 August 2013. Careless drivers who put other road users at risk by committing offences such as tailgating or poor lane discipline will face on-the-spot penalties. Existing fixed penalty levels for most motoring offences - including using a mobile phone at the wheel and not wearing a seatbelt - rise to £100, bringing them into line with penalties for similar non-motoring fixed penalties.

2014: The car tax disc is being abolished on 1 October this year after 93 years.

50 Years of Drink Driving Campaign. See Montage at: http://assets.dft.gov.uk/think/think-downloads/drink-drive/films/YouTube-Video_montage_long.mp4

2015 New drug driving laws came into force.

2.26 VEHICLE REGISTRATION MARK				
Vehicle 001				
Vehicle 002				
Vehicle 003				
Vehicle 004				

2.35 WAS THE VEHICLE LEFT HAND DRIVE <input checked="" type="checkbox"/>	VEHICLE			
	1	2	3	4
No	1			
Yes	2			

2.5 / 2.5a TYPE OF VEHICLE <input checked="" type="checkbox"/>				
Car	09			
Taxi / Private hire car	08			
Van - Goods vehicle 3.5 tonnes mgw and under	19			
Goods vehicle over 3.5 tonnes mgw and under 7.5 tonnes mgw	20			
Goods vehicle 7.5 tonnes mgw & over	21			
Goods vehicle - unknown weight	98			
M/cycle 50cc and under	02			
M/cycle over 50cc and up to 125cc	03			
M/cycle over 125cc and up to 500cc	04			
Motorcycle over 500cc	05			
Motorcycle - cc unknown	97			
Electric Motorcycle	23			
Pedal cycle	01			
Bus or coach (17 or more passenger seats)	11			
Minibus (8-16 passenger seats)	10			
Agricultural vehicle (include diggers etc)	17			
Ridden horse	16			
Mobility scooter	22			
Tram / Light rail	18			
Other 1	90			
vehicle 2	90			
3	90			
4	90			

2.6 TOWING AND ARTICULATION <input checked="" type="checkbox"/>				
No tow or articulation	0			
Articulated vehicle	1			
Double or multiple trailer	2			
Caravan	3			
Single trailer	4			
Other tow	5			

2.22 AGE OF DRIVER (Estimate if necessary)				
Vehicle 001				
Vehicle 002				
Vehicle 003				
Vehicle 004				

2.27 DRIVER HOME POSTCODE or Code: 1- Unknown 2- Non UK Resident 3 - Parked & unattended				
Vehicle 001				
Vehicle 002				
Vehicle 003				
Vehicle 004				

2.23 BREATH TEST <input checked="" type="checkbox"/>	VEHICLE			
	1	2	3	4
Not applicable	0			
Positive	1			
Negative	2			
Not requested	3			
Refused to provide	4			
Driver not contacted at time of col'	5			
Not provided (medical reasons)	6			

2.24 HIT AND RUN <input checked="" type="checkbox"/>				
Not hit and run	0			
Hit and run	1			
Non-stop vehicle, not hit	2			

2.21 SEX OF DRIVER <input checked="" type="checkbox"/>				
Male	1			
Female	2			
Not known	3			

2.9 VEHICLE LOCATION AT TIME OF ACCIDENT RESTRICTED LANE/AWAY FROM MAIN C'WAY <input checked="" type="checkbox"/>				
On main carriageway not in restricted lane	00			
Tram / Light rail track	01			
Bus lane	02			
Busway (inc. guided busway)	03			
Cycle lane (on main carriageway)	04			
Cycleway or shared use footway (not part of main carriageway)	05			
On lay-by / hard shoulder	06			
Entering lay-by/ hard shoulder	07			
Leaving lay-by / hard shoulder	08			
Footway (pavement)	09			

2.10 JUNCTION LOCATION OF VEHICLE <input checked="" type="checkbox"/>				
Not at or within 20m of junction	0			
Approaching junction or waiting /parked at junction approach	1			
Cleared junction or waiting/ parked at junction exit	2			
Leaving roundabout	3			
Entering roundabout	4			
Leaving main road	5			
Entering main road	6			
Entering from slip road	7			
Mid junction- on roundabout or on main road	8			

