



Department for
Transport

Reported Road Casualties Great Britain: 2011

Annual Report

BE BRIGHT & BE SEEN
this winter

Now that the clocks have gone back and it's getting darker earlier on, it's more important than ever to make sure you can be seen when you're out and about near roads.

There are loads of ways to be seen and stay safer - so check over the page for some top tips!

Gents. Don't Drink and Drive

THINK BIKE. THINK BIKER.

THINK



DEPARTMENT FOR TRANSPORT
SCOTTISH GOVERNMENT
WELSH ASSEMBLY GOVERNMENT

REPORTED ROAD CASUALTIES GREAT BRITAIN 2011

Published : September 2012

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Department for Transport Statistics
Reported Road Casualties Great Britain (RRCGB) - Index of Tables

Ref.	Table name	Page
	Introduction and key findings	9
Article1	General overview and trends in reported road casualties	19
Article2	Valuation of road accidents and casualties	49
Article3	Drinking and driving	55
Article4	Contributory factors in accidents	71
Article5	Self-reported drink and drug driving: findings from the Crime Survey for England and Wales	93
Article6	Hospital admissions data on road casualties	99
RAS10: Road accidents involving personal injury which have been reported to the police		
RAS10002	Reported accidents and accident rates by road class and severity, Great Britain, 2005-09 average, 2004 - 2011	122
RAS10003	Reported accidents by road class, speed limit and severity, Great Britain, 2005-09 average, 2004 - 2011	124
RAS10004	Reported accidents by severity, number of casualties involved, built-up and non built-up roads and road class, Great Britain, 2011	125
RAS10005	Reported accidents by daylight and darkness, road surface condition, built-up and non built-up roads and severity, Great Britain, 2011	126
RAS10006	Reported accidents by daylight and darkness, weather condition, built-up and non built-up roads and severity, Great Britain, 2011	127
RAS10007	Reported accidents by daylight and darkness, road surface condition, built-up and non built-up roads, speed limit and street lighting, Great Britain, 2011	128
RAS10008	Reported accidents by daylight and darkness, lighting conditions, special conditions and carriageway hazards, Great Britain, 2011	129
RAS10009	Reported accidents by junction type, built-up and non built-up roads and severity, Great Britain, 2011	130
RAS10010	Reported single vehicle accidents by object hit off carriageway, built-up and non built-up roads and severity, Great Britain, 2011	131
RAS10011	Reported accidents by number of vehicles involved, built-up and non built-up roads, road class and severity, Great Britain, 2011	132
RAS10012	Reported accidents involving pedestrians and one vehicle by severity and vehicle type, Great Britain, 2011	133
RAS10013	Reported personal injury road accidents, by severity, Great Britain, 1979 - 2011	134
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, 2001 - 2011	135
RAS20002	Drivers in reported accidents by gender, number injured, road user type and age, Great Britain, 2011	137
RAS20003	Vehicles involved in reported accidents by accident severity and vehicle type, Great Britain, 2011	138
RAS20004	Vehicles involved in reported accidents by vehicle type, built-up and non built-up roads, road class and accident severity, Great Britain, 2011	139
RAS20005	Vehicles involvement rates for reported accidents, by vehicle type, urban and rural roads, road class, accident severity and traffic, Great Britain, 2011	140
RAS20006	Vehicles involved in reported accidents by junction type, vehicle type, built-up and non built-up roads, Great Britain, 2011	142
RAS20007	Vehicles involved in reported accidents skidding or overturning, and towing by road surface condition, special conditions at site and vehicle type, Great Britain, 2011	143
RAS20008	Vehicles involved in reported accidents by vehicle type and manoeuvre, Great Britain, 2011	144
RAS20009	Vehicles involved in reported personal injury road accidents, by vehicle type, Great Britain, 1979 - 2011	145
RAS2010	Vehicles in reported personal injury accidents by journey purpose of driver/rider and by vehicle type, Great Britain, 2011	146
RAS30: Casualties involved in reported road accidents		
RAS30009	Reported casualties by gender, built-up and non built-up roads, road class and severity, Great Britain, 2005-09 average, 2004 - 2011	147
RAS30010	Reported casualties by gender, road user type and severity, Great Britain, 2005-09 average, 2004 - 2011	150
RAS30011	Reported killed or seriously injured casualties by gender, road user type and age, Great Britain, 2005-09 average, 2004 - 2011	153
RAS30012	Reported casualties by time of accident and severity, Great Britain, 2001 - 2011	156
RAS30013	Reported casualty rates by road user type and severity, Great Britain, 2001 - 2011	157
RAS30014	Reported casualties by daylight and darkness, road surface condition, built-up and non built-up roads and severity, Great Britain, 2011	159
RAS30015	Reported casualties by daylight and darkness, weather condition, built-up and non built-up roads and severity, Great Britain, 2011	160
RAS30016	Reported casualties by built-up and non built-up roads and motorways, severity and road user type, Great Britain, 2011	161
RAS30017	Casualties in reported accidents involving vehicles of different types by built-up and non built-up roads, road class and severity, Great Britain, 2011	162
RAS30018	Reported casualty and accident rates by urban and rural roads, road class, road user type, severity and pedestrian involvement, Great Britain, 2011	163
RAS30019	Reported casualties by accident and casualty severity and road user type, Great Britain, 2011	165

Department for Transport Statistics
Reported Road Casualties Great Britain (RRCGB) - Index of Tables

Ref.	Table name	Page
RAS30020	Reported casualties and casualty rates by month, road user type and severity, Great Britain, 2011	166
RAS30021	Reported casualties by day, road user type and hour of day, Great Britain, 2011	168
RAS30022	Reported killed or seriously injured casualties by day, road user type and hour of day, Great Britain, 2011	169
RAS30023	Reported casualties all days, by severity, road user type and hour of day, Great Britain, 2011	170
RAS30024	Reported casualties by age band, road user type and severity, 2011	171
RAS30025	Reported casualty rates by age band, road user type and severity, Great Britain, 2011	172
RAS30026	Reported pedestrian casualties location by age band and by severity, Great Britain, 2011	173
RAS30027	Reported pedestrian casualties by location, age, road crossing type and severity, Great Britain, 2011	174
RAS30028	Reported casualties by age, road user type and severity, Great Britain, 2011 Reported casualties in cars, by severity, age, seating position, built-up and non built-up roads, Great Britain, 2011	175
RAS30029	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, 2011	176
RAS30030	Reported casualties by region, country and severity, United Kingdom, 2005-09 average, 2004 - 2011	177
RAS30031	Reported casualties by built-up and non built-up roads, road class, region and severity, Great Britain, 2011	178
RAS30032	Reported casualties by severity, road user type and country, United Kingdom, 2011	179
RAS30033	Deaths by age and gender, from all causes, all accidental deaths and all road deaths, Great Britain, 2010	180
RAS30034	Casualties resulting from reported personal injury road accidents, by age and severity, Great Britain, 1979 - 2011	181
RAS30035	Reported casualties in accidents, by journey purpose and casualty type, Great Britain, 2006 - 2011	182
RAS30036	Reported road accident casualties by severity, Great Britain, 1979 - 2011	185
RAS30037	Reported fatalities by road user type, Great Britain, 1979 - 2011	186
RAS30038	Reported killed or seriously injured casualties by road user type, Great Britain, 1979 - 2011	187
RAS30039	Reported children killed or seriously injured by road user type, Great Britain, 1979 - 2011	188
RAS30040	Reported slightly injured casualties by road user type, Great Britain, 1979 - 2011	189
RAS30041	Reported pedestrian casualties by age, Great Britain, 1979 - 2011	190
RAS30042	Reported pedal cyclist casualties, Great Britain, 1979 - 2011	191
RAS30043	Reported motorcycle user casualties, Great Britain, 1979 - 2011	192
RAS30044	Reported car user casualties, Great Britain, 1979 - 2011	193
RAS30045	Reported other road user casualties, Great Britain, 1979 - 2011	194
RAS30046	Long term trends and summary statistics, Great Britain, 2005-09 average, 2010 and 2011	195
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 - 2011	196
RAS40002	Reported accidents, vehicles and casualties by severity, road class, built-up and non built-up roads, Great Britain, 2011	197
RAS40003	Reported accidents and casualties by severity, road type and speed limit, Great Britain, 2011	198
RAS40004	Reported accidents, vehicle user and pedestrian casualties by area type and combination of vehicles involved, Great Britain, 2011	199
RAS40005	Reported accidents, vehicles and casualties by vehicle type and left hand drive, Great Britain, 2011	202
RAS40006	Long term trends and summary statistics, Great Britain, 2005-09 average, 2010 and 2011	46
RAS41: Strategic Framework for Road Safety outcome indicators		
RAS41001	Strategic Framework for Road Safety outcome indicators, Great Britain, 2005-09 average, 2005 - 2011	203
RAS41002	Reported Killed and Seriously Injured (KSI) casualties by local authority, England, 2007 - 2011 and 2005-09 average	207
RAS41003	Reported Killed and Seriously Injured (KSI) casualty rate per billion vehicle miles/kilometres by local authority, England, 2007 - 2011 and 2005-09 average	210
RAS41004	Reported Killed and Seriously Injured (KSI) casualty rate per million population by local authority, England, 2007 - 2011 and 2005-09 average	216
RAS50: Contributory factors		
RAS50001	Contributory factors: Reported accidents by severity, Great Britain, 2011	75-76
RAS50002	Contributory factors of reported accidents, Great Britain, 2007 - 2011	77
RAS50003	Contributory factors: Reported accidents by road class, Great Britain, 2011	219
RAS50004	Reported accidents involving pedestrians with contributory factors, Great Britain, 2011	79
RAS50005	Contributory factors: Vehicles in reported accidents by vehicle type, Great Britain, 2011	221
RAS50006	Most common pairs of contributory factors reported together, Great Britain, 2011	83
RAS50007	Contributory factors: Casualties in reported accidents by severity, Great Britain, 2011	85-86
RAS50008	Speed as a contributory factor: Reported accidents and casualties by severity, Great Britain, 2011	87
RAS50009	Vehicles with speed factors reported by vehicle type, Great Britain, 2011 Percentage of vehicles with selected contributory factors which also had a speed factor reported, Great Britain, 2011	88
RAS50010	Reported accidents and vehicles included in the contributory factor analysis, Great Britain, 2011	89

Department for Transport Statistics
Reported Road Casualties Great Britain (RRCGB) - Index of Tables

Ref.	Table name	Page
RAS50012	Contributory factors: Reported accidents by country, Great Britain, 2011	223
RAS50013	Contributory factors: Reported accidents by region, England, 2011 Two vehicle accidents in which a driver or rider had "failed to look properly" as a contributory factor, Great	225
RAS50014	Britain, 2011	82
RAS51: Drink drive		
RAS51001	Estimated number of reported drink drive accidents and casualties in Great Britain, 1979 - 2011	56
RAS51002	Breath tests and breath test failures by drivers and riders involved in reported accidents, 2001 - 2011 Reported breath tests and breath test failures, all drivers and riders involved by day of week and time of day,	227
RAS51003	Great Britain, 2011	228
RAS51004	Reported breath tests and breath test failures by road user type and age, Great Britain, 2011	230
RAS51005	Estimated number of reported drink drive casualties, by casualty type, Great Britain, 2010	57
RAS51006	Drivers and riders killed: percentage over the legal blood alcohol limit, Great Britain, 2001 - 2011	57
RAS51009	Blood alcohol levels of reported fatalities aged 16 and over, Great Britain, 2010 Estimated number of reported road accidents involving a car drink driver, by driver age, accidents per licence	60
RAS51010	holder and per mile driven, Great Britain, 2000 and 2010	61
RAS51013	Reported drink drive accidents by pedestrian involvement, Great Britain, 2010	62
RAS51014	Drivers and riders in injury road accidents: breath tests and failures, Great Britain, 2002 - 2011	63
RAS51015	Car drivers in injury road accidents, breath tests and failures, Great Britain, 2011	63
RAS51016	Reported roadside screening breath tests and breath test failures: England and Wales, 2001 - 2010	
RAS51017	Screening test results, by reason for test, 2011	66
RAS51018	Results of screening breath tests following a road traffic collision, 2011	67
RAS51019	Estimated number of reported drink drive accidents and casualties, by region, Great Britain, 2010	231
RAS51101	Reported drink driving, 2009/10 and 2010/11 Percentage reporting driving whilst thinking they are over the legal alcohol limit at least once in last 12 months,	94
RAS51102	by sex and age, 2009/10 and 2010/11	95
RAS51103	Reported drug driving, 2009/10 and 2010/11 Percentage reporting driving whilst under the influence of illegal drugs at least once in last 12 months, by sex	96
RAS51104	and age, 2009/10 and 2010/11	96
RAS52: International comparisons		
International comparisons of road deaths, number and rates for different road users by selected countries,		
RAS52001	United Kingdom, 2010 and 2011 (provisional)	232
RAS53: Passenger casualty rates for different modes of travel		
RAS53001	Passenger casualty rates by mode, 2002 - 2011	234
RAS55: Hospital admissions		
Comparison of emergency road traffic hospital admissions (HES) and police recorded seriously injured road		
RAS55001	casualties (STATS19), England, 2011	102
RAS55008	HES emergency road traffic admissions and STATS 19 seriously injured road casualties, England, 2006 - 2011	107
RAS55009	Results of linking STATS 19 and HES data, England, 2001 - 2010	108
RAS55011	Road casualties by MAIS group for linked STATS19 and HES data, England, 2001 - 2010	111
RAS55013	Age of cars by MAIS group of car occupants in the linked STATS19 and HES data, England, 2001 - 2010 Casualty rates per 100,000 car population by age of car and MAIS group of car occupants in the linked STATS19	113
RAS55014	and HES data, England, 2001 - 2010	114
RAS55016	Emergency admissions for falls in the street, cyclists in non-traffic accidents and animal riders or occupants of animal drawn vehicles, HES, 2011	115
RAS60: Accident and casualty costs		
RAS60001	Average value of prevention per reported Casualty and per reported road accident, Great Britain, 2011	50
RAS60002	Average value of prevention of reported road accidents by road type, Great Britain, 2011	51
RAS60003	Total value of prevention of reported accidents by severity and cost element, Great Britain, 2011	52
RAS60004	Total value of prevention of reported accidents by severity and road type, Great Britain, 2011	52
Notes to Tables		
	Definitions and Symbols used	236
	Calendar of Events	242
	Index of All Road Safety Statistics Tables Produced (with lookup table numbers for publications prior to 2010)	247
	National Form MG NSRF/A (STATS19)	253
	Contact details for Scottish, Welsh and Northern Ireland Statistics Offices	256
	Transport Statistics User Group	260
	Central and Local Government Information Partnership (CLIP) statistics contact details	260
		261

Reported Road Casualties Great Britain: 2011 Annual Report

The Reported Road Casualties in Great Britain (RRCGB) Annual Report: 2011 presents detailed statistics (headline figures were first published in June 2012) 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 six 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.

The key findings from the RRCGB 2011 report include:

- In 2011, there were a total of 203,950 casualties of all severities in road accidents reported to the police, 2 per cent lower than in 2010. There were 1,901 people killed, a 3 per cent increase than in 2010 and 23,122 were seriously injured, up 2 per cent. Motor vehicle traffic increased slightly (0.2 per cent) over the same period.
- The number of fatalities fell for three types of road user, with a fall of 22 per cent for bus and coach occupants, 10 per cent for motor cyclists, 4 per cent for pedal cyclists. Pedestrian and Car occupants rose by 12 and 6 per cent respectively.
- In 2011, it is estimated 9,990 reported casualties (5 per cent of all road casualties) occurred when someone was driving whilst over the legal alcohol limit. The provisional number of people estimated to have been killed in drink drive accidents was 280 (15 per cent of all road fatalities).
- The rate per billion vehicle miles for total casualties in reported road accidents and the rate of people killed or seriously injured (KSI) in 2011 were both 15 per cent lower than the 2005-09 average. For fatalities alone, the 2011 rate was 32 per cent lower than the average.
- *Failed to look properly* was again the most frequently reported contributory factor and was reported in 42 per cent of all accidents reported to the police in 2011.
- In 2011, the economic welfare cost of reported road accidents was estimated to be around £15.6 billion.

Introduction

Reported Road Casualties in Great Britain Annual Report: 2011 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 happening. Most of the statistics in the publication are based on information about accidents reported to the police (using 'STATS 19' forms). 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.

In addition to detailed tables there are six articles containing further analysis on specific road safety topics.

- an overview and trends in reported road casualties
- a valuation of road accidents and casualties
- drinking and driving
- contributory factors in accidents
- self-reported drink and drug driving
- hospital admissions data on road casualties

Not all non-fatal accidents are reported to the police. The regular annual article on survey data on road traffic accidents, which includes an overall estimate of total casualties, has not been updated this year because 2011 National Travel Survey data are not yet available. Our best current estimate is that the total number of road casualties in Great Britain, including those not reported to police, is within the range 660 thousand to 800 thousand with a central estimate of 730 thousand. The estimates will be updated in 2013.

This publication summarises key points from each article.

1. Overview and trends in reported road casualties

Summary

This article reviews the main trends in the number of reported road accident casualties in Great Britain in 2011 compared with recent years. Figures for the Strategic Framework for Road Safety¹. outcome indicators used to monitor progress on road safety are also included. Figures are primarily derived from information about accidents reported to the police. In 2011:

- There were a total of 203,950 casualties of all severities in road accidents reported to the police, 2 per cent lower than in 2010. 1,901 people were killed, 3 per cent higher than in 2010, 23,122 were seriously injured (up 2 per cent) and 178,927 were slightly injured (down 3 per cent). Motor vehicle traffic increased very slightly (0.2 per cent) over the same period.
- The number of fatalities rose for pedestrian and car occupants, by 12 and 6 per cent respectively compared to 2010 but fell for other types of road user. Motorcyclist fatalities fell by 10 per cent, pedal cyclists by 4 per cent and 22 per cent for bus and coach occupants.

¹ <http://www.dft.gov.uk/publications/strategic-framework-for-road-safety>

- The number of fatalities was 32 per cent lower and killed or seriously injured casualties were 17 per cent lower than the 2005-2009 average. The rates per billion vehicle miles were 31 per cent and 15 per cent respectively lower than the 2005-2009 average.

Changes in comparison to the 2005-09 average

The average over the five-year period from 2005 to 2009 is used as a basis for comparison when considering road safety trends over a longer period and used as a baseline for the Outcomes Framework for the Strategic Framework for Road Safety

Compared with the 2005-2009 average, in 2011:

- The number of casualties in road accidents and the number of people killed or seriously injured (KSI) reported to the police in 2011 were both 17 per cent lower than the 2005-09 average. For fatalities alone, the 2011 figure was 32 per cent lower than in the 2005-09 base period.
- Reported child casualties (ages 0-15) in 2011 were 19 per cent lower than in the 2005-09 base period and the number of children killed or seriously injured was 21 per cent lower. For child fatalities alone, the 2011 figure was 53 per cent lower than in the 2005-09 base period.
- The rate per billion vehicle miles for total casualties in reported road accidents and the rate of people killed or seriously injured (KSI) in 2011 were both 15 per cent lower than the 2005-09 average. For fatalities alone, the 2011 figure was 32 per cent lower than in the 2005-09 base period.

Figures for the Strategic Framework for Road Safety outcome indicators can be found at part 3 of this article (Table RAS41001). In addition a table summarising key figures and charts showing long term trends in road accident casualties compared with traffic can be found in the annex (RAS 40006).

The article "Overview and trends in reported road casualties " can be found at:
<http://assets.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2011/rrcgb2011-01.pdf>

Related statistics (tables and charts) can be found at:
http://www.dft.gov.uk/statistics?orderby=date&post_type=table&series=road-accidents-and-safety-series

Tables RAS30059-RAS30068, RAS40006. SFRS outcome indicators - Table RAS41001.

2. Valuation of road accidents and casualties

Summary

This article provides the latest Department for Transport (DfT) estimates on the values for prevention of road accidents and casualties for use in the appraisal of transport schemes. In addition, the estimate of the total value of road accidents in Great Britain in 2011 is also included.

Since 1993, the valuation of both fatal and non-fatal casualties has been based on a consistent willingness to pay (WTP) approach. This approach encompasses all aspects of the valuation of casualties, including the human costs, which reflect pain, grief, suffering; the direct economic costs of lost output and the medical costs associated with road accident injuries.

- The total value of prevention of reported road accidents in 2011 was estimated to be £15.6 billion. Prevention can be interpreted in two ways here: on the one hand, it is the benefit which would be obtained by prevention of road accidents from a cost benefit view point. On the other hand, it can be considered as the loss to society due to the current level of road accidents. This includes an estimate of damage only accident costs but does not take account of under-reporting of accidents.
- A number of assumptions have been made to produce a broad illustrative figure which suggests that allowing for accidents not reported to the police could increase the total value of prevention of road accidents to around £34.8 billion.

The methodology used to value the cost of accidents/casualties has been updated and is published in Transport Analysis Guidance – WebTAG unit 3.4.1².

The article “Valuation of road accidents ” can be found at:

<http://assets.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2011/rrcgb2011-02.pdf>

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

http://www.dft.gov.uk/statistics?orderby=date&post_type=table&series=road-accidents-and-safety-series

RAS60001-RAS6004

3. Drinking and Driving

Summary

This article presents statistics and an analysis of reported drinking and driving accidents and the casualties involved. Two sources of data – coroner’s data and STATS19 breath test data - are used to assess the extent of drink drive accidents in Great Britain.

- It is estimated that in 2011, 9,990 reported casualties (5 per cent of all road casualties) occurred when someone was driving whilst over the legal alcohol limit.
- The provisional number of people estimated to have been killed in drink drive accidents was 280 in 2011 (15 per cent of all road fatalities), an increase of 30 fatalities (12 per cent) compared to final 2010 estimates.
- The provisional number of KSI (killed or seriously injured) casualties in 2011 was 1,570, 5 per cent higher than the final 2010 estimates.
- Provisional figures for the number of slight casualties in 2011 rose by 3 per cent since 2010, from 8,210 to 8,430.

² The Transport Analysis Guidance can be found using following link:

<http://www.dft.gov.uk/webtag/documents/expert/unit3.4.1.php>

The article “Drinking and driving” can be found at:

<http://assets.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2011/rrcgb2011-03.pdf>

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

http://www.dft.gov.uk/statistics?orderby=date&post_type=table&series=road-accidents-and-safety-series

Table numbers RAS51001-RAS51019.

4. Contributory factors to reported road accidents

Summary

This article describes the scope and limitations of the information on contributory factors collected as part of the national road accident reporting system (STATS19), and presents results from the sixth year of collection.

- *Failed to look properly* was again the most frequently reported contributory factor and was reported in 42 per cent of all accidents reported to the police in 2011. Four of the five most frequently reported contributory factors involved *driver or rider error or reaction*. For fatal accidents the most frequently reported contributory factor was *loss of control*, which was involved in 34 per cent of fatal accidents.
- For accidents where a pedestrian was injured or killed; *Pedestrian failed to look properly* was reported in 59 per cent of accidents, and *pedestrian careless, reckless or in a hurry* was reported in 25 per cent of accidents.
- *Exceeding the speed limit* was reported as a factor in 5 per cent of accidents, but these accidents involved 14 per cent of fatalities. At least one of *exceeding the speed limit* and *travelling too fast for the conditions* was reported in 12 per cent of all accidents and these accidents accounted for 25 per cent of all fatalities.
- Over 60 per cent of fatalities in reported road accidents had *driver or rider error or reaction* (which included *failing to look properly*, *loss of control* and *sudden braking*), reported as a contributory factor leading to the accident.

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.

The article “Contributory factors to reported road accidents” can be found at:

<http://assets.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2011/rrcgb2011-04.pdf>

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

http://www.dft.gov.uk/statistics?orderby=date&post_type=table&series=road-accidents-and-safety-series

Table numbers RAS50001-RAS50014.

5. Self-reported drink and drug driving: Findings from the Crime Survey for England and Wales

Summary

This article presents data on self-reported drink and drug driving from the Crime Survey for England and Wales (CSEW)³. The CSEW has included questions asking people whether they have driven whilst over the legal alcohol limit, or under the influence of illegal drugs, since 2009. This article presents data from the 2009/10 and 2010/11 waves of the survey.

- In both 2009/10 and 2010/11, an estimated 8 per cent of adult drivers who had consumed alcohol in the last year reported driving at least once or twice within the last 12 months whilst they thought they were over the legal alcohol limit.
- Of those adults that reported driving within the last 12 months; 91 per cent reported drinking alcohol and 7 per cent reported taking an illegal drugs in 2010/11, which can be compared to 90 per cent reported drinking alcohol and 14 per cent reported taking an illegal drugs in 2009/10.
- In 2010/11, an estimated 19 per cent of adult drivers who had taken illegal drugs in the last year reported driving at least once or twice within the last 12 months whilst they thought they were affected by or under the influence of illegal drugs. This was similar to 2009/10, where an estimated 17 per cent reported driving at least once or twice within the last 12 months whilst under the influence of illegal drugs.

The article “Self-reported drink and drug driving: Findings from the Crime Survey for England and Wales” can be found at: <http://assets.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2011/rrcgb2011-05.pdf>

Related statistics (tables and charts) can be found at:
http://www.dft.gov.uk/statistics?orderby=date&post_type=table&series=road-accidents-and-safety-series

Table numbers RAS51101 – RAS51104.

6. Hospital admissions data on road casualties

Summary

This article describes road casualties admitted to hospital contained in Hospital Episode Statistics (HES), comparing it with serious injuries reported to the police in the STATS19 system. Information contained in HES which is unavailable from STATS19 is also explored.

- In 2011 there were around 38.6 thousand recorded emergency admissions to hospitals in England resulting from road traffic accidents, compared to 20.1 thousand serious injuries

³ Formerly known as the British Crime Survey (BCS). The BCS was renamed as the Crime Survey for England and Wales in March 2012. See: <http://www.ons.gov.uk/ons/guide-method/surveys/respondents/household/crime-survey-for-england---wales/index.html>

reported in STATS19. Although police and hospital data are not directly comparable, this illustrates the incompleteness of the police data for non-fatal casualties.

- Comparison of trends shown by police and hospital data is difficult, and there are known factors affecting patterns shown by the hospital data. However, with caution, HES can provide a useful secondary source of trend data, providing further evidence of a fall in casualties in recent years.
- Over two third (68.8%) of road casualties admitted to hospital and linked to the STATS19 data (linked STATS19 and HES data for 2001-2010) have minor or moderate injuries (MAIS 1 or 2). The majority (54.2 per cent) of these road casualties suffered from a fracture as a primary injury. The most commonly injured primary body regions include head and leg.
- Using the linked STATS19 and HES data, the proportions of car occupants sustaining minor and moderate injuries (MAIS 1 & 2) were similar across all car age bands (newest and oldest), suggesting age of car isn't such as strong factor in resultant minor or moderate injuries. However, for more serious & critical injuries, figures indicate that the newest vehicles (0-4 years old) had lower proportions compared to older vehicles (15+ years old), suggesting the likelihood of sustaining a serious or critical injury is higher with older vehicles relative to newer vehicles.

The article "Hospital admissions data on road casualties" can be found at:

<http://assets.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2011/rrcgb2011-06.pdf>

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

http://www.dft.gov.uk/statistics?orderby=date&post_type=table&series=road-accidents-and-safety-series

Table numbers RAS55001-RAS55016.

Reported Road Casualties in Great Britain 2011: 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 (RAS10002-RAS10015)
- drivers and vehicles involved (RAS20001-RAS20010)
- casualties (RAS30009-RAS30037, RAS30059-RAS30078)
- combined accidents, casualties, vehicles (RAS40001-RAS40007)
- area comparisons (RAS30038-RAS30058, RAS10014-RAS10015, RAS41002-RAS41004)
- international comparisons (RAS52001)
- inter modal comparisons (RAS53001)
- Strategic Framework for Road Safety outcome indicators (RAS41001-RAS41004)
- background data, traffic, population etc. (RAS90001-RAS9002)

A full list of tables in the road safety series and an index linking 2009 RRCGB report table numbers with 2011 RRCGB web tables can be found here

<http://assets.dft.gov.uk/statistics/series/road-accidents-and-safety/Reported-road-casualties-gb-index-of-tables.xls>

Detailed tables can be found on Reported road casualties Great Britain – 2011 annual report web page at:
http://www.dft.gov.uk/statistics?orderby=date&post_type=table&series=road-accidents-and-safety-series

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.

Our current best estimate, derived primarily from National Travel Survey (NTS) data, is that the total number of road casualties in Great Britain each year, including those not reported to police, is within the range 660 thousand to 800 thousand with a central estimate of 730 thousand. A discussion of how this estimate has been derived and its limitations can be found in the RRCGB 2010 annual report at <http://assets.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010/rrcgb2010-05.pdf>. The estimate will be updated next year after 2011 NTS data are published.

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. The RRCGB 2011 annual report contains an analysis of hospital data (article 6). Further information on complementary sources of data on road accidents and casualties, can be found in Reported Road Casualties Great Britain 2008, 2009 and 2010 annual reports, which are available through:

<http://www.dft.gov.uk/statistics/series/road-accidents-and-safety/>

Background notes

1. Further information about the Reported Road Casualties Great Britain Annual Report can be found at: <http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2011>
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.Once statistics have been designated as National Statistics it is a statutory requirement that the Code of Practice shall continue to be observed.
3. Details of ministers and officials who receive pre-release access to these statistics up to 24 hours before release can be found in the pre-release access list at:
http://assets.dft.gov.uk/statistics/series/road-accidents-and-safety/_reported-road-casualties-gb-prerelease.pdf
4. Notes & Definitions used in STATS19, a copy of the form used to collect the data and instructions for completion can be found at: <http://www.dft.gov.uk/statistics/series/road-accidents-and-safety/>
5. Specific notes to tables and definitions used in RRCGB 2011 can be found here:
http://assets.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2011/_rrcgb2011-notes-to-tables.pdf
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 <http://data.gov.uk/dataset/road-accidents-safety-data>
7. Information on implementation of the recent review changes to STATS 19 and CRASH, the new electronic police accident reporting system can be found through the road accidents and safety web page: <http://www.dft.gov.uk/statistics/series/road-accidents-and-safety/>
8. The next release of road accidents and casualty data will be estimates for the second quarter of 2012 on 1 November 2012.

Key definitions

(a full list of definitions can be found at the link above)

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. 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.

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

Fatal accident: An accident in which at least one person is killed; other casualties (if any) may have serious or slightly injuries.

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.

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.

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.

Reported Road Casualties in Great Britain: 2011 Annual Report

Overview and trends in reported road casualties

Summary

This article reviews the main trends in the number of reported road accident casualties in Great Britain in 2011 compared with recent years. Figures are primarily derived from information about accidents reported to the police. In 2011:

- There were a total of 203,950 casualties of all severities in road accidents reported to the police, 2 per cent lower than in 2010. 1,901 people were killed, 3 per cent higher than in 2010, 23,122 were seriously injured (up 2 per cent) and 178,927 were slightly injured (down 3 per cent). Motor vehicle traffic increased very slightly over the same period.
- The number of fatalities rose for pedestrian and car occupants, by 12 and 6 per cent respectively compared to 2010 but fell for other types of road user. Motorcyclist fatalities fell by 10 per cent, pedal cyclists by 4 per cent and 22 per cent for bus and coach occupants.
- The number of fatalities was 32 per cent lower and killed or seriously injured casualties were 17 per cent lower than the 2005-2009 average. The rates per billion vehicle miles were 31 per cent and 15 per cent respectively lower than the 2005-2009 average.

Changes in comparison to the 2005-09 average

The average over the five-year period from 2005 to 2009 is used as a basis for comparison when considering road safety trends over a longer period and used as a baseline for the Outcomes Framework for the Strategic Framework for Road Safety¹.

Compared with the 2005-2009 average, in 2011:

- The number of casualties in road accidents and the number of people killed or seriously injured (KSI) reported to the police in 2011 were both 17 per cent lower than the 2005-09 average. For fatalities alone, the 2011 figure was 32 per cent lower than in the 2005-09 base period.
- Reported child casualties (ages 0-15) in 2011 were 19 per cent lower than in the 2005-09

¹ <http://www.dft.gov.uk/publications/strategic-framework-for-road-safety>

base period and the number of children killed or seriously injured was 21 per cent lower. For child fatalities alone, the 2011 figure was 53 per cent lower than in the 2005-09 base period.

- The rate per billion vehicle miles for total casualties in reported road accidents and the rate of people killed or seriously injured (KSI) in 2011 were both 15 per cent lower than the 2005-09 average. For fatalities alone, the 2011 figure was 32 per cent lower than in the 2005-09 base period.

Figures for the Strategic Framework for Road Safety outcome indicators can be found at part 3 of this article and table RAS41001. In addition a table summarising key figures and charts showing long term trends in road accident casualties compared with traffic can be found in the annex (RAS 40006).

RAS30059: Reported road accident casualties by severity: GB 2011

	Number				2011 Percentage change over:	
	2005-09 average	2009	2010	2011	2010	2005-09 average
Killed	2,816	2,222	1,850	1,901	3	-32
of which children	127	81	55	60	9	-53
Seriously injured	27,225	24,690	22,660	23,122	2	-15
Killed or seriously injured	30,041	26,912	24,510	25,023	2	-17
of which children	3,067	2,671	2,502	2,412	-4	-21
Slightly injured	216,010	195,234	184,138	178,927	-3	-17
All severities	246,050	222,146	208,648	203,950	-2	-17
Traffic ¹	313	311	306	307	0	-2
KSI rate ¹	96	87	80	82	2	-15
Slight casualty rate ¹	690	628	601	583	-3	-15

1 Traffic in billion vehicle miles; rates per billion vehicle miles, rounded to the nearest whole number.

Part 1: Trends in reported road accident casualties

This article is based on information about accidents reported to the police. However, it has long been known that a significant proportion of non fatal accidents are not reported and this should be borne in mind when using and analysing the data throughout this publication. Our current best estimate, derived from survey data, of the total number of road casualties is between 660– 800 thousand. More details can be found in the Reported Road Casualties Great Britain: 2010 annual report². The estimate will be updated when 2011 National Travel Survey (NTS) 2011 are available. Information on other sources of data on road casualties, in particular hospital admissions, can be found in other articles in this report.

² <http://assets.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010/rrcgb2010-05.pdf>

Fatalities

There were a total of 1,901 fatalities in road accidents in 2011, 51 more than 2010. This is the first increase since 2003. This was an average of over 5 deaths per day.

- In 2011, the number of fatalities were between 18 and 42 per cent below the 2005-09 average for the main road user groups, except for other vehicles (for example agricultural vehicles) where the number of fatalities was 9 per cent higher.
- Between 2010 and 2011 pedestrian and car occupant fatalities increased by 12 and 6 per cent. However, fatalities fell for other road user groups, motorcyclist fatalities fell by 10 per cent, pedal cyclists by 4 per cent and 22 per cent for bus and coach occupants.
- The number of children killed in reported road accidents has fallen by considerably more than the overall fatalities figure, by 53 per cent from the 2005-09 average. However, between 2010 and 2011, child fatalities rose by 9 per cent from 55 to 60.

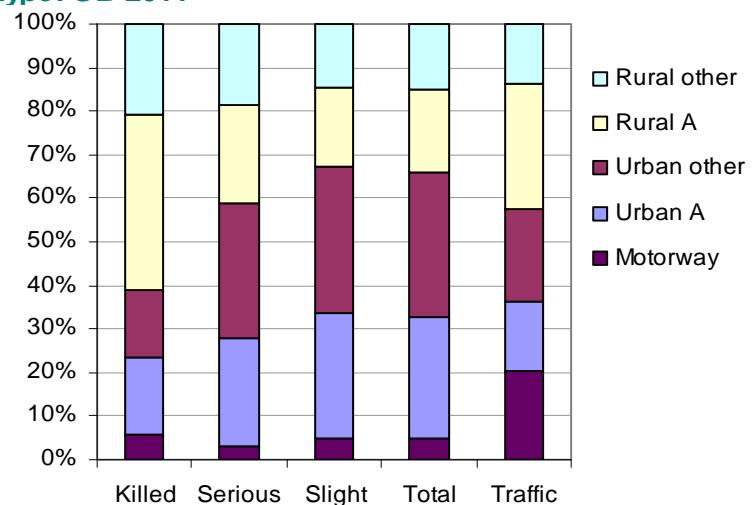
RAS30060: Reported fatalities by road user type: GB 2011

	Number				2011 Percentage change over:	
	2005-09 average	2009	2010	2011	2010	2005-09 average
Pedestrian	613	500	405	453	12	-26
Pedal Cyclist	130	104	111	107	-4	-18
Motorcycle Rider/Passenger	544	472	403	362	-10	-33
Car Occupant	1,407	1,059	835	883	6	-37
Bus or Coach Occupant	12	14	9	7	-22	-42
Van/Light Goods Vehicle Occupant	49	36	34	34	0	-30
HGV Occupant	37	14	28	28	0	-23
Other Vehicle Occupant	25	23	25	27	8	9
All road Users	2,816	2222	1850	1,901	3	-32
of which children	127	81	55	60	9	-53

The 3 per cent increase in deaths between 2010 and 2011 follows a 17 per cent fall between 2009 and 2010, which was the largest percentage fall in a single year in the post war period. Chart 1 shows reported casualties by severity and road type.

- Most fatalities occur on rural roads, 40 per cent occurred on rural A roads with a further 21 per cent on other rural roads.

Chart 1: Reported casualties by severity and road type: GB 2011



- Thirty three per cent of fatalities occurred on urban roads, compared to 61 per cent of all casualties.
- Only 6 per cent of fatalities occurred on motorways, although they took 20 per cent of traffic.

Chart 2 below shows how the fatality rate per million population varies by age and road user group. The numbers of fatalities for individual ages are small, so variations need to be interpreted with care.

- The overall fatality rate is highest for ages for those 80 and over. The higher rates for older drivers will reflect their greater vulnerability to injury in an accident.
- The majority of fatalities aged under 15 and over 75 were pedestrians.
- Table RAS30035 in the Tables section shows that road accidents cause over a fifth of all deaths in 15-19 year olds.
- Between the ages of 17 and 50, most fatalities are car or motorcycle users.

Chart 2: Fatalities per million population by road user type and age: GB 2011

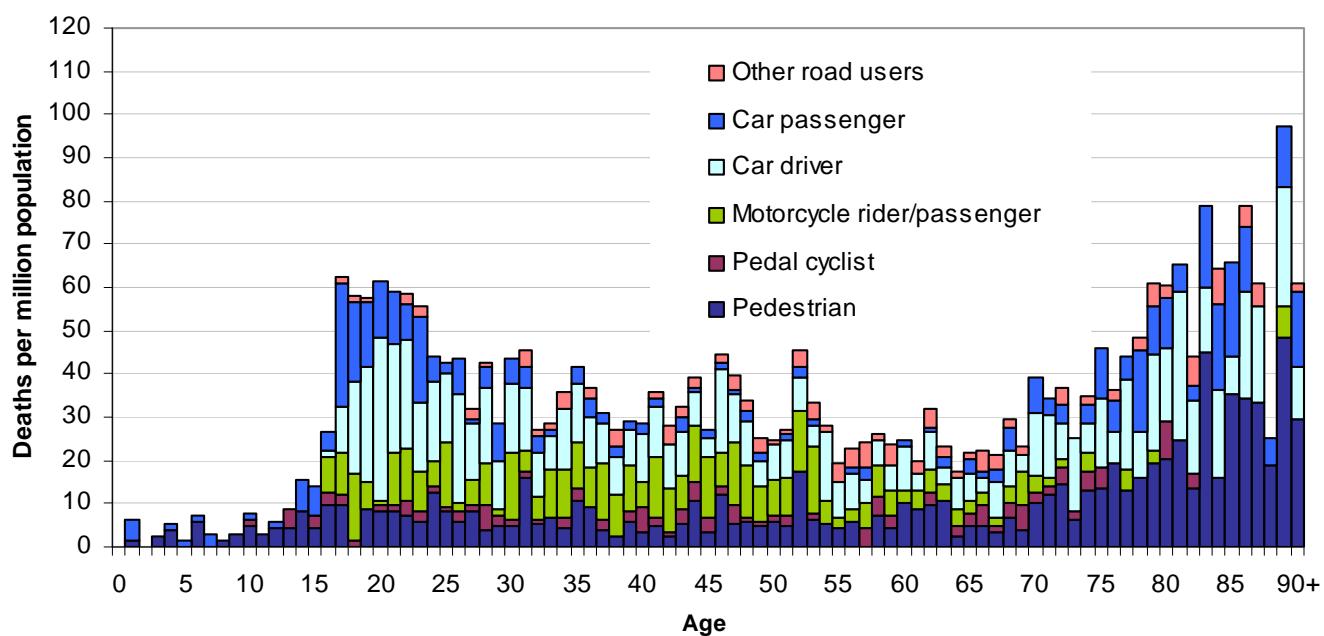
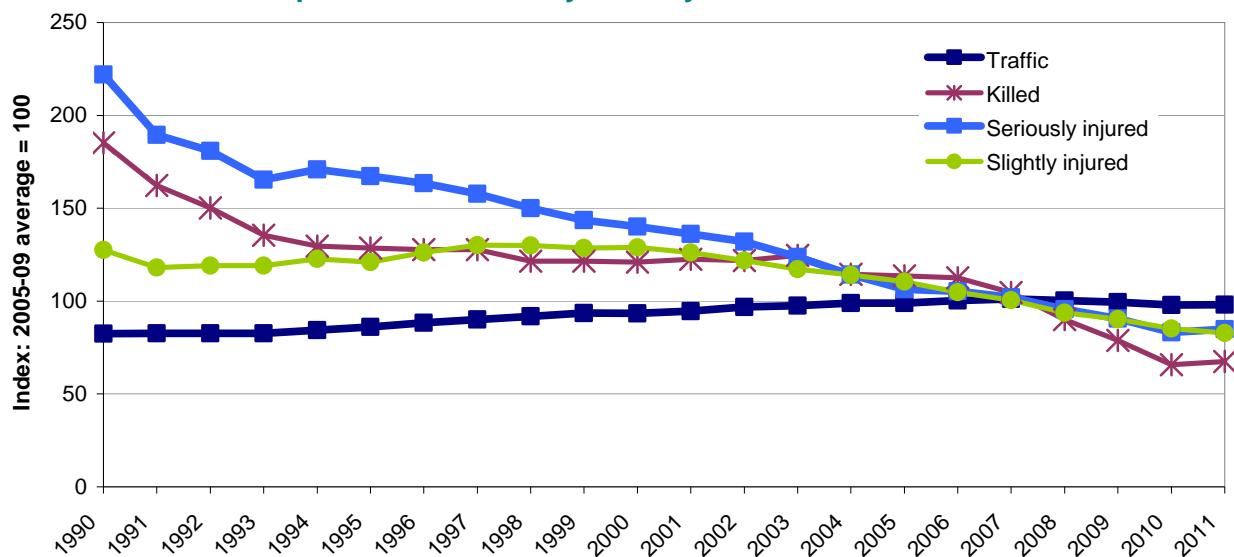


Chart 3 below shows the trends in reported fatal, serious and slight casualties. Trends in fatalities and serious injuries were generally very similar between 1990 and 1998, with a divergence between 1998 and 2005; deaths falling by 6 per cent and serious injuries by 29 per cent. In contrast, between 2005 and 2010, the number of deaths fell by 42 per cent, compared with a 22 per cent fall in serious injuries. These differences are mainly for car occupants; other road users, particularly pedestrians have seen more consistent trends in fatalities and serious injuries. In 2011, both fatalities and serious injuries rose.

Chart 3: Traffic and reported casualties by severity: GB 1990-2011



Fatalities have generally been on a downward trend since 1973, with some intermittent periods where small increases in fatalities were observed before the downward trend continued.

There are various possible factors which may contribute to the recent large reductions in fatalities in addition to longer term trends in improved vehicle safety, road safety engineering and education. The economic downturn, falling traffic levels for three consecutive years and continued reduction in free flow speeds have played a part. Similar large falls in fatalities were seen in the recession in the early 1990s followed by a period of stabilisation (Chart 4a)

It was recognised that sustained periods of snow and ice in many areas in the first and fourth quarters of 2010 contributed to the highest ever fall (17 per cent) in a single year in fatalities. Extreme winter weather tends to reduce the number of serious road casualties, as there is less traffic on the roads and those motorists who do venture out tend to drive much more slowly and carefully than usual. (Charts 4a and b below)

Comparable periods of bad weather were not seen in 2011 and this is a factor in the increase in fatalities (and serious road casualties) between 2010 and 2011. During the four winter months of 2011 (January, February, November and December) there were 81 more fatalities than in the same months of 2010 (Chart 4b). During the remaining eight months of the year (March to October inclusive), which were not affected by extreme weather, there were 30 fewer casualties in 2011 than 2010. In addition traffic levels stabilised in 2011 after falling for 3 years. Despite a general pattern of increases in deaths and serious injuries from 2010 to 2011, the 2011 figures (with the exception of seriously injured pedal cyclists) remained below 2009 levels and were the second lowest recorded.

Chart 4a: Reported Road accident fatalities, UK GDP and Motor Traffic percentage changes: GB 1972-2011

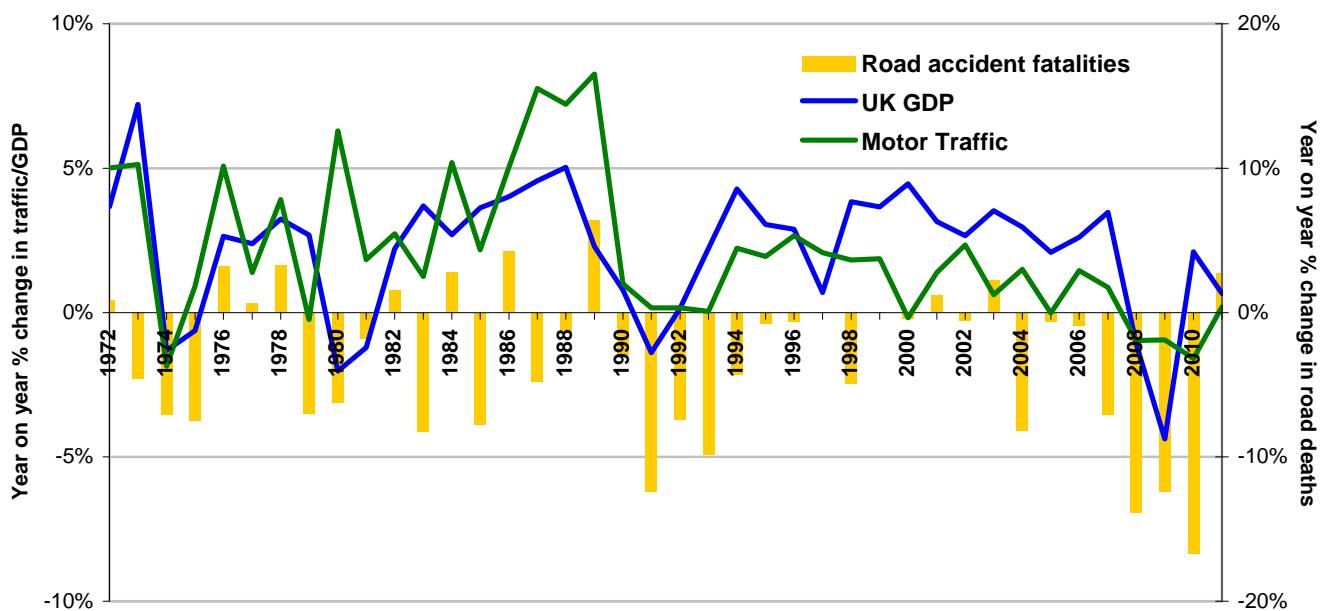
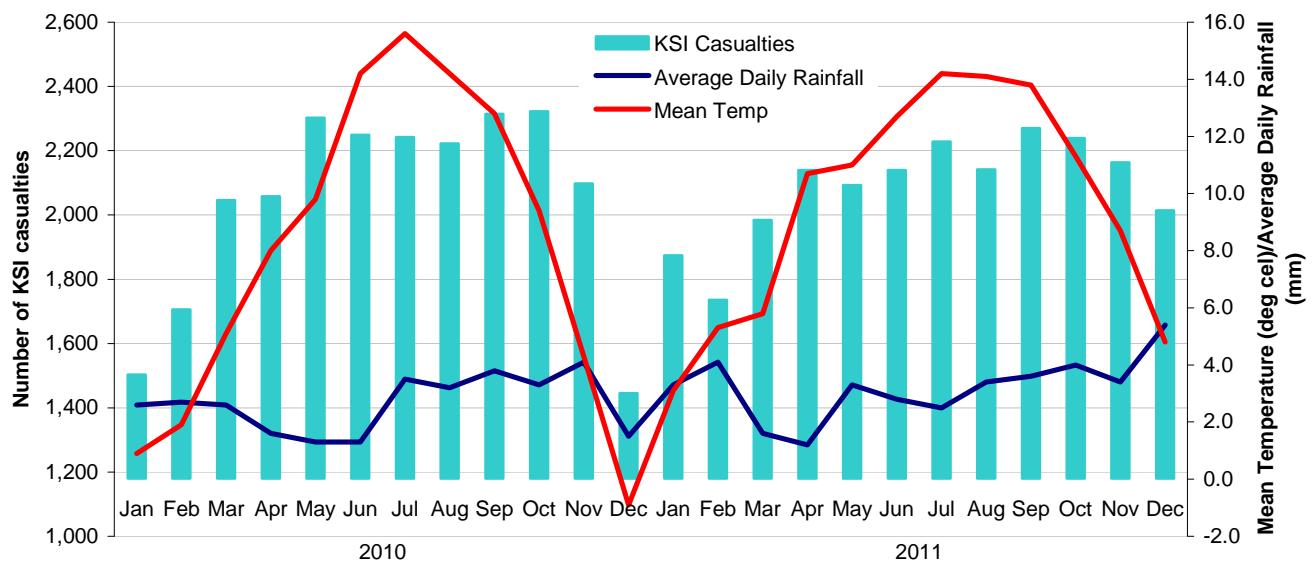


Chart 4b: Reported KSI casualties, mean temperature and average daily rainfall: GB 2010-2011



Motor vehicle traffic rose by 0.2 per cent between 2010 and 2011 (with a 1 per cent increase for pedal cyclists). This follows three consecutive years in which traffic levels fell. Charts 5a and b below show fatality rates per billion vehicle miles for different road user groups:

- In 2011 there were 3.7 car occupants killed per billion vehicle miles travelled. This rate has fallen sharply in recent years, and despite an increase from 3.5 killed per billion vehicle miles travelled in 2010 is 47 per cent below the figure for 2005 and 36 per cent below the 2005-09 average.
- Motorcyclists have the highest fatality rate of any road user group. In 2011, 125 motorcyclists were killed per billion vehicle miles. However, this is 11 per cent lower than in 2010 and 25 per cent below the 2005-09 average.

- The pedestrian fatality rate per billion miles walked has fallen steadily in recent years; however in 2011 the rate was 10 per cent higher than in 2010. Despite this increase the rate was still 22 per cent below the 2005-09 average.
- Having remained fairly steady between 2004 and 2007 and then fallen, the pedal cycle fatality rate fell 6 per cent from 2010 to 2011, and was 26 per cent below the 2005-09 average.

Chart 5a: Car, HGV and LGV occupant fatality rates: GB 2000-2011

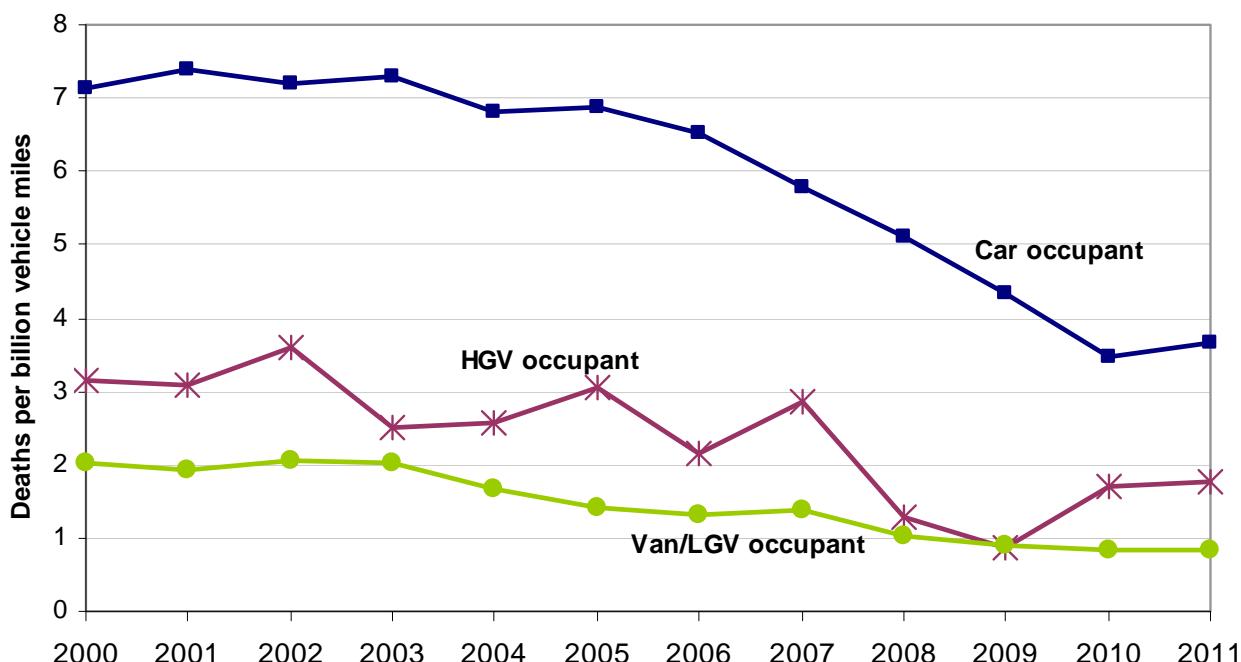
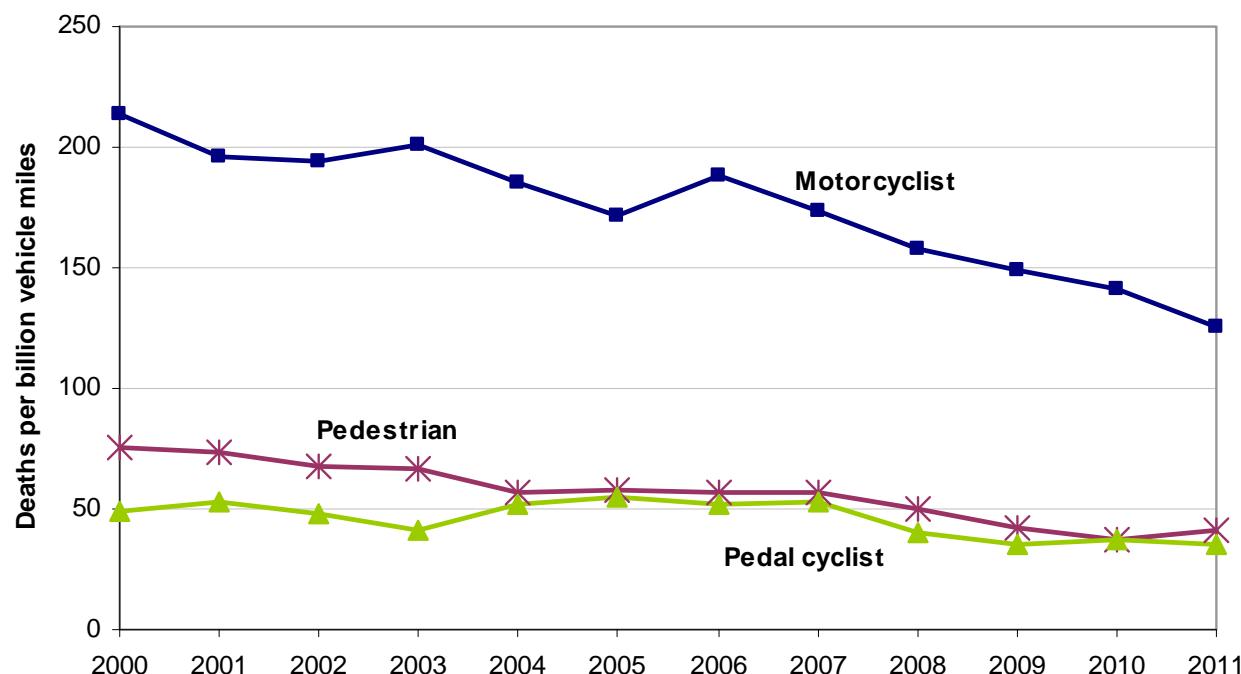


Chart 5b: Pedestrian, motorcyclist and pedal cyclist fatality rates: GB 2000- 2011



Analysis and data presented elsewhere in this publication provides further details about fatal accidents, in particular part 2 of this article provides more detail for individual road user groups.

- Another article in this report looks at drinking and driving. The number of people killed in accidents involving illegal alcohol levels decreased from 380 in 2009 to 250 in 2010, with a provisional figure for 2010 of 280 (an increase of 12 per cent). Fatalities resulting from drink and drive accidents represented 15 per cent of all road deaths.
- Article 4 contains details of contributory factors including fatal accidents. The patterns shown are broadly similar to those seen in previous years.
- The *tables* section of this publication contains a number of tables showing time series of fatalities (for example, Tables RAS10002-10003, RAS30009-30010, and RAS 30012-RAS30013 and RAS20001).

Killed or seriously injured (KSI) casualties

The number of people killed or seriously injured (KSI) in accidents reported to the police rose by 2 per cent between 2010 and 2011. This is the first annual increase since 1994. However, this figure is still 17 percent lower than the 2005-09 average. This fall in reported KSI casualties has occurred alongside a fall in the overall traffic level of around 2 per cent between the 2005-09 average and 2011³. Between 2010 and 2011 traffic volume rose by 0.2 per cent.

- Between 2010 and 2011 KSI casualties increased for pedestrians, pedal cyclists and motorcyclists by 5, 15, and 8 per cent respectively. The number of KSI casualties fell for other road users, including car occupant which were 5 per cent lower in 2011.
- Compared with the 2005-09 average, there have been reductions in the number of reported KSI casualties (of between 1 and 38 per cent) for all of the main road user types, with the exception of pedal cyclists.
- Pedal cycle KSI casualties have risen steadily since 2004 as have traffic levels. In 2011 the number was 26 per cent higher than the 2005-09 average, over the same period pedal cycle traffic increased by 11 per cent.
- Around 3 out of every 8 people killed or seriously injured are car occupants. Car occupant KSI casualties fell by 17 per cent from the average. Over the same period car traffic decreased by 2 per cent.

³ Detailed information on trends in traffic in Great Britain over the last decade can be found in the Department's annual bulletin:

<http://www.dft.gov.uk/statistics/series/traffic>

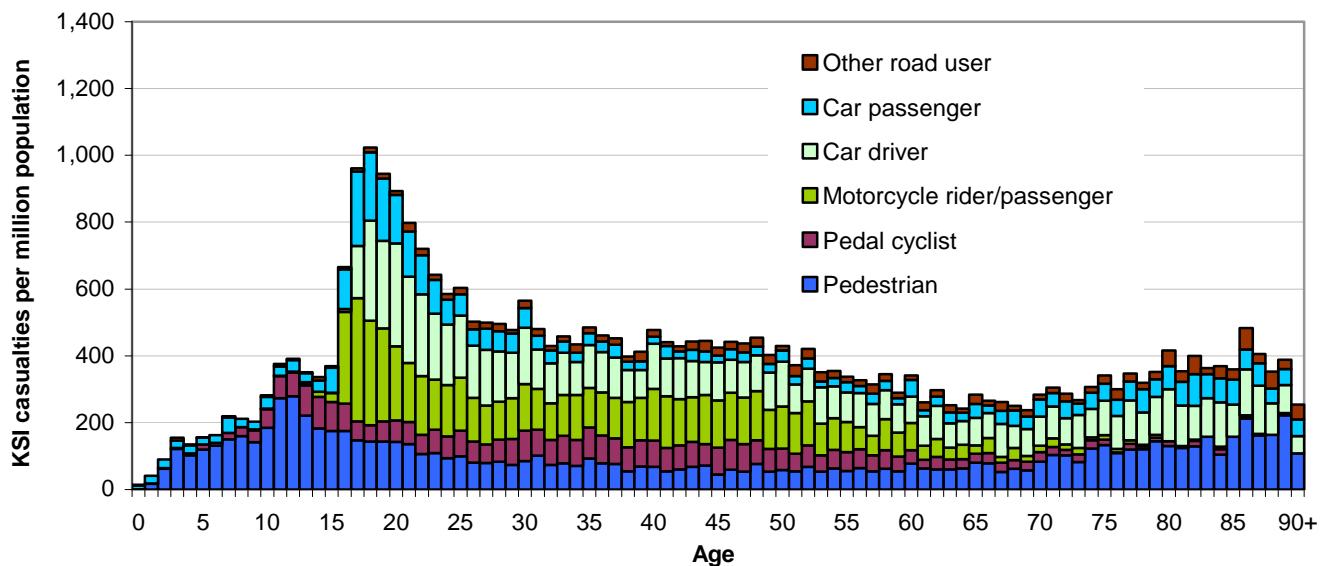
RAS30061: Reported killed or seriously injured casualties by road user type: GB 2011

	Number			2011 Percentage change over:		
	2005-09 average	2009	2010	2011	2010	2005-09 average
Pedestrian	6,758	6,045	5,605	5,907	5	-13
Pedal Cyclist	2,528	2,710	2,771	3,192	15	26
Motorcycle Rider/Passenger	6,320	5,822	5,183	5,609	8	-11
Car Occupant	12,984	11,112	9,749	9,225	-5	-29
Bus or Coach Occupant	409	370	401	332	-17	-19
Van/Light Goods Vehicle Occupant	501	417	359	340	-5	-32
HGV Occupant	314	189	212	195	-8	-38
Other Vehicle Occupant	226	247	230	223	-3	-1
All road Users	30,041	26,912	24,510	25,023	2	-17
of which children	431	350	293	272	-7	-37

Chart 6 below shows how the rate of killed or seriously injured per million population, varies by road user type and age.

- The overall number of KSI casualties is highest for ages 17 and 18.
- The majority of KSI casualties aged between 2 and 15 and over 90 were pedestrians.
- Between the ages of 16 and 79, most KSI casualties are car or motorcycle users.

Chart 6: KSI casualties per million population rates, by road user type and age: GB 2011



Child KSI casualties

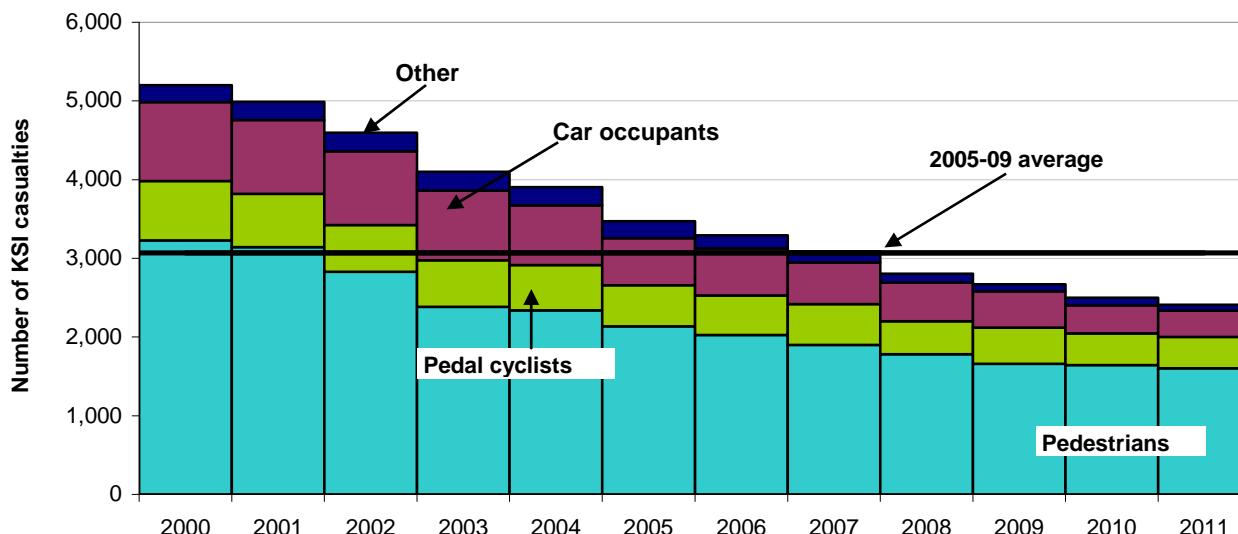
In 2011, the number of children aged 0-15 killed or seriously injured was 2,412 - 21 per cent below the 2005-09 average and 4 per cent lower than in 2010. Around two out of every three child KSI casualties were male.

- Compared with the 2005-09 average, the number of reported child KSI casualties for 2011 fell by 16 per cent or more for pedestrians, pedal cyclists and car users. The majority of child KSI casualties are pedestrians, accounting for 66 per cent of the total in 2011.
- Compared with 2010, there was a 3 per cent fall in child pedestrian KSI casualties, a 7 per cent fall in car occupant KSI casualties and 36 per cent decrease in other road vehicle KSI casualties. Pedal cyclist child KSI casualties remained at the same level as 2010.
- Compared with the 2005-09 average the number of child KSI casualties in other road vehicles fell by 48 per cent. This is largely due to a decrease in the number of child KSI casualties in buses or coaches.
- The number of children aged 12-15 killed or seriously injured has fallen more than other child age groups, by 31 per cent since the 2005-09 average.

RAS30062: Reported children killed or seriously injured casualties by road user type and age group: GB 2011

	Number				2011 Percentage change over:	
	2005-09 average	2009	2010	2011	2010	2005-09 average
Pedestrians	1,900	1,660	1,646	1,602	-3	-16
Pedal cyclists	485	458	398	398	0	-18
Car users	534	463	360	336	-7	-37
Other road users	147	90	98	76	-22	-48
Males	1,984	1,757	1,628	1,519	-7	-23
Females	1,082	914	874	893	2	-17
Age 0-4	359	314	324	328	1	-9
Age 5-8	576	512	504	514	2	-11
Age 9-11	664	584	595	561	-6	-15
Age 12-15	1,469	1,261	1,079	1,009	-6	-31
All children (aged 0-15)	3,067	2,671	2,502	2,412	-4	-21

Chart 7: Reported children killed or seriously injured by road user type: GB 2000-2011



Slightly injured casualties

In 2011, there were over 178 thousand reported slight casualties, 583 per billion vehicle miles of traffic. These figures were both 3 per cent below 2010 and 17 and 15 per cent respectively below the 2005-09 average level. The completeness of reporting for slight accidents may be more vulnerable to changes over time in the reporting of accidents to the police.

- Compared with the 2005-09 average, there have been reductions (of 12-22 per cent) in reported slight casualties for most road user groups except pedal cyclists which increased by 15 per cent.
- Between 2010 and 2011 the number of slight casualties and the rate against traffic fell for car users but increased for motor cyclists and pedal cyclists.
- Whilst the majority (almost two thirds) of slight casualties are car occupants, the highest rates (per billion vehicle miles) are for pedal cyclists, followed closely by motorcycle users.

RAS30063: Reported slightly injured casualties by road user type: GB 2011

	Number				2011 Percentage change over:	
	2005-09 average	2009	2010	2011	2010	2005-09 average
Pedestrians	23,206	20,842	20,240	20,291	0	-13
Rate ¹	2,004	1,771	1,873	1,863 ⁵	-1	-7
Pedal cyclists	13,934	14,354	14,414	16,023	11	15
Rate ²	4,965	4,839	4,799	5,219	9	5
Motorcycle users	16,452	14,881	13,503	14,541	8	-12
Rate ²	5,181	4,684	4,727	5,041	7	-3
Car users	147,683	132,300	123,456	115,699	-6	-22
Rate ²	604	540	515	481	-7	-20
All road users ³	216,010	195,234	184,138	178,927	-3	-17
Rate ⁴	699	634	607	583	-4	-17

1 Rate per billion miles walked

2 Rate per billion vehicle miles

3 Includes other vehicles

4 Rate per billion vehicle miles (excluding distance walked)

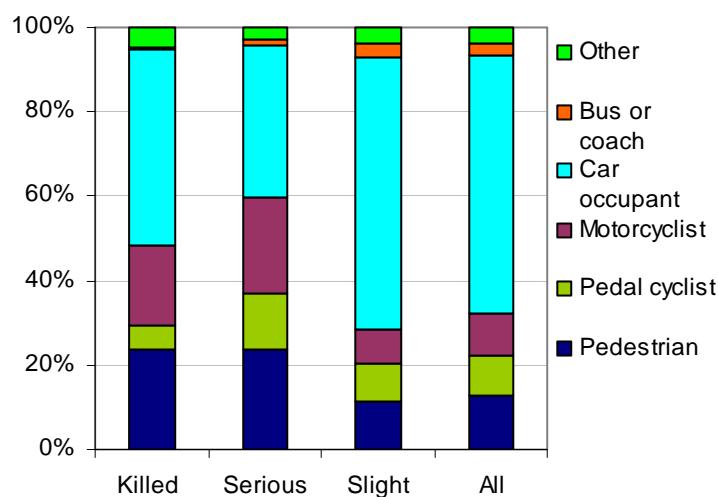
5 2010 NTS data used to calculate 2011 pedestrian rates

Part 2: Reported casualties by road user type

This section provides the main figures and some analysis for each of the main groups of road user. Chart 8 below shows the proportion of each road user type for each different severity of casualty in 2011:

- Car occupants were the largest group for all severities, accounting for nearly two thirds of reported slight casualties and nearly half of all fatalities.
- Pedestrians accounted for 24 per cent of reported deaths and serious injuries but only 11 per cent of slight injuries.
- Similarly, 19 per cent of all fatalities were motorcycle users, but only 8 per cent of those slightly injured.
- Together, car occupants, pedestrians and motorcyclists accounted for 89 per cent of deaths, and 84 per cent of all reported casualties. Of the remainder, pedal cyclists made up 9 per cent, other road users 4 per cent and bus or coach users 3 per cent of all casualties.

Chart 8: Proportion of reported casualties by road user type and severity: GB 2011



Overall, around 7 of every 10 people reported killed or seriously injured in road accidents were male, but again this varies by road user type - in 2011, around 9 out of 10 motorcyclist and 8 out of 10 pedal cyclist KSI casualties were men, compared with around 6 in 10 pedestrians and car occupants.

Detailed figures relating to the number of reported road accident casualties by age, gender and road user type can be found in the *tables* section.

Pedestrian casualties

Total reported pedestrian casualties have increased by 1 per cent from 25,845 in 2011 to 26,198 in 2010, and were 13 per cent below the 2005-09 average. Overall pedestrian fatalities rose by 12 per cent from 2010 to 2011, although this varied by age group. In 2011 fatalities were 26 per cent below the 2005-09 average.

- Chart 9 below shows the trends in reported fatal, serious and slight pedestrian casualties. All severities of casualty have shown broadly similar trends and have fallen consistently over this period until 2011.
- Child pedestrian fatalities rose by 27 per cent to 33 in 2011 but remained below the 2009 figure of 37; the 2011 figure was 42 per cent below the 2005-09 average. Seven per cent of

all pedestrian fatalities were children (aged 0-15 years old), however this proportion rose to 30 per cent for all pedestrian casualties.

- The number of adult pedestrians killed aged 16 to 59 years old rose by 5 per cent, from 224 in 2010 to 236 in 2011.
- There was a 19 per cent increase in the number of pedestrian fatalities aged 60 years old and over, from 155 in 2010 to 184 in 2011; this compares with 207 in 2009. Adults 60 years old and over accounted for 41 per cent of all pedestrian fatalities but only 15 per cent of all casualties.
- The rate of reported pedestrian casualties per million population was 15 per cent lower than the 2005-09 average, but increased by 1 per cent from 2010. The rate for pedestrian casualties aged 60 years old and over was the lowest of all age groups, with child pedestrian casualties rate being the highest (281 pedestrian casualties per million population for 60 year olds and over, compared to 690 for 0-15 year olds).

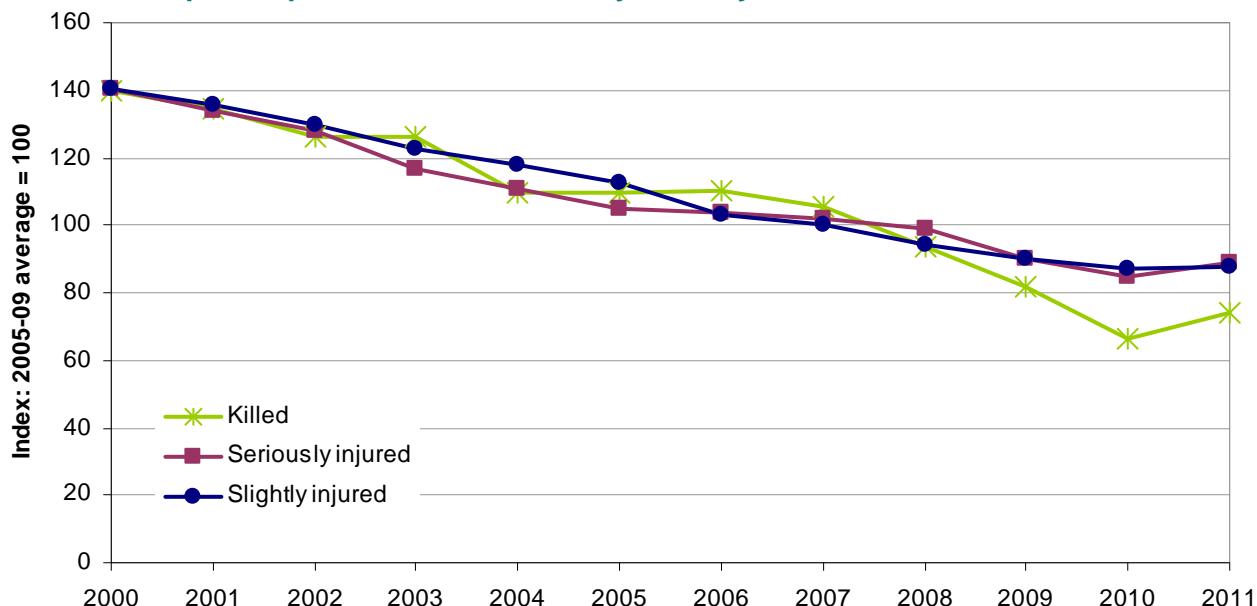
RAS30064: Reported pedestrian casualties by age: GB 2011

		Number				2011 Percentage change over:	
		2005-09 average	2009	2010	2011	2010	2005-09 average
Children (0-15)	Killed	57	37	26	33	27	-42
	Serious	1,843	1,623	1,620	1,569	-3	-15
	Slight	7,607	6,323	6,283	6,205	-1	-18
	All	9,508	7,983	7,929	7,807	-2	-18
Adults (16-59)	Killed	301	256	224	236	5	-21
	Serious	2,995	2,678	2,475	2,661	8	-11
	Slight	11,955	11,317	11,019	10,992	0	-8
	All	15,251	14,251	13,718	13,889	1	-9
Adults (60+)	Killed	253	207	155	184	19	-27
	Serious	1,183	1,154	1,020	1,146	12	-3
	Slight	2,800	2,636	2,427	2,583	6	-8
	All	4,236	3,997	3,602	3,913	9	-8
All ¹	Killed	613	500	405	453	12	-26
	Serious	6,145	5,545	5,200	5,454	5	-11
	Slight	23,206	20,842	20,240	20,291	0	-13
	All	29,965	26,887	25,845	26,198	1	-13
Casualty rate per million population							
KSI		114	101	93	97	5	-15
Slight		392	347	335	333	-1	-15
All		506	448	427	430	1	-15

¹ Includes cases where age was not reported.

Tables RAS30024-RAS30028 provide a further breakdown of pedestrian casualties.

Chart 9: Reported pedestrian casualties by severity: GB 2000-2011



Pedal cycle casualties

- Overall reported pedal cycle casualties went up by 12 per cent from 2010 to 2011, and have increased by 17 per cent from the 2005-09 average.
- The number of pedal cycle fatalities fell by 4 per cent from 111 in 2010 to 104 in 2011, an 18 per cent decrease from the 2005-09 average.
- The number of reported seriously injured pedal cyclists also increased by 16 per cent from 2,660 in 2010 to 3,085 in 2011, seriously injured pedal cyclists casualties have increased each year since 2004 and .
- The number of killed and seriously injured pedal cyclists per billion vehicle miles has risen by 5 per cent from the 2005-09 average, and is up by 9 per cent from 2010.

RAS30065: Reported pedal cycle casualties: GB 2011

		Number				2011 Percentage change over:	
		2005-09 average	2009	2010	2011	2010	2005-09 average
Children (0-15)	Killed	18	14	7	6	-14	-67
	Serious	467	444	391	392	0	-16
	Slight	3,153	2,746	2,430	2,483	2	-21
	All	3,639	3,204	2,828	2,881	2	-21
Adults (16-59)	Killed	85	67	75	73	-3	-15
	Serious	1,685	1,898	1,986	2,383	20	41
	Slight	9,586	10,441	10,944	12,396	13	29
	All	11,356	12,406	13,005	14,852	14	31
Adults (60+)	Killed	26	23	29	28	-3	8
	Serious	205	237	243	266	9	30
	Slight	726	754	693	762	10	5
	All	957	1,014	965	1,056	9	10
All ¹	Killed	130	104	111	107	-4	-18
	Serious	2,398	2,606	2,660	3,085	16	29
	Slight	13,934	14,354	14,414	16,023	11	15
	All	16,463	17,064	17,185	19,215	12	17
Traffic ²		2.8	3.0	3.0	3.1	2	11
Casualty rate ³							
KSI		5,903	5,718	5,684	6,223	9	5
Slight		5,036	4,839	4,799	5,219	9	4
All		5,950	5,753	5,721	6,258	9	5

1 Includes cases where age was not reported.

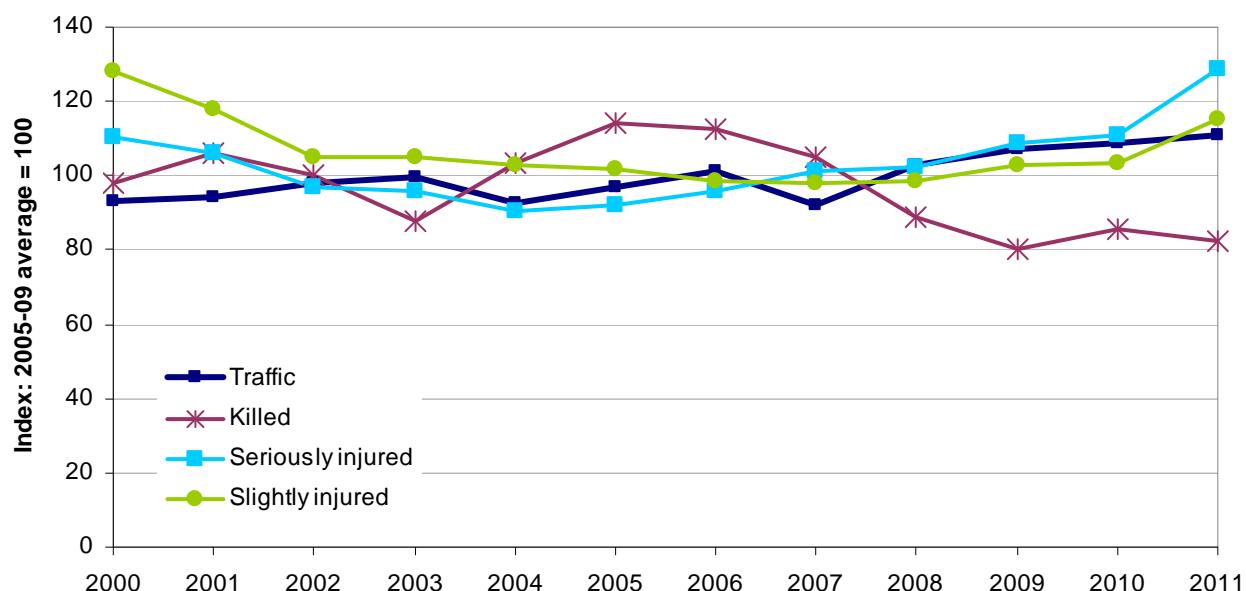
2 Billion vehicle miles.

3 Rate per billion vehicle miles.

Pedal cycle traffic levels have fluctuated in recent years, but the trend has been generally upward. Pedal cycle traffic increased by 2 per cent between 2010 and 2011.

Chart 10 below shows that trends in pedal cyclists seriously injured and slightly injured have followed broadly similar trends along with pedal cycle traffic levels since 2000. The number of fatalities has followed a slightly different trend, fluctuating above and below the 2005-09 average, staying below this average since 2008.

Chart 10: Pedal cycle traffic and reported casualties by severity: GB 2000-2011



- 81 per cent of reported pedal cycle casualties were male, as were 77 per cent of pedal cycle fatalities.
- 62 per cent of all pedal cycle casualties were 16 – 59 year old men, compared to 54 per cent for pedal cycle fatalities.
- 17 per cent of pedal cycle casualties were children (0-15 years old) although only 6 per cent of pedal cycle fatalities were children.
- The number of reported child pedal cycle casualties has fallen by 21 per cent from the 2005-09 average, from 3,639 to 2,881 in 2011.

Tables, RAS30021-RAS30023, analyse reported casualties by severity, day, road user type and hour of day. Fifty seven per cent of pedal cycle casualties occurred during the hours of 7am – 10am and 3pm – 6pm. This proportion was slightly higher for accidents on Monday to Thursday (62 per cent) and lower at the weekend (39 and 40 per cent on Saturday and Sunday respectively), and is likely to be related to school and work travel. The proportions are similar for both child and adult casualties.

Table RAS20006 shows the location of reported accidents but junction type and type of road. RAS40004 analyses the combination of vehicles and casualties involved in accidents, including pedal cycles. Only 3 per cent of pedal cycle accidents involve a single cycle, however it is known that this type of accident is often not reported to the police; this issue is discussed further in article 6 in this report on hospital admissions. In two vehicle accidents in 2011, 57 per cent of pedal cycle fatalities were in collision with a car and 25 per cent with a heavy goods vehicle.

Motorcycle user casualties

- Reported motorcycle casualties increased by 8 per cent from 18,686 in 2010 to 20,150 in 2011, but were 12 per cent lower than the 2005-09 average. Motorcycle traffic went up 1

per cent compared to 2010, as a result the overall motorcycle casualty rate increased from 6,541 motorcycle casualties per billion vehicle miles in 2010 to 6,986 in 2011.

- Motorcycle fatalities fell by 10 per cent from 403 in 2010 to 362 in 2011 and were 33 per cent lower than the 2005-09 average.
- There was a 10 per cent rise in the number of reported serious motorcycle casualties, resulting in an 8 per cent increase in the number of KSI motorcycle casualties, from 5,183 in 2010 to 5,609 in 2011.

RAS30066: Reported motorcycle casualties: GB 2011

	Number				2011 Percentage change over:	
	2005-09 average	2009	2010	2011	2010	2005-09 average
Killed	544	472	403	362	-10	-33
Serious	5,776	5,350	4,780	5,247	10	-9
Slight	16,452	14,881	13,503	14,541	8	-12
Total	22,772	20,703	18,686	20,150	8	-12
Motorcycle traffic ¹	3.2	3.2	2.9	2.9	1	-11
Casualty rate ²						
KSI	1,950	1,833	1,814	1,945	7	0
Slight	5,076	4,684	4,727	5,041	7	-1
All	7,027	6,516	6,541	6,986	7	-1

1 Billion vehicle miles.

2 Rate per billion vehicle miles.

- Over two thirds of motorcycle fatalities occurred in rural areas, compared to less than half for serious motorcycle casualties and under a third for slight motorcycle casualties.
- 34 per cent of riders of motorcycles less than 50cc involved in personal injury road accidents were aged 16 years. A further 16 per cent were 17 years old. This is in contrast to motorcycles greater than 500cc, where 51 per cent of riders were aged 30-49 years.

Chart 11 below shows the trends in reported motorcyclist casualties and motorcycle traffic, indexed to the 2005-09 average.

- Motorcycle traffic increased above the 2005-09 average in 2003 and since 2003 the traffic has been fairly volatile, moving above and below the 2005-09 average. In recent years motorcycle traffic has remained below the 2005-09 average with the 2011 traffic figure 9 per cent lower than in 2009, and 11 per cent less than the 2005-09 average.
- Motorcycle casualties for all severities have declined fairly steadily over the same period, until 2011 when seriously injured and slightly injured saw the first increase in figures for 3 years.

Chart 11: Motorcycle traffic and reported casualties by severity: GB 2000-2011

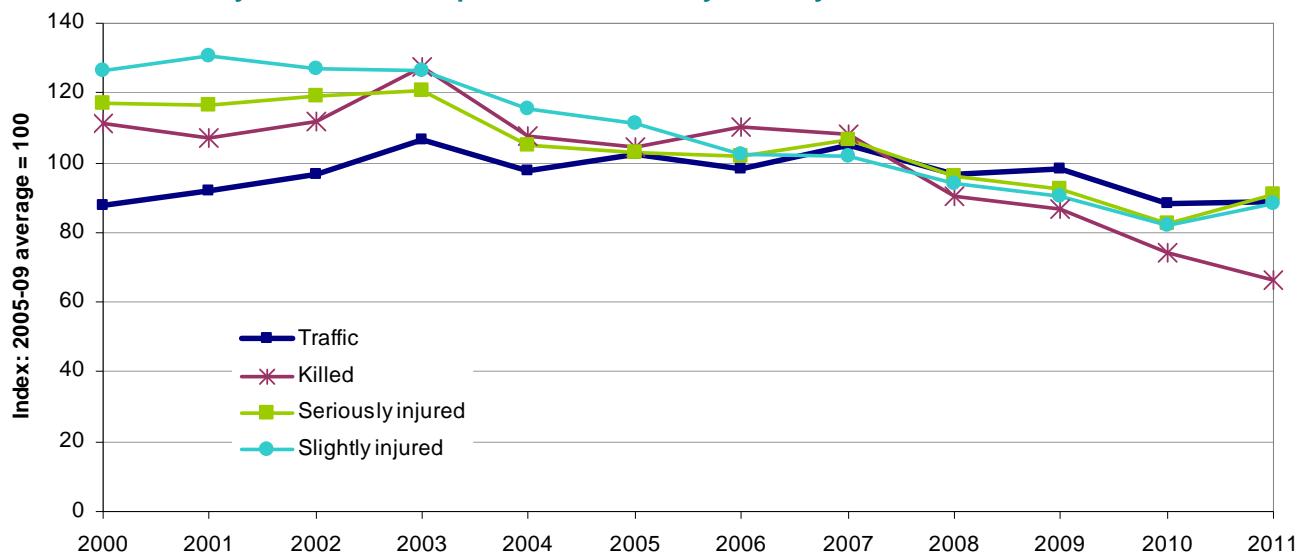
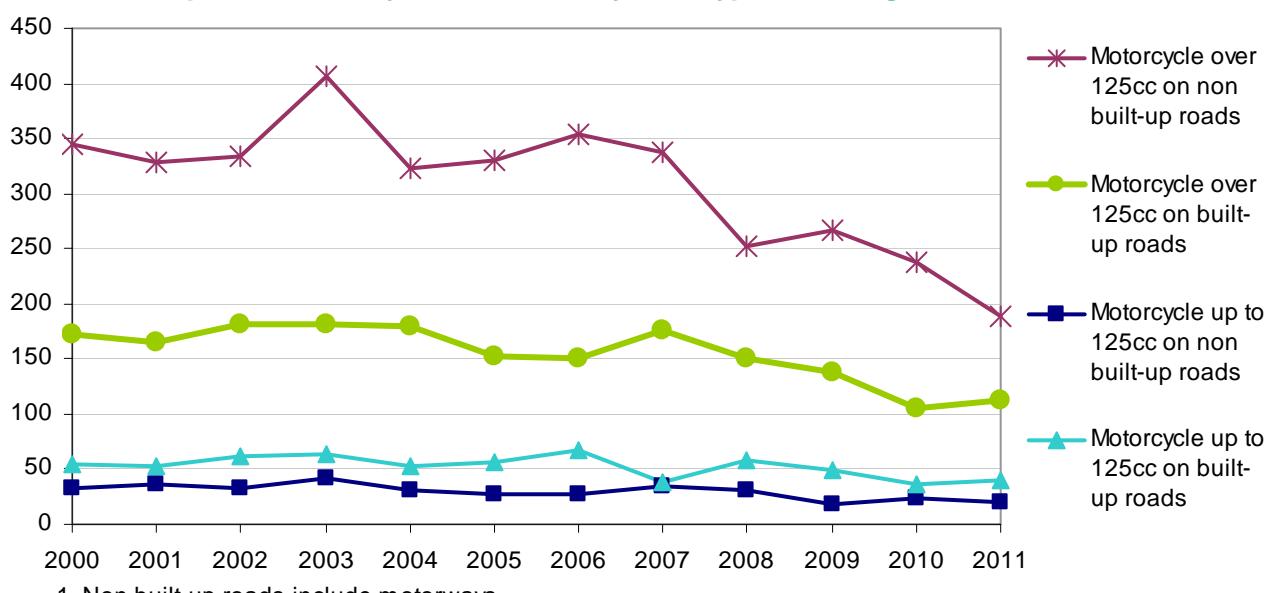


Chart 12 below shows the number of reported motorcyclists killed, by road type and engine size since 2000. For riders on non-built up roads and motorways, fatalities decreased from 24 to 20 amongst riders of motorcycles up to 125cc, and from 135 to 105 amongst riders of motorcycles over 125cc (these numbers are small and prone to fluctuations). Fatalities on built-up roads have risen in 2011.

- 73 per cent of motorcycle fatalities were riding motorcycles greater than 500cc. In 2011, 263 motorcycle fatalities were on these vehicles, compared to 306 in 2010; a 14 per cent decrease.
- There has been a 2 per cent fall in the number of fatalities for riders of motorcycles with an engine capacity under 125cc, decreasing from 60 in 2010 to 59 in 2011.

Chart 12: Reported motorcyclist fatalities by road type¹ and engine size: GB 2000-2011



1. Non built-up roads include motorways.

Tables RAS30070-RAS30078 provide further details of motorcycle casualties, including by age, gender, location, RAS50015 on contributory factors to motorcycle accidents and

RAS51021 on breath alcohol tests.

Car occupant casualties

Reported car occupant casualties, as shown in Table RAS30067 below, were 6 per cent lower than in 2010, falling from 133,205 in 2010 to 124,924 in 2011. The 2011 figure reflects a 22 per cent decrease from the 2005-09 average. Serious casualties also fell by 6 per cent from 8,914 to 8,342. In contrast the number of fatalities increased by 6 per cent from 835 to 883 following a 21 per cent fall from 1,059 in 2009.

RAS30067: Reported car user casualties: GB 2011

		Number				2011 Percentage change over:	
		2005-09		2010	2011	2010	2005-09 average
		average	2009				
Drivers	Killed	936	700	574	613	7	-34
	Serious	7,588	6,670	5,932	5,594	-6	-26
	Slight	99,662	88,937	83,281	78,133	-6	-22
	Total	108,186	96,307	89,787	84,340	-6	-22
Passengers	Killed	471	359	261	270	3	-43
	Serious	3,989	3,383	2,982	2,748	-8	-31
	Slight	48,021	43,363	40,175	37,566	-6	-22
	Total	52,481	47,105	43,418	40,584	-7	-23
All	Killed	1,407	1,059	835	883	6	-37
	Serious	11,577	10,053	8,914	8,342	-6	-28
	Slight	147,683	132,300	123,456	115,699	-6	-22
	Total	160,667	143,412	133,205	124,924	-6	-22
Car traffic¹		246	245	240	241	0	-2
Casualty rate²							
KSI		53	45	41	38	-6	-27
Slight		601	540	515	481	-7	-20
All		654	586	556	519	-7	-21

¹ Billion vehicle miles.

² Rate per billion vehicle miles.

Chart 13 below shows the trends in fatal, serious, slight casualties and traffic. Between 2000 and 2005 deaths were relatively stable (1 per cent increase) but halved between 2005 and 2010, before increasing in 2011. Over the same period serious injuries continued to fall, by 28 per cent between 2000 and 2005, and then a further 36 per cent to 2011.

- Car occupant fatalities increased by 6 per cent from 2010, with rises for both car drivers and passengers (7 per cent and 3 per cent respectively). Compared to the 2005-09 average car driver deaths have fallen more slowly than for passengers, falling by 34 per cent compared to 43 per cent for passengers.

- Car traffic was 2 per cent lower than the 2005-09 average, after falling for three consecutive years traffic increased slightly (by 0.4 per cent) in 2011.
- The number of reported killed or seriously injured car occupants per billion vehicle miles has fallen by 6 per cent from 2010, and 27 per cent from the 2005-09 average. The slight car casualty rate fell by 7 per cent and 20 per cent respectively over the same time periods.

Chart 13: Car traffic and reported casualties by severity: GB 2000-2011

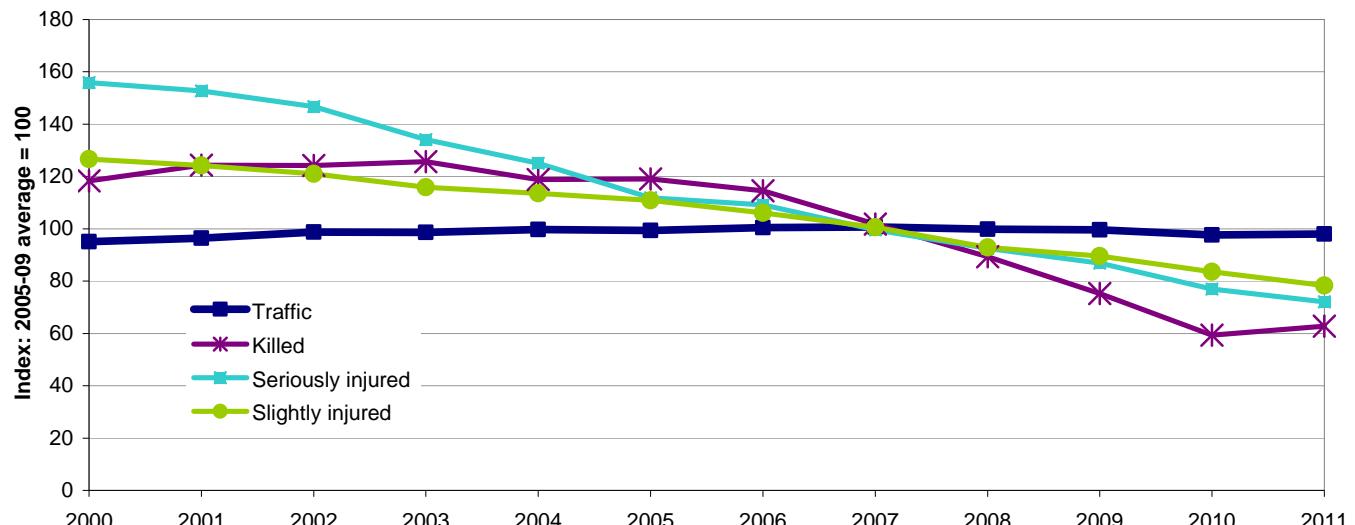


Chart 14 below shows the number of reported car occupants killed by age group.

- In 2011, the number of car occupant fatalities increased for all age groups except those aged 16-25. There were 265 fatalities amongst car occupants aged 16-25, a 6 per cent fall from 2010 and a 50 per cent fall from the 2005-09 average.
- Child car occupant fatalities rose by 17 per cent from 18 in 2010 to 21 in 2011. This is 47 per cent lower than the 2005-09 average.

Chart 14: Reported car occupant fatalities by age group: GB 2000-2011

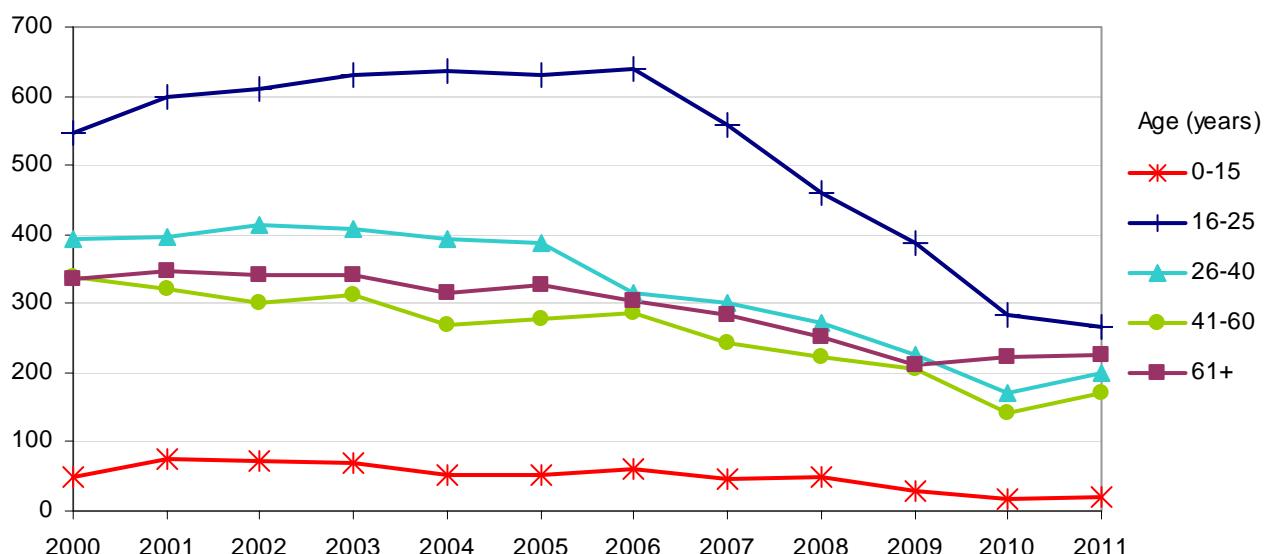
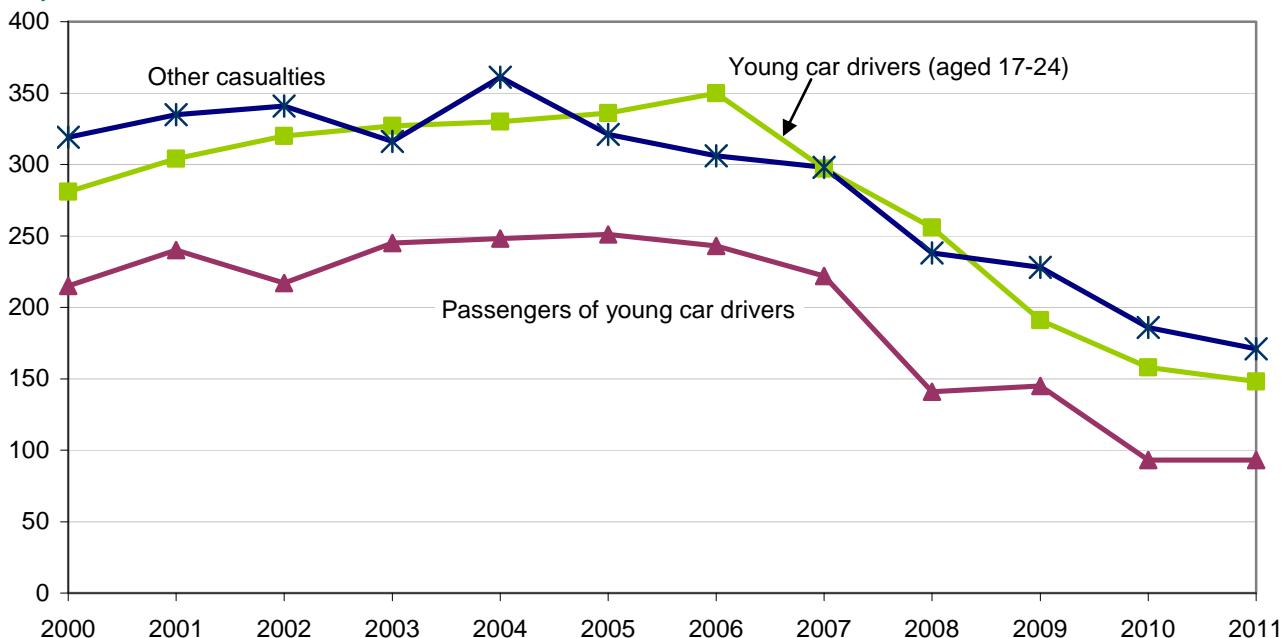


Table RAS20002 in the *tables* section looks at the age distribution of car drivers involved in reported personal injury road accidents by gender. Chart 15 below shows the number of fatalities resulting from accidents involving at least one young car driver (17-24 years old):

- Fatalities in reported accidents involving young car drivers accounted for 22 per cent of all road deaths in 2011.
- The number of fatalities in accidents involving young car drivers fell by 6 per cent from 437 in 2010 to 412 in 2011 – a reduction of 25 deaths, compared with an increase of 48, 6 per cent, in all car occupant deaths over the same period.
- The fall in fatalities in 2011 came mostly among the other casualties involved with young drivers. Other fatalities in cars with young drivers decreased by 8 per cent from 186 in 2010 to 171 while young driver fatalities fell by 6 per cent from 158 to 148 and passenger fatalities remained at 93.
- The number of young car drivers killed decreased by 48 per cent from the 2005-09 average, whilst passenger fatalities of young car drivers decreased by 54 per cent. The number of other casualties killed in accidents with a young car driver (occupants of other vehicles and pedestrians in the accident) fell by 39 per cent from the 2005-09 average.
- These reductions may reflect fewer young drivers on the road or that they are driving less. The National Travel Survey (NTS 0201) shows that the proportion of young men (17-20) holding a full car driving fell from 41 per cent in 2007 to 35 per cent in 2010 while for young women the rate increased from 34 per cent to 35 per cent in 2008 and 2009 and then fell back to 34 per cent in 2010⁴. NTS data also suggest that over the same period the distance driven by young drivers, particularly young men, has fallen more quickly than for drivers of all ages.

Chart 15: Reported fatalities in accidents involving young car drivers (aged 17 to 24):



⁴ NTS data for the year 2011 to be published later in 2012.

- KSI casualties in reported accidents involving young car drivers accounted for 20 per cent of all KSI casualties in 2011. They fell by 8 per cent between 2010 and 2011 (to 4,894) compared to an increase in total KSI casualties of 2 per cent.
- Nearly a fifth of all car occupants killed or seriously injured were young car drivers.
- Killed or seriously injured young car drivers have decreased by 36 per cent (to 1,552) from the 2005-09 average, whilst passengers of young car drivers have decreased by 45 per cent (to 936) and other casualties (occupants of other vehicles and pedestrians in the accident) have decreased by 28 per cent (to 2,406).

Other road user casualties

- Reported bus and coach casualties decreased by 1 per cent compared with 2010, and were 15 per cent lower in 2010 than the 2005-09 average. The numbers of fatalities decreased from 9 in 2010, to 7 in 2011 and were 39 per cent lower than 2010. The number of serious injuries fell by 17 per cent in 2011 from 2010, and was 20 per cent lower than the 2005-09 average. Care should be exercised when comparing these percentage changes with other road user types since these numbers are small and are therefore liable to fluctuations.

In 2011, bus and coach traffic fell by 8 per cent from 2010, and this is 10 per cent lower than the 2005-09 average.

- Reported light goods vehicle occupant casualties in 2011 were under 1 per cent higher than in 2010, but were still 19 per cent lower than the 2005-09 average. Light goods traffic rose by 1 per cent in 2010, which is also 2 per cent higher than the 2005-09 average. The casualty rate has decreased by 1 per cent from 2010 and 32 per cent below the 2005-09 average.

Deaths among light goods vehicle users did not change, from 2010 to 2011. This however represents a 19 per cent decrease compared to the 2005-09 average.

Light goods vehicles were involved in 12,238 accidents in 2011 (4 accidents less than 2010). These accidents resulted in 191 fatalities (13 per cent higher than in 2010), 1,681 serious injuries (1 per cent higher) and 15,487 slight injuries (2.5 per cent higher).

- Reported heavy goods vehicle occupant casualties have decreased by 10 per cent from 2010 and 42 per cent compared with the 2005-09 average. Fatalities did not change, from 28 in 2010, which was 32 per cent below the 2005-09 average.

Heavy goods vehicle traffic has decreased by 3 per cent from 2010. Traffic was 12 per cent lower than the 2005-09 average, resulting in the overall reduction in casualty rate for heavy goods vehicle occupants.

Heavy good vehicles were involved in 6,709 accidents in 2011, which was a 6 per cent decrease from 7,103 accidents in 2009. These accidents resulted in 259 fatalities (2 per cent fewer than 2010), 1,077 serious injuries (3.5 per cent fewer) and 8,016 slight injuries (3.5 per cent fewer).

Left hand drive heavy goods vehicles were involved in 538 accidents in 2011, 8.5 per cent fewer than in 2010. These accidents resulted in 18 fatalities (50 per cent more than 2010

but the same as 2009), 47 serious injuries (6 per cent fewer) and 720 slight injuries (2 per cent more).

RAS30068: Reported other road user casualties: GB 2011

	Number				2011 Percentage change over:	
	2005-09 average	2009	2010	2011	2010	2005-09 average
	Bus and Coach					
Killed	12	14	9	7	-22	-39
Serious	408	356	392	325	-17	-20
Slight	6,876	5,947	5,867	5,845	0	-15
Total	7,295	6,317	6,268	6,177	-1	-15
Bus/Coach traffic ¹	3.2	3.1	3.1	2.9	-8	-10
Light goods vehicle						
Killed	52	36	34	34	0	-34
Serious	471	381	325	306	-6	-35
Slight	5,031	4,326	4,135	4,159	1	-17
Total	5,554	4,743	4,494	4,499	0	-19
Light goods traffic ¹	40	41	41	41	1	2
Heavy goods vehicle						
Killed	42	14	28	28	0	-34
Serious	303	175	184	167	-9	-45
Slight	2,100	1,330	1,366	1,220	-11	-42
Total	2,445	1,519	1,578	1,415	-10	-42
Heavy goods traffic ¹	18	16	16	16	-3	-12

1 Billion vehicle miles.

Part 3- Strategic Framework for Road Safety - Outcomes Framework

The Strategic Framework for Road Safety published in May 2011 set out a proposed outcomes framework designed to help Government, local organisations and citizens to monitor the progress towards improving road safety and decreasing the number of fatalities and seriously injured casualties on Great Britain's roads.

This identified 6 key indicators which relate to road deaths and are intended to measure the key outcomes of the strategy at national level. These are:

- Number of road deaths (and rate per billion vehicle miles)
- Rate of motorcyclist deaths per billion vehicle miles
- Rate of car occupant deaths per billion vehicle miles
- Rate of pedal cyclist deaths per billion vehicle miles
- Rate of pedestrian deaths per billion miles walked
- Number of deaths resulting from collisions involving drivers under 25

At the local level, the number of road deaths is small and subject to fluctuation. For this reason the following were proposed as key indicators:

- Number of killed or seriously injured casualties
- Rate of killed or seriously injured casualties per million people
- Rate of killed or seriously injured casualties per billion vehicle miles

Table RAS41001 gives figures for these indicators for 2005-2011, including changes against the 2005-09 average and for the latest year.

RAS41001: Key Outcome Indicators - Strategic Framework for Road Safety: GB 2011

	Number			2011 Percentage change over:	
	2005-09 average	2010	2011	2010	2005-09 average
Road Deaths	2,816	1,850	1,901	3	-32
Fatality rates per billion vehicle miles¹					
Road Deaths	9	6	6	3	-31
Motorcyclists	168	141	125	-11	-25
Car Occupants	6	3	4	5	-36
Pedal cyclists	47	37	35	-6	-26
Pedestrian ²	53	37	41	10	-22
Number of deaths resulting from collisions involving car drivers aged 17-24	765	437	412	-6	-46
Number of killed or seriously injured	30,041	24,510	25,023	2	-17
Rate of killed or seriously injured casualties per million population	507	405	411	1	-19
Rate of killed or seriously injured casualties per billion vehicle miles	96	80	82	2	-15

¹ Rates per billion vehicle miles rounded to the nearest whole number

² Rate per billion miles walked

Alongside these key indicators a more comprehensive list of indicators were proposed to monitor trends and patterns. The indicators are intended to monitor trends and patterns at the national level. This does not exclude monitoring at the local level, but in many cases will not be possible where local level data are not available. The indicators allow the Department to take a wider view of the progress being made across different areas.

Essentially, there are six fundamental themes which the indicators focus on:

- **Road casualty numbers and rates;** based on vehicle traffic and population and broken down demographically, including disadvantage, valuation and numbers of road casualties admitted to hospital
- **Learning to drive;** this includes casualty numbers for younger drivers and driver testing.
- **Remedial education;** number of people taking remedial driving courses
- **Enforcement;** includes information on drink and drug driving offences, seat belt wearing compliance, motoring offences and information on drivers exceeding speed limits.
- **Vehicle Safety;** a measure of vehicle compliance and safety, based on actual vehicle mileage from vehicle odometer readings.
- **Perceptions of road safety;** pedestrians and pedal cyclists attitudes on road safety.

Data and information about these indicators can be found in table RAS41001 (web only).

The data used in producing these indicators comes from Department for Transport data on casualties reported to the police and from a wide number of Government Departments and their respective agencies, including Office of National Statistics, Home Office, Ministry of Justice and NHS Information Centre.

This is a long term strategy; where data required to monitor progress are not yet available, but likely to be in the near future, the relevant indicator is marked as 'under development'.

The progress will be updated annually, with the next update due in September 2013.

Background notes

Detailed statistics (tables and charts) on “Overview and trends in reported road casualties” can be found at:

http://www.dft.gov.uk/statistics?orderby=date&post_type=table&series=road-accidents-and-safety-series

Table numbers RAS30059 – RAS30068, RAS40006 and SFRS outcome indicators RAS 41001-RAS41004.

1. The data in this article refer to accidents involving 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. 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.
2. **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. 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.

In 2011, the Department produced an estimate of the total number of road casualties in Great Britain each year derived primarily from National Travel Survey (NTS) data. Our best estimate is within the range 660 thousand to 800 thousand with a central estimate of 730 thousand. A discussion of how this estimate has been derived, and its limitations, together with information on complementary sources of data on road accidents and casualties, are contained in the survey data on road accidents article of Reported Road Casualties Great Britain: 2010 Annual report, which can be found at:

<http://assets.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010/rrcgb2010-05.pdf>

A revised estimate will be produced next year when NTS 2011 data are available.

3. Further information about the Reported Road Casualties Great Britain Annual Report 2011 can be found at: <http://assets.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2011>
4. Further information about road accidents and safety statistics, including technical information and Notes & Definitions used in STATS19, and links to earlier material can be found at: <http://www.dft.gov.uk/statistics/series/road-accidents-and-safety/>

Chart 16: Reported killed or seriously injured casualties: GB 2000-2011

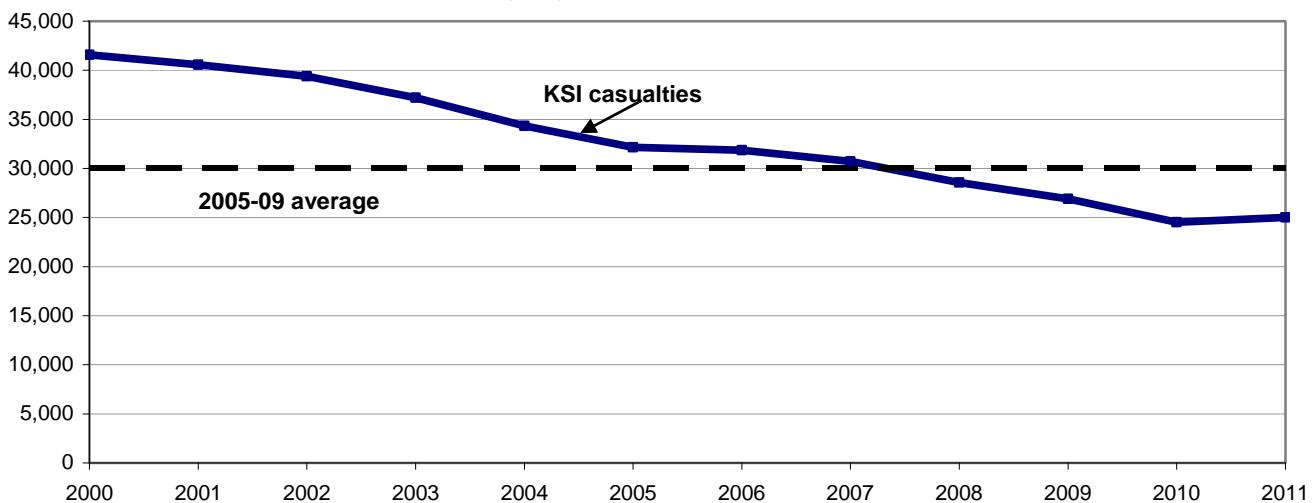


Chart 17: Reported killed or seriously injured child casualties: GB 2000-2011

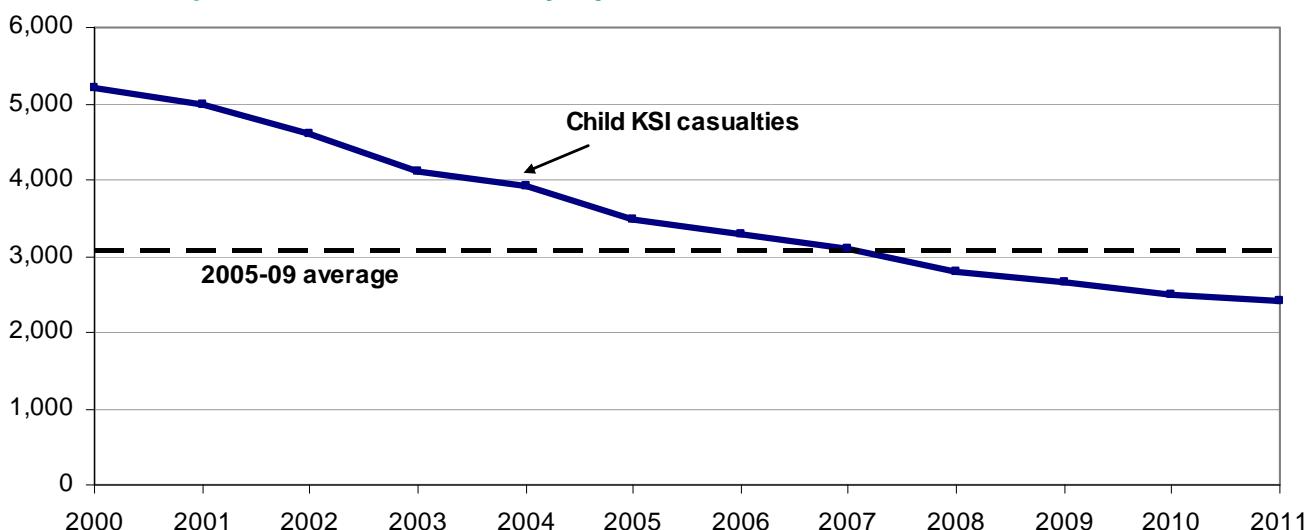
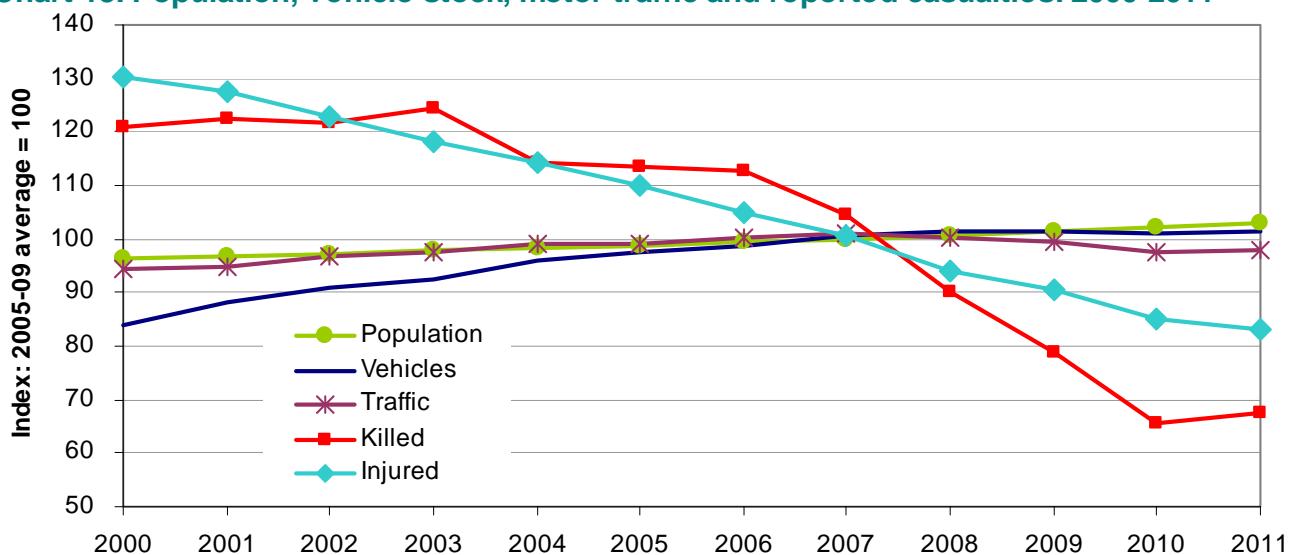


Chart 18: Population, vehicle stock, motor traffic and reported casualties: 2000-2011



RAS40006

Annex: Long term trends and summary statistics

Summary statistics: GB 2011

	Number			2011 Percentage change over:	
	2005-09 average	2010	2011	2010	2005-09 average
Casualties					
Killed	2,816	1,850	1,901	3	-32
Killed or seriously injured (KSI)	30,041	24,510	25,023	2	-17
All casualties	246,050	208,648	203,950	-2	-17
Vehicle traffic (billion vehicle miles)	313.1	306.2	306.8	0	-2
Population (million)	59.2	60.5	60.9	1	3
Accidents					
Fatal	2,590	1,731	1,797	4	-31
Fatal or serious	26,473	22,171	22,783	3	-14
All accidents	180,831	154,414	151,474	-2	-16
Casualties per accident					
Fatal	1.94	1.88	1.84	-2	-5
Fatal or serious	1.54	1.47	1.44	-2	-6
All accidents	1.36	1.35	1.35	0	-1
Accident type					
Fatal accidents					
Single vehicle (no pedestrian)	659	392	437	11	-34
Single vehicle (with pedestrian)	515	342	385	13	-25
Two vehicle	1,023	737	690	-6	-33
Three or more vehicles	394	260	285	10	-28
All accidents					
Single vehicle (no pedestrian)	27,691	23,824	22,501	-6	-19
Single vehicle (with pedestrian)	27,208	23,495	23,811	1	-12
Two vehicle	106,794	91,870	90,305	-2	-15
Three or more vehicles	19,138	15,225	14,857	-2	-22
Casualties by road type					
Fatalities on					
Motorways	173	118	106	-10	-39
Built-up roads	1,147	739	816	10	-29
Non built-up roads	1,496	993	979	-1	-35
KSI on					
Motorways	1,140	916	846	-8	-26
Built-up roads	18,373	15,454	16,245	5	-12
Non built-up roads	10,528	8,140	7,932	-3	-25
All casualties on					
Motorways	12,423	10,369	9,742	-6	-22
Built-up roads	168,749	147,323	145,530	-1	-14
Non built-up roads	64,879	50,956	48,678	-4	-25
Car occupants					
Fatalities	1,407	835	883	6	-37
Seriously injured	11,577	8,914	8,342	-6	-28
Slightly injured	147,683	123,456	115,699	-6	-22
Total	160,667	133,205	124,924	-6	-22
Car traffic (billion vehicle miles)	244.7	240	241	0	-2
Fatalities in accidents involving car drivers aged 17-24	765	437	412	-6	-46
of which: Driver aged 17-24	286	158	148	-6	-48
Passenger of driver aged 17-24	200	93	93	0	-54
Other road user	278	186	171	-8	-39
Pedestrians					
Fatalities	613	405	453	12	-26
of which: Children (0-15)	57	26	33	27	-42
Adults (16-59)	301	224	236	5	-21
Elderly (60+)	253	155	184	19	-27
Seriously injured	6,145	5,200	5,454	5	-11
Slightly injured	23,206	20,240	20,291	0	-13
Total	29,965	25,845	26,198	1	-13

RAS40006

Summary statistics: GB 2011 (continued)

	Number			2011 Percentage change over:	
	2005-09 average	2010	2011	2010	2005-09 average
Motorcyclists					
Fatalities	544	403	362	-10	-33
Seriously injured	5,776	4,780	5,247	10	-9
Slightly injured	16,452	13,503	14,541	8	-12
Total	22,772	18,686	20,150	8	-12
Motorcycle traffic (billion vehicle miles)	3.2	2.9	2.9	1	-11
Fatalities on	Motorways	17	13	8	-38
	Built-up roads	208	141	153	9
	Non built-up roads	320	249	201	-19
KSI on	Motorways	143	128	124	-3
	Built-up roads	3,865	3,050	3,444	13
	Non built-up roads	2,312	2,005	2,041	2
Motorcycles with engine size up to 125 cc					
Fatalities	82	60	60	0	-27
Seriously injured	2,059	1,663	1,984	19	-4
Slightly injured	8,259	6,998	7,881	13	-5
Motorcycles with engine size over 125 cc					
Fatalities	462	343	302	-12	-35
Seriously injured	3,716	3,117	3,263	5	-12
Slightly injured	8,194	6,505	6,660	2	-19
Pedal cyclists					
Fatalities	130	111	107	-4	-18
Seriously injured	2,398	2,660	3,085	16	29
Slightly injured	13,934	14,414	16,023	11	15
Total	16,463	17,185	19,215	12	17
Child (0-15) KSI	485	398	398	0	-18
Adult (16+) KSI	2,001	2,333	2,750	18	37
Pedal cycle traffic (billion vehicle miles)	2.8	3.0	3.1	2	11
Vans/Light Goods Vehicles (LGV)					
Fatalities	49	34	34	0	-30
Seriously injured	453	325	306	-6	-32
Slightly injured	4,890	4,135	4,159	1	-15
LGV traffic (billion vehicle miles)	40.5	41.0	41.4	1	2
Casualties in accidents involving at least one LGV					
Fatalities	246	169	191	13	-22
KSI	2,154	1,835	1,872	2	-13
All casualties	19,409	16,941	17,359	2	-11
Heavy Goods Vehicles (HGV)					
Fatalities	37	28	28	0	-23
Seriously injured	277	184	167	-9	-40
Slightly injured	1,946	1,366	1,220	-11	-37
Casualties in accidents involving at least one HGV					
Fatalities	395	263	257	-2	-35
KSI	1,910	1,379	1,334	-3	-30
All casualties	13,092	9,686	9,350	-3	-29
HGV traffic (billion vehicle miles)	17.7	16.4	15.9	-3	-10
Children (aged 0-15)					
Fatalities	127	55	60	9	-53
Male	80	38	40	5	-50
Female	47	17	20	18	-58
KSI	3,067	2,502	2,412	-4	-21
All casualties	24,021	19,569	19,474	0	-19

Reported Road Casualties in Great Britain: 2011 Annual Report

A valuation of road accidents and casualties in Great Britain in 2011

Please note that the figures in this article are outside the scope of National Statistics.

This article provides the latest Department for Transport (DfT) estimates on the values for prevention of road accidents and casualties for use in the appraisal of transport schemes. In addition, the estimate of the total value of road accidents in Great Britain in 2011 is also included.

Since 1993, the valuation of both fatal and non-fatal casualties has been based on a consistent willingness to pay (WTP) approach. This approach encompasses all aspects of the valuation of casualties, including the human costs, which reflect pain, grief, suffering; the direct economic costs of lost output and the medical costs associated with road accident injuries.

- The total value of prevention of reported road accidents in 2011 was estimated to be £15.6 billion. Prevention can be interpreted in two ways here: on the one hand, it is the benefit which would be obtained by prevention of road accidents from a cost benefit view point. On the other hand, it can be considered as the loss to society due to the current level of road accidents. This includes an estimate of damage only accident costs but does not take account of under-reporting of accidents.
- A number of assumptions have been made to produce a broad illustrative figure which suggests that allowing for accidents not reported to the police could increase the total value of prevention of road accidents to around £34.8 billion.

The figures in this report were based on the road accident data for 2011, and 2011 average prices and values of prevention for accidents and casualties. Furthermore, the methodology used to value the cost of accidents/casualties has been updated and is published in Transport Analysis Guidance – WebTAG unit 3.4.1¹. The methodology is continually under review by the Department and the document will be updated if further changes are implemented.

¹ The Transport Analysis Guidance can be found using following link:
[http://www.dft.gov.uk/wentag/documents/expert/unit3.4.1.php](http://www.dft.gov.uk/wehtag/documents/expert/unit3.4.1.php)

Casualties

The methodology used to value the cost of casualties for this article was described in article 5 in Road Accidents Great Britain 1994 (Kate McMahon, Road Safety Division, Department for Transport). Briefly, the values for the prevention of fatal, serious and slight casualties include the following elements of cost:

- Loss of output due to injury. This is calculated as the present value of the expected loss of earnings, plus non-wage payments made by employers.
- Ambulance costs and the costs of hospital treatment.
- The human costs of casualties. These are based on willingness to pay to avoid pain, grief and suffering to the casualty, relatives and friends, as well as intrinsic loss of enjoyment of life in the case of fatalities.

Accidents

For all accident severities, the average value of preventing an accident of a particular severity is greater than the value of preventing a casualty of that severity. This is for two reasons, the first being that an injury accident is classified according to the most severe casualty but will on average involve more than one casualty. For example, in 2011 a fatal accident on average involved 1.06 fatalities, 0.30 serious casualties and 0.49 slight casualties. The second reason is that there are some costs which are part of the valuation of an injury accident that are not specific to casualties, including:

- Costs of damage to vehicles and property.
- Police costs and administrative costs of accident insurance.

Valuation of the benefits of prevention of accidents

Table 1 presents the average values of prevention of road accidents and casualties by severity based on 2011 prices and values. Table 2 presents the average value of prevention of injury accidents by road type (2011 prices).

RAS60001: Average value of prevention per reported road accident casualty and per reported road accident: GB 2011

Accident/casualty type	Cost per casualty	£ June 2011 Cost per accident
Fatal	1,686,532	1,877,583
Serious	189,519	216,203
Slight	14,611	23,136
Average for all severities	50,024	71,885
Damage only	-	2,027

RAS60002: Average value of prevention of reported road accidents by road type: GB 2011

£ June 2009

Accident Type	Road Type			
	Built-up roads ¹	Non Built-up roads ²	Motorways ³	All Roads
Fatal	1,873,946	1,880,027	1,883,956	1,877,582
Serious	215,223	217,613	226,357	216,204
Slight	22,587	24,355	27,619	23,138
All injury accidents	60,163	112,013	77,802	71,886
Damage only	1915	2,802	2,692	2,027

1 Roads with speed limits of 40pmh or less, excluding motorways and A(M) roads

2 Roads with speed limits greater than 40mph, excluding motorways and A(M) roads

3 Includes motorways and A(M) roads

The total value of prevention of road accidents in GB in 2011

Estimates of the total value of prevention of road casualties and road accidents in Great Britain in 2011 are provided in this section. The estimates were derived using the values for prevention of casualties and accidents based on 2011 prices and values, listed in Tables 1 and 2 above.

Prevention can be interpreted in two ways here: on the one hand, it is the benefit which would be obtained by prevention of road accidents. On the other hand, it can be considered as the loss to society due to the current level of road accidents. The estimates do not represent actual costs incurred as the result of road accidents.

In 2011, the numbers of reported accidents by severity were: 1,797 fatal (a 4 per cent increase from 2010), 20,986 serious (an increase of 3 per cent) and 128,691 slight (a reduction of 3 per cent). In cost-benefit terms the value of prevention of these 151,474 reported injury accidents is estimated to have been £10.9 billion in 2011 prices and values (Table 3). In addition, there were an estimated 2.3 million damage-only accidents valued at a further £4.7 billion. The total value of prevention of all road accidents in 2011 was therefore estimated to have been £15.6 billion (based on 2011 prices and values).

Inevitably, the incidence of costs will vary between road user groups, and also between road users and other members of society. In other words some costs, such as lost output, will not be borne exclusively by casualties themselves, since the taxation and social security systems will ensure that the burden of lost output will be shared by the population at large. In contrast, some elements of cost represent direct costs that will be incurred as the result of road accidents, e.g. property damage. Other costs such as human costs represent the benefit of avoiding the risk of a road accident, rather than values of the consequences of an accident.

The tables below give the total value of prevention of road accidents by accident severity and elements of cost (Table 3), and by accident severity and road type (Table 4), without attempting to allocate costs by responsibility or final incidence.

RAS60003: Total value of prevention of reported accidents by severity and cost elements: GB 2011

Accident ¹ severity	Cost ² Elements						£ million	
	Casualty related costs			Accident related costs				
	Lost output	Medical and Ambulance	Human costs	Police costs	Insurance and admin	Damage to property		
Fatal	1,116	10	2,195	32	1	21	3,374	
Serious	521	313	3,548	43	4	108	4,537	
Slight	404	171	1,924	69	15	394	2,977	
All injury accidents	2,041	494	7,667	144	20	523	10,889	
Damage only accidents	0	0	0	79	128	4,461	4,668	
All accidents	2,041	494	7,667	223	147	4,984	15,557	

1 The number of reported road accidents were based on 2011 data

2 The costs were based on 2011 prices and values

RAS60004: Total value of prevention¹ of reported accidents² by severity and road type: GB 2011

Accident severity	Road Type				£ million
	Built-up roads ³	Non built-up roads ⁴	Motorways ⁵	All roads	
Fatal	1,468	1,733	173	3,374	
Serious	3,157	1,248	132	4,537	
Slight	2,267	592	118	2,977	
All reported injury accidents	8,151	2,320	418	10,889	
Damage only accidents	4,068	510	90	4,668	
All accidents⁶	12,219	2,830	508	15,557	

1 The costs were based on 2011 prices and values

2 The number of reported road accidents were based on 2011 data

3 Includes roads with speed limits of 40mph 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

Under Reporting

The cost estimates presented here are based on data provided by the police covering personal injury accidents that are reported to them under the STATS19 system. This means that any injury accidents not reported to the police are not included in the costing. While very few, if any, fatal accidents do not become known to police, it has long been known that a considerable proportion of non-injury accidents are not reported.

Our best estimate produced in 2011, derived primarily from National Travel Survey (NTS) data, is that the total number of road casualties in Great Britain each year, including those not reported to police, is within the range 660 thousand to 800 thousand with a central estimate of 730 thousand. A discussion of how this estimate has been derived, and its limitations, together with information on complementary sources of data on road accidents and casualties, are contained in Article 5 (pages 83-92) of Reported Road Casualties Great Britain (RRCGB): 2010 Annual report, which can be found at:

<http://assets.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010/rrcgb2010-05.pdf>

A revised estimate will be produced next year when 2011 data are available.

Based on 2010 central estimates of total road casualties; numbers of unreported serious and slightly injured casualties in 2011 were around 57 thousand and 471 thousand respectively. Using these numbers to reach an estimate of accidents suggests around 52 thousand serious and 317 thousand slight accidents do not appear in the police data.

Taking the unreported accidents into consideration, assuming a similar average cost per accident for reported and unreported accidents, would increase the total value of prevention of road accidents to around £34.8 billion. However, it is also known that within each severity category, the more serious accidents are more likely to be reported. Therefore the average cost of unreported accidents is likely to be a little lower, and the figure of £34.8 billion should be treated as an upper bound.

The above figures should be considered as a broad illustrative figure, which relies on a number of assumptions. Although subject to a large degree of uncertainty, this provides an indication of the extent to which the current valuation understates the annual cost of road accidents due to under-reporting.

Background notes

Detailed statistics on “Valuation of road accidents and casualties in Great Britain” can be found on Reported Road Casualties in Great Britain - 2011 Annual Report web page at: http://www.dft.gov.uk/statistics?post_type=table&series=road-accidents-and-safety-series

Table numbers RAS60001 – RAS60004

1. Further information about the Reported Road Casualties Great Britain Annual Report can be found at:
<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2011>
2. Notes & Definitions used in STATS19 can be found at:
<http://www.dft.gov.uk/statistics/series/road-accidents-and-safety/>
3. The methodology used to value the cost of casualties was described in an article in Road Accidents Great Britain 1994 (Kate McMahon, Road Safety Division, Department for Transport). For a copy the article, please contact roadacc.stats@dft.gsi.gov.uk
4. More detailed information on the method used to derive the values of preventing road accidents and casualties, together with guidance on how to apply them can be found in Transport Analysis Guidance Unit 3.4.1, The Accident Sub-Objective, which is available at:
<http://www.dft.gov.uk/webtag/documents/expert/unit3.4.1.php>
5. In the event that additional information is required, please contact a member of the Transport Appraisal and Strategic Modelling division by e-mail at:
TASM@dft.gsi.gov.uk

Reported Road Casualties in Great Britain: 2011 Annual Report

Drinking and Driving

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

Summary

- It is estimated that in 2011, 9,990 reported casualties (5 per cent of all road casualties) occurred when someone was driving whilst over the legal alcohol limit.
- The provisional number of people estimated to have been killed in drink drive accidents was 280 in 2011 (15 per cent of all road fatalities), an increase of 30 fatalities (12 per cent) compared to final 2010 estimates.
- The provisional number of KSI (killed or seriously injured) casualties in 2011 was 1,570, 5 per cent higher than the final 2010 estimates.
- Provisional figures for the number of slight casualties in 2011 rose by 3 per cent since 2010, from 8,210 to 8,430.

Analysis of reported drink drive data

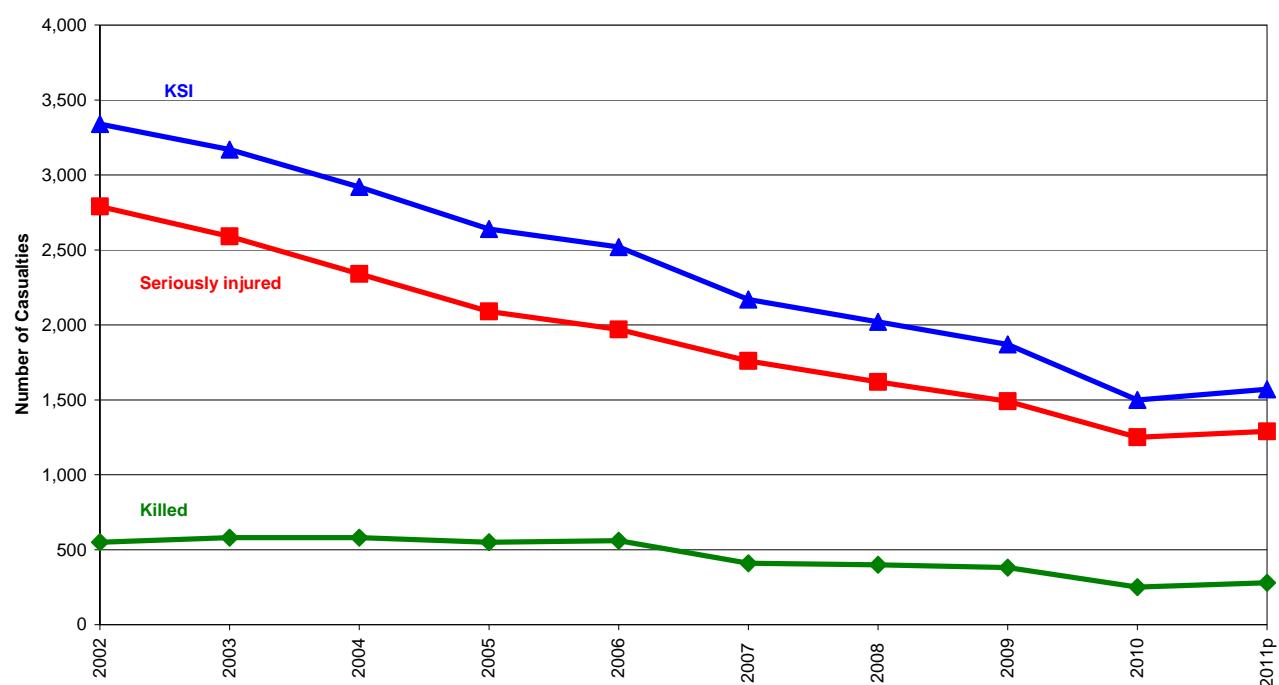
- Provisional figures show that in 2011 there were 6,730 reported personal injury road accidents involving at least one driver/rider over the legal alcohol limit, of which 260 were fatal accidents. This represents a 2 per cent increase in all drink drive accidents and 18 per cent increase in fatal accidents since 2010. Serious accidents rose to 1,040, whilst slight accidents rose to 5,430.
- In 2011, there were 9,990 casualties resulting from drink drive accidents, a 3 per cent increase since 2010.
- The provisional number of fatalities rose to 280 in 2011, an increase of 12 per cent from 2010, however only one sixth of the number of fatalities recorded in 1979. The number of drink drive fatalities accounts for 15 per cent of all road accident fatalities and 6 per cent of serious injuries.
- The number of killed and seriously injured (KSI) drink drive casualties was declining gradually between 2002 and 2010. The recent increase in casualties observed in 2011 is likely to be related, at least in part, to the adverse weather conditions (heavy snow falls) experienced in the first and last quarters of 2010 but not in 2011. The 2010 KSI figure of 1,500 was the lowest ever recorded since the series began, less than a sixth of the 1979 figure; see Table/Chart RAS51001, below.
- Slight casualties in 2011 rose 3 per cent from previous year, from 8,210 to 8,430.

Table RAS51001: Estimated number of reported drink drive accidents and casualties: GB 2002 – 2011p

Year	Accidents				Casualties				Number
	Fatal	Serious	Slight	Total	Killed	Serious	Slight	Total	
2002	480	2,050	10,620	13,150	550	2,790	16,760	20,100	
2003	500	1,970	9,930	12,400	580	2,590	15,820	18,990	
2004	520	1,790	8,900	11,210	580	2,340	14,060	16,980	
2005	470	1,540	8,060	10,070	550	2,090	12,760	15,400	
2006	490	1,480	7,430	9,400	560	1,970	11,840	14,370	
2007	370	1,400	7,520	9,280	410	1,760	11,850	14,020	
2008	350	1,280	6,980	8,620	400	1,620	10,960	12,990	
2009	340	1,180	6,530	8,050	380	1,490	10,150	12,030	
2010	220	990	5,420	6,630	250	1,250	8,210	9,700	
2011 p	260	1,040	5,430	6,730	280	1,290	8,430	9,990	

P Provisional data

Chart RAS51001: Estimated number of killed or seriously injured reported drink drive casualties: GB 2002- 2011p



P - Provisional

Characteristics of reported drink drive casualties

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

It is estimated that in 2010 there were around 310 pedestrian casualties and 100 pedal cyclist casualties in accidents where the driver was over the legal alcohol limit.

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

		Killed or seriously injured casualties		Motorcyclists		Car drivers		Car			
		Pedestrians	Cyclists	Over limit	Under limit	passenger	Other	Male	Female	Total	
0-15		20	0	0	0	0	30	0	30	20	50
16-24		20	0	60	210	20	210	10	400	130	530
25-59		50	10	140	360	80	140	30	620	190	810
60+		10	10	0	20	20	20	0	50	30	80
All ages ¹		100	20	210	590	120	410	50	1,120	380	1,500
Total Casualties		50	20	0	0	0	270	10	180	160	350
0-15		70	10	170	1,350	360	1,360	50	2,340	1,030	3,370
16-24		130	50	320	2,230	1,270	1,040	210	3,610	1,640	5,260
25-59		40	10	10	170	160	130	10	310	210	520
All ages ¹		310	100	510	3,760	1,810	2,920	290	6,590	3,110	9,700

1 Includes age not recorded.

Detailed analysis of drink drive accidents and casualties is limited to 2010 as finalised Coroners' data are available for analysis around eighteen months in arrears.

Table RAS51006, below, shows the percentage of driver and rider fatalities (by age group) in reported accidents that were over the legal alcohol limit from 2001 to 2011^p. In the early 1980s, a third of drivers and riders killed were over the limit but since then, the proportion has fallen to around a fifth.

Table RAS51006: Drivers and riders killed in reported accidents: percentage over the legal blood alcohol limit: GB 2001 – 2011^p

Year/ Age	Motorcycle riders					Cars and other motor vehicles					All	Percentage
	16-19	20-29	30-39	40+	Total	16-19	20-29	30-39	40+	Total		
2001	11	14	12	1	10	18	35	25	14	22	18	
2002	27	15	10	2	11	18	31	37	14	19	19	
2003	10	20	12	8	13	18	33	28	12	19	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 0	25	39	33	13	25	20	
2010	11	15	15	2	8	19	34	36	12	22	17	
2011 ^p	18 ⁽¹⁾		10 ⁽²⁾		12	8	42	25	11	21	18	

Source: Coroners and Procurators Fiscal only

P - Provisional data. The sample size for 2011 is not yet sufficient to give a full age breakdown.

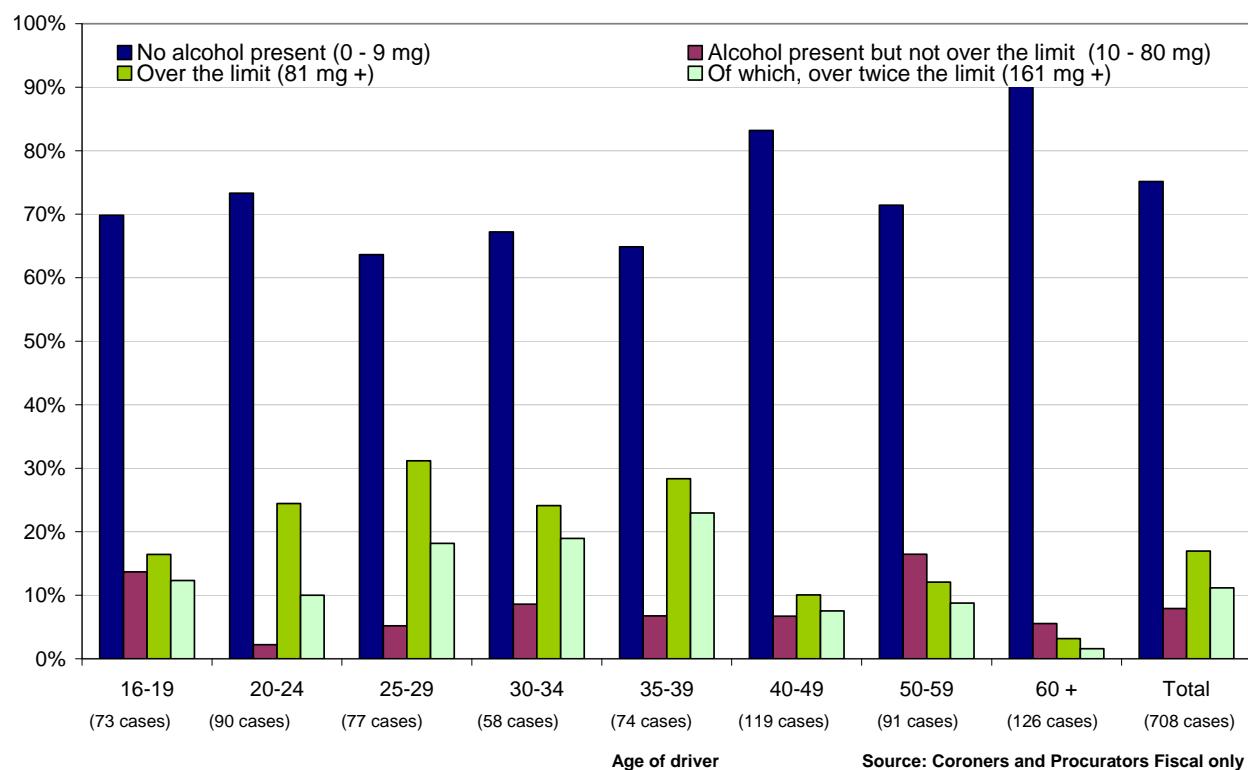
1 Age 16-29

2 Age 30+

Provisional figures for 2011 indicate that the percentage of car and other motor vehicle driver fatalities that were over the limit for all age groups remained relatively stable over the last five years (fluctuating between 17 – 20 per cent). However, motorcycle riders showed an overall increase from 2010, largely owed to a rise in the proportion of young motorcycle drivers (16–29) killed in a road accident, while over the legal alcohol limit.

The chart below (RAS51007) shows the percentage of killed drivers/riders within each blood alcohol content (BAC) category, by age. The definition of “No alcohol present” to 0 - 9mg of alcohol per 100ml of blood is to take into account levels of alcohol which may be naturally present in the body or which are present due to the consumption of medication or household products such as mouthwash.

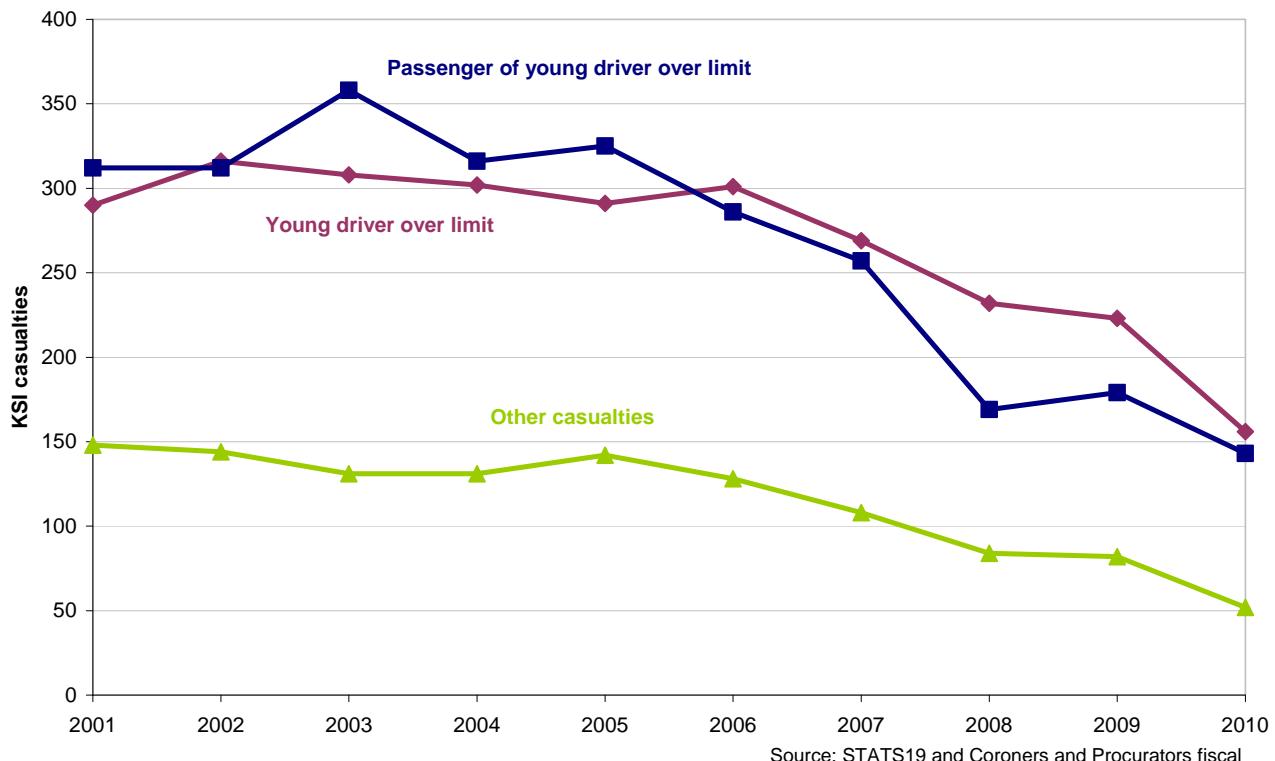
Chart RAS51007: Proportion of all killed drivers/riders resulting from reported accidents in each BAC category, by age: GB 2010



- People aged 60 years or over had the highest proportion of killed drivers/riders with no alcohol present in their blood (91 per cent). In contrast, they had the lowest proportion of killed drivers/riders over the legal alcohol limit (3 per cent).
- 25-29 year olds had the lowest proportion of killed drivers/riders with no alcohol present (64 per cent)
- 25-29 years olds had the highest proportion of killed drivers/riders over the legal alcohol limit (31 per cent) followed by 35-39 year olds (28 per cent).
- Overall, almost two thirds of drivers/riders killed, exceeding the legal alcohol limit, were over twice the alcohol limit (over 160mg/100ml).

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

Chart RAS51008: Killed and seriously injured casualties in reported accidents involving young drivers (17-24 years old) over the legal alcohol limit: GB 2001-2010



- Between 2001 and 2010, the number of KSI passengers of young drivers over the legal alcohol limit was at its highest in 2003 (358), but by 2008 had fallen by more than half to 169. Between 2009 and 2010, the figures fell by 20 per cent which was similar to the fall in KSI passengers for all young drivers, at 21 per cent.
- Young drivers KSI over the alcohol limit have fallen by almost half the number between 2006 (301) and 2010 (156). The largest of these reductions took place between 2010 and 2011, with a 30 per cent drop.
- The numbers of other drink drive casualties (pedestrians and other drivers, of an age, whether or not over the legal alcohol limit) declined to 52 in 2010, a 37 per cent decline compared to 2009.

Table RAS51009, shown below, is based on 2010 Coroners' and Procurators' Fiscal data using a sample which accounts for over two thirds of reported fatalities aged 16 or over in that year. It shows the percentage of fatalities exceeding varying levels of blood alcohol for different classes of road user. For example for motorcycles, 19 per cent of riders killed had over 9mg of alcohol per 100ml of blood, whilst 8 per cent had over 80mg/100ml (i.e. over the drink drive limit). Four per cent of motorcycle riders killed had over 200mg/100ml.

The pedestrian, passenger and cyclist fatalities shown in the table were not necessarily

involved in “drink drive” accidents (accidents involving a motor vehicle driver or rider who was over the legal alcohol limit). Also, blood alcohol levels were available for 70 per cent of motorcycle riders but for only 46 per cent of pedestrian fatalities. The figures may therefore overestimate the proportion of pedestrian fatalities which are over the legal limit since a pedestrian fatality is more likely to be tested if there is a suspicion of alcohol use.

In 2010,

- The proportion of motorcycle riders killed when over the legal limit (8 per cent) was under half the rate for other drivers (22 per cent).
- Over one in six car drivers killed were over the legal limit for driving a motor vehicle.

Table RAS51009: Blood alcohol levels of reported fatalities aged 16 and over: GB 2010

Percentage

	Cumulative percentage over blood alcohol levels (mg/100ml)					Sample size	Percentage over 80mg/100ml time of accident	
	Below limit		Above limit				22:00-03:59	04:00-21:59
	9	50	80	100	150	200		
Motorcycle riders	19	10	8	7	7	4	270	43 6
Car drivers	29	24	23	21	15	6	389	58 13
Other vehicle drivers/riders	26	18	18	18	13	8	39	18 18
Passengers	36	32	29	21	10	5	97	44 19
Pedestrians	49	44	43	41	34	27	176	70 25
Cyclists	23	17	13	12	6	4	52	71 4

Source: Coroners and Procurators Fiscal only

Table RAS51009 also shows fatalities by time of day:

- Over half of car drivers killed between 10 pm and 4 am were over the limit.
- Over two thirds of pedestrians killed between 10 pm and 4 am were over the legal limit for drivers.
- Over two thirds of cyclists killed between 10 pm and 4 pm were over the legal limit; however this equates to only 5 out of the 7 fatalities where a cyclist, aged 16 or over, was involved in a road accident between 10pm and 4am. This can be compared to the 74 pedal cyclists in total, aged 16 or over, killed in 2010.

Characteristics of reported drink drive accidents

Table RAS51010, below, shows that in both 2000 and 2010 of all car drivers, those aged under thirty had the most drink drive accidents. Young car drivers (aged 17-24) had more drink drive accidents per 100 thousand licence holders and per billion miles driven than any other age group. Car drivers aged 60 years old and over had the least. In all age groups, there was a reduction of almost a half from 2000-2010 in both the numbers and rates of drink drive accidents.

Table RAS51010: Estimated number of car drivers in drink drive road injury accidents: accidents per licence holder and per mile driven, GB 2000 and 2010

	Number					
	Car driver drink drive accidents		Drink drive accidents per 100 thousand licence holders		Drink drive accidents per billion miles driven	
	2000	2010	2000 ¹	2010	2000 ¹	2010
Under 17	80	10
17 - 19 ²	1,060	500	76	32	326	121
20 - 24	2,150	1,370	76	42	156	118
25 - 29	1,790	1,010	52	30	77	52
30 - 34	1,480	720	37	22	50	33
35 - 39	1,180	600	35	16	38	20
40 - 49	1,430	920	21	12	25	14
50 - 59	750	470	13	7	17	9
60 or over	360	300	5	3	11	6
All ages ³	10,440	5,970	30	15	44	24

1 Based on NTS 1999-2001 average

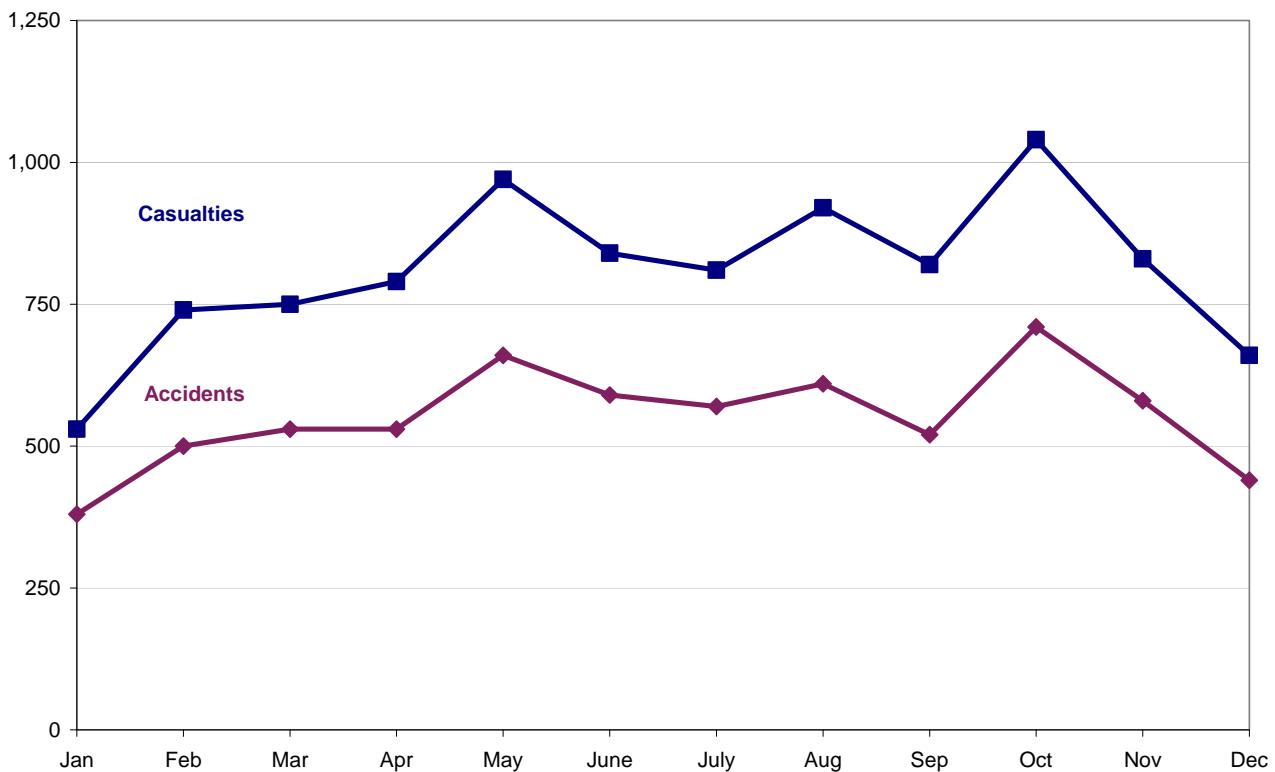
Source: National Travel Survey, STATS19

2 Figures based on a small NTS sample.

3 Includes age not known.

Drinking and driving is a year-round problem. Although the exact pattern varies year on year, the first few months of the year generally have lower numbers of drink drive accidents and casualties than other months of the year. However in 2010, there were peaks in both the number of accidents and casualties in both May and October (Chart RAS51011, below). This differs from the overall pattern of accidents and casualties which tend to increase steadily throughout the year, and drop slightly between December to February.

Chart RAS51011: Estimated number of reported drink drive accidents and casualties, by month: GB 2010



In 2010, nearly two thirds (65 per cent) of all drink drive accidents occurred on a Friday, Saturday or Sunday, with more than two-fifths of these occurring during the hours of 9pm to 3am. Chart RAS51012, below, shows the proportion of drink drive accidents by time of day in 2000 and 2010. In 2010 41 per cent of drink drive accidents occurred between 5pm and midnight compared to 52 per cent in 2000.

Chart RAS51012: Reported drink drive accidents, by time of day: GB 2000 & 2010

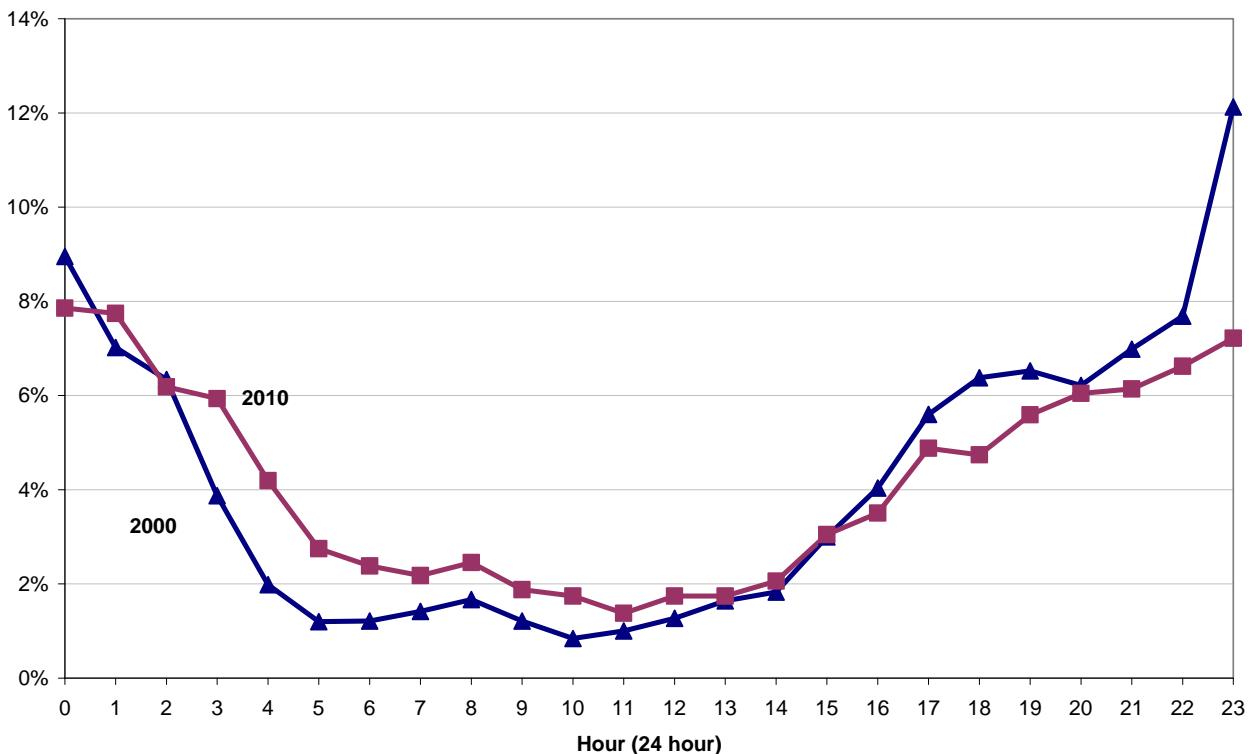


Table RAS51013, below, shows that in 2010:

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

Table RAS51013: Reported drink drive accidents by pedestrian involvement: GB 2010

Pedestrians involved	Number of vehicles involved			Total
	1	2	3 or more	
No	1,847	1,783	544	4,174
Yes	155	28	8	191
Total	2,002	1,811	552	4,365

Breath testing

Breath testing rates at reported personal injury road accidents remained at 54 per cent in 2011. The proportion of drivers and riders failing breath tests has been falling over the last few years; rising slightly in 2011 to 3.1 per cent. The number of drivers and riders failing a breath test as a proportion of all involved in accidents has been close to 2 per cent over the past ten years, with 2011 figure at 1.7 per cent (see Table RAS51014).

Table RAS51014: Drivers and riders in reported injury road accidents: breath tests and failures: GB 2002 – 2011

	Number/Percentage										
	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	
a. Total involved	390,479	374,278	362,543	348,982	331,307	318,185	294,621	280,936	263,417	256,101	
b. Total tests requested	196,253	187,292	183,999	183,239	179,290	179,572	162,994	151,933	141,264	138,650	
c. Total failed	8,104	8,151	7,430	7,116	6,595	6,279	5,521	5,129	4,288	4,366	
Testing rate (b/a x 100)	50	50	51	53	54	56	55	54	54	54	
Test failure rate (c/b x 100)	4.1	4.4	4.0	3.9	3.7	3.5	3.4	3.4	3.0	3.1	
Total failure rate (c/a x 100)	2.1	2.2	2.0	2.0	2.0	1.9	1.8	1.6	1.7		

Source: STATS19

Overall, 2.5 per cent of men involved in an accident failed a breath test, which is well over twice the rate for women (1.1 per cent) and for both groups the percentage failing a breath test generally declines amongst older age groups (see Table RAS51015). In general, men are slightly more likely to be tested after being involved in an accident than women.

Table RAS51015: Car drivers in reported personal injury road accidents: breath tests and failures: GB 2011

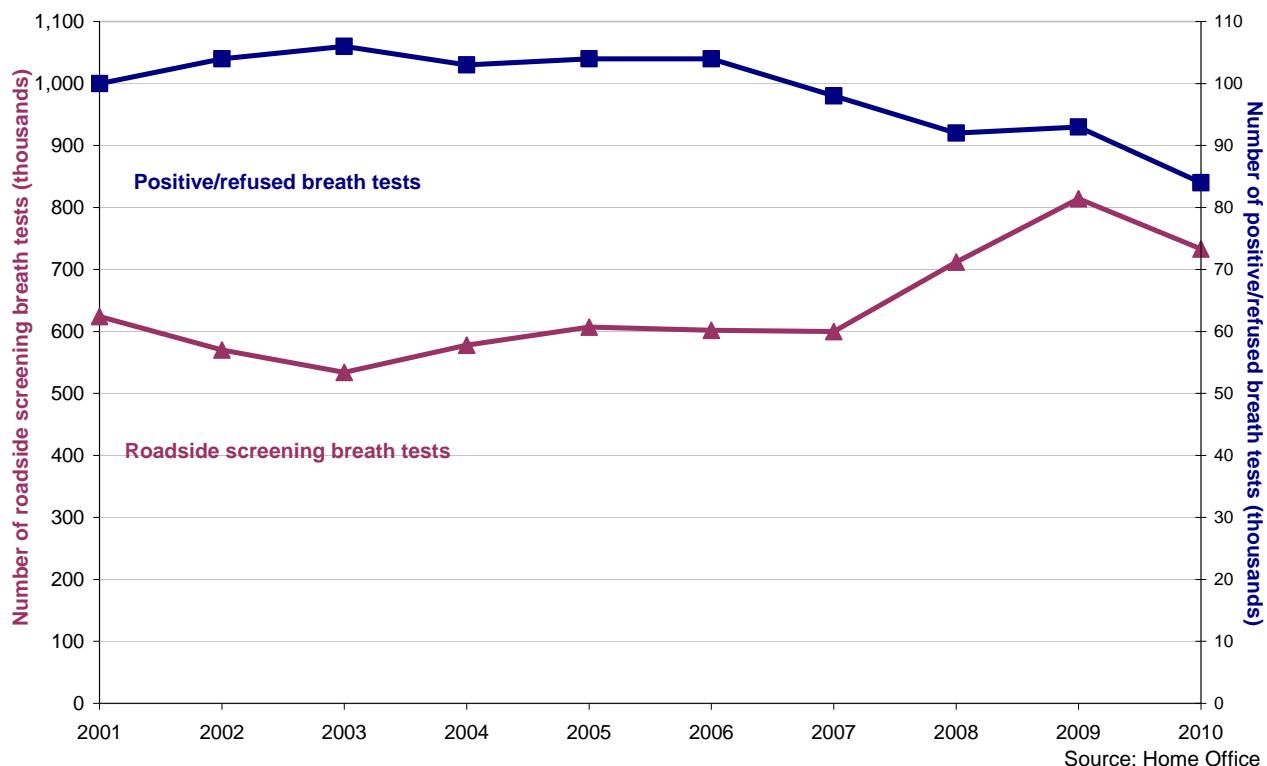
	Number/percentage									
	Men					Women				
a: Involved in accident	b: Tested	c: Failed	b as % of a	c as % of a	a: Involved in accident	b: Tested	c: Failed	b as % of a	c as % of a	
<17	90	48	9	53	10.0	13	6	1	46	7.7
17 - 19	7,170	5,044	240	70	3.3	4,741	3,050	68	64	1.4
20 - 24	14,074	9,348	674	66	4.8	9,842	5,945	165	60	1.7
25 - 29	12,613	8,064	532	64	4.2	8,495	4,984	105	59	1.2
30 - 34	12,073	7,379	413	61	3.4	7,715	4,252	99	55	1.3
35 - 39	10,799	6,705	287	62	2.7	7,320	4,100	89	56	1.2
40 - 49	21,561	13,631	439	63	2.0	14,568	8,563	168	59	1.2
50 - 59	14,742	9,329	227	63	1.5	8,728	5,108	79	59	0.9
60 - 69	9,445	6,011	104	64	1.1	4,756	2,809	27	59	0.6
70 - 99	7,680	4,877	50	64	0.7	3,262	1,818	13	56	0.4
All ages ¹	118,596	71,271	3,017	60	2.5	72,692	40,928	822	56	1.1

1 Includes age not known

Source: STATS19

Chart RAS51016, below, shows the number of all roadside screening breath tests required by the police. The number of tests fell from 715 thousand in 2000 to 534 thousand in 2003 then increased to 814 thousand in 2009, before reducing to 733 thousand in 2010. This increase coincides with the rollout of roadside digital breath screening equipment to police in April 2008, which may have streamlined breath test procedures for many forces. Despite rising to a peak of 20 per cent in 2003, the proportion of failed breath tests has since progressively fallen to 11 per cent in 2010. Of all recorded roadside breath tests, just under a fifth (19 per cent) were as a result of a reported personal injury road accident.

Chart RAS51016: Reported roadside screening breath tests and breath test failures, England and Wales 2001-2010



Analysis of reported roadside breath alcohol screening tests¹

The following section presents statistics, and an analysis of, the results of roadside breath alcohol screening tests, administered by police forces in 2011, using recently introduced digital breath testing devices. All analysis in this section is based on data thus far supplied to the Department for Transport by 39 (out of 43) police forces in England and Wales, each of whom have supplied at least one month of data relating to 2011 (around 561 thousand tests in total). The data for 2011 are not complete, do not cover England and Wales as a whole and relate to drivers of road vehicles only, however they are suitable for examining proportions and distributions within the data.

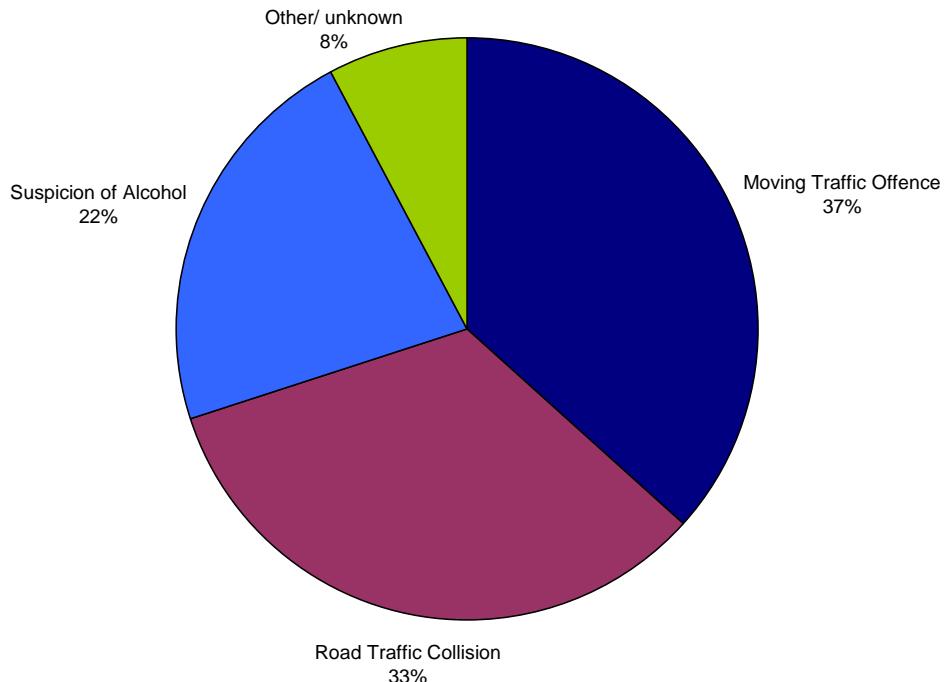
Results of breath alcohol screening tests can only be regarded as indicative of the level of alcohol present in a sample of breath and are not used to determine whether a driver was above or below the legal limit to drive.

Reason and results of breath tests

In 2011, the most common reason for the police requiring a driver to undergo a breath alcohol screening test was following a moving traffic offence (37 per cent). A road traffic collision, including damage only incidents, was the second most common reason (33 per cent of cases) and just under a quarter (22 per cent) of tests were because the driver was suspected of consuming alcohol, see RAS51017, below.

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

Chart RAS51017: Breath tests, by reason² for test: 2011



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

Following a road traffic collision, 92 per cent of people were under the legal alcohol limit, however in cases of suspected alcohol consumption, only 81 per cent of people tested were within the legal limit, see Table RAS51017.

Table RAS51017: Screening test results, by reason for test: 2011

Reason for test	Per cent							
	0 - 4 mcg	5 - 20 mcg	21 - 35 mcg	36 - 50 mcg	51 - 80 mcg	81 + mcg	Under the limit	Over the limit
Moving Traffic Offence	83	7	3	2	3	2	93	7
Road Traffic Collision	88	3	2	2	3	3	92	8
Suspicion of Alcohol	60	14	7	6	8	5	81	19
Other/ unknown	80	4	4	4	5	3	88	12
All	80	7	4	3	4	3	90	10

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

Table RAS51018: Results of screening breath tests following a road traffic collision: 2011

Number

		Negative			Positive			Under the limit	Over the limit
		0 - 4 mcg	5 - 20 mcg	21 - 35 mcg	36 - 50 mcg	51 - 80 mcg	81 mcg and over		
16-19	Male	9,145	296	253	226	377	207	9,694	810
	Female	3,587	78	54	45	115	55	3,719	215
20-24	Male	15,762	707	537	534	1,078	872	17,006	2,484
	Female	6,717	129	95	91	207	154	6,941	452
25-29	Male	11,992	465	297	348	720	680	12,754	1,748
	Female	5,106	80	52	54	129	141	5,238	324
30-39	Male	24,115	899	551	520	930	1,063	25,565	2,513
	Female	8,944	136	93	76	200	307	9,173	583
40-49	Male	21,970	610	358	304	598	716	22,938	1,618
	Female	8,339	111	76	70	174	321	8,526	565
50-59	Male	13,975	352	222	168	320	379	14,549	867
	Female	4,995	60	34	42	82	150	5,089	274
60-69	Male	8,041	234	93	100	165	126	8,368	391
	Female	2,675	26	17	13	46	45	2,718	104
70+	Male	5,334	162	75	45	57	32	5,571	134
	Female	1,660	22	5	13	8	10	1,687	31
All	Male	110,334	3,725	2,386	2,245	4,245	4,075	116,445	10,565
	Female	42,023	642	426	404	961	1,183	43,091	2,548
Total		152,357	4,367	2,812	2,649	5,206	5,258	159,536	13,113

Table RAS51018 shows the results of screening tests following a road traffic collision (RTC), broken down by the gender and age of the driver tested. Following an RTC in 2011, a higher proportion of men compared to women were indicated to be over the legal limit.

Proportionally, males aged 20-29 years were the most likely to fail a test (between 12-13 percent). This is around twice the proportion of women of this age who failed their test. The proportion of failed tests following a road traffic collision declined amongst older age groups as was the case with personal injury road accidents, with only 4 per cent of drivers aged 60 or over, which were tested, failing a breath test.

The number of convictions (findings of guilt at courts for driving after consuming alcohol or taking drugs) fell from approximately 58,700 in 2010 to 54,900 in 2011 (as reported by ministry of justice in their latest report: <http://www.justice.gov.uk/statistics/criminal-justice/criminal-justice-statistics>).