2.7 MANOEUVRES <input checked="" type="checkbox"/>				
Reversing	01			
Parked	02			
Waiting to go ahead but held up	03			
Slowing or stopping	04			
Moving off	05			
U turn	06			
Turning left	07			
Waiting to turn left	08			
Turning right	09			
Waiting to turn right	10			
Changing lane to left	11			
Changing lane to right	12			
O'taking moving veh on its offside	13			
O'taking stationary veh on its offside	14			
Overtaking on nearside	15			
Going ahead left hand bend	16			
Going ahead right hand bend	17			
Going ahead other	18			

2.11 SKIDDING AND OVERTURNING <input checked="" type="checkbox"/>	VEHICLE			
	1	2	3	4
No skidding, jack-knifing or overturning	0			
Skidded	1			
Skidded and overturned	2			
Jack - knifed	3			
Jack - knifed and overturned	4			
Overtuned	5			

2.12 HIT OBJECT IN CARRIAGEWAY <input checked="" type="checkbox"/>				
None	00			
Previous accident	01			
Roadworks	02			
Parked vehicle	04			
Bridge - roof	05			
Bridge - side	06			
Bollard / Refuge	07			
Open door of vehicle	08			
Central island of roundabout	09			
Kerb	10			
Any animal (except ridden horse)	12			
Other object	11			

2.13 VEHICLE LEAVING CARRIAGEWAY <input checked="" type="checkbox"/>				
Did not leave carriageway	0			
Left carriageway nearside	1			
Left carriageway nearside and rebounded	2			
Left carriageway straight ahead at junction	3			
Left carriageway offside onto central reservation	4			
Left carriageway offside onto central reserve and rebounded	5			
Left carriageway offside and crossed central reservation	6			
Left carriageway offside	7			
Left carriageway offside and rebounded	8			

2.14 FIRST OBJECT HIT OFF CARRIAGEWAY <input checked="" type="checkbox"/>				
None	00			
Road sign / Traffic signal	01			
Lamp post	02			
Telegraph pole / Electricity pole	03			
Tree	04			
Bus stop / Bus shelter	05			
Central crash barrier	06			
Nearside or offside crash barrier	07			
Submerged in water (completely)	08			
Entered ditch	09			
Wall or fence	11			
Other permanent object	10			

2.16 FIRST POINT OF IMPACT <input checked="" type="checkbox"/>				
Did not impact	0			
Front	1			
Back	2			
Offside	3			
Nearside	4			

2.29 JOURNEY PURPOSE OF DRIVER/RIDER <input checked="" type="checkbox"/>				
Journey as part of work	1			
Commuting to / from work	2			
Taking school pupil to/from school	3			
Pupil riding to / from school	4			
Other	5			
Not known	6			

Subject to local directions, boxes with a grey background need not be completed if already recorded

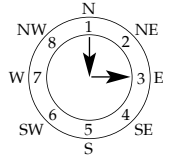
2.8 DIRECTION OF VEHICLE TRAVEL

- Using the Example shown complete the FROM and TO boxes for the vehicles concerned, indicating direction of travel FROM and TO
- If PARKED enter '00'

Vehicle 001		Vehicle 002	
FROM	TO	FROM	TO
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Vehicle 003		Vehicle 004	
FROM	TO	FROM	TO
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

EXAMPLE

FROM	TO
<input type="text" value="1"/>	<input type="text" value="3"/>



CASUALTY RECORD

3.4 VEHICLE REFERENCE NUMBER
Enter VEH No. which CASUALTY occupied (for pedestrians, code vehicle that struck them first) e.g. 001,002 etc.