Detailed statistics (tables and charts) on “Drinking and driving” can be found on Reported road casualties Great Britain – 2011 annual report web page at:
http://www.dft.gov.uk/statistics?post_type=table&series=road-accidents-and-safety-series

Table numbers RAS51001-RAS51019.

Background notes

1. Drink drive limits and definitions

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

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

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

2. Data sources

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

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

A note on the methodology used to produce these estimates can be found at:
<http://assets.dft.gov.uk/statistics/releases/road-accidents-and-safety-drink-drive-estimates-2011/methodology-notes-drink-drive.pdf>

3. Digital breath screening data sources

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

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

was above or below the legal limit to drive.

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

4. Strengths and weaknesses of the data

The sample of fatality data from Coroners for 2010 has now been finalised but 2011 estimates are based on a reduced sample of coroners' returns and may be biased. They remain provisional until more complete information for 2011 is available.

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

In 2011, the Department produced an estimate of the total number of road casualties in Great Britain each year derived primarily from National Travel Survey (NTS) data. Our best estimate is within the range 660 thousand to 800 thousand with a central estimate of 730 thousand. A discussion of how this estimate has been derived, and its limitations, together with information on complementary sources of data on road accidents and casualties, are contained in the survey data on road accidents article of Reported Road Casualties Great Britain: 2010 Annual report, which can be found at:

<http://assets.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010/rrcgb2010-05.pdf>

A revised estimate will be produced next year when NTS 2011 data are available.

In addition, a new article *self-reported drink and drug driving: findings from the Crime Survey and England and Wales (CSEW)*, was in the Reported Road Casualties in Great Britain 2011 report. The article presents data on people admissions of driving whilst being under the influence of drugs or over the legal alcohol limit, and can be found at:

<http://assets.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010/rrcgb2011-05.pdf>

Further information about the Reported Road Casualties Great Britain 2011 Annual Report can be found at: <http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2011>

Notes & Definitions used in STATS19 can be found at:

<http://www.dft.gov.uk/statistics/series/road-accidents-and-safety/>

Reported Road Casualties in Great Britain: 2011 Annual Report

Contributory factors to reported road accidents

Summary

This article describes 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 sixth year of collection.

- *Failed to look properly* was again the most frequently reported contributory factor and was reported in 42 per cent of all accidents reported to the police in 2011. Four of the five most frequently reported contributory factors involved *driver or rider error or reaction*. For fatal accidents the most frequently reported contributory factor was *loss of control*, which was involved in 34 per cent of fatal accidents.
- For accidents where a pedestrian was injured or killed; *Pedestrian failed to look properly* was reported in 59 per cent of accidents, and *pedestrian careless, reckless or in a hurry* was reported in 25 per cent of accidents.
- *Exceeding the speed limit* was reported as a factor in 5 per cent of accidents, but these accidents involved 14 per cent of fatalities. At least one of *exceeding the speed limit* and *travelling too fast for the conditions* was reported in 12 per cent of all accidents and these accidents accounted for 25 per cent of all fatalities.
- Over 60 per cent of fatalities in reported road accidents had *driver or rider error or reaction* (which included *failing to look properly*, *loss of control* and *sudden braking*), reported as a contributory factor leading to the accident.

Introduction

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.

This article presents general analysis from accidents reported to the police in 2011 and explains the scope of the system, along with the limitations of its use.

Contributory factor system

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 using the following link:

<http://assets.dft.gov.uk/statistics/series/road-accidents-and-safety/stats19-road-accident-injury-statistics-report-form.pdf>

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 eight per cent of accidents reported to the police in 2011 meet these criteria to be included. Further details of the accidents included in this analysis can be found in the Annex.

Contributory factors recorded for accidents in GB 2011

On average 2.4 contributory factors per accident were reported in 2011. The 77 contributory factors fit into one of nine categories as previously discussed. Chart RAS50001 shows the percentage of accidents with contributory factors in each category. Please note that only reported accidents where a police officer attended the scene and reported at least one contributory factor were considered.

- The contributory factor category *driver/rider error or reaction* was the most frequently reported category, involved in 72 per cent of all accidents reported to the police. It was the most frequently reported category for each severity of accident.
- Both *injudicious action* (including *travelling too fast for conditions, following too close and exceeding speed limit*) and *behaviour and inexperience* were the second most frequently reported category, involved in 24 per cent of all accidents. The equivalent figures for fatal accidents, for both of these contributory factors, were higher at 28 and 27 per cent respectively.
- Special codes (including *stolen vehicle, vehicle in course of crime and emergency vehicle on a call*) were reported for 4 per cent of all accidents.
- Pedestrian contributory factors can be attributed to an injured or uninjured pedestrian involved in the accident. These factors were reported in 13 per cent of all accidents and 18 per cent of fatal accidents.

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

http://www.trl.co.uk/online_store/reports_publications/trl_reports/cat_road_user_safety/report_linking_accidents_in_national_statistics_to_in-depth_accident_data.htm

Chart RAS50001: Contributory factor type: Reported accidents by severity: GB 2011

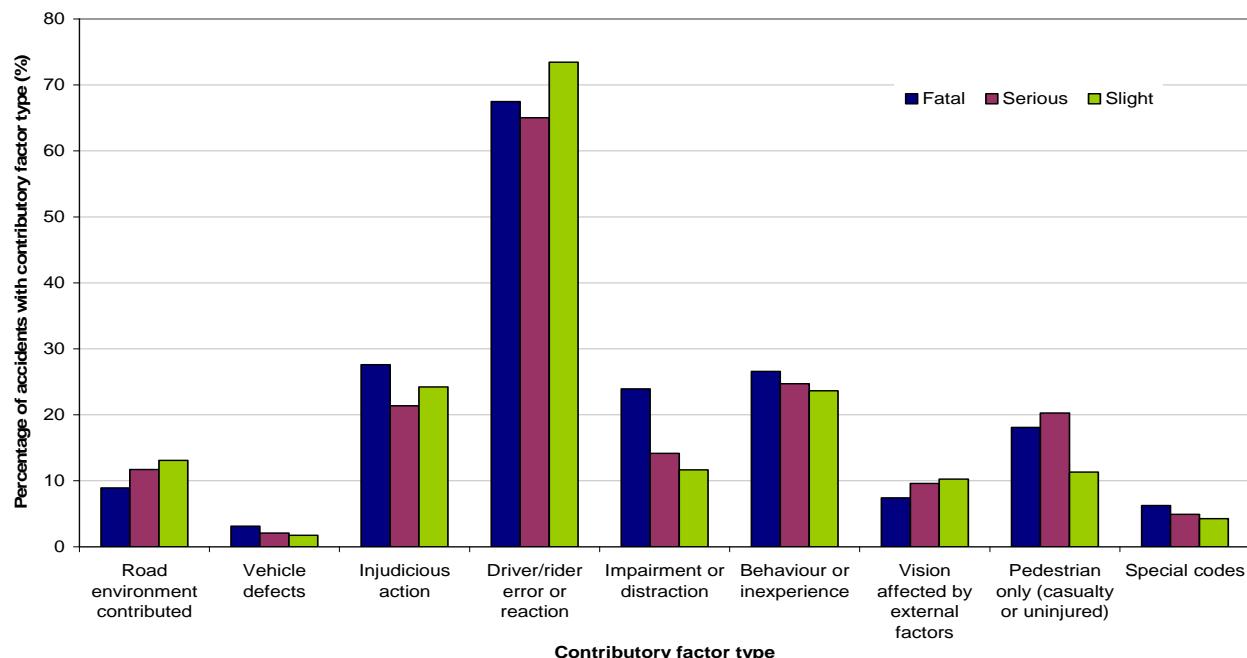


Table RAS50001 shows the percentage of reported road accidents in which each contributory factor was reported, including a breakdown by accident severity.

- Four of the five most frequently reported contributory factors in road accidents were in the category *driver/rider error or reaction*, including *failed to look properly* and *failed to judge other person's path or speed*.
- Across all reported road accidents; *failed to look properly* was the most frequently reported contributory factor (at 42 per cent). This was followed by *failed to judge other person's path/speed* (21 per cent) and *careless, reckless or in a hurry* (16 per cent). *Failed to look properly* was also the most frequently reported contributory factor for slight and serious accidents (43 per cent and 35 per cent).
- The most frequently reported contributory factor for fatal accidents was *loss of control*, which was involved in 34 per cent of accidents. *Loss of control* was also the second most frequent contributory factor for serious accidents (19 per cent).

Table RAS50001: Contributory factor: Reported accidents¹ by severity: GB 2011

Contributory factor reported in accident	Number/ percentage							
	Fatal accidents		Serious accidents		Slight accidents		All accidents	
	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²
Road environment contributed	148	9	2,152	12	12,866	13	15,166	13
Poor or defective road surface	10	1	196	1	650	1	856	1
Deposit on road (eg. oil, mud, chippings)	10	1	279	2	1,256	1	1,545	1
Slippery road (due to weather)	73	4	1,158	6	8,267	8	9,498	8
Inadequate or masked signs or road markings	3	0	48	0	470	0	521	0
Defective traffic signals	0	0	20	0	139	0	159	0
Traffic calming (eg. speed cushions, road humps, chicanes)	0	0	31	0	138	0	169	0
Temporary road layout (eg. contraflow)	0	0	33	0	280	0	313	0
Road layout (eg. bend, hill, narrow carriageway)	51	3	489	3	2,296	2	2,836	2
Animal or object in carriageway	15	1	218	1	1,140	1	1,373	1
Vehicle defects	52	3	384	2	1,689	2	2,125	2
Tyres illegal, defective or under inflated	26	2	140	1	543	1	709	1
Defective lights or indicators	8	0	43	0	146	0	197	0
Defective brakes	8	0	121	1	599	1	728	1
Defective steering or suspension	7	0	51	0	223	0	281	0
Defective or missing mirrors	0	0	0	0	10	0	10	0
Overloaded or poorly loaded vehicle or trailer	8	0	47	0	226	0	281	0
Injudicious action	459	28	3,929	21	23,810	24	28,198	24
Disobeyed automatic traffic signal	18	1	230	1	1,812	2	2,060	2
Disobeyed 'Give Way' or 'Stop' sign or markings	29	2	561	3	3,604	4	4,194	4
Disobeyed double white lines	15	1	63	0	154	0	232	0
Disobeyed pedestrian crossing facility	12	1	128	1	427	0	567	0
Illegal turn or direction of travel	20	1	134	1	716	1	870	1
Exceeding speed limit	213	13	1,095	6	4,268	4	5,576	5
Travelling too fast for conditions	207	12	1,470	8	6,988	7	8,665	7
Following too close	13	1	463	3	7,507	8	7,983	7
Vehicle travelling along pavement	6	0	50	0	247	0	303	0
Cyclist entering road from pavement	5	0	216	1	939	1	1,160	1
Driver/rider error or reaction	1,122	67	11,959	65	72,227	73	85,308	72
Junction overshoot	26	2	337	2	2,496	3	2,859	2
Junction restart (moving off at junction)	12	1	232	1	1,963	2	2,207	2
Poor turn or manoeuvre	190	11	2,509	14	13,869	14	16,568	14
Failed to signal or misleading signal	13	1	273	1	2,249	2	2,535	2
Failed to look properly	419	25	6,369	35	42,465	43	49,253	42
Failed to judge other person's path or speed	192	12	2,888	16	22,330	23	25,410	21
Passing too close to cyclist, horse rider or pedestrian	24	1	375	2	2,029	2	2,428	2
Sudden braking	39	2	871	5	7,864	8	8,774	7
Swerved	109	7	705	4	3,758	4	4,572	4
Loss of control	561	34	3,493	19	12,934	13	16,988	14

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.

Table RAS50001: Contributory factor: Reported accidents¹ by severity: GB 2011 (Cont.)

Number/ percentage

Contributory factor reported in accident	Fatal accidents		Serious accidents		Slight accidents		All accidents	
	Per		Per		Per		Per	
	Number	cent ²	Number	cent ²	Number	cent ²	Number	cent ²
Impairment or distraction	398	24	2,602	14	11,461	12	14,461	12
Impaired by alcohol	156	9	1,157	6	4,071	4	5,384	5
Impaired by drugs (illicit or medicinal)	49	3	176	1	419	0	644	1
Fatigue	80	5	323	2	1,381	1	1,784	2
Uncorrected, defective eyesight	9	1	44	0	197	0	250	0
Illness or disability, mental or physical	109	7	458	2	1,460	1	2,027	2
Not displaying lights at night or in poor visibility	5	0	86	0	353	0	444	0
Cyclist wearing dark clothing at night	7	0	88	0	368	0	463	0
Driver using mobile phone	22	1	55	0	297	0	374	0
Distraction in vehicle	75	5	417	2	2,640	3	3,132	3
Distraction outside vehicle	23	1	198	1	1,494	2	1,715	1
Behaviour or inexperience	442	27	4,546	25	23,241	24	28,229	24
Aggressive driving	114	7	720	4	2,929	3	3,763	3
Careless, reckless or in a hurry	272	16	3,070	17	15,986	16	19,328	16
Nervous, uncertain or panic	24	1	233	1	1,804	2	2,061	2
Driving too slow for conditions or slow vehicle (eg tractor)	3	0	17	0	79	0	99	0
Learner or inexperienced driver/rider	66	4	948	5	4,290	4	5,304	4
Inexperience of driving on the left	8	0	65	0	357	0	430	0
Unfamiliar with model of vehicle	14	1	166	1	662	1	842	1
Vision affected by external factors	123	7	1,763	10	10,087	10	11,973	10
Stationary or parked vehicle(s)	18	1	577	3	3,348	3	3,943	3
Vegetation	5	0	63	0	285	0	353	0
Road layout (eg. bend, winding road, hill crest)	26	2	222	1	1,177	1	1,425	1
Buildings, road signs, street furniture	2	0	49	0	247	0	298	0
Dazzling headlights	4	0	80	0	287	0	371	0
Dazzling sun	22	1	375	2	2,195	2	2,592	2
Rain, sleet, snow, or fog	22	1	241	1	1,523	2	1,786	2
Spray from other vehicles	4	0	23	0	181	0	208	0
Visor or windscreen dirty or scratched	2	0	24	0	92	0	118	0
Vehicle blind spot	29	2	237	1	1,553	2	1,819	2
Pedestrian only (casualty or uninjured)	301	18	3,729	20	11,154	11	15,184	13
Pedestrian crossing road masked by stationary or parked vehicle	15	1	804	4	2,288	2	3,107	3
Pedestrian failed to look properly	180	11	2,822	15	8,467	9	11,469	10
Pedestrian failed to judge vehicle's path or speed	106	6	906	5	2,701	3	3,713	3
Pedestrian wrong use of pedestrian crossing facility	14	1	308	2	869	1	1,191	1
Dangerous action in carriageway (eg. playing)	40	2	343	2	1,072	1	1,455	1
Pedestrian impaired by alcohol	85	5	596	3	1,516	2	2,197	2
Pedestrian impaired by drugs (illicit or medicinal)	13	1	58	0	156	0	227	0
Pedestrian careless, reckless or in a hurry	47	3	1,189	6	3,672	4	4,908	4
Pedestrian wearing dark clothing at night	66	4	264	1	529	1	859	1
Pedestrian disability or illness, mental or physical	31	2	161	1	303	0	495	0
Special codes	104	6	904	5	4,186	4	5,194	4
Stolen vehicle	20	1	140	1	557	1	717	1
Vehicle in course of crime	12	1	85	0	375	0	472	0
Emergency vehicle on a call	7	0	78	0	588	1	673	1
Vehicle door opened or closed negligently	1	0	81	0	508	1	590	1
Other	72	4	565	3	2,372	2	3,009	3
Total number of accidents¹	1,663	100	18,391	100	98,349	100	118,403	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.

Table RAS50002 compares the ten most frequently reported contributory factors in the previous five years. Please note that only reported accidents where a police officer attended the scene and reported at least one contributory factor were considered.

- The top ten factors have broadly remained unchanged in the past five years, although there were some changes in the order and frequency of the factors.
- The largest change was an increase in *failed to look properly*, which was reported in 35 per cent of accidents in 2007 and 42 per cent in 2011. At this stage it is not possible to tell whether changes are the result of the reporting police officers developing their understanding of the new system or a genuine change in the types of factors that contribute to accidents and road users.

Table RAS50002: Contributory factor of reported accidents¹: GB 2007-2011 comparison

Number/percentage

Contributory factor reported in accident ²	2007		2008		2009		2010		2011	
	Number	Per cent								
Failed to look properly	49,533	35	48,035	37	48,313	38	48,272	40	49,253	42
Failed to judge other person's path or speed	26,671	19	25,343	19	26,176	20	25,577	21	25,410	21
Careless, reckless or in a hurry	23,354	17	20,237	15	19,265	15	18,803	16	19,328	16
Loss of control	20,540	15	19,581	15	19,190	15	18,029	15	16,988	14
Poor turn or manoeuvre	19,424	14	18,003	14	17,402	14	15,969	13	16,568	14
Pedestrian failed to look properly	13,253	9	12,715	10	12,084	9	11,917	10	11,469	10
Slippery road (due to weather)	13,514	10	14,066	11	14,382	11	14,155	12	9,498	8
Sudden braking	9,990	7	9,292	7	9,740	8	8,909	7	8,774	7
Travelling too fast for conditions	13,856	10	12,282	9	11,479	9	10,011	8	8,665	7
Following too close	8,853	6	8,196	6	8,315	6	8,397	7	7,983	7
Total number of accidents¹	140,361	100	131,592	100	128,185	100	120,827	100	118,403	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.

Accidents with contributory factors by road class

Table RAS50003 shows contributory factors of road accidents by road class. The ten most frequently reported contributory factors for each road type are represented in the table.

- Failed to look properly* was the most frequently reported contributory factor for every road class. Forty five per cent of accidents on A roads had this factor reported compared to 33 per cent on motorways.
- Following too close* was a contributory factor in 17 per cent of accidents on motorways compared to 9 per cent for A roads and 5 per cent for B roads. Similarly, motorways also had the highest percentage of accidents which involved either *sudden braking* or *failing to judge other person's path or speed* as contributory factors when compared to other road types.
- Pedestrian associated contributory factors were more common on other roads (C roads and unclassified roads), partly due to the higher usage of these types of roads by pedestrians.

- B roads had *slippery road* as a contributory factor in 10 per cent of accidents compared to 8 per cent for motorways and 7 per cent for A roads.

Table RAS50003: Contributory factors: Reported accidents¹ by road class: GB 2011

Number/ percentage

Contributory factor reported in accident ³	Motorways		A roads		B roads		Other roads ²		All roads	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Failed to look properly	1,687	33	25,055	45	6,085	39	16,426	39	49,253	42
Failed to judge other person's path or speed	1,359	27	13,933	25	3,149	20	6,969	17	25,410	21
Careless, reckless or in a hurry	546	11	9,709	17	2,509	16	6,564	16	19,328	16
Loss of control	1,068	21	7,576	14	2,657	17	5,687	14	16,988	14
Poor turn or manoeuvre	542	11	8,616	15	2,136	14	5,274	13	16,568	14
Pedestrian failed to look properly	7	0	4,625	8	1,339	9	5,498	13	11,469	10
Slippery road (due to weather)	423	8	4,100	7	1,562	10	3,413	8	9,498	8
Sudden braking	692	14	5,072	9	1,004	7	2,006	5	8,774	7
Travelling too fast for conditions	465	9	3,744	7	1,354	9	3,102	7	8,665	7
Following too close	865	17	4,927	9	825	5	1,366	3	7,983	7
Exceeding speed limit	141	3	2,510	4	839	5	2,086	5	5,576	5
Impaired by alcohol	182	4	2,125	4	809	5	2,268	5	5,384	5
Learner or inexperienced driver/rider	118	2	2,061	4	847	5	2,278	5	5,304	4
Total number of accidents	5,095	100	56,355	100	15,435	100	41,940	100	118,403	100

¹ Includes only 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 1 contributory factor.

² Other roads includes C roads and unclassified roads.

³ Includes only the ten most frequently reported contributory factors for each road type. Factors not shown may also have been reported.

Accidents involving pedestrians with contributory factors

Table RAS50004 shows information on road accidents with contributory factors allocated to pedestrians. The ten most frequently reported contributory factors for pedestrians, for both accidents involving pedestrian casualties and accidents involving uninjured pedestrians, are represented.

- Pedestrian failed to look properly* was the most frequently reported contributory factor for pedestrians in both accidents involving injured or killed pedestrians and accidents involving uninjured pedestrians.
- Slippery road* was reported for 7 per cent of accidents involving uninjured pedestrians, whereas this was reported for less than 0.1 per cent of accidents involving injured pedestrians.
- In 16 per cent of accidents involving pedestrian casualties, the pedestrian had *pedestrian crossing road masked by stationary or parked vehicles* reported as a contributory factor. The equivalent figure for uninjured pedestrians was 14 per cent.

Table RAS50004: Reported accidents¹ involving pedestrians^{2,3} with contributory factors: GB 2011

Contributory factor attributed to pedestrian ⁴	Number/ percentage			
	Accidents involving injured or killed pedestrian		Accidents involving uninjured pedestrian	
	Number	Per cent	Number	Per cent
Pedestrian failed to look properly	11,168	59	180	57
Pedestrian careless, reckless or in a hurry	4,772	25	100	32
Pedestrian failed to judge vehicle's path or speed	3,608	19	54	17
Pedestrian crossing road masked by stationary or parked vehicle	3,020	16	43	14
Pedestrian impaired by alcohol	2,139	11	36	11
Dangerous action in carriageway (eg. playing)	1,385	7	31	10
Pedestrian wrong use of pedestrian crossing facility	1,156	6	17	5
Pedestrian wearing dark clothing at night	824	4	19	6
Pedestrian disability or illness, mental or physical	478	3	10	3
Pedestrian impaired by drugs (illicit or medicinal)	221	1	3	1
Slippery road (due to weather)	12	0	22	7
Poor or defective road surface	5	0	4	1
Animal or object in carriageway	2	0	10	3
Number of accidents	18,978	100	317	100

1 Includes only 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 pedestrian factors may have been allocated to vehicles, so the figures in this table are generally smaller than those in other tables in this article.

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

4 Includes only the top 13 most frequently reported contributory factors for injured or killed pedestrians and for uninjured pedestrians. Factors not shown may also have been reported.

Contributory factors recorded for accident participants in GB 2011

Contributory factors recorded for vehicles

Table RAS50005 shows the percentage of **vehicles** which had each contributory factor by vehicle type. The table shows the ten most frequently reported contributory factors for each vehicle type. As noted previously, only vehicles involved in reported accidents where a police officer attended the scene and reported at least one contributory factor were considered.

The percentages in this table are different from those in Table RAS50002 which gives the percentage of **accidents** with each contributory factor. For example when looking at *failed to look properly* – 51,799 vehicles had this contributory factor, out of a total of 217,025 vehicles (24 per cent) involved in accidents with at least one contributory factor reported by the police. The vehicles which had this contributory factor were in 49,253 accidents out of a total of 118,403 reported accidents (42 per cent of accidents). Part of the reason for the lower number when looking at the percentage of vehicles is that 89,383 vehicles (41 per cent) involved in accidents with at least one reported contributory factor had no contributory factor assigned to the vehicle itself.

Table RAS50005: Contributory factors reported for vehicles^{1,2} in reported accidents by vehicle type: GB 2011

Contributory factor attributed to vehicle ³	Number/ percentage							
	Pedal cycle		Motorcycle		Car		Bus or Coach	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Failed to look properly	3,465	26	2,889	16	39,664	24	695	16
Failed to judge other person's path or speed	1,385	10	2,313	13	20,244	12	398	9
Careless, reckless or in a hurry	1,166	9	1,617	9	15,010	9	263	6
Poor turn or manoeuvre	693	5	1,677	9	12,819	8	223	5
Loss of control	738	6	2,971	16	12,433	8	57	1
Slippery road (due to weather)	137	1	1,264	7	7,898	5	63	1
Sudden braking	177	1	1,236	7	6,692	4	735	17
Travelling too fast for conditions	317	2	1,036	6	6,819	4	57	1
Following too close	165	1	663	4	6,575	4	136	3
Exceeding speed limit	29	0	837	5	4,472	3	12	0
Impaired by alcohol	253	2	330	2	4,504	3	11	0
Learner or inexperienced driver/rider	141	1	1,645	9	3,482	2	8	0
Stationary or parked vehicle(s)	384	3	516	3	3,480	2	46	1
Swerved	195	1	454	3	3,611	2	28	1
Disobeyed 'Give Way' or 'Stop' sign or markings	194	1	117	1	3,586	2	20	0
Aggressive driving	41	0	366	2	3,205	2	17	0
Road layout (eg. bend, hill, narrow carriageway)	69	1	321	2	2,439	1	42	1
Distraction in vehicle	24	0	19	0	2,759	2	47	1
Junction overshoot	235	2	117	1	2,309	1	12	0
Dazzling sun	51	0	130	1	2,233	1	27	1
Vehicles with no contributory factor	6,161	47	6,509	36	67,270	41	2,204	50
Number of vehicles	13,247	100	18,156	100	162,616	100	4,422	100
Contributory factor attributed to vehicle ³	LGV		HGV		All vehicles ⁴			
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Failed to look properly	2,963	29	1,612	27	51,799	24		
Failed to judge other person's path or speed	1,548	15	856	14	27,024	12		
Careless, reckless or in a hurry	1,097	11	466	8	19,780	9		
Poor turn or manoeuvre	859	8	635	11	17,077	8		
Loss of control	472	5	241	4	17,077	8		
Slippery road (due to weather)	353	3	149	2	9,941	5		
Sudden braking	411	4	180	3	9,497	4		
Travelling too fast for conditions	391	4	156	3	8,852	4		
Following too close	678	7	346	6	8,636	4		
Exceeding speed limit	213	2	45	1	5,645	3		
Impaired by alcohol	224	2	25	0	5,382	2		
Learner or inexperienced driver/rider	53	1	10	0	5,362	2		
Stationary or parked vehicle(s)	216	2	43	1	4,715	2		
Swerved	190	2	114	2	4,635	2		
Disobeyed 'Give Way' or 'Stop' sign or markings	240	2	38	1	4,224	2		
Aggressive driving	154	2	47	1	3,866	2		
Road layout (eg. bend, hill, narrow carriageway)	138	1	121	2	3,177	1		
Distraction in vehicle	181	2	84	1	3,142	1		
Junction overshoot	125	1	37	1	2,868	1		
Dazzling sun	146	1	52	1	2,660	1		
Vehicles with no contributory factor	3,855	38	2,363	39	89,383	41		
Number of vehicles	10,134	100	5,984	100	217,025	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 only the twenty most frequently reported contributory factors for each vehicle type. Factors not shown may also have been reported.

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

- *Failed to look properly* was the most frequently reported contributory factor for every vehicle type except motorcycles, buses and coaches. This factor was analysed in more detail in our 2006 report.
- *Failed to judge other person's path or speed* was the second most frequently reported factor for pedal cycles, cars and goods vehicles and was reported for 12 per cent of vehicles overall.
- Motorcycles had a notably higher percentage of the contributory factors *loss of control* (16 per cent) and *learner/inexperienced driver* (9 per cent) compared to other vehicle types.
- *Sudden braking* was the most commonly reported contributory factor for buses or coaches (17 per cent). For 73 per cent of these cases the bus or coach was the only vehicle involved in the accident and a majority of passengers were injured.
- *Cyclist entering road from pavement* was attributed to 8 per cent of pedal cycles in accidents and *cyclist wearing dark clothes at night* was attributed to 3 per cent.
- *Exceeding speed limit* was attributed to 3 per cent of cars involved in accidents, while *travelling too fast for conditions* was attributed to 4 per cent. For vehicles involved in fatal accidents these figures were both 7 per cent.
- The proportion of vehicles involved in personal injury accidents without a reported contributory factor varied by vehicle type. For example, 50 per cent of buses or coaches were not attributed with a contributory factor compared to 36 per cent of motorcycles. However, contributory factors are largely subjective, assigned quickly after the occurrence of the accident and often without extensive investigations. So these differences may in part be due to preconceptions of certain vehicle user groups.

Contributory factors can be most useful when used to look at a particular subsection of accidents if, for example, those involving motorcyclists or to look at the factors allocated to different participants in an accident.

Table RAS50014 shows, for two vehicles accidents, the percentage of each vehicle type that *failed to look properly* when in an accident with another vehicle type, in 2011.

RAS50014: Two vehicle accidents in which a driver or rider had "failed to look properly" as a contributory factor: GB 2011

		Percentage of drivers who "failed to look properly"					
		HGV	LGV	Bus or Coach	Car	Motorcycle	Pedal cycle
Vehicle 1	Vehicle 2	30	49	24	45	22	
	Pedal cycle	18	18	32	21	38	16
		37	51	29	48	16	
Motorcycle	Vehicle 2	12	13	24	13		
	Car	30	27	16	25		
Car	Vehicle 2	15	19	32			
	Bus or Coach	25	40	24			
Bus or Coach	Vehicle 2	11	10				
	LGV	21	26				
		18					
HGV							

X Vehicle 1 type
Y Vehicle 2 type

X is the percentage of vehicle 1 type that had failed to look properly as a contributory factor in two vehicle accidents between vehicle type 1 and vehicle type 2.

Y is the percentage of vehicle 2 type that had failed to look properly as a contributory factor in two vehicle accidents between vehicle type 1 and vehicle type 2.

- Motorcyclists are the most likely to be involved in an accident with another vehicle which *failed to look properly* when involved in an accident, particularly with LGVs (51 per cent) and Cars (48 per cent). This equates to almost half the accidents (with only two vehicles) either involving motorcyclists and car drivers or motorcyclists and LGV drivers, where the other vehicle (non-motorcyclist) had *failed to look properly*.
- In comparison the Motorcyclists failed to look properly only 13 per cent of the time when involved in an accident with LGVs or Cars.
- Heavy Goods Vehicles were more than twice as likely to have failed to look properly when involved in an accident with Motorcyclists, Car Drivers or Bus/Coach Drivers, comparatively.

Most commonly reported pairs of contributory factors

Table RAS50006 shows the most frequent pairs of contributory factors assigned to the same vehicle or pedestrian casualty in road accidents reported to the police in 2011.

- The pair of contributory factors most frequently reported for the same vehicle were *failed to look properly* and *failed to judge other person's path or speed*, with 7 per cent of vehicles having both factors assigned to them. Over half of all vehicles that were assigned *failed to judge other person's path or speed* were also assigned *failed to look properly* (55 per cent). These were also the two most frequently reported contributory factors in all accidents.
- The pair of contributory factors most frequently assigned to the same pedestrian casualty were *pedestrian failed to look properly* and *pedestrian careless, reckless or in a hurry*. Twenty per cent of pedestrian casualties were assigned this pair of factors. Over 70 per cent of all pedestrian casualties with *pedestrian careless, reckless or in a hurry* as a contributory factor were also assigned *pedestrian failed to look properly*.

Table RAS50006: Most common pairs of contributory factors reported together^{1, 2}: GB 2011

Factor with lower code ³	Factor with higher code ³	Number/ percentage	
		Number	Per cent
Vehicles			
Failed to look properly	Failed to judge other person's path or speed	14,416	7
Failed to look properly	Careless, reckless or in a hurry	9,751	4
Poor turn or manoeuvre	Failed to look properly	9,163	4
Failed to judge other person's path or speed	Careless, reckless or in a hurry	4,277	2
Poor turn or manoeuvre	Failed to judge other person's path or speed	4,171	2
Following too close	Failed to look properly	3,303	2
Slippery road (due to weather)	Loss of control	3,229	1
Disobeyed 'Give Way' or 'Stop' sign or markings	Failed to look properly	3,131	1
Poor turn or manoeuvre	Careless, reckless or in a hurry	3,101	1
Following too close	Failed to judge other person's path or speed	2,964	1
Travelling too fast for conditions	Loss of control	2,959	1
Loss of control	Careless, reckless or in a hurry	2,751	1
Slippery road (due to weather)	Travelling too fast for conditions	2,409	1
Swerved	Loss of control	2,105	1
Failed to look properly	Stationary or parked vehicle(s)	1,985	1
Exceeding speed limit	Careless, reckless or in a hurry	1,808	1
Travelling too fast for conditions	Careless, reckless or in a hurry	1,772	1
Exceeding speed limit	Loss of control	1,727	1
Sudden braking	Loss of control	1,681	1
Poor turn or manoeuvre	Loss of control	1,651	1
All vehicles in accidents		217,025	100
Pedestrian casualties			
Pedestrian failed to look properly	Pedestrian careless, reckless or in a hurry	3,868	20
Pedestrian failed to look properly	Pedestrian failed to judge vehicle's path or speed	2,650	13
Pedestrian crossing road masked by stationary or parked veh	Pedestrian failed to look properly	2,339	12
Pedestrian failed to judge vehicle's path or speed	Pedestrian careless, reckless or in a hurry	1,176	6
Pedestrian failed to look properly	Pedestrian impaired by alcohol	1,116	6
All pedestrian casualties in accidents		19,692	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.

Casualties resulting from accidents with contributory factors in GB 2011

Table RAS50007 shows the number of casualties, resulting from road accidents with at least one contributory factor reported, for each contributory factor by casualty severity.

The pattern is very similar to that seen in Table RAS50001 which shows the number of accidents with each factor reported. *Failed to look properly* and *failed to judge other person's path and speed* were the most commonly reported contributory factors for accidents, and for the resulting casualties (65 per cent of all casualties were assigned one of these two factors).

Comparison with table RAS50001 shows that accidents with *pedestrian only* factors reported had the lowest number of casualties per accident, while *injudicious action* factors reported had the highest number of casualties per accident.

Table RAS50007: Contributory factors: Casualties in reported accidents¹ by severity: GB 2011

Number/ percentage

Contributory factor reported in accident	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	158	9	2,409	12	18,881	13	21,448	13
Poor or defective road surface	11	1	217	1	913	1	1,141	1
Deposit on road (eg. oil, mud, chippings)	10	1	312	2	1,807	1	2,129	1
Slippery road (due to weather)	79	5	1,304	6	12,037	8	13,420	8
Inadequate or masked signs or road markings	3	0	55	0	797	1	855	1
Defective traffic signals	0	0	23	0	244	0	267	0
Traffic calming (eg. speed cushions, road humps, chicanes)	0	0	31	0	195	0	226	0
Temporary road layout (eg. contraflow)	0	0	34	0	442	0	476	0
Road layout (eg. bend, hill, narrow carriageway)	55	3	565	3	3,598	3	4,218	3
Animal or object in carriageway	15	1	235	1	1,572	1	1,822	1
Vehicle defects	55	3	450	2	2,643	2	3,148	2
Tyres illegal, defective or under inflated	28	2	177	1	931	1	1,136	1
Defective lights or indicators	8	0	47	0	214	0	269	0
Defective brakes	8	0	134	1	888	1	1,030	1
Defective steering or suspension	7	0	62	0	354	0	423	0
Defective or missing mirrors	0	0	0	0	13	0	13	0
Overloaded or poorly loaded vehicle or trailer	9	1	53	0	342	0	404	0
Injudicious action	498	28	4,604	23	37,740	27	42,842	26
Disobeyed automatic traffic signal	19	1	256	1	2,941	2	3,216	2
Disobeyed 'Give Way' or 'Stop' sign or markings	29	2	617	3	5,631	4	6,277	4
Disobeyed double white lines	16	1	105	1	321	0	442	0
Disobeyed pedestrian crossing facility	12	1	131	1	479	0	622	0
Illegal turn or direction of travel	21	1	163	1	1,095	1	1,279	1
Exceeding speed limit	242	14	1,378	7	7,252	5	8,872	5
Travelling too fast for conditions	226	13	1,759	9	11,440	8	13,425	8
Following too close	13	1	518	3	12,141	9	12,672	8
Vehicle travelling along pavement	6	0	55	0	281	0	342	0
Cyclist entering road from pavement	5	0	217	1	997	1	1,219	1
Driver/rider error or reaction	1,185	68	13,395	66	106,365	75	120,945	74
Junction overshoot	28	2	381	2	3,867	3	4,276	3
Junction restart (moving off at junction)	12	1	252	1	2,852	2	3,116	2
Poor turn or manoeuvre	202	12	2,842	14	20,114	14	23,158	14
Failed to signal or misleading signal	13	1	290	1	3,167	2	3,470	2
Failed to look properly	433	25	6,882	34	61,144	43	68,459	42
Failed to judge other person's path or speed	200	11	3,186	16	33,955	24	37,341	23
Passing too close to cyclist, horse rider or pedestrian	24	1	377	2	2,143	2	2,544	2
Sudden braking	39	2	943	5	12,288	9	13,270	8
Swerved	116	7	872	4	5,796	4	6,784	4
Loss of control	599	34	4,190	21	19,604	14	24,393	15
Impairment or distraction	426	24	3,152	15	18,202	13	21,780	13
Impaired by alcohol	166	9	1,386	7	6,186	4	7,738	5
Impaired by drugs (illicit or medicinal)	54	3	229	1	729	1	1,012	1
Fatigue	84	5	420	2	2,183	2	2,687	2
Uncorrected, defective eyesight	9	1	53	0	301	0	363	0
Illness or disability, mental or physical	117	7	561	3	2,450	2	3,128	2
Not displaying lights at night or in poor visibility	5	0	92	0	428	0	525	0
Cyclist wearing dark clothing at night	7	0	89	0	384	0	480	0
Driver using mobile phone	23	1	74	0	474	0	571	0
Distraction in vehicle	82	5	559	3	4,787	3	5,428	3
Distraction outside vehicle	23	1	211	1	2,301	2	2,535	2

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.

Table RAS50007: Contributory factors: Casualties in reported accidents¹ by severity: GB 2011 continued.

Contributory factor reported in accident	Number/ percentage							
	Killed		Seriously injured		Slightly injured		All casualties	
	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²
Behaviour or inexperience	467	27	5,247	26	35,461	25	41,175	25
Aggressive driving	122	7	919	5	4,771	3	5,812	4
Careless, reckless or in a hurry	285	16	3,533	17	24,351	17	28,169	17
Nervous, uncertain or panic	24	1	265	1	2,646	2	2,935	2
Driving too slow for conditions or slow vehicle (eg tractor)	3	0	19	0	116	0	138	0
Learner or inexperienced driver/rider	71	4	1,071	5	6,635	5	7,777	5
Inexperience of driving on the left	9	1	84	0	594	0	687	0
Unfamiliar with model of vehicle	15	1	183	1	989	1	1,187	1
Vision affected by:	127	7	1,848	9	13,956	10	15,931	10
Stationary or parked vehicle(s)	18	1	585	3	4,308	3	4,911	3
Vegetation	5	0	66	0	414	0	485	0
Road layout (eg. bend, winding road, hill crest)	27	2	250	1	1,839	1	2,116	1
Buildings, road signs, street furniture	2	0	49	0	336	0	387	0
Dazzling headlights	4	0	85	0	419	0	508	0
Dazzling sun	23	1	397	2	3,248	2	3,668	2
Rain, sleet, snow, or fog	23	1	256	1	2,234	2	2,513	2
Spray from other vehicles	5	0	27	0	312	0	344	0
Visor or windscreens dirty or scratched	2	0	25	0	134	0	161	0
Vehicle blind spot	29	2	242	1	1,916	1	2,187	1
Pedestrian only (casualty or uninjured)	302	17	3,779	19	12,058	8	16,139	10
Pedestrian crossing road masked by stationary or parked vehicle	15	1	813	4	2,486	2	3,314	2
Pedestrian failed to look properly	180	10	2,858	14	9,147	6	12,185	7
Pedestrian failed to judge vehicle's path or speed	106	6	921	5	2,926	2	3,953	2
Pedestrian wrong use of pedestrian crossing facility	14	1	312	2	961	1	1,287	1
Dangerous action in carriageway (eg. playing)	40	2	350	2	1,149	1	1,539	1
Pedestrian impaired by alcohol	86	5	604	3	1,623	1	2,313	1
Pedestrian impaired by drugs (illicit or medicinal)	13	1	59	0	164	0	236	0
Pedestrian careless, reckless or in a hurry	47	3	1,203	6	3,944	3	5,194	3
Pedestrian wearing dark clothing at night	66	4	266	1	599	0	931	1
Pedestrian disability or illness, mental or physical	31	2	163	1	324	0	518	0
Special codes	110	6	1,009	5	6,018	4	7,137	4
Stolen vehicle	21	1	166	1	853	1	1,040	1
Vehicle in course of crime	14	1	105	1	596	0	715	0
Emergency vehicle on a call	7	0	90	0	1,048	1	1,145	1
Vehicle door opened or closed negligently	1	0	81	0	532	0	614	0
Other	75	4	623	3	3,316	2	4,014	2
Total number of casualties	1,752	100	20,396	100	142,198	100	164,346	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.

Speed as a contributory factor

There are two contributory factors that relate to excessive or inappropriate speed - *exceeding the speed limit* and *travelling too fast for the conditions*. These two factors were analysed in more detail in Reported Road Casualties Great Britain: 2008 Annual Report.

Exceeding the speed limit should be reported when the driver contributed to the accident by exceeding the posted speed limit, while *travelling too fast for the conditions* should be reported when the driver was travelling within the speed limit, but their speed was not appropriate for the road conditions and/or vehicle type, and contributed to the accident.

If a driver was *exceeding the speed limit and travelling too fast for the conditions*, reporting officers are asked to report only the former factor. However in a number of cases both factors are reported. Accidents with both factors reported are only counted as having *exceeding the speed limit* reported in the following analysis. Table RAS50008 shows the number of accidents and resulting casualties where the two speed factors were reported.

- *Exceeding the speed limit* was reported as a contributory factor for 5 per cent of all accidents in 2011. The proportion of accident with this factor increased as the accident severity increased, reaching 13 per cent for fatal accidents. These accidents accounted for 14 per cent of all fatalities.
- *Travelling too fast for the conditions* was reported as a contributory factor in 6 per cent of accidents. Again, the proportion of accidents with this factor reported increased with accident severity. Eleven per cent of all accidents had at least one of *exceeding the speed limit* and *travelling too fast for the conditions* reported and these accidents accounted for 23 per cent of all fatalities.

Table RAS50008: Speed as a contributory factor: Reported accidents and casualties by severity¹: GB 2011

Contributory factor in accident	Number/ percentage							
	Accidents		Serious		Slight		Total	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Exceeding speed limit	213	13	1,095	6	4,268	4	5,576	5
Travelling too fast for conditions ²	155	9	1,260	7	6,254	6	7,669	6
Exceeding speed limit or travelling too fast for conditions	368	22	2,355	13	10,522	11	13,245	11
Total number of accidents	1,663	100	18,391	100	98,349	100	118,403	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	242	14	1,378	7	7,252	5	8,872	5
Travelling too fast for conditions ²	163	9	1,484	7	10,132	7	11,779	7
Exceeding speed limit or travelling too fast for conditions	405	23	2,862	14	17,384	12	20,651	13
Total number of casualties	1,752	100	20,396	100	142,198	100	164,346	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.

Vehicles with speed contributory factors

In 2011, there were 13,504 vehicles with either *exceeding speed limit* or *travelling too fast for conditions* allocated to it. These vehicles accounted for 6 per cent of all vehicles involved in accidents with at least one contributory factor.

Table RAS50009 shows the number of vehicles which had the two speed contributory factors allocated, by selected vehicle type.

- Motorcycles were most likely to have one of the speed factors assigned to them in 2011. Five per cent were reported as *exceeding the speed limit* compared to 3 per cent of cars. Ten per cent of motorcycles were reported as having either of the speed factors assigned to them. The corresponding figure for cars was 6 per cent.
- Heavy goods vehicles were less likely to have either of the speed factors assigned than other vehicles. Only 3 per cent of heavy goods vehicles had one of the factors assigned to them. Furthermore, light goods vehicles were less likely to be *exceeding the speed limit* than cars, with 2 per cent of light goods vehicles involved in accidents having this factor reported.
- A higher proportion of vehicles were assigned *travelling too fast for conditions* than *exceeding the speed limit* for most vehicle types. For motorcycles, these two factors were equally prevalent.

Table RAS50009: Vehicles with speed factors reported by selected vehicle type¹: GB 2011

Contributory factor attributed to vehicle	Number/ percentage									
	Motorcycles		Cars		Light goods vehicles		Heavy goods vehicles		All vehicles ²	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Exceeding speed limit	837	5	4,472	3	213	2	45	1	5,645	3
Travelling too fast for conditions ³	922	5	5,981	4	364	4	151	3	7,859	4
Exceeding speed limit or travelling too fast for conditions	1,759	10	10,453	6	577	6	196	3	13,504	6
All vehicles in accidents	18,156	100	162,616	100	10,134	100	5,984	100	217,025	100

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

² Includes other vehicle types.

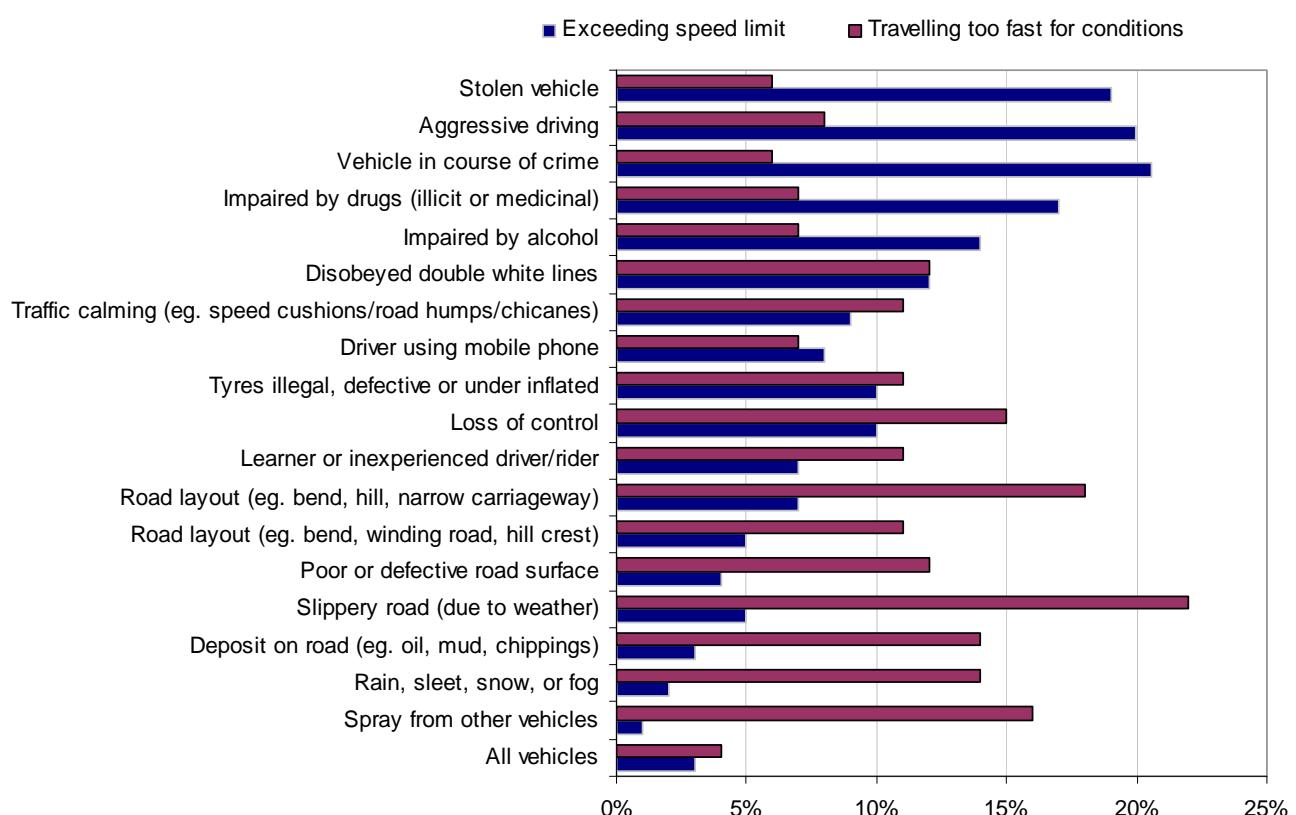
³ Excluding vehicles which had *exceeding the speed limit* reported as a contributory factor.

In 2011 just over seven out of eight vehicles with one of the speed contributory factors reported had at least one other contributory factor reported. *Loss of control* was assigned to 31 per cent of vehicles with a speed factor and *slippery road (due to weather)* was reported to 20 per cent of vehicles.

Chart RAS50010 shows the association between the two speed factors and other contributory factors. In particular, the proportion of the speed factors among vehicles with other factors.

- *Exceeding the speed limit* tended to have stronger associations with factors related to other illegal activities. Nineteen per cent of vehicles assigned with *stolen vehicle* also had the factor *exceeding the speed limit*, as did 21 per cent of vehicles assigned with *vehicle in course of crime*.
- *Travelling too fast for conditions* had stronger associations with factors relating to the road environment and bad weather; almost two-fifths of vehicles that were assigned the travelling too fast for conditions also had a road environment and bad weather contributory factor assigned. For example it was reported for 28 per cent of vehicles that were assigned *slippery road (due to weather)*.

Chart RAS50010: Percentage of vehicles with selected contributory factor which also had a speed factor reported: GB 2011



Annex: Accidents included in the contributory factor analysis

For accidents in which a police officer did not attend the scene it may not be possible for the reporting officer to accurately report the correct contributory factors. As a result, the analyses shown in this article only include accidents in which a police officer attended the scene. In 2011, 78 per cent of accidents met this condition. Accidents which had no contributory factors were also 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 2011, 78 per cent of all accidents satisfied both conditions and these accidents are the basis for the analysis in this article. This compares to similar proportions in the previous five years (78/78/77 per cent) and 74 per cent in 2005.
- 93 per cent of fatal accidents satisfied these conditions, compared to 76 per cent of slight accidents.
- 88 per cent of accidents occurring on motorways were included in this analysis. This compares to 80 per cent for A roads and 79 per cent for B roads.
- 86 per cent of motorcycles involved in accidents in 2011 were included in this analysis. This compares to 67 per cent of pedal cycles and 61 per cent of buses or coaches. Seventy nine percent of cars and light goods vehicles

Table RAS50011: Reported accidents and vehicles included in the contributory factor analysis: GB 2011

Category	Number/ percentage		
	Number included in analysis ¹	Total number in 2011	Per cent included in analysis ¹
Accidents: severity			
Fatal	1,663	1,797	93
Serious	18,391	20,986	88
Slight	98,349	128,691	76
Accidents: road class			
Motorways	5,095	5,819	88
A roads	55,933	69,889	80
B roads	15,435	19,513	79
Other roads ²	41,940	56,253	75
Accidents included in analysis	118,403	151,474	78
Category	Number/ percentage		
	Number included in analysis ¹	Total number in 2011	Per cent included in analysis ¹
Vehicles: type			
Pedal cycles	13,247	19,883	67
Motorcycles	18,156	21,059	86
Cars	162,616	204,720	79
Buses or coaches	4,422	7,223	61
Light goods vehicles	10,134	12,886	79
Heavy goods vehicles	5,984	7,126	84
Other vehicles ³	2,466	3,258	76
Vehicles included in analysis	217,025	276,155	79

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

Detailed statistics (tables and charts) on “Contributory factors to reported road accidents” can be found on Reported Road Casualties in Great Britain – 2011 Annual Report web page at:

http://www.dft.gov.uk/statistics?orderby=date&post_type=table&series=road-accidents-and-safety-series

Table numbers RAS50001-RAS50014

1. Further information about the Reported Road Casualties Great Britain Annual Report can be found at: <http://www.dft.gov.uk/statistics/series/>
2. Notes & Definitions used in STATS19 can be found at:
<http://www.dft.gov.uk/statistics/series/road-accidents-and-safety/>
3. A copy of the form filled in by the police, which includes the 77 contributory factors can be found at:
<http://assets.dft.gov.uk/statistics/series/road-accidents-and-safety/stats19-road-accident-injury-statistics-report-form.pdf>

Reported Road Casualties in Great Britain: 2011 Annual Report

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

Summary

- This article presents data on self-reported drink and drug driving from the Crime Survey for England and Wales (CSEW)¹. The CSEW has included questions asking people whether they have driven whilst over the legal alcohol limit, or under the influence of illegal drugs, since 2009. This article presents data from the 2009/10 and 2010/11 waves of the survey.
- Of those adults that reported driving within the last 12 months; 91 per cent reported drinking alcohol and 7 per cent reported taking an illegal drug in 2010/11, which can be compared to 90 per cent reported drinking alcohol and 14 per cent reported taking an illegal drug in 2009/10.
- In both 2009/10 and 2010/11, an estimated 8 per cent of **adult drivers who had consumed alcohol in the last year** reported driving at least once or twice within the last 12 months whilst they thought they were over the legal alcohol limit.
- In 2010/11, an estimated 19 per cent of **adult drivers who had taken illegal drugs in the last year** reported driving at least once or twice within the last 12 months whilst they thought they were affected by or under the influence of illegal drugs. This was similar to 2009/10, where an estimated 17 per cent reported driving at least once or twice within the last 12 months whilst under the influence of illegal drugs.

Introduction

- The CSEW is a household survey of adults aged 16 and over resident in England and Wales. It collects data on experiences of victimisation and perceptions of anti-social behaviour, through a face to face interview using Computer-Assisted Personal Interviewing (CAPI). In total, the CSEW interviewed around 45,000 people over the 2009/10 time period, and 46,000 over 2010/11.
- Approximately half of the total sample underwent a self-completion module conducted at the end of the face-to-face interview. The self-completion module is restricted to

¹ Formerly known as the British Crime Survey (BCS). The BCS was renamed as the Crime Survey for England and Wales in March 2012. See: <http://www.ons.gov.uk/ons/guide-method/surveys/respondents/household/crime-survey-for-england--wales/index.html>

those aged 16-59 years, and includes questions relating to alcohol and illegal drug use, drink driving and drug driving².

- The following drink drive question was asked of those respondents who reported drinking alcohol within the last 12 months **AND** who reported driving in the last 12 months:

“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, even if only by a small amount?”
- The following drug drive question was asked of those respondents who reported taking any drug in the last 12 months **AND** who reported driving in the last 12 months:

“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?”

Sample characteristics

- For both years of the survey, approximately 74 per cent of respondents who completed the self-completion module had driven a vehicle within the last 12 months, of which 54 per cent were male.
- In 2010/11, of those who reported driving within the last 12 months, 91 per cent also reported drinking alcohol within the last 12 months (90% reported drinking alcohol in 2009/10).
- In 2010/11 and 2009/10, of those who reported driving within the last 12 months, 7 per cent also reported taking an illegal drug within the last 12 months.
- The majority of respondents who reported both driving within the last 12 months AND taking an illegal drug within the last 12 months were male (76 per cent in 2010/11 and 73 per cent in 2009/10).

Drink driving

- In both 2009/10 and 2010/11, 8 per cent of respondents reported having driven at least once or twice in the last 12 months when they thought they were over the legal alcohol limit, of which 1% reported having driven over the legal alcohol limit once or twice a week (see RAS51101)

² Illicit drug use among a nationally representative sample of 16 to 59 year olds (CSEW data) is presented in the Drug Misuse Declared report series. See:

http://data.gov.uk/dataset/drug_misuse_declared_england_and_wales

RAS51101: Reported drink driving (2009/10 and 2010/11)

Percentages

	2009/10	2010/11
Every day/almost every day	0%	0%
A few times a week	0%	0%
Once or twice a week	1%	1%
Once or twice a month	1%	1%
Once every couple of months	1%	1%
Once or twice in the last 12 months	5%	5%
Not at all	92%	92%

Base: Respondents who have both drunk alcohol within the last 12 months AND driven within the last 12 months (unweighted bases: 2009/10 = 18330, 2010/11 = 9358)

- Males were twice as likely to report driving whilst thinking they were over the legal alcohol limit than females (10% versus 4% in 2010/11; 11% versus 5% in 2009/10) (see Table RAS51102).

RAS51102: Percentage reporting driving whilst thinking they are over the legal alcohol limit at least once in last 12 months, by sex and age (2009/10 and 2010/11)

	Unweighted base for 2009/10	Unweighted base for 2010/11	Numbers / percentages	
			2009/10	2010/11
All adults	18330	9358	8%	8%
Males	9014	4621	11%	10%
Females	9316	4737	5%	4%
Age 16-19	535	256	13%	10%
Age 20-24	1075	555	9%	9%
Age 25-29	1722	875	10%	9%
Age 30-39	4717	2399	8%	7%
Age 40-49	5607	2886	7%	7%
Age 50-59	4674	2387	7%	7%

Base: Respondents who have both drunk alcohol within the last 12 months AND driven within the last 12 months

Drug driving

- In 2010/2011, 19% of respondents reported having driven at least once or twice in the last 12 months when affected by or under the influence of illegal drugs, of which 3% reported having driven under the influence of illegal drugs a few times a week or every day/almost every day (see RAS51103). This is very similar to 2009/2010, where 17% of

respondents reported having driven at least once or twice in the last 12 months when affected by or under the influence of illegal drugs.

RAS51103: Reported drug driving (2009/10 and 2010/11)

	Percentages	
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	2010/11
Every day/almost every day	1%	1%
A few times a week	2%	2%
Once or twice a week	1%	1%
Once or twice a month	3%	4%
Once every couple of months	1%	2%
Once or twice in the last 12 months	9%	9%
Not at all	83%	80%

Base: Respondents who have both taken an illegal drug within the last 12 months AND driven within the last 12 months (unweighted bases: 2009/10 = 1211, 2010/11 = 611)

- Males were more likely to report driving under the influence of illegal drugs than females (21% versus 16% in 2010/11; 19% versus 12% in 2009/10) (see RAS51104).
- Of those drivers who reported taking an illegal drug within the last 12 months, those aged 40-49 years were most likely to report driving under the influence of illegal drugs (25% in 2010/11; 23% in 2009/10).

RAS51104: Percentage reporting driving whilst under the influence of illegal drugs at least once in last 12 months, by sex and age (2009/10 and 2010/11)

	Numbers / percentages			
	Unweighted base for 2009/10	Unweighted base for 2010/11	2009/10	2010/11
All adults	1211	611	17%	19%
Males	845	435	19%	21%
Females	366	176	12%	16%
Age 16-19	124	53	16%	23%
Age 20-24	190	102	18%	19%
Age 25-29	219	110	15%	18%
Age 30-39	384	201	16%	17%
Age 40-49	197	100	23%	25%
Age 50-59	97	45	20%	20%

Base: Respondents who have both taken an illegal drug within the last 12 months AND driven within the last 12 months. NB. Base numbers are low for ages 16-19 and 50-59 in 2010/11 and data should be interpreted with care.

The tables on “Self-reported drink and drug driving” can be found on Reported road casualties Great Britain – 2011 annual report web page at:

http://www.dft.gov.uk/statistics?post_type=table&series=road-accidents-and-safety-series

Table numbers RAS51101 – RAS51104

Background notes

1. Crime Survey for England and Wales

Estimates from the Crime Survey for England and Wales (CSEW) are based on a representative sample of the population of England and Wales aged 16 or over each financial year (April to March); the sample is a small-scale representation of the population from which it is drawn. The survey generally obtains high response rates (76% in 2010/11).

The Office for National Statistics (ONS) and the Home Office (HO) regularly publish data from the CSEW. See:

- <http://www.ons.gov.uk/ons/guide-method/surveys/list-of-surveys/survey.html?survey=Crime+Survey+for+England+and+Wales>
- <http://www.homeoffice.gov.uk/publications/science-research-statistics/research-statistics/crime-research/drugs-misuse-dec-1112/>

The CSEW has been undertaken annually since 2001 (formerly as the British Crime Survey, and re-named this year to the CSEW). Prior to 2001, it ran roughly every 2-4 years, starting in 1982. Responsibility of the survey passed from the HO to ONS in March 2012.

3. Limitations of the data

The CSEW provides estimates of drink and drug driving among adults aged 16-59 within the general household population. The CSEW is weighted to adjust for possible non-response bias and to ensure the sample reflects a profile of the general population.

Being based on a sample survey, the estimates are subject to a margin of error. The results in this report have not been tested for statistical significance, so should be interpreted with caution as differences can be due to random fluctuation.

Further information on the survey can be found in a Technical Report at:

<http://www.homeoffice.gov.uk/publications/science-research-statistics/research-statistics/crime-research/bcs1011tech1>

As with all surveys, there may be issues with accurate recall and self-reporting, especially regarding the sensitive nature of the topic under consideration. In addition, the drink drive question contained in the survey required respondents to make a self-assessment of whether or not they were over the legal alcohol limit for driving.

4. Further data on drink and drug driving

The THINK! Annual Survey focuses on measuring road safety attitudes and behaviour among the British population. The survey includes questions to measure self-reported prevalence of driving when over the legal alcohol limit and driving after taking drugs. Annual survey reports can be downloaded from: <http://www.dft.gov.uk/publications/think-research/>

The Reported Road Casualties in Great Britain: 2011 Annual Report Article on Drinking and Driving, including analysis of data on blood alcohol levels from a sample of road traffic fatalities, can be found at: <http://assets.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2011/rrcgb2011-03.pdf>

Since 2011, the Department has also started to collect information about the presence of drugs in road accident fatalities aged 16 and over from Coroners in England and Wales and from Procurators Fiscal in Scotland.

However, toxicological analysis is not performed routinely on all road traffic fatalities. Whether or not toxicological analysis is performed by a Coroner or Procurator Fiscal can depend on many factors, such as whether drugs were suspected as a contributory factor in the accident, the type of road user, or consideration of timescales/medical reasons.

Data collection is still at a preliminary stage and yet to be fully established. A small sample of Coroner and Procurator Fiscal returns for 2010 has been collated, and early observations indicate that:

- Fifty-nine Coroners and Procurators Fiscal supplied some toxicology data in 2010.
- Toxicology data was supplied for approximately one fifth (21 per cent) of all reported fatalities aged 16 or over.
- The presence of a drug has simply been noted as 'detected' or 'not detected'. No attempt was made to determine the level of the drug, or whether the drug caused impairment, at the time of the accident.
- Further work is being undertaken to get the complete set of toxicology data from all Coroners in England and Wales and Procurators Fiscal in Scotland, and validate the data being received. Preliminary results of the drug-driving data will be published in 2013.

Reported Road Casualties in Great Britain: 2011 Annual Report

Hospital admissions data on road casualties in England

This article describes road casualties admitted to hospital contained in Hospital Episode Statistics (HES), comparing it with serious injuries reported to the police in the STATS19 system. Information contained in HES which is unavailable from STATS19 is also explored.

- In 2011 there were around 38.6 thousand recorded emergency admissions to hospitals in England resulting from road traffic accidents, compared to 20.1 thousand serious injuries reported in STATS19. Although police and hospital data are not directly comparable, this illustrates the incompleteness of the police data for non-fatal casualties.
- Comparison of trends shown by police and hospital data is difficult, and there are known factors affecting patterns shown by the hospital data. However, with caution, HES can provide a useful secondary source of trend data, providing further evidence of a fall in casualties in recent years.
- Over two thirds (68.8%) of road casualties admitted to hospital and linked to the STATS19 data (linked STATS19 and HES data for 2001-2010) have minor or moderate injuries (MAIS 1 or 2). The majority (54.2 per cent) of these road casualties suffered from a fracture as a primary injury. The most commonly injured primary body regions include head and leg.
- Using the linked STATS19 and HES data, the proportions of car occupants sustaining minor and moderate injuries (MAIS 1 & 2) were similar across all car age bands (newest and oldest), suggesting age of car isn't such a strong factor in resultant minor or moderate injuries. However, for more serious & critical injuries, figures indicate that the newest vehicles (0-4 years old) had lower proportions compared to older vehicles (15+ years old), suggesting the likelihood of sustaining a serious or critical injury is higher with older vehicles relative to newer vehicles.

Introduction

For many years the police have provided data on road accidents involving casualties reported to them, under the STATS19 system. This source provides almost all the road safety data in the annual reports. In the mid-1990s it became possible to identify road traffic casualties admitted to hospital as inpatients in England from the HES database. HES admissions data provide further useful information on road casualties, and are the focus of this article.

The coverage and trends in road accidents from the police and hospital sources differ in a number of ways, and care should be taken in making comparisons. In previous reports we have explained the differences between the two data sources and issues affecting the quality of HES data. In particular, article 5 of Reported Road Casualties Great Britain: 2008 summarised the strengths and weaknesses of various sources of data on road casualties.

Part 1: Comparing HES and STATS19 data on road casualties

Background

The HES inpatient database is compiled by the Information Centre for Health and Social Care (IC). It contains data on inpatient admissions to hospitals in England¹. Each record represents an episode of care under a particular consultant, and contains clinical details of the patient's condition, coded to the International Classification of Diseases 10th revision (ICD-10)². This coding allows inpatients whose injuries have been caused by a road traffic accident to be identified.

There are many definitional differences between HES and STATS19; for example, HES covers only patients admitted to a hospital bed whereas STATS19 casualty records relate to those injured in traffic accidents on the public highway that become known to the police. However, it is possible to filter the HES data so that it is broadly comparable with STATS19. Annex A provides some details of the HES data used in this article, and some factors that should be taken into account when interpreting the figures.

The police definition of serious injury covers casualties admitted to hospital, as well as those with specific types of injury (for example fractures or severe cuts). This means that in theory all patients in HES admitted following a road traffic accident should also appear as seriously injured casualties in the police data. However, in practice not all road casualties are reported to the police. In addition, there is evidence that in some cases casualties that meet the definition of a serious injury are only recorded by the police as having slight injuries³. The following comparisons are based on STATS19 serious injuries and HES emergency road traffic accident admissions, except where otherwise stated.

Comparing numbers and characteristics of casualties in HES and STATS19: 2011

Table 1 shows the number of seriously injured casualties in STATS19 in England and provisional figures for the number of **non-fatal** emergency road traffic admission episodes recorded in HES in 2011. Note that the figures are not directly comparable – the police definition of serious injury is wider than hospital admissions, and many of those who attend hospital will not become known to the police.

- It has long been acknowledged that not all road casualties become known to the police³, and these figures illustrate this. The number of road traffic admissions recorded in HES (38.6 thousand in 2011) is nearly twice the total number of serious injuries in STATS19

¹ HES website: <http://www.hesonline.nhs.uk/Ease/servlet/ContentServer?siteID=1937&categoryID=87>

² ICD website: <http://www.who.int/classifications/apps/icd/icd10online/>

³ See for example Road Safety Research Report No. 69: Under-reporting of Road Casualties Phase 1 <http://www2.dft.gov.uk/pgr/roadsafety/research/rsrr/theme5/underreportingofroadcasual.pdf>

(20.1 thousand).

- The number of pedal cyclist admissions in HES is more than three times the number of seriously injured casualties in STATS19, and for child pedal cyclists the HES figure is more than nine times larger (Table 1). Pedal cyclist casualties involving no other vehicles account for the majority of the discrepancy between STATS19 and HES, with HES recording a much higher proportion of casualties from such accidents (61.5 per cent of all pedal cyclist casualties in HES compared to 8.0 per cent in STATS19). In HES, casualties were assumed to have been involved in a traffic accident unless otherwise stated. Therefore, it may be possible that HES over-estimates the number of cyclists admitted after road traffic accidents. There is a higher propensity for this to affect the cyclist figures than other vehicle types as cyclists are more likely to have been involved in off-road accidents.
- Despite the difference in the number of casualties recorded, the two datasets show broadly similar distributions in terms of the sex and age group of casualties from road traffic accidents. The most notable exception being that a considerably higher proportion of pedal cyclist child casualties in HES compared to STATS19 (Table 1). Chart 1 illustrates the number of casualties recorded in STATS19 and HES by age group, for the main road user groups.
- STATS19 and HES show a similar pattern by month of occurrence of accidents and admissions (Chart 2). Again, the most notable difference is for cyclists. This is unsurprising since cyclists are the least well reported user group in STATS19, and there are substantial variations in types of pedal cycle accidents covered in both data sources.

Overall, these comparisons suggest that both data sources cover a broadly representative (though different) subset of the more seriously injured road casualties in England. HES inpatient data provides no information on slightly injured casualties and only includes fatalities that died in hospitals. STATS19 also provides information on fatalities who did not die in hospitals, those with less severe injuries, and more detailed information on accident circumstances that are not available in HES.

Table 1: Comparison of emergency road traffic hospital admissions (HES) and police recorded seriously injured road casualties (STATS19): England 2011 (RAS web table RAS55001)

	Number/percentage									
	Pedestrians		Pedal cyclists		Motorcyclists		Car occupants		All road users ¹	
	HES ^P	S19	HES ^P	S19	HES ^P	S19	HES ^P	S19	HES ^P	S19
Total	7,522	4,705	8,992	2,822	5,820	4,737	13,447	7,045	38,584	20,123
Other vehicle involved	7,455	4,705	2,870	2,596	3,431	3,553	6,061	4,810	20,189	11,769
No other vehicle	0	0	5,529	226	1,723	1,184	4,818	2,235	14,270	8,354
Unknown	67	0	593	0	666	0	2,568	0	4,125	0
% Other veh. (of known)	100.0	100.0	34.0	92.0	67.0	75.0	56.0	68.0	59.0	58.0
% No other veh. (of known)	0.0	0.0	66.0	8.0	33.0	25.0	44.0	32.0	41.0	42.0
Male	4,573	2,758	7,294	2,318	5,411	4,375	7,364	4,103	26,301	14,106
Female	2,949	1,947	1,698	504	409	362	6,083	2,942	12,283	6,017
% Male	61.0	58.6	81.0	82.1	93.0	92.4	55.0	58.2	68.0	70.1
% Female	39.0	41.4	19.0	17.9	7.0	7.6	45.0	41.8	32.0	29.9
Age 0-15	2,218	1,349	3,167	349	218	36	670	261	6,372	2,023
Age 16-64	3,818	2,481	5,281	2,288	5,425	4,543	9,637	5,605	25,703	15,494
Age 65+	1,466	798	528	141	172	116	3,078	1,085	6,387	2,341
% Age 0-15	29.0	28.7	35.0	12.4	4.0	0.8	5.0	3.7	17.0	10.1
% Age 16-64	51.0	52.7	59.0	81.1	93.0	95.9	72.0	79.6	67.0	77.0
% Age 65+	19.0	17.0	6.0	5.0	3.0	2.5	23.0	15.4	17.0	11.6

P Provisional data.

1 Includes other road user types and cases where road user type is unknown.

Chart 1: STATS19 seriously injured road casualties and HES emergency road traffic admissions by age and road user type: England 2011

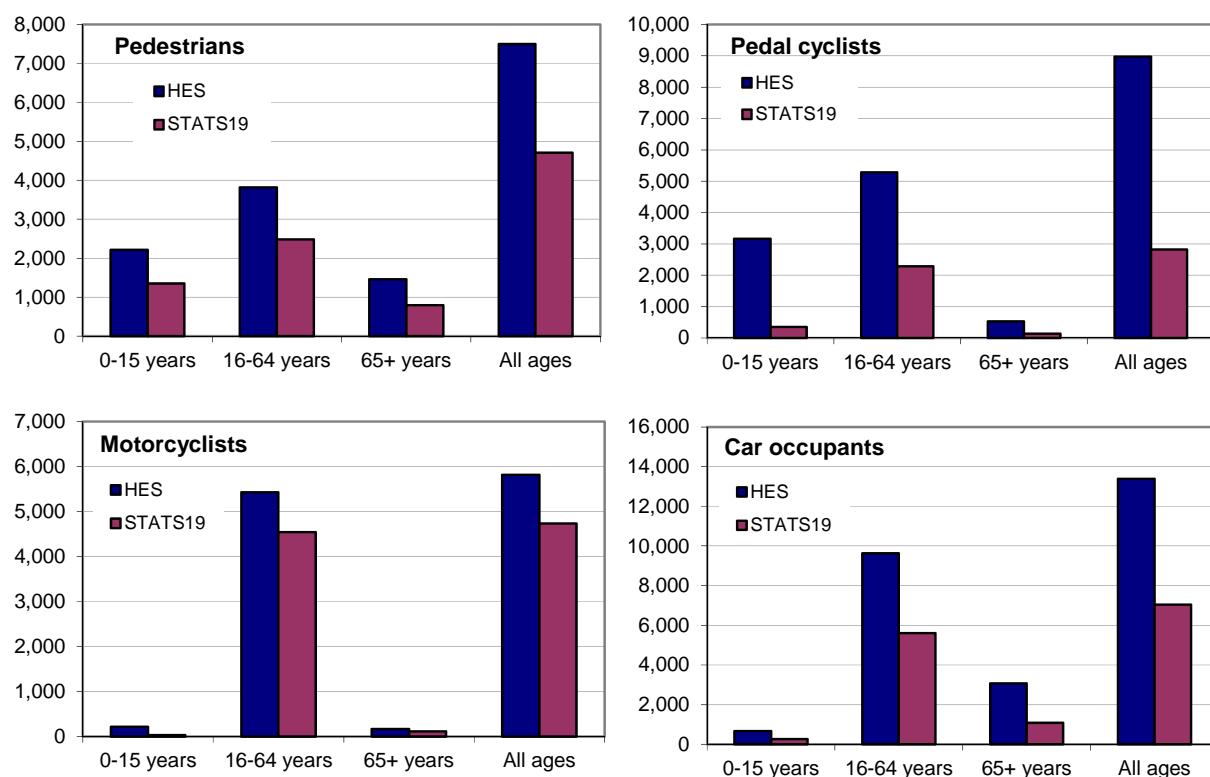
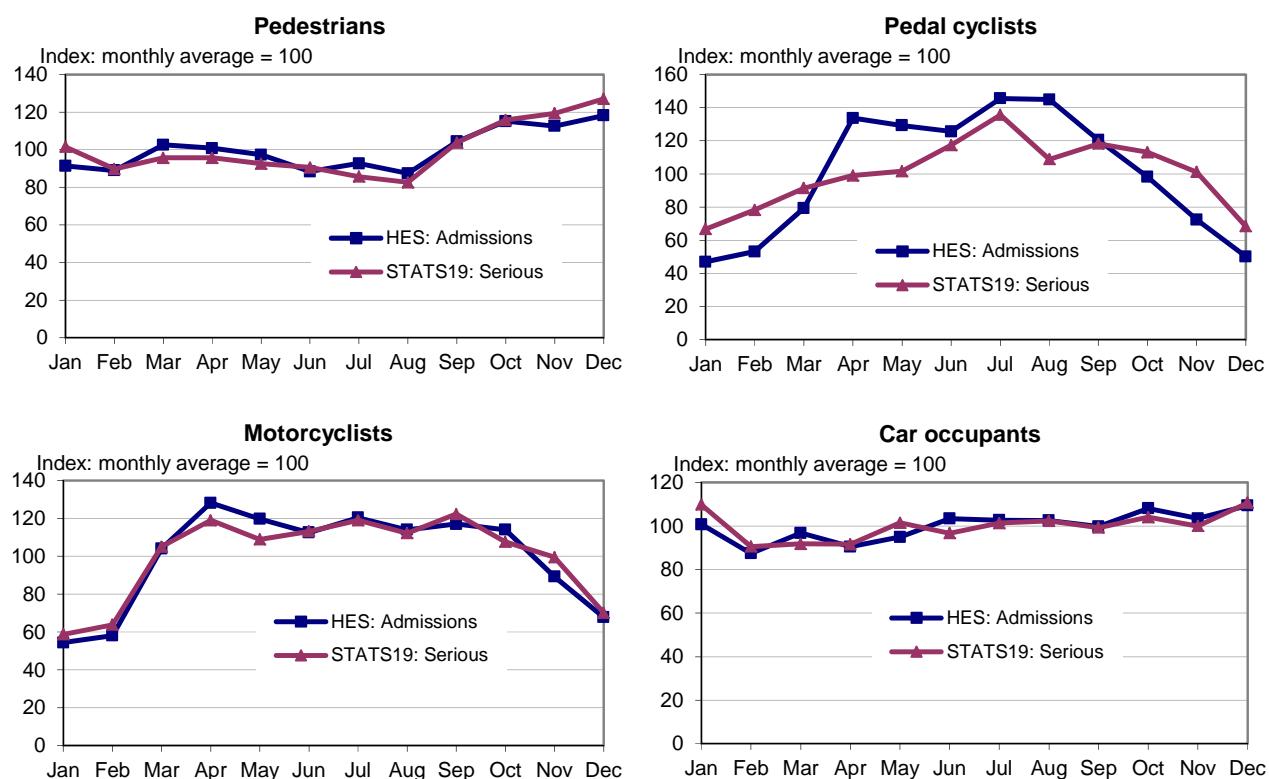


Chart 2: STATS19 seriously injured road casualties and HES emergency road traffic admissions by month and road user type: England 2011



Comparing trends shown by STATS19 and HES: 2001 – 2011

The previous section illustrates the difference in the **number** of casualties recorded in the STATS19 and HES datasets. However some **trends** shown by the two sources are also different. It is likely that the difference is the result of a number of factors, and we have explored a number of these in previous reports. For example, there have been a number of known changes in hospital practices and data systems in recent years. Our 2006 report ⁴ considered factors affecting the HES data, which imply care is needed when using it for trend analysis.

Chart 3 presents the latest trends in STATS19 recorded seriously injured road casualties and HES emergency road traffic admissions for England. Please note that the two groups are not directly comparable.

- Between 2010 and 2011, the number of emergency road traffic admissions in HES and serious injuries in STATS19 rose around the same percentage (2.0 and 2.4 per cent increase in HES and STATS19 respectively). The HES figure is based on provisional data (see Annex A) so should be treated with caution.
- Overall, STATS19 shows a continuous fall in serious injuries until 2010, while admissions recorded in HES had diverging patterns during certain periods (Chart 3), most notably between 2002 and 2005. Over this period, STATS19 recorded a 19.4 per cent reduction

⁴ See article 6 published in Road Casualties Great Britain 2006 for details:

<http://webarchive.nationalarchives.gov.uk/+http://www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesqbar/roadcasualtiesgreatbritain2006>

in seriously injured road casualties while HES recorded a 14.5 per cent increase in admissions. Both sources show reductions between 2005 and 2008 (11.8 per cent and 8.6 per cent falls respectively).

As discussed in previous years' articles, the increase in admissions between 2002 and 2005 appears to be associated with changes in hospital practices, in particular an increase in the proportion of inpatients admitted for short periods. This is likely to relate to increasing numbers being admitted to short-stay wards from Accident and Emergency for observation and assessment. Therefore, the trend shown by HES in Chart 3 probably does not equate to a genuine rise in serious road casualties. Chart 4 shows the trends in emergency road traffic admissions by length of stay⁵, based on the initial episode of hospital treatment following admission.

- Chart 4 shows between 2001 and 2010 the number of 0 day emergency admissions increased by more than twice (120.2 per cent increase), compared with a 6.1 per cent fall in one day admissions and a reduction of more than a quarter (29.1 per cent) in the number of patients admitted for two or more days. This compares with a reduction of 37.5 per cent in serious injuries in STATS19 over the same period. However, between 2010 and 2011; both one day and 2+ day admissions have increased by 2.9 and 6.1 per cent respectively.
- The number of emergency road traffic accident admissions for zero days (i.e. not overnight) has increased continuously between 2001 and 2010 (Chart 4). However, there has been a 2.5 per cent fall in such admissions for the first time between 2010 and 2011.

Chart 3: STATS19 seriously injured road casualties and HES emergency road traffic admissions: England 2001-2011

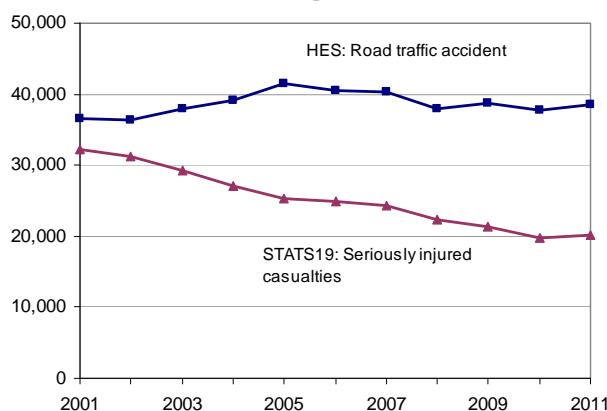
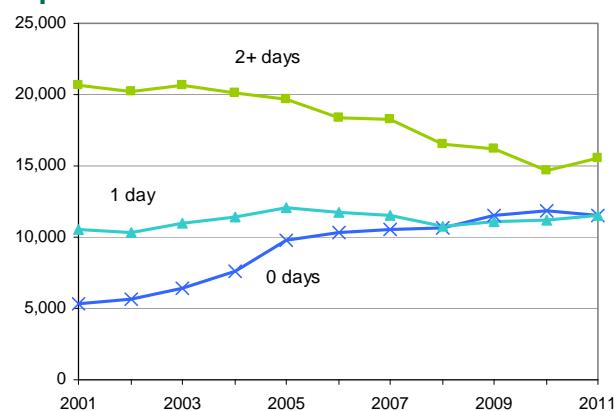


Chart 4: Emergency road traffic hospital admissions by length of episode: HES 2001-2011



The following analyses are focused on hospital road traffic admissions of two or more days. This is because the trends in the most seriously injured casualties are of particular interest in road safety, and these casualties are more likely to require longer hospital stays. In addition, longer admissions may be of greater stability since they should be less affected by changes in hospital practices.

⁵ This is based on the length of the admission episode in HES, which in around 10 per cent of cases will underestimate the actual length of spell in hospital. See Annex A for further details.

In summary, admissions of two or more days should provide a better indication of the underlying trends in the incidence of more serious road casualties than the total number of admissions in HES. Chart 5 shows the trends in fatalities and serious injuries in STATS19, and emergency road traffic admissions for two or more days in HES.

- Until 2005, STATS19 serious injuries fell more quickly than HES emergency road traffic admissions for two or more days, but since then they have followed a similar trend (Chart 5), up until 2010. Admissions fell by 20.3 per cent between 2006 and 2010, while STATS19 serious injuries fell by 20.7 per cent over this period. In 2011, both series (STATS19 serious injuries and HES 2+ day admissions) have increased by 2.1 and 6.1 per cent respectively.
- Admissions lasting two or more days followed a more similar trend to STATS19 fatalities between 2001 and 2007, although the drop in fatalities seen between 2007 and 2010 has not been matched by HES. All three series (HES, STATS19 fatal and serious) show increases between 2010 and 2011.

Chart 5: STATS19 serious injuries and fatalities, and HES emergency road traffic admissions for 2 or more days: England 2001-2011

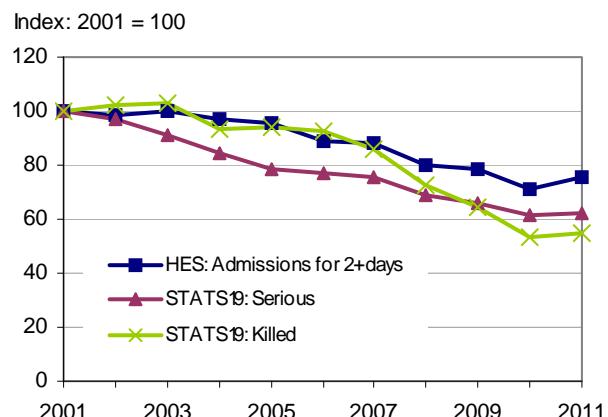
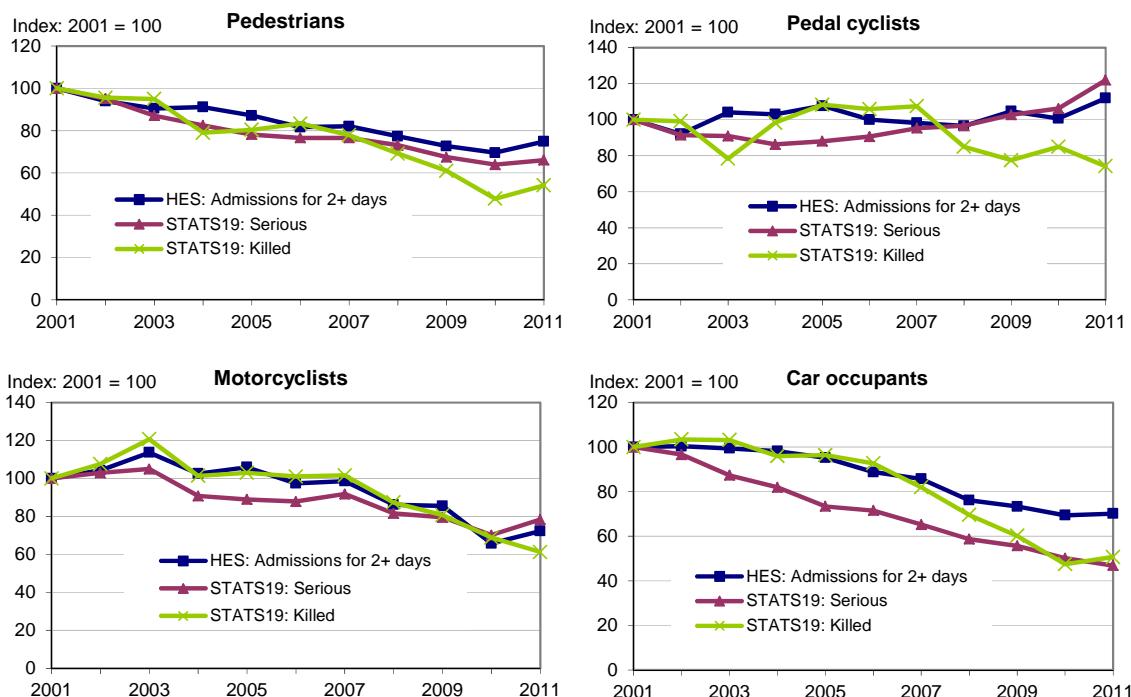


Chart 6 shows the trends in fatalities and serious injuries in STATS19, and emergency road traffic admissions for two or more days in HES for the main road user groups.

- Pedestrian and motorcycle user admissions have very broadly followed similar trends to both serious injuries and fatalities in STATS19. However, the reductions in pedestrian fatalities in 2009 and 2010 were not matched by HES admissions of two or more days. All three series show increases between 2010 and 2011.
- Car occupant admissions followed a trend more similar to fatalities than serious injuries between 2001 and 2007 (although it has become more similar to serious injuries in recent years). Likewise, in more recent years Pedal cyclist HES admissions have followed a similar trend to serious injuries in STATS19, both of which showing a substantial increase in serious injuries between 2010 and 2011 relative to previous years.

Chart 6: STATS19 serious injuries and fatalities, and HES emergency road traffic admissions for 2 or more days by road user type: England 2001 - 2011



Changes in hospital admissions and recording practices would also affect all other hospital admissions as well as road traffic accident admissions. Chart 7 shows emergency road casualty admissions as a proportion of all emergency injury admissions.

- The proportion of all emergency injury admissions made up by road casualties has fallen steadily over the past ten years, from 6.0 per cent in 2001 to 3.8 per cent in 2011. Among those admitted for two or more days the equivalent proportion fell from 6.8 per cent to 4.2 per cent.
- The above suggests a reduction in the incidence of more seriously injured casualties. However, this could be affected by trends in other causes of injury (such as falls, assaults and exposure to harmful substances).

Chart 7: Emergency road traffic admissions as a proportion of all emergency injury admissions: HES 2001 - 2011

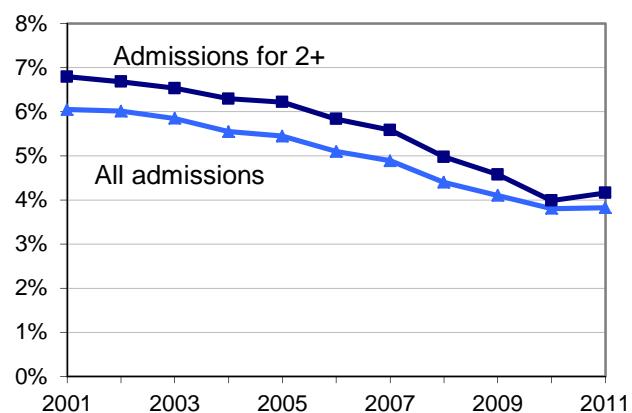


Table 8: HES emergency road traffic admissions and STATS19 seriously injured road casualties: England 2006 - 2011 (RAS web table RAS55008)

	Number (thousands)/percentage								
							Change from:		
	2006	2007	2008	2009	2010	2011 ^P	2006	2010	
Hospital Episode Statistics: Emergency admissions¹									
All admissions ²	4,579.0	4,626.6	4,826.7	5,055.5	5,155.6	5,136.9	12.2	-0.4	
All injury admissions ^{2, 3}	794.8	825.0	862.8	945.0	989.5	1009.0	27.0	2.0	
All road traffic accident admissions									
All road casualties	40.5	40.3	38.0	38.8	37.7	38.6	-4.8	2.4	
Pedestrians	7.7	7.8	7.4	7.2	7.3	7.5	-2.1	2.7	
Pedal cyclists	6.8	6.9	6.9	7.6	8.1	9.0	32.0	11.1	
Motorcyclists	7.3	7.4	6.7	6.8	5.4	5.8	-20.8	7.4	
Car occupants	14.9	14.5	13.7	13.9	13.9	13.4	-10.3	-3.6	
Male ⁴	28.1	28.0	25.9	26.6	25.4	26.2	-6.6	3.1	
0-15 years	4.4	4.3	3.8	4.0	4.4	4.5	1.4	2.3	
16-64 years	21.4	21.3	19.6	20.0	18.3	18.8	-12.0	2.7	
65+ years	2.2	2.4	2.4	2.6	2.7	3.0	33.9	11.1	
Female ⁴	12.5	12.4	12.1	12.2	12.2	12.2	-2.2	0.0	
0-15 years	2.0	1.9	1.7	1.6	1.8	1.9	-5.0	5.6	
16-64 years	7.7	7.8	7.5	7.5	7.1	6.9	-10.5	-2.8	
65+ years	2.8	2.7	2.9	3.0	3.3	3.4	22.7	3.0	
Road traffic accident admissions for episodes of 2 or more days									
All road casualties	18.4	18.2	16.5	16.2	14.6	15.5	-15.7	6.2	
Pedestrians	3.9	3.9	3.7	3.5	3.3	3.5	-9.6	6.1	
Pedal cyclists	2.6	2.6	2.5	2.8	2.6	2.9	10.3	11.5	
Motorcyclists	4.2	4.2	3.7	3.7	2.8	3.0	-28.6	7.1	
Car occupants	6.1	5.9	5.2	5.0	4.7	4.8	-20.8	2.1	
Male ⁴	12.8	12.8	11.4	11.2	9.8	10.5	-18.2	7.1	
0-15 years	1.5	1.4	1.2	1.2	1.2	1.2	-18.4	0.0	
16-64 years	10.2	10.1	9.0	8.7	7.4	7.9	-22.3	6.8	
65+ years	1.2	1.3	1.3	1.3	1.2	1.4	16.7	16.7	
Female ⁴	5.5	5.4	5.1	5.0	4.8	5.0	-9.7	4.2	
0-15 years	0.7	0.6	0.5	0.5	0.5	0.5	-23.1	0.0	
16-64 years	3.3	3.3	3.0	2.9	2.6	2.7	-18.2	3.8	
65+ years	1.6	1.6	1.6	1.6	1.7	1.8	13.2	5.9	
STATS19: Seriously injured casualties									
All road casualties	24.9	24.2	22.3	21.3	19.7	20.1	-19.1	2.0	
Pedestrians	5.5	5.5	5.2	4.8	4.6	4.7	-13.8	3.3	
Pedal cyclists	2.1	2.2	2.2	2.4	2.5	2.8	33.3	13.8	
Motorcyclists	5.3	5.6	4.9	4.8	4.2	4.7	-11.5	10.8	
Car occupants	10.8	9.8	8.8	8.4	7.5	7.0	-34.9	-7.2	
Male ⁴	17.4	16.9	15.4	14.9	13.5	14.1	-18.9	4.6	
0-15 years	1.7	1.7	1.5	1.5	1.4	1.3	-24.0	-5.1	
16-64 years	14.2	13.8	12.6	12.1	10.9	11.5	-19.1	6.0	
65+ years	1.1	1.1	1.1	1.1	1.0	1.2	6.2	15.4	
Female ⁴	7.5	7.4	6.9	6.5	6.2	6.0	-19.7	-3.5	
0-15 years	0.9	0.9	0.8	0.7	0.8	0.7	-25.5	-6.7	
16-64 years	5.2	5.1	4.7	4.4	4.2	4.0	-22.6	-4.1	
65+ years	1.2	1.2	1.2	1.2	1.2	1.2	-1.6	0.8	

P Provisional data. HES data for the 2011/12 financial year is provisional. All STATS19 data is final.

1 Finished inpatient admission episodes excluding in-hospital deaths.

2 Figures may be slightly different to previously published

3 Episodes with an external cause of injury recorded (ICD-10 codes V01 to Y98).

4 Includes cases where age is not recorded.

Table 8 above summarises the HES and STATS19 serious injury data on road casualties between 2006 and 2011. In the patterns shown are **broadly** similar. For example both data sources show pedal and motor cyclists having greater increases than other road users between 2010 and 2011. Furthermore, figures for children (0-15 years old) and older adults (65+ years old) closely match between the two data sources (STATS19 serious injuries and HES Admissions for episodes two days or more in duration).

Part 2: Linking STATS19 and HES data

As outlined in previous reports, the Department for Transport has undertaken work to link data from STATS19 and HES at individual record level. This brings together the details of accident circumstances and vehicles involved contained in STATS19 with the information about injuries sustained found in HES, creating a rich source for research.

Table 9 shows the latest results of the data linkage from 2001 to 2010. Over the period for which data has been linked, around a third of HES records have been linked to STATS19, with a similar proportion of STATS19 serious records linked to HES.

The trends in the number and proportion of STATS19 records linked are affected by an improvement in the quality and completeness of data for the linkage variables, in particular better recording of casualty postcode in STATS19. A report explaining the methodology, including any key assumptions used in the STATS19 and HES data linkage, the quality of the process and results for 1999-2009 can be found: [\[link to: STATS19-HES Linkage Report.doc\]](#)

For further details of the linking methodology or extracts of the linked dataset for research, please contact roadacc.stats@dft.gsi.gov.uk

Table 9: Results of linking STATS19 and HES data: England 2001 – 2010
(RAS web table RAS55009)

		Number (thousands)/percentage										
		2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2001-10
STATS19 serious	Linked records	10.3	10.0	9.9	10.0	10.3	10.3	10.8	10.0	10.1	9.3	101.0
	Total records	32.2	31.3	29.3	27.1	25.2	24.8	24.2	22.2	21.3	19.7	257.3
	% Matched	32.0	32.0	33.9	37.1	41.0	41.5	44.7	44.9	47.2	47.0	39.0
STATS19 slight	Linked records	6.8	6.5	7.1	7.6	8.2	8.0	8.0	7.5	8.0	7.4	74.9
	Total records	244.6	234.8	225.6	219.0	212.1	200.8	192.7	179.6	173.4	164.1	2,046.7
	% Matched	2.8	2.8	3.1	3.5	3.9	4.0	4.1	4.2	4.6	5.0	4.0
STATS19 all injuries	Linked records	17.1	16.5	17.0	17.6	18.6	18.3	18.8	17.5	18.0	16.7	176.0
	Total records	276.8	266.0	254.9	246.1	237.3	225.6	217.0	201.8	194.7	183.8	2,303.9
	% Matched	6.2	6.2	6.7	7.2	7.8	8.1	8.7	8.7	9.3	9.0	8.0
Hospital road transport admission	Linked records	17.1	16.5	17.0	17.6	18.6	18.3	18.8	17.5	18.0	16.7	176.0
	Total records	50.1	49.6	53.0	54.3	57.9	56.8	56.5	56.3	60.0	57.6	552.1
	% Matched	34.1	33.2	32.0	32.4	32.1	32.2	33.2	31.1	30.1	29.0	32.0

1 The total number of records relates to files provided by the NHS Information Centre, and includes all road transport accidents, including those recorded as non-traffic accidents. Some cleaning of the data was carried out prior to matching and this means that totals will be different from HES figures published elsewhere.

Maximum Abbreviated Injury Scale

Severity of injury is known to be prone to misclassification in STATS19 due to the difficulties of such assessment by non experts at the scene of the accident. In addition, STATS19 does not distinguish between different injury severities of casualties admitted to hospital.

The Maximum Abbreviated Injury Scale (MAIS) was used to further investigate injury severity using the matched dataset. This is an internationally recognised method of measuring injury severity used in crash investigations. The scale runs from 0 to 6, signifying no injury through to maximum injury. For further details of MAIS please see Annex B.

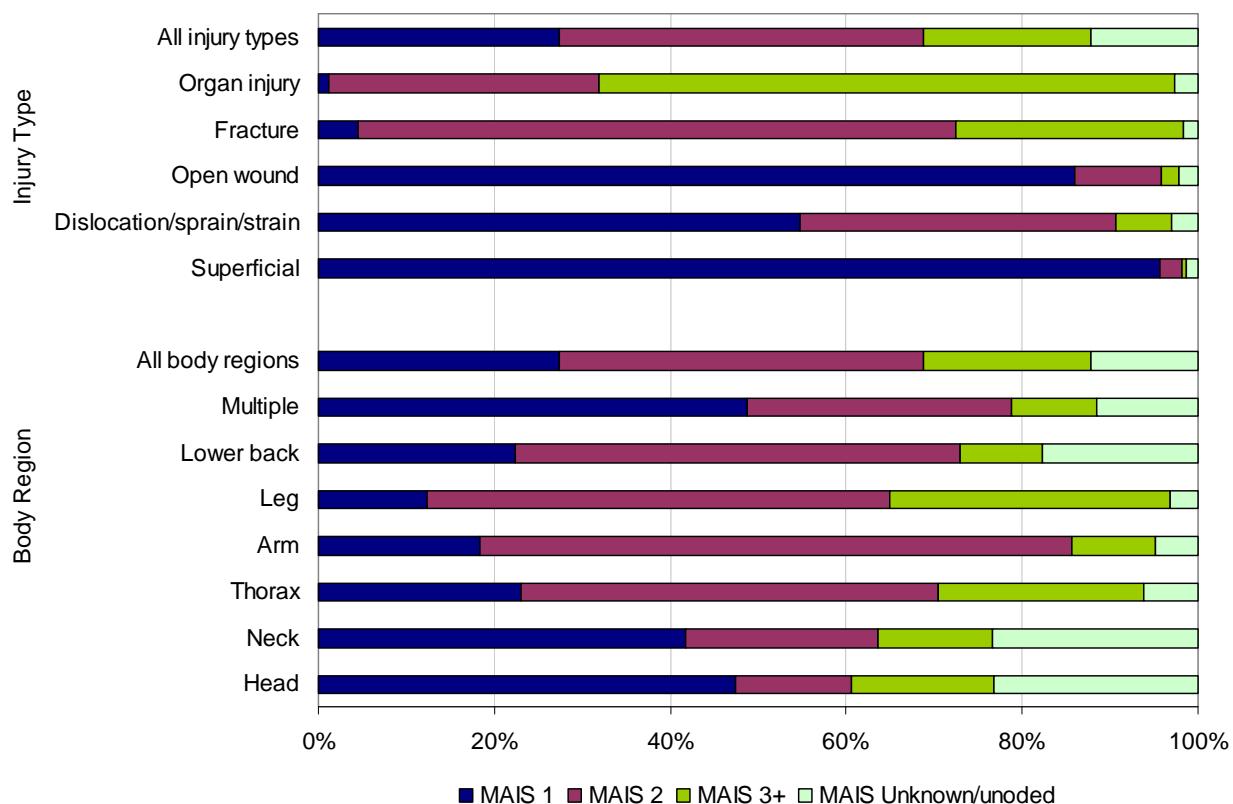
Body region, injury type and injury severity of road casualties

The body region and injury type of road casualties were derived from the primary diagnosis if the ICD-10 code identified an “injury/poisoning/certain other consequences of external causes” (S and T codes of ICD-10). Most road traffic casualty admissions (97.6 per cent) had a S or T primary diagnosis code.

Chart 10 presents the proportion of casualties in the linked dataset (2001-2010) with selected primary injury types and body regions by injury severity.

- The majority of road casualties in the linked dataset had either minor (MAIS 1 - 27.4 per cent) or moderate (MAIS 2- 41.3 per cent) injuries. Nineteen (19.1) per cent have a serious (MAIS 3 or above) or critical injury according the MAIS. The remaining casualties had unknown or uncoded MAIS.
- Based on the primary diagnosis, the majority of road casualties sustained a fracture (51.4 per cent), although the actual percentage may be higher if other diagnoses were also considered. Head and leg were the most common primary body regions injured, representing over 50 per cent of all primary injuries.
- Not unexpectedly, individuals with superficial primary injuries, also had the highest proportion (97.0 per cent) of minor injuries overall (MAIS 1). Casualties admitted to hospital with a primary injury of organ or internal injuries had the highest proportion (65.4 per cent) of MAIS 3 or higher.
- Road casualties with primary injuries to the leg region had the highest proportion (31.7 per cent) of MAIS 3 or higher, followed by primary injuries to the thorax (23.3 per cent). Perhaps unexpectedly, primary injuries to multiple body regions and head injuries had the highest proportions of MAIS 1 (48.7 and 47.4 per cent respectively). This may be potentially due to difficulties in assessing the seriousness of injuries to these body regions at the scene of the accident, leading hospital admissions as a precautionary measure. However, there was insufficient information available in this dataset to confirm this hypothesis.
- The pattern of the overall injury severity based on the primary body region of injury was more unexpected compared to the relationship based on the primary injury type; for example, the high proportion of minor injuries (MAIS 1) among casualties with head injuries. It may be harder for paramedics to quickly assess injury severity to body regions at the scene of the accident. Once admitted to hospital, doctors may able to use the primary injury type to make a rapid assessment of the expected MAIS of the patient.

Chart 10: Proportion of road casualties with selected injury type, and to selected body regions by injury severity in the linked STATS19 and HES data: England 2001 - 2010 (RAS web table RAS55010)



Severity of injury by road user type and age group

For the following analysis, the road user type is derived from STATS19 data, while the age of the casualties is derived from HES data. These different sources were considered to give more accurate information on the road user type and age.

Table 11 presents the proportion of road casualties in the linked dataset, in each MAIS group.

- Motorcycle users have the highest proportion of serious injuries, 24.7 per cent have MAIS of three or more (Table 11). The corresponding figure for all road users is 18.2 per cent.
- Car occupants have the highest proportion of minor injuries (MAIS 1), 30.5 per cent of all injuries sustained. This is higher than the average for all road users (26.2 per cent), although not unexpected given car occupants are less vulnerable in a road accident relative to pedestrians, motor and pedal cyclists.

Table 11: Road casualties by MAIS group for linked STATS19 and HES data: England 2001 - 2010
(RAS web table RAS55011)

MAIS code	Pedestrians	Pedal cyclists	Motorcycle			Percentage / Number ¹
			users	Car occupants	All road users ¹	
1	25.8	29.0	15.3	30.5	26.2	
2	41.7	39.0	51.3	33.2	39.4	
3+	19.0	18.5	24.7	14.7	18.2	
Total number of casualties ²	45,770	13,992	34,150	77,754	175,844	

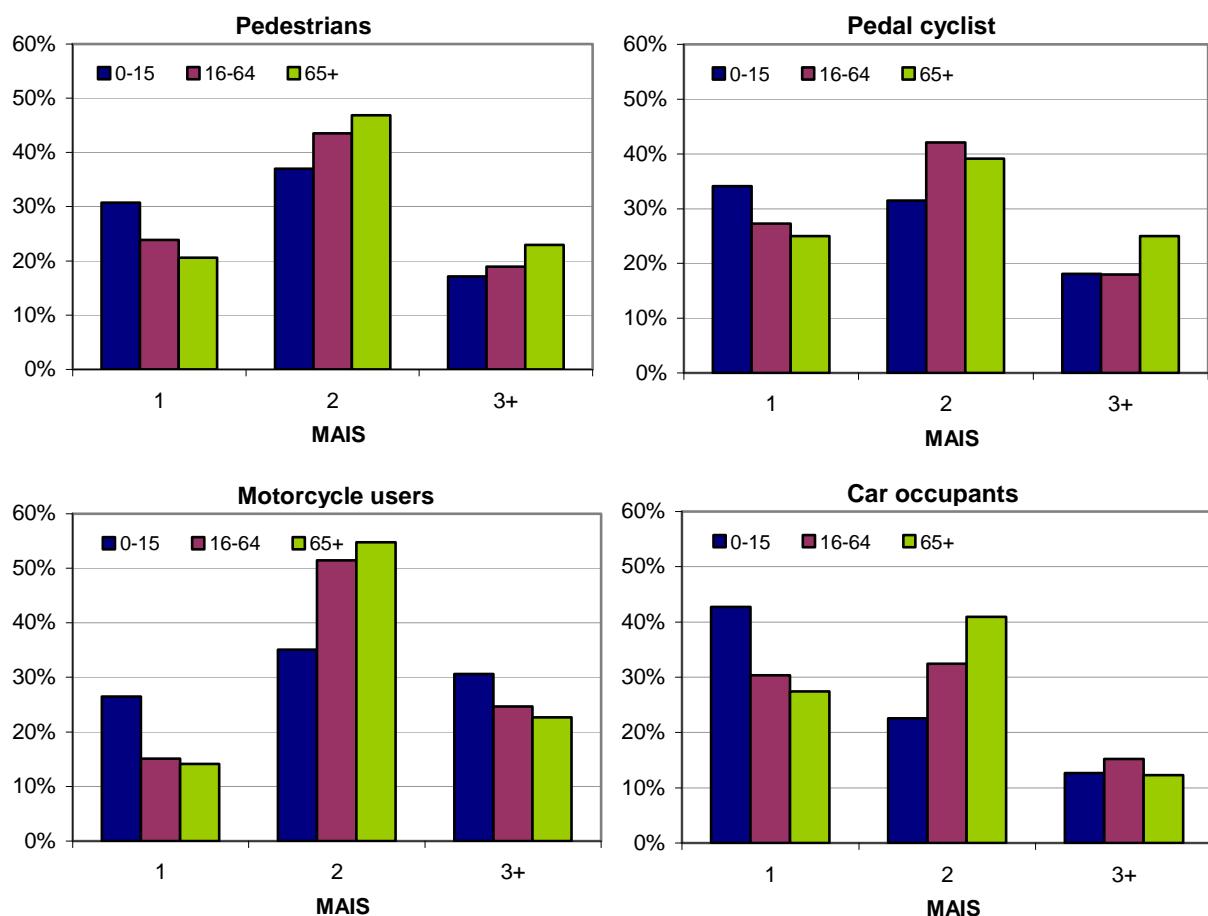
1 include other road user types including cases where road user type is now known

2 include cases where the AIS is unknown or uncoded.

Chart 12 presents the proportion of road casualties in different severity group by main road user type and age group.

- Of road casualties who were admitted to hospital, children (aged 0-15 years) were more likely to have minor overall injuries (MAIS 1) compared to other ages for all user groups shown (Chart 12). This may be because children are more likely to be admitted to hospital as a precaution.
- Similar to all ages combined, injured children were most likely to have minor injuries (42.7 per cent) as car occupants, and most likely to have a MAIS of three or higher as motorcycle users.
- Generally, injured pedestrians or pedal cyclists over 65 have a higher likelihood of sustaining serious or critical injuries (MAIS 3+) compared to other road user groups. This may be because they are generally more vulnerable to the hazards associated road accidents.
- For motorcycle users, the risk of sustaining a serious injury (MAIS 3 or higher), if involved in a road traffic accident, decreased with increasing age.

Chart 12: Proportion of road casualties in different MAIS group by main road user type and age group, linked STATS19 and HES data: England 2001 - 2010



Age of cars and injury severity

Cars have generally become safer over time due to increased use of modern technology, which may prevent road accidents, but also provide better protection against injuries should an accident occur. Therefore, the severity of injuries of car occupants by age of cars was investigated further. However it is worth noting that the car population (number of licensed vehicles eligible to drive on public roads) is skewed heavily towards newer cars, in which case casualty rates (per 100,000 cars licensed) would need to be considered across each of the age groups (Table 14 and Chart 15).

In the following analysis, the age of car was based on the age at the time of the accident relative to the manufactured year (e.g. if the accident occurred in 2005 and car was manufactured in 1998, then by definition it would be 7 years old at the time of accident). In addition, the analysis was limited to car occupant casualties who were in cars with a known age (85.9 per cent of all car occupant casualties). For further details please see Annex C

Table 13 presents the severity of the injuries sustained by car occupants in cars of different ages that were involved in road accidents and were matched to hospital data.

- The proportion of car occupants sustaining minor injuries varied little by age of car, suggesting all car occupants, regardless of the age of the car, were equally likely to sustain a less severe injury. For more serious and critical injuries (MAIS 3 or higher), the proportions gradually increased as the age of the car involved in the accident increased, suggesting car occupants with older vehicles were more vulnerable to serious injuries relative to car occupants with newer vehicles.
- There may be a possibility that the age of car is a measure of other important factors in injury severity rather than improved technology. For example, older cars may have a higher propensity for frequent mechanical faults or be driven on different types of roads, which may also affect the severity of occupant injuries once involved in road accidents. In addition, the driver demographics (e.g. age, sex or socioeconomic backgrounds) may vary between cars of different ages and these different demographics may affect injury severity through driver behaviour and/or other factors.

Table 13: Age of cars by MAIS group of car occupants in the linked STATS19 and HES data: England 2001 - 2010
(RAS web table RAS55013)

MAIS code	Car ¹ ages ²						Number/percentage	
	0-4 years		5-9 years		10-14 years			
	number	per cent	number	per cent	number	per cent		
1	6,163	30.2	7,415	30.5	5,341	30.3	1,367	30.7
2	6,819	33.4	7,949	32.7	5,901	33.4	1,489	33.5
3+	2,652	13.0	3,560	14.6	2,849	16.1	735	16.5
Unknown/uncoded	4,752	23.3	5,388	22.2	3,553	20.1	859	19.3
Total	20,386	100.0	24,312	100.0	17,644	100.0	4,450	100.0

¹ Includes cars that were fully or probably matched to the DVLA data with a non-missing manufacture year.

² The age of car at the time of the accident, based on the manufacture year of vehicle.

- Casualty rate figures, per 100,000 cars, indicate that occupants of older cars (10 years and older) are more likely to sustain an injury if involved in an accident compared to newer vehicles (under 10 years old).
- The 2001-10 average casualty rate figures indicate, that the proportion of occupants sustaining serious or critical injuries (MAIS 3 or higher) relative to slight or moderate injuries (MAIS 1 and 2) increase with older cars implying an increased likelihood of sustaining more serious injuries if driving an older vehicle.

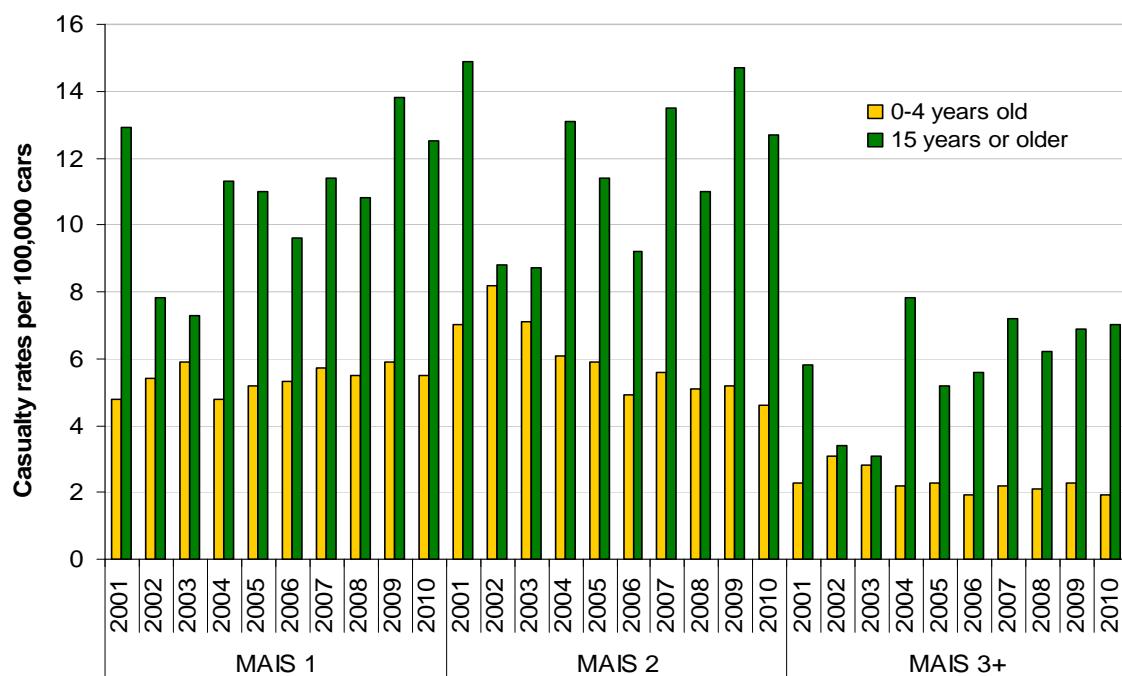
Table 14: Car occupant casualty rates per 100,000 car population, by age of car and MAIS group of injury sustained by car occupants, from the linked STATS19 and HES data: England 2001 & 2010 (RAS web table RAS55014)

Accident Year	MAIS code	Car ¹ ages ²			10-14 years old	15 years or older	Number
		0-4 years old	5-9 years old	All Cars			
2001	1	4.8	6.7	12.6	12.9	7.3	
2001	2	7.0	9.4	16.6	14.9	10.1	
2001	3+	2.3	3.1	6.6	5.8	3.6	
2010	1	5.5	7.6	11.9	12.5	7.9	
2010	2	4.6	6.8	11.7	12.7	7.2	
2010	3+	1.9	3.7	5.6	7.0	3.6	
2001-10 average	1	5.4	7.6	11.3	10.8	7.5	
2001-10 average	2	6.0	8.1	12.5	11.8	8.1	
2001-10 average	3+	2.3	3.6	6.0	5.8	3.6	

¹ Includes only cars that were fully or probably matched to the DVLA data with a date of registration

² The age of car at the time of the accident, based on year of registration of vehicle.

Chart 15: Car occupant casualty rates per 100,000 car population, by MAIS group of injury sustained by occupants of vehicles driving 0-4 years old and 15 years or older cars, from the linked STATS19 and HES data: England 2001 – 2010



Part 3: Admissions for non-road traffic accidents

Information on hospital admissions resulting from non-traffic accidents are also recorded in HES. While these accidents are outside the scope of STATS19, they may still be of interest when considering road safety issues. The number of emergency admissions for falls in the street, cyclists in non-traffic accidents and animal riders/occupants of animal drawn vehicles in England in 2011 is shown in Table 16.

- Pedestrians injured in accidents involving a vehicle on the public highway (including footways) are included in STATS19, but pedestrian falls not involving a vehicle are not collected. In 2011 there were 26.4 thousand emergency admissions to hospital for falls on the street or highway (Table 15). Of these hospital admissions, over half were to individuals aged 65 or older. This particular age group had more female hospital admissions compared to male admissions, in contrast to other age groups.
- Almost 6,400 cyclists were admitted to hospital in 2011 after being injured in a non-traffic accident. Men accounted for 80.0 per cent of these admissions and just over half were aged 16 - 64 (Table 15).
- In HES, it is not possible to identify whether an animal rider or occupant of an animal drawn vehicle admitted to hospital was injured in a road traffic accident. It is likely the majority of these accidents occurred off public highways. Therefore they were excluded from the figures in the rest of this article when comparing HES road traffic accident admissions with STATS19 casualties. There were around 3,800 such admissions in 2011, of which 84 per cent were female. The type of animal was not recorded but it seems likely that a majority of these will be horses.

Table 16: Emergency admissions¹ for falls in the street, cyclists in non-traffic accidents and animal riders or occupants of animal drawn vehicles: HES 2011 (RAS web table RAS55016)

Age group	Gender	Falls on the street/highway ²		Cyclist casualties in non-traffic accidents		Animal riders or occupants of animal drawn vehicles		Number/percentage	
		Number	Per cent	Number	Per cent	Number	Per cent		
0-15 years	Male	696	2.6	2,221	34.7	70	1.8		
	Female	424	1.6	616	9.6	796	20.8		
	Total ³	1,120	4.2	2,837	44.3	866	22.7		
16-64 years	Male	6,373	24.1	2,636	41.2	470	12.3		
	Female	3,899	14.7	567	8.9	2,358	61.7		
	Total ³	10,272	38.9	3,203	50.1	2,828	74.0		
65+ years	Male	5,691	21.5	254	4.0	55	1.4		
	Female	9,353	35.4	105	1.6	73	1.9		
	Total ³	15,044	56.9	359	5.6	128	3.4		
All ages ⁴	Male	12,760	48.3	5,111	79.9	595	15.6		
	Female	13,676	51.7	1,288	20.1	3,227	84.4		
	Total ³	26,436	100.0	6,399	100.0	3,822	100.0		

¹ The figures in this table include casualties who died in hospital as well as those discharged alive.

² These figures may be under-recorded since the location was unknown in 29.6 per cent of falls.

³ Includes cases where gender was not recorded

⁴ Includes cases where age was not recorded.

Annex A: HES data used in this article

All HES figures in this article relate to hospital *inpatients*. Inpatients are defined as patients who are admitted to hospital and occupy a bed, including both admissions where an overnight stay is planned and day cases. Those who attend A&E only are not included.

The main unit of recording in HES is the *finished consultant episode* (a period of admitted patient care under one consultant within one healthcare provider). This is not always the same as a single stay (spell) in hospital, because a patient may be transferred from one consultant to another during their stay. In these cases, there will be two or more episode records for the spell of treatment.

A *finished admission episode* is the first period of in-patient care within a spell in hospital. Finished admissions episodes are usually counted against the year in which the episode finishes, but in this analysis we have used date of admission to count them against the year in which they started. Please note that admissions do not represent the number of inpatients, as a person may have more than one admission within one year, although this is likely to have a minimal effect on the overall patterns for road casualty admissions.

This article looks at trends up to 2011. 2011/12 financial year data are provisional and may have been collected before complete data could be provided by the NHS. Counts produced from them are likely to be lower than those generated for the same period in the final dataset, although any shortfalls will be most pronounced in the final two months of the period (February and March 2012) which are not included in this article. There may also be a variety of errors due to coding inconsistencies that have not yet been investigated and corrected.

In Part 1 and Part 3 of this article, the HES figures represent counts of finished admission episodes that were emergency (rather than elective) admissions. Also, episodes relating to individuals dying in hospital have not been included in the analysis in Part 1, in order to give the closest possible comparison with the STATS19 seriously injured category. Figures are based on the calendar year in which a casualty was admitted.

In terms of road casualties, the coding of injury is likely to be more accurate in HES than in STATS19, but coding of location is likely to be less accurate meaning some off-road incidents may be recorded as traffic accidents, or, to a lesser extent, vice versa.

Acknowledgement

We are grateful to the Health and Social Care Information Centre for allowing us to access the HES system. Copyright © 2012, re-used with the permission of The Health and Social Care Information Centre.
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Annex B: Limitations of MAIS used in the linked dataset

Severity of injury is known to be prone to misclassification in STATS19 due to the difficulties of such assessment by non experts at the scene of the accident. In addition, the serious injury definition in STATS19 includes all admissions to hospitals, which may include injuries on a scale of seriousness. The linked dataset was used to further explore severity of injuries.

An enhanced file was created to supplement the data from STATS19 and HES linked dataset. This includes the Maximum Abbreviated Injury Scale value (MAIS), and the length of stay in hospital which may be used to assess the severity of injuries sustained.

The Abbreviated Injury Scale (AIS)⁶ is an internationally recognised method of measuring injury severity, used in crash investigations. AIS takes account of threat to life as well as permanent impairment. The body is divided into six regions, and an AIS assigned to each region. The scale runs from 0 to 6, which signifies no injury through to maximum injury (Table 15). The maximum of the AIS scores assigned is the Maximum Abbreviated Injury Scale (MAIS) score used to summarise the overall injury.

For the linked STATS19 and HES data, AIS scores using the 1998 revision, were estimated from ICD-10 coding of injury diagnoses using the mapping developed at the University of Navarra for the Apollo project⁷.

Table 15: Abbreviated Injury Scale (AIS)

AIS code	Injury severity
AIS 0	No injury
AIS 1	Minor injury
AIS 2	Moderate injury
AIS 3	Serious injury
AIS 4	Severe injury
AIS 5	Critical injury
AIS 6	Maximum injury

Limitations of the AIS include its lack of ability to predict mortality or outcomes, and it is not a true scale (for example the difference between AIS 1 and AIS 2 is not the same as between AIS 4 and AIS 5). In addition, not all S and T codes of ICD-10 are assigned an AIS score using the mapping method developed for the Apollo project.

Limitations within the linked dataset include the lack of S or T code diagnosis for a small percentage of road traffic hospital admissions. Further, for largely practical reasons, the assignment of MAIS was based on the first six diagnoses out of the 20 codes recorded in HES. However, only around one per cent of total records have more than six diagnoses codes.

It is likely the combined effect of the above factors may underestimate the injury severity in the linked dataset.

While there are some limitations to the derived MAIS, this measure of injury severity is considered to be less affected by hospital admissions practices than the length of hospital stay. Therefore the article focuses on the MAIS as measure of severity in the linked dataset.

⁶ <http://www.aaam1.org/ais/>

⁷ European Center for Injury Prevention, University of Navarra, Algorithm to transform ICD-10 codes into AIS 90 (98 update)

Annex C: Car occupant casualties included in the age of cars analysis

Of the 77,754 car occupant casualties included in the linked dataset, 66,792 (85.9%) were casualties in cars which were matched to the Driver and Vehicle Licensing Agency's (DVLA) vehicle registration dataset and had a non missing car manufacture year. The age of cars was based on the car age at the time of the accident, and the year of car manufacture was used for this calculation.

The following analysis focuses on these 66,792 car occupant casualties only. It is possible that the patterns of injury may be different for causalities in cars with missing data, which are not included in this analysis.

Annex D: Strengths and weaknesses of the data

The Hospital Episode Statistics (HES) data for the calendar year 2010 has now been finalised, however HES data for the financial year 2011 is currently provisional. This will remain provisional until more complete and validated information is available in September 2013.

For the HES and STATS19 linked data, of the 2,303 thousand records in STATS 19 only 176 thousand records (8.0 per cent) were successfully matched using common partial identifiers for casualties which include;

- Age
- Gender of casualty
- Location of Accident being within the proximity of the Strategic Health Authority
- Casualty residential post code
- Date of admission to the Hospital's A&E department (which is matched with the date of the accident with some level of tolerance added for late admissions)
- Road User Group (e.g. pedal cyclist, car occupant, motor cyclist) at the time of the accident

However, it is important to know the limitations of both data available, and the conclusions that can therefore be drawn from them. As discussed in the HES Inpatient Data Quality note, there are constant changes in NHS responsibilities between years making it potentially difficult to compare trends between years. Other known issues for the HES data include duplicate records for a very small number of known health care providers and PCTs and issues with admissions length (e.g. If a patient was admitted to hospital at 12.30am and then subsequently discharged on the same day at 11:30pm, the admissions length would be recorded as "0 Days", even though the admission had been 23 hours in length. However if another patient was admitted to hospital at 11.30pm and then discharged at 1.30am the following day, the admissions length would be recorded as "1 Day", even though the admission was only 2 hours in length.)

Likewise, with STATS19 there are known problems with underreporting of road casualties (e.g. only those involved in an accident which were reported to the police authority would be included) and coding errors associated with residential post code of casualty, age and severity of injury (particularly with children, 0-15 years old, and older aged persons, 65 years and over). However, our best current estimate derived from the National Travel Survey (NTS) data is that the total of number of road casualties in Great Britain annually, including those not reported to the police, is within the range 660 thousand to 800 thousand with a central estimate of 730 thousand. This is based on data for the seven year period 2004 to 2010. A discussion of how this estimate has been derived, and its limitations, together with information on complementary sources of data on road accidents and casualties, are contained in Article 5 (pages 83-92) of Reported Road Casualties Great Britain: 2010 Annual report, which can be found at:

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010/>

A revised estimate will be produced next year when NTS 2011 data are available.

Background notes

Detailed statistics (tables and charts) on "Hospital admissions data on road casualties" can be found on Reported Road Casualties in Great Britain – 2011 annual report web page at: http://www.dft.gov.uk/statistics?post_type=table&series=road-accidents-and-safety-series

Table numbers RAS55001 – RAS55016

1. Further information about the Reported Road Casualties Great Britain Annual Report can be found at: <http://www.dft.gov.uk/statistics/series/>
2. Notes & Definitions used in STATS19 can be found at:
<http://www.dft.gov.uk/statistics/series/road-accidents-and-safety/>
3. Further information about the Hospital Admissions Statistics can be found at:
<http://www.hesonline.nhs.uk>
4. The complete methodology document on linking Police and Hospital data on Road Accidents in England can be found at: <http://www.dft.gov.uk/statistics/series/road-accidents-and-safety/>

TABLES

Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2011>

RAS10002

Reported accidents and accident rates by road class and severity, Great Britain, 2005-09 average, 2004 - 2011

	Number of accidents/rate per billion miles									
	2005-09 average	2004	2005	2006	2007	2008	2009	2010	2011	
Urban roads ^{2,3}										
A roads										
Fatal	456	527	489	526	469	420	374	307	328	
Fatal and serious	6,258	7,116	6,440	6,615	6,430	6,149	5,656	5,391	5,687	
All severities	49,121	57,708	53,780	50,483	48,661	47,207	45,473	43,697	44,179	
Rate	966	1,114	1,052	977	956	941	902	875	889	
Other roads ⁴										
Fatal	444	504	510	500	452	412	347	265	288	
Fatal and serious	8,237	8,871	8,699	8,682	8,404	7,952	7,448	6,943	7,159	
All severities	64,587	72,639	71,570	68,173	64,731	60,354	58,108	54,853	53,622	
Rate	941	1,054	1,039	994	928	882	861	841	817	
All urban roads ⁵										
Fatal	900	1,031	999	1,026	921	832	721	572	616	
Fatal and serious	14,495	15,987	15,139	15,297	14,834	14,101	13,104	12,334	12,846	
All severities	113,708	130,347	125,350	118,656	113,392	107,561	103,581	98,550	97,801	
Rate	952	1,080	1,044	986	940	907	879	856	848	
Rural roads ^{2,3}										
A roads										
Fatal	983	1,140	1,123	1,127	1,018	858	790	657	713	
Fatal and serious	6,056	6,932	6,616	6,381	6,119	5,604	5,559	4,931	5,067	
All severities	31,857	36,656	34,780	33,555	32,649	29,627	28,676	26,577	25,710	
Rate	359	417	396	376	366	334	325	306	293	
Other roads ⁴										
Fatal	558	656	615	609	621	515	432	389	376	
Fatal and serious	5,000	5,745	5,167	5,239	5,093	4,907	4,593	4,125	4,168	
All severities	27,466	31,175	29,899	28,546	28,085	26,144	24,654	22,787	22,144	
Rate	637	763	724	668	635	591	573	530	529	
All rural roads ⁵										
Fatal	1,542	1,796	1,738	1,736	1,639	1,373	1,222	1,046	1,089	
Fatal and serious	11,056	12,677	11,783	11,620	11,212	10,511	10,152	9,056	9,235	
All severities	59,323	67,831	64,679	62,101	60,734	55,771	53,330	49,364	47,854	
Rate	450	527	501	470	455	419	406	380	369	
All roads ⁵										
Motorways										
Fatal	149	149	176	164	154	136	114	113	92	
Fatal and serious	919	1,047	1,007	953	989	848	798	781	702	
All severities	7,773	9,072	8,619	8,379	7,976	7,249	6,643	6,500	5,819	
Rate	126	151	143	136	128	117	107	107	94	
A roads										
Fatal	1,439	1,669	1,612	1,653	1,487	1,278	1,164	964	1,041	
Fatal and serious	12,316	14,055	13,063	12,997	12,550	11,755	11,215	10,322	10,754	
All severities	80,991	94,429	88,599	84,050	81,316	76,839	74,149	70,274	69,889	
Rate	580	676	637	596	580	553	534	513	508	
Other roads ⁴										
Fatal	1,003	1,160	1,125	1,109	1,073	927	779	654	664	
Fatal and serious	13,238	14,624	13,872	13,922	13,497	12,859	12,041	11,068	11,327	
All severities	92,067	103,909	101,517	96,732	92,823	86,503	82,762	77,640	75,766	
Rate	824	946	921	869	815	768	749	717	705	
Total ⁵										
Fatal	2,590	2,978	2,913	2,926	2,714	2,341	2,057	1,731	1,797	
Fatal and serious	26,473	29,726	27,942	27,872	27,036	25,462	24,054	22,171	22,783	
All severities	180,831	207,410	198,735	189,161	182,115	170,591	163,554	154,414	151,474	
Rate	578	670	642	602	575	543	526	504	494	

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](#)

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Department for Transport statistics

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RAS10002

Reported accidents and accident rates by road class and severity, Great Britain, 2005-09 average, 2004 - 2011

	Number of accidents/rate per billion kilometres									
	2005-09 average	2004	2005	2006	2007	2008	2009	2010	2011	
Urban roads ^{2,3}										
A roads										
Fatal	456	527	489	526	469	420	374	307	328	
Fatal and serious	6,258	7,116	6,440	6,615	6,430	6,149	5,656	5,391	5,687	
All severities	49,121	57,708	53,780	50,483	48,661	47,207	45,473	43,697	44,179	
Rate	600	692	653	607	594	585	561	544	552	
Other roads ⁴										
Fatal	444	504	510	500	452	412	347	265	288	
Fatal and serious	8,237	8,871	8,699	8,682	8,404	7,952	7,448	6,943	7,159	
All severities	64,587	72,639	71,570	68,173	64,731	60,354	58,108	54,853	53,622	
Rate	585	655	645	617	577	548	535	522	508	
All urban roads ⁵										
Fatal	900	1,031	999	1,026	921	832	721	572	616	
Fatal and serious	14,495	15,987	15,139	15,297	14,834	14,101	13,104	12,334	12,846	
All severities	113,708	130,347	125,350	118,656	113,392	107,561	103,581	98,550	97,801	
Rate	591	671	649	613	584	564	546	532	527	
Rural roads ^{2,3}										
A roads										
Fatal	983	1,140	1,123	1,127	1,018	858	790	657	713	
Fatal and serious	6,056	6,932	6,616	6,381	6,119	5,604	5,559	4,931	5,067	
All severities	31,857	36,656	34,780	33,555	32,649	29,627	28,676	26,577	25,710	
Rate	223	259	246	233	227	207	202	190	182	
Other roads ⁴										
Fatal	558	656	615	609	621	515	432	389	376	
Fatal and serious	5,000	5,745	5,167	5,239	5,093	4,907	4,593	4,125	4,168	
All severities	27,466	31,175	29,899	28,546	28,085	26,144	24,654	22,787	22,144	
Rate	396	474	450	415	395	367	356	329	329	
All rural roads ⁵										
Fatal	1,542	1,796	1,738	1,736	1,639	1,373	1,222	1,046	1,089	
Fatal and serious	11,056	12,677	11,783	11,620	11,212	10,511	10,152	9,056	9,235	
All severities	59,323	67,831	64,679	62,101	60,734	55,771	53,330	49,364	47,854	
Rate	280	328	311	292	283	260	252	236	229	
All roads ⁵										
Motorways										
Fatal	149	149	176	164	154	136	114	113	92	
Fatal and serious	919	1,047	1,007	953	989	848	798	781	702	
All severities	7,773	9,072	8,619	8,379	7,976	7,249	6,643	6,500	5,819	
Rate	78	94	89	84	79	72	67	66	58	
A roads										
Fatal	1,439	1,669	1,612	1,653	1,487	1,278	1,164	964	1,041	
Fatal and serious	12,316	14,055	13,063	12,997	12,550	11,755	11,215	10,322	10,754	
All severities	80,991	94,429	88,599	84,050	81,316	76,839	74,149	70,274	69,889	
Rate	361	420	396	370	360	344	332	319	316	
Other roads ⁴										
Fatal	1,003	1,160	1,125	1,109	1,073	927	779	654	664	
Fatal and serious	13,238	14,624	13,872	13,922	13,497	12,859	12,041	11,068	11,327	
All severities	92,067	103,909	101,517	96,732	92,823	86,503	82,762	77,640	75,766	
Rate	512	588	572	540	506	477	465	446	438	
Total ⁵										
Fatal	2,590	2,978	2,913	2,926	2,714	2,341	2,057	1,731	1,797	
Fatal and serious	26,473	29,726	27,942	27,872	27,036	25,462	24,054	22,171	22,783	
All severities	180,831	207,410	198,735	189,161	182,115	170,591	163,554	154,414	151,474	
Rate	359	416	399	374	357	338	327	313	307	

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](#)

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RAS10003

Reported accidents by road class, speed limit and severity, Great Britain, 2005-09 average, 2004-2011

										Number of accidents
	2005-09 average ¹	2004	2005	2006	2007	2008	2009	2010	2011	
Motorways										
Fatal	149	149	176	164	154	136	114	113	92	
Fatal and serious	919	1,047	1,007	953	989	848	798	781	702	
All severities	7,773	9,072	8,619	8,379	7,976	7,249	6,643	6,500	5,819	
A roads										
20 mph										
Fatal	1	0	2	0	1	2	2	1	2	
Fatal and serious	23	17	20	23	19	26	28	39	31	
All severities	145	147	131	119	116	167	191	294	262	
30 mph										
Fatal	355	386	389	370	369	336	309	232	281	
Fatal and serious	5,574	6,102	5,648	5,745	5,792	5,509	5,174	4,852	5,220	
All severities	43,992	50,747	47,838	44,733	43,572	42,637	41,180	39,731	40,454	
40 mph										
Fatal	159	190	155	212	159	132	135	121	114	
Fatal and serious	1,431	1,684	1,494	1,533	1,450	1,377	1,300	1,221	1,309	
All severities	10,276	12,231	10,868	10,571	10,487	9,959	9,496	8,815	8,676	
50 mph										
Fatal	99	106	96	102	98	98	100	74	93	
Fatal and serious	680	647	655	683	700	665	697	630	723	
All severities	4,146	4,057	4,083	4,299	4,203	3,982	4,165	4,016	4,190	
60 mph										
Fatal	627	762	749	742	643	530	470	387	406	
Fatal and serious	3,541	4,316	3,992	3,880	3,539	3,191	3,104	2,666	2,619	
All severities	15,952	19,415	18,485	17,292	16,236	14,222	13,525	12,107	11,358	
70 mph										
Fatal	199	225	221	227	217	180	148	149	145	
Fatal and serious	1,067	1,289	1,254	1,133	1,050	987	912	914	852	
All severities	6,479	7,832	7,194	7,036	6,702	5,872	5,592	5,311	4,949	
Other roads ²										
20 mph										
Fatal	9	4	6	15	8	11	7	5	5	
Fatal and serious	148	87	113	146	126	178	179	173	255	
All severities	1,044	724	846	877	1,038	1,138	1,320	1,257	1,673	
30 mph										
Fatal	489	555	553	539	495	458	399	313	331	
Fatal and serious	9,149	9,910	9,637	9,517	9,348	8,869	8,372	7,759	7,940	
All severities	70,485	79,439	77,674	73,741	70,624	66,302	64,086	60,443	58,663	
40 mph										
Fatal	80	103	84	79	84	78	75	42	49	
Fatal and serious	684	809	671	739	702	678	630	575	629	
All severities	4,431	5,089	4,809	4,663	4,551	4,168	3,963	3,698	3,658	
50 mph										
Fatal	18	18	16	15	18	25	15	24	24	
Fatal and serious	137	111	91	122	149	147	174	176	186	
All severities	762	658	679	800	753	745	833	846	860	
60 mph										
Fatal	404	477	462	459	465	351	282	269	253	
Fatal and serious	3,100	3,680	3,336	3,376	3,160	2,965	2,665	2,372	2,303	
All severities	15,171	17,805	17,279	16,455	15,704	13,985	12,434	11,264	10,800	
70 mph										
Fatal	3	3	4	2	3	4	1	1	2	
Fatal and serious	20	27	24	22	12	22	21	13	14	
All severities	174	194	230	196	153	165	126	132	112	

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](#)

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Department for Transport statistics

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RAS10004

Reported accidents by severity, number of casualties involved, built-up and non built-up roads and road class, Great Britain, 2011

	Number of accidents															
	Fatal accidents							Serious accidents					Slight accidents			
	Killed	5+	4	3	2	1	1	1	4+	3	2	1	1	2+	1	All accidents
Seriously injured	0+	0+	0+	0+	2+	1	0	0	0+	0+	0+	1+	0	2+	1	
Slightly injured	0+	0+	0+	0+	0+	0+	1+	0	0+	0+	0+	1+	0	2+	1	All accidents
Built-up roads ¹																
A roads	0	0	3	17	14	44	56	263	11	26	219	912	4,995	9,025	33,807	49,392
B roads	0	0	0	4	4	13	20	71	1	10	78	300	1,609	2,626	9,964	14,700
Other roads	0	1	0	4	4	30	33	201	7	23	190	799	5,422	7,485	35,095	49,294
All built-up roads ²	0	1	3	25	22	87	109	535	19	59	487	2,011	12,026	19,136	78,866	113,386
Non built-up roads ¹																
A roads	0	0	3	39	39	104	154	305	27	72	335	944	2,172	5,154	11,149	20,497
B roads	0	1	0	7	11	24	25	77	4	15	101	245	635	1,038	2,630	4,813
Other roads	0	0	0	1	5	18	21	89	5	17	83	316	803	1,654	3,947	6,959
All non built-up roads ²	0	1	3	47	55	146	200	471	36	104	519	1,505	3,610	7,846	17,726	32,269
All speed limits ³																
Motorways	1	0	2	4	5	17	17	46	6	10	43	214	337	1,857	3,260	5,819
A roads	0	0	6	56	53	148	210	568	38	98	554	1,856	7,167	14,179	44,956	69,889
B roads	0	1	0	11	15	37	45	148	5	25	179	545	2,244	3,664	12,594	19,513
Other roads	0	1	0	5	9	48	54	290	12	40	273	1,115	6,225	9,139	39,042	56,253
Total ³	1	2	8	76	82	250	326	1,052	61	173	1,049	3,730	15,973	28,839	99,852	151,474

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](#)

Source: DfT STATS19

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RAS10005

Reported accidents by daylight and darkness, road surface condition, built-up and non built-up roads and severity, Great Britain, 2011

	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	39	11	0	50	31	10	1	42	92
Serious	322	82	7	411	118	74	7	199	610
Slight	2,793	767	42	3,602	823	638	54	1,515	5,117
All severities	3,154	860	49	4,063	972	722	62	1,756	5,819
Built-up roads³									
Fatal	360	76	3	439	218	118	6	343	782
Serious	8,406	1,703	69	10,187	2,758	1,589	62	4,415	14,602
Slight	59,457	13,504	653	73,730	15,010	8,835	387	24,272	98,002
All severities	68,223	15,283	725	84,356	17,986	10,542	455	29,030	113,386
Non built-up roads³									
Fatal	424	130	11	565	206	141	10	358	923
Serious	3,086	994	117	4,204	870	616	79	1,570	5,774
Slight	12,498	5,430	875	18,829	3,226	2,957	549	6,743	25,572
All severities	16,008	6,554	1,003	23,598	4,302	3,714	638	8,671	32,269
All speed limits⁴									
Fatal	823	217	14	1,054	455	269	17	743	1,797
Serious	11,814	2,779	193	14,802	3,746	2,279	148	6,184	20,986
Slight	74,748	19,701	1,570	96,161	19,059	12,430	990	32,530	128,691
All severities	87,385	22,697	1,777	112,017	23,260	14,978	1,155	39,457	151,474

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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RAS10006

Reported accidents by daylight and darkness, weather condition, built-up and non built-up roads and severity, Great Britain, 2011

	Number of accidents								
	Daylight				Darkness				All ¹
	Fine	Raining	Snowing	Fog	Fine	Raining	Snowing	Fog	
Motorways									
Fatal	44	5	0	0	38	3	1	0	92
Serious	357	44	2	1	149	38	3	3	610
Slight	3,067	430	15	11	1,105	315	20	15	5,117
All severities	3,468	479	17	12	1,292	356	24	18	5,819
Built-up roads²									
Fatal	402	32	0	1	284	45	1	2	782
Serious	9,195	741	18	11	3,479	726	10	21	14,602
Slight	64,696	6,528	136	120	18,451	4,375	53	136	98,002
All severities	74,293	7,301	154	132	22,214	5,146	64	159	113,386
Non built-up roads²									
Fatal	488	60	4	4	294	46	0	7	923
Serious	3,653	417	15	32	1,214	253	9	24	5,774
Slight	15,483	2,430	123	135	4,881	1,277	82	132	25,572
All severities	19,624	2,907	142	171	6,389	1,576	91	163	32,269
All speed limits³									
Fatal	934	97	4	5	616	94	2	9	1,797
Serious	13,205	1,202	35	44	4,842	1,017	22	48	20,986
Slight	83,246	9,388	274	266	24,437	5,967	155	283	128,691
All severities	97,385	10,687	313	315	29,895	7,078	179	340	151,474

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, 2011

						Number of accidents
			Darkness			
	Daylight	Street lights lit	No street lights/ Street lights unlit	Lighting not reported	All	All accidents ²
Motorways						
Dry	3,154	501	415	56	972	4,126
Wet or flood	860	390	315	17	722	1,582
Snow or ice	49	19	41	2	62	111
All ¹	4,063	910	771	75	1,756	5,819
Built-up roads³						
Speed limit 20 mph						
Dry	1,266	256	16	10	282	1,548
Wet or flood	234	130	7	4	141	375
Snow or ice	9	3	0	0	3	12
All ¹	1,509	389	23	14	426	1,935
Speed limit 30 mph						
Dry	60,005	14,349	688	844	15,881	75,886
Wet or flood	13,021	8,377	471	236	9,084	22,105
Snow or ice	594	331	31	16	378	972
All ¹	73,734	23,090	1,190	1,103	25,383	99,117
Speed limit 40 mph						
Dry	6,952	1,384	332	107	1,823	8,775
Wet or flood	2,028	1,007	265	45	1,317	3,345
Snow or ice	122	39	29	6	74	196
All ¹	9,113	2,437	626	158	3,221	12,334
All built-up roads						
Dry	68,223	15,989	1,036	961	17,986	86,209
Wet or flood	15,283	9,514	743	285	10,542	25,825
Snow or ice	725	373	60	22	455	1,180
All ¹	84,356	25,916	1,839	1,275	29,030	113,386
Non built-up roads³						
Speed limit 50 mph						
Dry	2,713	482	254	33	769	3,482
Wet or flood	898	286	226	18	530	1,428
Snow or ice	74	24	33	3	60	134
All ¹	3,688	794	514	54	1,362	5,050
Speed limit 60 mph						
Dry	10,616	484	2,113	111	2,708	13,324
Wet or flood	4,845	361	2,189	59	2,609	7,454
Snow or ice	832	37	463	9	509	1,341
All ¹	16,320	883	4,767	188	5,838	22,158
Speed limit 70 mph						
Dry	2,679	362	425	38	825	3,504
Wet or flood	811	238	320	17	575	1,386
Snow or ice	97	27	41	1	69	166
All ¹	3,590	628	786	57	1,471	5,061
All non built-up roads						
Dry	16,008	1,328	2,792	182	4,302	20,310
Wet or flood	6,554	885	2,735	94	3,714	10,268
Snow or ice	1,003	88	537	13	638	1,641
All ¹	23,598	2,305	6,067	299	8,671	32,269
All speed limits⁴						
Dry	87,385	17,818	4,243	1,199	23,260	110,645
Wet or flood	22,697	10,789	3,793	396	14,978	37,675
Snow or ice	1,777	480	638	37	1,155	2,932
All ¹	112,017	29,131	8,677	1,649	39,457	151,474

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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[Notes & Definitions](#)

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RAS10008

Reported accidents by daylight and darkness, lighting conditions, special conditions and carriageway hazards, Great Britain, 2011

	Daylight	Number of accidents				
		Darkness				
		Street lights lit	No street lighting or street lights unlit	Street lighting unknown	All darkness	All ¹ accidents
Special conditions at site						
Automatic traffic signal out or defective	257	73	7	1	81	338
Permanent road sign/markings defective or obscured	164	45	17	1	63	227
Roadworks	1,255	323	105	20	448	1,703
Road surface defective	286	58	68	1	127	413
Oil or diesel	422	37	25	2	64	486
Mud	285	19	95	7	121	406
Total	2,669	555	317	32	904	3,573
Carriageway hazards						
Dislodged vehicle load in carriageway	141	21	15	0	36	177
Other object in carriageway	633	171	125	16	312	945
Involvement with previous accident	115	28	43	1	72	187
Uninjured pedestrian in carriageway	277	93	20	5	118	395
Animal in carriageway (except ridden horses)	435	118	287	11	416	851
Total	1,601	431	490	33	954	2,555
All accidents ²	112,017	29,131	8,677	1,649	39,457	151,474

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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[Notes & Definitions](#)

Source: DfT STATS19

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RAS10009

Reported accidents by junction type, built-up and non built-up roads and severity, Great Britain, 2011

	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
				4 arms ³			All junctions	Not at or within 20 metres of junction ⁴
Motorways								
Fatal	3	9	0	0	0	0	12	80
Serious	21	66	0	1	0	5	93	517
All Severities	386	683	2	19	0	38	1,128	4,691
Built-up roads⁵								
Fatal	33	280	63	9	27	9	421	361
Serious	1,072	5,659	1,582	241	553	355	9,462	5,140
All Severities	11,890	44,130	13,636	1,847	4,529	2,964	78,996	34,390
Non built-up roads⁵								
Fatal	9	124	28	2	43	15	221	702
Serious	291	1,017	257	24	243	111	1,943	3,831
All Severities	3,181	6,064	1,343	192	1,231	700	12,711	19,558
All speed limits⁶								
Fatal	45	413	91	11	70	24	654	1,143
Serious	1,384	6,742	1,839	266	796	471	11,498	9,488
All Severities	15,457	50,877	14,981	2,058	5,760	3,702	92,835	58,639

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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Notes & Definitions

Source: DfT STATS19

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Department for Transport statistics

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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, 2011

					Number of accidents				
(a) Built-up roads ²					(b) Non built-up roads ²				
All one vehicle accidents					All one vehicle accidents				
Object hit	Fatal	Serious	Slight	All	Object hit	Fatal	Serious	All	
None	319	5,790	23,073	29,182	None	118	946	2,802	3,866
Road sign or traffic signal	9	83	422	514	Road sign or traffic signal	22	94	390	506
Lamp post	16	146	764	926	Lamp post	5	31	238	274
Telegraph pole or electricity pole	1	40	172	213	Telegraph pole or electricity pole	6	39	258	303
Tree	27	177	508	712	Tree	127	435	1,204	1,766
Bus stop or shelter	3	12	74	89	Bus stop or shelter	0	2	9	11
Crash barrier	8	49	225	282	Crash barrier	22	107	606	735
Submerged	0	0	3	3	Submerged	1	2	7	10
Entered ditch	4	28	135	167	Entered ditch	10	197	990	1,197
Wall or fence	0	6	22	28	Wall or fence	0	1	7	8
Other permanent objects	43	396	1,586	2,025	Other permanent objects	43	426	1,744	2,213
Total ³	430	6,727	26,985	34,142	Total ³	354	2,280	8,255	10,889
(c) Motorways					(d) All roads ⁴				
All one vehicle accidents					All one vehicle accidents				
Object hit	Fatal	Serious	Slight	All	Object hit	Fatal	Serious	All	
None	12	62	254	328	None	449	6,798	26,129	33,376
Road sign or traffic signal	1	10	30	41	Road sign or traffic signal	32	187	842	1,061
Lamp post	3	3	13	19	Lamp post	24	180	1,015	1,219
Telegraph pole or electricity pole	0	0	0	0	Telegraph pole or electricity pole	7	79	430	516
Tree	8	32	70	110	Tree	162	644	1,782	2,588
Bus stop or shelter	0	0	0	0	Bus stop or shelter	3	14	83	100
Crash barrier	11	100	523	634	Crash barrier	41	256	1,354	1,651
Submerged	0	0	0	0	Submerged	1	2	10	13
Entered ditch	0	7	38	45	Entered ditch	14	232	1,163	1,409
Wall or fence	0	1	0	1	Wall or fence	0	8	29	37
Other permanent objects	3	20	80	103	Other permanent objects	89	842	3,410	4,341
Total ³	38	235	1,008	1,281	Total ³	822	9,242	36,248	46,312

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

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RAS10011

Reported accidents by number of vehicles involved, built-up and non built-up roads, road class and severity, Great Britain, 2011

	Number of accidents								
	One vehicle only		Pedestrian and one vehicle ¹		Two vehicles ²				
	Car	Other vehicle	Car	Other vehicle	Both cars	Other combination	Three ² vehicles	Four ² or more vehicles	All accidents
Built-up roads³									
A roads									
Fatal	34	20	93	63	34	101	46	6	397
Serious	313	426	1,449	465	681	2,440	314	75	6,163
All severities	2,092	2,449	6,208	1,944	14,646	17,378	3,832	843	49,392
B roads									
Fatal	12	4	20	15	18	30	11	2	112
Serious	141	123	477	106	239	780	100	32	1,998
All severities	903	669	2,193	505	4,478	4,718	1,035	199	14,700
Other roads									
Fatal	33	24	84	28	22	55	19	8	273
Serious	403	499	1,957	368	687	2,174	269	84	6,441
All severities	2,721	2,161	10,428	1,869	13,848	15,062	2,582	623	49,294
All built-up roads ⁴									
Fatal	79	48	197	106	74	186	76	16	782
Serious	857	1,048	3,883	939	1,607	5,394	683	191	14,602
All severities	5,716	5,279	18,829	4,318	32,972	37,158	7,449	1,665	113,386
Non built-up roads³									
A roads									
Fatal	130	37	40	11	107	182	92	45	644
Serious	674	455	101	32	683	1,070	395	140	3,550
All severities	4,212	1,270	264	79	6,437	4,790	2,524	921	20,497
B roads									
Fatal	36	13	12	1	25	37	17	4	145
Serious	248	166	28	6	224	247	67	14	1,000
All severities	1,599	394	91	18	1,380	925	333	73	4,813
Other roads									
Fatal	41	23	7	3	18	34	5	3	134
Serious	319	201	43	7	247	328	68	11	1,224
All severities	2,259	515	157	31	2,164	1,489	292	52	6,959
All non built-up roads ⁴									
Fatal	207	73	59	15	150	253	114	52	923
Serious	1,241	822	172	45	1,154	1,645	530	165	5,774
All severities	8,070	2,179	512	128	9,981	7,204	3,149	1,046	32,269
All speed limits⁵									
Motorways									
Fatal	24	6	3	5	5	22	13	14	92
Serious	157	71	5	2	100	133	78	64	610
All severities	1,057	200	16	8	1,586	1,404	961	587	5,819
A roads									
Fatal	164	57	133	74	141	283	138	51	1,041
Serious	987	881	1,550	497	1,364	3,510	709	215	9,713
All severities	6,304	3,719	6,472	2,023	21,083	22,168	6,356	1,764	69,889
B roads									
Fatal	48	17	32	16	43	67	28	6	257
Serious	389	289	505	112	463	1,027	167	46	2,998
All severities	2,502	1,063	2,284	523	5,858	5,643	1,368	272	19,513
Other roads									
Fatal	74	47	91	31	40	89	24	11	407
Serious	722	700	2,000	375	934	2,502	337	95	7,665
All severities	4,980	2,676	10,585	1,900	16,012	16,551	2,874	675	56,253
Total ⁴									
Fatal	310	127	259	126	229	461	203	82	1,797
Serious	2,255	1,941	4,060	986	2,861	7,172	1,291	420	20,986
All severities	14,843	7,658	19,357	4,454	44,539	45,766	11,559	3,298	151,474

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

⁴ Includes cases where road class was not reported.

² Includes accidents in which pedestrians were injured.

⁵ Includes cases where speed limit was not reported.

³ Excludes motorways.

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[Notes & Definitions](#)

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RAS10012

Reported accidents involving pedestrians and one vehicle by severity and vehicle type, Great Britain, 2011

	Fatal	Serious	Slight	Number of accidents
				All severities
Single vehicle accidents				
Pedal cycle	2	99	268	369
Motorcycle 50cc and under	1	25	117	143
Motorcycle 51cc - 125cc	6	60	271	337
Motorcycle 126cc - 500cc	1	28	84	113
Motorcycle over 500cc	10	64	170	244
All motorcycles ¹	18	177	644	839
Car	233	3,796	14,108	18,137
Taxi/Private hire car	23	232	863	1,118
Minibus	3	32	67	102
Bus or coach	34	245	946	1,225
Vans/Light goods vehicle	28	279	972	1,279
Heavy goods vehicle ² of which:	33	110	244	387
Rigid ³	22	76	204	302
Articulated	11	34	40	85
Mobility scooter ⁴	0	2	3	5
Other vehicle	11	74	260	345
Any vehicle ⁵	385	5,046	18,380	23,811
Accidents involving two or more vehicles	65	390	1,073	1,528

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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RAS10013

Reported personal injury road accidents, by severity, Great Britain, 1979-2011

Year	Fatal	Serious	Number of accidents		
			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

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RAS20001

Vehicles involved in reported accidents and involvement rates by vehicle type and severity of accident, Great Britain, 2001-2011

	Number of vehicles/rate per billion vehicle miles										
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Pedal cycles											
Fatal	145	141	124	144	158	163	146	127	111	119	119
Rate	56	52	45	56	59	58	57	45	37	40	39
Fatal or serious	2,823	2,583	2,544	2,416	2,497	2,584	2,698	2,727	2,875	2,962	3,411
Rate	1,082	954	923	944	931	924	1,058	960	969	986	1,111
All severities	19,497	17,532	17,472	17,084	17,039	16,611	16,607	16,797	17,599	17,811	19,883
Rate	7,473	6,477	6,342	6,678	6,356	5,938	6,510	5,915	5,933	5,930	6,476
Motorcycle riders											
Fatal	673	694	783	659	620	667	676	539	512	446	411
Rate	226	221	227	208	187	210	199	172	161	156	142
Fatal or serious	7,767	7,920	8,102	7,059	6,854	6,863	7,087	6,389	6,105	5,446	5,920
Rate	2,608	2,527	2,349	2,231	2,063	2,162	2,086	2,044	1,922	1,906	2,052
All severities	30,084	29,503	29,523	26,857	25,870	24,323	24,381	22,427	21,590	19,534	21,059
Rate	10,101	9,415	8,559	8,489	7,787	7,661	7,175	7,175	6,796	6,838	7,301
Cars											
Fatal	3,654	3,728	3,773	3,520	3,465	3,483	3,141	2,724	2,340	1,944	2,067
Rate	15	15	16	14	14	14	13	11	9.6	8.1	8.6
Fatal or serious	40,745	39,563	36,912	34,416	32,129	31,892	30,302	28,403	26,731	24,236	24,511
Rate	172	163	152	140	132	129	123	116	109	101	102
All severities	321,900	314,568	299,933	291,842	281,810	267,991	255,891	236,923	227,244	212,685	204,720
Rate	1,359	1,296	1,238	1,191	1,155	1,085	1,035	965	928	887	851
Buses or coaches											
Fatal	164	125	119	121	108	118	120	98	85	60	71
Rate	51	39	36	38	34	36	36	31	27	19	25
Fatal or serious	1,433	1,392	1,319	1,237	1,131	1,159	1,138	1,090	962	930	872
Rate	450	434	398	387	358	353	339	347	309	297	301
All severities	11,521	10,781	10,939	10,573	9,988	9,133	8,559	8,375	7,831	7,462	7,223
Rate	3,616	3,362	3,305	3,304	3,163	2,782	2,551	2,669	2,512	2,381	2,494
Vans / Light goods vehs											
Fatal	302	296	320	267	261	274	306	202	185	175	197
Rate	9.1	8.7	9.0	7.1	6.8	6.9	7.3	4.9	4.5	4.3	4.8
Fatal or serious	2,660	2,554	2,509	2,207	2,080	2,092	2,087	1,822	1,745	1,709	1,733
Rate	80	75	70	59	54	52	50	44	43	42	42
All severities	18,314	17,755	17,486	15,728	16,078	15,593	14,620	13,621	13,214	12,866	12,886
Rate	552	523	490	420	419	390	349	328	325	313	311
Heavy goods vehicles											
Fatal	588	570	533	472	520	458	461	379	284	303	272
Rate	34	32	30	26	29	25	25	21	17	19	17
Fatal or serious	2,910	2,692	2,456	2,142	2,168	2,071	1,951	1,639	1,388	1,372	1,283
Rate	167	153	139	118	121	115	107	92	85	84	81
All severities	14,813	13,480	13,173	12,516	12,120	11,336	10,688	9,040	7,487	7,615	7,126
Rate	850	767	746	688	674	628	588	509	459	465	447
All vehicles ¹											
Fatal	5,614	5,647	5,753	5,276	5,204	5,253	4,930	4,171	3,587	3,119	3,221
Rate	19	19	19	17	17	17	16	13	12	10	10
Fatal or serious	59,055	57,509	54,516	50,277	47,380	47,278	45,939	42,807	40,433	37,237	38,334
Rate	199	190	179	162	153	150	145	136	130	122	125
All severities	420,073	408,325	392,022	379,845	366,236	348,059	334,966	311,604	298,687	281,401	276,155
Rate	1,418	1,346	1,285	1,227	1,183	1,108	1,058	993	960	919	900

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

Department for Transport statistics

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RAS20001

**Vehicles involved in reported accidents and involvement rates by vehicle type and severity of accident,
Great Britain, 2001-2011**

	Number of vehicles/rate per billion vehicle kilometres										
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Pedal cycles											
Fatal	145	141	124	144	158	163	146	127	111	119	119
Rate	35	32	28	35	37	36	36	28	23	25	24
Fatal or serious	2,823	2,583	2,544	2,416	2,497	2,584	2,698	2,727	2,875	2,962	3,411
Rate	672	593	574	587	579	574	657	597	602	613	690
All severities	19,497	17,532	17,472	17,084	17,039	16,611	16,607	16,797	17,599	17,811	19,883
Rate	4,644	4,024	3,940	4,149	3,950	3,690	4,045	3,675	3,687	3,685	4,024
Motorcycle riders											
Fatal	673	694	783	659	620	667	676	539	512	446	411
Rate	140	138	141	129	116	131	124	107	100	97	89
Fatal or serious	7,767	7,920	8,102	7,059	6,854	6,863	7,087	6,389	6,105	5,446	5,920
Rate	1620	1570	1460	1386	1282	1343	1296	1270	1194	1185	1275
All severities	30,084	29,503	29,523	26,857	25,870	24,323	24,381	22,427	21,590	19,534	21,059
Rate	6,276	5,850	5,318	5,275	4,839	4,760	4,459	4,458	4,223	4,249	4,536
Cars											
Fatal	3,654	3,728	3,773	3,520	3,465	3,483	3,141	2,724	2,340	1,944	2,067
Rate	9.6	9.5	9.7	8.9	8.8	8.8	7.9	6.9	5.9	5.0	5.3
Fatal or serious	40,745	39,563	36,912	34,416	32,129	31,892	30,302	28,403	26,731	24,236	24,511
Rate	107	101	95	87	82	80	76	72	68	63	63
All severities	321,900	314,568	299,933	291,842	281,810	267,991	255,891	236,923	227,244	212,685	204,720
Rate	844	805	769	740	718	674	643	600	577	551	529
Buses or coaches											
Fatal	164	125	119	121	108	118	120	98	85	60	71
Rate	32	24	22	23	21	22	22	19	17	12	15
Fatal or serious	1,433	1,392	1,319	1,237	1,131	1,159	1,138	1,090	962	930	872
Rate	279	270	248	240	223	219	211	216	192	184	187
All severities	11,521	10,781	10,939	10,573	9,988	9,133	8,559	8,375	7,831	7,462	7,223
Rate	2,247	2,089	2,053	2,053	1,966	1,729	1,585	1,659	1,561	1,480	1,550
Vans / Light goods vehs											
Fatal	302	296	320	267	261	274	306	202	185	175	197
Rate	5.7	5.4	5.6	4.4	4.2	4.3	4.5	3.0	2.8	2.6	3.0
Fatal or serious	2,660	2,554	2,509	2,207	2,080	2,092	2,087	1,822	1,745	1,709	1,733
Rate	50	47	44	37	34	33	31	27	27	26	26
All severities	18,314	17,755	17,486	15,728	16,078	15,593	14,620	13,621	13,214	12,866	12,886
Rate	343	325	305	261	260	243	217	204	202	195	193
Heavy goods vehicles											
Fatal	588	570	533	472	520	458	461	379	284	303	272
Rate	21	20	19	16	18	16	16	13	11	12	11
Fatal or serious	2,910	2,692	2,456	2,142	2,168	2,071	1,951	1,639	1,388	1,372	1,283
Rate	104	95	86	73	75	71	67	57	53	52	50
All severities	14,813	13,480	13,173	12,516	12,120	11,336	10,688	9,040	7,487	7,615	7,126
Rate	528	477	463	427	419	390	365	316	285	289	278
All vehicles ¹											
Fatal	5,614	5,647	5,753	5,276	5,204	5,253	4,930	4,171	3,587	3,119	3,221
Rate	12	12	12	11	10	10	9.7	8.3	7.2	6.3	6.5
Fatal or serious	59,055	57,509	54,516	50,277	47,380	47,278	45,939	42,807	40,433	37,237	38,334
Rate	124	118	111	101	95	94	90	85	81	76	78
All severities	420,073	408,325	392,022	379,845	366,236	348,059	334,966	311,604	298,687	281,401	276,155
Rate	881	837	798	763	735	688	657	617	597	571	559

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, 2011

	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	Number	Percentage	Number	Percentage
Car drivers								
Under 17	90	52	58	13	12	92	103	64
17-19	7,170	3,693	52	4,741	3,127	66	11,946	6,820
20-24	14,074	6,619	47	9,842	6,077	62	24,007	12,696
25-29	12,613	5,347	42	8,495	4,851	57	21,203	10,198
30-34	12,073	4,712	39	7,715	4,085	53	20,095	8,797
35-39	10,799	4,297	40	7,320	3,900	53	18,254	8,197
40-49	21,561	8,376	39	14,568	7,653	53	36,352	16,029
50-59	14,742	5,574	38	8,728	4,580	52	23,564	10,154
60-69	9,445	3,316	35	4,756	2,432	51	14,249	5,748
70 and over	7,680	3,156	41	3,262	1,778	55	10,974	4,934
Age not reported	8,349	438	5	3,252	261	8	23,973	703
All ages	118,596	45,580	38	72,692	38,756	53	204,720	84,340
Motorcycle riders								
50cc and under								
Under 16	24	23	96	0	0	0	24	23
16	1,014	941	93	100	96	96	1,114	1,037
17	456	431	95	62	62	100	518	493
18	168	161	96	35	32	91	203	193
19	107	99	93	27	26	96	134	125
20-24	311	291	94	64	64	100	377	355
25-29	151	140	93	44	41	93	196	181
30-39	220	207	94	61	60	98	281	267
40-49	157	144	92	40	39	98	197	183
50-59	70	67	96	25	24	96	95	91
60 and over	52	47	90	25	21	84	78	68
Age not reported	91	53	58	3	2	67	147	55
All ages	2,821	2,604	92	486	467	96	3,364	3,071
Motorcycle riders over 50cc								
Under 16	17	16	94	0	0	0	17	16
16	130	118	91	5	4	80	135	122
17	836	791	95	37	36	97	873	827
18	756	728	96	42	42	100	798	770
19	695	670	96	43	42	98	738	712
20-24	2,463	2,341	95	180	171	95	2,644	2,512
25-29	1,880	1,754	93	148	143	97	2,028	1,897
30-39	3,124	2,913	93	270	261	97	3,400	3,174
40-49	3,430	3,207	93	237	226	95	3,668	3,433
50-59	1,883	1,756	93	95	87	92	1,978	1,843
60 and over	806	755	94	30	29	97	836	784
Age not reported	348	205	59	25	17	68	576	222
All ages	16,368	15,254	93	1,112	1,058	95	17,691	16,312
All Motorcycle riders²								
Under 16	41	39	95	0	0	0	41	39
16	1,144	1,059	93	105	100	95	1,249	1,159
17	1,292	1,222	95	99	98	99	1,391	1,320
18	924	889	96	77	74	96	1,001	963
19	802	769	96	70	68	97	872	837
20-24	2,774	2,632	95	244	235	96	3,021	2,867
25-29	2,031	1,894	93	192	184	96	2,224	2,078
30-39	3,344	3,120	93	331	321	97	3,681	3,441
40-49	3,587	3,351	93	277	265	96	3,865	3,616
50-59	1,953	1,823	93	120	111	93	2,073	1,934
60 and over	858	802	93	55	50	91	914	852
Age not reported	439	258	59	28	19	68	727	277
All ages	19,189	17,858	93	1,598	1,525	95	21,059	19,383

1 Includes cases where gender was not reported.

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

Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2011>

RAS20003

Vehicles involved in reported accidents by accident severity and vehicle type, Great Britain, 2011

	Number of vehicles			
	Number of vehicles involved in			
	Fatal accidents	Serious accidents	Slight accidents	All accidents
Pedal cycles	119	3,292	16,472	19,883
Motorcycles ¹				
Motorcycles 50cc and under	9	567	2,788	3,364
Motorcycles 51cc - 125cc	60	1,559	5,575	7,194
Motorcycles 126cc - 500cc	45	677	1,747	2,469
Motorcycles over 500cc	297	2,706	5,025	8,028
All motorcycles ²	411	5,509	15,139	21,059
Taxis/Private hire cars	57	609	4,426	5,092
Cars ³	1,992	21,738	175,156	198,886
Minibuses	18	97	627	742
All cars ⁴	2,067	22,444	180,209	204,720
Buses or coaches	71	801	6,351	7,223
Vans / Light goods vehicles	197	1,536	11,153	12,886
Heavy goods vehicles				
Rigid	138	625	3,693	4,456
Articulated	134	386	2,150	2,670
Total ⁵	272	1,011	5,843	7,126
Agricultural vehicles	21	111	389	521
Other vehicles	63	407	2,245	2,715
All vehicles ⁶	3,221	35,113	237,821	276,155

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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The figures in this table are National Statistics

Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2011>

RAS2004

Vehicles involved in reported accidents by vehicle type, built-up and non built-up roads, road class and accident severity, Great Britain, 2011

	Pedal cycles	Motorcycles	Cars	Buses or coaches	Vans / Light goods vehicles	Heavy goods vehicles	Number of vehicles
							All vehicles ¹
Built-up roads²							
A roads							
Fatal	32	99	375	32	33	51	644
Fatal or serious	1,249	1,741	6,532	403	483	278	10,809
All severities	7,829	8,060	65,595	3,502	4,205	1,750	91,826
B roads							
Fatal	6	27	129	6	10	10	189
Fatal or serious	392	505	2,249	99	151	74	3,513
All severities	2,307	2,082	19,670	788	1,109	376	26,612
Other roads							
Fatal	25	52	275	15	18	14	415
Fatal or serious	1,273	1,435	6,845	295	406	140	10,570
All severities	8,251	6,035	63,264	2,491	3,479	872	85,451
All built-up roads³							
Fatal	63	178	779	53	61	75	1,248
Fatal or serious	2,914	3,681	15,626	797	1,040	492	24,892
All severities	18,387	16,177	148,529	6,781	8,793	2,998	203,889
Non built-up roads²							
A roads							
Fatal	35	153	839	13	88	126	1,283
Fatal or serious	245	1,354	5,210	46	419	472	7,888
All severities	791	2,936	31,046	257	2,255	2,140	39,972
B roads							
Fatal	11	40	174	2	15	11	257
Fatal or serious	88	386	1,268	9	73	56	1,914
All severities	227	760	6,253	65	376	218	8,030
Other roads							
Fatal	10	32	131	1	15	6	205
Fatal or serious	164	374	1,390	11	103	55	2,174
All severities	478	872	8,802	78	578	270	11,358
All non built-up roads³							
Fatal	56	225	1,144	16	118	143	1,745
Fatal or serious	497	2,114	7,868	66	595	583	11,976
All severities	1,496	4,568	46,101	400	3,209	2,628	59,360
All speed limits⁴							
Motorways							
Fatal	0	8	144	2	18	54	228
Fatal or serious	0	125	1,017	9	98	208	1,466
All severities	0	314	10,090	42	884	1,500	12,906
A roads							
Fatal	67	252	1,214	45	121	177	1,927
Fatal or serious	1,494	3,095	11,742	449	902	750	18,697
All severities	8,620	10,996	96,641	3,759	6,460	3,890	131,798
B roads							
Fatal	17	67	303	8	25	21	446
Fatal or serious	480	891	3,517	108	224	130	5,427
All severities	2,534	2,842	25,923	853	1,485	594	34,642
Other roads							
Fatal	35	84	406	16	33	20	620
Fatal or serious	1,437	1,809	8,235	306	509	195	12,744
All severities	8,729	6,907	72,066	2,569	4,057	1,142	96,809
Total³							
Fatal	119	411	2,067	71	197	272	3,221
Fatal or serious	3,411	5,920	24,511	872	1,733	1,283	38,334
All severities	19,883	21,059	204,720	7,223	12,886	7,126	276,155

1 Includes other non-motor vehicles and cases where vehicle type was not reported. 3 Includes cases where road class was not reported.
2 Excludes motorways.