Casualty 001	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	Casualty 002	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>
Casualty 003	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	Casualty 004	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>
Casualty 005	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	Casualty 006	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>

3.18 CASUALTY HOME POSTCODE
or Code: 1- Unknown
2- Non UK Resident

Casualty 001	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Casualty 002	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Casualty 003	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Casualty 004	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Casualty 005	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Casualty 006	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

3.7 SEX OF CASUALTY X	CASUALTY					
	1	2	3	4	5	6
Male	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Female	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

3.8 AGE OF CASUALTY (Estimate if necessary)
For children less than a year enter 00

Casualty 001	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Casualty 002	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Casualty 003	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Casualty 004	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Casualty 005	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Casualty 006	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

3.6 CASUALTY CLASS X						
Driver/Rider	1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Veh./pillion Passenger	2	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Pedestrian	3	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

3.9 SEVERITY OF CASUALTY X						
Fatal	1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Serious	2	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Slight	3	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

3.20 CYCLE HELMET WORN X	CASUALTY						
	1	2	3	4	5	6	
	Not a cyclist	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Yes	<input type="text" value="1"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
No	<input type="text" value="2"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	
Not known	<input type="text" value="3"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	

3.15 CAR PASSENGER (not driver) X						
Not a car passenger	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Front seat passenger	<input type="text" value="1"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Rear seat passenger	<input type="text" value="2"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

3.16 BUS OR COACH PASSENGER X (17 passenger seats or more)						
Not a bus or coach passenger	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Boarding	<input type="text" value="1"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Alighting	<input type="text" value="2"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Standing passenger	<input type="text" value="3"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Seated passenger	<input type="text" value="4"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

LOCAL STATISTICS

3.14 SEAT BELT IN USE X						
Not applicable	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Worn and independently confirmed	<input type="text" value="1"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Worn but not independently confirmed	<input type="text" value="2"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Not worn	<input type="text" value="3"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Unknown	<input type="text" value="4"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

3.10 PEDESTRIAN LOCATION X	CASUALTY						
	1	2	3	4	5	6	
	In carriageway, crossing on pedestrian crossing facility	<input type="text" value="01"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	In carriageway, crossing within zig-zag lines at crossing approach	<input type="text" value="02"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	In carriageway, crossing within zig-zag lines at crossing exit	<input type="text" value="03"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	In carriageway, crossing elsewhere within 50m of pedestrian crossing	<input type="text" value="04"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	In carriageway, crossing elsewhere	<input type="text" value="05"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	On footway or verge	<input type="text" value="06"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	On refuge, central island or central reservation	<input type="text" value="07"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	In centre of carriageway, not on refuge, island or central reservation	<input type="text" value="08"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
In carriageway, not crossing	<input type="text" value="09"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	
Unknown or other	<input type="text" value="10"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	

PEDESTRIAN CASUALTIES ONLY

3.12 PEDESTRIAN DIRECTION X	CASUALTY						
	1	2	3	4	5	6	
	Standing still	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Northbound	<input type="text" value="1"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Northeast bound	<input type="text" value="2"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Eastbound	<input type="text" value="3"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Southeast bound	<input type="text" value="4"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Southbound	<input type="text" value="5"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Southwest bound	<input type="text" value="6"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Westbound	<input type="text" value="7"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Northwest bound	<input type="text" value="8"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	
Unknown	<input type="text" value="9"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	

3.19 PEDESTRIAN ROAD MAINTENANCE WORKER X						
No / not applicable	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Yes	<input type="text" value="1"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Not known	<input type="text" value="2"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

3.11 PEDESTRIAN MOVEMENT X	CASUALTY						
	1	2	3	4	5	6	
	Crossing from driver's nearside	<input type="text" value="1"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Crossing from driver's nearside-masked by parked or stationary veh'	<input type="text" value="2"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Crossing from driver's offside	<input type="text" value="3"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Crossing from driver's offside-masked by parked or stationary veh'	<input type="text" value="4"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	In carriageway, stationary - not crossing (standing or playing)	<input type="text" value="5"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	In carriageway, stationary -not crossing (standing or playing), masked by parked or stationary veh'	<input type="text" value="6"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Walking along in carriageway-facing traffic	<input type="text" value="7"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Walking along in carriageway-back to traffic	<input type="text" value="8"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	
Unknown or other	<input type="text" value="9"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	

1. Select up to six factors from the grid, relevant to the accident.
2. Factors may be shown in any order, but an indication must be given of whether each factor is *very likely (A)* or *possible (B)*.
3. Only include factors that you consider contributed to the accident. (i.e. do NOT include "Poor road surface" unless relevant).
4. More than one factor may, if appropriate, be related to the same road user.
5. The same factor may be related to more than one road user.
6. The participant should be identified by the relevant vehicle or casualty ref no. (e.g. 001, 002 etc.), preceded by "V" if the factor applies to a vehicle, driver/rider or the road environment (e.g. V002), or "C" if the factor relates to a pedestrian or passenger casualty (e.g. C001).
7. Enter U000 if the factor relates to an uninjured pedestrian.