4 Includes cases where speed limit was not reported.

Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2011>

RAS20005

Vehicle involvement rates for reported accidents, by vehicle type, urban and rural roads, road class, accident severity and traffic, Great Britain, 2011

	Pedal cycles	Motor-cycles	Cars	Buses or coaches	Vans / Light goods vehicles	Heavy goods vehicles	Rate per billion vehicle miles All vehicles ¹
Urban roads^{2,5}							
A roads							
Fatal	67	141	6.9	38	4.2	29	10
Fatal or serious	2,524	2,829	136	531	69	149	186
All severities	16,204	13,876	1,443	4,527	611	953	1,648
Other roads ³							
Fatal	14	60	5.7	17	2.4	23	6.9
Fatal or serious	778	1,638	140	337	52	207	173
All severities	5,091	7,191	1,325	2,883	433	1,195	1,431
All urban roads ⁴							
Fatal	25	90	6.2	26	3.2	27	8.3
Fatal or serious	1,126	2,068	138	417	59	168	179
All severities	7,305	9,604	1,376	3,564	507	1,030	1,525
Rural roads^{2,5}							
A roads							
Fatal	337	249	14	29	7.9	23	16
Fatal or serious	3,309	2,259	91	107	40	89	107
All severities	12,378	5,214	562	789	224	409	568
Other roads ³							
Fatal	37	201	12	21	5.5	27	15
Fatal or serious	725	2,502	135	228	41	192	162
All severities	2,940	6,523	871	1,550	263	947	896
All rural roads ⁴							
Fatal	77	230	13	26	7.0	23	16
Fatal or serious	1,070	2,356	105	147	40	102	125
All severities	4,202	5,735	662	1,043	238	481	674
All roads							
Motorways							
Fatal	..	32	3.1	7.5	2.3	7.8	3.7
Fatal or serious	..	506	22	34	13	30	24
All severities	..	1,271	216	158	114	216	209
A roads							
Fatal	120	204	11	34	6.7	24	14
Fatal or serious	2,678	2,500	108	343	50	102	136
All severities	15,451	8,882	888	2,873	355	528	958
Other roads ³							
Fatal	21	108	8.3	18	3.8	25	9.9
Fatal or serious	763	1,929	138	313	47	199	169
All severities	4,483	6,966	1,150	2,591	359	1,062	1,223
Total ⁴							
Fatal	39	142	8.6	25	4.8	17	10
Fatal or serious	1,111	2,052	102	301	42	81	125
All severities	6,476	7,301	851	2,494	311	447	900
Estimated vehicle miles (billion)							
Urban roads ^{2,5}	2.3	1.5	93	1.8	15	2.4	115
Rural roads ^{2,5}	0.8	1.2	101	0.9	19	6.6	130
Motorways	..	0.2	47	0.3	7.8	6.9	62
Total	3.1	2.9	241	2.9	41	16	307

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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[Notes & Definitions](#)

Source: DfT STATS19, DfT National Road Traffic Survey

Last updated: 27 September 2012

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The figures in this table are National Statistics

Department for Transport statistics

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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, 2011

	Pedal cycles	Motor-cycles	Cars	Buses or coaches	Vans / Light goods vehicles	Heavy goods vehicles	Rate per billion vehicle kilometres All vehicles ¹
Urban roads^{2,5}							
A roads							
Fatal	42	88	4.3	24	2.6	18	6.2
Fatal or serious	1,568	1,758	85	330	43	93	116
All severities	10,069	8,622	896	2,813	379	592	1,024
Other roads ³							
Fatal	9.0	37	3.6	11	1.5	14	4.3
Fatal or serious	483	1,018	87	210	33	128	108
All severities	3,164	4,468	823	1,791	269	743	889
All urban roads ⁴							
Fatal	15	56	3.9	16	2.0	17	5.1
Fatal or serious	700	1,285	86	259	37	104	111
All severities	4,539	5,968	855	2,215	315	640	947
Rural roads^{2,5}							
A roads							
Fatal	210	155	8.5	18	4.9	14	10
Fatal or serious	2,056	1,403	57	67	25	55	67
All severities	7,692	3,240	349	490	139	254	353
Other roads ³							
Fatal	23	125	7.8	13	3.4	17	9.1
Fatal or serious	450	1,555	84	142	25	119	101
All severities	1,827	4,053	541	963	163	589	557
All rural roads ⁴							
Fatal	48	143	8.2	16	4.4	15	9.8
Fatal or serious	665	1,464	65	92	25	64	78
All severities	2,611	3,563	411	648	148	299	419
All roads							
Motorways							
Fatal	..	20	1.9	4.7	1.4	4.8	2.3
Fatal or serious	..	314	14	21	7.8	19	15
All severities	..	790	134	98	71	135	130
A roads							
Fatal	75	126	6.9	21	4.1	15	8.7
Fatal or serious	1,664	1,553	67	213	31	63	84
All severities	9,601	5,519	551	1,785	221	328	595
Other roads ³							
Fatal	13	67	5.2	11	2.3	16	6.2
Fatal or serious	474	1,199	86	195	29	123	105
All severities	2,785	4,328	715	1,610	223	660	760
Total ⁴							
Fatal	24	89	5.3	15	3.0	11	6.5
Fatal or serious	690	1,275	63	187	26	50	78
All severities	4,024	4,536	529	1,550	193	278	559
Estimated vehicle kilometres (billion)							
Urban roads ^{2,5}	3.6	2.3	149	2.8	24	3.8	186
Rural roads ^{2,5}	1.3	1.9	163	1.4	30	11	209
Motorways	..	0.4	75	0.4	12	11	99
Total	4.9	4.6	387	4.7	67	26	494

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

4 Includes cases where road class was not reported.

2 Excludes motorways.

5 See urban and rural definitions.

3 B, C and unclassified roads.

Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2011>

RAS20006

Vehicles involved in reported accidents by junction type, vehicle type, built-up and non built-up roads, Great Britain, 2011

		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	2,545	8,012	2,085	238	47	440	959	4,061
	Non built-up roads	246	227	67	10	23	25	58	840
	Motorways	0	0	0	0	0	0	0	0
	All roads ²	2,791	8,239	2,152	248	70	465	1,017	4,901
Motorcycles	Built-up roads	1,664	7,155	1,823	200	49	372	968	3,946
	Non built-up roads	556	780	180	17	101	117	290	2,527
	Motorways	39	2	0	3	49	4	0	217
	All roads ²	2,259	7,937	2,003	220	199	493	1,258	6,690
Cars	Built-up roads	16,294	56,461	19,171	2,581	706	3,970	6,119	43,227
	Non built-up roads	4,576	8,126	2,256	329	1,564	1,118	1,910	26,222
	Motorways	637	89	3	34	1,137	54	0	8,136
	All roads ²	21,507	64,676	21,430	2,944	3,407	5,142	8,029	77,585
Buses or coaches	Built-up roads	490	2,580	795	141	23	187	102	2,463
	Non built-up roads	41	71	10	3	10	8	16	241
	Motorways	2	0	0	0	3	0	0	37
	All roads ²	533	2,651	805	144	36	195	118	2,741
Vans / Light good vehicles	Built-up roads	858	3,449	1,090	104	39	182	393	2,678
	Non built-up roads	253	566	170	17	100	72	189	1,842
	Motorways	52	1	0	1	95	6	0	729
	All roads ²	1,163	4,016	1,260	122	234	260	582	5,249
Heavy goods vehicles									
Articulated	Built-up roads	156	181	65	10	6	19	25	235
	Non built-up roads	170	105	27	6	57	22	48	680
	Motorways	29	8	0	3	67	6	0	745
	All roads ²	355	294	92	19	130	47	73	1,660
Rigid	Built-up roads	302	749	262	52	15	60	79	782
	Non built-up roads	154	206	47	4	66	24	74	938
	Motorways	27	6	0	1	71	2	0	535
	All roads ²	483	961	309	57	152	86	153	2,255
All HGVs	Built-up roads	458	930	327	62	21	79	104	1,017
	Non built-up roads	324	311	74	10	123	46	122	1,618
	Motorways	56	14	0	4	138	8	0	1,280
	All roads ²	838	1,255	401	76	282	133	226	3,915
Other vehicles ³	Built-up roads	178	732	237	50	9	79	110	829
	Non built-up roads	37	133	30	2	22	31	90	613
	Motorways	6	1	0	0	10	0	0	59
	All roads ²	221	866	267	52	41	110	200	1,501
All vehicles ³	Built-up roads	22,487	79,319	25,528	3,376	894	5,309	8,755	58,221
	Non built-up roads	6,033	10,214	2,787	388	1,943	1,417	2,675	33,903
	Motorways	792	107	3	42	1,432	72	0	10,458
	All roads ²	29,312	89,640	28,318	3,806	4,269	6,798	11,430	102,582

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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[Notes & Definitions](#)

Source: DfT STATS19

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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, 2011

	Number of vehicles					
	Road surface conditions ¹			Special conditions at site ¹		
	Dry	Wet or flood	Snow or ice	Oil or diesel	Mud	All ²
Pedal cycles						
Involved	16,385	3,360	93	10	10	19,883
Skidded	471	182	14	4	3	667
Motorcycles						
Involved	16,086	4,737	213	177	75	21,059
Skidded	3,005	1,623	135	135	60	4,765
Cars						
Involved	147,643	53,027	3,787	492	439	204,720
Skidded	9,641	8,506	2,100	255	233	20,253
Overturned ³	3,852	2,521	588	32	92	6,966
Towing caravan	133	20	1	0	0	154
Other tow	365	115	7	0	3	488
Vans / Light goods vehicles						
Involved	9,558	3,073	229	35	34	12,886
Skidded	615	445	122	16	15	1,183
Overturned ³	215	95	39	2	2	350
Towing caravan	5	1	0	0	0	6
Other tow	125	45	1	0	1	171
Heavy goods vehicles						
Rigid⁴						
Involved	3,297	1,086	72	9	7	4,456
Skidded	210	110	18	1	2	338
Jack-knifed	3	3	0	0	0	6
Overturned ³	82	31	4	0	1	117
Articulated						
Involved	1,957	662	48	7	8	2,670
Skidded	161	76	17	3	2	254
Jack-knifed	27	23	5	1	0	55
Overturned ³	131	34	3	0	0	169
All HGVs ⁵	5,254	1,748	120	16	15	7,126
Involved						
Skidded	371	186	35	4	4	592
Jack-knifed	30	26	5	1	0	61
Overturned ³	213	65	7	0	1	286
Buses or coaches						
Involved	5,984	1,157	57	7	3	7,223
Skidded	74	53	27	0	1	154
Overturned ³	2	0	0	0	0	2
Other vehicles⁶						
Involved	2,500	700	50	8	13	3,258
Skidded	110	70	21	2	3	201
Overturned ³	124	32	9	0	2	165
All ⁶	203,410	67,802	4,549	745	589	276,155

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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[Notes & Definitions](#)

Source: DfT STATS19

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RAS20008

Vehicles involved in reported accidents by vehicle type and manoeuvre, Great Britain, 2011

	Pedal cycles	Motorcycles 50cc and under	Motorcycles 51 - 125cc	Motorcycles 126 - 500cc	Motorcycles over 500cc	Number of vehicles All motorcycles ¹
Reversing	18	2	2	0	4	8
Parked	38	7	22	9	21	59
Waiting to go ahead but held up	231	83	199	80	232	594
Slowing or stopping	378	235	478	139	456	1,308
Moving off	510	79	115	55	135	384
U turning	18	7	16	4	19	46
Turning left	424	102	172	49	151	475
Waiting to turn left	20	14	15	14	26	69
Turning right	1,143	234	308	104	230	876
Waiting to turn right	128	31	40	15	49	135
Changing lane to left	60	13	27	13	49	102
Changing lane to right	159	13	42	7	52	114
Overtaking a moving vehicle - offside	188	137	519	178	784	1,618
Overtaking a stationary vehicle - offside	499	138	327	108	321	894
Overtaking - nearside	454	57	165	51	174	447
Going ahead on a left-hand bend	315	135	306	138	652	1,231
Going ahead on a right-hand bend	557	174	338	130	516	1,158
Going ahead other	14,743	1,903	4,103	1,375	4,157	11,541
All known manoeuvres	19,883	3,364	7,194	2,469	8,028	21,059
Number of vehicles involved in accidents ²	19,883	3,364	7,194	2,469	8,028	21,059
of which - at a junction	14,982	2,329	5,226	1,692	5,120	14,369

	Cars	Buses or coaches	Vans / Light goods vehicles	Heavy goods vehicles		Number of vehicles All vehicles other than two-wheel ⁴
				HGVs involved	of which LHD ³	
Reversing	3,282	18	490	134	7	4,026
Parked	8,441	473	662	363	22	10,126
Waiting to go ahead but held up	15,455	397	729	242	10	16,981
Slowing or stopping	17,584	1,219	1,169	493	18	20,659
Moving off	8,734	949	548	246	12	10,640
U turning	1,822	6	142	34	7	2,024
Turning left	7,384	195	560	263	8	8,513
Waiting to turn left	1,388	10	57	16	0	1,478
Turning right	22,783	356	1,329	435	37	25,160
Waiting to turn right	3,747	33	163	46	4	4,019
Changing lane to left	1,666	31	163	349	8	2,232
Changing lane to right	1,723	49	178	438	205	2,424
Overtaking a moving vehicle - offside	3,202	76	269	152	6	3,771
Overtaking a stationary vehicle - offside	1,895	69	123	45	1	2,168
Overtaking - nearside	804	36	48	23	0	935
Going ahead on a left-hand bend	7,289	108	422	218	1	8,146
Going ahead on a right-hand bend	8,405	163	431	357	21	9,482
Going ahead other	89,111	3,035	5,403	3,272	176	102,424
All known manoeuvres	204,715	7,223	12,886	7,126	543	235,208
Number of vehicles involved in accidents ²	204,720	7,223	12,886	7,126	543	235,213
of which - at a junction	127,135	4,482	7,637	3,211	192	144,222

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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[Notes & Definitions](#)

Source: DfT STATS19

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Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2011>

RAS2009

Vehicles involved in reported personal injury road accidents, by vehicle type, Great Britain, 1979-2011

Year	Pedal cycle	Motorcycle	Car	Bus or coach	Number of vehicles		
					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

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, 2011**

Journey purpose		Number of vehicles/percentage					
		Pedal cycle	Motorcycle	Car	Bus or coach	Vans / Light goods vehicles	Heavy goods vehicles
Work	No. of vehicles	1,480	1,963	23,358	6,175	6,297	5,764
	Percentage	7	9	11	85	49	81
Commuting	No. of vehicles	2,727	3,014	18,792	28	963	103
	Percentage	14	14	9	0	7	1
Taking Pupil to School	No. of vehicles	54	35	2,606	69	18	3
	Percentage	0	0	1	1	0	0
Pupil Riding to School	No. of vehicles	541	171	256	4	3	1
	Percentage	3	1	0	0	0	0
Other / Unknown	No. of vehicles	15,081	15,876	159,708	947	5,605	1,255
	Percentage	76	75	78	13	43	18
Total	No. of vehicles	19,883	21,059	204,720	7,223	12,886	7,126
	Percentage	100	100	100	100	100	100

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

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RAS30009

Reported casualties by gender, built-up and non built-up roads, road class and severity, Great Britain, 2005-09 average, 2004-2011

Male	Number of casualties								
	2005-09	2004	2005	2006	2007	2008	2009	2010	2011
Built-up roads²									
A roads									
Killed	390	452	415	451	383	366	335	263	309
KSI ³	5,340	5,868	5,504	5,577	5,502	5,191	4,927	4,510	4,878
All severities	41,580	47,471	44,816	42,149	41,651	40,336	38,946	37,395	38,181
B roads									
Killed	130	147	135	135	138	116	125	81	91
KSI	1,701	1,938	1,715	1,779	1,777	1,636	1,598	1,316	1,586
All severities	12,490	14,142	13,455	12,954	12,425	11,927	11,687	10,892	11,095
Other roads									
Killed	307	363	342	349	308	289	248	181	196
KSI	5,675	6,253	5,992	6,000	5,832	5,430	5,122	4,687	4,845
All severities	43,375	48,340	47,840	45,707	43,503	40,451	39,372	36,826	36,255
All built-up roads ⁴									
Killed	827	962	892	935	829	771	708	525	596
KSI	12,716	14,059	13,211	13,356	13,111	12,257	11,647	10,513	11,309
All severities	97,444	109,953	106,111	100,810	97,579	92,714	90,005	85,113	85,531
Non-built-up roads²									
A roads									
Killed	794	918	942	924	818	687	601	512	518
KSI	4,664	5,615	5,299	5,093	4,663	4,233	4,031	3,556	3,540
All severities	24,065	28,471	27,483	25,996	24,543	21,346	20,959	18,969	18,352
B roads									
Killed	172	206	203	186	200	149	123	122	128
KSI	1,226	1,475	1,345	1,316	1,233	1,173	1,065	939	978
All severities	5,753	6,913	6,578	6,162	6,067	5,215	4,741	4,343	4,208
Other roads									
Killed	186	214	216	220	220	154	120	118	100
KSI	1,548	1,791	1,675	1,706	1,606	1,417	1,335	1,179	1,078
All severities	8,535	9,658	9,715	9,543	8,760	7,613	7,045	6,170	5,918
All non built-up roads ⁴									
Killed	1,153	1,338	1,361	1,330	1,238	990	844	752	746
KSI	7,438	8,881	8,319	8,115	7,502	6,823	6,431	5,674	5,596
All severities	38,353	45,042	43,776	41,701	39,370	34,174	32,745	29,482	28,478
All speed limits⁵									
Motorways									
Killed	134	133	163	136	150	121	101	89	81
KSI	801	921	912	816	893	709	673	613	573
All severities	7,115	8,178	7,910	7,701	7,414	6,590	5,961	5,895	5,489
A roads									
Killed	1,184	1,370	1,357	1,375	1,201	1,053	936	775	827
KSI	10,004	11,483	10,803	10,670	10,165	9,424	8,958	8,066	8,418
All severities	65,645	75,942	72,299	68,145	66,194	61,682	59,905	56,364	56,533
B roads									
Killed	302	353	338	321	338	265	248	203	219
KSI	2,927	3,413	3,060	3,095	3,010	2,809	2,663	2,255	2,564
All severities	18,242	21,055	20,033	19,116	18,492	17,142	16,428	15,235	15,303
Other roads									
Killed	493	577	558	569	528	443	368	299	296
KSI	7,223	8,044	7,667	7,706	7,438	6,847	6,457	5,866	5,923
All severities	51,910	57,998	57,555	55,250	52,263	48,064	46,417	42,996	42,173
Total ⁵									
Killed	2,114	2,433	2,416	2,401	2,217	1,882	1,653	1,366	1,423
KSI	20,955	23,861	22,442	22,287	21,506	19,789	18,751	16,800	17,478
All severities	142,912	163,173	157,797	150,212	144,363	133,478	128,711	120,490	119,498

1 Figures have been rounded to the nearest whole number.

4 Includes cases where road class was not reported.

2 Excludes motorways.

5 Includes cases where speed limit was not reported.

3 Killed or seriously injured.

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[Notes & Definitions](#)

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RAS30009

Reported casualties by gender, built-up and non built-up roads, road class and severity, Great Britain, 2005-09 average, 2004-2011

Female	Number of casualties								
	2005-09	2004	2005	2006	2007	2008	2009	2010	2011
Built-up roads²									
A roads									
Killed	153	152	165	168	167	126	139	106	111
KSI ³	2,333	2,701	2,381	2,407	2,455	2,297	2,127	1,995	2,101
All severities	30,346	35,121	32,922	31,159	30,072	29,384	28,193	27,041	26,459
B roads									
Killed	47	53	48	47	54	41	43	26	25
KSI	744	850	765	748	740	767	702	723	653
All severities	9,529	10,590	10,206	9,754	9,630	9,200	8,856	8,418	8,082
Other roads									
Killed	120	134	150	131	110	118	91	82	84
KSI	2,576	2,709	2,707	2,705	2,602	2,551	2,313	2,220	2,182
All severities	31,353	34,595	34,242	32,893	31,418	29,530	28,683	26,719	25,454
All built-up roads ⁴									
Killed	320	339	363	346	331	285	273	214	220
KSI	5,653	6,260	5,853	5,860	5,797	5,615	5,142	4,938	4,936
All severities	71,228	80,306	77,370	73,806	71,120	68,114	65,732	62,178	59,995
Non-built-up roads²									
A roads									
Killed	242	302	275	272	243	229	192	169	171
KSI	1,962	2,413	2,259	2,117	1,908	1,780	1,746	1,553	1,507
All severities	16,943	20,077	19,022	18,256	17,070	15,300	15,068	14,059	13,228
B roads									
Killed	52	59	56	48	62	53	39	36	27
KSI	501	633	544	542	492	501	424	387	382
All severities	3,801	4,507	4,271	4,116	3,870	3,590	3,158	3,062	2,814
Other roads									
Killed	50	57	50	54	60	51	34	36	35
KSI	625	797	697	688	653	557	531	526	446
All severities	5,753	6,555	6,557	6,251	5,848	5,370	4,737	4,344	4,155
All non built-up roads ⁴									
Killed	344	418	381	374	365	333	265	241	233
KSI	3,088	3,843	3,500	3,347	3,053	2,838	2,701	2,466	2,335
All severities	26,497	31,139	29,850	28,623	26,788	24,260	22,963	21,465	20,197
All speed limits⁵									
Motorways									
Killed	39	31	41	51	33	37	31	29	25
KSI	339	379	355	349	358	318	317	303	273
All severities	5,301	6,128	5,867	5,682	5,384	4,876	4,695	4,474	4,253
A roads									
Killed	395	454	440	440	410	355	331	275	282
KSI	4,295	5,114	4,640	4,524	4,363	4,077	3,873	3,548	3,608
All severities	47,289	55,198	51,944	49,415	47,142	44,684	43,261	41,100	39,687
B roads									
Killed	98	112	104	95	116	94	82	62	52
KSI	1,245	1,483	1,309	1,290	1,232	1,268	1,126	1,110	1,035
All severities	13,330	15,097	14,477	13,870	13,500	12,790	12,014	11,480	10,896
Other roads									
Killed	170	191	200	185	170	169	125	118	119
KSI	3,201	3,506	3,404	3,393	3,255	3,108	2,844	2,746	2,628
All severities	37,106	41,150	40,799	39,144	37,266	34,900	33,420	31,063	29,609
Total ⁵									
Killed	702	788	785	771	729	655	569	484	478
KSI	9,081	10,482	9,708	9,556	9,208	8,771	8,160	7,707	7,544
All severities	103,026	117,573	113,087	108,111	103,292	97,250	93,390	88,117	84,445

1 Figures have been rounded to the nearest whole number.

4 Includes cases where road class was not reported.

2 Excludes motorways.

5 Includes cases where speed limit was not reported.

3 Killed or seriously injured.

Department for Transport statistics

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RAS30009

Reported casualties by gender, built-up and non built-up roads, road class and severity, Great Britain, 2005-09 average, 2004-2011

All Casualties	Number of casualties									
	2005-09 average¹	2004	2005	2006	2007	2008	2009	2010	2011	
Built-up roads²										
A roads										
Killed	543	604	580	619	550	492	474	369	420	
KSI ³	7,675	8,571	7,886	7,985	7,958	7,490	7,055	6,506	6,979	
All severities	71,950	82,608	77,765	73,324	71,751	69,764	67,146	64,449	64,641	
B roads										
Killed	176	200	183	182	192	157	168	107	116	
KSI	2,446	2,789	2,480	2,527	2,519	2,403	2,300	2,040	2,239	
All severities	22,029	24,743	23,673	22,715	22,066	21,144	20,547	19,314	19,178	
Other roads										
Killed	427	497	492	480	418	408	339	263	280	
KSI	8,252	8,962	8,700	8,705	8,434	7,987	7,435	6,908	7,027	
All severities	74,770	82,967	82,139	78,624	74,969	70,051	68,067	63,560	61,711	
All built-up roads ⁴										
Killed	1,147	1,301	1,255	1,281	1,160	1,057	981	739	816	
KSI	18,373	20,322	19,066	19,217	18,911	17,880	16,790	15,454	16,245	
All severities	168,749	190,318	183,577	174,663	168,786	160,959	155,760	147,323	145,530	
Non-built-up roads²										
A roads										
Killed	1,037	1,220	1,217	1,196	1,061	916	793	681	689	
KSI	6,627	8,029	7,561	7,211	6,572	6,016	5,777	5,109	5,048	
All severities	41,028	48,567	46,526	44,272	41,621	36,676	36,047	33,033	31,582	
B roads										
Killed	224	265	259	234	262	202	162	158	155	
KSI	1,727	2,109	1,889	1,858	1,725	1,675	1,489	1,326	1,360	
All severities	9,557	11,424	10,853	10,283	9,942	8,809	7,899	7,407	7,022	
Other roads										
Killed	236	271	266	274	280	205	154	154	135	
KSI	2,173	2,590	2,372	2,394	2,259	1,974	1,866	1,705	1,524	
All severities	14,293	16,223	16,279	15,798	14,614	12,990	11,784	10,516	10,074	
All non built-up roads ⁴										
Killed	1,496	1,756	1,742	1,704	1,603	1,323	1,109	993	979	
KSI	10,528	12,728	11,822	11,463	10,556	9,665	9,132	8,140	7,932	
All severities	64,879	76,214	73,658	70,353	66,177	58,475	55,730	50,956	48,678	
All speed limits⁵										
Motorways										
Killed	173	164	204	187	183	158	132	118	106	
KSI	1,140	1,301	1,267	1,165	1,253	1,027	990	916	846	
All severities	12,423	14,308	13,782	13,388	12,817	11,471	10,656	10,369	9,742	
A roads										
Killed	1,580	1,824	1,797	1,815	1,611	1,408	1,267	1,050	1,109	
KSI	14,302	16,600	15,447	15,196	14,530	13,506	12,832	11,615	12,027	
All severities	112,978	131,175	124,291	117,596	113,372	106,440	103,193	97,482	96,223	
B roads										
Killed	400	465	442	416	454	359	330	265	271	
KSI	4,173	4,898	4,369	4,385	4,244	4,078	3,789	3,366	3,599	
All severities	31,586	36,167	34,526	32,998	32,008	29,953	28,446	26,721	26,200	
Other roads										
Killed	663	768	758	754	698	613	493	417	415	
KSI	10,425	11,552	11,072	11,099	10,693	9,961	9,301	8,613	8,551	
All severities	89,063	99,190	98,418	94,422	89,583	83,041	79,851	74,076	71,785	
Total ⁵										
Killed	2,816	3,221	3,201	3,172	2,946	2,538	2,222	1,850	1,901	
KSI	30,041	34,351	32,155	31,845	30,720	28,572	26,912	24,510	25,023	
All severities	246,050	280,840	271,017	258,404	247,780	230,905	222,146	208,648	203,950	

1 Figures have been rounded to the nearest whole number.

4 Includes cases where road class was not reported.

2 Excludes motorways.

5 Includes cases where speed limit was not reported.

3 Killed or seriously injured.

Department for Transport statistics

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RAS30010

Reported casualties by gender, road user type and severity, Great Britain, 2005-09 average, 2004-2011

Female	2005-09 average¹	Number of casualties								
		2004	2005	2006	2007	2008	2009	2010	2011	
Pedestrians										
Killed	217	221	250	223	224	210	176	130	145	
KSI ²	2,648	2,818	2,818	2,731	2,664	2,649	2,376	2,215	2,388	
All severities	12,709	14,555	13,913	13,151	12,717	12,189	11,573	10,995	11,151	
Pedal cyclists										
Killed	21	27	17	24	24	18	21	26	22	
KSI	448	385	416	422	474	459	471	524	571	
All severities	3,188	3,238	3,248	3,127	3,147	3,168	3,250	3,249	3,704	
Motorcycle Riders										
Killed	15	13	12	18	20	13	13	11	13	
KSI	345	365	320	347	377	365	318	282	313	
All severities	1,786	1,979	1,904	1,857	1,808	1,744	1,618	1,512	1,525	
Passengers										
Killed	10	13	7	10	14	11	9	10	6	
KSI	183	213	188	173	209	173	171	153	127	
All severities	665	840	749	650	705	628	595	505	464	
Car Drivers										
Killed	212	251	236	226	211	215	174	154	151	
KSI	2,742	3,366	2,968	2,956	2,740	2,571	2,477	2,348	2,184	
All severities	48,020	53,207	52,098	50,704	48,268	45,394	43,638	40,856	38,756	
Passengers										
Killed	211	246	245	248	224	174	162	136	124	
KSI	2,322	2,887	2,628	2,504	2,359	2,148	1,969	1,814	1,622	
All severities	30,928	36,746	34,857	32,694	30,887	28,615	27,585	25,909	23,842	
Bus or coach Drivers										
Killed	0	0	0	0	0	0	0	0	0	
KSI	4	8	6	3	4	2	3	3	1	
All severities	67	76	81	70	59	67	59	63	44	
Passengers³										
Killed	5	7	4	9	4	2	5	5	4	
KSI	260	307	221	283	271	283	244	256	218	
All severities	4,490	5,587	4,984	4,631	4,509	4,322	4,005	3,954	3,943	
Van / Light goods vehicles Drivers										
Killed	1	0	1	2	0	0	3	2	1	
KSI	18	16	15	23	13	19	20	19	12	
All severities	260	254	285	291	263	241	219	229	200	
Passengers										
Killed	1	1	2	1	2	2	0	0	1	
KSI	30	32	40	26	27	25	30	27	22	
All severities	347	392	406	392	326	309	302	330	301	
Heavy goods vehicle Drivers										
Killed	0	1	1	0	1	0	0	0	1	
KSI	4	3	6	3	4	6	3	0	4	
All severities	45	41	46	46	48	51	36	31	30	
Passengers										
Killed	1	1	2	0	1	1	1	0	0	
KSI	9	12	16	10	7	6	8	2	4	
All severities	82	106	115	106	66	61	63	35	48	
All road users⁴										
Killed	702	788	785	771	729	655	569	484	478	
KSI	9,081	10,482	9,708	9,556	9,208	8,771	8,160	7,707	7,544	
All severities	103,026	117,573	113,087	108,111	103,292	97,250	93,390	88,117	84,445	

1 Figures have been rounded to the nearest whole number.

2 Killed or seriously injured.

3 Includes boarding and alighting.

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

Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2011>

RAS30010

Reported casualties by gender, road user type and severity, Great Britain, 2005-09 average, 2004-2011

Male	2005-09 average¹	Number of casualties								
		2004	2005	2006	2007	2008	2009	2010	2011	
Pedestrians										
Killed	396	450	421	452	422	362	324	275	308	
KSI ²	4,109	4,658	4,310	4,319	4,260	3,988	3,668	3,390	3,519	
All severities	17,238	20,312	19,338	17,824	17,452	16,266	15,311	14,839	15,047	
Pedal cyclists										
Killed	109	107	131	122	112	97	83	85	85	
KSI	2,079	1,923	1,942	2,020	2,090	2,106	2,239	2,247	2,621	
All severities	13,266	13,406	13,300	13,063	13,036	13,118	13,811	13,935	15,511	
Motorcycle Riders										
Killed	507	544	537	558	541	459	441	375	338	
KSI	5,652	5,889	5,822	5,804	5,998	5,399	5,236	4,660	5,076	
All severities	19,851	22,214	21,574	20,284	20,468	18,774	18,154	16,400	17,858	
Passengers										
Killed	11	15	13	13	13	9	9	7	5	
KSI	139	179	178	160	152	109	97	88	93	
All severities	466	599	591	533	475	394	335	269	303	
Car Drivers										
Killed	723	855	873	840	731	646	526	420	462	
KSI	5,781	7,035	6,529	6,349	5,737	5,395	4,893	4,158	4,022	
All severities	60,139	68,814	67,442	64,276	60,809	55,506	52,663	48,925	45,580	
Passengers										
Killed	261	319	321	298	266	222	197	125	146	
KSI	2,137	2,853	2,490	2,445	2,127	1,851	1,773	1,426	1,396	
All severities	21,514	25,040	23,830	23,269	21,399	19,569	19,502	17,493	16,739	
Bus or coach Drivers										
Killed	1	3	0	2	0	0	1	2	0	
KSI	31	37	25	37	33	38	24	34	14	
All severities	616	746	737	654	579	587	523	487	445	
Passengers³										
Killed	7	10	5	8	8	4	8	2	3	
KSI	114	135	111	103	147	109	99	108	99	
All severities	1,916	2,398	2,109	1,895	1,922	1,937	1,716	1,759	1,745	
Van / Light goods vehicles										
Drivers										
Killed	39	47	45	37	47	36	28	28	27	
KSI	360	470	410	405	358	329	299	246	246	
All severities	3,844	4,386	4,260	4,219	3,790	3,518	3,433	3,209	3,276	
Passengers										
Killed	7	14	6	12	9	5	5	4	5	
KSI	93	113	122	109	96	72	68	67	60	
All severities	939	1,131	1,097	1,008	957	843	789	724	722	
Heavy goods vehicle										
Drivers										
Killed	31	40	47	36	41	20	12	26	25	
KSI	271	354	341	327	310	213	162	189	168	
All severities	1,872	2,410	2,395	2,084	2,048	1,578	1,255	1,325	1,161	
Passengers										
Killed	4	5	5	3	9	2	1	2	2	
KSI	29	37	32	43	41	14	16	21	19	
All severities	258	326	287	292	312	236	165	187	176	
All road users⁴										
Killed	2,114	2,433	2,416	2,401	2,217	1,882	1,653	1,366	1,423	
KSI	20,955	23,861	22,442	22,287	21,506	19,789	18,751	16,800	17,478	
All severities	142,912	163,173	157,797	150,212	144,363	133,478	128,711	120,490	119,498	

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.

Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2011>

RAS30010

Reported casualties by gender, road user type and severity, Great Britain, 2005-09 average, 2004-2011

All casualties	Number of casualties									
	2005-09 average¹	2004	2005	2006	2007	2008	2009	2010	2011	
Pedestrians										
Killed	613	671	671	675	646	572	500	405	453	
KSI ²	6,758	7,478	7,129	7,051	6,924	6,642	6,045	5,605	5,907	
All severities	29,965	34,881	33,281	30,982	30,191	28,482	26,887	25,845	26,198	
Pedal cyclists										
Killed	130	134	148	146	136	115	104	111	107	
KSI	2,528	2,308	2,360	2,442	2,564	2,565	2,710	2,771	3,192	
All severities	16,463	16,648	16,561	16,196	16,195	16,297	17,064	17,185	19,215	
Motorcycle Riders										
Killed	523	557	549	576	561	473	454	386	351	
KSI	5,998	6,255	6,142	6,151	6,376	5,767	5,554	4,942	5,389	
All severities	21,641	24,201	23,484	22,143	22,279	20,528	19,773	17,912	19,383	
Passengers										
Killed	22	28	20	23	27	20	18	17	11	
KSI	322	393	366	333	361	282	268	241	220	
All severities	1,131	1,440	1,340	1,183	1,180	1,022	930	774	767	
Car Drivers										
Killed	936	1,106	1,109	1,066	942	861	700	574	613	
KSI	8,524	10,402	9,497	9,305	8,479	7,967	7,370	6,506	6,207	
All severities	108,186	122,045	119,567	115,003	109,100	100,952	96,307	89,787	84,340	
Passengers										
Killed	471	565	566	546	490	396	359	261	270	
KSI	4,460	5,742	5,120	4,949	4,488	4,001	3,742	3,243	3,018	
All severities	52,481	61,813	58,735	55,997	52,333	48,236	47,105	43,418	40,584	
Bus or coach Drivers										
Killed	1	3	0	2	0	0	1	2	0	
KSI	35	45	31	40	37	40	27	37	15	
All severities	683	822	818	724	638	654	582	550	489	
Passengers ³										
Killed	11	17	9	17	12	6	13	7	7	
KSI	374	443	332	386	418	392	343	364	317	
All severities	6,416	7,998	7,102	6,529	6,441	6,275	5,735	5,718	5,688	
Van / Light goods vehicles										
Drivers										
Killed	40	47	46	39	47	36	31	30	28	
KSI	378	486	425	429	371	348	319	265	258	
All severities	4,105	4,641	4,545	4,511	4,054	3,761	3,652	3,440	3,476	
Passengers										
Killed	9	15	8	13	11	7	5	4	6	
KSI	123	145	162	135	123	97	98	94	82	
All severities	1,287	1,525	1,503	1,403	1,286	1,152	1,091	1,054	1,023	
Heavy goods vehicle										
Drivers										
Killed	32	41	48	36	42	20	12	26	26	
KSI	275	357	347	330	315	220	165	189	172	
All severities	1,919	2,451	2,441	2,132	2,098	1,633	1,291	1,356	1,191	
Passengers										
Killed	5	6	7	3	10	3	2	2	2	
KSI	39	49	48	53	48	20	24	23	23	
All severities	341	432	402	398	378	297	228	222	224	
All road users ⁴										
Killed	2,816	3,221	3,201	3,172	2,946	2,538	2,222	1,850	1,901	
KSI	30,041	34,351	32,155	31,845	30,720	28,572	26,912	24,510	25,023	
All severities	246,050	280,840	271,017	258,404	247,780	230,905	222,146	208,648	203,950	

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.

RAS30011

Reported killed or seriously injured casualties by gender, road user type and age, Great Britain, 2005-09 average, 2004-2011

		Number of casualties									
		2005-09									
		average ¹									
Female		2004	2005	2006	2007	2008	2009	2010	2011		
Pedestrians	0 to 4 ²	83	80	91	81	86	76	66	92		
	5 to 7	92	109	121	101	77	83	80	82	112	
	8 to 11	192	208	218	200	213	168	163	196	188	
	12 to 15	339	455	403	368	323	305	297	269	250	
	16 to 19	212	211	241	227	194	217	182	153	186	
	20 to 24	172	185	181	168	173	180	159	161	158	
	25 to 59	731	742	752	751	755	745	651	599	663	
	60 to 64	106	94	97	105	99	111	117	96	109	
	65 to 69	96	89	93	92	105	94	96	82	92	
	70 to 74	119	135	111	112	124	133	115	105	122	
	75 to 79	149	151	167	152	159	145	120	124	120	
	80 and over	307	316	291	326	307	326	287	257	263	
	All age groups ³	2,648	2,818	2,818	2,731	2,664	2,649	2,376	2,215	2,388	
Pedal cyclists	0 to 4 ²	1	1	1	0	2	1	1	2	2	
	5 to 7	8	13	14	10	7	0	11	10	9	
	8 to 11	30	27	29	40	36	28	18	30	27	
	12 to 15	28	42	35	28	33	20	25	25	23	
	16 to 19	24	25	30	24	28	22	15	21	26	
	20 to 24	42	27	37	29	36	51	56	36	60	
	25 to 59	257	197	205	233	276	276	295	321	364	
	60 and over	50	48	54	50	46	52	46	69	52	
	All age groups ³	448	385	416	422	474	459	471	524	571	
Motorcycle riders	Under 16	1	1	1	2	0	2	1	0	0	
50cc and under	16	16	13	23	16	15	15	11	14	15	
	17	10	14	9	16	11	8	6	9	1	
	18	4	4	5	3	3	7	2	3	4	
	19	3	6	4	0	4	3	5	2	2	
	20 to 24	8	12	8	7	13	9	4	6	13	
	25 to 59	35	41	37	35	41	36	24	19	24	
	60 and over	5	7	4	2	7	6	7	5	6	
	All age groups ³	84	102	92	83	95	88	60	58	65	
Motorcycle riders	Under 16	0	0	0	1	0	0	0	0	0	
over 50cc ⁴	16	2	7	6	2	3	0	1	1	0	
	17	7	6	8	6	6	4	9	7	3	
	18	4	6	3	10	2	2	5	5	14	
	19	7	12	5	6	6	8	9	3	12	
	20 to 24	36	44	33	34	32	44	35	29	29	
	25 to 59	198	183	164	196	226	213	192	167	182	
	60 and over	5	5	5	6	5	4	7	10	7	
	All age groups ³	262	263	228	264	282	277	258	224	248	
Car drivers	Under 17	2	2	4	3	1	2	1	1	2	
	17	47	36	47	40	53	48	45	39	31	
	18	106	117	122	116	104	100	90	81	74	
	19	106	135	107	125	107	100	90	92	70	
	20 to 24	395	477	432	413	401	375	353	318	326	
	25 to 29	287	376	317	321	282	269	246	233	230	
	30 to 39	486	692	555	536	487	449	401	390	330	
	40 to 59	797	979	863	862	793	721	748	689	650	
	60 to 69	224	244	224	248	221	211	215	227	202	
	70 to 79	174	173	178	167	177	170	178	152	161	
	80 and over	90	98	88	98	76	98	89	106	97	
	All age groups ³	2,742	3,366	2,968	2,956	2,740	2,571	2,477	2,348	2,184	
Car passengers	Under 17	376	474	400	435	378	360	306	222	206	
	17	132	155	140	137	147	128	107	77	77	
	18	122	137	121	136	132	113	107	96	68	
	19	98	116	102	106	90	104	90	67	61	
	20 to 24	274	352	313	295	293	251	217	209	190	
	25 to 29	153	170	169	179	136	153	127	137	99	
	30 to 39	199	271	233	235	196	167	162	161	125	
	40 to 59	372	470	454	383	391	321	311	302	272	
	60 to 69	200	247	220	198	190	191	199	167	172	
	70 to 79	202	246	234	204	198	196	176	194	176	
	80 and over	146	174	165	146	158	125	134	151	152	
	All age groups ³	2,322	2,887	2,628	2,504	2,359	2,148	1,969	1,814	1,622	

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.

RAS30011

Reported killed or seriously injured casualties by gender, road user type and age, Great Britain, 2005-09 average, 2004-2011

		Number of casualties									
		2005-09 average ¹		2004	2005	2006	2007	2008	2009	2010	2011
Male											
Pedestrians	0 to 4 ²	151	170	156	158	172	130	138	155	155	137
	5 to 7	197	253	207	207	198	202	173	186	186	167
	8 to 11	356	456	419	357	341	350	312	306	306	309
	12 to 15	489	608	519	553	494	458	421	386	386	347
	16 to 19	377	391	410	385	410	359	320	286	286	271
	20 to 24	378	384	396	388	384	376	347	284	284	337
	25 to 59	1,425	1,612	1,438	1,536	1,481	1,396	1,275	1,216	1,216	1,282
	60 to 64	118	113	104	121	113	110	142	98	98	128
	65 to 69	108	107	108	114	113	116	91	78	78	107
	70 to 74	115	131	133	108	121	105	106	93	93	114
	75 to 79	113	122	123	107	112	121	102	88	88	126
	80 and over	205	221	201	202	250	188	185	154	154	149
	All age groups ³	4,109	4,658	4,310	4,319	4,260	3,988	3,668	3,390	3,390	3,519
Pedal cyclists	0 to 4 ²	5	6	9	6	4	4	3	2	2	7
	5 to 7	35	40	39	38	33	29	34	26	26	21
	8 to 11	119	125	134	119	128	104	111	98	98	93
	12 to 15	259	323	266	262	279	231	255	205	205	216
	16 to 19	158	144	144	163	154	176	152	156	156	159
	20 to 24	144	141	145	153	131	142	149	160	160	213
	25 to 59	1,146	942	1,002	1,057	1,156	1,216	1,298	1,367	1,367	1,634
	60 and over	181	173	170	189	167	166	214	203	203	242
	All age groups ³	2,079	1,923	1,942	2,020	2,090	2,106	2,239	2,247	2,247	2,621
Motorcycle riders	Under 16	22	25	39	28	18	10	14	9	9	10
50cc and under	16	250	300	299	269	267	207	207	178	178	150
	17	111	105	105	123	133	100	93	67	67	60
	18	37	39	40	34	45	32	32	21	21	34
	19	22	20	23	28	26	19	14	9	9	24
	20 to 24	45	43	45	46	52	49	33	36	36	51
	25 to 59	112	112	108	121	132	99	100	94	94	96
	60 and over	13	12	9	9	12	15	19	5	5	14
	All age groups ³	617	664	671	665	697	538	516	423	423	446
Motorcycle riders	Under 16	28	46	44	31	27	25	14	18	18	10
over 50cc ⁴	16	50	77	68	50	54	42	36	37	37	27
	17	218	236	256	210	224	218	180	150	150	201
	18	180	193	172	185	171	198	176	168	168	174
	19	162	162	171	174	180	155	129	138	138	178
	20 to 24	646	651	668	644	719	609	589	516	516	614
	25 to 59	3,468	3,632	3,557	3,574	3,609	3,333	3,267	2,896	2,896	3,101
	60 and over	207	161	142	194	232	210	257	277	277	297
	All age groups ³	5,034	5,225	5,151	5,139	5,301	4,861	4,720	4,237	4,237	4,630
Car drivers	Under 17	30	57	41	36	31	31	13	13	13	7
	17	184	187	209	221	191	169	130	105	105	84
	18	304	316	332	346	316	272	253	171	171	153
	19	283	327	328	303	283	264	236	183	183	139
	20 to 24	1,017	1,241	1,160	1,133	1,025	940	829	681	681	675
	25 to 29	674	820	748	736	678	650	559	461	461	440
	30 to 39	1,008	1,343	1,217	1,122	976	874	850	694	694	589
	40 to 59	1,364	1,672	1,502	1,490	1,385	1,280	1,164	1,028	1,028	1,085
	60 to 69	378	418	397	407	344	396	348	329	329	337
	70 to 79	281	336	302	310	255	268	272	234	234	261
	80 and over	191	212	210	183	177	195	190	214	214	219
	All age groups ³	5,781	7,035	6,529	6,349	5,737	5,395	4,893	4,158	4,158	4,022
Car passengers	Under 17	345	517	401	396	336	290	301	256	256	212
	17	189	192	240	202	179	174	151	94	94	87
	18	192	239	201	236	195	177	150	103	103	87
	19	143	218	161	175	126	133	119	86	86	88
	20 to 24	465	647	564	506	500	375	382	306	306	292
	25 to 29	210	249	234	241	213	189	175	125	125	148
	30 to 39	205	300	245	226	203	175	176	157	157	154
	40 to 59	202	233	206	235	194	202	175	150	150	169
	60 to 69	57	66	65	68	68	39	46	52	52	51
	70 to 79	45	53	54	73	29	34	36	39	39	41
	80 and over	33	37	36	34	33	30	32	27	27	40
	All age groups ³	2,137	2,853	2,490	2,445	2,127	1,851	1,773	1,426	1,426	1,396

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.

RAS30011

Reported killed or seriously injured casualties by gender, road user type and age, Great Britain, 2005-09 average, 2004-2011

		Number of casualties									
		2005-09 average ¹		2004	2005	2006	2007	2008	2009	2010	2011
All casualties											
Pedestrians	0 to 4 ²	234	250	247	239	253	216	214	221	221	229
	5 to 7	290	362	328	308	275	285	253	268	268	279
	8 to 11	548	664	637	557	554	518	475	502	502	497
	12 to 15	829	1,063	922	921	817	765	718	655	655	597
	16 to 19	589	603	651	612	604	577	502	439	439	457
	20 to 24	550	569	577	556	557	556	506	445	445	495
	25 to 59	2,156	2,354	2,191	2,287	2,236	2,142	1,926	1,815	1,815	1,945
	60 to 64	224	207	201	226	212	221	259	194	194	237
	65 to 69	204	196	201	206	218	210	187	160	160	199
	70 to 74	234	266	244	220	245	238	221	198	198	236
	75 to 79	262	273	290	259	271	266	222	212	212	246
	80 and over	513	537	492	528	557	514	472	411	411	412
	All age groups ³	6,758	7,478	7,129	7,051	6,924	6,642	6,045	5,605	5,605	5,907
Pedal cyclists	0 to 4 ²	6	7	10	6	6	5	4	4	4	9
	5 to 7	43	53	53	48	40	29	45	36	36	30
	8 to 11	149	152	163	159	164	132	129	128	128	120
	12 to 15	287	365	301	290	312	251	280	230	230	239
	16 to 19	182	169	174	187	182	198	167	177	177	185
	20 to 24	186	168	182	182	167	193	205	196	196	273
	25 to 59	1,403	1,139	1,207	1,290	1,432	1,492	1,593	1,688	1,688	1,998
	60 and over	231	221	224	239	213	218	260	272	272	294
	All age groups ³	2,528	2,308	2,360	2,442	2,564	2,565	2,710	2,771	2,771	3,192
Motorcycle riders	Under 16	23	26	40	30	18	12	15	9	9	10
50cc and under	16	266	313	322	285	282	222	218	192	192	165
	17	121	119	114	139	144	108	99	76	76	61
	18	41	43	45	37	48	39	34	24	24	38
	19	25	26	27	28	30	22	19	11	11	26
	20 to 24	53	55	53	53	65	58	37	42	42	64
	25 to 59	147	153	145	156	173	135	124	113	113	120
	60 and over	18	19	13	11	19	21	26	10	10	20
	All age groups ³	701	766	763	748	792	626	576	481	481	511
Motorcycle riders	Under 16	28	46	44	32	27	25	14	18	18	10
over 50cc ⁴	16	52	84	74	52	57	42	37	38	38	27
	17	224	242	264	216	230	222	189	157	157	204
	18	185	199	175	195	173	200	181	173	173	188
	19	169	174	176	180	186	163	138	141	141	190
	20 to 24	681	695	701	678	751	653	624	545	545	643
	25 to 59	3,666	3,815	3,721	3,770	3,835	3,547	3,459	3,063	3,063	3,283
	60 and over	212	166	147	200	237	214	264	287	287	304
	All age groups ³	5,297	5,489	5,379	5,403	5,584	5,141	4,978	4,461	4,461	4,878
Car drivers	Under 17	33	59	45	39	32	33	14	14	14	9
	17	231	223	256	261	244	217	175	144	144	115
	18	410	433	454	462	420	372	343	252	252	227
	19	389	462	435	428	390	364	326	275	275	209
	20 to 24	1,412	1,718	1,592	1,546	1,426	1,315	1,182	999	999	1,001
	25 to 29	961	1,196	1,065	1,057	960	920	805	694	694	670
	30 to 39	1,493	2,035	1,772	1,658	1,463	1,323	1,251	1,084	1,084	919
	40 to 59	2,162	2,652	2,365	2,352	2,178	2,001	1,912	1,717	1,717	1,735
	60 to 69	602	662	621	655	565	607	563	556	556	539
	70 to 79	455	509	480	477	432	438	450	386	386	422
	80 and over	281	310	298	281	253	293	279	320	320	316
	All age groups ³	8,524	10,402	9,497	9,305	8,479	7,967	7,370	6,506	6,506	6,207
Car passengers	Under 17	721	991	802	831	714	651	607	478	478	418
	17	321	347	380	339	326	302	258	171	171	164
	18	314	376	322	372	327	290	257	200	200	155
	19	241	334	263	281	216	237	209	153	153	149
	20 to 24	739	999	877	801	793	626	599	515	515	482
	25 to 29	363	419	403	420	349	342	302	262	262	247
	30 to 39	404	572	478	461	400	342	338	318	318	279
	40 to 59	575	703	660	618	585	524	486	452	452	441
	60 to 69	257	313	285	266	258	230	245	219	219	223
	70 to 79	247	299	288	277	227	230	212	233	233	217
	80 and over	179	211	201	180	191	155	166	178	178	192
	All age groups ³	4,460	5,742	5,120	4,949	4,488	4,001	3,742	3,243	3,243	3,018

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.

Department for Transport statistics

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RAS30012

Reported casualties by time of accident and severity, Great Britain, 2001-2011

	Number of casualties										
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
04.00 to 17.59											
Killed	1,989	1,952	2,033	1,818	1,804	1,808	1,717	1,479	1,318	1,160	1,160
KSI ¹	25,500	24,550	23,312	21,393	20,061	19,981	19,543	18,364	17,678	16,626	17,075
All severities	218,605	209,194	202,199	195,201	188,210	179,328	173,763	162,879	157,027	150,068	147,017
18.00 to 21.59											
Killed	757	774	728	676	704	666	656	501	432	342	375
KSI	8,860	8,517	7,962	7,363	6,917	6,769	6,694	6,030	5,442	4,810	4,860
All severities	62,164	60,372	56,921	55,433	53,678	50,891	48,702	44,946	42,991	39,137	38,487
22.00 to 03.59											
Killed	703	705	747	727	693	698	573	558	472	348	366
KSI	6,193	6,337	5,937	5,593	5,173	5,094	4,480	4,174	3,787	3,074	3,084
All severities	32,450	33,011	31,461	30,191	29,099	28,162	25,291	23,062	22,107	19,434	18,433
Total ²											
Killed	3,450	3,431	3,508	3,221	3,201	3,172	2,946	2,538	2,222	1,850	1,901
KSI	40,560	39,407	37,215	34,351	32,155	31,845	30,720	28,572	26,912	24,510	25,023
All severities	313,309	302,605	290,607	280,840	271,017	258,404	247,780	230,905	222,146	208,648	203,950

1 Killed or seriously injured.

2 Includes cases where time was not reported.

Source: DFT STATS19

Last updated: 27 September 2012

Next update: September 2013

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[Notes & Definitions](#)

The figures in this table are National Statistics

Department for Transport statistics

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RAS30013

Reported casualty rates by road user type and severity, Great Britain, 2001 - 2011

	Driver/Rider casualty rate per billion vehicle miles/percentage										
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Pedal cyclists											
Killed	53	48	41	52	55	52	53	40	35	37	35
KSI ¹	1,019	897	869	896	875	868	999	899	909	919	1,035
All severities	7,235	6,251	6,121	6,440	6,125	5,744	6,297	5,695	5,713	5,692	6,231
Motorcycle riders											
Killed	186	185	193	176	165	181	165	151	143	135	122
KSI	2,311	2,243	2,089	1,977	1,849	1,937	1,876	1,845	1,748	1,730	1,868
All severities	9,111	8,497	7,750	7,649	7,069	6,974	6,557	6,567	6,224	6,270	6,720
Car drivers											
Killed	4.9	4.7	4.8	4.5	4.5	4.3	3.8	3.5	2.9	2.4	2.5
KSI	53	50	46	42	39	38	34	32	30	27	26
All severities	559	532	511	498	490	466	441	411	393	374	350
Bus or coach drivers											
Killed	1.3	0.6	0.3	0.9	0	0.6	0	0	0.3	0.6	0
KSI	20	17	13	14	9.8	12	11	13	8.7	12	5.2
All severities	311	272	260	257	259	221	190	208	187	176	169
Van / Light goods drivers											
Killed	1.4	1.6	1.4	1.3	1.2	1.0	1.1	0.9	0.8	0.7	0.7
KSI	18	17	16	13	11	11	9	8.4	7.8	6.5	6.2
All severities	161	153	144	124	118	113	97	90	90	84	84
Heavy goods vehicle drivers											
Killed	2.7	2.9	2.4	2.3	2.7	2.0	2.3	1.1	0.7	1.6	1.6
KSI	25	25	21	20	19	18	17	12	10	12	11
All severities	164	151	147	135	136	118	115	92	79	83	75
All drivers and riders ²											
Killed	6.6	6.5	6.8	6.2	6.2	6.0	5.5	4.9	4.2	3.7	3.8
KSI	79	75	71	65	61	60	58	54	52	49	50
All severities	636	602	580	556	543	514	491	462	449	428	421
Percentage of all road user casualties accounted for by drivers and riders											
Killed	57	58	59	59	60	60	59	60	59	62	61
KSI	58	58	59	58	59	59	60	60	61	61	62
All severities	60	60	61	61	62	63	63	63	63	63	63

1 Killed or seriously injured.

2 Includes driver and riders of other vehicles.

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[Notes & Definitions](#)

Source: DfT STATS19, DfT National Road Traffic Survey

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RAS30013

Reported casualty rates by road user type and severity, Great Britain, 2001 - 2011

	Driver/Rider casualty rate per billion vehicle kilometres/percentage										
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Pedal cyclists											
Killed	33	30	26	33	34	32	33	25	22	23	22
KSI ¹	633	557	540	557	544	539	621	559	565	571	643
All severities	4,496	3,884	3,803	4,002	3,806	3,569	3,913	3,539	3,550	3,537	3,872
Motorcycle riders											
Killed	116	115	120	109	103	113	103	94	89	84	76
KSI	1,436	1,394	1,298	1,229	1,149	1,204	1,166	1,146	1,086	1,075	1,161
All severities	5,661	5,280	4,816	4,753	4,392	4,334	4,074	4,081	3,867	3,896	4,175
Car drivers											
Killed	3.1	2.9	3.0	2.8	2.8	2.7	2.4	2.2	1.8	1.5	1.6
KSI	33	31	28	26	24	23	21	20	19	17	16
All severities	347	330	317	310	304	289	274	256	244	233	218
Bus or coach drivers											
Killed	0.8	0.4	0.2	0.6	0	0.4	0	0	0.2	0.4	0
KSI	12	10	8.3	8.7	6.1	7.6	6.9	7.9	5.4	7.3	3.2
All severities	193	169	162	160	161	137	118	130	116	109	105
Van / Light goods drivers											
Killed	0.9	1.0	0.9	0.8	0.7	0.6	0.7	0.5	0.5	0.5	0.4
KSI	11	11	9.9	8.1	6.9	6.7	5.5	5.2	4.9	4.0	3.9
All severities	100	95	89	77	74	70	60	56	56	52	52
Heavy goods vehicle drivers											
Killed	1.7	1.8	1.5	1.4	1.7	1.2	1.4	0.7	0.5	1.0	1.0
KSI	15	15	13	12	12	11	11	7.7	6.3	7.2	6.7
All severities	102	94	91	84	84	73	72	57	49	51	46
All drivers and riders ²											
Killed	4.1	4.0	4.2	3.8	3.8	3.7	3.4	3.0	2.6	2.3	2.3
KSI	49	47	44	40	38	37	36	34	33	30	31
All severities	395	374	360	345	338	319	305	287	279	266	261
Percentage of all road user casualties accounted for by drivers and riders											
Killed	57	58	59	59	60	60	59	60	59	62	61
KSI	58	58	59	58	59	59	60	60	61	61	62
All severities	60	60	61	61	62	63	63	63	63	63	63

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

Last updated: 27 September 2012

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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, 2011

	Number of casualties								
	Daylight				Darkness				
	Dry	Wet or flood	Snow or ice	All ¹	Dry	Wet or flood	Snow or ice	All ¹	All ² casualties
Motorways									
Killed	49	11	0	60	33	12	1	46	106
Serious	385	96	7	488	157	88	7	252	740
Slight	4,841	1,332	70	6,243	1,476	1,092	85	2,653	8,896
All severities	5,275	1,439	77	6,791	1,666	1,192	93	2,951	9,742
Built-up roads³									
Killed	363	83	3	449	235	124	7	367	816
Serious	8,741	1,805	71	10,626	3,016	1,711	70	4,803	15,429
Slight	76,936	18,322	847	96,241	20,319	12,172	508	33,044	129,285
All severities	86,040	20,210	921	107,316	23,570	14,007	585	38,214	145,530
Non built-up roads³									
Killed	447	141	11	599	217	152	10	380	979
Serious	3,602	1,216	135	4,961	1,109	775	103	1,992	6,953
Slight	20,129	8,581	1,206	29,955	5,215	4,753	803	10,791	40,746
All severities	24,178	9,938	1,352	35,515	6,541	5,680	916	13,163	48,678
All speed limits⁴									
Killed	859	235	14	1,108	485	288	18	793	1,901
Serious	12,728	3,117	213	16,075	4,282	2,574	180	7,047	23,122
Slight	101,906	28,235	2,123	132,439	27,010	18,017	1,396	46,488	178,927
All severities	115,493	31,587	2,350	149,622	31,777	20,879	1,594	54,328	203,950

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: 27 September 2012

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RAS30015

Reported casualties by daylight and darkness, weather condition, built-up and non built-up roads and severity, Great Britain, 2011

	Number of casualties								
	Daylight				Darkness				All ¹
	Fine	Raining	Snowing	Fog	Fine	Raining	Snowing	Fog	
Motorways									
Killed	48	5	0	0	42	3	1	0	106
Serious	412	55	2	1	195	44	3	3	740
Slight	5,283	765	23	15	1,959	552	30	23	8,896
All severities	5,743	825	25	16	2,196	599	34	26	9,742
Built-up roads²									
Killed	410	34	0	1	306	47	1	2	816
Serious	9,586	784	18	11	3,804	777	11	24	15,429
Slight	84,211	8,879	187	154	25,161	5,964	68	183	129,285
All severities	94,207	9,697	205	166	29,271	6,788	80	209	145,530
Non built-up roads²									
Killed	512	69	4	5	310	49	0	8	979
Serious	4,273	513	22	36	1,537	331	12	34	6,953
Slight	24,758	3,871	181	210	7,826	2,081	115	204	40,746
All severities	29,543	4,453	207	251	9,673	2,461	127	246	48,678
All speed limits³									
Killed	970	108	4	6	658	99	2	10	1,901
Serious	14,271	1,352	42	48	5,536	1,152	26	61	23,122
Slight	114,252	13,515	391	379	34,946	8,597	213	410	178,927
All severities	129,493	14,975	437	433	41,140	9,848	241	481	203,950

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: 27 September 2012

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RAS30016

Reported casualties by built-up and non built-up roads and motorways, severity and road user type, Great Britain, 2011

	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	26	1,561	7,690	7	40	116	33	1,602	7,807
Adults	16	23	37	311	3,877	17,085	93	327	680	420	4,227	17,802
All ages ⁴	16	24	38	337	5,511	25,346	100	372	814	453	5,907	26,198
Pedal cyclist												
Children	0	0	0	4	378	2,785	2	20	96	6	398	2,881
Adults	0	0	0	55	2,320	14,591	46	430	1,317	101	2,750	15,908
All ages ⁴	0	0	0	59	2,740	17,789	48	452	1,426	107	3,192	19,215
Horse rider												
Children	0	0	0	0	2	12	0	0	4	0	2	16
Adults	0	0	0	3	11	64	1	15	51	4	26	115
All ages ⁴	0	0	0	3	13	76	1	15	57	4	28	133
Motorcycle 50cc and under												
Riders and passengers	0	0	0	5	427	2,778	4	99	347	9	526	3,125
Motorcycle over 50cc ⁵												
Riders	8	112	295	142	2,914	12,037	192	1,852	3,980	342	4,878	16,312
Passengers	0	12	22	6	103	447	5	90	244	11	205	713
All casualties	8	124	317	148	3,017	12,484	197	1,942	4,224	353	5,083	17,025
Car and taxi												
Drivers	38	353	5,432	145	2,606	52,203	429	3,234	26,513	612	6,193	84,148
Passengers	26	229	2,894	96	1,335	25,269	144	1,429	11,953	266	2,993	40,116
All casualties	64	582	8,326	241	3,941	77,472	573	4,663	38,466	878	9,186	124,264
Minibuses												
Drivers	0	0	11	0	6	125	1	8	56	1	14	192
Passengers	0	7	73	1	7	250	3	11	145	4	25	468
All casualties	0	7	84	1	13	375	4	19	201	5	39	660
Bus or coach												
Drivers	0	1	4	0	7	409	0	7	76	0	15	489
Passengers	1	9	164	6	296	5,185	0	12	339	7	317	5,688
of whom were boarding or alighting												
Children	0	0	0	0	5	61	0	0	2	0	5	63
Adults	0	0	0	1	58	547	0	1	4	1	59	551
All ages ⁴	0	0	0	1	64	661	0	1	6	1	65	667
All casualties	1	10	168	6	303	5,594	0	19	415	7	332	6,177
Van / Light goods vehicle												
Drivers	2	31	366	3	81	1,791	23	146	1,319	28	258	3,476
Passengers	0	10	149	1	31	500	5	41	374	6	82	1,023
All casualties	2	41	515	4	112	2,291	28	187	1,693	34	340	4,499
Heavy goods vehicle												
Drivers	14	48	233	1	35	365	11	89	593	26	172	1,191
Passengers	1	6	34	1	8	107	0	9	83	2	23	224
All casualties	15	54	267	2	43	472	11	98	676	28	195	1,415
Other vehicle												
Drivers / Riders	0	3	12	9	106	626	13	54	268	22	163	906
Passengers	0	1	15	1	19	227	0	12	91	1	32	333
All casualties	0	4	27	10	125	853	13	66	359	23	195	1,239
All road users ⁶												
Children	1	33	570	35	2,144	16,332	24	235	2,572	60	2,412	19,474
Adults	105	809	9,086	781	13,880	126,060	955	7,654	45,770	1,841	22,343	180,916
All ages ⁴	106	846	9,742	816	16,245	145,530	979	7,932	48,678	1,901	25,023	203,950

1 Excludes motorways.

4 Includes cases where age was not reported.

2 Includes cases where speed limit was not reported.

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

3 Killed or seriously injured.

6 Includes cases where vehicle type was not reported

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[Notes & Definitions](#)

Source: DfT STATS19

Last updated: 27 September 2012

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The figures in this table are National Statistics

Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2011>

RAS30017

Casualties in reported accidents involving vehicles of different types by built-up and non built-up roads, road class and severity, Great Britain, 2011

								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	32	96	304	34	35	54	22	420
KSI ⁴	1,238	1,751	5,545	415	507	287	133	6,979
All severities	8,014	8,781	56,902	4,538	5,400	2,217	1,139	64,641
B roads								
Killed	6	27	94	7	10	10	1	116
KSI	390	513	1,876	106	159	75	44	2,239
All severities	2,368	2,265	17,274	1,056	1,421	469	336	19,178
Other roads								
Killed	24	52	217	15	18	13	15	280
KSI	1,260	1,443	5,803	311	418	142	173	7,027
All severities	8,416	6,491	55,321	3,331	4,277	1,041	1,252	61,711
All built-up roads⁵								
Killed	62	175	615	56	63	77	38	816
KSI	2,888	3,707	13,224	832	1,084	504	350	16,245
All severities	18,798	17,537	129,497	8,925	11,098	3,727	2,727	145,530
Non built-up roads³								
A roads								
Killed	31	141	593	13	75	120	28	689
KSI	245	1,357	4,190	60	461	502	158	5,048
All severities	831	3,321	29,117	523	3,362	2,907	813	31,582
B roads								
Killed	10	37	126	2	15	11	5	155
KSI	79	379	1,090	11	81	60	36	1,360
All severities	232	839	6,373	110	553	302	193	7,022
Other roads								
Killed	10	30	102	1	15	6	9	135
KSI	156	373	1,186	13	116	59	75	1,524
All severities	497	955	9,126	136	805	334	321	10,074
All non built-up roads⁵								
Killed	51	208	821	16	105	137	42	979
KSI	480	2,109	6,466	84	658	621	269	7,932
All severities	1,560	5,115	44,616	769	4,720	3,543	1,327	48,678
All speed limits⁶								
Motorways								
Killed	0	8	84	3	23	43	1	106
KSI	0	127	696	16	130	209	11	846
All severities	0	366	9,076	219	1,541	2,080	117	9,742
A roads								
Killed	63	237	897	47	110	174	50	1,109
KSI	1,483	3,108	9,735	475	968	789	291	12,027
All severities	8,845	12,102	86,019	5,061	8,762	5,124	1,952	96,223
B roads								
Killed	16	64	220	9	25	21	6	271
KSI	469	892	2,966	117	240	135	80	3,599
All severities	2,600	3,104	23,647	1,166	1,974	771	529	26,200
Other roads								
Killed	34	82	319	16	33	19	24	415
KSI	1,416	1,816	6,989	324	534	201	248	8,551
All severities	8,913	7,446	64,447	3,467	5,082	1,375	1,573	71,785
Total^{5,6}								
Killed	113	391	1,520	75	191	257	81	1,901
KSI	3,368	5,943	20,386	932	1,872	1,334	630	25,023
All severities	20,358	23,018	183,189	9,913	17,359	9,350	4,171	203,950

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.

4 Killed or seriously injured.

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

5 Includes cases where road class was not reported

3 Excludes motorways.

6 Includes cases where speed limit was not reported.

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[Notes & Definitions](#)

Source: DfT STATS19

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Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2011>

RAS30018

Reported casualty and accident rates by urban and rural roads, road class, road user type, severity and pedestrian involvement, Great Britain, 2011

	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	16,092	5,041	7,243	12,132	2,840	4,082	..	15,313	4,419	6,398
User casualties	15,612	4,938	7,064	11,959	2,827	4,048	..	14,894	4,341	6,258
of whom killed	62	13	23	273	35	67	..	104	20	35
seriously injured	2,312	724	1,040	2,798	616	908	..	2,407	693	1,005
Pedestrians hit by a cycle	453	98	169	82	24	32	..	380	77	132
of whom killed	4.5	0	0.9	0	0	0	..	3.6	0	0.7
seriously injured	91	21	35	9.1	13	12	..	75	18	29
Motorcycle										
Accidents involving	13,655	7,083	9,456	5,024	6,252	5,513	1,243	8,679	6,803	7,132
User casualties	12,940	6,814	9,025	5,233	6,343	5,675	1,283	8,497	6,655	6,986
of whom killed	113	55	76	223	180	206	32	176	97	125
seriously injured	2,474	1,500	1,852	1,963	2,208	2,060	470	2,179	1,738	1,819
Pedestrians hit by a motorcycle	1,038	359	604	27	104	57	0	455	273	328
of whom killed	23	4.3	11	2.8	2.1	2.5	0	11	3.6	6.6
seriously injured	179	68	108	8.4	32	18	0	81	56	62
Car										
Accidents involving	942	907	922	336	595	420	116	560	787	554
User casualties	777	638	699	438	664	511	180	563	648	519
of whom killed	2.0	1.4	1.6	6.6	6.5	6.6	1.4	4.9	3.3	3.7
seriously injured	31	28	29	43	65	50	11	39	42	35
Pedestrians hit by a car	156	236	201	12	56	26	0.5	65	167	89
of whom killed	2.5	1.9	2.2	0.9	1.2	1.0	0.2	1.5	1.6	1.3
seriously injured	35	45	41	3.8	12	6.5	0.1	16	32	18
Bus or coach										
Accidents involving	4,479	2,845	3,522	782	1,530	1,031	154	2,843	2,557	2,465
User casualties	3,687	2,360	2,910	794	1,471	1,020	630	2,406	2,165	2,133
of whom killed	4.1	2.9	3.4	0	0	0	3.8	2.3	2.3	2.4
seriously injured	199	138	163	22	55	33	34	121	120	112
Pedestrians hit by a bus or coach	764	619	679	64	190	106	0	454	525	444
of whom killed	22	12	16	6.9	14	9.2	0	15	12	12
seriously injured	177	109	137	10	35	18	0	103	92	89
Van / Light goods vehicle										
Accidents involving	588	421	490	207	250	222	101	336	346	296
User casualties	158	101	125	113	115	114	66	128	107	109
of whom killed	0.3	0	0.1	1.7	1.5	1.6	0.3	1.2	0.6	0.8
seriously injured	6.3	4.6	5.3	9.6	11	10	5.0	8.5	7.3	7.4
Pedestrians hit by an LGV	67	89	80	6.7	21	12	0.1	27	59	34
of whom killed	2.1	0.8	1.3	0.5	0.7	0.6	0.1	1.0	0.8	0.8
seriously injured	17	17	17	2.0	4.6	2.9	0	6.9	11	7.3
Heavy goods vehicle										
Accidents involving	931	1,179	1,010	379	914	450	192	500	1,037	421
User casualties	128	197	150	101	238	119	39	107	220	89
of whom killed	1.2	0	0.8	1.4	3.4	1.7	2.2	1.4	1.8	1.8
seriously injured	9.9	17	12	13	27	15	5.6	12	23	10
Pedestrians hit by an HGV	87	239	136	8.9	69	17	1.7	26	147	28
of whom killed	11	12	11	0.7	3.4	1.1	1.0	2.9	7.3	2.5
seriously injured	29	46	34	4.2	16	5.7	0.3	9.5	30	7.6
All vehicles⁴										
Accidents involving	889	817	848	293	529	369	94	508	705	494
User casualties	989	801	882	430	681	511	157	632	755	579
of whom killed	3.6	2.4	2.9	7.8	8.1	7.9	1.5	6.2	4.6	4.7
seriously injured	76	67	71	56	91	67	12	63	76	58
All pedestrian casualties	165	224	199	12	52	25	0.6	67	157	85
of whom killed	3.4	2.1	2.6	0.9	1.2	1.0	0.3	1.8	1.7	1.5
seriously injured	38	42	40	3.8	12	6.3	0.1	16	30	18

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

Department for Transport statistics

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RAS30018

Reported casualty and accident rates by urban and rural roads, road class, road user type, severity and pedestrian involvement, Great Britain, 2011

	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	9,999	3,133	4,500	7,539	1,764	2,537	..	9,515	2,746	3,976
User casualties	9,701	3,068	4,389	7,431	1,757	2,515	..	9,255	2,697	3,889
of whom killed	39	8.3	14	170	22	42	..	65	12	22
seriously injured	1,436	450	646	1,739	383	564	..	1,496	431	624
Pedestrians hit by a cycle	281	61	105	51	15	20	..	236	48	82
of whom killed	2.8	0	0.6	0	0	0	..	2.2	0	0.4
seriously injured	57	13	22	5.7	7.9	7.6	..	47	11	18
Motorcycle										
Accidents involving	8,485	4,401	5,875	3,122	3,885	3,425	772	5,393	4,227	4,432
User casualties	8,040	4,234	5,608	3,252	3,941	3,526	797	5,280	4,135	4,341
of whom killed	70	34	47	138	112	128	20	109	60	78
seriously injured	1,537	932	1,151	1,220	1,372	1,280	292	1,354	1,080	1,130
Pedestrians hit by a motorcycle	645	223	375	17	65	36	0	283	170	204
of whom killed	14	2.7	6.8	1.7	1.3	1.6	0	7.0	2.2	4.1
seriously injured	111	42	67	5.2	20	11	0	50	35	38
Car										
Accidents involving	586	563	573	209	370	261	72	348	489	344
User casualties	483	397	434	272	413	317	112	350	403	323
of whom killed	1.2	0.9	1.0	4.1	4.0	4.1	0.9	3.0	2.1	2.3
seriously injured	19	17	18	27	41	31	7.0	24	26	22
Pedestrians hit by a car	97	147	125	7.6	35	16	0.3	40	104	55
of whom killed	1.6	1.2	1.4	0.6	0.7	0.6	0.1	0.9	1.0	0.8
seriously injured	22	28	25	2.4	7.5	4.0	0.1	9.6	20	11
Bus or coach										
Accidents involving	2,783	1,768	2,188	486	950	641	96	1,766	1,589	1,531
User casualties	2,291	1,467	1,808	493	914	634	392	1,495	1,345	1,325
of whom killed	2.6	1.8	2.1	0	0	0	2.3	1.4	1.4	1.5
seriously injured	124	86	101	14	34	21	21	75	74	70
Pedestrians hit by a bus or coach	475	384	422	40	118	66	0	282	326	276
of whom killed	14	7.2	9.9	4.3	8.6	5.7	0	9.5	7.5	7.7
seriously injured	110	67	85	6.4	21	11	0	64	57	55
Van / Light goods vehicle										
Accidents involving	365	261	304	128	156	138	63	209	215	184
User casualties	98	63	77	70	72	71	41	80	67	68
of whom killed	0.2	0	0.1	1.0	0.9	1.0	0.2	0.8	0.4	0.5
seriously injured	3.9	2.9	3.3	5.9	6.7	6.2	3.1	5.3	4.5	4.6
Pedestrians hit by an LGV	42	56	50	4.2	13	7.3	0.1	17	37	21
of whom killed	1.3	0.5	0.8	0.3	0.5	0.4	0.1	0.6	0.5	0.5
seriously injured	10	10	10	1.2	2.9	1.8	0	4.3	7.1	4.5
Heavy goods vehicle										
Accidents involving	578	733	627	236	568	280	119	311	644	262
User casualties	80	123	93	63	148	74	24	67	136	55
of whom killed	0.8	0	0.5	0.9	2.1	1.0	1.3	0.8	1.1	1.1
seriously injured	6.2	11	7.6	8.1	17	9.3	3.5	7.7	14	6.5
Pedestrians hit by an HGV	54	148	84	5.5	43	10	1.1	16	92	17
of whom killed	6.5	7.4	6.8	0.4	2.1	0.7	0.6	1.8	4.6	1.6
seriously injured	18	29	21	2.6	9.9	3.6	0.2	5.9	19	4.7
All vehicles⁴										
Accidents involving	552	508	527	182	329	229	58	316	438	307
User casualties	615	498	548	267	423	318	98	393	469	360
of whom killed	2.2	1.5	1.8	4.8	5.1	4.9	0.9	3.9	2.9	2.9
seriously injured	48	42	44	35	56	42	7.4	39	47	36
All pedestrian casualties	103	139	123	7.5	32	16	0.4	42	98	53
of whom killed	2.1	1.3	1.6	0.6	0.8	0.6	0.2	1.1	1.1	0.9
seriously injured	23	26	25	2.3	7.2	3.9	0.1	9.9	19	11

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

Department for Transport statistics

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RAS30019

Reported casualties by accident and casualty severity and road user type, Great Britain, 2011

	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	453	16	16	485	5,438	241	5,679	20,034	26,198	
Pedal cyclists	107	4	4	115	3,081	88	3,169	15,931	19,215	
Motorcycle 50cc and under ¹ riders and passengers	9	1	0	10	516	26	542	2,573	3,125	
Motorcycle 51cc - 125cc ¹ Riders	51	0	6	57	1,432	43	1,475	5,154	6,686	
Passengers	0	3	1	4	32	13	45	65	114	
Motorcycle 126cc - 500cc ¹ Riders	38	4	0	42	611	22	633	1,544	2,219	
Passengers	1	1	1	3	31	13	44	72	119	
Motorcycle over 500cc ¹ Riders	253	20	5	278	2,469	99	2,568	4,561	7,407	
Passengers	10	5	0	15	122	63	185	280	480	
Other motorcycles ² Riders	0	0	0	0	0	0	0	0	0	
Passengers	0	0	0	0	0	0	0	0	0	
Taxi/Private hire car Drivers	4	3	4	11	76	51	127	1,175	1,313	
Passengers	3	4	10	17	89	71	160	1,346	1,523	
Car Drivers	608	199	329	1,136	5,303	2,959	8,262	73,437	82,835	
Passengers	263	230	280	773	2,404	2,455	4,859	32,961	38,593	
Minibus Drivers	1	3	6	10	10	12	22	160	192	
Passengers	4	2	6	12	19	60	79	377	468	
Bus or coach Drivers	0	3	8	11	12	31	43	435	489	
Passengers	7	7	88	102	303	291	594	4,992	5,688	
Van / Light goods vehicle Drivers	28	15	39	82	215	182	397	2,997	3,476	
Passengers	6	6	11	23	70	86	156	844	1,023	
Heavy goods vehicle Rigid Drivers	13	2	22	37	71	65	136	585	758	
Passengers	1	0	2	3	17	15	32	156	191	
Articulated Drivers	13	6	20	39	67	31	98	296	433	
Passengers	1	0	1	2	4	2	6	25	33	
Total ³ Drivers	26	8	42	76	138	96	234	881	1,191	
Passengers	2	0	3	5	21	17	38	181	224	
Other vehicle Drivers	7	1	3	11	40	12	52	171	234	
Passengers	0	2	0	2	2	2	4	16	22	
All casualties ⁴	1,901	540	873	3,314	22,582	6,975	29,557	171,079	203,950	

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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RAS30020

Reported casualties and casualty rates by month, road user type and severity, Great Britain, 2011

	Number of casualties/ rate per billion vehicle miles												
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Pedestrians													
Killed	55	41	43	26	30	34	25	27	25	34	48	65	453
KSI ¹	514	459	482	471	455	439	418	396	501	547	587	638	5,907
All severities	2,141	2,113	2,363	2,074	2,109	2,090	2,056	1,721	2,281	2,364	2,376	2,510	26,198
of whom children													
Killed	3	3	4	0	6	2	4	2	3	3	2	1	33
KSI	116	112	132	176	156	155	125	115	150	139	116	110	1,602
All severities	567	590	792	722	747	696	656	493	782	682	604	476	7,807
Pedal cyclists													
Killed	9	3	7	12	10	9	6	12	18	10	7	4	107
KSI	183	202	236	274	276	311	359	295	322	301	259	174	3,192
All severities	1,176	1,144	1,455	1,719	1,782	1,904	1,980	1,625	1,865	1,799	1,687	1,079	19,215
of whom children													
Killed	0	0	0	0	1	1	2	1	1	0	0	0	6
KSI	14	21	33	41	41	36	61	44	41	27	26	13	398
All severities	102	120	189	332	339	340	402	292	308	198	179	80	2,881
Horse riders													
Killed	2	1	0	0	0	1	0	0	0	0	0	0	4
KSI	3	6	0	0	2	3	5	2	0	3	2	2	28
All severities	11	12	7	10	6	9	12	16	12	16	11	11	133
Motorcycle ² users													
Killed	9	10	33	47	24	49	45	43	34	31	29	8	362
KSI	255	278	491	587	505	552	590	547	561	498	449	296	5,609
All severities	1,071	1,180	1,695	1,872	1,791	1,876	1,875	1,786	1,969	1,944	1,796	1,295	20,150
Rate (all m'cycle users)	7,105	7,649	7,249	6,251	6,138	5,995	5,815	6,103	7,120	8,386	9,690	9,758	6,986
Car users													
Killed	79	78	56	70	74	74	65	85	80	62	76	72	871
KSI	816	683	677	679	770	724	756	786	773	781	750	812	9,007
All severities	9,929	9,297	9,537	9,800	10,000	10,397	10,377	10,176	10,168	10,862	10,069	10,816	121,428
Other car ³ users													
Killed	0	0	2	2	3	0	0	0	2	1	1	1	12
KSI	17	17	17	26	20	13	14	14	22	27	15	16	218
All severities	308	242	314	290	275	274	312	252	295	337	266	331	3,496
All car users	10,237	9,539	9,851	10,090	10,275	10,671	10,689	10,428	10,463	11,199	10,335	11,147	124,924
Rate (all car users)	560	530	488	505	503	520	492	483	506	536	532	587	519
Bus or coach users													
Killed	0	0	0	3	0	1	0	0	1	0	2	0	7
KSI	19	23	23	53	21	37	23	25	29	26	29	24	332
All severities	484	411	602	559	500	572	528	461	563	530	537	430	6,177
Rate (all bus users)	2,313	1,966	2,463	2,481	2,063	2,217	2,001	1,829	2,184	2,067	2,100	1,938	2,133
Van / Light goods veh users													
Killed	2	2	3	1	2	6	5	1	2	4	4	2	34
KSI	44	29	29	21	20	29	36	31	17	25	38	21	340
All severities	397	329	392	329	346	364	406	363	390	392	414	377	4,499
Heavy goods vehicle users													
Killed	1	2	4	1	2	2	3	3	3	1	3	3	28
KSI	12	24	19	16	12	17	6	14	23	13	16	23	195
All severities	111	122	119	120	106	120	108	105	152	110	124	118	1,415
All goods vehicle users ⁴	508	451	511	449	452	484	514	468	542	502	538	495	5,914
Rate (all goods veh users)	117	104	103	99	94	97	101	93	108	101	111	113	103
Agricultural vehicle users													
Killed	0	1	0	0	0	0	0	1	0	1	0	0	3
KSI	0	2	0	2	0	3	1	4	2	4	1	0	19
All severities	2	7	10	8	7	9	11	11	14	14	6	5	104
All road users													
Killed	157	139	149	164	146	177	150	178	166	147	172	156	1,901
KSI	1,874	1,736	1,984	2,140	2,093	2,140	2,228	2,142	2,270	2,239	2,163	2,014	25,023
All severities	15,714	14,951	16,570	16,876	17,004	17,700	17,769	16,625	17,842	18,479	17,376	17,044	203,950
of whom children													
Killed	6	5	6	5	8	3	6	5	6	4	5	1	60
KSI	162	163	197	259	232	217	211	216	231	196	178	150	2,412
All severities	1,337	1,342	1,653	1,854	1,795	1,872	1,855	1,604	1,858	1,664	1,437	1,203	19,474
Rate (all ages)	667	645	632	662	647	664	636	601	667	689	687	708	658

1 Killed or seriously injured.

3 Includes taxis and minibuses.

2 Includes electric motorcycles, combinations, scooters and mopeds.

4 Includes unknown goods vehicle weight

Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2011>

RAS30020

Reported casualties and casualty rates by month, road user type and severity, Great Britain, 2011

	Number of casualties/ rate per billion vehicle kilometres												
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Pedestrians													
Killed	55	41	43	26	30	34	25	27	25	34	48	65	453
KSI ¹	514	459	482	471	455	439	418	396	501	547	587	638	5,907
All severities	2,141	2,113	2,363	2,074	2,109	2,090	2,056	1,721	2,281	2,364	2,376	2,510	26,198
of whom children													
Killed	3	3	4	0	6	2	4	2	3	3	2	1	33
KSI	116	112	132	176	156	155	125	115	150	139	116	110	1,602
All severities	567	590	792	722	747	696	656	493	782	682	604	476	7,807
Pedal cyclists													
Killed	9	3	7	12	10	9	6	12	18	10	7	4	107
KSI	183	202	236	274	276	311	359	295	322	301	259	174	3,192
All severities	1,176	1,144	1,455	1,719	1,782	1,904	1,980	1,625	1,865	1,799	1,687	1,079	19,215
of whom children													
Killed	0	0	0	0	1	1	2	1	1	0	0	0	6
KSI	14	21	33	41	41	36	61	44	41	27	26	13	398
All severities	102	120	189	332	339	340	402	292	308	198	179	80	2,881
Horse riders													
Killed	2	1	0	0	0	1	0	0	0	0	0	0	4
KSI	3	6	0	0	2	3	5	2	0	3	2	2	28
All severities	11	12	7	10	6	9	12	16	12	16	11	11	133
Motorcycle ² users													
Killed	9	10	33	47	24	49	45	43	34	31	29	8	362
KSI	255	278	491	587	505	552	590	547	561	498	449	296	5,609
All severities	1,071	1,180	1,695	1,872	1,791	1,876	1,875	1,786	1,969	1,944	1,796	1,295	20,150
Rate (all m'cycle users)	4,415	4,753	4,504	3,884	3,814	3,725	3,613	3,792	4,424	5,211	6,021	6,063	4,341
Car users													
Killed	79	78	56	70	74	74	65	85	80	62	76	72	871
KSI	816	683	677	679	770	724	756	786	773	781	750	812	9,007
All severities	9,929	9,297	9,537	9,800	10,000	10,397	10,377	10,176	10,168	10,862	10,069	10,816	121,428
Other car ³ users													
Killed	0	0	2	2	3	0	0	0	2	1	1	1	12
KSI	17	17	17	26	20	13	14	14	22	27	15	16	218
All severities	308	242	314	290	275	274	312	252	295	337	266	331	3,496
All car users	10,237	9,539	9,851	10,090	10,275	10,671	10,689	10,428	10,463	11,199	10,335	11,147	124,924
Rate (all car users)	348	330	303	314	312	323	306	300	315	333	330	365	323
Bus or coach users													
Killed	0	0	0	3	0	1	0	0	1	0	2	0	7
KSI	19	23	23	53	21	37	23	25	29	26	29	24	332
All severities	484	411	602	559	500	572	528	461	563	530	537	430	6,177
Rate (all bus users)	1,437	1,222	1,531	1,541	1,282	1,378	1,243	1,136	1,357	1,284	1,305	1,204	1,325
Van / Light goods veh users													
Killed	2	2	3	1	2	6	5	1	2	4	4	2	34
KSI	44	29	29	21	20	29	36	31	17	25	38	21	340
All severities	397	329	392	329	346	364	406	363	390	392	414	377	4,499
Heavy goods vehicle users													
Killed	1	2	4	1	2	2	3	3	3	1	3	3	28
KSI	12	24	19	16	12	17	6	14	23	13	16	23	195
All severities	111	122	119	120	106	120	108	105	152	110	124	118	1,415
All goods vehicle users ⁴	508	451	511	449	452	484	514	468	542	502	538	495	5,914
Rate (all goods veh users)	72	65	64	62	58	60	63	58	67	63	69	70	64
Agricultural vehicle users													
Killed	0	1	0	0	0	0	0	1	0	1	0	0	3
KSI	0	2	0	2	0	3	1	4	2	4	1	0	19
All severities	2	7	10	8	7	9	11	11	14	14	6	5	104
All road users													
Killed	157	139	149	164	146	177	150	178	166	147	172	156	1,901
KSI	1,874	1,736	1,984	2,140	2,093	2,140	2,228	2,142	2,270	2,239	2,163	2,014	25,023
All severities	15,714	14,951	16,570	16,876	17,004	17,700	17,769	16,625	17,842	18,479	17,376	17,044	203,950
of whom children													
Killed	6	5	6	5	8	3	6	5	6	4	5	1	60
KSI	162	163	197	259	232	217	211	216	231	196	178	150	2,412
All severities	1,337	1,342	1,653	1,854	1,795	1,872	1,855	1,604	1,858	1,664	1,437	1,203	19,474
Rate (all ages)	415	401	393	411	402	413	395	374	414	428	427	440	409

1 Killed or seriously injured.

3 Includes taxis and minibuses.

2 Includes electric motorcycles, combinations, scooters and mopeds.

4 Includes unknown goods vehicle weight

Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2011>

RAS30021

Reported casualties by day, road user type and hour of day, Great Britain, 2011

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	127	52	74	845	1,138	Midnight	47	27	21	235	346
01:00	59	14	32	524	668	01:00	30	9	7	188	249
02:00	43	15	22	379	487	02:00	26	7	9	139	195
03:00	43	8	22	356	469	03:00	28	2	6	118	164
04:00	28	14	20	268	368	04:00	8	5	2	74	106
05:00	42	102	95	499	825	05:00	12	24	22	111	192
06:00	98	379	271	1,288	2,233	06:00	28	67	69	280	489
07:00	439	1,008	818	3,101	5,808	07:00	87	194	178	679	1,220
08:00	1,650	1,470	1,124	5,752	10,759	08:00	380	334	261	1,243	2,355
09:00	745	674	511	3,825	6,324	09:00	212	151	122	922	1,543
10:00	652	440	394	3,214	5,325	10:00	167	108	104	839	1,381
11:00	771	442	483	3,299	5,717	11:00	231	90	135	1,076	1,701
12:00	848	467	576	3,938	6,505	12:00	244	114	175	1,218	1,931
13:00	907	534	638	4,012	6,834	13:00	256	137	179	1,277	2,021
14:00	840	586	595	4,264	6,879	14:00	239	158	200	1,217	2,010
15:00	1,980	850	765	5,182	9,649	15:00	562	231	253	1,544	2,818
16:00	1,646	1,097	1,057	6,035	10,592	16:00	449	302	291	1,726	2,942
17:00	1,573	1,510	1,251	6,526	11,449	17:00	397	367	330	1,795	3,025
18:00	1,166	1,173	1,045	4,717	8,456	18:00	307	252	288	1,417	2,359
19:00	822	803	690	3,524	6,063	19:00	241	166	186	1,157	1,831
20:00	465	436	506	2,717	4,270	20:00	187	103	128	924	1,394
21:00	328	290	401	2,287	3,417	21:00	142	83	75	744	1,084
22:00	265	185	277	1,940	2,753	22:00	160	55	97	695	1,043
23:00	190	94	144	1,492	1,988	23:00	150	57	55	642	937
All hours ²	15,729	12,643	11,811	69,988	118,983	All hours ²	4,590	3,043	3,193	20,262	33,339
(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	156	29	33	536	788	Midnight	154	22	39	577	814
01:00	117	17	26	466	634	01:00	144	11	20	454	650
02:00	87	16	13	377	558	02:00	115	6	16	465	617
03:00	68	11	9	341	441	03:00	102	7	20	352	494
04:00	39	7	9	237	300	04:00	53	8	9	281	364
05:00	22	9	13	201	265	05:00	25	4	6	217	264
06:00	20	26	39	257	357	06:00	9	6	28	236	296
07:00	43	35	48	332	496	07:00	17	24	22	338	419
08:00	47	79	60	509	741	08:00	16	52	37	378	509
09:00	107	100	88	645	1,020	09:00	33	99	101	573	836
10:00	167	137	143	1,008	1,566	10:00	71	138	146	747	1,146
11:00	205	153	160	1,290	1,971	11:00	86	140	183	904	1,368
12:00	220	176	206	1,312	2,069	12:00	157	148	232	1,151	1,751
13:00	222	161	229	1,466	2,217	13:00	140	136	222	1,058	1,611
14:00	227	164	224	1,307	2,074	14:00	142	146	227	1,109	1,686
15:00	198	124	226	1,172	1,836	15:00	140	112	229	1,045	1,566
16:00	246	144	201	1,256	1,949	16:00	153	131	239	1,231	1,812
17:00	286	149	235	1,236	1,980	17:00	167	112	192	998	1,547
18:00	240	108	160	1,127	1,705	18:00	166	116	170	963	1,459
19:00	227	110	159	954	1,493	19:00	133	78	138	780	1,163
20:00	150	56	97	784	1,125	20:00	115	51	95	648	933
21:00	135	39	83	606	908	21:00	77	32	82	615	827
22:00	160	32	80	611	926	22:00	62	20	62	475	630
23:00	161	30	51	640	910	23:00	52	18	37	408	534
All hours ²	3,550	1,912	2,592	18,671	28,330	All hours ²	2,329	1,617	2,554	16,003	23,298

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: 27 September 2012

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The figures in this table are National Statistics

Department for Transport statistics

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RAS30022

Reported killed or seriously injured casualties by day, road user type and hour of day, Great Britain, 2011

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	37	10	31	111	194	Midnight	16	11	6	28	63
01:00	16	5	15	86	130	01:00	11	3	2	24	43
02:00	10	3	8	59	85	02:00	9	0	5	20	40
03:00	16	2	13	61	96	03:00	6	2	1	18	29
04:00	10	1	6	40	67	04:00	3	2	1	15	26
05:00	18	23	32	64	149	05:00	4	5	9	14	32
06:00	26	70	98	144	369	06:00	7	16	23	17	70
07:00	119	164	223	192	741	07:00	21	36	44	47	154
08:00	247	186	231	276	975	08:00	60	51	44	66	230
09:00	149	96	105	217	608	09:00	56	25	30	43	165
10:00	149	82	98	229	619	10:00	42	16	22	61	159
11:00	166	66	136	235	642	11:00	54	21	32	75	199
12:00	172	78	139	245	691	12:00	62	18	46	66	205
13:00	162	95	166	253	742	13:00	59	32	46	70	216
14:00	182	106	151	279	764	14:00	49	26	51	87	221
15:00	386	123	208	369	1,152	15:00	99	43	59	80	290
16:00	350	161	265	325	1,152	16:00	98	48	93	77	324
17:00	381	226	336	331	1,322	17:00	90	49	92	108	348
18:00	282	186	274	252	1,012	18:00	77	39	76	76	276
19:00	192	129	173	248	754	19:00	71	20	47	74	218
20:00	117	81	133	208	551	20:00	49	19	31	99	205
21:00	85	33	112	210	454	21:00	36	18	17	64	137
22:00	77	42	75	182	386	22:00	39	9	28	93	171
23:00	51	16	42	174	289	23:00	47	9	18	77	154
All hours ²	3,402	1,984	3,070	4,791	13,947	All hours ²	1,065	518	823	1,400	3,976

(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	48	9	10	82	153	Midnight	40	3	13	84	146
01:00	40	6	6	77	131	01:00	48	6	9	64	129
02:00	19	1	4	82	117	02:00	30	0	8	68	110
03:00	18	2	2	61	86	03:00	26	1	8	38	75
04:00	13	2	4	42	61	04:00	17	2	3	39	63
05:00	7	3	7	47	67	05:00	9	1	3	37	50
06:00	7	5	17	31	61	06:00	3	0	13	31	50
07:00	10	9	17	39	81	07:00	9	2	7	45	64
08:00	12	14	15	39	84	08:00	7	14	11	44	77
09:00	25	15	27	57	131	09:00	9	17	40	47	115
10:00	37	28	44	65	181	10:00	20	32	55	52	163
11:00	35	25	49	71	191	11:00	10	28	67	55	165
12:00	52	30	78	73	250	12:00	32	27	86	79	232
13:00	47	26	72	78	232	13:00	26	33	77	66	205
14:00	42	37	85	85	257	14:00	27	34	95	67	229
15:00	50	30	63	94	247	15:00	34	26	85	80	228
16:00	51	22	56	87	224	16:00	37	27	91	114	272
17:00	73	23	73	86	261	17:00	36	17	66	77	202
18:00	54	21	41	81	200	18:00	39	27	54	69	192
19:00	63	23	38	89	216	19:00	30	11	39	64	148
20:00	32	8	31	49	125	20:00	32	14	24	43	119
21:00	39	10	27	53	135	21:00	25	6	24	59	118
22:00	43	5	27	58	134	22:00	19	3	20	56	102
23:00	42	4	9	81	138	23:00	16	1	16	49	83
All hours ²	859	358	802	1,607	3,763	All hours ²	581	332	914	1,427	3,337

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: 27 September 2012

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The figures in this table are National Statistics

Department for Transport statistics

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RAS30023

Reported casualties all days, by severity, road user type and hour of day, Great Britain, 2011

							Number of casualties				
(a) Killed						(b) Serious					
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	20	4	3	41	69	Midnight	121	29	57	264	487
01:00	19	3	6	29	58	01:00	96	17	26	222	375
02:00	6	0	2	26	38	02:00	62	4	23	203	314
03:00	8	0	5	26	40	03:00	58	7	19	152	246
04:00	10	0	3	16	33	04:00	33	7	11	120	184
05:00	5	1	3	22	33	05:00	33	31	48	140	265
06:00	7	2	15	26	60	06:00	36	89	136	197	490
07:00	16	9	18	32	76	07:00	143	202	273	291	964
08:00	12	5	11	27	61	08:00	314	260	290	398	1,305
09:00	21	8	8	36	76	09:00	218	145	194	328	943
10:00	22	6	14	38	90	10:00	226	152	205	369	1,032
11:00	18	7	23	40	94	11:00	247	133	261	396	1,103
12:00	18	4	21	36	88	12:00	300	149	328	427	1,290
13:00	20	4	31	35	92	13:00	274	182	330	432	1,303
14:00	12	9	34	43	104	14:00	288	194	348	475	1,367
15:00	20	10	15	57	108	15:00	549	212	400	566	1,809
16:00	27	8	28	49	115	16:00	509	250	477	554	1,857
17:00	45	6	29	47	130	17:00	535	309	538	555	2,003
18:00	32	2	22	34	93	18:00	420	271	423	444	1,587
19:00	36	9	18	40	108	19:00	320	174	279	435	1,228
20:00	19	4	18	47	92	20:00	211	118	201	352	908
21:00	18	1	16	42	82	21:00	167	66	164	344	762
22:00	26	3	14	44	87	22:00	152	56	136	345	706
23:00	16	2	5	50	74	23:00	140	28	80	331	590
All hours ²	453	107	362	883	1,901	All hours ²	5,454	3,085	5,247	8,342	23,122

(c) Slight						(d) All severities					
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	343	97	107	1,888	2,530	Midnight	484	130	167	2,193	3,086
01:00	235	31	53	1,381	1,768	01:00	350	51	85	1,632	2,201
02:00	203	40	35	1,131	1,505	02:00	271	44	60	1,360	1,857
03:00	175	21	33	989	1,282	03:00	241	28	57	1,167	1,568
04:00	85	27	26	724	921	04:00	128	34	40	860	1,138
05:00	63	107	85	866	1,248	05:00	101	139	136	1,028	1,546
06:00	112	387	256	1,838	2,825	06:00	155	478	407	2,061	3,375
07:00	427	1,050	775	4,127	6,903	07:00	586	1,261	1,066	4,450	7,943
08:00	1,767	1,670	1,181	7,457	12,998	08:00	2,093	1,935	1,482	7,882	14,364
09:00	858	871	620	5,601	8,704	09:00	1,097	1,024	822	5,965	9,723
10:00	809	665	568	5,401	8,296	10:00	1,057	823	787	5,808	9,418
11:00	1,028	685	677	6,133	9,560	11:00	1,293	825	961	6,569	10,757
12:00	1,151	752	840	7,156	10,878	12:00	1,469	905	1,189	7,619	12,256
13:00	1,231	782	907	7,346	11,288	13:00	1,525	968	1,268	7,813	12,683
14:00	1,148	851	864	7,379	11,178	14:00	1,448	1,054	1,246	7,897	12,649
15:00	2,311	1,095	1,058	8,320	13,952	15:00	2,880	1,317	1,473	8,943	15,869
16:00	1,958	1,416	1,283	9,645	15,323	16:00	2,494	1,674	1,788	10,248	17,295
17:00	1,843	1,823	1,441	9,953	15,868	17:00	2,423	2,138	2,008	10,555	18,001
18:00	1,427	1,376	1,218	7,746	12,299	18:00	1,879	1,649	1,663	8,224	13,979
19:00	1,067	974	876	5,940	9,214	19:00	1,423	1,157	1,173	6,415	10,550
20:00	687	524	607	4,674	6,722	20:00	917	646	826	5,073	7,722
21:00	497	377	461	3,866	5,392	21:00	682	444	641	4,252	6,236
22:00	469	233	366	3,332	4,559	22:00	647	292	516	3,721	5,352
23:00	397	169	202	2,801	3,705	23:00	553	199	287	3,182	4,369
All hours ²	20,291	16,023	14,541	115,699	178,927	All hours ²	26,198	19,215	20,150	124,924	203,950

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

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Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2011>

RAS30024

Reported casualties by age band, road user type and severity, Great Britain, 2011

	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	6	4	8	15	21	62	54	52	47	44	59	81	453
KSI ³	229	279	497	597	457	845	609	547	439	436	482	412	5,907
All severities	1,023	1,277	2,418	3,089	2,304	4,384	2,810	2,513	1,878	1,573	1,292	1,048	26,198
Pedal cyclists	—	—	—	—	—	—	—	—	—	—	—	—	—
Killed	0	0	1	5	5	19	11	26	12	15	9	4	107
KSI	9	30	120	239	185	559	630	671	411	198	78	18	3,192
All severities	48	293	954	1,586	1,402	4,054	4,043	3,539	1,814	703	288	65	19,215
Motorcycle 50cc and under	—	—	—	—	—	—	—	—	—	—	—	—	—
Killed	0	0	0	0	4	2	0	1	0	1	1	0	9
KSI	0	0	0	14	293	97	45	37	13	11	8	1	526
All severities	2	1	4	25	1,870	552	269	183	91	46	19	6	3,125
Motorcycle over 50cc ⁴	—	—	—	—	—	—	—	—	—	—	—	—	—
Riders	—	—	—	—	—	—	—	—	—	—	—	—	—
Killed	0	0	0	0	25	56	78	92	57	25	8	1	342
KSI	0	0	1	9	609	1,139	913	1,192	682	249	51	4	4,878
All severities	0	0	1	15	2,431	4,409	3,174	3,433	1,843	634	131	19	16,312
Passengers	—	—	—	—	—	—	—	—	—	—	—	—	—
Killed	0	0	0	0	1	5	1	3	1	0	0	0	11
KSI	0	0	3	13	26	49	29	42	24	10	3	0	205
All severities	0	1	8	49	105	194	96	129	73	34	5	1	713
Car	—	—	—	—	—	—	—	—	—	—	—	—	—
Drivers	—	—	—	—	—	—	—	—	—	—	—	—	—
Killed	0	0	0	0	46	173	89	91	60	43	59	52	613
KSI	0	0	0	3	557	1,671	919	996	739	539	422	316	6,207
All severities	0	0	1	13	6,870	22,894	16,994	16,029	10,154	5,748	3,127	1,807	84,340
Passengers	—	—	—	—	—	—	—	—	—	—	—	—	—
Killed	5	4	1	11	50	71	25	16	7	12	31	37	270
KSI	80	62	72	119	553	729	279	248	193	223	217	192	3,018
All severities	1,612	1,405	2,140	2,400	6,512	9,976	4,498	3,735	2,712	2,180	1,541	903	40,584
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	1	4	6	2	0	0	15
All severities	0	0	0	0	0	50	118	167	117	34	0	0	489
Passengers	—	—	—	—	—	—	—	—	—	—	—	—	—
Killed	0	0	0	0	0	0	0	0	0	2	2	3	7
KSI	9	1	5	6	5	17	19	26	35	51	61	78	317
All severities	270	103	241	318	267	460	475	536	496	726	738	584	5,688
Goods vehicle	—	—	—	—	—	—	—	—	—	—	—	—	—
Drivers	—	—	—	—	—	—	—	—	—	—	—	—	—
Killed	0	0	0	0	1	5	8	14	15	9	2	0	54
KSI	0	0	0	0	6	70	92	117	85	51	8	1	430
All severities	0	0	0	0	75	956	1,109	1,305	818	320	41	8	4,667
Passengers	—	—	—	—	—	—	—	—	—	—	—	—	—
Killed	0	0	0	0	1	1	2	1	3	0	0	0	8
KSI	1	0	1	1	6	32	18	21	13	4	2	2	105
All severities	12	14	32	41	129	387	209	203	113	42	22	11	1,247
All road users ⁵	—	—	—	—	—	—	—	—	—	—	—	—	—
Killed	11	8	10	31	155	395	271	300	207	156	174	183	1,901
KSI	328	374	701	1,009	2,714	5,243	3,578	3,939	2,668	1,794	1,348	1,059	25,023
All severities	2,969	3,104	5,817	7,584	22,033	48,557	34,004	32,053	20,290	12,155	7,273	4,551	203,950

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](#)

The figures in this table are National Statistics

Source: DfT STATS19

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Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2011>

RAS30025

Reported casualty rates by age band, road user type and severity, Great Britain, 2011

	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	1.6	1.9	3.1	5.4	7.0	7.3	6.9	5.8	6.3	6.6	14	28	7.4
KSI ³	60	133	190	214	152	100	78	61	59	66	110	142	97
All severities	269	610	925	1,107	766	519	359	280	251	237	296	361	430
Pedal cyclists													
Killed	0	0	0.4	1.8	1.7	2.3	1.4	2.9	1.6	2.3	2.1	1.4	1.8
KSI	2.4	14	46	86	61	66	81	75	55	30	18	6.2	52
All severities	13	140	365	569	466	480	517	395	243	106	66	22	315
Motorcycle users 50cc and under													
Killed	0	0	0	0	1.3	0.2	0	0.1	0	0.2	0.2	0	0.1
KSI	0	0	0	5.0	97	11	5.8	4.1	1.7	1.7	1.8	0.3	8.6
All severities	0.5	0.5	1.5	9.0	622	65	34	20	12	6.9	4.4	2.1	51
Motorcycles over 50cc ⁴													
Riders													
Killed	0	0	0	0	8.3	6.6	10	10	7.6	3.8	1.8	0.3	5.6
KSI	0	0	0.4	3.2	202	135	117	133	91	37	12	1.4	80
All severities	0	0	0.4	5.4	808	522	406	383	247	95	30	6.5	268
Passengers													
Killed	0	0	0	0	0.3	0.6	0.1	0.3	0.1	0	0	0	0.2
KSI	0	0	1.1	4.7	8.6	5.8	3.7	4.7	3.2	1.5	0.7	0	3.4
All severities	0	0.5	3.1	18	35	23	12	14	9.8	5.1	1.1	0.3	12
Car													
Drivers													
Killed	0	0	0	0	15	21	11	10	8.0	6.5	14	18	10
KSI	0	0	0	1.1	185	198	118	111	99	81	97	109	102
All severities	0	0	0.4	4.7	2,284	2,713	2,174	1,788	1,358	865	716	623	1,384
Passengers													
Killed	1.3	1.9	0.4	3.9	17	8.4	3.2	1.8	0.9	1.8	7.1	13	4.4
KSI	21	30	28	43	184	86	36	28	26	34	50	66	50
All severities	423	671	818	860	2,165	1,182	575	417	363	328	353	311	666
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	0.1	0.4	0.8	0.3	0	0	0.2
All severities	0	0	0	0	0	5.9	15	19	16	5.1	0	0	8.0
Passengers													
Killed	0	0	0	0	0	0	0	0	0	0.3	0.5	1.0	0.1
KSI	2.4	0.5	1.9	2.2	1.7	2.0	2.4	2.9	4.7	7.7	14	27	5.2
All severities	71	49	92	114	89	55	61	60	66	109	169	201	93
Goods vehicle													
Drivers													
Killed	0	0	0	0	0.3	0.6	1.0	1.6	2.0	1.4	0.5	0	0.9
KSI	0	0	0	0	2.0	8.3	12	13	11	7.7	1.8	0.3	7.1
All severities	0	0	0	0	25	113	142	146	109	48	9.4	2.8	77
Passengers													
Killed	0	0	0	0	0.3	0.1	0.3	0.1	0.4	0	0	0	0.1
KSI	0.3	0	0.4	0.4	2.0	3.8	2.3	2.3	1.7	0.6	0.5	0.7	1.7
All severities	3.1	6.7	12	15	43	46	27	23	15	6.3	5.0	3.8	20
All road users ⁵													
Killed	2.9	3.8	3.8	11	52	47	35	33	28	23	40	63	31
KSI	86	179	268	362	902	621	458	439	357	270	309	365	411
All severities	779	1,483	2,225	2,719	7,324	5,754	4,350	3,576	2,714	1,828	1,666	1,569	3,348
Population (thousands)	3,810	2,092	2,615	2,789	3,008	8,439	7,817	8,963	7,476	6,648	4,366	2,901	60,924

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 national population projections

Last updated: 27 September 2012

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The figures in this table are National Statistics

Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2011>

RAS30026

Reported pedestrian casualties location by age band and by severity, Great Britain, 2011

	In carriage-way not crossing	On footway or verge	On refuge, central island or reservation	Number of casualties/percentage							
				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	61	91	4	8	12	249	111	29	405	53	1,023
5-7	63	55	7	6	16	399	110	46	490	85	1,277
8-11	88	96	12	27	63	579	218	119	1,097	119	2,418
12-15	176	212	16	47	76	482	345	220	1,382	133	3,089
16-19	230	198	7	24	67	229	310	173	936	130	2,304
20-24	352	242	6	37	44	215	335	208	940	148	2,527
25-29	294	201	7	25	29	129	249	175	633	115	1,857
30-34	245	173	3	17	32	74	184	103	519	114	1,464
35-39	227	165	0	18	27	66	164	113	471	95	1,346
40-44	226	181	4	13	16	82	149	98	488	105	1,362
45-49	172	155	11	14	8	66	144	94	403	84	1,151
50-54	134	142	4	13	10	63	138	89	368	72	1,033
55-59	106	98	4	14	15	51	116	63	316	62	845
60-64	90	120	2	14	13	56	103	66	353	48	865
65-69	55	94	3	7	7	34	97	54	301	56	708
70-74	43	101	2	6	8	40	74	63	289	32	658
75-79	43	62	4	4	5	47	69	62	301	37	634
80-84	26	63	3	5	5	36	64	37	262	36	537
85+	27	53	4	4	7	31	56	36	263	30	511
All ages ²	2,732	2,547	104	312	473	2,972	3,108	1,900	10,440	1,610	26,198
Percentage	10	10	0.4	1.2	1.8	11	12	7.3	40	6.1	100
All ages ²											
Killed	84	36	3	4	6	16	45	39	186	34	453
Seriously injured	485	393	26	71	94	736	668	418	2,254	309	5,454
Slightly injured	2,163	2,118	75	237	373	2,220	2,395	1,443	8,000	1,267	20,291
Total	2,732	2,547	104	312	473	2,972	3,108	1,900	10,440	1,610	26,198

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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[Notes & Definitions](#)

Source: DfT STATS19
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RAS30027

Reported pedestrian casualties by location, age, road crossing type and severity, Great Britain, 2011

	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	0	6	6	1	4	5
Seriously injured	26	120	154	21	50	72
Slightly injured	169	482	666	119	248	387
All severities	195	608	826	141	302	464
Pelican crossing³						
Killed	2	24	26	2	21	23
Seriously injured	76	227	303	54	186	241
Slightly injured	301	625	945	196	504	715
All severities	379	876	1,274	252	711	979
Light controlled junction (with ped'n phase)						
Killed	0	17	17	0	15	15
Seriously injured	41	222	266	24	148	173
Slightly injured	237	704	976	124	482	631
All severities	278	943	1,259	148	645	819
Crossing with human control⁴						
Killed	0	0	0	1	0	1
Seriously injured	5	8	13	5	7	12
Slightly injured	29	38	68	32	22	54
All severities	34	46	81	38	29	67
All crossings^{5,6}						
Killed	2	50	52	4	41	45
Seriously injured	156	591	758	106	400	509
Slightly injured	740	1,869	2,680	470	1,277	1,809
All severities	898	2,510	3,490	580	1,718	2,363

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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[Notes & Definitions](#)

Source: DfT STATS19

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RAS30028

Reported casualties by age, road user type and severity, Great Britain, 2011

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	1	18	0	0	1	0	0	0	8	152	0	11	202	
1	1	13	73	0	1	1	0	0	2	4	320	5	32	435	
2	0	47	204	0	2	5	0	0	0	0	348	0	68	630	
3	2	93	375	0	2	9	0	0	0	17	385	2	118	843	
4	3	75	353	0	4	32	0	0	0	1	407	4	99	859	
5	0	85	401	0	11	64	0	0	0	1	454	1	111	969	
6	4	91	386	0	6	103	0	0	1	1	471	5	113	996	
7	0	103	490	0	13	126	0	0	1	2	480	2	150	1,139	
8	1	106	432	0	18	169	0	0	0	0	473	1	140	1,116	
9	2	91	485	0	23	187	0	2	4	0	544	2	131	1,270	
10	3	119	578	1	36	278	0	1	4	1	579	5	182	1,526	
11	2	181	923	0	43	320	0	1	5	0	545	2	248	1,905	
12	3	190	1,001	0	48	338	0	2	13	1	542	4	266	1,987	
13	3	153	779	3	63	401	0	4	10	0	545	6	243	1,836	
14	6	130	722	0	67	403	0	11	27	5	608	11	239	1,868	
15	3	124	587	2	61	444	0	19	39	5	718	10	261	1,893	
0-15	33	1,602	7,807	6	398	2,881	0	40	106	21	336	7,571	60	2,412	19,474
16	7	125	622	2	59	414	6	196	1,196	4	91	1,139	19	476	3,504
17	7	109	593	2	41	359	7	273	1,349	29	279	3,074	46	709	5,499
0-17	47	1,836	9,022	10	498	3,654	13	509	2,651	54	706	11,784	125	3,597	28,477
18	0	109	557	1	37	310	12	237	993	30	382	4,632	44	776	6,635
19	7	114	532	0	48	319	5	222	868	33	358	4,537	46	753	6,395
16-19	21	457	2,304	5	185	1,402	30	928	4,406	96	1,110	13,382	155	2,714	22,033
20	7	118	581	1	53	390	1	184	749	42	375	4,419	51	740	6,340
21	7	113	538	1	55	353	10	148	587	31	327	4,073	49	665	5,743
22	6	89	470	3	48	382	10	148	590	28	303	3,625	49	604	5,252
23	5	94	476	2	61	413	8	130	551	31	258	3,576	48	556	5,216
24	11	81	462	1	56	367	5	132	516	21	220	3,212	38	504	4,780
20-24	36	495	2,527	8	273	1,905	34	742	2,993	153	1,483	18,905	235	3,069	27,331
25-29	26	350	1,857	11	286	2,149	29	543	2,162	91	917	13,965	160	2,174	21,226
30-34	29	318	1,464	5	312	2,131	37	488	1,828	62	647	11,361	141	1,839	17,831
35-39	25	291	1,346	6	318	1,912	42	499	1,711	52	551	10,131	130	1,739	16,173
40-44	24	288	1,362	15	320	1,824	45	651	1,906	53	641	10,367	146	1,992	16,746
45-49	28	259	1,151	11	351	1,715	51	620	1,839	54	603	9,397	154	1,947	15,307
50-54	32	236	1,033	4	228	1,093	41	454	1,255	40	521	7,359	126	1,538	11,728
55-59	15	203	845	8	183	721	17	265	752	27	411	5,507	81	1,130	8,562
60-64	30	237	865	4	117	453	15	186	512	29	411	4,645	86	1,018	7,194
65-69	14	199	708	11	81	250	11	84	202	26	351	3,283	70	776	4,961
70-74	27	236	658	7	56	181	6	43	108	39	321	2,474	82	695	3,871
75-79	32	246	634	2	22	107	3	19	47	51	318	2,194	92	653	3,402
80-84	35	191	537	4	16	46	0	3	20	48	299	1,624	92	565	2,593
85+	46	221	511	0	2	19	1	2	6	41	209	1,086	91	494	1,958
All ages ⁴	453	5,907	26,198	107	3,192	19,215	362	5,609	20,150	883	9,225	124,924	1,901	25,023	203,950

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

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Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2011>

RAS30029

Reported casualties in cars¹, by severity, age, seating position, built-up and non built-up roads, Great Britain, 2011

	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	3	46	1,522	207	3,325	65,663	210	3,426	68,252
Rear seat occupant	2	95	3,356	29	416	5,795	31	523	9,399
All occupants ⁶	5	143	4,909	237	3,744	71,598	242	3,954	77,847
Non built-up roads⁵									
Front seat occupant	5	52	625	521	4,131	33,563	526	4,206	34,378
Rear seat occupant	10	109	1,539	39	356	2,577	49	467	4,177
All occupants ⁶	15	162	2,192	562	4,495	36,224	577	4,682	38,667
Motorways									
Front seat occupant	0	4	102	52	487	7,075	52	493	7,240
Rear seat occupant	1	27	368	11	64	747	12	93	1,131
All occupants ⁶	1	31	470	63	554	7,858	64	589	8,410
All speed limits⁷									
Front seat occupant	8	102	2,249	780	7,943	106,301	788	8,125	109,870
Rear seat occupant	13	231	5,263	79	836	9,119	92	1,083	14,707
All occupants ⁶	21	336	7,571	862	8,793	115,680	883	9,225	124,924

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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Last updated: 27 September 2012

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Department for Transport statistics

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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, 2011

	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	14	88	0	2	2	104	0	23	16	221
4	11	71	0	5	0	29	0	6	11	112
5	15	95	2	9	3	38	0	6	20	149
6	13	70	1	17	1	45	0	2	15	137
7	20	112	2	16	2	54	1	6	25	188
8	18	84	3	15	1	42	0	4	22	145
9	21	108	4	29	1	54	0	3	26	195
10	20	148	7	61	0	63	1	22	28	296
11	51	294	7	96	4	54	2	33	65	481
12	64	314	12	98	2	48	2	32	80	494
13	48	221	11	116	0	31	0	29	60	398
14	22	155	21	126	3	51	2	27	49	365
15	18	117	16	118	0	48	0	15	35	303
16	10	65	8	76	2	48	0	20	54	438
All boys	345	1,942	94	784	21	709	8	228	506	3,922
Girls										
3 and under ³	18	73	0	1	4	107	1	14	23	195
4	6	42	0	1	1	33	0	13	7	89
5	12	49	1	3	1	49	0	3	14	106
6	12	58	1	4	4	53	0	3	17	118
7	10	54	1	5	1	55	0	4	12	118
8	13	45	0	7	0	48	0	4	13	106
9	13	77	2	5	2	60	0	4	17	148
10	13	80	0	9	3	64	0	28	16	181
11	42	246	3	22	1	55	1	44	47	369
12	39	248	1	14	1	51	0	25	41	338
13	21	161	0	7	1	60	0	30	22	259
14	15	141	1	12	3	61	1	32	21	247
15	21	102	1	12	2	58	0	40	25	215
16	14	86	5	8	2	72	0	32	23	234
All girls	249	1,462	16	110	26	826	3	276	298	2,723
All pupils										
3 and under ³	32	161	0	3	6	211	1	37	39	416
4	17	113	0	6	1	62	0	19	18	201
5	27	144	3	12	4	87	0	9	34	255
6	25	128	2	21	5	98	0	5	32	255
7	30	166	3	21	3	109	1	10	37	306
8	31	129	3	22	1	90	0	8	35	251
9	34	185	6	34	3	114	0	7	43	343
10	33	228	7	70	3	127	1	50	44	477
11	93	540	10	118	5	109	3	77	112	850
12	103	562	13	112	3	99	2	57	121	832
13	69	382	11	123	1	91	0	59	82	657
14	37	296	22	138	6	112	3	59	70	612
15	39	219	17	130	2	106	0	55	60	518
16	24	151	13	84	4	120	0	52	77	672
All children	594	3,404	110	894	47	1,535	11	504	804	6,645

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](#)

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Source: DfT STATS19

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Department for Transport statistics

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RAS30032

Reported casualties by region, country and severity, United Kingdom, 2005-09 average, 2004 - 2011

		Number of casualties									
		2005-09 average	2004	2005	2006	2007	2008	2009	2010	2011	
North East	Killed	91	128	108	109	88	76	73	51	58	
	KSI ¹	1,057	1,158	1,093	1,164	1,019	990	1,020	858	854	
	Total	9,935	11,458	10,890	10,364	9,673	9,494	9,254	8,403	8,028	
North West	Killed	292	338	362	321	271	269	235	194	210	
	KSI	3,513	3,987	4,063	3,740	3,391	3,324	3,045	2,867	2,922	
	Total	31,807	37,448	36,426	33,986	31,478	29,461	27,686	25,006	23,485	
Yorkshire and the Humber	Killed	263	311	302	304	281	224	205	170	173	
	KSI	3,038	3,486	3,227	3,259	3,215	2,890	2,601	2,379	2,366	
	Total	23,470	27,049	24,940	24,643	23,759	22,278	21,728	19,803	19,297	
East Midlands	Killed	281	299	299	327	307	245	227	183	187	
	KSI	2,512	2,970	2,737	2,561	2,550	2,327	2,384	2,076	2,167	
	Total	18,926	21,293	20,807	19,588	19,006	17,854	17,376	16,615	16,222	
West Midlands	Killed	259	286	281	304	262	225	224	156	190	
	KSI	2,444	2,851	2,674	2,582	2,610	2,232	2,122	1,860	2,020	
	Total	23,542	25,924	25,681	24,363	24,465	22,028	21,175	19,093	17,645	
East of England	Killed	305	355	342	350	335	263	235	197	199	
	KSI	3,125	3,844	3,583	3,327	3,178	2,805	2,731	2,546	2,412	
	Total	23,794	28,069	27,138	25,025	24,207	21,848	20,750	19,539	19,424	
London	Killed	211	216	214	231	222	205	185	126	159	
	KSI	3,630	4,171	3,657	3,947	3,785	3,531	3,229	2,889	2,810	
	Total	29,280	34,581	31,905	29,831	28,434	28,205	28,023	28,937	29,291	
South East	Killed	412	472	519	457	437	354	294	284	258	
	KSI	4,317	4,685	4,423	4,478	4,482	4,077	4,124	3,820	4,221	
	Total	35,892	38,869	38,414	37,996	36,576	33,805	32,671	30,964	31,684	
South West	Killed	273	309	308	292	299	262	202	192	160	
	KSI	2,323	2,619	2,488	2,493	2,490	2,193	1,950	1,960	1,945	
	Total	21,246	24,071	24,283	22,781	21,866	19,184	18,117	17,009	16,705	
England	Killed	2,387	2,714	2,735	2,695	2,502	2,123	1,880	1,553	1,594	
	KSI	25,958	29,771	27,945	27,551	26,720	24,369	23,206	21,255	21,717	
	Total	217,892	248,762	240,484	228,577	219,464	204,157	196,780	185,369	181,781	
Wales	Killed	155	201	180	163	162	143	126	89	121	
	KSI	1,344	1,537	1,327	1,373	1,403	1,396	1,221	1,087	1,247	
	Total	11,848	13,687	12,738	12,692	12,271	11,185	10,354	9,955	9,406	
Scotland	Killed	274	306	286	314	282	272	216	208	186	
	KSI	2,739	3,043	2,883	2,921	2,597	2,807	2,485	2,168	2,059	
	Total	16,310	18,391	17,795	17,135	16,045	15,563	15,012	13,324	12,763	
Great Britain	Killed	2,816	3,221	3,201	3,172	2,946	2,538	2,222	1,850	1,901	
	KSI	30,041	34,351	32,155	31,845	30,720	28,572	26,912	24,510	25,023	
	Total	246,050	280,840	271,017	258,404	247,780	230,905	222,146	208,648	203,950	
Northern Ireland	Killed	149	147	135	126	113	107	115	55	59	
	KSI	1,662	1,330	1,208	1,337	1,210	1,097	1,150	947	884	
	Total	12,499	9,507	8,159	9,182	9,436	9,551	9,767	8,957	8,760	
United Kingdom	Killed	2,935	3,368	3,336	3,298	3,059	2,645	2,337	1,905	1,960	
	KSI	31,241	35,681	33,363	33,182	31,930	29,669	28,062	25,457	25,907	
	Total	255,269	290,347	279,176	267,586	257,216	240,456	231,913	217,605	212,710	

1 Killed or seriously injured.

Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2011>

RAS30033

Reported casualties by built-up and non built-up roads, road class, region and severity, Great Britain, 2011

		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	0	10	13	23	23	12	35	58
	KSI ²	8	184	363	547	194	105	299	854
	Total	137	1,984	3,534	5,518	1,654	719	2,373	8,028
North West	Killed	17	60	57	117	58	18	76	210
	KSI	168	902	1,195	2,097	419	238	657	2,922
	Total	1,837	7,987	10,139	18,126	2,316	1,206	3,522	23,485
Yorkshire and the Humber	Killed	9	43	40	83	57	24	81	173
	KSI	78	633	947	1,580	403	305	708	2,366
	Total	993	5,922	8,575	14,497	2,377	1,430	3,807	19,297
East Midlands	Killed	9	23	24	47	90	41	131	187
	KSI	51	462	693	1,155	606	355	961	2,167
	Total	513	4,074	6,209	10,283	3,420	2,006	5,426	16,222
West Midlands	Killed	14	48	45	93	57	26	83	190
	KSI	99	517	924	1,441	296	184	480	2,020
	Total	1,023	5,062	7,805	12,867	2,258	1,497	3,755	17,645
East of England	Killed	8	16	36	52	89	50	139	199
	KSI	63	455	841	1,296	618	435	1,053	2,412
	Total	974	4,018	7,488	11,506	4,224	2,720	6,944	19,424
London	Killed	5	106	40	146	8	0	8	159
	KSI	24	1,835	886	2,721	65	0	65	2,810
	Total	302	18,314	9,868	28,182	802	5	807	29,291
South East	Killed	17	41	55	96	98	47	145	258
	KSI	217	988	1,587	2,575	888	541	1,429	4,221
	Total	2,577	8,274	11,911	20,185	5,830	3,092	8,922	31,684
South West	Killed	12	33	29	62	58	28	86	160
	KSI	57	431	729	1,160	452	276	728	1,945
	Total	616	4,136	6,600	10,736	3,269	2,084	5,353	16,705
England	Killed	91	380	339	719	538	246	784	1,594
	KSI	765	6,407	8,165	14,572	3,941	2,439	6,380	21,717
	Total	8,972	59,771	72,129	131,900	26,150	14,759	40,909	181,781
Wales	Killed	5	12	21	33	65	18	83	121
	KSI	28	203	408	611	447	161	608	1,247
	Total	248	2,118	3,844	5,962	2,255	941	3,196	9,406
Scotland	Killed	10	28	36	64	86	26	112	186
	KSI	53	369	693	1,062	660	284	944	2,059
	Total	522	2,752	4,916	7,668	3,177	1,396	4,573	12,763
Great Britain	Killed	106	420	396	816	689	290	979	1,901
	KSI	846	6,979	9,266	16,245	5,048	2,884	7,932	25,023
	Total	9,742	64,641	80,889	145,530	31,582	17,096	48,678	203,950

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, 2011

Road user type	England	Wales	Scotland	Northern Ireland	United Kingdom	Number of casualties
Pedestrians						
Killed	386	24	43	13	466	
Serious	4,705	237	512	200	5,654	
Slight	17,896	893	1,502	621	20,912	
All severities	22,987	1,154	2,057	834	27,032	
Pedal cyclists						
Killed	89	11	7	2	109	
Serious	2,822	107	156	47	3,132	
Slight	14,958	403	662	207	16,230	
All severities	17,869	521	825	256	19,471	
Horse riders						
Killed	3	0	1	0	4	
Serious	22	1	1	1	25	
Slight	96	6	3	2	107	
All severities	121	7	5	3	136	
Motorcycle users						
Killed	305	24	33	7	369	
Serious	4,737	218	292	109	5,356	
Slight	13,689	370	482	245	14,786	
All severities	18,731	612	807	361	20,511	
Car users						
Killed	736	57	90	33	916	
Serious	7,045	516	781	431	8,773	
Slight	102,605	5,980	7,114	6,300	121,999	
All severities	110,386	6,553	7,985	6,764	131,688	
Others ¹						
Killed	75	5	12	4	96	
Serious	792	47	131	37	1,007	
Slight	10,820	507	941	501	12,769	
All severities	11,687	559	1,084	542	13,872	
All road users						
Killed	1,594	121	186	59	1,960	
Serious	20,123	1,126	1,873	825	23,947	
Slight	160,064	8,159	10,704	7,876	186,803	
All severities	181,781	9,406	12,763	8,760	212,710	

1 Includes cases where road user type was not reported.

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RAS30035

Deaths by age and gender, from all causes, all accidental deaths and all road deaths, Great Britain, 2010

	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	2,133	175	191	696	2,657	4,454	9,919	19,252	18,379	22,429	30,078	38,842	114,674	263,879
All accidental deaths	53	23	45	259	777	818	840	673	346	295	347	519	2,044	7,039
Road deaths (registered)	8	13	21	176	371	236	235	175	71	40	51	51	105	1,553
% of accidental deaths	15	57	47	68	48	29	28	26	21	14	15	10	5	22
% of all deaths	0.4	7.4	11.0	25.3	14.0	5.3	2.4	0.9	0.4	0.2	0.2	0.1	0.1	0.6
Stats 19 fatalities	9	12	5	171	290	219	206	176	63	37	37	44	97	1,366
Female														
Deaths from all causes	1,767	141	160	394	1,100	2,421	6,324	13,037	12,212	15,171	21,973	32,699	175,931	283,330
All accidental deaths	36	11	16	87	188	219	305	320	175	179	269	426	3,450	5,681
Road deaths (registered)	6	5	8	58	89	56	55	64	27	20	44	37	98	567
% of accidental deaths	17	45	50	67	47	26	18	20	15	11	16	9	3	10
% of all deaths	0.3	3.5	5.0	14.7	8.1	2.3	0.9	0.5	0.2	0.1	0.2	0.1	0.1	0.2
Stats 19 fatalities	5	3	7	57	76	49	49	47	35	23	29	34	70	484
All persons³														
Deaths from all causes	3,900	316	351	1,090	3,757	6,875	16,243	32,289	30,591	37,600	52,051	71,541	290,605	547,209
All accidental deaths	89	34	61	346	965	1,037	1,145	993	521	474	616	945	5,494	12,720
Road deaths (registered)	14	18	29	234	460	292	290	239	98	60	95	88	203	2,120
% of accidental deaths	16	53	48	68	48	28	25	24	19	13	15	9	4	17
% of all deaths	0.4	5.7	8.3	21.5	12.2	4.2	1.8	0.7	0.3	0.2	0.2	0.1	0.1	0.4
Stats 19 fatalities	14	15	12	228	366	268	255	223	98	60	66	78	167	1,850

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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[Notes & Definitions](#)

Source: Office for National Statistics and Scottish Registrar General's Office, DfT STATS19

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RAS30036

Casualties resulting from reported personal injury road accidents, by age and severity, Great Britain, 1979-2011

Year	Killed	Seriously injured	KSI ²	Slightly injured	Number of casualties
					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

1 Includes cases where age of the casualty was not reported

2 KSI = Killed or seriously injured.

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[Notes & Definitions](#)

Source: DfT STATS19

Last updated: 27 September 2012

Next update: September 2013

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Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2011>

RAS30036

Casualties resulting from reported personal injury road accidents, by age and severity, Great Britain, 1979-2011

Year	Killed	Seriously injured	KSI ¹	Slightly injured	Number of casualties
					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

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, 1979-2011

Year					Number of casualties
	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

1 KSI = Killed or seriously injured

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Source: DfT STATS19
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Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2011>

RAS30037

Reported casualties in accidents, by journey purpose and casualty type, Great Britain, 2006-2011

	2006	2007	2008	2009	2010	Number of casualties 2011
Driving as part of work						
Driver/rider driving as part of work						
Killed	152	158	132	95	96	93
Seriously injured	1,812	1,858	1,646	1,433	1,382	1,384
Slightly injured	20,805	20,249	18,323	16,864	16,305	15,465
All casualties	22,769	22,265	20,101	18,392	17,783	16,942
Passenger of driver/rider driving for work						
Killed	40	47	34	32	20	24
Seriously injured	700	706	642	602	541	525
Slightly injured	10,946	10,536	10,076	9,419	9,079	9,068
All casualties	11,686	11,289	10,752	10,053	9,640	9,617
Other casualty in accident involving a driver/rider driving for work						
Killed	666	685	582	465	424	442
Seriously injured	4,110	4,109	3,862	3,421	3,358	3,288
Slightly injured	28,128	27,380	25,126	23,797	23,484	22,519
All casualties	32,904	32,174	29,570	27,683	27,266	26,249
All casualties in accidents involving a driver/rider driving for work						
Killed	858	890	748	592	540	559
Seriously injured	6,622	6,673	6,150	5,456	5,281	5,197
Slightly injured	59,879	58,165	53,525	50,080	48,868	47,052
All casualties	67,359	65,728	60,423	56,128	54,689	52,808
Commuting to/from work						
Driver/rider commuting to/from work						
Killed	167	182	133	143	106	127
Seriously injured	1,940	1,882	1,834	1,738	1,629	1,718
Slightly injured	17,613	16,897	15,759	14,438	14,441	13,950
All casualties	19,720	18,961	17,726	16,319	16,176	15,795
Passenger of driver/rider commuting to/from work						
Killed	17	14	12	6	9	7
Seriously injured	141	142	127	128	108	94
Slightly injured	2,191	1,977	1,779	1,651	1,686	1,451
All casualties	2,349	2,133	1,918	1,785	1,803	1,552
Other casualty in accident involving a driver/rider commuting to/from work						
Killed	143	156	130	92	89	91
Seriously injured	1,354	1,330	1,217	1,092	1,081	1,043
Slightly injured	9,442	9,077	8,345	8,026	7,795	7,436
All casualties	10,939	10,563	9,692	9,210	8,965	8,570
All casualties in accidents involving a driver/rider commuting to/from work						
Killed	327	352	275	241	204	225
Seriously injured	3,435	3,354	3,178	2,958	2,818	2,855
Slightly injured	29,246	27,951	25,883	24,115	23,922	22,837
All casualties	33,008	31,657	29,336	27,314	26,944	25,917
Travelling to/from school¹						
Driver/rider travelling to/from school						
Killed	12	7	9	6	1	3
Seriously injured	113	140	140	143	146	118
Slightly injured	2,038	1,869	2,029	1,872	1,745	1,793
All casualties	2,163	2,016	2,178	2,021	1,892	1,914
Passenger of driver/rider travelling to/from school						
Killed	4	8	2	0	6	1
Seriously injured	41	44	49	47	60	41
Slightly injured	1,417	1,256	1,273	1,218	1,168	1,128
All casualties	1,462	1,308	1,324	1,265	1,234	1,170
Other casualty in accident involving a driver/rider travelling to/from school						
Killed	6	6	15	6	8	12
Seriously injured	207	224	204	197	212	203
Slightly injured	1,917	1,759	1,732	1,733	1,690	1,700
All casualties	2,130	1,989	1,951	1,936	1,910	1,915
All casualties in accidents involving a driver/rider travelling to/from school						
Killed	22	21	26	12	15	16
Seriously injured	361	408	393	387	418	362
Slightly injured	5,372	4,884	5,034	4,823	4,603	4,621
All casualties	5,755	5,313	5,453	5,222	5,036	4,999

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

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[Notes & Definitions](#)

Source: DfT STATS19

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Department for Transport statistics

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RAS30059

Reported road accident casualties by severity: GB 1979-2011

Year	Killed		Killed or seriously injured				Rate ¹			
	All	of which children	Seriously injured	All	of which children	Slightly injured	All severities	Traffic ¹	KSI ²	Slight casualty
2005-2009										
Average	2,816	127	27,225	30,041	3,067	216,010	246,050	313	96	690
1979	6,352	636	80,544	86,896	12,458	247,617	334,513	162	537	1,530
1980	5,953	533	78,906	84,859	12,087	241,873	326,732	172	493	1,405
1981	5,846	571	78,259	84,105	11,674	240,735	324,840	175	479	1,372
1982	5,937	536	79,745	85,682	11,819	248,649	334,331	181	474	1,376
1983	5,445	605	70,623	76,068	11,743	232,516	308,584	183	416	1,271
1984	5,599	588	73,059	78,658	12,041	245,656	324,314	192	409	1,278
1985	5,165	515	70,980	76,145	11,129	241,379	317,524	196	388	1,230
1986	5,385	450	68,757	74,142	10,071	247,347	321,489	206	361	1,204
1987	5,125	466	64,293	69,418	9,553	242,055	311,473	221	314	1,094
1988	5,052	462	63,491	68,543	9,371	253,762	322,305	237	290	1,072
1989	5,373	440	63,158	68,531	9,405	273,061	341,592	256	268	1,066
1990	5,217	417	60,441	65,658	9,287	275,483	341,141	259	254	1,066
1991	4,568	377	51,618	56,186	8,061	255,182	311,368	259	217	985
1992	4,229	310	49,256	53,485	7,744	257,268	310,753	259	206	993
1993	3,814	306	45,020	48,834	6,976	257,301	306,135	259	189	995
1994	3,650	299	46,540	50,190	7,525	265,169	315,359	264	190	1,003
1995	3,621	270	45,533	49,154	7,253	261,533	310,687	270	182	970
1996	3,598	270	44,499	48,097	6,989	272,481	320,578	277	174	985
1997	3,599	255	42,984	46,583	6,452	281,220	327,803	282	165	996
1998	3,421	206	40,834	44,255	6,079	280,957	325,212	287	154	978
1999	3,423	221	39,122	42,545	5,699	277,765	320,310	293	145	949
2000	3,409	191	38,155	41,564	5,202	278,719	320,283	293	142	952
2001	3,450	219	37,110	40,560	4,988	272,749	313,309	297	136	917
2002	3,431	179	35,976	39,407	4,596	263,198	302,605	305	129	863
2003	3,508	171	33,707	37,215	4,100	253,392	290,607	308	121	824
2004	3,221	166	31,130	34,351	3,905	246,489	280,840	312	110	789
2005	3,201	141	28,954	32,155	3,472	238,862	271,017	313	103	763
2006	3,172	169	28,673	31,845	3,294	226,559	258,404	318	100	712
2007	2,946	121	27,774	30,720	3,090	217,060	247,780	321	96	675
2008	2,538	124	26,034	28,572	2,807	202,333	230,905	319	90	634
2009	2,222	81	24,690	26,912	2,671	195,234	222,146	316	85	617
2010	1,850	55	22,660	24,510	2,502	184,138	208,648	311	79	592
2011	1,901	60	23,122	25,023	2,412	178,927	203,950	307	82	583

1 Traffic in billion vehicle miles; rates per billion vehicle miles, rounded to the nearest whole number.

Source: DfT STATS19, DfT National Road Traffic Survey

The figures in this table are National Statistics

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2 Killed or seriously injured.

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[Notes & Definitions](#)

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RAS30060

Reported fatalities by road user type: GB 1979-2011

	<hr/> All road users <hr/>									
	Pedestrians	Pedal cyclists	Motorcycle users	Car users	Bus/coach users	Van/Light Goods Vehicle Occupant	HGV Occupant	Other Vehicle Occupant	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

The figures in this table are National Statistics

Source: DFT STATS19, DFT National Road Traffic Survey

Last updated: 27 September 2012

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RAS30061

Reported killed or seriously injured casualties by road user type: GB 1979-2011

	Pedestrian	Pedal Cyclist	Motorcycle Rider/Passenger	Car Occupant	Bus or Coach Occupant	Van/Light Goods Vehicle 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	431
1979	20,447	5,240	21,277	34,963	1,071	2,517	1,013	368	86,896	1,319
1980	19,035	5,536	22,697	33,241	952	2,243	850	305	84,859	1,308
1981	18,487	5,504	22,329	33,625	961	2,146	745	308	84,105	1,358
1982	18,964	5,968	22,689	33,987	962	2,054	746	312	85,682	1,330
1983	18,779	6,396	20,317	27,046	969	1,549	734	278	76,068	1,334
1984	19,461	6,595	20,009	28,997	929	1,560	794	313	78,658	1,393
1985	19,470	5,652	18,173	29,107	1,036	1,684	770	253	76,145	1,280
1986	19,058	5,252	16,467	29,690	859	1,783	770	263	74,142	1,161
1987	17,660	5,131	13,896	29,086	826	1,810	780	229	69,418	1,127
1988	17,880	4,879	12,654	29,346	892	1,845	792	255	68,543	1,093
1989	17,474	5,130	12,488	29,684	835	1,827	846	247	68,531	1,092
1990	17,360	4,600	11,121	29,120	807	1,627	772	251	65,658	927
1991	15,024	4,189	8,502	25,395	725	1,427	695	229	56,186	857
1992	14,195	3,992	7,338	25,124	655	1,308	659	214	53,485	733
1993	12,663	3,797	6,882	22,833	725	1,082	635	217	48,834	736
1994	12,930	4,001	6,666	23,892	815	1,101	571	214	50,190	793
1995	12,297	3,967	6,615	23,461	836	1,106	635	237	49,154	813
1996	11,612	3,789	6,208	24,048	695	989	555	201	48,097	816
1997	11,026	3,592	6,446	23,191	601	928	573	226	46,583	680
1998	10,481	3,312	6,442	21,676	631	949	560	204	44,255	675
1999	9,825	3,176	6,908	20,368	611	867	540	250	42,545	543
2000	9,498	2,770	7,374	19,719	578	813	571	241	41,564	545
2001	9,064	2,678	7,305	19,424	562	811	500	216	40,560	564
2002	8,631	2,450	7,500	18,728	551	780	524	243	39,407	546
2003	7,933	2,411	7,652	17,291	500	765	429	234	37,215	532
2004	7,478	2,308	6,648	16,144	488	631	406	248	34,351	531
2005	7,129	2,360	6,508	14,617	363	587	395	196	32,155	469
2006	7,051	2,442	6,484	14,254	426	564	383	241	31,845	480
2007	6,924	2,564	6,737	12,967	455	494	363	216	30,720	471
2008	6,642	2,565	6,049	11,968	432	445	240	231	28,572	387
2009	6,045	2,710	5,822	11,112	370	417	189	247	26,912	350
2010	5,605	2,771	5,183	9,749	401	359	212	230	24,510	293
2011	5,907	3,192	5,609	9,225	332	340	195	223	25,023	272

The figures in this table are National Statistics

Source: DfT STATS19, DfT National Road Traffic Survey

Last updated: 27 September 2012

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[Notes & Definitions](#)

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RAS30062

Reported children killed or seriously injured by road user type: GB 1979-2011

	Pedestrians	Pedal cyclists	Car users	Other road users	Males	Females	Children (Aged 0 - 15)					All
							Age 0-4	Age 5-8	Age 9-11	Age 12-15		
2005-09												
average	1,900	485	534	61	1,984	1,082	359	576	664	1,469	3,067	
1,979	7,794	2,445	1,621	598	8,136	4,317	1,464	3,610	2,827	4,557	12,458	
1,980	7,318	2,525	1,670	574	7,986	4,098	1,351	3,245	2,825	4,666	12,087	
1,981	6,982	2,457	1,649	586	7,600	4,072	1,286	3,038	2,729	4,621	11,674	
1,982	7,140	2,417	1,681	581	7,699	4,120	1,345	2,774	2,887	4,813	11,819	
1,983	7,167	2,683	1,431	462	7,841	3,902	1,403	2,725	2,741	4,874	11,743	
1,984	7,319	2,667	1,543	512	7,954	4,087	1,435	2,856	2,722	5,028	12,041	
1,985	7,131	2,025	1,533	440	7,306	3,822	1,429	2,766	2,404	4,530	11,129	
1,986	6,459	1,643	1,592	377	6,640	3,429	1,290	2,579	2,163	4,039	10,071	
1,987	5,887	1,757	1,570	339	6,311	3,242	1,277	2,553	1,988	3,735	9,553	
1,988	5,897	1,576	1,596	302	6,113	3,257	1,339	2,459	2,004	3,569	9,371	
1,989	5,836	1,623	1,598	348	6,147	3,257	1,342	2,450	2,015	3,598	9,405	
1,990	5,914	1,490	1,600	283	5,962	3,325	1,363	2,502	2,136	3,286	9,287	
1,991	5,097	1,345	1,371	248	5,191	2,870	1,211	2,150	1,815	2,885	8,061	
1,992	4,901	1,195	1,404	244	4,926	2,817	1,141	2,042	1,773	2,788	7,744	
1,993	4,231	1,146	1,301	298	4,433	2,543	1,010	1,694	1,516	2,756	6,976	
1,994	4,610	1,234	1,378	303	4,784	2,741	993	1,901	1,684	2,947	7,525	
1,995	4,400	1,249	1,324	280	4,665	2,588	968	1,727	1,648	2,910	7,253	
1,996	4,132	1,231	1,329	297	4,493	2,496	831	1,703	1,606	2,849	6,989	
1,997	3,954	1,016	1,271	211	4,221	2,231	826	1,510	1,578	2,538	6,452	
1,998	3,737	915	1,215	212	3,849	2,230	823	1,446	1,446	2,364	6,079	
1,999	3,457	950	1,056	236	3,621	2,078	718	1,384	1,350	2,247	5,699	
2,000	3,226	758	1,003	215	3,338	1,864	600	1,148	1,272	2,182	5,202	
2,001	3,144	674	938	232	3,268	1,718	531	1,060	1,216	2,181	4,988	
2,002	2,828	594	939	235	3,009	1,584	502	979	1,043	2,072	4,596	
2,003	2,381	595	885	239	2,699	1,400	489	853	908	1,850	4,100	
2,004	2,339	577	759	230	2,562	1,343	408	749	785	1,963	3,905	
2,005	2,134	527	595	216	2,233	1,238	382	656	774	1,660	3,472	
2,006	2,025	503	596	170	2,107	1,187	378	627	653	1,636	3,294	
2,007	1,899	522	526	143	2,007	1,083	372	540	689	1,489	3,090	
2,008	1,784	417	490	116	1,818	986	347	543	619	1,298	2,807	
2,009	1,660	458	463	90	1,757	914	314	512	584	1,261	2,671	
2,010	1,646	398	360	98	1,628	874	324	504	595	1,079	2,502	
2,011	1,602	398	336	36	1,519	893	328	514	561	1,009	2,412	

The figures in this table are National Statistics

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Source: DfT STATS19

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Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2011/>

RAS30063

Reported slightly injured casualties by road user type: GB 1979-2011

	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	2,004	13,934	4,965	16,452	5,181	147,683	604	216,010	699
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	1,012
1995	34,786	3,058	20,978	8,151	16,909	7,257	170,566	782	261,533	979
1996	34,838	3,145	20,795	8,214	16,925	7,245	181,288	811	272,481	994
1997	34,575	3,286	21,044	8,298	18,046	7,331	188,257	828	281,220	1,005
1998	34,405	3,064	19,611	7,982	18,168	7,116	188,798	820	280,957	986
1999	33,063	3,057	19,664	7,758	19,284	6,904	185,367	790	277,765	957
2000	32,535	2,995	17,842	6,930	20,838	7,350	187,080	801	278,719	962
2001	31,513	2,914	16,436	6,300	21,505	7,220	183,378	774	272,749	929
2002	30,153	2,649	14,657	5,414	20,853	6,655	178,697	736	263,198	876
2003	28,472	2,447	14,622	5,307	20,759	6,018	171,051	706	253,392	838
2004	27,403	2,321	14,340	5,605	18,993	6,003	167,714	685	246,489	803
2005	26,152	2,268	14,201	5,298	18,316	5,513	163,685	671	238,862	778
2006	23,931	2,027	13,754	4,917	16,842	5,305	156,746	635	226,559	728
2007	23,267	2,065	13,631	5,343	16,722	4,921	148,466	600	217,060	691
2008	21,840	1,896	13,732	4,835	15,501	4,959	137,220	559	202,333	651
2009	20,842	1,771	14,354	4,839	14,881	4,684	132,300	540	195,234	634
2010	20,240	1,873	14,414	4,799	13,503	4,727	123,456	515	184,138	607
2011	20,291	1,863⁵	16,023	5,219	14,541	5,041	115,699	481	178,927	583

1 Rate per billion miles walked.

2 Rate per billion vehicle miles.

3 Includes other vehicles.

4 Rate per billion vehicle miles (excluding distance walked).

5 2010 NTS data used to calculate 2011 pedestrian rates

The figures in this table are National Statistics

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[Notes & Definitions](#)

Source: DfT STATS19, DfT National Road Traffic Survey

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Department for Transport statistics

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RAS30064

Reported pedestrian casualties by age: GB 1979-2011

	Children (0-15)				Adults (16-59)				Adults (60+)				All ¹				Casualty rate per million population		
	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	96	331	427

1 Includes cases where age not reported.

The figures in this table are National Statistics

Source: DfT STATS19, ONS

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RAS30065

Reported pedal cycle casualties by age: GB 1979-2011

2005-09	Children (0-15)				Adults (16-59)				Adults (60+)				All ¹				Casualty rate per billion miles ²			Pedal cycle
	Killed	Serious	Slight	All	Killed	Serious	Slight	All	Killed	Serious	Slight	All	Killed	Serious	Slight	All	KSI	Slight	All	traffic ³
	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	5,903	5,036	5,950
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	8,196	6,467	8,309	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	7,742	6,087	7,837	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	7,382	5,848	7,474	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	7,013	5,584	7,087	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	7,631	6,099	7,713	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	7,717	6,141	7,804	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	7,094	5,669	7,170	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	7,622	6,154	7,702	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	7,266	5,906	7,344	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	7,884	6,453	7,954	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	8,717	7,223	8,808	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	8,021	6,689	8,099	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	7,653	6,424	7,728	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	8,353	7,065	8,422	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	9,599	8,149	9,674	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	9,884	8,350	9,953	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	9,610	8,151	9,693	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	9,625	8,209	9,705	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	9,642	8,298	9,714	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	9,266	7,982	9,330	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	8,943	7,758	9,011	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	7,957	6,930	8,006	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	7,274	6,300	7,327	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	6,272	5,414	6,320	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	6,141	5,307	6,182	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	6,455	5,605	6,507	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	6,123	5,298	6,178	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	5,738	4,917	5,790	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	6,295	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	5,698	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	5,718	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	5,684	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	6,223	5,219	6,258	3.07

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.

The figures in this table are National Statistics

Source: DfT STATS19

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[Notes & Definitions](#)

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Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2011>

RAS30066

Reported motorcycle user casualties: GB 1979-2011

	Killed	Serious	Slight	Total	Motorcycle traffic ¹	Casualty rate ²		
						KSI	Slight	All
2005-09								
average	544	5,776	16,452	22,772	3.24	1,950	5,076	7,027
1979	1,160	20,117	45,878	67,155	3.97	5,359	11,555	16,913
1980	1,163	21,534	48,141	70,838	4.77	4,762	10,101	14,863
1981	1,131	21,198	46,800	69,129	5.51	4,051	8,491	12,543
1982	1,091	21,598	49,242	71,931	5.73	3,960	8,595	12,556
1983	963	19,354	44,177	64,494	5.14	3,954	8,597	12,551
1984	967	19,042	43,812	63,821	5.04	3,971	8,694	12,665
1985	796	17,377	38,419	56,592	4.58	3,968	8,389	12,358
1986	762	15,705	35,818	52,285	4.39	3,748	8,153	11,902
1987	723	13,173	31,905	45,801	4.17	3,333	7,652	10,985
1988	670	11,984	30,182	42,836	3.75	3,377	8,055	11,432
1989	683	11,805	30,142	42,630	3.69	3,381	8,161	11,542
1990	659	10,462	27,927	39,048	3.46	3,214	8,070	11,284
1991	548	7,954	22,249	30,751	3.35	2,536	6,637	9,173
1992	469	6,869	19,553	26,891	2.81	2,609	6,951	9,560
1993	427	6,455	18,212	25,094	2.34	2,941	7,782	10,723
1994	444	6,222	17,688	24,354	2.35	2,842	7,540	10,382
1995	445	6,170	16,909	23,524	2.33	2,839	7,257	10,097
1996	440	5,768	16,925	23,133	2.34	2,657	7,245	9,903
1997	509	5,937	18,046	24,492	2.46	2,619	7,331	9,949
1998	498	5,944	18,168	24,610	2.55	2,523	7,116	9,639
1999	547	6,361	19,284	26,192	2.79	2,473	6,904	9,377
2000	605	6,769	20,838	28,212	2.84	2,595	7,333	9,929
2001	583	6,722	21,505	28,810	2.99	2,441	7,187	9,628
2002	609	6,891	20,853	28,353	3.16	2,376	6,606	8,982
2003	693	6,959	20,759	28,411	3.48	2,196	5,958	8,154
2004	585	6,063	18,993	25,641	3.20	2,075	5,929	8,005
2005	569	5,939	18,316	24,824	3.38	1,928	5,427	7,355
2006	599	5,885	16,842	23,326	3.23	2,008	5,215	7,223
2007	588	6,149	16,722	23,459	3.47	1,940	4,816	6,756
2008	493	5,556	15,501	21,550	3.19	1,893	4,852	6,745
2009	472	5,350	14,881	20,703	3.25	1,792	4,579	6,371
2010	403	4,780	13,503	18,686	2.92	1,775	4,623	6,398
2011	362	5,247	14,541	20,150	2.88	1,945	5,041	6,986

1 Billion vehicle miles.

2 Rate per billion vehicle miles.

The figures in this table are National Statistics

Source: DfT STATS19, DfT National Road Traffic Survey

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[Notes & Definitions](#)

Department for Transport statistics

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RAS30067

Reported car user casualties: GB 1979-2011

	Drivers				Passengers			All				Car traffic ¹	Casualty rate ²			
	Killed	Serious	Slight	Total	Killed	Serious	Slight	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	246	53	601	654
1979	1,479	18,491	62,666	82,636	950	14,043	51,882	66,875	2,429	32,534	114,548	149,511	125	279	915	1194
1980	1,339	17,593	60,861	79,793	939	13,370	49,415	63,724	2,278	30,963	110,276	143,517	134	249	825	1074
1981	1,346	17,803	61,930	81,079	941	13,535	50,762	65,238	2,287	31,338	112,692	146,317	136	247	826	1073
1982	1,472	17,990	64,811	84,273	971	13,554	51,106	65,631	2,443	31,544	115,917	149,904	141	241	821	1061
1983	1,198	14,274	57,667	73,139	821	10,753	45,712	57,286	2,019	25,027	103,379	130,425	144	188	720	908
1984	1,237	15,293	64,400	80,930	942	11,525	50,227	62,694	2,179	26,818	114,627	143,624	152	191	756	947
1985	1,253	15,469	67,480	84,202	808	11,577	52,865	65,250	2,061	27,046	120,345	149,452	156	187	773	960
1986	1,340	15,794	74,038	91,172	893	11,663	55,478	68,034	2,233	27,457	129,516	159,206	164	181	788	969
1987	1,327	15,840	74,843	92,010	879	11,040	55,539	67,458	2,206	26,880	130,382	159,468	177	164	737	902
1988	1,280	16,296	82,011	99,587	862	10,908	59,348	71,118	2,142	27,204	141,359	170,705	190	155	745	900
1989	1,498	16,336	91,345	109,179	928	10,922	63,659	75,509	2,426	27,258	155,004	184,688	206	144	753	897
1990	1,432	15,971	95,445	112,848	939	10,778	65,993	77,710	2,371	26,749	161,438	190,558	209	140	774	913
1991	1,261	14,369	93,023	108,653	792	8,973	60,966	70,731	2,053	23,342	153,989	179,384	208	122	739	861
1992	1,228	14,178	97,946	113,352	750	8,968	62,592	72,310	1,978	23,146	160,538	185,662	210	120	764	884
1993	1,099	13,181	101,106	115,386	661	7,892	63,540	72,093	1,760	21,073	164,646	187,479	210	109	784	892
1994	1,102	13,775	106,456	121,333	662	8,353	64,806	73,821	1,764	22,128	171,262	195,154	214	111	799	910
1995	1,086	13,471	106,066	120,623	663	8,241	64,500	73,404	1,749	21,712	170,566	194,027	218	108	782	889
1996	1,146	13,869	113,907	128,922	660	8,373	67,381	76,414	1,806	22,242	181,288	205,336	224	108	811	918
1997	1,171	13,710	119,244	134,125	624	7,686	69,013	77,323	1,795	21,396	188,257	211,448	227	102	828	930
1998	1,134	12,707	120,948	134,789	562	7,273	67,850	75,685	1,696	19,980	188,798	210,474	230	94	820	914
1999	1,082	11,913	119,072	132,067	605	6,768	66,295	73,668	1,687	18,681	185,367	205,735	235	87	790	877
2000	1,087	11,608	121,233	133,928	578	6,446	65,847	72,871	1,665	18,054	187,080	206,799	234	84	799	883
2001	1,164	11,391	119,763	132,318	585	6,284	63,615	70,484	1,749	17,675	183,378	202,802	237	82	771	853
2002	1,146	10,884	116,994	129,024	601	6,097	61,703	68,401	1,747	16,981	178,697	197,425	243	77	732	809
2003	1,169	9,871	112,746	123,786	600	5,651	58,305	64,556	1,769	15,522	171,051	188,342	242	71	700	771
2004	1,106	9,296	111,643	122,045	565	5,177	56,071	61,813	1,671	14,473	167,714	183,858	245	66	678	743
2005	1,109	8,388	110,070	119,567	566	4,554	53,615	58,735	1,675	12,942	163,685	178,302	244	60	663	722
2006	1,066	8,239	105,698	115,003	546	4,403	51,048	55,997	1,612	12,642	156,746	171,000	247	58	627	684
2007	942	7,537	100,621	109,100	490	3,998	47,845	52,333	1,432	11,535	148,466	161,433	247	52	591	643
2008	861	7,106	92,985	100,952	396	3,605	44,235	48,236	1,257	10,711	137,220	149,188	245	49	550	598
2009	700	6,670	88,937	96,307	359	3,383	43,363	47,105	1,059	10,053	132,300	143,412	245	45	531	576
2010	574	5,932	83,281	89,787	261	2,982	40,175	43,418	835	8,914	123,456	133,205	240	41	506	546
2011	613	5,594	78,133	84,340	270	2,748	37,566	40,584	883	8,342	115,699	124,924	241	38	481	519

1 Billion vehicle miles.

2 Rate per billion vehicle miles.

The figures in this table are National Statistics

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[Notes & Definitions](#)

Source: DfT STATS19, DfT National Road Traffic Survey

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Department for Transport statistics

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RAS30068

Reported other road user casualties: GB 1979-2011

	Bus and Coach				Bus/Coach traffic ¹	Van/Light goods vehicle				Vans/Light goods traffic ¹	Heavy goods vehicle				Heavy goods traffic ¹
	Killed	Serious	Slight	Total		Killed	Serious	Slight	Total		Killed	Serious	Slight	Total	
2005-09 average	12	408	6,876	7,295	3.2	52	471	5,031	5,554	40	42	303	2,100	2,445	18
1979	34	1,037	10,073	11,144	2.1	158	2,359	8,203	10,720	16	108	905	3,116	4,129	12
1980	29	923	9,469	10,421	2.2	140	2,103	7,123	9,366	16	70	780	2,381	3,231	12
1981	20	941	8,925	9,886	2.2	141	2,005	6,965	9,111	16	62	683	2,299	3,044	12
1982	33	929	8,987	9,949	2.2	117	1,937	6,591	8,645	16	67	679	2,266	3,012	11
1983	38	931	9,382	10,351	2.3	102	1,447	5,372	6,921	16	59	675	2,223	2,957	12
1984	37	892	9,544	10,473	2.4	111	1,449	5,872	7,432	17	75	719	2,364	3,158	12
1985	32	1,004	9,215	10,251	2.3	113	1,571	6,703	8,387	18	74	696	2,544	3,314	12
1986	24	835	8,659	9,518	2.3	157	1,626	7,208	8,991	19	83	687	2,550	3,320	13
1987	15	811	8,262	9,088	2.5	111	1,699	7,032	8,842	20	75	705	2,707	3,487	14
1988	17	875	8,609	9,501	2.7	146	1,699	7,824	9,669	22	73	719	2,878	3,670	15
1989	20	815	9,365	10,200	2.8	144	1,683	8,274	10,101	25	82	764	3,217	4,063	16
1990	19	788	9,147	9,954	2.8	129	1,498	8,101	9,728	25	67	705	3,072	3,844	15
1991	25	700	8,150	8,875	3.0	119	1,308	7,246	8,673	26	65	630	2,908	3,603	15
1992	19	636	8,448	9,103	2.9	117	1,191	6,821	8,129	26	70	589	2,667	3,326	15
1993	35	690	8,582	9,307	2.9	91	991	6,338	7,420	26	59	576	2,698	3,333	15
1994	21	794	9,275	10,090	2.9	64	1,037	6,457	7,558	27	41	530	2,799	3,370	15
1995	35	801	8,442	9,278	3.0	69	1,037	6,094	7,200	28	57	578	2,696	3,331	16
1996	11	684	8,650	9,345	3.1	61	928	6,226	7,215	29	63	492	2,690	3,245	16
1997	14	587	8,838	9,439	3.2	64	864	6,548	7,476	30	45	528	2,729	3,302	17
1998	18	613	9,208	9,839	3.3	67	882	6,723	7,672	32	60	500	2,884	3,444	17
1999	11	600	9,641	10,252	3.3	65	802	6,257	7,124	32	52	488	2,944	3,484	17
2000	15	563	9,510	10,088	3.2	66	747	6,194	7,007	32	55	516	3,026	3,597	18
2001	14	548	9,322	9,884	3.2	64	747	6,493	7,304	33	54	446	2,888	3,388	17
2002	19	532	8,454	9,005	3.2	70	710	6,227	7,007	34	63	461	2,654	3,178	18
2003	11	489	8,568	9,068	3.3	72	693	6,132	6,897	36	44	385	2,632	3,061	18
2004	20	468	8,332	8,820	3.2	62	569	5,535	6,166	37	47	359	2,477	2,883	18
2005	9	354	7,557	7,920	3.2	54	533	5,461	6,048	38	55	340	2,448	2,843	18
2006	19	407	6,827	7,253	3.3	52	512	5,350	5,914	40	39	344	2,147	2,530	18
2007	12	443	6,624	7,079	3.4	58	436	4,846	5,340	42	52	311	2,113	2,476	18
2008	6	426	6,497	6,929	3.1	43	402	4,468	4,913	42	23	217	1,690	1,930	18
2009	14	356	5,947	6,317	3.1	36	381	4,326	4,743	41	14	175	1,330	1,519	16
2010	9	392	5,867	6,268	3.1	34	325	4,135	4,494	41	28	184	1,366	1,578	16
2011	7	325	5,845	6,177	2.9	34	306	4,159	4,499	41	28	167	1,220	1,415	16

1 Billion vehicle miles.

The figures in this table are National Statistics

Source: DfT STATS19, DfT National Road Traffic Survey

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[Notes & Definitions](#)

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RAS40001

Reported accidents and casualties, population, vehicle population, index of vehicle mileage, by road user type and severity, Great Britain, 1930-2011

Year	Population (millions)	Motor vehicles currently licensed (m'lns)	Reported casualties from road accidents								
			Index of vehicle traffic ¹ 1949=100			Killed				Injured	All severities
			Motor traffic	All traffic	Accidents ('000s)	Pedest- rians	Pedal cyclists ²	M'cycle users ²	Others ³	All ('000s)	All ('000s)
1930	44.6	2.3	157	3,722	887	1,832	864	7,305	178
1935	45.6	2.6	196	3,073	1,400	1,277	752	6,502	222
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
1950	49.2	4.4	114	104	167	2,251	805	1,129	827	5,012	196
1955	49.6	6.5	166	136	217	2,287	708	1,362	1,169	5,526	262
1960	51.0	9.4	242	177	272	2,708	679	1,743	1,840	6,970	341
1965	52.9	12.9	350	242	299	3,105	543	1,244	3,060	7,952	390
1970	54.1	15.0	431	292	267	2,925	373	761	3,440	7,499	356
1975	54.7	17.5	499	337	246	2,344	278	838	2,906	6,366	319
1980 ⁴	54.8	19.2	584	394	252	1,941	302	1,163	2,547	5,953	321
1981	54.8	19.4	595	402	248	1,874	310	1,131	2,531	5,846	319
1982 ⁴	54.8	19.8	611	414	256	1,869	294	1,091	2,683	5,937	328
1983	54.8	20.2	620	420	243	1,914	323	963	2,245	5,445	303
1984	55.0	20.8	652	441	253	1,868	345	967	2,419	5,599	319
1985	55.1	21.2	666	450	246	1,789	286	796	2,294	5,165	312
1986 ⁴	55.3	21.7	700	472	248	1,841	271	762	2,511	5,385	316
1987	55.4	22.2	754	508	239	1,703	280	723	2,419	5,125	306
1988	55.6	23.3	809	544	247	1,753	227	670	2,402	5,052	317
1989	55.8	24.2	874	588	261	1,706	294	683	2,690	5,373	336
1990	56.0	24.7	884	594	258	1,694	256	659	2,608	5,217	336
1991 ⁵	56.2	24.5	886	595	236	1,496	242	548	2,282	4,568	307
1992	55.9	24.9	883	592	233	1,347	204	469	2,209	4,229	307
1993	56.0	24.8	887	594	229	1,241	186	427	1,960	3,814	302
1994	56.2	25.2	907	607	234	1,124	172	444	1,910	3,650	312
1995	56.3	25.4	925	619	231	1,038	213	445	1,925	3,621	307
1996	56.4	26.3	949	635	236	997	203	440	1,958	3,598	317
1997	56.5	27.0	969	648	240	973	183	509	1,934	3,599	324
1998	56.6	27.5	987	660	239	906	158	498	1,859	3,421	322
1999	56.8	28.4	1,005	672	235	870	172	547	1,834	3,423	317
2000	57.0	28.9	1,005	672	234	857	127	605	1,820	3,409	317
2001	57.4	29.7	1,017	680	229	826	138	583	1,903	3,450	310
2002	57.6	30.6	1,041	696	222	775	130	609	1,917	3,431	299
2003	57.8	31.2	1,047	701	214	774	114	693	1,927	3,508	287
2004	58.1	32.3	1,063	711	207	671	134	585	1,831	3,221	278
2005	58.5	32.9	1,063	711	199	671	148	569	1,813	3,201	268
2006	58.8	33.4	1,078	721	189	675	146	599	1,752	3,172	255
2007	59.2	34.0	1,088	727	182	646	136	588	1,576	2,946	245
2008	59.6	34.2	1,077	721	171	572	115	493	1,358	2,538	228
2009	60.0	34.2	1,067	714	164	500	104	472	1,146	2,222	220
2010	60.5	34.2	1,050	703	154	405	111	403	931	1,850	207
2011	60.9	34.2	1,052	704	151	453	107	362	979	1,901	204

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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[Notes & Definitions](#)

Source: DfT STATS19, DfT National Road Traffic Survey, DVLA/DfT, ONS mid-year population estimates

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The figures in this table are National Statistics

Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2011>

RAS40002

Reported accidents, vehicles and casualties by severity, road class, built-up and non built-up roads, Great Britain, 2011

	Accidents	Vehicles involved	Number of accidents/vehicles/casualties			
			Casualties involved, by severity			
			Killed	Seriously injured	Slightly injured	All severities
Motorways						
Fatal	92	228	106	49	133	288
Serious	610	1,238	..	691	548	1,239
Slight	5,117	11,440	8,215	8,215
All severities	5,819	12,906	106	740	8,896	9,742
Built-up A roads						
Fatal	397	644	420	90	126	636
Serious	6,163	10,165	..	6,469	1,618	8,087
Slight	42,832	81,017	55,918	55,918
All severities	49,392	91,826	420	6,559	57,662	64,641
Built-up other roads¹						
Fatal	385	604	396	68	115	579
Serious	8,439	13,479	..	8,802	1,842	10,644
Slight	55,170	97,980	69,666	69,666
All severities	63,994	112,063	396	8,870	71,623	80,889
All built-up roads²						
Fatal	782	1,248	816	158	241	1,215
Serious	14,602	23,644	..	15,271	3,460	18,731
Slight	98,002	178,997	125,584	125,584
All severities	113,386	203,889	816	15,429	129,285	145,530
Non built-up A roads						
Fatal	644	1,283	689	239	385	1,313
Serious	3,550	6,605	..	4,120	1,965	6,085
Slight	16,303	32,084	24,184	24,184
All severities	20,497	39,972	689	4,359	26,534	31,582
Non built-up other roads¹						
Fatal	279	462	290	94	114	498
Serious	2,224	3,626	..	2,500	1,002	3,502
Slight	9,269	15,300	13,096	13,096
All severities	11,772	19,388	290	2,594	14,212	17,096
All non built-up roads²						
Fatal	923	1,745	979	333	499	1,811
Serious	5,774	10,231	..	6,620	2,967	9,587
Slight	25,572	47,384	37,280	37,280
All severities	32,269	59,360	979	6,953	40,746	48,678
All speed limits³						
Fatal	1,797	3,221	1,901	540	873	3,314
Serious	20,986	35,113	..	22,582	6,975	29,557
Slight	128,691	237,821	171,079	171,079
All severities	151,474	276,155	1,901	23,122	178,927	203,950

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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Source: DfT STATS19
Last updated: 27 September 2012
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The figures in this table are National Statistics

Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2011>

RAS40003

Reported accidents and casualties by severity, road type and speed limit, Great Britain, 2011

	Number of accidents/casualties							
	Accidents				Casualties			
	Fatal	Serious	Slight	All	Killed	Seriously injured	Slightly injured	All
Roundabout								
Speed limit								
20 mph ¹	1	8	57	66	1	9	69	79
30 mph	11	603	5,943	6,557	12	621	7,592	8,225
40 mph	4	160	1,430	1,594	4	167	1,881	2,052
50 mph	0	40	449	489	0	44	596	640
60 mph	4	122	1,041	1,167	4	132	1,396	1,532
70 mph	5	57	579	641	7	61	783	851
All limits ²	25	990	9,499	10,514	28	1,034	12,317	13,379
One way street								
Speed limit								
20 mph ¹	0	18	149	167	0	18	163	181
30 mph	15	332	2,441	2,788	15	344	2,925	3,284
40 mph	0	9	29	38	0	9	35	44
50 mph	1	1	5	7	1	4	14	19
60 mph	2	11	36	49	3	16	54	73
All limits ²	18	371	2,660	3,049	19	391	3,191	3,601
Single carriageway								
Speed limit								
20 mph ¹	6	243	1,374	1,623	6	252	1,654	1,912
30 mph	537	10,862	71,237	82,636	556	11,400	92,566	104,522
40 mph	117	1,130	5,991	7,238	123	1,281	9,241	10,645
50 mph	92	560	2,160	2,812	99	714	3,633	4,446
60 mph	637	3,981	15,237	19,855	677	4,801	24,563	30,041
All limits ²	1,389	16,776	95,999	114,164	1,461	18,448	131,657	151,566
Slip road								
Speed limit								
20 mph ¹	0	1	1	2	0	1	1	2
30 mph	2	27	351	380	2	28	460	490
40 mph	0	5	118	123	0	5	173	178
50 mph	0	13	138	151	0	13	213	226
60 mph	2	27	171	200	2	28	244	274
70 mph	8	65	615	688	9	72	963	1,044
All limits ²	12	138	1,394	1,544	13	147	2,054	2,214
Dual carriageway								
Speed limit								
20 mph ¹	0	2	35	37	0	2	43	45
30 mph	44	687	5,583	6,314	48	737	7,696	8,481
40 mph	42	474	2,881	3,397	46	513	4,384	4,943
50 mph	26	200	1,595	1,821	26	222	2,492	2,740
60 mph	13	126	778	917	13	146	1,191	1,350
70 mph	221	1,154	7,613	8,988	239	1,404	13,079	14,722
All limits ²	346	2,643	18,485	21,474	372	3,024	28,885	32,281
All roads³								
Speed limit								
20 mph ¹	7	279	1,649	1,935	7	289	1,966	2,262
30 mph	612	12,556	86,025	99,193	636	13,176	111,793	125,605
40 mph	163	1,780	10,485	12,428	173	1,977	15,763	17,913
50 mph	119	815	4,361	5,295	126	998	6,973	8,097
60 mph	661	4,276	17,338	22,275	703	5,139	27,566	33,408
70 mph	235	1,280	8,833	10,348	256	1,543	14,866	16,665
All limits ²	1,797	20,986	128,691	151,474	1,901	23,122	178,927	203,950

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.