	103	102	101	110	108	107	109	104	105	106
Road Environment Contributed	Slippery road (due to weather)	Deposit on road (e.g. oil, mud, chippings)	Poor or defective road surface	Sunken, raised or slippery inspection cover	Road layout (e.g. bend, hill, narrow carriageway)	Temporary road layout (e.g. contraflow)	Animal or object in carriageway	Inadequate or masked signs or road markings	Defective traffic signals	Traffic calming (e.g. speed cushions, road humps, chicanes)
Vehicle Defects	201	202	203	204	205	206				
	Tyres illegal, defective or under-inflated	Defective lights or indicators	Defective brakes	Defective steering or suspension	Defective or missing mirrors	Overloaded or poorly loaded vehicle or trailer				
Injudicious Action	308	306	302	301	307	310	305	304	309	303
	Following too close	Exceeding speed limit	Disobeyed Give Way or Stop sign or markings	Disobeyed automatic traffic signal	Travelling too fast for conditions	Cyclist entering road from pavement	Illegal turn or direction of travel	Disobeyed pedestrian crossing facility	Vehicle travelling along pavement	Disobeyed double white lines
Driver/Rider Error or Reaction	405	406	403	408	409	401	402	404	407	410
	Failed to look properly	Failed to judge other person's path or speed	Poor turn or manoeuvre	Sudden braking	Swerved	Junction overshoot	Junction restart (moving off at junction)	Failed to signal or misleading signal	Too close to cyclist, horse or pedestrian	Loss of control
Impairment or Distraction	501	502	508	503	509	510	505	504	507	506
	Impaired by alcohol	Impaired by drugs (illicit or medicinal)	Driver using mobile phone	Fatigue	Distraction in vehicle	Distraction outside vehicle	Illness or disability, mental or physical	Uncorrected, defective eyesight	Rider wearing dark clothing	Not displaying lights at night or in poor visibility
Behaviour or Inexperience	602	605	601	603	607	606	604			
	Careless, reckless or in a hurry	Learner or inexperienced driver/rider	Aggressive driving	Nervous, uncertain or panic	Unfamiliar with model of vehicle	Inexperience of driving on the left	Driving too slow for conditions or slow vehicle (e.g. tractor)			
Vision Affected by	701	703	706	707	708	705	710	702	704	709
	Stationary or parked vehicle(s)	Road layout (e.g. bend, winding road, hill crest)	Dazzling sun	Rain, sleet, snow or fog	Spray from other vehicles	Dazzling headlights	Vehicle blind spot	Vegetation	Buildings, road signs, street furniture	Visor or windscreen dirty, scratched or frosted etc.
Pedestrian Only (Casualty or Uninjured)	802	808	803	801	806	807	805	804	809	810
	Failed to look properly	Careless, reckless or in a hurry	Failed to judge vehicle's path or speed	Crossing road masked by stationary or parked vehicle	Impaired by alcohol	Impaired by drugs (illicit or medicinal)	Dangerous action in carriageway (e.g. playing)	Wrong use of pedestrian crossing facility	Pedestrian wearing dark clothing at night	Disability or illness, mental or physical
Special Codes	901	902	903	904						*999
	Stolen vehicle	Vehicle in course of crime	Emergency vehicle on a call	Vehicle door opened or closed negligently						Other - Please specify below

Driver/Rider Only (Includes Pedal Cycles and Horse Riders)

	1st	2nd	3rd	4th	5th	6th
Factor in the accident	<input style="width: 50px; height: 20px;" type="text"/>	<input style="width: 50px; height: 20px;" type="text"/>	<input style="width: 50px; height: 20px;" type="text"/>	<input style="width: 50px; height: 20px;" type="text"/>	<input style="width: 50px; height: 20px;" type="text"/>	<input style="width: 50px; height: 20px;" type="text"/>
Which participant? (e.g. V001, C001, U000)	<input style="width: 50px; height: 20px;" type="text"/>	<input style="width: 50px; height: 20px;" type="text"/>	<input style="width: 50px; height: 20px;" type="text"/>	<input style="width: 50px; height: 20px;" type="text"/>	<input style="width: 50px; height: 20px;" type="text"/>	<input style="width: 50px; height: 20px;" type="text"/>
Very likely (A) or Possible (B)	<input style="width: 50px; height: 20px;" type="text"/>	<input style="width: 50px; height: 20px;" type="text"/>	<input style="width: 50px; height: 20px;" type="text"/>	<input style="width: 50px; height: 20px;" type="text"/>	<input style="width: 50px; height: 20px;" type="text"/>	<input style="width: 50px; height: 20px;" type="text"/>

*If 999 Other, give brief details

(Note: Only use if another factor contributed to the accident **and include it in the text description of how the accident occurred**)

These factors reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation

Scottish Government – Transport Scotland

Transport Publications

Scottish Transport Statistics
Transport and Travel in Scotland Reported Road
Casualties Scotland
Key Reported Road Casualties Scotland

Available from :

<http://www.transportscotland.gov.uk/statistics/statistical-publications>

General enquires on Scottish Transport Statistics:

Transport Statistics Branch, Transport Scotland,
Victoria Quay, Edinburgh, EH6 6QQ

Phone: +44 (0)131-244 7256

E-mail: transtat@transportscotland.gsi.gov.uk

Internet: <http://www.transportscotland.gov.uk/publications->

Welsh Government - Llywodraeth Cymru

Transport Publications

Road Casualties: Wales
Welsh Transport Statistics

Other publications with transport topics

Digest of Welsh Local Area Statistics
Digest of Welsh Statistics
Statistics for Assembly Constituency Areas
Digest of Welsh Historical Statistics

These publications are available from:

Central Support Unit, Statistical Directorate, Welsh
Government, Cathays Park, Cathays, Cardiff
CF10 3NQ

Phone: +44 (0)29-2082 6960

E-mail: stats.transport@wales.gsi.gov.uk

Internet: <http://wales.gov.uk>

Northern Ireland Transport Statistics

Available from:

Central Statistics and Research Branch
Clarence Court, 10-18 Adelaide Street,
Belfast BT2 8GB

Phone: +44 (0)28 9054 0801

E-mail: csrb@drdni.gov.uk

Internet: <http://www.drdni.gov.uk/index/statistics.htm>

Transport Statistics Users Group

The Transport Statistics Users Group (TSUG) was set up in 1985 as a result of an initiative by the Statistics Users Council and the Chartered Institute for Transport (now known as The Institute of Logistics and Transport). From its inception it has had strong links with the government Departments responsible for transport. The aims of the group are:

- To identify problems in the provision and understanding of transport statistics and to discuss solutions with the responsible authorities.
- To provide a forum for the exchange of views and information between users and providers.
- To encourage the use of transport statistics through greater publicity
- To facilitate a network for sharing ideas, information, and expertise.

The group holds regular seminars on topical subjects connected with the provision and/or use of transport statistics.

A newsletter is sent to all members about four times a year. Corporate membership of the Group is £50, personal membership £22.50, and student membership £10. For further details please visit www.tsug.org.uk or contact:

Heather Ward
Department Civil, Environmental, & Geomatic Engineering
UCL
Gower Street
London
WC1E 6BT

Email: admin@tsug.org.uk

The TSUG also produces a *Transport Yearbook* which contains information on sources from governmental and non-governmental organisations, including some European sources. The yearbook is supplied free to TSUG members. Non-members can purchase a copy from The Stationery Office (TSO).