Department for Transport statistics

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RAS40004

Reported accidents, vehicle user and pedestrian casualties by area type and combination of vehicles involved, Great Britain, 2011

Urban areas	Accidents/Casualties												
	Single vehicle				Two vehicle accidents by vehicle type B								All accidents
	No pedes- trian	With pedes- trian	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	with three or more vehicles	with vehs of type 'A'
Pedal cycle													
Accidents involving	374	347	61	53	217	13,139	382	973	257	111	15,195	380	16,296
User casualties	377	95	77	43	189	13,019	353	967	253	108	15,011	411	15,894
of which: killed	4	0	0	0	0	21	1	3	14	2	41	7	52
seriously injured	122	17	12	3	26	1,768	62	157	67	20	2,116	85	2,340
Pedestrians hit by cycles	0	351	2	1	0	18	6	1	0	0	28	1	380
of which: killed	0	2	0	0	0	0	0	0	0	0	0	0	2
seriously injured	0	76	0	0	0	1	1	0	0	0	2	0	78
Motorcycle 50cc and under													
Accidents involving	316	127	53	32	18	1,655	18	109	25	12	1,922	133	2,498
User casualties	321	40	24	42	14	1,632	16	111	25	10	1,874	118	2,353
of which: killed	0	1	0	0	0	2	0	0	0	0	2	0	3
seriously injured	58	4	1	2	0	232	0	16	1	2	254	23	339
Ped'ns hit by m/cs to 50cc	0	136	0	0	0	4	1	1	0	0	6	0	142
of which: killed	0	0	0	0	0	0	0	0	0	0	0	0	0
seriously injured	0	15	0	0	0	1	0	0	0	0	1	0	16
Motorcycle over 50cc ¹													
Accidents involving	1,260	655	217	18	98	7,536	96	646	110	69	8,790	610	11,315
User casualties	1,303	202	101	11	129	7,558	92	650	107	63	8,711	592	10,808
of which: killed	23	1	0	0	1	47	2	4	7	3	64	20	108
seriously injured	409	27	12	2	30	1,542	19	126	28	9	1,768	163	2,367
Ped'ns hit by m/cs +50cc	0	682	1	0	2	27	5	5	0	4	44	9	735
of which: killed	0	14	0	0	0	2	0	0	0	2	0	0	16
seriously injured	0	129	0	0	0	9	1	0	0	0	10	2	141
Car													
Accidents involving	3,967	17,045	13,139	1,655	7,536	28,404	1,680	2,876	1,258	764	57,317	7,819	86,148
User casualties	5,233	225	251	112	560	42,061	866	2,860	1,418	510	48,646	11,688	65,792
of which: killed	58	0	0	0	1	46	4	9	11	3	74	26	158
seriously injured	659	14	17	3	11	1,345	48	94	74	18	1,610	480	2,763
Pedestrians hit by cars	0	17,590	18	1	5	663	90	64	32	47	920	124	18,634
of which: killed	0	177	0	0	1	14	0	1	0	1	17	8	202
seriously injured	0	3,535	2	0	3	137	28	18	6	9	203	24	3,762
Bus or coach													
Accidents involving	2,273	1,141	382	18	96	1,680	65	173	49	52	2,515	280	6,209
User casualties	2,627	72	52	3	9	1,662	174	213	65	46	2,224	209	5,132
of which: killed	3	0	0	0	0	3	0	0	0	3	0	0	6
seriously injured	198	3	4	0	1	63	0	8	3	4	83	3	287
Pedestrians hit by buses	0	1,166	3	0	0	16	3	1	3	2	28	1	1,195
of which: killed	0	28	0	0	0	0	0	0	0	0	0	0	28
seriously injured	0	232	2	0	0	3	1	0	3	0	9	0	241
Van / Light goods vehicle													
Accidents involving	125	1,090	973	109	646	2,876	173	129	74	44	5,024	1,156	7,395
User casualties	147	6	11	1	13	1,073	40	152	57	15	1,362	408	1,923
of which: killed	2	0	0	0	0	0	0	0	0	0	0	0	2
seriously injured	14	0	1	0	0	37	2	7	3	0	50	17	81
Pedestrians hit by vans	0	1,126	0	0	1	35	7	6	7	2	58	10	1,194
of which: killed	0	18	0	0	0	0	0	0	0	0	0	2	20
seriously injured	0	235	0	0	0	9	1	0	1	1	12	1	248
Heavy goods vehicle													
Accidents involving	59	286	257	25	110	1,258	49	74	17	18	1,808	384	2,537
User casualties	65	6	5	0	7	159	9	23	20	5	228	69	368
of which: killed	1	0	0	0	0	0	0	0	0	0	0	1	2
seriously injured	11	0	0	0	2	5	1	2	0	1	11	8	30
Pedestrians hit by HGVs	0	300	0	0	0	12	0	3	1	1	17	4	321
of which: killed	0	25	0	0	0	1	0	0	0	0	1	0	26
seriously injured	0	78	0	0	0	1	0	2	0	0	3	0	81
Any other vehicle A													
Accidents involving	74	296	111	12	69	764	52	44	18	19	1,089	233	1,692
User casualties	91	10	6	2	4	446	23	42	15	22	560	56	717
of which: killed	3	0	0	0	0	4	0	3	0	0	7	1	11
seriously injured	26	0	0	0	1	53	1	3	2	1	61	4	91
Ped'ns hit by these vehs	0	303	0	0	0	9	0	0	1	0	10	0	313
of which: killed	0	9	0	0	0	0	0	0	0	0	0	0	9
seriously injured	0	63	0	0	0	1	0	0	0	0	1	0	64
All vehicles ²													
Accidents involving	8,448	20,991	15,195	1,922	8,790	57,317	2,515	5,024	1,808	1,089	61,246	7,891	98,576
All vehicle user casualties	10,164	656	15,461	2,046	9,507	74,195	3,623	6,228	2,168	1,317	78,616	13,551	102,987
of which: killed	94	2	41	2	65	151	10	19	32	15	191	55	342
seriously injured	1,497	65	2,151	262	1,809	5,310	216	456	189	115	5,953	783	8,298
Pedestrian casualties	0	21,658	50	8	50	1,041	137	133	60	66	1,111	149	22,918
of which: killed	0	273	0	0	3	20	0	1	1	1	20	10	303
seriously injured	0	4,363	6	1	13	228	40	32	13	11	241	27	4,631

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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RAS40004

Reported accidents, vehicle user and pedestrian casualties by area type and combination of vehicles involved, Great Britain, 2011

Rural areas	Accidents/Casualties												
	Single vehicle		Two vehicle accidents by vehicle type B									All accidents	All accidents
	No pedes- trian	With pedes- trian	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	with three or more vehicles	with vehs of type 'A'
Vehicle A													
Pedal cycle													
Accidents involving	202	22	25	11	48	2,487	39	212	93	45	2,961	164	3,349
User casualties	202	14	34	9	46	2,453	37	209	92	44	2,925	180	3,321
of which: killed	10	0	1	0	2	22	0	4	5	0	34	11	55
seriously injured	103	4	14	4	10	463	7	43	27	12	581	57	745
Pedestrians hit by cycles	0	23	0	0	0	3	0	0	0	0	3	0	26
of which: killed	0	0	0	0	0	0	0	0	0	0	0	0	0
seriously injured	0	10	0	0	0	0	0	0	0	0	0	0	10
Motorcycle 50cc and under													
Accidents involving	228	16	11	14	14	402	3	33	12	11	501	49	794
User casualties	233	5	4	19	9	398	3	34	12	9	489	45	772
of which: killed	3	0	0	0	0	2	0	0	0	0	2	1	6
seriously injured	60	1	0	5	0	91	0	5	4	2	107	10	178
Ped'n's hit by m/cs to 50cc	0	16	0	0	0	0	0	0	0	1	1	0	17
of which: killed	0	0	0	0	0	0	0	0	0	0	0	0	0
seriously injured	0	5	0	0	0	0	0	0	0	0	0	0	5
Motorcycle over 50cc ¹													
Accidents involving	1,748	41	48	14	104	3,038	18	231	121	95	3,669	558	6,016
User casualties	1,834	16	26	10	159	3,086	16	238	126	100	3,761	606	6,217
of which: killed	48	0	0	0	5	106	0	12	10	7	140	57	245
seriously injured	812	2	11	6	58	1,030	5	93	51	37	1,291	258	2,363
Ped'n's hit by m/cs +50cc	0	41	0	0	1	6	0	0	0	2	9	1	51
of which: killed	0	2	0	0	0	0	0	0	0	0	0	1	3
seriously injured	0	13	0	0	1	1	0	0	0	1	3	0	16
Car													
Accidents involving	10,876	2,312	2,487	402	3,038	16,135	340	2,060	2,116	641	27,221	6,840	47,249
User casualties	14,560	74	80	37	426	26,472	283	2,183	2,536	616	32,635	11,863	59,132
of which: killed	279	0	0	0	4	179	7	28	71	12	301	145	725
seriously injured	2,002	1	10	2	35	2,109	22	177	204	54	2,613	963	5,579
Pedestrians hit by cars	0	2,385	1	1	1	153	38	12	19	13	238	64	2,687
of which: killed	0	84	0	0	0	12	0	2	2	0	16	11	111
seriously injured	0	570	0	0	1	43	19	3	5	2	73	23	666
Bus or coach													
Accidents involving	229	84	39	3	18	340	7	26	29	27	489	127	929
User casualties	331	4	6	0	3	240	66	50	99	24	488	222	1,045
of which: killed	0	0	0	0	0	0	0	0	1	0	1	0	1
seriously injured	19	1	0	0	0	3	0	0	6	1	10	8	38
Pedestrians hit by buses	0	86	1	0	0	3	0	1	0	0	5	1	92
of which: killed	0	6	0	0	0	1	0	0	0	0	1	1	8
seriously injured	0	14	1	0	0	1	0	0	0	0	2	0	16
Van / Light goods vehicle													
Accidents involving	364	189	212	33	231	2,060	26	131	202	53	2,949	1,341	4,843
User casualties	441	1	6	0	6	1,013	16	178	214	35	1,469	665	2,576
of which: killed	15	0	0	0	0	3	0	1	4	0	8	9	32
seriously injured	62	0	0	0	0	62	0	12	33	3	110	53	225
Pedestrians hit by vans	0	197	0	0	0	11	1	1	5	1	19	5	221
of which: killed	0	10	0	0	0	1	0	0	1	0	2	0	12
seriously injured	0	46	0	0	0	7	0	0	2	0	9	0	55
Heavy goods vehicle													
Accidents involving	288	101	93	12	121	2,116	29	202	131	56	2,760	1,023	4,172
User casualties	310	4	1	0	10	256	9	54	156	25	511	222	1,047
of which: killed	9	0	0	0	0	1	1	0	4	2	8	9	26
seriously injured	63	1	0	0	1	16	0	3	24	6	50	23	137
Pedestrians hit by HGVs	0	104	0	0	0	9	1	1	1	3	15	5	124
of which: killed	0	10	0	0	0	1	0	1	0	0	2	2	14
seriously injured	0	34	0	0	0	4	1	0	0	0	5	1	40
Any other vehicle A													
Accidents involving	118	54	45	11	95	641	27	53	56	44	972	284	1,428
User casualties	135	0	1	3	5	273	12	34	47	52	427	93	655
of which: killed	7	0	0	0	3	0	0	2	2	7	2	2	16
seriously injured	29	0	0	0	0	42	2	5	6	10	65	11	105
Ped'n's hit by these vehs	0	56	0	0	0	2	0	0	0	2	4	1	61
of which: killed	0	2	0	0	0	0	0	0	0	0	0	0	2
seriously injured	0	13	0	0	0	0	0	0	0	2	2	0	15
All vehicles ²													
Accidents involving	14,053	2,820	2,961	501	3,669	27,221	489	2,949	2,760	972	29,059	6,966	52,898
All vehicle user casualties	18,046	118	3,049	548	4,266	40,354	864	4,271	3,637	1,280	42,705	13,896	74,765
of which: killed	371	0	34	2	146	438	9	52	101	28	501	234	1,106
seriously injured	3,150	10	602	119	1,337	4,320	46	436	381	180	4,827	1,383	9,370
Pedestrian casualties	0	2,909	5	2	10	272	45	33	39	24	294	77	3,280
of which: killed	0	114	0	0	0	19	1	5	5	0	21	15	150
seriously injured	0	705	1	0	4	86	22	12	12	5	94	24	823

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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RAS40004

Reported accidents, vehicle user and pedestrian casualties by area type and combination of vehicles involved, Great Britain, 2011

All areas	Accidents/Casualties												
	Single vehicle		Two vehicle accidents by vehicle type B									All accidents	All accidents
	No pedes- trian	With pedes- trian	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	with three or more vehicles	with vehs of type 'A'
Vehicle A													
Pedal cycle													
Accidents involving	576	369	86	64	265	15,626	421	1,185	350	156	18,156	544	19,645
User casualties	579	109	111	52	235	15,472	390	1,176	345	152	17,936	591	19,215
of which: killed	14	0	1	0	2	43	1	7	19	2	75	18	107
seriously injured	225	21	26	7	36	2,231	69	200	94	32	2,697	142	3,085
Pedestrians hit by cycles	0	374	2	1	0	21	6	1	0	0	31	1	406
of which: killed	0	2	0	0	0	0	0	0	0	0	0	0	2
seriously injured	0	86	0	0	0	1	1	0	0	0	2	0	88
Motorcycle 50cc and under													
Accidents involving	544	143	64	46	32	2,057	21	142	37	23	2,423	182	3,292
User casualties	554	45	28	61	23	2,030	19	145	37	19	2,363	163	3,125
of which: killed	3	1	0	0	0	4	0	0	0	0	4	1	9
seriously injured	118	5	1	7	0	323	0	21	5	4	361	33	517
Ped'n's hit by m/cs to 50cc	0	152	0	0	0	4	1	1	0	1	7	0	159
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	3,008	696	265	32	202	10,574	114	877	231	164	12,459	1,168	17,331
User casualties	3,137	218	127	21	288	10,644	108	888	233	163	12,472	1,198	17,025
of which: killed	71	1	0	0	6	153	2	16	17	10	204	77	353
seriously injured	1,221	29	23	8	88	2,572	24	219	79	46	3,059	421	4,730
Ped'n's hit by m/cs +50cc	0	723	1	0	3	33	5	5	0	6	53	10	786
of which: killed	0	16	0	0	0	2	0	0	0	2	1	1	19
seriously injured	0	142	0	0	1	10	1	0	0	1	13	2	157
Car													
Accidents involving	14,843	19,357	15,626	2,057	10,574	44,539	2,020	4,936	3,374	1,405	84,538	14,659	133,397
User casualties	19,793	299	331	149	986	68,533	1,149	5,043	3,954	1,126	81,281	23,551	124,924
of which: killed	337	0	0	0	5	225	11	37	82	15	375	171	883
seriously injured	2,661	15	27	5	46	3,454	70	271	278	72	4,223	1,443	8,342
Pedestrians hit by cars	0	19,975	19	2	6	816	128	76	51	60	1,158	188	21,321
of which: killed	0	261	0	0	1	26	0	3	2	1	33	19	313
seriously injured	0	4,105	2	0	4	180	47	21	11	11	276	47	4,428
Bus or coach													
Accidents involving	2,502	1,225	421	21	114	2,020	72	199	78	79	3,004	407	7,138
User casualties	2,958	76	58	3	12	1,902	240	263	164	70	2,712	431	6,177
of which: killed	3	0	0	0	0	3	0	0	1	0	4	0	7
seriously injured	217	4	4	0	1	66	0	8	9	5	93	11	325
Pedestrians hit by buses	0	1,252	4	0	0	19	3	2	3	2	33	2	1,287
of which: killed	0	34	0	0	0	1	0	0	0	0	1	1	36
seriously injured	0	246	3	0	0	4	1	0	3	0	11	0	257
Van / Light goods vehicle													
Accidents involving	489	1,279	1,185	142	877	4,936	199	260	276	97	7,973	2,497	12,238
User casualties	588	7	17	1	19	2,086	56	330	271	50	2,831	1,073	4,499
of which: killed	17	0	0	0	0	3	0	1	4	0	8	9	34
seriously injured	76	0	1	0	0	99	2	19	36	3	160	70	306
Pedestrians hit by vans	0	1,323	0	0	1	46	8	7	12	3	77	15	1,415
of which: killed	0	28	0	0	0	1	0	0	1	0	2	2	32
seriously injured	0	281	0	0	0	16	1	0	3	1	21	1	303
Heavy goods vehicle													
Accidents involving	347	387	350	37	231	3,374	78	276	148	74	4,568	1,407	6,709
User casualties	375	10	6	0	17	415	18	77	176	30	739	291	1,415
of which: killed	10	0	0	0	0	1	1	0	4	2	8	10	28
seriously injured	74	1	0	0	3	21	1	5	24	7	61	31	167
Pedestrians hit by HGVs	0	404	0	0	0	21	1	4	2	4	32	9	445
of which: killed	0	35	0	0	0	2	0	1	0	0	3	2	40
seriously injured	0	112	0	0	0	5	1	2	0	0	8	1	121
Any other vehicle A													
Accidents involving	192	350	156	23	164	1,405	79	97	74	63	2,061	517	3,120
User casualties	226	10	7	5	9	719	35	76	62	74	987	149	1,372
of which: killed	10	0	0	0	0	7	0	3	2	2	14	3	27
seriously injured	55	0	0	0	1	95	3	8	8	11	126	15	196
Ped'n's hit by these vehs	0	359	0	0	0	11	0	0	1	2	14	1	374
of which: killed	0	11	0	0	0	0	0	0	0	0	0	0	11
seriously injured	0	76	0	0	0	1	0	0	0	2	3	0	79
All vehicles ²													
Accidents involving	22,501	23,811	18,156	2,423	12,459	84,538	3,004	7,973	4,568	2,061	90,305	14,857	151,474
All vehicle user casualties	28,210	774	18,510	2,594	13,773	114,549	4,487	10,499	5,805	2,597	121,321	27,447	177,752
of which: killed	465	2	75	4	211	589	19	71	133	43	692	289	1,448
seriously injured	4,647	75	2,753	381	3,146	9,630	262	892	570	295	10,780	2,166	17,668
Pedestrian casualties	0	24,567	55	10	60	1,313	182	166	99	90	1,405	226	26,198
of which: killed	0	387	0	0	3	39	1	6	6	1	41	25	453
seriously injured	0	5,068	7	1	17	314	62	44	25	16	335	51	5,454

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: 27 September 2012

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Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2011>

RAS40005

Reported accidents, vehicles and casualties by vehicle type and left hand drive, Great Britain, 2011

	Vehicles	Accidents, by severity								Number of vehicles/accidents/casualties			
		Accidents, by severity				Casualties involved ¹ , by severity				All severities			
		Fatal	Serious	Slight	All severities	Killed	Serious	Slight	All severities				
Pedal cycles	19,883	112	3,215	16,318	19,645	113	3,255	16,990	20,358				
Motorcycles	21,059	385	5,333	14,855	20,573	391	5,552	17,075	23,018				
Cars and taxis of which LHD	203,978 414	1,413 11	16,820 46	114,854 353	133,087 410	1,512 11	18,798 62	162,388 562	182,698 635				
Minibuses of which LHD	742 5	18 0	96 1	624 4	738 5	20 0	120 1	1,211 5	1,351 6				
Buses or coaches of which LHD	7,223 20	70 1	798 3	6,270 16	7,138 20	75 1	857 4	8,981 49	9,913 54				
Vans / Light goods vehicles of which LHD	12,886 47	178 1	1,478 4	10,582 42	12,238 47	191 1	1,681 4	15,487 73	17,359 78				
Heavy goods vehicles of which LHD	7,126 543	235 16	936 38	5,538 484	6,709 538	257 18	1,077 47	8,016 720	9,350 785				
Other vehicles of which LHD	3,236 13	79 2	498 1	2,543 10	3,120 13	81 2	549 2	3,541 14	4,171 18				
All vehicles ² of which LHD ³	276,155 1,042	1,797 29	20,986 90	128,691 899	151,474 1,018	1,901 31	23,122 117	178,927 1,404	203,950 1,552				

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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[Notes & Definitions](#)

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The figures in this table are National Statistics

Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2011/>

RAS41001:

Key Outcome Indicators - Strategic Framework for Road Safety: GB

Area/Indicator	2005-09 baseline	2005	2006	2007	2008	2009	2010	2011	2011 Percentage change over:	
									2010	2005-2009 average
1 Casualties										
1.1 Fatalities										
1.1.1 All	2816	3,201	3,172	2,946	2,538	2,222	1,850	1,901	3%	-32%
1.1.2 Children (0-15)	127	141	169	121	124	81	55	60	9%	-53%
1.1.3 Adults (16-59)	2057	2,358	2,305	2,154	1,835	1,632	1,326	1,328	0%	-35%
1.1.4 Elderly (60+)	626	693	689	663	578	509	469	513	9%	-18%
1.1.5 - Car occupants	1407	1,675	1,612	1,432	1,257	1,059	835	883	6%	-37%
1.1.6 - Motorcyclists	544	569	599	588	493	472	403	362	-10%	-33%
1.1.7 - Pedal cyclists	130	148	146	136	115	104	111	107	-4%	-18%
1.1.8 - Pedestrians	613	671	675	646	572	500	405	453	12%	-26%
1.1.9 In accidents involving HGVs	395	486	419	435	368	268	263	257	-2%	-35%
1.1.10 In accidents involving LGVs	246	272	280	303	203	174	169	191	13%	-22%
1.2 Serious injuries										
1.2.1 All	27225	28,954	28,673	27,774	26,034	24,690	22,660	23,122	2%	-15%
1.2.2 Children (0-15)	2940	3,331	3,125	2,969	2,683	2,590	2,447	2,352	-4%	-20%
1.2.3 Adults (16-59)	20159	21,418	21,347	20,699	19,240	18,093	16,380	16,814	3%	-17%
1.2.4 Elderly (60+)	3646	3,613	3,710	3,586	3,658	3,665	3,511	3,688	5%	1%
1.2.5 - Car occupants	11577	12,942	12,642	11,535	10,711	10,053	8,914	8,342	-6%	-28%
1.2.6 - Motorcyclists	6320	5,939	5,885	6,149	5,556	5,350	4,780	5,247	10%	-17%
1.2.7 - Pedal cyclists	2528	2,212	2,296	2,428	2,450	2,606	2,660	3,085	16%	22%
1.2.8 - Pedestrians	6758	6,458	6,376	6,278	6,070	5,545	5,200	5,454	5%	-19%
1.2.9 In accidents involving HGVs	1910	1,785	1,700	1,574	1,344	1,171	1,116	1,077	-3%	-44%
1.2.10 In accidents involving LGVs	1908	2,040	2,042	1,971	1,755	1,731	1,666	1,681	1%	-12%
1.3 Disadvantage										
1.3.1 Disadvantage (KSI): Pedestrians, Cyclists & Motorcyclists	1.32	1.39	1.40	1.31	1.29	1.23	1.31	1.26	-4%	-5%
1.3.2 Disadvantage (KSI): Pedestrians, Cyclists & Cars	1.42	1.46	1.48	1.41	1.38	1.34	1.43	1.35	-6%	-5%
1.3.3 Disadvantage (KSI): Pedestrians & Cyclists	2.58	2.76	2.92	2.59	2.45	2.28	2.23	2.05	-8%	-20%
1.4 Fatality rates per billion vehicle miles¹										
1.4.1 All	9	10	10	9	8	7	6	6	3%	-31%
1.4.2 - Car occupants	6	7	7	6	5	4	3	4	5%	-36%
1.4.3 - Motorcyclists	168	171	189	173	158	149	141	125	-11%	-25%
1.4.4 - Pedal cyclists	47	55	52	53	40	35	37	35	-6%	-26%
1.4.5 - Pedestrian ²	53	58	57	57	50	42	37	41	10%	-22%
1.5 Fatality rate per million population										
1.5.1 All	47.5	54.7	53.9	49.7	42.6	37.0	30.6	31.2	2%	-34%
1.5.2 Children (0-15)	11.4	12.6	15.2	10.9	11.1	7.3	4.9	5.3	8%	-53%
1.5.3 Adults (16-59)	58.5	67.6	65.7	61.3	52.0	46.2	37.3	37.2	0%	-36%
1.5.4 Elderly (60+)	48.4	55.7	54.7	51.3	43.7	37.8	34.2	36.9	8%	-24%
1.5.5 - Car occupants	23.8	28.6	27.4	24.2	21.1	17.6	13.8	14.5	5%	-39%
1.5.6 - Motorcyclists	9.2	9.7	10.2	9.9	8.3	7.9	6.7	5.9	-11%	-35%
1.5.7 - Pedal cyclists	2.2	2.5	2.5	2.3	1.9	1.7	1.8	1.8	-4%	-20%
1.5.8 - Pedestrians	10.3	11.5	11.5	10.9	9.6	8.3	6.7	7.4	11%	-28%
1.6 Number fatalities and KSI on the English trunk road network³										
1.6.1 Fatalities	357	422	389	370	350	255	249	251	1%	-30%
1.6.2 KSI	2,321	2,691	2,440	2,405	2,103	1,967	1,886	1,829	-3%	-21%
1.7 Road deaths as percentage of all accidental deaths										
1.7.1 Percentage	23%	25%	26%	24%	22%	18%	15%	15%
1.8 Cost of road traffic casualties⁹										
1.8.1 millions (based on market prices in each respective year)	£17,755	£17,854	£18,079	£19,104	£17,920	£15,820	£15,358	£15,557	1%	-12%
1.8.2 millions (based on market prices in 2011)	£19,401	£21,165	£20,931	£21,493	£19,725	£16,900	£16,194	£15,557	-4%	-20%
1.9 Road casualties admitted to hospital (England)										
1.9.1 - all admissions	39,824	41,535	40,533	40,327	37,970	38,755	37,665	38,584	2%	-3%
1.9.2 - admissions for 2+ days	17,810	19,700	18,380	18,229	16,540	16,200	14,643	15,531	6%	-13%
2 Learning to drive										
Number of fatalities and KSIs in collisions involving car drivers (aged 17-24).										
2.1.1 Fatalities	765	908	899	817	635	564	437	412	-6%	-46%
2.1.2 KSI	7,516	8,382	8,184	7,828	6,855	6,329	5,297	4,894	-8%	-35%
Number of single vehicle accidents involving a young car driver (aged 17-24)										
2.2.1 Fatal	320	324	353	295	240	221	153	167	9%	-48%
2.2.2 KSI	2,126	2,274	2,324	2,112	2,042	1,879	1,612	1,449	-10%	-32%
Number and proportion of new drivers that pass their driving test on the first attempt										
2.3.1 Proportions	n/a	n/a	n/a	n/a	n/a	n/a	n/a	45% ^{5,6}	n/a	n/a
2.3.2 Numbers	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Number and proportion of new car drivers taking enhanced training within 1 year of taking test (once new post test qualification available)										

Indicator under development; DSA data

Area/Indicator	2005-09 baseline	2005	2006	2007	2008	2009	2010	2011	2011 Percentage change over:		
									2005-2009 average	2010	
3 Remedial education											
3.1	Number of people taking courses (thousands) ⁹	n/a	n/a	n/a	n/a	n/a	467 ^{4,8}	793 ^{4,8}	70%	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	550	560	410	400	380	250	280 ⁴	12%	
4.1.2	Percentage	16%	17%	18%	14%	16%	17%	14%	15% ⁴	9%	
Number and percentage of people KSI in collisions with a driver over the legal blood alcohol limit											
4.2.1	Number	1,786	2,640	2,530	2,170	2,020	1,870	1,500	1,570 ⁴	5%	
4.2.2	Percentage	7%	8%	8%	7%	7%	7%	7%	7% ⁴	3%	
4.3	Proportion of drivers tested failing a breath test	4%	4%	4%	3%	3%	3%	3%	3%	4%	
4.4 Prevalence of drug-drive incidents/collisions											
Number and percentage of KSI casualties resulting from a road collision with a driver under the influence of an illegal drug											
4.4.1	Indicator under development										
4.4.2	Proportion of adults (aged 15-59) admitting to have driven while under the influence of an illegal drug at least once in 12 months ⁵	n/a	n/a	n/a	n/a	n/a	17%	19%	n/a	n/a	
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 KSI	27% 19%	28% 21%	29% 21%	26% 19%	25% 18%	27% 17%	24% 16%	23% 15%	-5% -8%	
4.6 Proportion of vehicles exceeding the speed limit											
4.6.1	Car - 30mph	49%	50%	49%	49%	49%	48%	46%	47%	1%	
4.6.2	Car - motorways (70mph)	53%	56%	54%	53%	49%	52%	49%	49%	1%	
4.6.3	Motorcycle - 30mph	51%	50%	51%	51%	53%	50%	45%	50%	13%	
4.6.4	Motorcycle - motorways (70mph)	53%	59%	54%	54%	48%	51%	48%	49%	2%	
4.6.5	Articulated HGV - single carriageway (40mph)	76%	78%	76%	74%	78%	76%	70%	71%	1%	
4.6.6	Articulated HGV - dual carriageway (50mph)	84%	86%	83%	83%	86%	83%	83%	83%	-1%	
4.6.7	Rigid two axle HGV - 30mph roads	46%	46%	44%	46%	46%	46%	46%	46%	0%	
4.6.8	Rigid two axle HGV - 40mph roads	22%	21%	24%	22%	22%	21%	22%	21%	-5%	
4.7	Percentage of car occupants killed who were not wearing a seat belt	Indicator under development (data collection started but not currently available)									
4.8 Number of motoring offences											
4.8.1	Total number of motoring offences (thousands) ⁷	3,323	4,059	3,789	3,238	2,892	2,637	2,425	n/a	n/a	
5 Vehicle Safety											
5.1.1	Proportion of drivers injured among those involved in collisions by vehicle mileage	Indicator under development									
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	n/a	n/a	n/a	n/a	n/a	n/a	n/a	45%	n/a	
6.1.2	Percentage of cyclists who said that they felt fairly or very confident cycling on the roads	n/a	n/a	n/a	n/a	n/a	n/a	n/a	58%	n/a	
6.2	Whether people feel safe walking	Indicator under development									

¹ Rates per billion vehicle miles, rounded to the nearest whole number.² Rate per billion miles walked. Figures for 2011 are currently provisional and based on average annual walking distance per year (across each of the age groups) from NTS 2010 data, and grossed up by population estimates from ONS.³

Figures are now based on the 2011 Highways Agency network, therefore previous years figures have been revised

⁴ Provisional data - since they are currently based on incomplete data.⁵ Figures are based on financial years (April to March)⁶ Figures only available for 2011/12. DSA are working closely with DfT to produce historical figures for each calendar year 2005 - 2011.⁷ 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. This does not include any parking, waiting or road obstruction offences⁸ Figures are the aggregate of driving offenders taking one of the following courses; Driver Alertness Course (DAC), Rider Intervention Developing Experience (RIDE) and National Speed Awareness Course (NSAC)⁹ Outside the scope of National Statistics

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Source: Stats19(DfT), Automatic traffic counters (DfT), Coroner's data, Hospital Episode Statistics (England only), ONS mortality data, ONS population data, DfT National Travel Survey

British Social Attitudes Survey

Last updated: 27 September 2012
Next update: September 2013

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 2011
1.2	Number of casualties sustaining serious injuries in a road accident, reported to Police Authorities	STATS19 (DfT)	Yes	Great Britain	Calender Years: upto 2011
1.3	Number of killed or seriously 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 2011
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 2011
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 2011
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 2011
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 - 2011
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)	No	Great Britain	Calender Years: 1968 - 2011
1.9	Number of road casualties admitted to hospitals	Hospital Episode Statistics (NHS Information Centre)	Yes	England	Calender Years: 2000 - 2011
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 2011
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 2011
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: 2011/12
2.4	Number and proportion of new car drivers taking enhanced training within one year of passing their practical driving test (once the new post test qualification was available).	Driver License Database (DSA)	Yes	Great Britain	Financial Years: 2011/12
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 DeskOfficer No Online Reporting System (DORS)		England, Wales and Northern Ireland	Calender Years: 2010 - 2011
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 - 2011
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 - 2011
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 - 2011

Identifier	Description	Data Source	National Statistics?	Geography Coverage	Temporal Coverage
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. STATS19 (DfT)	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		Yes	Great Britain	Calender Years: 2005 - 2011
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 - 2011
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: currently under development
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	Calender Years: 1999 - 2011
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	Calender Years: currently under development
6 Perceptions of road safety					
6.1	Attitudes of cyclists on the perception of road safety	British Social Attitudes Survey 2011: public attitudes towards transport	Yes	Great Britain	Calender Years
6.2	Attitudes of pedestrians on the perception of road safety	National Travel Survey (DfT), Active People Survey (APS)	Yes	Great Britain	Calender/Academic Years: walking indicator currently under development

Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2011>

RAS41002

Key Outcome Indicators - Strategic Framework for Road Safety

Reported Killed and Seriously Injured (KSI) casualties by local authority, England, 2007 - 2011 and 2005-09 average

ONS Code	Region/Local Authority	Number of casualties/Percentage								
									2011 percentage change over:	
		2005-09 average	2007	2008	2009	2010	2011	2010	2005-09 average	
E12000001	North East	1,057	1,019	990	1,020	858	854	0	-19	
E06000047	County Durham	216	215	193	205	184	195	6	-10	
E06000005	Darlington	43	31	34	43	33	36	9	-16	
E08000020	Gateshead	82	85	80	90	82	67	-18	-18	
E06000001	Hartlepool	35	43	29	25	28	33	18	-7	
E06000002	Middlesbrough	51	41	47	38	30	27	-10	-47	
E08000021	Newcastle upon Tyne	104	93	112	102	97	84	-13	-20	
E08000022	North Tyneside	58	67	49	60	43	47	9	-19	
E06000048	Northumberland	189	167	185	186	151	161	7	-15	
E06000003	Redcar and Cleveland	54	44	58	46	41	34	-17	-37	
E08000023	South Tyneside	47	42	41	47	35	34	-3	-27	
E06000004	Stockton-on-Tees	76	71	69	78	44	62	41	-19	
E08000024	Sunderland	102	120	93	100	90	74	-18	-28	
E12000002	North West	3,513	3,391	3,324	3,045	2,867	2,922	2	-17	
E06000008	Blackburn with Darwen	73	62	66	80	60	68	13	-7	
E06000009	Blackpool	75	75	62	70	65	72	11	-5	
E08000001	Bolton	94	86	82	77	94	79	-16	-16	
E08000002	Bury	64	64	48	66	58	54	-7	-15	
E06000049	Cheshire East	284	234	318	268	245	242	-1	-15	
E06000050	Cheshire West and Chester	238	226	218	197	185	228	23	-4	
E10000006	Cumbria	323	319	276	247	233	249	7	-23	
E06000006	Halton	54	44	59	41	41	40	-2	-26	
E08000011	Knowsley	58	54	57	56	55	41	-25	-29	
E10000017	Lancashire	848	863	801	702	681	650	-5	-23	
E08000012	Liverpool	218	194	180	204	229	195	-15	-11	
E08000003	Manchester	222	207	190	187	166	174	5	-21	
E08000004	Oldham	78	79	67	68	79	73	-8	-6	
E08000005	Rochdale	71	78	84	56	47	55	17	-22	
E08000006	Salford	86	102	92	71	72	60	-17	-31	
E08000014	Sefton	94	89	100	87	74	87	18	-7	
E08000013	St. Helens	65	52	70	63	45	73	62	12	
E08000007	Stockport	77	80	77	71	57	65	14	-16	
E08000008	Tameside	64	78	54	49	58	57	-2	-10	
E08000009	Trafford	57	57	54	52	50	45	-10	-22	
E06000007	Warrington	104	96	129	93	103	107	4	2	
E08000010	Wigan	103	99	95	97	62	82	32	-21	
E08000015	Wirral	162	153	145	143	108	126	17	-22	
E12000003	Yorkshire and The Humber	3,038	3,215	2,890	2,601	2,379	2,366	-1	-22	
E08000016	Barnsley	109	119	112	83	67	80	19	-26	
E08000032	Bradford	248	255	274	211	208	216	4	-13	
E08000033	Calderdale	112	100	105	120	81	90	11	-19	
E08000017	Doncaster	145	128	165	144	149	143	-4	-2	
E06000011	East Riding of Yorkshire	235	267	241	195	196	184	-6	-22	
E06000010	Kingston upon Hull, City of	124	116	118	113	118	115	-3	-7	
E08000034	Kirklees	200	212	198	160	137	160	17	-20	
E08000035	Leeds	357	374	371	321	304	297	-2	-17	
E06000012	North East Lincolnshire	116	109	102	92	76	80	5	-31	
E06000013	North Lincolnshire	129	143	122	100	107	95	-11	-26	
E10000023	North Yorkshire	641	716	536	538	491	454	-8	-29	
E08000018	Rotherham	99	116	97	93	59	85	44	-14	
E08000019	Sheffield	254	276	211	210	160	163	2	-36	
E08000036	Wakefield	167	191	143	161	164	141	-14	-16	
E06000014	York	102	93	95	60	62	63	2	-38	

RAS41002

Key Outcome Indicators - Strategic Framework for Road Safety

**Reported Killed and Seriously Injured (KSI) casualties by local authority, England,
2007 - 2011 and 2005-09 average**

Number of casualties/Percentage

ONS Code	Region/Local Authority	2011 percentage change over:							
		2005-09 average	2007	2008	2009	2010	2011	2010	2005-09 average
E12000004	East Midlands	2,512	2,550	2,327	2,384	2,076	2,167	4	-14
E06000015	Derby	110	104	113	117	91	92	1	-16
E10000007	Derbyshire	465	493	425	449	319	330	3	-29
E06000016	Leicester	86	88	97	87	86	95	10	11
E10000018	Leicestershire	278	266	253	263	238	237	0	-15
E10000019	Lincolnshire	411	424	337	456	462	485	5	18
E10000021	Northamptonshire	448	452	435	391	297	305	3	-32
E06000018	Nottingham	173	177	157	148	138	152	10	-12
E10000024	Nottinghamshire	516	518	480	447	417	453	9	-12
E06000017	Rutland	26	28	30	26	28	18	-36	-31
E12000005	West Midlands	2,444	2,610	2,232	2,122	1,860	2,020	9	-17
E08000025	Birmingham	476	514	430	423	417	465	12	-2
E08000026	Coventry	114	107	106	118	90	137	52	20
E08000027	Dudley	124	142	122	114	91	90	-1	-27
E06000019	Herefordshire, County of	119	133	93	105	61	75	23	-37
E08000028	Sandwell	115	125	104	112	106	116	9	1
E06000051	Shropshire	172	173	151	144	125	121	-3	-29
E08000029	Solihull	86	74	92	88	63	64	2	-25
E10000028	Staffordshire	310	315	286	261	213	202	-5	-35
E06000021	Stoke-on-Trent	65	82	35	53	45	71	58	9
E06000020	Telford and Wrekin	53	51	42	62	38	45	18	-15
E08000030	Walsall	94	122	95	80	74	68	-8	-27
E10000031	Warwickshire	372	397	348	308	301	313	4	-16
E08000031	Wolverhampton	88	99	79	64	83	78	-6	-12
E10000034	Worcestershire	256	276	249	190	153	175	14	-32
E12000006	East of England	3,125	3,178	2,805	2,731	2,546	2,412	-5	-23
E06000055	Bedford	78	83	80	60	57	60	5	-23
E10000003	Cambridgeshire	411	418	372	384	339	337	-1	-18
E06000056	Central Bedfordshire	135	135	125	135	140	94	-33	-31
E10000012	Essex	840	884	706	658	662	630	-5	-25
E10000015	Hertfordshire	500	550	459	413	407	356	-13	-29
E06000032	Luton	58	55	65	52	62	49	-21	-15
E10000020	Norfolk	462	463	388	395	353	355	1	-23
E06000031	Peterborough	112	105	101	98	95	76	-20	-32
E06000033	Southend-on-Sea	76	71	61	102	65	65	0	-14
E10000029	Suffolk	356	304	372	367	296	326	10	-9
E06000034	Thurrock	96	110	76	67	70	64	-9	-34
E12000007	London	3,627	3,784	3,526	3,227	2,886	2,805	-3	-23
E09000002	Barking and Dagenham	57	60	63	45	48	49	2	-15
E09000003	Barnet	145	158	136	137	132	141	7	-3
E09000004	Bexley	90	105	73	82	68	49	-28	-46
E09000005	Brent	105	98	97	101	84	72	-14	-32
E09000006	Bromley	141	143	140	127	90	81	-10	-43
E09000007	Camden	125	105	123	141	112	100	-11	-20
E09000001	City of London	50	48	51	46	41	49	20	-2
E09000008	Croydon	141	158	132	107	87	109	25	-23
E09000009	Ealing	130	137	113	126	85	66	-22	-49
E09000010	Enfield	108	98	85	97	98	98	0	-9
E09000011	Greenwich	117	130	126	99	104	94	-10	-20
E09000012	Hackney	127	127	162	103	103	108	5	-15
E09000013	Hammersmith and Fulham	109	103	94	93	74	77	4	-29
E09000014	Haringey	93	78	80	98	79	78	-1	-16
E09000015	Harrow	58	55	52	49	39	37	-5	-36
E09000016	Havering	98	129	84	75	63	74	17	-25
E09000017	Hillingdon	108	116	107	88	83	74	-11	-31
E09000018	Hounslow	114	103	102	101	97	73	-25	-36
E09000019	Islington	87	112	75	77	81	100	23	15
E09000020	Kensington and Chelsea	111	120	113	94	80	82	3	-26

RAS41002

Key Outcome Indicators - Strategic Framework for Road Safety

**Reported Killed and Seriously Injured (KSI) casualties by local authority, England,
2007 - 2011 and 2005-09 average**

ONS Code	Region/Local Authority	Number of casualties/Percentage								
									2011 percentage change over:	
		2005-09 average	2007	2008	2009	2010	2011	2010	2005-09 average	
E09000021	Kingston upon Thames	61	49	65	52	46	44	-4	-28	
E09000022	Lambeth	176	185	164	173	156	169	8	-4	
E09000023	Lewisham	125	124	113	112	108	102	-6	-19	
E09000024	Merton	65	62	64	55	39	46	18	-29	
E09000025	Newham	88	105	88	93	81	74	-9	-16	
E09000026	Redbridge	88	96	83	69	76	76	0	-14	
E09000027	Richmond upon Thames	74	76	64	56	72	69	-4	-7	
E09000028	Southwark	140	139	165	127	165	126	-24	-10	
E09000029	Sutton	70	70	74	57	49	45	-8	-36	
E09000030	Tower Hamlets	127	151	146	105	91	103	13	-19	
E09000031	Waltham Forest	90	92	104	61	67	68	1	-24	
E09000032	Wandsworth	131	166	116	120	102	112	10	-15	
E09000033	Westminster	275	286	272	261	186	160	-14	-42	
E12000008	South East	4,317	4,482	4,077	4,124	3,820	4,221	10	-2	
E06000036	Bracknell Forest	35	36	21	23	25	30	20	-15	
E06000043	Brighton and Hove	157	164	141	150	136	172	26	9	
E10000002	Buckinghamshire	281	326	220	242	221	212	-4	-24	
E10000011	East Sussex	379	378	398	373	319	301	-6	-21	
E10000014	Hampshire	636	713	587	650	632	764	21	20	
E06000046	Isle of Wight	79	72	98	73	82	96	17	21	
E10000016	Kent	697	723	627	629	545	519	-5	-25	
E06000035	Medway	81	79	81	73	59	64	8	-21	
E06000042	Milton Keynes	103	90	86	81	74	93	26	-10	
E10000025	Oxfordshire	355	374	343	345	395	355	-10	0	
E06000044	Portsmouth	95	79	99	97	91	143	57	51	
E06000038	Reading	43	38	46	52	40	51	28	19	
E06000039	Slough	49	49	57	35	41	47	15	-3	
E06000045	Southampton	94	85	96	99	123	154	25	64	
E10000030	Surrey	571	589	528	571	520	582	12	2	
E06000037	West Berkshire	74	105	50	63	60	77	28	5	
E10000032	West Sussex	473	476	485	451	373	455	22	-4	
E06000040	Windsor and Maidenhead	63	47	68	68	47	60	28	-5	
E06000041	Wokingham	53	59	46	49	37	46	24	-13	
E12000009	South West	2,323	2,490	2,193	1,950	1,960	1,945	-1	-16	
E06000022	Bath and North East Somerset	53	51	34	43	39	22	-44	-58	
E06000028	Bournemouth	80	109	80	70	77	73	-5	-9	
E06000023	Bristol, City of	156	192	126	112	130	158	22	1	
E06000052	Cornwall	239	269	209	191	198	223	13	-7	
E10000008	Devon	291	356	268	189	292	234	-20	-20	
E10000009	Dorset	271	278	294	260	215	202	-6	-26	
E10000013	Gloucestershire	258	256	259	236	187	244	30	-5	
E06000053	Isles of Scilly	0	0	0	0	0	0	0	0	
E06000024	North Somerset	65	69	63	34	57	46	-19	-29	
E06000026	Plymouth	58	68	62	45	60	74	23	27	
E06000029	Poole	58	64	63	48	57	54	-5	-6	
E10000027	Somerset	310	301	274	304	238	224	-6	-28	
E06000025	South Gloucestershire	84	88	76	64	86	32	-63	-62	
E06000030	Swindon	77	77	73	90	63	75	19	-2	
E06000027	Torbay	36	37	36	29	32	30	-6	-17	
E06000054	Wiltshire	287	275	276	235	229	254	11	-11	
E92000001	England ¹	25,958	26,720	24,369	23,206	21,255	21,717	2	-16	

1 Includes London Airport (Heathrow)

The figures in this table are National Statistics

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[Notes & Definitions](#)

Source: DfT STATS19

Last updated: 27 September 2012

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Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2011>

RAS41003

Key Outcome Indicators - Strategic Framework for Road Safety

**Reported Killed and Seriously Injured (KSI) casualty rate per billion vehicle miles
by local authority, England, 2007 - 2011 and 2005-09 average**

Rate per billion vehicle miles/*Percentage*

ONS Code	Region/Local Authority	2005-09 average	2011 percentage change over:					2010	2005-09 average
			2007	2008	2009	2010	2011		
E12000001	North East	90	86	85	88	75	74	-1	-17
E06000047	County Durham	89	87	79	85	77	82	6	-8
E06000005	Darlington	86	61	68	88	68	74	8	-14
E08000020	Gateshead	74	77	73	83	78	63	-19	-15
E06000001	Hartlepool	91	110	75	66	76	89	17	-3
E06000002	Middlesbrough	68	54	64	52	42	38	-10	-44
E08000021	Newcastle upon Tyne	94	83	102	94	91	78	-13	-17
E08000022	North Tyneside	72	82	61	76	55	59	8	-18
E06000048	Northumberland	117	101	115	117	95	99	4	-15
E06000003	Redcar and Cleveland	94	76	101	82	74	61	-17	-35
E08000023	South Tyneside	100	90	89	103	78	75	-3	-25
E06000004	Stockton-on-Tees	85	79	78	87	50	69	39	-18
E08000024	Sunderland	92	106	84	92	85	70	-17	-24
E12000002	North West	101	97	96	88	84	85	1	-15
E06000008	Blackburn with Darwen	163	135	147	182	137	155	13	-5
E06000009	Blackpool	214	213	175	199	189	209	10	-2
E08000001	Bolton	72	65	63	59	76	62	-19	-14
E08000002	Bury	62	61	47	64	57	53	-7	-14
E06000049	Cheshire East	100	80	113	94	89	87	-2	-12
E06000050	Cheshire West and Chester	99	94	90	81	78	95	22	-4
E10000006	Cumbria	94	92	80	72	69	74	8	-21
E06000006	Halton	87	70	95	66	68	66	-4	-25
E08000011	Knowsley	67	62	66	64	64	47	-26	-29
E10000017	Lancashire	123	125	116	102	100	95	-5	-23
E08000012	Liverpool	155	137	128	147	169	144	-15	-7
E08000003	Manchester	130	120	112	111	102	105	4	-19
E08000004	Oldham	114	115	99	99	118	111	-6	-3
E08000005	Rochdale	67	73	81	54	46	51	11	-24
E08000006	Salford	59	69	63	48	49	41	-16	-30
E08000014	Sefton	131	124	139	121	106	124	17	-5
E08000013	St. Helens	80	64	83	78	56	89	58	11
E08000007	Stockport	67	69	66	61	50	57	13	-14
E08000008	Tameside	88	107	75	68	81	79	-3	-10
E08000009	Trafford	62	61	59	57	55	49	-11	-20
E06000007	Warrington	65	59	78	57	65	68	4	4
E08000010	Wigan	84	81	77	80	52	69	33	-18
E08000015	Wirral	151	141	136	137	105	121	15	-20
E12000003	Yorkshire and The Humber	115	120	109	100	92	92	-1	-20
E08000016	Barnsley	91	98	94	71	57	69	20	-25
E08000032	Bradford	162	164	178	138	139	144	4	-11
E08000033	Calderdale	118	104	110	126	87	97	11	-17
E08000017	Doncaster	76	66	86	76	80	77	-4	1
E06000011	East Riding of Yorkshire	113	128	115	94	96	91	-6	-20
E06000010	Kingston upon Hull, City of	155	144	148	141	151	147	-3	-5
E08000034	Kirklees	121	126	119	98	85	99	17	-19
E08000035	Leeds	91	94	94	83	80	78	-3	-14
E06000012	North East Lincolnshire	182	171	160	146	122	128	5	-30
E06000013	North Lincolnshire	124	135	117	97	106	94	-12	-24
E10000023	North Yorkshire	127	138	107	109	100	93	-8	-27
E08000018	Rotherham	68	79	66	64	41	59	43	-13
E08000019	Sheffield	151	162	125	126	97	98	1	-35
E08000036	Wakefield	98	109	83	95	98	82	-17	-16
E06000014	York	128	115	119	76	80	81	2	-36

RAS41003

Key Outcome Indicators - Strategic Framework for Road Safety

**Reported Killed and Seriously Injured (KSI) casualty rate per billion vehicle miles
by local authority, England, 2007 - 2011 and 2005-09 average**

Rate per billion vehicle miles/*Percentage*

<u>ONS Code</u>	<u>Region/Local Authority</u>	<u>2005-09 average</u>						<u>2011 percentage change over:</u>		<u>2005-09 average</u>
			<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2010</u>	<u>2011</u>	
E12000004	East Midlands	97	97	89	92	81	85	5	-12	
E06000015	Derby	102	98	103	108	86	86	0	-16	
E10000007	Derbyshire	97	102	88	94	67	70	3	-28	
E06000016	Leicester	95	97	107	97	98	107	9	13	
E10000018	Leicestershire	60	57	55	58	53	52	0	-13	
E10000019	Lincolnshire	111	113	91	124	126	132	5	19	
E10000021	Northamptonshire	85	85	83	75	58	60	4	-30	
E06000018	Nottingham	175	179	160	150	143	158	10	-10	
E10000024	Nottinghamshire	119	116	111	104	97	105	8	-11	
E06000017	Rutland	72	77	80	70	75	47	-37	-34	
E12000005	West Midlands	80	85	73	70	63	67	8	-16	
E08000025	Birmingham	129	136	118	116	117	128	10	0	
E08000026	Coventry	101	93	94	104	80	121	51	20	
E08000027	Dudley	113	129	112	106	89	87	-2	-24	
E06000019	Herefordshire, County of	106	116	82	94	55	68	23	-36	
E08000028	Sandwell	92	99	84	90	87	95	8	3	
E06000051	Shropshire	92	93	81	78	68	66	-3	-28	
E08000029	Solihull	61	52	65	63	46	45	-1	-26	
E10000028	Staffordshire	54	54	49	46	38	36	-7	-34	
E06000021	Stoke-on-Trent	76	96	40	60	53	82	55	8	
E06000020	Telford and Wrekin	64	61	50	75	47	54	15	-15	
E08000030	Walsall	100	129	104	89	83	74	-10	-26	
E10000031	Warwickshire	68	71	62	56	55	57	4	-15	
E08000031	Wolverhampton	117	130	105	86	114	107	-6	-8	
E10000034	Worcestershire	61	65	60	46	38	43	14	-30	
E12000006	East of England	89	90	80	78	75	70	-6	-22	
E06000055	Bedford	109	116	112	76	78	83	6	-24	
E10000003	Cambridgeshire	90	91	80	84	75	74	-1	-18	
E06000056	Central Bedfordshire	72	73	67	74	79	53	-33	-27	
E10000012	Essex	97	100	81	75	78	74	-6	-24	
E10000015	Hertfordshire	70	75	64	58	59	50	-15	-28	
E06000032	Luton	112	103	124	99	123	96	-22	-14	
E10000020	Norfolk	90	90	75	77	70	71	1	-21	
E06000031	Peterborough	98	92	89	86	84	68	-19	-31	
E06000033	Southend-on-Sea	181	168	146	242	156	156	0	-13	
E10000029	Suffolk	96	81	100	101	81	89	10	-7	
E06000034	Thurrock	94	107	73	65	70	63	-9	-33	
E12000007	London	186	192	184	169	153	152	-1	-18	
E09000002	Barking and Dagenham	153	157	177	120	131	134	2	-12	
E09000003	Barnet	140	154	129	134	126	142	13	1	
E09000004	Bexley	149	174	123	138	117	87	-26	-42	
E09000005	Brent	183	166	178	188	149	132	-11	-28	
E09000006	Bromley	177	178	178	164	119	108	-10	-39	
E09000007	Camden	376	313	378	430	353	324	-8	-14	
E09000001	City of London	404	379	431	404	364	447	23	11	
E09000008	Croydon	179	197	173	143	120	150	26	-16	
E09000009	Ealing	163	174	145	162	112	87	-22	-47	
E09000010	Enfield	111	98	88	100	99	106	7	-4	
E09000011	Greenwich	167	183	185	146	156	139	-11	-17	
E09000012	Hackney	368	363	474	308	312	344	10	-7	
E09000013	Hammersmith and Fulham	290	269	258	253	205	223	9	-23	
E09000014	Haringey	248	202	217	274	225	224	0	-9	
E09000015	Harrow	153	145	139	135	110	104	-6	-32	
E09000016	Havering	105	138	91	79	69	80	17	-24	
E09000017	Hillingdon	80	87	80	65	64	58	-9	-28	
E09000018	Hounslow	116	106	105	105	103	77	-25	-33	
E09000019	Islington	298	378	259	272	292	365	25	23	
E09000020	Kensington and Chelsea	311	337	326	273	233	242	4	-22	

RAS41003

Key Outcome Indicators - Strategic Framework for Road Safety

**Reported Killed and Seriously Injured (KSI) casualty rate per billion vehicle miles
by local authority, England, 2007 - 2011 and 2005-09 average**

Rate per billion vehicle miles/*Percentage*

ONS Code	Region/Local Authority	2005-09 average	2011 percentage change over:					2005-09 average	
			2007	2008	2009	2010	2011		
E09000021	Kingston upon Thames	103	82	111	89	75	77	4	-25
E09000022	Lambeth	333	345	314	342	316	347	10	4
E09000023	Lewisham	241	236	220	223	219	208	-5	-14
E09000024	Merton	164	154	163	143	103	125	21	-24
E09000025	Newham	145	171	146	150	135	129	-5	-11
E09000026	Redbridge	133	142	130	107	118	110	-7	-18
E09000027	Richmond upon Thames	140	141	123	110	146	142	-3	1
E09000028	Southwark	268	260	322	251	333	258	-23	-4
E09000029	Sutton	166	161	184	142	126	117	-8	-30
E09000030	Tower Hamlets	208	241	242	174	150	177	19	-15
E09000031	Waltham Forest	199	202	238	141	152	167	10	-16
E09000032	Wandsworth	235	291	210	226	191	220	15	-7
E09000033	Westminster	440	457	458	453	328	288	-12	-34
E12000008	South East	81	83	76	78	73	81	10	0
E06000036	Bracknell Forest	78	79	47	52	57	69	21	-12
E06000043	Brighton and Hove	180	185	163	175	162	205	26	14
E10000002	Buckinghamshire	73	83	57	63	58	57	-2	-22
E10000011	East Sussex	142	139	149	141	123	116	-5	-18
E10000014	Hampshire	68	75	62	70	69	83	21	22
E06000046	Isle of Wight	197	175	246	187	212	246	16	25
E10000016	Kent	78	80	70	71	62	58	-7	-26
E06000035	Medway	94	92	94	86	69	75	8	-21
E06000042	Milton Keynes	70	61	58	54	51	65	27	-7
E10000025	Oxfordshire	76	79	73	75	87	78	-10	3
E06000044	Portsmouth	121	100	129	125	118	185	57	53
E06000038	Reading	125	111	135	154	121	153	26	22
E06000039	Slough	88	87	103	63	78	87	11	-1
E06000045	Southampton	132	117	138	145	183	225	23	71
E10000030	Surrey	66	68	61	67	62	69	11	4
E06000037	West Berkshire	40	56	27	34	33	42	29	7
E10000032	West Sussex	102	101	106	100	84	102	22	1
E06000040	Windsor and Maidenhead	54	39	58	58	42	53	26	-2
E06000041	Wokingham	50	54	43	46	37	44	21	-11
E12000009	South West	74	79	69	62	64	63	-1	-15
E06000022	Bath and North East Somerset	72	68	46	59	55	31	-44	-57
E06000028	Bournemouth	150	200	148	132	150	144	-4	-4
E06000023	Bristol, City of	108	131	86	77	92	111	20	2
E06000052	Cornwall	81	92	69	64	67	75	13	-8
E10000008	Devon	60	73	54	38	60	48	-19	-19
E10000009	Dorset	110	111	119	106	90	85	-5	-22
E10000013	Gloucestershire	65	65	64	59	48	63	31	-4
E06000053	Isles of Scilly	0	0	0	0	0	0	0	0
E06000024	North Somerset	45	47	42	24	40	33	-19	-27
E06000026	Plymouth	64	75	68	50	69	84	22	30
E06000029	Poole	106	118	116	89	108	102	-5	-4
E10000027	Somerset	79	76	68	77	61	58	-5	-27
E06000025	South Gloucestershire	36	37	32	27	37	14	-63	-62
E06000030	Swindon	65	65	61	76	53	63	18	-4
E06000027	Torbay	84	85	84	68	77	71	-7	-16
E06000054	Wiltshire	83	78	79	69	67	74	11	-10
E92000001	England ¹	97	98	91	87	81	83	2	-15

1 Includes London (Heathrow) Airport

The figures in this table are National Statistics

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[Notes & Definitions](#)

Source: DfT STATS19, DfT National Road Traffic Survey

Last updated: 27 September 2012

Next update: September 2013

Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2011>

RAS41003

Key Outcome Indicators - Strategic Framework for Road Safety

Reported Killed and Seriously Injured (KSI) casualty rate per billion vehicle kilometres by local authority, England, 2007 - 2011 and 2005-09 average

ONS Code	Region/Local Authority	2005-09 average	Rate per billion vehicle kilometres/Percentage						2011 percentage change over:	2005-09 average
			2007	2008	2009	2010	2011	2010		
E12000001	North East	56	53	53	55	47	46	-1	-17	
E06000047	County Durham	56	54	49	53	48	51	6	-8	
E06000005	Darlington	53	38	43	54	42	46	8	-14	
E08000020	Gateshead	46	48	46	51	48	39	-19	-15	
E06000001	Hartlepool	57	69	47	41	47	55	17	-3	
E06000002	Middlesbrough	42	34	40	32	26	23	-10	-44	
E08000021	Newcastle upon Tyne	58	52	63	58	56	49	-13	-17	
E08000022	North Tyneside	45	51	38	47	34	37	8	-18	
E06000048	Northumberland	73	63	71	73	59	61	4	-15	
E06000003	Redcar and Cleveland	59	47	63	51	46	38	-17	-35	
E08000023	South Tyneside	62	56	55	64	48	47	-3	-25	
E06000004	Stockton-on-Tees	53	49	49	54	31	43	39	-18	
E08000024	Sunderland	57	66	52	57	53	44	-17	-24	
E12000002	North West	63	60	59	55	52	53	1	-15	
E06000008	Blackburn with Darwen	101	84	91	113	85	96	13	-5	
E06000009	Blackpool	133	133	109	124	118	130	10	-2	
E08000001	Bolton	45	41	39	37	47	38	-19	-14	
E08000002	Bury	39	38	29	40	36	33	-7	-14	
E06000049	Cheshire East	62	50	70	59	55	54	-2	-12	
E06000050	Cheshire West and Chester	61	58	56	50	48	59	22	-4	
E10000006	Cumbria	58	57	50	45	43	46	8	-21	
E06000006	Halton	54	43	59	41	42	41	-4	-25	
E08000011	Knowsley	42	39	41	40	40	29	-26	-29	
E10000017	Lancashire	76	78	72	63	62	59	-5	-23	
E08000012	Liverpool	96	85	80	91	105	90	-15	-7	
E08000003	Manchester	81	75	70	69	63	66	4	-19	
E08000004	Oldham	71	72	61	62	73	69	-6	-3	
E08000005	Rochdale	42	45	51	33	28	32	11	-24	
E08000006	Salford	37	43	39	30	31	26	-16	-30	
E08000014	Sefton	81	77	87	75	66	77	17	-5	
E08000013	St. Helens	50	40	52	48	35	55	58	11	
E08000007	Stockport	41	43	41	38	31	36	13	-14	
E08000008	Tameside	55	67	47	42	50	49	-3	-10	
E08000009	Trafford	39	38	37	35	34	31	-11	-20	
E06000007	Warrington	40	36	49	36	40	42	4	4	
E08000010	Wigan	52	50	48	50	32	43	33	-18	
E08000015	Wirral	94	88	85	85	65	75	15	-20	
E12000003	Yorkshire and The Humber	71	74	68	62	57	57	-1	-20	
E08000016	Barnsley	57	61	59	44	36	43	20	-25	
E08000032	Bradford	101	102	110	86	86	90	4	-11	
E08000033	Calderdale	73	64	68	78	54	60	11	-17	
E08000017	Doncaster	47	41	54	47	50	48	-4	1	
E06000011	East Riding of Yorkshire	70	79	71	58	60	56	-6	-20	
E06000010	Kingston upon Hull, City of	96	89	92	88	94	92	-3	-5	
E08000034	Kirklees	75	78	74	61	53	61	17	-19	
E08000035	Leeds	57	58	58	52	50	48	-3	-14	
E06000012	North East Lincolnshire	113	107	100	91	76	79	5	-30	
E06000013	North Lincolnshire	77	84	73	61	66	58	-12	-24	
E10000023	North Yorkshire	79	86	67	68	62	58	-8	-27	
E08000018	Rotherham	42	49	41	40	26	37	43	-13	
E08000019	Sheffield	94	101	78	78	60	61	1	-35	
E08000036	Wakefield	61	68	52	59	61	51	-17	-16	
E06000014	York	79	71	74	47	49	51	2	-36	

RAS41003

Key Outcome Indicators - Strategic Framework for Road Safety

**Reported Killed and Seriously Injured (KSI) casualty rate per billion vehicle kilometres
by local authority, England, 2007 - 2011 and 2005-09 average**

Rate per billion vehicle kilometres/*Percentage*

<u>ONS Code</u>	<u>Region/Local Authority</u>	<u>2005-09 average</u>	2011 percentage change over:						<u>2005-09 average</u>
			<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2010</u>	
E12000004	East Midlands	60	60	55	57	50	53	5	-12
E06000015	Derby	63	61	64	67	53	53	0	-16
E10000007	Derbyshire	60	64	55	58	42	43	3	-28
E06000016	Leicester	59	60	66	60	61	67	9	13
E10000018	Leicestershire	38	36	34	36	33	33	0	-13
E10000019	Lincolnshire	69	70	56	77	78	82	5	19
E10000021	Northamptonshire	53	53	52	47	36	37	4	-30
E06000018	Nottingham	109	111	99	93	89	98	10	-10
E10000024	Nottinghamshire	74	72	69	65	60	65	8	-11
E06000017	Rutland	45	48	50	44	46	29	-37	-34
E12000005	West Midlands	50	53	45	44	39	42	8	-16
E08000025	Birmingham	80	85	73	72	73	80	10	0
E08000026	Coventry	63	58	59	65	50	75	51	20
E08000027	Dudley	70	80	70	66	55	54	-2	-24
E06000019	Herefordshire, County of	66	72	51	58	34	42	23	-36
E08000028	Sandwell	57	61	52	56	54	59	8	3
E06000051	Shropshire	57	58	50	48	42	41	-3	-28
E08000029	Solihull	38	32	41	39	29	28	-1	-26
E10000028	Staffordshire	33	33	30	28	24	22	-7	-34
E06000021	Stoke-on-Trent	47	60	25	38	33	51	55	8
E06000020	Telford and Wrekin	40	38	31	47	29	34	15	-15
E08000030	Walsall	62	80	65	55	51	46	-10	-26
E10000031	Warwickshire	42	44	39	35	34	36	4	-15
E08000031	Wolverhampton	72	81	65	53	71	66	-6	-8
E10000034	Worcestershire	38	40	37	29	23	27	14	-30
E12000006	East of England	56	56	50	49	46	43	-6	-22
E06000055	Bedford	68	72	70	47	49	52	6	-24
E10000003	Cambridgeshire	56	56	50	52	47	46	-1	-18
E06000056	Central Bedfordshire	45	46	41	46	49	33	-33	-27
E10000012	Essex	60	62	50	47	49	46	-6	-24
E10000015	Hertfordshire	43	47	40	36	37	31	-15	-28
E06000032	Luton	69	64	77	62	76	59	-22	-14
E10000020	Norfolk	56	56	46	48	43	44	1	-21
E06000031	Peterborough	61	57	55	54	52	42	-19	-31
E06000033	Southend-on-Sea	112	104	90	151	97	97	0	-13
E10000029	Suffolk	60	50	62	63	50	55	10	-7
E06000034	Thurrock	59	66	45	41	43	39	-9	-33
E12000007	London	115	119	114	105	95	95	-1	-18
E09000002	Barking and Dagenham	95	98	110	75	81	83	2	-12
E09000003	Barnet	87	96	80	83	79	88	13	1
E09000004	Bexley	92	108	76	86	73	54	-26	-42
E09000005	Brent	114	103	110	117	92	82	-11	-28
E09000006	Bromley	110	111	111	102	74	67	-10	-39
E09000007	Camden	233	194	235	267	220	201	-8	-14
E09000001	City of London	251	235	268	251	226	278	23	11
E09000008	Croydon	111	122	108	89	74	93	26	-16
E09000009	Ealing	101	108	90	101	69	54	-22	-47
E09000010	Enfield	69	61	55	62	62	66	7	-4
E09000011	Greenwich	104	114	115	91	97	86	-11	-17
E09000012	Hackney	229	226	294	192	194	214	10	-7
E09000013	Hammersmith and Fulham	180	167	160	157	127	139	9	-23
E09000014	Haringey	154	125	135	170	140	139	0	-9
E09000015	Harrow	95	90	87	84	69	65	-6	-32
E09000016	Havering	65	86	56	49	43	50	17	-24
E09000017	Hillingdon	50	54	50	40	40	36	-9	-28
E09000018	Hounslow	72	66	66	65	64	48	-25	-33
E09000019	Islington	185	235	161	169	181	227	25	23
E09000020	Kensington and Chelsea	193	210	203	170	145	150	4	-22

RAS41003

Key Outcome Indicators - Strategic Framework for Road Safety

**Reported Killed and Seriously Injured (KSI) casualty rate per billion vehicle kilometres
by local authority, England, 2007 - 2011 and 2005-09 average**

Rate per billion vehicle kilometres/*Percentage*

ONS Code	Region/Local Authority								2011 percentage change over:	
		2005-09 average	2007	2008	2009	2010	2011	2010	2005-09 average	2011
E09000021	Kingston upon Thames	64	51	69	55	46	48	4	-25	-25
E09000022	Lambeth	207	214	195	212	196	216	10	4	4
E09000023	Lewisham	150	147	137	138	136	129	-5	-14	
E09000024	Merton	102	96	101	89	64	78	21	-24	
E09000025	Newham	90	106	91	93	84	80	-5	-11	
E09000026	Redbridge	83	88	81	67	73	68	-7	-18	
E09000027	Richmond upon Thames	87	88	77	68	90	88	-3	1	
E09000028	Southwark	167	162	200	156	207	160	-23	-4	
E09000029	Sutton	103	100	114	88	79	72	-8	-30	
E09000030	Tower Hamlets	130	150	150	108	93	110	19	-15	
E09000031	Waltham Forest	124	126	148	87	94	104	10	-16	
E09000032	Wandsworth	146	181	131	141	119	137	15	-7	
E09000033	Westminster	273	284	284	282	204	179	-12	-34	
E12000008	South East	50	52	48	49	46	50	10	0	
E06000036	Bracknell Forest	48	49	29	32	35	43	21	-12	
E06000043	Brighton and Hove	112	115	101	109	101	127	26	14	
E10000002	Buckinghamshire	45	52	35	39	36	35	-2	-22	
E10000011	East Sussex	88	87	92	88	76	72	-5	-18	
E10000014	Hampshire	42	47	39	44	43	51	21	22	
E06000046	Isle of Wight	122	109	153	116	132	153	16	25	
E10000016	Kent	48	50	44	44	39	36	-7	-26	
E06000035	Medway	59	57	59	53	43	46	8	-21	
E06000042	Milton Keynes	43	38	36	34	32	40	27	-7	
E10000025	Oxfordshire	47	49	45	46	54	48	-10	3	
E06000044	Portsmouth	75	62	80	78	73	115	57	53	
E06000038	Reading	78	69	84	96	75	95	26	22	
E06000039	Slough	55	54	64	39	49	54	11	-1	
E06000045	Southampton	82	73	86	90	114	140	23	71	
E10000030	Surrey	41	42	38	42	39	43	11	4	
E06000037	West Berkshire	25	35	17	21	20	26	29	7	
E10000032	West Sussex	63	63	66	62	52	64	22	1	
E06000040	Windsor and Maidenhead	33	24	36	36	26	33	26	-2	
E06000041	Wokingham	31	34	27	29	23	28	21	-11	
E12000009	South West	46	49	43	39	39	39	-1	-15	
E06000022	Bath and North East Somerset	45	43	28	37	34	19	-44	-57	
E06000028	Bournemouth	93	124	92	82	93	90	-4	-4	
E06000023	Bristol, City of	67	81	54	48	57	69	20	2	
E06000052	Cornwall	51	57	43	40	41	47	13	-8	
E10000008	Devon	37	46	34	24	37	30	-19	-19	
E10000009	Dorset	68	69	74	66	56	53	-5	-22	
E10000013	Gloucestershire	41	40	40	37	30	39	31	-4	
E06000053	Isles of Scilly	0	0	0	0	0	0	0	0	
E06000024	North Somerset	28	29	26	15	25	20	-19	-27	
E06000026	Plymouth	40	46	42	31	43	52	22	30	
E06000029	Poole	66	73	72	56	67	64	-5	-4	
E10000027	Somerset	49	47	42	48	38	36	-5	-27	
E06000025	South Gloucestershire	22	23	20	17	23	8	-63	-62	
E06000030	Swindon	41	41	38	47	33	39	18	-4	
E06000027	Torbay	52	53	52	42	48	44	-7	-16	
E06000054	Wiltshire	51	48	49	43	42	46	11	-10	
E92000001	England ¹	60	61	56	54	50	51	2	-15	

1 Includes London (Heathrow) Airport

The figures in this table are National Statistics

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[Notes & Definitions](#)

Source: DfT STATS19, DfT National Road Traffic Survey

Last updated: 27 September 2012

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Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2011>

RAS41004

Key Outcome Indicators - Strategic Framework for Road Safety

Reported Killed and Seriously Injured (KSI) casualty rate per million population by local authority, England, 2007 - 2011 and 2005-09 average

ONS Code	Region/Local Authority	2005-09 average	Rate per million population/Percentage						2011 percentage change over:	2005-09 average
			2007	2008	2009	2010	2011	2010		
E12000001	North East	412	398	385	395	329	329	0	-20	
E06000047	County Durham	430	428	382	405	360	383	6	-11	
E06000005	Darlington	432	311	340	428	327	356	9	-18	
E08000020	Gateshead	429	448	421	472	428	348	-19	-19	
E06000001	Hartlepool	391	475	319	275	307	360	17	-8	
E06000002	Middlesbrough	363	293	335	270	211	191	-9	-47	
E08000021	Newcastle upon Tyne	377	337	403	359	332	296	-11	-22	
E08000022	North Tyneside	298	344	250	304	217	235	9	-21	
E06000048	Northumberland	609	538	595	598	484	515	6	-15	
E06000003	Redcar and Cleveland	389	319	421	335	298	248	-17	-36	
E08000023	South Tyneside	308	279	271	308	228	224	-2	-27	
E06000004	Stockton-on-Tees	403	376	364	408	229	320	40	-21	
E08000024	Sunderland	364	427	331	355	317	262	-17	-28	
E12000002	North West	512	494	484	441	413	419	1	-18	
E06000008	Blackburn with Darwen	521	444	473	572	428	478	11	-8	
E06000009	Blackpool	532	529	441	500	464	507	9	-5	
E08000001	Bolton	357	327	311	290	353	290	-18	-19	
E08000002	Bury	351	352	264	361	316	290	-8	-18	
E06000049	Cheshire East	788	648	878	739	673	658	-2	-17	
E06000050	Cheshire West and Chester	731	692	669	603	565	693	23	-5	
E10000006	Cumbria	650	642	557	499	471	499	6	-23	
E06000006	Halton	458	372	498	345	344	333	-3	-27	
E08000011	Knowsley	386	360	381	375	369	274	-26	-29	
E10000017	Lancashire	728	740	687	602	582	548	-6	-25	
E08000012	Liverpool	493	438	408	461	514	441	-14	-11	
E08000003	Manchester	477	445	402	386	333	364	9	-24	
E08000004	Oldham	357	363	307	311	359	330	-8	-8	
E08000005	Rochdale	345	382	411	274	229	267	16	-23	
E08000006	Salford	389	461	413	315	314	257	-18	-34	
E08000014	Sefton	342	324	365	318	271	316	17	-7	
E08000013	St. Helens	368	295	396	356	254	408	61	11	
E08000007	Stockport	274	284	273	250	200	227	13	-17	
E08000008	Tameside	297	366	252	228	267	260	-3	-13	
E08000009	Trafford	269	267	253	242	230	206	-11	-24	
E06000007	Warrington	535	492	657	470	518	526	2	-2	
E08000010	Wigan	339	326	311	316	202	263	30	-23	
E08000015	Wirral	523	495	470	464	350	406	16	-22	
E12000003	Yorkshire and The Humber	586	620	554	495	449	448	0	-24	
E08000016	Barnsley	486	531	497	367	294	349	18	-28	
E08000032	Bradford	500	514	546	416	406	424	5	-15	
E08000033	Calderdale	563	504	525	595	400	443	11	-21	
E08000017	Doncaster	503	443	570	496	513	489	-5	-3	
E06000011	East Riding of Yorkshire	706	800	717	579	579	541	-7	-23	
E06000010	Kingston upon Hull, City of	478	447	452	431	447	443	-1	-7	
E08000034	Kirklees	500	529	491	393	334	390	17	-22	
E08000035	Leeds	463	484	476	408	381	376	-1	-19	
E06000012	North East Lincolnshire	736	693	649	585	483	509	5	-31	
E06000013	North Lincolnshire	806	896	760	621	663	580	-12	-28	
E10000023	North Yorkshire	1,086	1,215	903	900	819	763	-7	-30	
E08000018	Rotherham	392	460	384	366	232	332	43	-15	
E08000019	Sheffield	475	516	391	384	288	298	4	-37	
E08000036	Wakefield	520	593	443	497	504	427	-15	-18	
E06000014	York	528	483	487	302	306	317	4	-40	

RAS41004

Key Outcome Indicators - Strategic Framework for Road Safety

**Reported Killed and Seriously Injured (KSI) casualty rate per million population
by local authority, England, 2007 - 2011 and 2005-09 average**

Rate per million population/*Percentage*

<u>ONS Code</u>	<u>Region/Local Authority</u>	<u>2005-09 average</u>	<u>2011 percentage change over:</u>						<u>2005-09 average</u>
			<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2010</u>	
E12000004	East Midlands	572	580	525	536	463	478	3	-16
E06000015	Derby	454	430	465	479	369	368	0	-19
E10000007	Derbyshire	616	654	561	591	418	429	3	-30
E06000016	Leicester	286	292	319	286	280	312	11	9
E10000018	Leicestershire	437	418	394	408	367	360	-2	-18
E10000019	Lincolnshire	595	613	484	653	657	671	2	13
E10000021	Northamptonshire	667	672	640	572	432	438	1	-34
E06000018	Nottingham	589	606	529	492	450	498	11	-15
E10000024	Nottinghamshire	670	673	621	576	535	575	7	-14
E06000017	Rutland	698	749	788	678	726	471	-35	-32
E12000005	West Midlands	454	485	413	391	341	366	7	-19
E08000025	Birmingham	469	508	422	411	402	446	11	-5
E08000026	Coventry	372	349	341	377	285	419	47	13
E08000027	Dudley	405	465	398	372	296	292	-1	-28
E06000019	Herefordshire, County of	670	747	519	586	340	407	20	-39
E08000028	Sandwell	400	435	360	385	362	388	7	-3
E06000051	Shropshire	594	599	519	493	426	408	-4	-31
E08000029	Solihull	421	365	450	429	306	309	1	-27
E10000028	Staffordshire	376	382	346	315	256	241	-6	-36
E06000021	Stoke-on-Trent	273	344	146	222	187	291	55	6
E06000020	Telford and Wrekin	328	316	260	382	234	272	16	-17
E08000030	Walsall	367	480	372	313	288	263	-9	-29
E10000031	Warwickshire	704	750	653	576	562	576	3	-18
E08000031	Wolverhampton	370	417	332	268	347	323	-7	-13
E10000034	Worcestershire	463	499	448	341	274	312	14	-33
E12000006	East of England	553	563	491	474	437	414	-5	-25
E06000055	Bedford	500	534	509	380	354	369	4	-26
E10000003	Cambridgeshire	693	705	619	633	550	555	1	-20
E06000056	Central Bedfordshire	544	542	496	534	549	360	-34	-34
E10000012	Essex	612	645	509	470	468	448	-4	-27
E10000015	Hertfordshire	467	514	423	377	367	321	-13	-31
E06000032	Luton	307	294	341	268	312	246	-21	-20
E10000020	Norfolk	551	553	458	463	409	413	1	-25
E06000031	Peterborough	663	624	595	573	548	427	-22	-35
E06000033	Southend-on-Sea	472	441	374	621	393	397	1	-16
E10000029	Suffolk	506	431	523	514	411	453	10	-11
E06000034	Thurrock	631	723	490	426	438	404	-8	-36
E12000007	London	476	498	460	416	369	348	-6	-27
E09000002	Barking and Dagenham	337	355	367	256	267	262	-2	-22
E09000003	Barnet	431	471	402	399	379	394	4	-9
E09000004	Bexley	402	470	325	363	298	212	-29	-47
E09000005	Brent	412	384	381	395	327	261	-20	-37
E09000006	Bromley	462	468	455	409	288	255	-12	-45
E09000007	Camden	556	469	543	610	476	425	-11	-24
E09000001	City of London	4,847	4,574	4,501	4,005	3,511	4,455	27	-8
E09000008	Croydon	415	467	387	312	252	311	24	-25
E09000009	Ealing	418	443	362	398	267	204	-24	-51
E09000010	Enfield	377	342	294	333	332	319	-4	-15
E09000011	Greenwich	522	581	563	438	455	402	-12	-23
E09000012	Hackney	599	603	761	477	470	476	1	-21
E09000013	Hammersmith and Fulham	645	609	558	548	436	447	2	-31
E09000014	Haringey	415	347	355	435	351	322	-8	-22
E09000015	Harrow	260	246	231	215	170	158	-7	-39
E09000016	Havering	426	560	362	320	267	310	16	-27
E09000017	Hillingdon	421	454	415	335	312	270	-13	-36
E09000018	Hounslow	502	452	443	431	410	297	-28	-41
E09000019	Islington	464	599	398	401	417	485	16	4
E09000020	Kensington and Chelsea	651	702	661	553	472	501	6	-23

RAS41004
Key Outcome Indicators - Strategic Framework for Road Safety
**Reported Killed and Seriously Injured (KSI) casualty rate per million population
by local authority, England, 2007 - 2011 and 2005-09 average**

Rate per million population/Percentage

ONS Code	Region/Local Authority	2005-09 average	2011 percentage change over:						2005-09 average
			2007	2008	2009	2010	2011	2010	
E09000021	Kingston upon Thames	377	302	395	312	272	253	-7	-33
E09000022	Lambeth	630	662	583	611	548	578	5	-8
E09000023	Lewisham	483	479	431	423	405	371	-8	-23
E09000024	Merton	325	310	316	266	187	217	16	-33
E09000025	Newham	365	435	363	386	337	267	-21	-27
E09000026	Redbridge	339	370	315	258	281	274	-3	-19
E09000027	Richmond upon Thames	398	408	342	296	377	355	-6	-11
E09000028	Southwark	506	498	583	445	575	423	-26	-16
E09000029	Sutton	372	373	391	297	252	227	-10	-39
E09000030	Tower Hamlets	571	681	644	447	383	403	5	-29
E09000031	Waltham Forest	408	419	470	272	295	287	-3	-30
E09000032	Wandsworth	465	587	409	419	352	379	7	-19
E09000033	Westminster	1,133	1,174	1,103	1,046	735	655	-11	-42
E12000008	South East	520	540	487	489	448	493	10	-5
E06000036	Bracknell Forest	313	319	184	200	215	254	19	-19
E06000043	Brighton and Hove	627	655	555	585	526	666	27	6
E10000002	Buckinghamshire	574	667	448	489	444	422	-5	-27
E10000011	East Sussex	744	742	779	728	619	578	-7	-22
E10000014	Hampshire	500	560	457	504	487	585	20	17
E06000046	Isle of Wight	570	516	699	521	584	685	17	20
E10000016	Kent	501	520	447	446	382	359	-6	-28
E06000035	Medway	319	313	320	287	230	244	6	-23
E06000042	Milton Keynes	451	393	369	342	306	383	25	-15
E10000025	Oxfordshire	560	591	540	539	609	550	-10	-2
E06000044	Portsmouth	478	402	497	477	439	706	61	48
E06000038	Reading	292	261	308	343	259	352	36	21
E06000039	Slough	392	397	453	273	313	357	14	-9
E06000045	Southampton	406	368	410	418	513	654	28	61
E10000030	Surrey	523	540	480	513	461	513	11	-2
E06000037	West Berkshire	493	703	330	412	390	498	28	1
E10000032	West Sussex	605	608	615	569	466	563	21	-7
E06000040	Windsor and Maidenhead	451	336	480	473	322	416	29	-8
E06000041	Wokingham	337	375	288	303	227	279	23	-17
E12000009	South West	450	481	421	373	372	368	-1	-18
E06000022	Bath and North East Somerset	300	291	192	242	217	124	-43	-59
E06000028	Bournemouth	491	665	486	424	458	433	-5	-12
E06000023	Bristol, City of	371	456	296	259	295	367	25	-1
E06000052	Cornwall	456	511	395	360	370	413	12	-9
E10000008	Devon	394	479	359	253	389	311	-20	-21
E10000009	Dorset	673	686	725	643	531	496	-7	-26
E10000013	Gloucestershire	443	438	442	401	315	410	30	-7
E06000053	Isles of Scilly	0	0	0	0	0	0	0	0
E06000024	North Somerset	318	338	304	163	269	216	-20	-32
E06000026	Plymouth	230	267	243	175	232	290	25	26
E06000029	Poole	412	457	448	340	401	373	-7	-9
E10000027	Somerset	595	577	523	581	453	421	-7	-29
E06000025	South Gloucestershire	326	339	292	244	325	119	-63	-63
E06000030	Swindon	398	400	372	453	312	369	18	-7
E06000027	Torbay	269	276	269	216	238	224	-6	-17
E06000054	Wiltshire	637	611	608	515	498	548	10	-14
E92000001	England ¹	508	523	474	448	407	412	1	-19

1 Includes London (Heathrow) Airport
The figures in this table are National Statistics

Source: DfT STATS19,
ONS mid-year population estimates (2005-10),
ONS national population projections (2011)

Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2011/>

Table RAS50003

Contributory factors: Reported accidents¹ by road class:

GB 2011

Number/ percentage

Contributory factor reported in accident	Motorways		A roads		B roads		Other roads ²		All roads	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Road environment contributed	578	11	6,309	11	2,470	16	5,809	14	15,166	13
Poor or defective road surface	15	0	310	1	146	1	385	1	856	1
Deposit on road (eg. oil, mud, chippings)	42	1	608	1	274	2	621	1	1,545	1
Slippery road (due to weather)	423	8	4,100	7	1,562	10	3,413	8	9,498	8
Inadequate or masked signs or road markings	3	0	127	0	59	0	332	1	521	0
Defective traffic signals	1	0	101	0	16	0	41	0	159	0
Traffic calming (eg. speed cushions, road humps, chicanes)	1	0	26	0	25	0	117	0	169	0
Temporary road layout (eg. contraflow)	30	1	199	0	20	0	64	0	313	0
Road layout (eg. bend, hill, narrow carriageway)	18	0	984	2	537	3	1,297	3	2,836	2
Animal or object in carriageway	80	2	609	1	233	2	451	1	1,373	1
Vehicle defects	214	4	945	2	252	2	714	2	2,125	2
Tyres illegal, defective or under inflated	127	2	306	1	87	1	189	0	709	1
Defective lights or indicators	5	0	88	0	32	0	72	0	197	0
Defective brakes	28	1	303	1	71	0	326	1	728	1
Defective steering or suspension	33	1	117	0	36	0	95	0	281	0
Defective or missing mirrors	1	0	4	0	2	0	3	0	10	0
Overloaded or poorly loaded vehicle or trailer	29	1	163	0	31	0	58	0	281	0
Injudicious action	1,303	26	14,064	25	3,738	24	9,093	22	28,198	24
Disobeyed automatic traffic signal	6	0	1,515	3	212	1	327	1	2,060	2
Disobeyed 'Give Way' or 'Stop' sign or markings	11	0	1,657	3	577	4	1,949	5	4,194	4
Disobeyed double white lines	7	0	175	0	28	0	22	0	232	0
Disobeyed pedestrian crossing facility	0	0	347	1	80	1	140	0	567	0
Illegal turn or direction of travel	22	0	482	1	92	1	274	1	870	1
Exceeding speed limit	141	3	2,510	4	839	5	2,086	5	5,576	5
Travelling too fast for conditions	465	9	3,744	7	1,354	9	3,102	7	8,665	7
Following too close	865	17	4,927	9	825	5	1,366	3	7,983	7
Vehicle travelling along pavement	2	0	89	0	32	0	180	0	303	0
Cyclist entering road from pavement	0	0	347	1	122	1	691	2	1,160	1
Driver/rider error or reaction	3,868	76	42,328	76	11,109	72	28,003	67	85,308	72
Junction overshoot	58	1	1,018	2	374	2	1,409	3	2,859	2
Junction restart (moving off at junction)	28	1	1,169	2	307	2	703	2	2,207	2
Poor turn or manoeuvre	542	11	8,616	15	2,136	14	5,274	13	16,568	14
Failed to signal or misleading signal	64	1	1,345	2	363	2	763	2	2,535	2
Failed to look properly	1,687	33	25,055	45	6,085	39	16,426	39	49,253	42
Failed to judge other person's path or speed	1,359	27	13,933	25	3,149	20	6,969	17	25,410	21
Passing too close to cyclist, horse rider or pedestrian	7	0	1,183	2	296	2	942	2	2,428	2
Sudden braking	692	14	5,072	9	1,004	7	2,006	5	8,774	7
Swerved	428	8	2,195	4	584	4	1,365	3	4,572	4
Loss of control	1,068	21	7,576	14	2,657	17	5,687	14	16,988	14
Impairment or distraction	808	16	6,622	12	1,973	13	5,058	12	14,461	12
Impaired by alcohol	182	4	2,125	4	809	5	2,268	5	5,384	5
Impaired by drugs (illicit or medicinal)	21	0	251	0	98	1	274	1	644	1
Fatigue	313	6	992	2	171	1	308	1	1,784	2
Uncorrected, defective eyesight	2	0	107	0	44	0	97	0	250	0
Illness or disability, mental or physical	117	2	951	2	284	2	675	2	2,027	2
Not displaying lights at night or in poor visibility	5	0	179	0	72	0	188	0	444	0
Cyclist wearing dark clothing at night	0	0	201	0	82	1	180	0	463	0
Driver using mobile phone	16	0	198	0	43	0	117	0	374	0
Distraction in vehicle	183	4	1,602	3	394	3	953	2	3,132	3
Distraction outside vehicle	69	1	867	2	220	1	559	1	1,715	1
Behaviour or inexperience	845	17	13,450	24	3,799	25	10,135	24	28,229	24
Aggressive driving	109	2	1,620	3	513	3	1,521	4	3,763	3
Careless, reckless or in a hurry	546	11	9,709	17	2,509	16	6,564	16	19,328	16
Nervous, uncertain or panic	87	2	924	2	273	2	777	2	2,061	2
Driving too slow for conditions or slow vehicle (eg tractor)	15	0	45	0	16	0	23	0	99	0
Learner or inexperienced driver/rider	118	2	2,061	4	847	5	2,278	5	5,304	4
Inexperience of driving on the left	19	0	233	0	63	0	115	0	430	0
Unfamiliar with model of vehicle	37	1	355	1	120	1	330	1	842	1
Vision affected by external factors	406	8	5,057	9	1,605	10	4,905	12	11,973	10
Stationary or parked vehicle(s)	13	0	1,635	3	423	3	1,872	4	3,943	3
Vegetation	0	0	76	0	49	0	228	1	353	0
Road layout (eg. bend, winding road, hill crest)	11	0	452	1	274	2	688	2	1,425	1
Buildings, road signs, street furniture	1	0	99	0	44	0	154	0	298	0
Dazzling headlights	0	0	158	0	82	1	131	0	371	0
Dazzling sun	43	1	1,079	2	402	3	1,068	3	2,592	2
Rain, sleet, snow, or fog	86	2	801	1	276	2	623	1	1,786	2
Spray from other vehicles	61	1	112	0	17	0	18	0	208	0
Visor or windscreen dirty or scratched	0	0	38	0	24	0	56	0	118	0
Vehicle blind spot	228	4	915	2	162	1	514	1	1,819	2

Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2011/>

Table RAS50003

Contributory factors: Reported accidents¹ by road class:

GB 2011

Number/ percentage

Contributory factor reported in accident	Motorways		A roads		B roads		Other roads ²		All roads	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Pedestrian only (casualty or uninjured)	22	0	6,036	11	1,799	12	7,327	17	15,184	13
Pedestrian crossing road masked by stationary or parked vehicle	0	0	1,129	2	324	2	1,654	4	3,107	3
Pedestrian failed to look properly	7	0	4,625	8	1,339	9	5,498	13	11,469	10
Pedestrian failed to judge vehicle's path or speed	3	0	1,694	3	438	3	1,578	4	3,713	3
Pedestrian wrong use of pedestrian crossing facility	0	0	805	1	124	1	262	1	1,191	1
Dangerous action in carriageway (eg. playing)	13	0	505	1	143	1	794	2	1,455	1
Pedestrian impaired by alcohol	9	0	1,010	2	285	2	893	2	2,197	2
Pedestrian impaired by drugs (illicit or medicinal)	3	0	98	0	31	0	95	0	227	0
Pedestrian careless, reckless or in a hurry	5	0	2,157	4	568	4	2,178	5	4,908	4
Pedestrian wearing dark clothing at night	5	0	332	1	128	1	394	1	859	1
Pedestrian disability or illness, mental or physical	6	0	182	0	76	0	231	1	495	0
Special codes	236	5	2,380	4	563	4	2,015	5	5,194	4
Stolen vehicle	14	0	220	0	84	1	399	1	717	1
Vehicle in course of crime	13	0	142	0	50	0	267	1	472	0
Emergency vehicle on a call	9	0	423	1	76	0	165	0	673	1
Vehicle door opened or closed negligently	2	0	258	0	64	0	266	1	590	0
Other	206	4	1,418	3	326	2	1,059	3	3,009	3
Total number of accidents	5,095	100	55,933	100	15,435	100	41,940	100	118,403	100

1 Includes only 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 1 contributory factor.

2 Other roads includes C roads and unclassified roads.

The figures in this table are National Statistics

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[Notes & Definitions](#)

Source: STATS19

Last updated: 27 September 2012

Next update: September 2013

Contributory factor attributed to vehicle	Number/ percentage													
	Pedal cycle		Motorcycle		Car		Bus or Coach		LGV		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														
Poor or defective road surface	355	3	2,320	13	12,239	8	146	3	622	6	334	6	16,176	7
Deposit on road (eg. oil, mud, chippings)	88	1	237	1	468	0	9	0	31	0	20	0	860	0
Slippery road (due to weather)	32	0	492	3	981	1	9	0	45	0	20	0	1,593	1
Inadequate or masked signs or road markings	137	1	1,264	7	7,898	5	63	1	353	3	149	2	9,941	5
Defective traffic signals	16	0	16	0	453	0	8	0	35	0	12	0	547	0
Traffic calming (eg. speed cushions, road humps, chicanes)	4	0	12	0	189	0	3	0	12	0	3	0	224	0
Temporary road layout (eg. contraflow)	5	0	34	0	122	0	4	0	7	0	2	0	179	0
Road layout (eg. bend, hill, narrow carriageway)	12	0	19	0	264	0	13	0	18	0	22	0	350	0
Animal or object in carriageway	69	1	321	2	2,439	1	42	1	138	1	121	2	3,177	1
	20	0	218	1	1,088	1	12	0	48	0	20	0	1,423	1
Vehicle defects	298	2	203	1	1,265	1	22	0	145	1	140	2	2,133	1
Tyres illegal, defective or under inflated	10	0	69	0	581	0	0	0	36	0	12	0	710	0
Defective lights or indicators	56	0	46	0	67	0	2	0	6	0	4	0	199	0
Defective brakes	218	2	62	0	365	0	14	0	30	0	29	0	729	0
Defective steering or suspension	15	0	28	0	207	0	7	0	11	0	6	0	281	0
Defective or missing mirrors	0	0	2	0	7	0	0	0	0	0	1	0	10	0
Overloaded or poorly loaded vehicle or trailer	11	0	8	0	83	0	1	0	66	1	91	2	283	0
Injudicious action	2,111	16	2,628	14	22,273	14	262	6	1,542	15	606	10	29,690	14
Disobeyed automatic traffic signal	196	1	105	1	1,786	1	24	1	94	1	31	1	2,271	1
Disobeyed 'Give Way' or 'Stop' sign or markings	194	1	117	1	3,586	2	20	0	240	2	38	1	4,224	2
Disobeyed double white lines	5	0	28	0	175	0	0	0	13	0	9	0	234	0
Disobeyed pedestrian crossing facility	107	1	38	0	368	0	19	0	19	0	3	0	569	0
Illegal turn or direction of travel	84	1	50	0	653	0	3	0	51	1	21	0	873	0
Exceeding speed limit	29	0	837	5	4,472	3	12	0	213	2	45	1	5,645	3
Travelling too fast for conditions	317	2	1,036	6	6,819	4	57	1	391	4	156	3	8,852	4
Following too close	165	1	663	4	6,575	4	136	3	678	7	346	6	8,636	4
Vehicle travelling along pavement	140	1	26	0	116	0	2	0	13	0	2	0	308	0
Cyclist entering road from pavement	1,100	8	7	0	45	0	1	0	5	0	1	0	1,160	1
Driver/rider error or reaction	5,239	40	8,309	46	71,813	44	1,819	41	4,811	47	2,693	45	95,652	44
Junction overshoot	235	2	117	1	2,309	1	12	0	125	1	37	1	2,868	1
Junction restart (moving off at junction)	24	0	74	0	1,913	1	54	1	117	1	46	1	2,245	1
Poor turn or manoeuvre	693	5	1,677	9	12,819	8	223	5	859	8	635	11	17,077	8
Failed to signal or misleading signal	166	1	112	1	1,958	1	34	1	175	2	89	1	2,574	1
Failed to look properly	3,465	26	2,889	16	39,664	24	695	16	2,963	29	1,612	27	51,799	24
Failed to judge other person's path or speed	1,385	10	2,313	13	20,244	12	398	9	1,548	15	856	14	27,024	12
Passing too close to cyclist, horse rider or pedestrian	91	1	88	0	1,753	1	142	3	212	2	107	2	2,431	1
Sudden braking	177	1	1,236	7	6,692	4	735	17	411	4	180	3	9,497	4
Swerved	195	1	454	3	3,611	2	28	1	190	2	114	2	4,635	2
Loss of control	738	6	2,971	16	12,433	8	57	1	472	5	241	4	17,077	8
Impairment or distraction	927	7	581	3	11,875	7	119	3	683	7	263	4	14,566	7
Impaired by alcohol	253	2	330	2	4,504	3	11	0	224	2	25	0	5,382	2
Impaired by drugs (illicit or medicinal)	33	0	41	0	542	0	2	0	19	0	3	0	644	0
Fatigue	20	0	39	0	1,498	1	13	0	120	1	93	2	1,793	1
Uncorrected, defective eyesight	5	0	2	0	230	0	1	0	4	0	3	0	250	0
Illness or disability, mental or physical	42	0	42	0	1,783	1	24	1	68	1	37	1	2,022	1
Not displaying lights at night or in poor visibility	289	2	32	0	110	0	0	0	6	0	6	0	449	0
Cyclist wearing dark clothing at night	422	3	18	0	22	0	0	0	1	0	0	0	463	0
Driver using mobile phone	18	0	2	0	310	0	1	0	34	0	12	0	377	0
Distraction in vehicle	24	0	19	0	2,759	2	47	1	181	2	84	1	3,142	1
Distraction outside vehicle	60	0	95	1	1,403	1	30	1	114	1	43	1	1,761	1

Contributory factor attributed to vehicle	Number/ percentage													
	Pedal cycle		Motorcycle		Car		Bus or Coach		LGV		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														
Aggressive driving	1,385	10	3,487	19	21,753	13	296	7	1,301	13	578	10	29,047	13
Careless, reckless or in a hurry	41	0	366	2	3,205	2	17	0	154	2	47	1	3,866	2
Nervous, uncertain or panic	1,166	9	1,617	9	15,010	9	263	6	1,097	11	466	8	19,780	9
Driving too slow for conditions or slow vehicle (eg tractor)	60	0	193	1	1,755	1	10	0	34	0	11	0	2,081	1
Learner or inexperienced driver/rider	3	0	14	0	59	0	0	0	3	0	7	0	100	0
Inexperience of driving on the left	141	1	1,645	9	3,482	2	8	0	53	1	10	0	5,362	2
Unfamiliar with model of vehicle	8	0	24	0	322	0	2	0	14	0	59	1	432	0
Vision affected by external factors														
Stationary or parked vehicle(s)	610	5	995	5	10,010	6	142	3	733	7	622	10	13,249	6
Vegetation	384	3	516	3	3,480	2	46	1	216	2	43	1	4,715	2
Road layout (eg. bend, winding road, hill crest)	40	0	16	0	295	0	5	0	24	0	10	0	397	0
Buildings, road signs, street furniture	41	0	159	1	1,236	1	17	0	72	1	44	1	1,602	1
Dazzling headlights	30	0	10	0	241	0	2	0	21	0	5	0	315	0
Dazzling sun	2	0	21	0	330	0	2	0	12	0	4	0	373	0
Rain, sleet, snow, or fog	51	0	130	1	2,233	1	27	1	146	1	52	1	2,660	1
Spray from other vehicles	47	0	113	1	1,592	1	10	0	78	1	42	1	1,901	1
Visor or windscreen dirty or scratched	4	0	12	0	184	0	0	0	11	0	10	0	221	0
Vehicle blind spot	0	0	14	0	98	0	0	0	6	0	0	0	118	0
Pedestrian only (casualty or uninjured)	22	0	43	0	1,078	1	43	1	191	2	434	7	1,838	1
Pedestrian crossing road masked by stationary or parked vehicle	1	0	0	0	10	0	0	0	0	0	0	0	12	0
Pedestrian failed to look properly	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian failed to judge vehicle's path or speed	0	0	0	0	2	0	0	0	0	0	0	0	2	0
Pedestrian wrong use of pedestrian crossing facility	0	0	0	0	0	0	0	0	0	0	0	0	3	0
Dangerous action in carriageway (eg. playing)	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Pedestrian impaired by alcohol	1	0	0	0	2	0	0	0	0	0	0	0	3	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	1	0	0	0	0	0	0	0	1	0
Pedestrian wearing dark clothing at night	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian disability or illness, mental or physical	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Special codes														
Stolen vehicle	176	1	306	2	3,323	2	136	3	238	2	154	3	4,566	2
Vehicle in course of crime	6	0	90	0	569	0	3	0	29	0	10	0	719	0
Emergency vehicle on a call	10	0	34	0	392	0	1	0	28	0	4	0	472	0
Vehicle door opened or closed negligently	1	0	18	0	487	0	3	0	32	0	10	0	699	0
Other	10	0	2	0	495	0	13	0	33	0	11	0	570	0
150	1	175	1	1,538	1	119	3	125	1	127	2	2,300	1	
Vehicles with no contributory factor	6,161	47	6,509	36	67,270	41	2,204	50	3,855	38	2,363	39	89,383	41
Total number of vehicles	13,247	100	18,156	100	162,616	100	4,422	100	10,134	100	5,984	100	217,025	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.