CLIP TRANSPORT STATISTICS

Central and Local (Government) Information Partnership (CLIP)

CLIP Transport Statistics (CLIP-TS) is a sub-group of the Central and Local (Government) Information Partnership (CLIP), the main forum for discussion between central and local government on statistical matters.

CLIP-TS comprises of Local Authority representatives and representatives from the Department from Transport. Local Authorities on CLIP-TS represents the Passenger Transport Authorities, Shire Counties, and the Unitary Authorities.

The group fulfils the following aims:

- To act as a forum for consultation between DfT and local authorities on any transport statistics of interest to either side that are not dealt with by other groups; and on any gaps in the Department's coverage.
- To act as a point of contact between local authorities and DfT on statistical matters of common concern, including the statistics needed for the monitoring of Local Transport Plans, Local Indicators, Regional and Local Statistics and other relevant matters.
- To review on-going data collections on the Single Data List on a rolling basis, to identify data returns or elements of data returns that are no longer appropriate.

Dissemination of agendas, minutes and papers presented to the group will be through three channels:

- Published on the LGA Knowledge Hub by DfT within two weeks of the end of the meeting. These can be accessed here: <https://khub.net/web/clip>
- By DfT internally to the statistical community in the Department and interested officials in policy and other analytical professions
- By local authority CLIP representatives to their local contacts. The Department is currently compiling a correspondence list of local authorities to further disseminate useful information from the meetings.

Membership of the group:

Darren Stillwell (Joint Chair, Buses and Local Transport Statistics)

Clare Horton (Joint Chair, Staffordshire)

Paul Syron (Secretariat, Buses and Local Transport Statistics)

John Cummings (Secretariat, Buses and Local Transport Statistics)

Steve Berry (Local Roads, Light Rail and Cableways)

John Collins (Local Economics)

Will Walker (Local Transport Funding & Investment Strategy)

Graham Amis (Cambridgeshire)

Alistair Baldwin (Hertfordshire)

William Bryans (Surrey)

Keith Dove (Luton)

Gurjit Dulai (Centro)

Tim Harvey (Leeds)

John Horne (North East Combined Authority)

Kristy Littler (Liverpool)

Rhiannon Mort (Kent)

Peter Warren (Nottingham)

David Wilby (Transport for London)

Helen Wilkinson (Local Government Association)

Mark Willis (Leicester)

For further information contact:

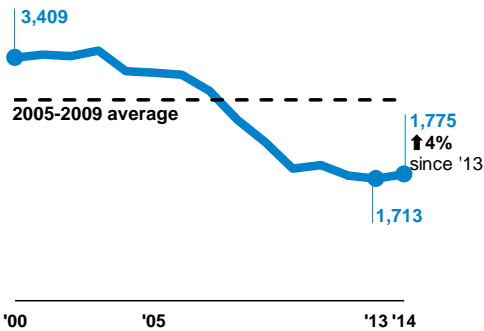
Paul Syron, DfT (Secretary) 020 7944 3077



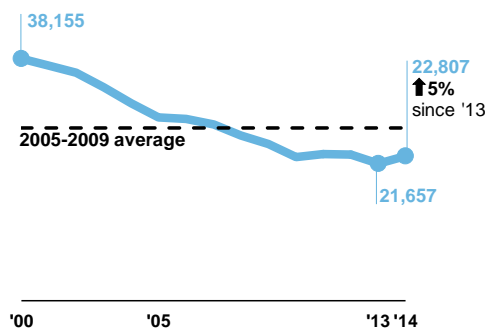
Reported Road Casualties in Great Britain: Main Results 2014



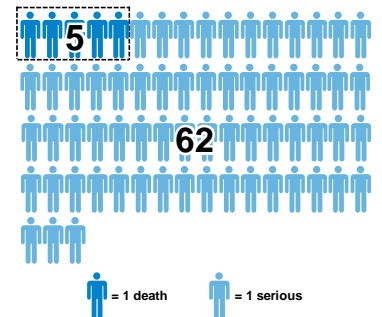
Fatalities



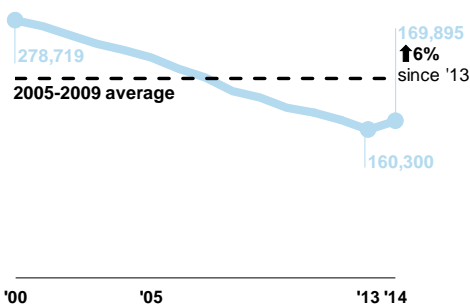
Serious injuries



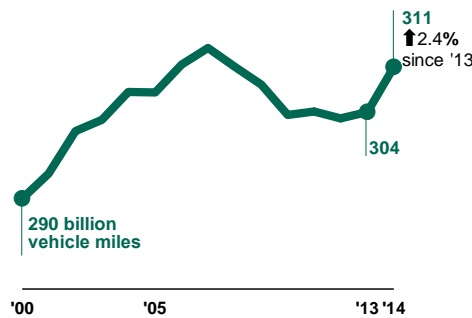
Average per day: 2014



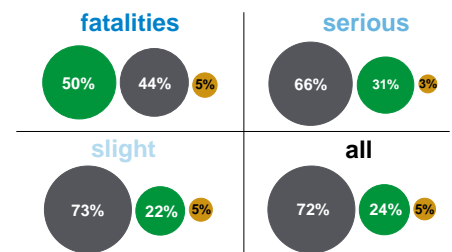
Slight injuries



Motor traffic



Road type



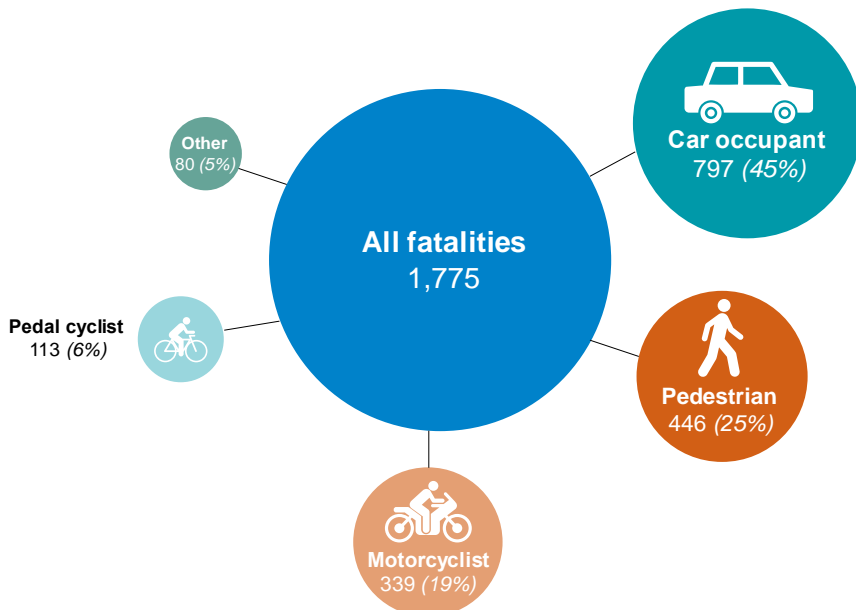
Further information

- [Notes and definitions](#)
- [RAS30: Casualty tables](#)

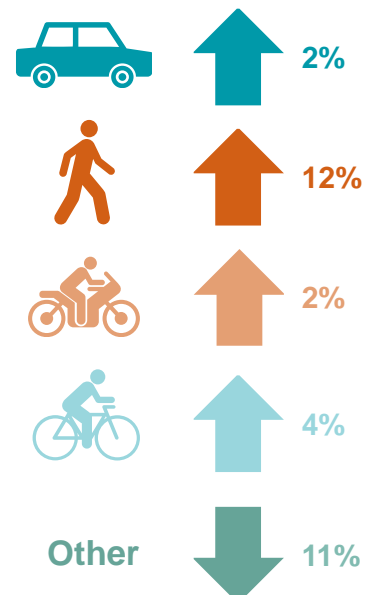
Key

- non built-up: over 40
- built-up: 40 or less
- motorway: excluded from the totals for built-up/non built-up

Fatalities by road user type



2013-2014 % change



*Other consists mainly of goods vehicle and bus and coach occupants