The figures in this table are National Statistics

Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2011/>

Table RAS50012

Contributory factors: Reported accidents¹ by country²:

GB 2011

Contributory factor reported in accident	Number/ percentage							
	England		Wales		Scotland		Great Britain	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Road environment contributed	17,715	12	1,394	16	2,339	22	21,448	13
Poor or defective road surface	950	1	75	1	116	1	1,141	1
Deposit on road (eg. oil, mud, chippings)	1,755	1	110	1	264	2	2,129	1
Slippery road (due to weather)	11,043	8	722	9	1,655	15	13,420	8
Inadequate or masked signs or road markings	737	1	28	0	90	1	855	1
Defective traffic signals	237	0	8	0	22	0	267	0
Traffic calming (eg. speed cushions, road humps, chicanes)	202	0	14	0	10	0	226	0
Temporary road layout (eg. contraflow)	394	0	41	0	41	0	476	0
Road layout (eg. bend, hill, narrow carriageway)	3,260	2	575	7	383	4	4,218	3
Animal or object in carriageway	1,556	1	122	1	144	1	1,822	1
Vehicle defects	2,776	2	189	2	183	2	3,148	2
Tyres illegal, defective or under inflated	1,007	1	59	1	70	1	1,136	1
Defective lights or indicators	244	0	9	0	16	0	269	0
Defective brakes	914	1	72	1	44	0	1,030	1
Defective steering or suspension	357	0	31	0	35	0	423	0
Defective or missing mirrors	13	0	0	0	0	0	13	0
Overloaded or poorly loaded vehicle or trailer	354	0	24	0	26	0	404	0
Injudicious action	38,176	26	1,853	22	2,813	26	42,842	26
Disobeyed automatic traffic signal	2,948	2	87	1	181	2	3,216	2
Disobeyed 'Give Way' or 'Stop' sign or markings	5,689	4	160	2	428	4	6,277	4
Disobeyed double white lines	371	0	43	1	28	0	442	0
Disobeyed pedestrian crossing facility	584	0	11	0	27	0	622	0
Illegal turn or direction of travel	1,120	1	78	1	81	1	1,279	1
Exceeding speed limit	7,958	5	450	5	464	4	8,872	5
Travelling too fast for conditions	11,498	8	737	9	1,190	11	13,425	8
Following too close	11,507	8	497	6	668	6	12,672	8
Vehicle travelling along pavement	311	0	15	0	16	0	342	0
Cyclist entering road from pavement	1,131	1	36	0	52	0	1,219	1
Driver/rider error or reaction	107,541	74	6,161	73	7,243	68	120,945	74
Junction overshoot	3,797	3	224	3	255	2	4,276	3
Junction restart (moving off at junction)	2,902	2	161	2	53	0	3,116	2
Poor turn or manoeuvre	20,864	14	1,098	13	1,196	11	23,158	14
Failed to signal or misleading signal	3,212	2	149	2	109	1	3,470	2
Failed to look properly	62,146	43	3,074	36	3,239	30	68,459	42
Failed to judge other person's path or speed	33,785	23	1,841	22	1,715	16	37,341	23
Passing too close to cyclist, horse rider or pedestrian	2,316	2	111	1	117	1	2,544	2
Sudden braking	11,919	8	724	9	627	6	13,270	8
Swerved	6,009	4	373	4	402	4	6,784	4
Loss of control	20,630	14	1,541	18	2,222	21	24,393	15
Impairment or distraction	19,364	13	1,125	13	1,291	12	21,780	13
Impaired by alcohol	6,847	5	411	5	480	4	7,738	5
Impaired by drugs (illicit or medicinal)	858	1	67	1	87	1	1,012	1
Fatigue	2,393	2	118	1	176	2	2,687	2
Uncorrected, defective eyesight	326	0	18	0	19	0	363	0
Illness or disability, mental or physical	2,759	2	153	2	216	2	3,128	2
Not displaying lights at night or in poor visibility	481	0	22	0	22	0	525	0
Cyclist wearing dark clothing at night	440	0	16	0	24	0	480	0
Driver using mobile phone	537	0	23	0	11	0	571	0
Distraction in vehicle	4,877	3	259	3	292	3	5,428	3
Distraction outside vehicle	2,278	2	132	2	125	1	2,535	2
Behaviour or inexperience	37,162	26	1,885	22	2,128	20	41,175	25
Aggressive driving	5,264	4	318	4	230	2	5,812	4
Careless, reckless or in a hurry	25,599	18	1,197	14	1,373	13	28,169	17
Nervous, uncertain or panic	2,669	2	134	2	132	1	2,935	2
Driving too slow for conditions or slow vehicle (eg tractor)	118	0	9	0	11	0	138	0
Learner or inexperienced driver/rider	6,873	5	456	5	448	4	7,777	5
Inexperience of driving on the left	571	0	19	0	97	1	687	0
Unfamiliar with model of vehicle	1,055	1	49	1	83	1	1,187	1

Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2011/>

Table RAS50012

Contributory factors: Reported accidents¹ by country²:

GB 2011

Contributory factor reported in accident	Number/ percentage							
	England		Wales		Scotland		Great Britain	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Vision affected by:	14,178	10	847	10	906	8	15,931	10
Stationary or parked vehicle(s)	4,512	3	223	3	176	2	4,911	3
Vegetation	438	0	33	0	14	0	485	0
Road layout (eg. bend, winding road, hill crest)	1,819	1	162	2	135	1	2,116	1
Buildings, road signs, street furniture	347	0	21	0	19	0	387	0
Dazzling headlights	457	0	32	0	19	0	508	0
Dazzling sun	3,205	2	215	3	248	2	3,668	2
Rain, sleet, snow, or fog	2,092	1	164	2	257	2	2,513	2
Spray from other vehicles	309	0	9	0	26	0	344	0
Visor or windscreen dirty or scratched	141	0	11	0	9	0	161	0
Vehicle blind spot	2,034	1	72	1	81	1	2,187	1
Pedestrian only (casualty or uninjured)	14,107	10	761	9	1,271	12	16,139	10
Pedestrian crossing road masked by stationary or parked vehicle	2,958	2	135	2	221	2	3,314	2
Pedestrian failed to look properly	10,750	7	543	6	892	8	12,185	7
Pedestrian failed to judge vehicle's path or speed	3,589	2	159	2	205	2	3,953	2
Pedestrian wrong use of pedestrian crossing facility	1,164	1	35	0	88	1	1,287	1
Dangerous action in carriageway (eg. playing)	1,341	1	80	1	118	1	1,539	1
Pedestrian impaired by alcohol	1,894	1	145	2	274	3	2,313	1
Pedestrian impaired by drugs (illicit or medicinal)	190	0	14	0	32	0	236	0
Pedestrian careless, reckless or in a hurry	4,625	3	189	2	380	4	5,194	3
Pedestrian wearing dark clothing at night	791	1	42	0	98	1	931	1
Pedestrian disability or illness, mental or physical	451	0	23	0	44	0	518	0
Special codes	6,403	4	348	4	386	4	7,137	4
Stolen vehicle	938	1	45	1	57	1	1,040	1
Vehicle in course of crime	671	0	13	0	31	0	715	0
Emergency vehicle on a call	1,071	1	28	0	46	0	1,145	1
Vehicle door opened or closed negligently	585	0	11	0	18	0	614	0
Other	3,511	2	257	3	246	2	4,014	2
Total number of accidents	145,148	100	8,475	100	10,723	100	164,346	100

1 Includes only 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 1 contributory factor.

2 Differences between regions may reflect different reporting practices between police forces as well as genuine differences in the accidents that occur there.

The figures in this table are National Statistics

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[Notes & Definitions](#)

Source: STATS19

Last updated: 27 September 2012

Next update: September 2013

Table RAS50013

Contributory factors: Reported accidents¹ by Region²:
England 2011

Contributory factor reported in accident	North East		North West		Yorkshire and the Humber		East Midlands		West Midlands		East of England		South East		London		South West	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Road environment contributed	803	13	2,521	13	1,667	11	2,014	16	1,816	13	2,356	15	3,700	14	1,008	4	1,830	15
Poor or defective road surface	46	1	147	1	91	1	100	1	61	0	125	1	236	1	55	0	89	1
Deposit on road (eg. oil, mud, chippings)	90	1	235	1	196	1	177	1	130	1	274	2	368	1	62	0	223	2
Slippery road (due to weather)	538	9	1,570	8	999	7	1,462	12	1,147	8	1,474	9	2,253	9	503	2	1,097	9
Inadequate or masked signs or road markings	35	1	181	1	84	1	57	0	64	0	96	1	153	1	18	0	49	0
Defective traffic signals	22	0	35	0	35	0	12	0	15	0	14	0	41	0	41	0	22	0
Traffic calming (eg. speed cushions, road humps, chicanes)	16	0	39	0	22	0	12	0	11	0	13	0	33	0	28	0	28	0
Temporary road layout (eg. contraflow)	14	0	62	0	34	0	12	0	43	0	58	0	69	0	55	0	47	0
Road layout (eg. bend, hill, narrow carriageway)	87	1	398	2	334	2	309	2	434	3	449	3	677	3	196	1	376	3
Animal or object in carriageway	65	1	160	1	118	1	149	1	147	1	228	1	374	1	113	0	202	2
Vehicle defects	82	1	362	2	269	2	246	2	338	2	336	2	617	2	242	1	284	2
Tyres illegal, defective or under inflated	30	0	151	1	104	1	104	1	127	1	138	1	192	1	59	0	102	1
Defective lights or indicators	5	0	24	0	28	0	20	0	38	0	37	0	45	0	17	0	30	0
Defective brakes	29	0	103	1	94	1	69	1	109	1	94	1	217	1	103	0	96	1
Defective steering or suspension	6	0	49	0	28	0	24	0	29	0	40	0	100	0	44	0	37	0
Defective or missing mirrors	0	0	1	0	2	0	0	0	0	0	1	0	8	0	1	0	0	0
Overloaded or poorly loaded vehicle or trailer	15	0	57	0	29	0	37	0	49	0	49	0	71	0	26	0	21	0
Injudicious action	1,346	22	5,105	26	2,982	20	2,874	23	4,260	31	3,901	25	6,431	24	7,932	33	3,345	28
Disobeyed automatic traffic signal	89	1	604	3	243	2	199	2	312	2	186	1	339	1	765	3	211	2
Disobeyed 'Give Way' or 'Stop' sign or markings	207	3	611	3	490	3	297	2	566	4	500	3	851	3	1,765	7	402	3
Disobeyed double white lines	10	0	54	0	36	0	42	0	53	0	31	0	76	0	4	0	65	1
Disobeyed pedestrian crossing facility	16	0	49	0	21	0	33	0	66	0	51	0	64	0	246	1	38	0
Illegal turn direction of travel	40	1	165	1	95	1	87	1	102	1	70	0	194	1	278	1	89	1
Exceeding speed limit	240	4	954	5	612	4	788	6	1,154	8	824	5	1,245	5	1,443	6	698	6
Travelling too fast for conditions	452	8	1,615	8	961	7	923	7	1,201	9	1,421	9	2,339	9	1,286	5	1,300	11
Following too close	374	6	1,456	7	785	5	756	6	1,317	9	1,172	7	1,979	8	2,788	12	880	7
Vehicle travelling along pavement	11	0	44	0	27	0	24	0	48	0	39	0	54	0	43	0	21	0
Cyclist entering road from pavement	56	1	190	1	77	1	107	1	134	1	115	1	166	1	203	1	83	1
Driver/rider error or reaction	4,226	70	14,182	72	10,291	70	8,800	69	10,192	73	11,405	73	19,180	73	20,369	84	8,896	75
Junction overshoot	213	4	568	3	351	2	363	3	451	3	436	3	648	2	455	2	312	3
Junction restart (moving off at junction)	116	2	528	3	272	2	251	2	231	2	334	2	430	2	508	2	232	2
Poor turn or manoeuvre	826	14	2,924	15	1,769	12	1,642	13	2,092	15	2,088	13	3,312	13	4,413	18	1,798	15
Failed to signal or misleading signal	115	2	394	2	273	2	234	2	339	2	379	2	570	2	667	3	241	2
Failed to look properly	2,494	41	8,076	41	5,765	39	4,331	34	5,608	40	6,137	39	10,094	38	15,061	62	4,580	38
Failed to judge other person's path or speed	1,233	20	4,815	25	2,907	20	2,546	20	3,443	25	3,319	21	6,260	24	6,616	27	2,646	22
Passing too close to cyclist, horse rider or pedestrian	36	1	219	1	135	1	137	1	140	1	165	1	301	1	1,020	4	163	1
Sudden braking	392	7	1,290	7	1,006	7	961	8	1,043	7	1,523	10	2,269	9	2,475	10	960	8
Swerved	152	3	666	3	459	3	542	4	662	5	796	5	1,202	5	1,020	4	510	4
Loss of control	681	11	2,493	13	1,816	12	1,893	15	2,117	15	2,491	16	3,899	15	2,981	12	2,259	19
Impairment or distraction	761	13	2,335	12	1,953	13	1,738	14	2,142	15	2,494	16	4,110	16	1,939	8	1,892	16
Impaired by alcohol	318	5	863	4	742	5	718	6	868	6	826	5	1,381	5	475	2	656	5
Impaired by drugs (illicit or medicinal)	69	1	147	1	93	1	59	0	106	1	106	1	170	1	36	0	72	1
Fatigue	86	1	235	1	186	1	207	2	228	2	350	2	567	2	256	1	278	2
Uncorrected, defective eyesight	15	0	50	0	34	0	24	0	38	0	57	0	68	0	12	0	28	0
Illness or disability, mental or physical	104	2	330	2	329	2	250	2	266	2	368	2	624	2	182	1	306	3
Not displaying lights at night or in poor visibility	16	0	60	0	55	0	42	0	50	0	56	0	72	0	77	0	53	0
Cyclist wearing dark clothing at night	18	0	66	0	37	0	43	0	45	0	55	0	84	0	58	0	34	0
Driver using mobile phone	20	0	65	0	38	0	45	0	61	0	67	0	130	0	63	0	48	0
Distraction in vehicle	162	3	539	3	418	3	358	3	520	4	665	4	1,037	4	658	3	520	4
Distraction outside vehicle	80	1	309	2	231	2	184	1	218	2	292	2	528	2	291	1	145	1

Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2011/>

Table RAS50013

**Contributory factors: Reported accidents¹ by Region²:
England 2011**

Contributory factor reported in accident	North East		North West		Yorkshire and the Humber		East Midlands		West Midlands		East of England		South East		London		South West	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Behaviour or inexperience	1,630	27	4,017	20	2,823	19	2,927	23	3,799	27	4,434	28	6,530	25	8,170	34	2,832	24
Aggressive driving	243	4	799	4	537	4	473	4	777	6	548	4	839	3	669	3	379	3
Careless, reckless or in a hurry	1,147	19	2,494	13	1,666	11	1,751	14	2,388	17	2,949	19	4,113	16	7,282	30	1,809	15
Nervous, uncertain or panic	102	2	316	2	162	1	274	2	307	2	308	2	535	2	427	2	238	2
Driving too slow for conditions or slow vehicle (eg tractor)	8	0	11	0	13	0	12	0	15	0	13	0	30	0	2	0	14	0
Learner or inexperienced driver/rider	309	5	816	4	730	5	702	6	752	5	1,047	7	1,546	6	260	1	711	6
Inexperience of driving on the left	11	0	49	0	68	0	43	0	78	1	82	1	147	1	26	0	67	1
Unfamiliar with model of vehicle	33	1	116	1	107	1	107	1	115	1	158	1	255	1	62	0	102	1
Vision affected by:	564	9	1,945	10	1,331	9	1,318	10	1,339	10	1,697	11	2,469	9	2,282	9	1,233	10
Stationary or parked vehicle(s)	131	2	668	3	369	3	385	3	383	3	365	2	606	2	1,344	6	261	2
Vegetation	18	0	39	0	40	0	48	0	46	0	96	1	100	0	10	0	41	0
Road layout (eg. bend, winding road, hill crest)	74	1	204	1	164	1	222	2	233	2	291	2	364	1	37	0	230	2
Buildings, road signs, street furniture	19	0	54	0	54	0	31	0	33	0	50	0	52	0	24	0	30	0
Dazzling headlights	16	0	47	0	43	0	49	0	54	0	85	1	95	0	9	0	59	0
Dazzling sun	218	4	432	2	370	3	340	3	346	2	402	3	613	2	151	1	333	3
Rain, sleet, snow, or fog	67	1	376	2	200	1	220	2	194	1	287	2	410	2	74	0	264	2
Spray from other vehicles	11	0	62	0	22	0	28	0	24	0	34	0	81	0	5	0	42	0
Visor or windscreen dirty or scratched	8	0	9	0	9	0	12	0	13	0	20	0	34	0	19	0	17	0
Vehicle blind spot	46	1	245	1	163	1	126	1	143	1	222	1	346	1	647	3	96	1
Pedestrian only (casualty or uninjured)	572	10	2,079	11	1,330	9	962	8	1,273	9	1,045	7	1,846	7	4,151	17	849	7
vehicle	106	2	461	2	299	2	152	1	288	2	194	1	296	1	1,012	4	150	1
Pedestrian failed to look properly	458	8	1,560	8	962	7	692	5	954	7	739	5	1,326	5	3,461	14	598	5
Pedestrian failed to judge vehicle's path or speed	129	2	515	3	221	2	193	2	311	2	201	1	445	2	1,412	6	162	1
Pedestrian wrong use of pedestrian crossing facility	41	1	99	1	84	1	77	1	77	1	75	0	130	0	539	2	42	0
Dangerous action in carriageway (eg. playing)	50	1	192	1	124	1	98	1	123	1	119	1	154	1	392	2	89	1
Pedestrian impaired by alcohol	116	2	359	2	202	1	155	1	176	1	168	1	281	1	268	1	169	1
Pedestrian impaired by drugs (illicit or medicinal)	19	0	40	0	19	0	17	0	17	0	17	0	27	0	14	0	20	0
Pedestrian careless, reckless or in a hurry	178	3	562	3	317	2	257	2	337	2	257	2	406	2	2,101	9	210	2
Pedestrian wearing dark clothing at night	43	1	138	1	74	1	83	1	101	1	110	1	118	0	43	0	81	1
Pedestrian disability or illness, mental or physical	27	0	81	0	29	0	48	0	49	0	52	0	77	0	40	0	48	0
Special codes	263	4	949	5	723	5	526	4	614	4	582	4	928	4	1,390	6	428	4
Stolen vehicle	61	1	200	1	133	1	83	1	156	1	74	0	107	0	81	0	43	0
Vehicle in course of crime	18	0	103	1	66	0	50	0	101	1	69	0	107	0	137	1	20	0
Emergency vehicle on a call	24	0	154	1	75	1	89	1	122	1	119	1	131	0	292	1	65	1
Vehicle door opened or closed negligently	6	0	48	0	26	0	23	0	28	0	34	0	52	0	336	1	32	0
Other	169	3	523	3	449	3	314	2	257	2	323	2	578	2	614	3	284	2
Total number of accidents	6,015	100	19,611	100	14,725	100	12,695	100	13,952	100	15,657	100	26,323	100	24,237	100	11,933	100

1 Includes only 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 1 contributory factor.

2 Differences between regions may reflect different reporting practices between police forces as well as genuine differences in the accidents that occur there.

The figures in this table are National Statistics

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[Notes & Definitions](#)

Source: STATS19

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Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2011>

RAS51002

Breath tests and breath test failures by drivers and riders involved in reported accidents, 2001-2011

	<i>Number/percentage</i>										
	<i>2001</i>	<i>2002</i>	<i>2003</i>	<i>2004</i>	<i>2005</i>	<i>2006</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>
Car drivers											
Involved in accidents	321,900	314,568	299,933	291,842	281,810	267,991	255,891	236,923	227,244	212,685	204,720
Number breath tested	163,540	159,782	151,442	149,430	149,687	146,564	146,024	132,708	124,779	115,674	112,448
Percentage of drivers involved	51	51	50	51	53	55	57	56	55	54	55
Number failing breath test ¹	7,264	7,285	7,289	6,655	6,397	5,873	5,644	4,899	4,594	3,868	3,858
Percentage of drivers breath tested involved in accidents	4.4 2.3	4.6 2.3	4.8 2.4	4.5 2.3	4.3 2.3	4.0 2.2	3.9 2.2	3.7 2.1	3.7 2.0	3.3 1.8	3.4 1.9
Motorcycle riders											
Involved in accidents	30,084	29,503	29,523	26,857	25,870	24,323	24,381	22,427	21,590	19,534	21,059
Number breath tested	13,725	12,992	13,178	12,422	12,221	11,884	12,648	11,569	10,862	9,765	10,785
Percentage of riders involved	46	44	45	46	47	49	52	52	50	50	51
Number failing breath test ¹	446	441	510	423	391	374	337	314	282	222	251
Percentage of riders breath tested involved in accidents	3.2 1.5	3.4 1.5	3.9 1.7	3.4 1.6	3.2 1.5	3.1 1.5	2.7 1.4	2.7 1.4	2.6 1.3	2.3 1.1	2.3 1.2
Other vehicle drivers											
Involved in accidents ²	48,168	46,408	44,822	43,844	41,277	38,958	37,894	35,258	32,100	31,198	30,322
Number breath tested	24,482	23,479	22,672	22,147	21,331	20,842	20,900	18,717	16,292	15,825	15,417
Percentage of drivers involved	51	51	51	51	52	53	55	53	51	51	51
Number failing breath test ¹	387	378	352	352	328	348	298	308	253	198	257
Percentage of drivers breath tested involved in accidents	1.6 0.8	1.6 0.8	1.6 0.8	1.6 0.8	1.5 0.8	1.7 0.9	1.4 0.8	1.6 0.9	1.6 0.8	1.3 0.6	1.7 0.8
All driver/riders											
Involved in accidents	400,152	390,479	374,278	362,543	348,957	331,272	318,166	294,608	280,934	263,417	256,101
Number breath tested	201,747	196,253	187,292	183,999	183,239	179,290	179,572	162,994	151,933	141,264	138,650
Percentage involved	50	50	50	51	53	54	56	55	54	54	54
Number failing breath test ¹	8,097	8,104	8,151	7,430	7,116	6,595	6,279	5,521	5,129	4,288	4,366
Percentage of driver/riders breath tested involved in accidents	4.0 2.0	4.1 2.1	4.4 2.2	4.0 2.0	3.9 2.0	3.7 2.0	3.5 2.0	3.4 1.9	3.4 1.8	3.0 1.6	3.1 1.7

1 Failed or refused to provide a specimen of breath.

The figures in this table are National Statistics

2 May include a very small number of non-motor vehicle drivers/riders

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Last updated: 27 September 2012

[Notes & Definitions](#)

Next update: September 2013

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RAS51003

Reported breath tests and breath test failures, all drivers and riders involved by day of week and time of day, Great Britain, 2011

(a) All motor vehicles involved in accidents¹

Hour beginning	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Number of drivers & riders All days
Midnight	353	241	252	353	378	829	843	3,249
01:00	202	172	157	180	259	638	694	2,302
02:00	170	112	91	131	200	486	579	1,769
03:00	129	117	115	142	158	418	512	1,591
04:00	123	115	102	86	111	303	367	1,207
05:00	236	234	281	271	218	299	260	1,799
06:00	694	800	774	747	660	433	371	4,479
07:00	1,889	2,135	2,054	2,082	1,760	648	447	11,015
08:00	3,333	3,777	3,599	3,675	3,124	957	567	19,032
09:00	1,946	2,323	2,237	2,177	2,027	1,247	958	12,915
10:00	1,739	1,645	1,807	1,782	1,805	2,019	1,379	12,176
11:00	1,832	1,795	1,890	1,882	2,242	2,445	1,633	13,719
12:00	2,074	2,073	2,180	2,152	2,523	2,565	2,130	15,697
13:00	2,064	2,042	2,244	2,459	2,670	2,734	1,979	16,192
14:00	2,064	2,144	2,364	2,321	2,661	2,540	2,009	16,103
15:00	2,955	2,960	2,939	3,069	3,617	2,182	1,866	19,588
16:00	3,308	3,416	3,494	3,494	3,849	2,293	2,097	21,951
17:00	3,661	3,788	3,836	4,028	3,964	2,436	1,862	23,575
18:00	2,569	2,723	2,877	2,821	3,056	1,996	1,787	17,829
19:00	1,634	1,857	1,979	1,995	2,354	1,764	1,364	12,947
20:00	1,207	1,289	1,289	1,349	1,604	1,248	1,125	9,111
21:00	898	984	1,019	1,102	1,227	1,024	900	7,154
22:00	721	762	774	894	1,172	1,029	684	6,036
23:00	475	433	561	649	1,019	949	563	4,649
All hours ²	36,279	37,937	38,917	39,847	42,660	33,484	26,977	256,101

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 test¹

Hour beginning	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Number of drivers & riders All days
Midnight	194	144	149	207	226	482	451	1,853
01:00	102	93	94	109	138	367	412	1,315
02:00	106	59	52	88	108	257	326	996
03:00	71	76	75	76	85	221	282	886
04:00	76	61	58	57	64	173	198	687
05:00	139	141	157	151	134	175	143	1,040
06:00	411	446	440	428	388	264	202	2,579
07:00	1,059	1,255	1,098	1,201	1,023	365	266	6,267
08:00	1,743	1,990	1,873	1,969	1,676	552	323	10,126
09:00	1,038	1,202	1,187	1,129	1,109	698	579	6,942
10:00	937	866	930	950	933	1,113	830	6,559
11:00	1,000	935	949	960	1,214	1,329	951	7,338
12:00	1,072	1,050	1,112	1,151	1,392	1,384	1,207	8,368
13:00	1,051	1,041	1,108	1,331	1,421	1,475	1,139	8,566
14:00	1,072	1,110	1,263	1,223	1,392	1,340	1,076	8,476
15:00	1,521	1,513	1,524	1,530	1,847	1,130	1,057	10,122
16:00	1,765	1,737	1,915	1,899	2,000	1,291	1,211	11,818
17:00	1,967	2,059	1,994	2,124	2,183	1,390	1,097	12,814
18:00	1,280	1,465	1,518	1,473	1,700	1,087	985	9,508
19:00	892	991	1,071	1,052	1,309	1,017	726	7,058
20:00	653	668	678	776	886	701	643	5,005
21:00	482	571	589	631	711	592	524	4,100
22:00	414	459	484	528	642	598	406	3,531
23:00	267	261	348	384	583	527	315	2,685
All hours ²	19,315	20,193	20,666	21,433	23,165	18,528	15,350	138,650

1 May include a very small number of non-motor vehicle drivers/riders

2 Includes cases where hour of day was not reported.

Department for Transport statistics

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RAS51003

Reported breath tests and breath test failures, all drivers and riders involved by day of week and time of day, Great Britain, 2011

Hour beginning								Number of drivers & riders	
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	All days	
Midnight	20	14	17	33	37	92	117	330	
01:00	22	16	17	25	21	108	94	303	
02:00	17	10	8	19	32	70	89	245	
03:00	19	19	14	11	18	72	93	246	
04:00	10	8	6	12	14	55	59	164	
05:00	7	9	3	6	17	41	40	123	
06:00	7	4	11	5	8	33	27	95	
07:00	8	8	2	14	11	31	22	96	
08:00	15	12	10	15	15	22	18	107	
09:00	9	10	9	9	8	15	15	75	
10:00	3	7	8	12	6	17	16	69	
11:00	9	3	5	8	4	17	14	60	
12:00	12	10	5	4	11	19	17	78	
13:00	13	17	10	15	13	30	25	123	
14:00	7	12	16	13	11	20	11	90	
15:00	21	15	19	13	21	24	23	136	
16:00	29	29	20	26	25	26	32	187	
17:00	27	24	22	24	30	32	35	194	
18:00	21	24	27	22	35	44	51	224	
19:00	18	27	22	38	33	57	49	244	
20:00	27	26	21	31	50	60	44	259	
21:00	33	21	34	40	48	67	52	295	
22:00	30	35	30	32	55	53	44	279	
23:00	31	25	37	53	66	81	50	343	
All hours ²	416	385	373	480	589	1,086	1,037	4,366	

1 May include a very small number of non-motor vehicle drivers/riders

The figures in this table are National Statistics

2 Includes cases where hour of day was not reported.

Source: DfT STATS19
Last updated: 27 September 2012
Next update: September 2013

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[Notes & Definitions](#)

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RAS51004

Reported breath tests and breath test failures by road user type and age, Great Britain, 2011

	Involved in accident	Tested	Tested as percentage of involved	Number of drivers or riders/percentage		
				Failed ¹	Failed as a percentage of	
					Involved	Tested
Car drivers						
Under 17	103	54	52	10	9.7	18.5
17-19	11,946	8,101	68	308	2.6	3.8
20-24	24,007	15,307	64	839	3.5	5.5
25-29	21,203	13,062	62	637	3.0	4.9
30-34	20,095	11,652	58	515	2.6	4.4
35-39	18,254	10,824	59	376	2.1	3.5
40-49	36,352	22,226	61	607	1.7	2.7
50-59	23,564	14,453	61	306	1.3	2.1
60-69	14,249	8,835	62	131	0.9	1.5
70 and over	10,974	6,703	61	63	0.6	0.9
Age not reported	23,973	1,231	5	66	0.3	5.4
All ages	204,720	112,448	55	3,858	1.9	3.4
Motorcycle riders						
Under 17	1,290	681	53	2	0.2	0.3
17-19	3,264	1,841	56	34	1.0	1.8
20-24	3,021	1,590	53	65	2.2	4.1
25-29	2,224	1,154	52	36	1.6	3.1
30-34	1,901	892	47	27	1.4	3.0
35-39	1,780	889	50	24	1.3	2.7
40-49	3,865	2,003	52	46	1.2	2.3
50-59	2,073	1,129	54	11	0.5	1.0
60-69	729	401	55	2	0.3	0.5
70 and over	185	98	53	0	0.0	0.0
Age not reported	727	107	15	4	0.6	3.7
All ages	21,059	10,785	51	251	1.2	2.3
Bus/coach drivers	7,223	2,573	36	12	0.2	0.5
Van / Light goods vehicle drivers	12,886	6,972	54	187	1.5	2.7
Heavy goods vehicle drivers	7,126	4,570	64	27	0.4	0.6
Other drivers/riders ²	3,087	1,302	42	31	1.0	2.4
All motor vehicle drivers and riders²						
Under 17	1,438	745	52	12	0.8	1.6
17-19	15,517	10,132	65	346	2.2	3.4
20-24	28,637	17,930	63	943	3.3	5.3
25-29	25,957	15,800	61	712	2.7	4.5
30-34	24,762	14,195	57	569	2.3	4.0
35-39	23,062	13,537	59	429	1.9	3.2
40-49	47,682	28,601	60	718	1.5	2.5
50-59	30,888	18,679	60	343	1.1	1.8
60-69	17,137	10,537	61	148	0.9	1.4
70 and over	11,568	6,976	60	67	0.6	1.0
Age not reported	29,453	1,518	5	79	0.3	5.2
All ages	256,101	138,650	54	4,366	1.7	3.1

1 Failed breath test or refused to provide a specimen of breath.

The figures in this table are National Statistics

2 May include a very small number of non-motor vehicle drivers/riders

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Next update: September 2013

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RAS51019

Estimated number of reported drink drive accidents and casualties, by region: GB 2010

	Accidents				Casualties				
					Killed or seriously injured				
	Fatal	Serious	Slight	Total	Killed	Seriously injured	seriously injured	Slightly injured	Total
North East	10	50	240	300	10	60	70	370	440
North West	30	120	580	740	30	150	190	930	1,120
Yorkshire & the Humber	20	90	380	490	20	110	130	590	720
East Midlands	20	100	520	640	30	130	160	770	930
West Midlands	10	90	660	760	10	100	110	980	1,090
East	10	130	570	720	20	150	170	870	1,040
South East	40	150	890	1,090	50	190	240	1,320	1,560
London	10	40	320	370	10	50	60	470	530
South West	20	80	500	610	30	110	130	770	900
England	180	850	4,660	5,700	200	1,050	1,250	7,080	8,320
Wales	20	50	320	390	20	80	100	520	620
Scotland	20	80	440	530	20	120	140	610	750
Total	220	990	5,420	6,620	240	1,250	1,490	8,210	9,700

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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](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: 27 September 2012

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Department for Transport statistics

[Accidents Casualties and Safety \(<http://www.dft.gov.uk/statistics/releases/reported-road-casualties-gb-annual-report-2011>\)](http://www.dft.gov.uk/statistics/releases/reported-road-casualties-gb-annual-report-2011)

RAS52001

International comparisons of road deaths¹: number and rates for different road users: by selected countries: 2010 and 2011 (provisional)²

	2010						2011	
	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
England	690	341	6.5	1.9	3.9	1,553	30	1,594
Wales	38	17	5.7	0.0	3.9	89	30	121
Scotland	107	47	9.0	1.2	3.5	208	40	186
Great Britain	835	405	6.7	1.7	3.9	1,850	31	1,901
Northern Ireland	32	10	5.6	2.8	2.8	55	31	59
United Kingdom	867	415	6.7	1.7	3.9	1,905	31	1,960
Austria	292	98	11.7	2.4	8.0	552	66	523
Belgium	444	106	9.8	6.0	12.6	840	77	875
Bulgaria	775	102	658
Cyprus	60	75	71
Czech Republic	403	168	16.0	4.0	11.4	802	76	773
Denmark	137	44	7.9	3.0	9.0	255	46	220
Estonia	78	58	101
Finland	159	35	6.5	2.3	7.9	272	51	292
France	2,117	485	7.5	2.0	10.8	3,992	62	3,970
Germany	1,840	476	5.8	2.5	9.4	3,648	45	4,002
Greece	542	179	15.8	2.5	18.5	1,258	111	1,087
Hungary	330	192	19.2	5.4	13.5	740	74	638
Irish Republic	129	2.1	212	47	186
Italy	1,817	614	10.2	1.3	8.1	4,090	68	3,800
Latvia	91	79	35.1	19.4	29.1	218	97	179
Lithuania	299	90	297
Luxembourg	27	0.0	0.0	32	64	33
Malta	9	..	0.0	15.5	15.5	13	31	17
Netherlands	219	63	3.8	1.0	5.5	640	39	661
Poland	1,853	1,236	32.4	5.9	19.4	3,908	102	4,189
Portugal	367	2.5	..	937	88	785
Romania	973	868	40.4	17.8	..	2,377	111	2,018
Slovakia	171	126	23.2	4.8	13.2	353	65	324
Slovenia	68	26	12.7	3.5	7.0	138	67	141
Spain	1,197	471	10.2	3.5	11.5	2,478	54	2,056
Sweden	151	31	3.3	0.6	6.5	266	28	314
Croatia	426	96	416
Israel	172	119	15.9	11.7	18.8	352	47	341
Iceland	4	2	6.3	0.0	0.0	8	25	12
Norway	127	24	4.9	..	3.3	208	43	168
Switzerland	129	75	9.6	3.4	6.8	327	42	320
Australia	919	170	7.7	3.1	13.3	1,352	61	1,292
Canada
Japan	1,176	1,987	15.6	3.1	7.2	5,745	45	5,449
New Zealand	259	35	8.1	1.1	20.2	375	87	284
Republic of Korea	1,228	2,082	42.7	11.1	19.6	5,505	113	..
United States of America	12,435	4,280	13.9	12.8	60.6	32,885	107	32,310

The figures for non United Kingdom countries are outside the scope of National Statistics.

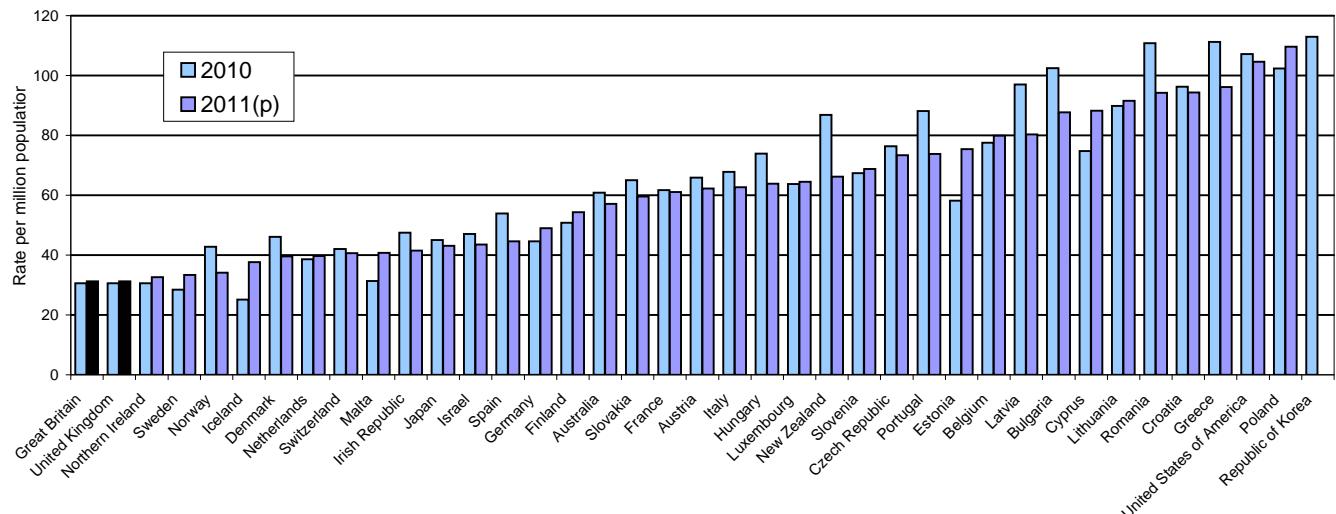
1 In accordance with the commonly agreed international definition, most countries define a fatality as one being due to a road accident where death occurs within 30 days of the accident. The official road accident statistics of some countries however, limit the fatalities to those occurring within shorter 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 accident database).

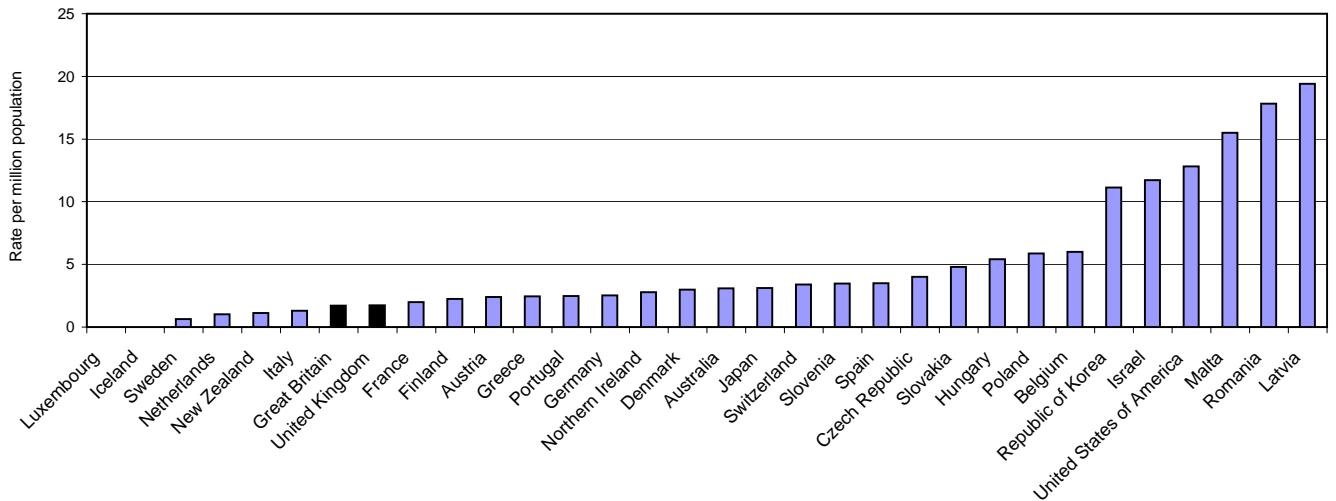
International comparisons of road deaths: number and rates for different road users:

by selected countries: 2010 and 2011 (provisional) - Charts

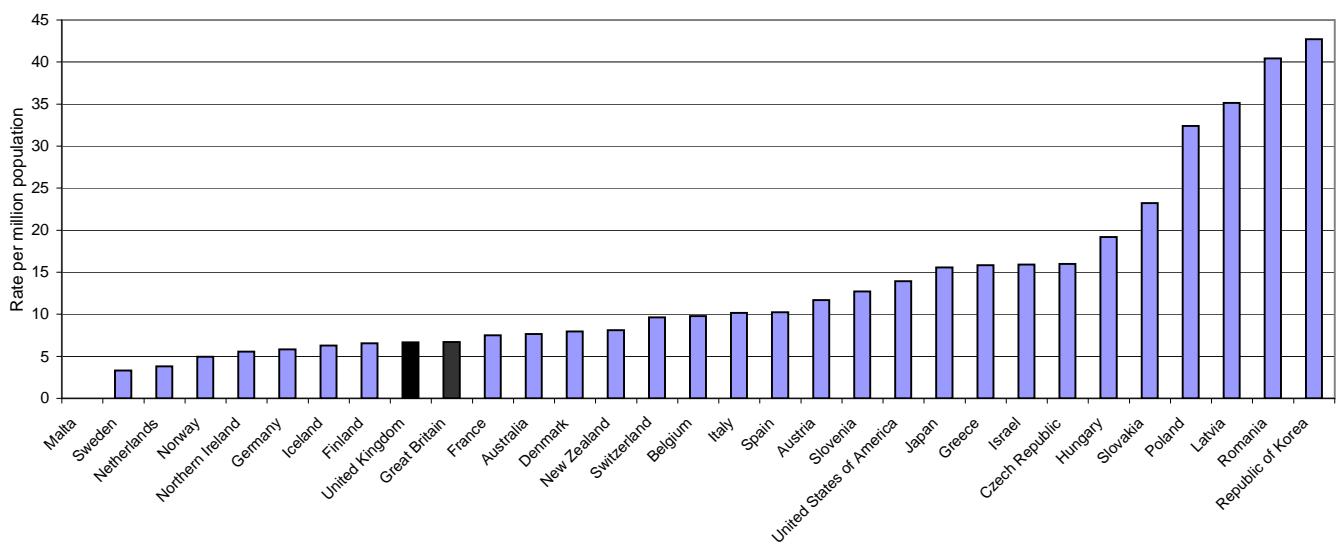
Road deaths per million population: 2010 and 2011 (provisional)



Child (aged 0 - 14) pedestrian deaths per million population: 2010



Pedestrian deaths per million population: 2010



Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2011>

RAS53001

Passenger casualty rates by mode: 2002-2011¹

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	Per billion passenger kilometres	
											2002-2011 average	
Air²												
Killed	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
KSI ³	0.00	0.00	0.01	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00
All ⁴	0.00	0.00	0.01	0.00	0.01	0.00	0.04	0.01	0.00	0.00	0.00	0.01
Rail^{5,6}												
Killed	0.2	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
All	35.2	32.5	31.2	26.0	26.3	23.2	24.5	25.9	26.5	25.2	27.3	
Water⁷												
Killed	0.0	0.0	0.0	0.3	0.3	0.0	0.9	0.4	0.8	0.5	0.3	0.3
KSI	50	61	44	36	39	45	74	52	39	51	49	
Bus or coach⁸												
Killed	0.4	0.2	0.4	0.2	0.4	0.3	0.1	0.3	0.2	0.2	0.3	0.3
KSI	11	10	10	7	9	10	10	8	9	7	9	9
All	173	175	178	158	152	159	157	139	136	139	157	
Car⁹												
Killed	2.7	2.8	2.6	2.6	2.5	2.2	1.9	1.6	1.3	1.4	2.2	
KSI	29	27	25	23	22	20	18	17	15	14	21	
All	306	294	284	277	263	251	228	221	209	195	253	
Van⁹												
Killed	1.0	0.9	0.8	0.7	0.6	0.6	0.5	0.4	0.4	0.4	0.6	
KSI	11	10	8	7	7	5	5	5	4	4	6	
All	96	90	77	73	69	59	55	54	51	51	67	
Motorcycles⁹												
Killed	112	116	106	99	109	100	91	85	81	72	98	
KSI	1,377	1,276	1,209	1,127	1,175	1,141	1,113	1,054	1,044	1,119	1,166	
All	5,206	4,739	4,663	4,299	4,227	3,972	3,966	3,749	3,764	4,019	4,269	
Pedal cycle												
Killed	30	26	33	34	32	33	25	22	23	22	28	
KSI	562	544	561	547	542	561	561	568	573	646	573	
All	3,927	3,841	4,043	3,839	3,598	3,945	3,566	3,575	3,555	3,889	3,771	
Pedestrian												
Killed	42	41	35	36	36	36	31	26	23	26	33	
KSI	471	424	394	384	371	382	358	319	322	337	377	
All	2,117	1,944	1,836	1,794	1,631	1,665	1,536	1,420	1,486	1,495	1,694	

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.

7 Passenger casualties on UK registered merchant vessels.

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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Accident Year	MAIS code	Car ¹ ages ²			15 years or older	All Cars	Number
		0-4 years old	5-9 years old	10-14 years old			
2001	1	4.8	6.7	12.6	12.9	7.3	
2001	2	7	9.4	16.6	14.9	10.1	
2001	3+	2.3	3.1	6.6	5.8	3.6	
2002	1	5.4	6.5	7.9	7.8	6.3	
2002	2	8.2	8.6	12.4	8.8	9.1	
2002	3+	3.1	3.7	4.1	3.4	3.5	
2003	1	5.9	6.1	8.1	7.3	6.4	
2003	2	7.1	8.3	9.5	8.7	8	
2003	3+	2.8	3.5	3.8	3.1	3.2	
2004	1	4.8	8.2	12.5	11.3	7.5	
2004	2	6.1	9.4	15.1	13.1	9	
2004	3+	2.2	4.2	6.7	7.8	3.9	
2005	1	5.2	8.2	11.3	11	7.5	
2005	2	5.9	8.6	12	11.4	8.1	
2005	3+	2.3	3.4	6.4	5.2	3.5	
2006	1	5.3	6.5	10.9	9.6	6.8	
2006	2	4.9	6.7	10.4	9.2	6.6	
2006	3+	1.9	2.9	5.6	5.6	3	
2007	1	5.7	9.1	13.1	11.4	8.5	
2007	2	5.6	8.8	13.3	13.5	8.4	
2007	3+	2.2	4.2	7.8	7.2	4.1	
2008	1	5.5	7.2	10.8	10.8	7.3	
2008	2	5.1	7.4	10.6	11	7.2	
2008	3+	2.1	3.4	6.8	6.2	3.6	
2009	1	5.9	8.9	13.2	13.8	8.8	
2009	2	5.2	7.8	12.8	14.7	8	
2009	3+	2.3	4.1	6.8	6.9	4	
2010	1	5.5	7.6	11.9	12.5	7.9	
2010	2	4.6	6.8	11.7	12.7	7.2	
2010	3+	1.9	3.7	5.6	7	3.6	
2001-10 average	1	5.4	7.6	11.3	10.8	7.5	
2001-10 average	2	6.0	8.1	12.5	11.8	8.1	
2001-10 average	3+	2.3	3.6	6.0	5.8	3.6	

1 Includes only cars that were fully or probably matched to the DVLA data with a date of registration

2 The age of car at the time of the accident, based on year of registration of vehicle.

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Notes & Definitions

Source: STATS19, Hospital Episode Statistics (HES), The NHS Information Centre for health and social care.

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Notes to individual tables

A list of the 2009 format table numbers can be found in the index sheet of all Road Safety Statistics tables

RAS1002 – The traffic data used to calculate the accident rates was revised for all years in this series in 2011.

RAS1004 – The total number of accidents is classified according to the number of each severity of injury resulting from them.

RAS1006 – “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.

RAS1008 – 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.

RAS1009 – 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.

RAS1010 – This table only covers accidents where one vehicle is involved. It does not cover accidents involving two or more vehicles.

RAS1011 – In column 6, “other combination” means that at least one of the vehicles involved is not a car.

RAS2001 – See note to RAS10002

RAS2003 – 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.

RAS2005 – 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.

RAS2007 – “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 – See note to RAS10002

RAS30015 – See note to RAS10016

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”), 304 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.

RAS30025 – Population data used for 2011 are ONS 2010-based population projections.

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 – Replaces the previous version based on the variable “School Pupil Casualty”. This was withdrawn following the 2008 Review of Personal Injury Road Accident Statistics as analyses suggested that it was frequently not completed correctly, making it unreliable for research purposes. The current 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

RAS30040 and **RAS41003** – See note to RAS10002

RAS30045 and **RAS30064** – See note to RAS30025

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, 576 accidents involved only a pedal cycle, giving rise to 579 cyclist casualties (riders and passengers); a further 369 accidents also involved 374 pedestrian casualties as well as 109 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 15,626 accidents involved a pedal cycle and a car, resulting in 15,472 pedal cyclist casualties and 21 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. 86 accidents involved two pedal cycles with 111 cyclist casualties with 2 pedestrians hit by one or other pedal cycle.

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. 544 such accidents involved at least one pedal cycle, with 591 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 12,238 light goods vehicles (LGV) and 6,709 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.

RAS41004 and **RAS40006** – See note to RAS30025

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 2011 fatality and fatality rates per million population have been included together with 2010 data. Population data used for 2011 are ONS 2010-based population projections.

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). 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).

<http://webarchive.nationalarchives.gov.uk/20110503151558/http://dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesgbar/roadcasualtiesgreatbritain20071>

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.

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: <http://www.dft.gov.uk/statistics/series/road-accidents-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. 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 this bulletin 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

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.

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.

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 windscreens 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.

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. Registration 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 Authority (DVLA). National Driver and Rider Training Standards published.

Department for Transport Statistics
Index of Road Safety Statistics Tables

Ref.	Previous ref.	Table name
RAS10: Road accidents involving personal injury which have been reported to the police		
RAS10001	Main Res Table 5a	Reported accidents by speed limit, road class and severity, Great Britain, 2011
RAS10002	RRCGB Table 3	Reported accidents and accident rates by road class and severity, Great Britain, 2005-09 average, 2004 - 2011
RAS10003	RRCGB Table 4	Reported accidents by road class, speed limit and severity, Great Britain, 2005-09 average, 2004 - 2011
RAS10004	RRCGB Table 14	
RAS10005	RRCGB Table 15a	Reported accidents by severity, number of casualties involved, built-up and non built-up roads and road class, Great Britain, 2011
RAS10006	RRCGB Table 16a	Reported accidents by daylight and darkness, road surface condition, built-up and non built-up roads and severity, Great Britain, 2011
RAS10007	RRCGB Table 17	Reported accidents by daylight and darkness, weather condition, built-up and non built-up roads and severity, Great Britain, 2011
RAS10008	RRCGB Table 18	Reported accidents by daylight and darkness, road surface condition, built-up and non built-up roads, speed limit and street lighting, Great Britain, 2011
RAS10009	RRCGB Table 19	Reported accidents by daylight and darkness, lighting conditions, special conditions and carriageway hazards, Great Britain, 2011
RAS10010	RRCGB Table 20	Reported accidents by junction type, built-up and non built-up roads and severity, Great Britain, 2011
RAS10011	RRCGB Table 21	Reported single vehicle accidents by object hit off carriageway, built-up and non built-up roads and severity, Great Britain, 2011
RAS10012	RRCGB Table 22	Reported accidents by number of vehicles involved, built-up and non built-up roads, road class and severity, Great Britain, 2011
RAS10013		Reported accidents involving pedestrians and one vehicle by severity and vehicle type, Great Britain, 2011
RAS10014	Eng Reg Table 1.7	Reported personal injury road accidents, by severity, Great Britain, 1979 - 2011
RAS10015	Eng Reg Table 1.8	Reported accidents by region, local authority, road class and vehicles licensed, England, 2011
RAS20: Vehicles involved in reported road accidents		
RAS20001	RRCGB Table 10	Vehicles involved in reported accidents and involvement rates by vehicle type and severity of accident, Great Britain, 2001 - 2011
RAS20002	RRCGB Table 38a	Drivers in reported accidents by gender, number injured, road user type and age, Great Britain, 2011
RAS20003	RRCGB Table 40	Vehicles involved in reported accidents by accident severity and vehicle type, Great Britain, 2011
RAS20004	RRCGB Table 41a	Vehicles involved in reported accidents by vehicle type, built-up and non built-up roads, road class and accident severity, Great Britain, 2011
RAS20005	RRCGB Table 42	Vehicles involvement rates for reported accidents, by vehicle type, urban and rural roads, road class, accident severity and traffic, Great Britain, 2011
RAS20006	RRCGB Table 43	Vehicles involved in reported accidents by junction type, vehicle type, built-up and non built-up roads, Great Britain, 2011
RAS20007	RRCGB Table 44	Vehicles involved in reported accidents skidding or overturning, and towing by road surface condition, special conditions at site and vehicle type, Great Britain, 2011
RAS20008	RRCGB Table 45	Vehicles involved in reported accidents by vehicle type and manoeuvre, Great Britain, 2011
RAS20009		Vehicles involved in reported personal injury road accidents, by vehicle type, Great Britain, 1979 - 2011
RAS20010		Vehicles in reported personal injury accidents by journey purpose of driver/rider and by vehicle type, Great Britain, 2011
RAS30: Casualties involved in reported road accidents		
RAS30001	Main Res Table 1	Reported road casualties by road user type and severity, Great Britain, comparison of 2011 with 2005 - 2009 average and 2010
RAS30002	Main Res Table 2	Reported casualties by road user type, age and severity, Great Britain, 2011
RAS30003	Main Res Table 3	Reported casualties by severity, Great Britain, 2001 - 2011
RAS30004	Main Res Table 4a	All reported casualties by road user type, Great Britain, 2001 - 2011
RAS30005	Main Res Table 4b	Reported killed or seriously injured casualties, by road user type, Great Britain, 2001 - 2011
RAS30006	Main Res Table 5b	Reported casualties by speed limit, road class and severity, Great Britain, 2011
RAS30007	Main Res Table 6a	Reported casualties by severity, by police force area, Great Britain, 2011
RAS30008	Main Res Table 6b	Reported casualties by severity, by local authority area, Great Britain, 2011
RAS30009	RRCGB Tables 5a-c	Reported casualties by gender, built-up and non built-up roads, road class and severity, Great Britain, 2005-09 average, 2004 - 2011
RAS30010	RRCGB Tables 6a-c	Reported casualties by gender, road user type and severity, Great Britain, 2005-09 average, 2004 - 2011
RAS30011	RRCGB Tables 7a-c	
RAS30012	RRCGB Table 8	Reported killed or seriously injured casualties by gender, road user type and age, Great Britain, 2005-09 average, 2004 - 2011
RAS30013	RRCGB Table 9	Reported casualties by time of accident and severity, Great Britain, 2001 - 2011
RAS30014	RRCGB Table 15b	Reported casualty rates by road user type and severity, Great Britain, 2001 - 2011
RAS30015	RRCGB Table 16b	Reported casualties by daylight and darkness, road surface condition, built-up and non built-up roads and severity, Great Britain, 2011
RAS30016	RRCGB Table 24	Reported casualties by daylight and darkness, weather condition, built-up and non built-up roads and severity, Great Britain, 2011
RAS30017	RRCGB Table 25	Reported casualties by built-up and non built-up roads and motorways, severity and road user type, Great Britain, 2011
RAS30018	RRCGB Table 26	Casualties in reported accidents involving vehicles of different types by built-up and non built-up roads, road class and severity, Great Britain, 2011
RAS30019	RRCGB Table 27	Reported casualties by urban and rural roads, road class, road user type, severity and pedestrian involvement, Great Britain, 2011
RAS30020	RRCGB Table 28	Reported casualties by accident and casualty severity and road user type, Great Britain, 2011
RAS30021	RRCGB Table 29a	Reported casualties and casualty rates by month, road user type and severity, Great Britain, 2011
RAS30022	RRCGB Table 29b	Reported casualties by day, road user type and hour of day, Great Britain, 2011
RAS30023	RRCGB Table 29c	Reported killed or seriously injured casualties by day, road user type and hour of day, Great Britain, 2011
RAS30024	RRCGB Table 30a	Reported casualties all days, by severity, road user type and hour of day, Great Britain, 2011
RAS30025	RRCGB Table 31	Reported casualties by age band, road user type and severity, 2011
RAS30026	RRCGB Table 32	Reported casualty rates by age band, road user type and severity, Great Britain, 2011
RAS30027	RRCGB Table 33	Reported pedestrian casualties location by age band and by severity, Great Britain, 2011
RAS30028	RRCGB Table 34	Reported pedestrian casualties by location, age, road crossing type and severity, Great Britain, 2011
RAS30029	RRCGB Table 35	Reported casualties by age, road user type and severity, Great Britain, 2011
RAS30030	RRCGB Table 36	Reported casualties in cars, by severity, age, seating position, built-up and non built-up roads, Great Britain, 2011
RAS30032	RRCGB Table 47	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, 2011
RAS30033	RRCGB Table 48	Reported casualties by region, country and severity, United Kingdom, 2005-09 average, 2004 - 2011
		Reported casualties by built-up and non built-up roads, road class, region and severity, Great Britain, 2011

Department for Transport Statistics

Index of Road Safety Statistics Tables

Ref.	Previous ref.	Table name
RAS30034	RRCGB Table 49	Reported casualties by severity, road user type and country, United Kingdom, 2011
RAS30035	RRCGB Table 50	Deaths by age and gender, from all causes, all accidental deaths and all road deaths, Great Britain, 2010
RAS30036		Casualties resulting from reported personal injury road accidents, by age and severity, Great Britain, 1979 - 2011
RAS30037		Reported casualties in accidents, by journey purpose and casualty type, Great Britain, 2006 - 2011
RAS30038	Eng Reg Table 1.1a	Reported casualties by severity, region and local authority, England, 2007 - 2011 and 2005-09 average
RAS30039	Eng Reg Table 1.1b	Reported child casualties by severity, region and local authority, England, 2007 - 2011 and 2005-09 average
RAS30040	Eng Reg Table 1.2a	Reported casualty rate per billion vehicle miles/kilometres by local authority, England, 2007 - 2011 and 2005-09 average
RAS30043	Eng Reg Table 1.3a	Reported casualties by severity, region, local authority and road user type, England, 2011
RAS30044	Eng Reg Tables 1.3b,d	Reported casualties by severity, region, local authority and road user type, England, 2005-09 average
RAS30045	Eng Reg Table 1.4a	Reported casualty rate per million population by region, local authority and road user type, England, 2011
RAS30046	Eng Reg Table 1.6	Reported casualties by severity, region, local authority, urban/rural and road class, England, 2011
RAS30053	Eng Reg Table 2.3a	Reported casualties by region, road user type, England, 2007 - 2011 and 2005-09 average
RAS30058	Eng Reg Table 3.1	Reported casualties by county, lower tier local authority, severity, child KSI and all ages, England, 2011
RAS30059	RRCGB Article 1	Reported road accident casualties by severity, Great Britain, 1979 - 2011
RAS30060	RRCGB Article 1	Reported fatalities by road user type, Great Britain, 1979 - 2011
RAS30061	RRCGB Article 1	Reported killed or seriously injured casualties by road user type, Great Britain, 1979 - 2011
RAS30062	RRCGB Article 1	Reported children killed or seriously injured by road user type, Great Britain, 1979 - 2011
RAS30063	RRCGB Article 1	Reported slightly injured casualties by road user type, Great Britain, 1979 - 2011
RAS30064	RRCGB Article 1	Reported pedestrian casualties by age, Great Britain, 1979 - 2011
RAS30065	RRCGB Article 1	Reported pedal cyclist casualties, Great Britain, 1979 - 2011
RAS30066	RRCGB Article 1	Reported motorcycle user casualties, Great Britain, 1979 - 2011
RAS30067	RRCGB Article 1	Reported car user casualties, Great Britain, 1979 - 2011
RAS30068	RRCGB Article 1	Reported other road user casualties, Great Britain, 1979 - 2011
RAS30069	TSGB0802	Reported road accident casualties by road user type and severity, Great Britain, 2001 - 2011
RAS30070	VEH0380	Relative risk of different forms of transport, Great Britain, 2011
RAS30071	VEH0381	Reported motorcyclist casualties: KSI rates by type of rider/driver, Great Britain, 2000 - 2011
RAS30072	VEH0382	Reported motorcyclist casualties: Injuries by type of vehicle and age of casualty, Great Britain, 2011
RAS30073	VEH0383	Reported motorcyclist casualties: KSI by age and sex, Great Britain, 2000 - 2011
RAS30074	VEH0384	Reported motorcyclist casualties: KSI by road class, Great Britain, 2000 - 2011
RAS30075	VEH0385	Reported motorcyclist casualties: KSI by day of week (indexed), Great Britain, 2011
RAS30076	VEH0386	Reported motorcyclist casualties: KSI by time of day (indexed), Great Britain, 2011
RAS30077	VEH0387	Reported motorcyclist casualties: KSI number and rate by month of year (indexed), Great Britain, 2011
RAS30078	VEH0388	Reported motorcyclist casualties by severity, type of accident and other party involved in accident with the motorcycle, Great Britain, 2011

RAS40: Reported accidents, vehicles and casualties

RAS40001	RRCGB Table 2	Reported accidents and casualties, population, vehicle population, index of vehicle mileage, by road user type and severity, Great Britain, 1930 - 2011
RAS40002	RRCGB Table 12	Reported accidents, vehicles and casualties by severity, road class, built-up and non built-up roads, Great Britain, 2011
RAS40003	RRCGB Table 13	Reported accidents and casualties by severity, road type and speed limit, Great Britain, 2011
RAS40004	RRCGB Tables 23a-c	Reported accidents, vehicle user and pedestrian casualties by area type and combination of vehicles involved, Great Britain, 2011
RAS40005	RRCGB Table 53	Reported accidents, vehicles and casualties by vehicle type and left hand drive, Great Britain, 2011
RAS40006	RRCGB Article 1	Long term trends and summary statistics, Great Britain, 2005-09 average, 2010 and 2011
RAS40007	TSGB0801	Reported road accidents and casualties, Great Britain, 1950 - 2011

RAS41: Strategic Framework for Road Safety outcome indicators

RAS41001		Strategic Framework for Road Safety outcome indicators, Great Britain, 2005-09 average, 2005 - 2011
RAS41002		Reported Killed and Seriously Injured (KSI) casualties by local authority, England, 2007 - 2011 and 2005-09 average
RAS41003		Reported Killed and Seriously Injured (KSI) casualty rate per billion vehicle miles/kilometres by local authority, England, 2007 - 2011 and 2005-09 average
RAS41004		Reported Killed and Seriously Injured (KSI) casualty rate per million population by local authority, England, 2007 - 2011 and 2005-09 average

RAS45: Quarterly estimates

RAS45001	QB Table 1	Reported road casualties by severity, Great Britain, year ending first quarter 2012
RAS45002	QB Table 2	Reported road casualties by severity, Great Britain, first quarter 2012
RAS45003	QB Table 3	Reported road casualties by severity, Great Britain, 2002 - 2012
RAS45004	QB Table 4	Reported road accidents by severity, Great Britain, year ending first quarter 2012
RAS45005	QB Table 5	Reported road accidents by severity, Great Britain, first quarter 2012
RAS45006	QB Table 6	Reported road casualties by severity and road user, Great Britain, year ending first quarter 2012
RAS45007	QB Table 7	Reported road casualties by severity and road user, Great Britain, first quarter 2012
RAS45008	QB Table 8	Reported road casualties by class of road user, Great Britain, 2002 - 2012
RAS45009	QB Table 9	Reported road accidents, by road type, Great Britain, year ending first quarter 2012
RAS45010	QB Table 10	Reported road accidents by road type, Great Britain, first quarter 2012
RAS45011	QB Table 11	Reported road casualties by police force area for the most recent complete 12 months data available
RAS45012		Reported killed or seriously injured road casualties, rolling four quarter totals, Great Britain
RAS45013		Reported killed or seriously injured road casualties by road users, rolling four quarter totals, Great Britain
RAS45014		Reported killed or seriously injured (KSI) road casualties by road users, indexed rolling four quarter totals, Great Britain

RAS50: Contributory factors

RAS50001	RRCGB Article 4	Contributory factors: Reported accidents by severity, Great Britain, 2011
RAS50002	RRCGB Article 4	Contributory factors of reported accidents, Great Britain, 2007 - 2011
RAS50003	RRCGB Article 4	Contributory factors: Reported accidents by road class, Great Britain, 2011
RAS50004	RRCGB Article 4	Reported accidents involving pedestrians with contributory factors, Great Britain, 2011
RAS50005	RRCGB Article 4	Contributory factors: Vehicles in reported accidents by vehicle type, Great Britain, 2011
RAS50006	RRCGB Article 4	Most common pairs of contributory factors reported together, Great Britain, 2011
RAS50007	RRCGB Article 4	Contributory factors: Casualties in reported accidents by severity, Great Britain, 2011
RAS50008	RRCGB Article 4	Speed as a contributory factor: Reported accidents and casualties by severity, Great Britain, 2011
RAS50009	RRCGB Article 4	Vehicles with speed factors reported by vehicle type, Great Britain, 2011
RAS50010		Percentage of vehicles with selected contributory factors which also had a speed factor reported, Great Britain, 2011

Department for Transport Statistics

Index of Road Safety Statistics Tables

Ref.	Previous ref.	Table name
RAS50011	RRCGB Article 4	Reported accidents and vehicles included in the contributory factor analysis, Great Britain, 2011
RAS50012		Contributory factors: Reported accidents by country, Great Britain, 2011
RAS50013		Contributory factors: Reported accidents by region, England, 2011
RAS50014		Two vehicle accidents in which a driver or rider had "failed to look properly" as a contributory factor, Great Britain, 2011
RAS50015	VEH0390	Contributory factors to motorcycle accidents by engine size, Great Britain, 2011
RAS51: Drink drive		
RAS51001	RRCGB Article 3	Estimated number of reported drink drive accidents and casualties in Great Britain, 1979 - 2011
RAS51002	RRCGB Table 11	Breath tests and breath test failures by drivers and riders involved in reported accidents, 2001 - 2011
RAS51003	RRCGB Table 37	
RAS51004	RRCGB Table 39	Reported breath tests and breath test failures, all drivers and riders involved by day of week and time of day, Great Britain, 2011
RAS51005	RRCGB Article 3	Reported breath tests and breath test failures by road user type and age, Great Britain, 2011
RAS51006	RRCGB Article 3	Estimated number of reported drink drive casualties, by casualty type, Great Britain, 2010
RAS51007	RRCGB Article 3	Drivers and riders killed: percentage over the legal blood alcohol limit, Great Britain, 2001 - 2011
RAS51008	RRCGB Article 3	Proportion of killed drivers/riders resulting from reported accidents in each BAC, by age, Great Britain, 2010
		Killed and seriously injured casualties in reported accidents involving young drivers (17-24 years old) over the legal alcohol limit, Great Britain, 2002 - 2011
RAS51009	RRCGB Article 3	Blood alcohol levels of reported fatalities aged 16 and over, Great Britain, 2010
RAS51010	RRCGB Article 3	Estimated number of reported road accidents involving a car drink driver, by driver age, accidents per licence holder and per mile driven, Great Britain, 2000 and 2010
RAS51011	RRCGB Article 3	Estimated number of reported drink drive accidents and casualties, by month, Great Britain, 2010
RAS51012	RRCGB Article 3	Reported drink drive accidents, by time of day, Great Britain, 2000 and 2010
RAS51013	RRCGB Article 3	Reported drink drive accidents by pedestrian involvement, Great Britain, 2010
RAS51014	RRCGB Article 3	Drivers and riders in injury road accidents: breath tests and failures, Great Britain, 2002 - 2011
RAS51015	RRCGB Article 3	Car drivers in injury road accidents, breath tests and failures, Great Britain, 2011
RAS51016	RRCGB Article 3	Reported roadside screening breath tests and breath test failures: England and Wales, 2001 - 2010
RAS51017		Screening test results, by reason for test, 2011
RAS51018		Results of screening breath tests following a road traffic collision, 2011
RAS51019		Estimated number of reported drink drive accidents and casualties, by region, Great Britain, 2010
RAS51020	Eng Reg Table 2.9	Car drivers in reported injury road accidents, breath tests and failures by region, England, 2011
RAS51021	VEH0389	Reported motorcyclist breath tests and failure rates by age, Great Britain, 2011
RAS51101		Reported drink driving, 2009/10 and 2010/11
RAS51102		Percentage reporting driving whilst thinking they are over the legal alcohol limit at least once in last 12 months, by sex and age, 2009/10 and 2010/11
RAS51103		Reported drug driving, 2009/10 and 2010/11
RAS51104		Percentage reporting driving whilst under the influence of illegal drugs at least once in last 12 months, by sex and age, 2009/10 and 2010/11
RAS52: International comparisons		
RAS52001	RRCGB Table 51	International comparisons of road deaths, number and rates for different road users by selected countries, United Kingdom, 2010
RAS52002	TSGB0809	International comparisons of road deaths: number and rates for different road users, by selected countries, 1999 - 2011
RAS53: Passenger casualty rates for different modes of travel		
RAS53001	RRCGB Table 52	Passenger casualty rates by mode, 2002 - 2011
RAS54: Survey data		
RAS54001	RRCGB Article 5	Survey data on road accidents, Great Britain
RAS55: Hospital admissions		
RAS55001	RRCGB Article 6	Comparison of emergency road traffic hospital admissions (HES) and police recorded seriously injured road casualties (STATS19), England, 2011
RAS55008	RRCGB Article 6	HES emergency road traffic admissions and STATS 19 seriously injured road casualties, England, 2006 - 2011
RAS55009	RRCGB Article 6	Results of linking STATS 19 and HES data, England, 2001 - 2010
RAS55010	RRCGB Article 6	Proportion of road casualties with selected injuries, and selected body regions by injury severity in the linked STATS19 and HES data, England, 2001 - 2010
RAS55011		Road casualties by MAIS group for linked STATS19 and HES data, England, 2001 - 2010
RAS55013		Age of cars by MAIS group of car occupants in the linked STATS19 and HES data, England, 2001 - 2010
RAS55014		Casualty rates per 100,000 car population by age of car and MAIS group of car occupants in the linked STATS19 and HES data, England, 2001 - 2010
RAS55016	RRCGB Article 6	Emergency admissions for falls in the street, cyclists in non-traffic accidents and animal riders or occupants of animal drawn vehicles, HES, 2011
RAS60: Accident and casualty costs		
RAS60001	RRCGB Article 2	Average value of prevention per reported Casualty and per reported road accident, Great Britain, 2011
RAS60002	RRCGB Article 2	Average value of prevention of reported road accidents by road type, Great Britain, 2011
RAS60003	RRCGB Article 2	Total value of prevention of reported accidents by severity and cost element, Great Britain, 2011
RAS60004	RRCGB Article 2	Total value of prevention of reported accidents by severity and road type, Great Britain, 2011
RAS61: Motor vehicle offences		
RAS61001	TSGB0811	Motor vehicle offences: findings of guilt at all courts, fixed penalty notices and written warnings, by type of offence, England and Wales, 2001 - 2010

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	[Grey Box]	[Grey Box]	Vehicle 002	[Grey Box]
Vehicle 003	[Grey Box]	[Grey Box]	Vehicle 004	[Grey Box]

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				

2.11	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				
Overturned	5				

2.24	HIT AND RUN <input checked="" type="checkbox"/>				
		0	1	2	3
Not hit and run	0				
Hit and run	1				
Non-stop vehicle, not hit	2				

2.21	SEX OF DRIVER <input checked="" type="checkbox"/>				
		1	2	3	4
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"/>				
		00	01	02	03
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"/>				
		0	1	2	3
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"/>				
		01	02	03	04
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				

2.13	VEHICLE LEAVING CARRIAGEWAY <input checked="" type="checkbox"/>				
		0	1	2	3
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"/>				
		00	01	02	03
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				

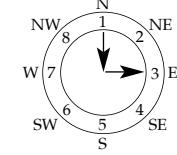
2.16	FIRST POINT OF IMPACT <input checked="" type="checkbox"/>				
		0	1	2	3
Did not impact	0				
Front	1				
Back	2				
Offside	3				
Nearside	4				

2.29	JOURNEY PURPOSE OF DRIVER/RIDER				
1	2	3	4		

<tbl_r cells

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 001FROM TO **Vehicle 003**FROM TO **Vehicle 002**FROM TO **Vehicle 004**FROM TO **EXAMPLE**FROM **1** TO **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 0 Casualty 002 0
Casualty 003 0 Casualty 004 0
Casualty 005 0 Casualty 006 0

3.7 SEX OF CASUALTY X	CASUALTY					
	1	2	3	4	5	6
Male	1					
Female	2					

3.8 AGE OF CASUALTY (Estimate if necessary)
For children less than a year enter 00

Casualty 001	<input type="text"/>	Casualty 002	<input type="text"/>
Casualty 003	<input type="text"/>	Casualty 004	<input type="text"/>
Casualty 005	<input type="text"/>	Casualty 006	<input type="text"/>

3.18 CASUALTY HOME POSTCODE
or Code: 1- Unknown
2- Non UK Resident

Casualty 001	<input type="text"/>
Casualty 002	<input type="text"/>
Casualty 003	<input type="text"/>
Casualty 004	<input type="text"/>
Casualty 005	<input type="text"/>
Casualty 006	<input type="text"/>

3.6 CASUALTY CLASS X						
Driver/Rider	1					
	2					
	3					
3.9 SEVERITY OF CASUALTY X						
Fatal	1					
Serious	2					
Slight	3					

LOCAL STATISTICS

3.10 PEDESTRIAN LOCATION X	CASUALTY					
	1	2	3	4	5	6
In carriageway, crossing on pedestrian crossing facility	01					
In carriageway, crossing within zig-zag lines at crossing approach	02					
In carriageway, crossing within zig-zag lines at crossing exit	03					
In carriageway, crossing elsewhere within 50m of pedestrian crossing	04					
In carriageway, crossing elsewhere	05					
On footway or verge	06					
On refuge, central island or central reservation	07					
In centre of carriageway, not on refuge, island or central reservation	08					
In carriageway, not crossing	09					
Unknown or other	10					

PEDESTRIAN CASUALTIES ONLY

3.12 PEDESTRIAN DIRECTION X	CASUALTY					
	1	2	3	4	5	6
Standing still	0					
Northbound	1					
Northeast bound	2					
Eastbound	3					
Southeast bound	4					
Southbound	5					
Southwest bound	6					
Westbound	7					
Northwest bound	8					
Unknown	9					

3.19 PEDESTRIAN ROAD MAINTENANCE WORKER X						
No / not applicable	0					
	1					
	2					
Yes						
Not known						

3.20 CYCLE HELMET WORN X	CASUALTY					
	1	2	3	4	5	6
Not a cyclist	0					
Yes	1					
No	2					
Not known	3					

3.15 CAR PASSENGER (not driver) X						
Not a car passenger	0					
	1					
	2					

3.16 BUS OR COACH PASSENGER X (17 passenger seats or more)						
Not a bus or coach passenger	0					
	1					
	2					
	3					
	4					

3.14 SEAT BELT IN USE X						
Not applicable	0					
	1					
	2					
	3					
	4					

3.11 PEDESTRIAN MOVEMENT X	CASUALTY					
	1	2	3	4	5	6
Crossing from driver's nearside	1					
Crossing from driver's nearside-masked by parked or stationary veh'	2					
Crossing from driver's offside	3					
Crossing from driver's offside-masked by parked or stationary veh'	4					
In carriageway, stationary - not crossing (standing or playing)	5					
In carriageway, stationary - not crossing (standing or playing), masked by parked or stationary veh'	6					
Walking along in carriageway-facing traffic	7					
Walking along in carriageway-back to traffic	8					
Unknown or other	9					

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.

Road Environment Contributed	103	102	101	110	108	107	109	104	105	106
	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				
Injudicious Action	308	306	302	301	307	310	305	304	309	303
Driver/ Rider Error or Reaction	405	406	403	408	409	401	402	404	407	410
Impairment or Distraction	501	502	508	503	509	510	505	504	507	506
Behaviour or Inexperience	602	605	601	603	607	606	604			
Vision Affected by	701	703	706	707	708	705	710	702	704	709
Pedestrian Only (Casualty or Uninjured)	802	808	803	801	806	807	805	804	809	810
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

Factor in the accident	1st	2nd	3rd	4th	5th	6th
Which participant? (e.g. V001, C001, U000)	<input type="checkbox"/>					
Very likely (A) or Possible (B)	<input type="checkbox"/>					

*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

<p>Scottish Government</p> <p>Transport Publications</p> <p>Scottish Transport Statistics Main Transport Trends Household Transport - some SHS results Transport Across Scotland: some SHS results for parts of Scotland SHS Travel Diary results Travel by Scottish Residents: some NTS results Bus and Coach Statistics Road Accidents Scotland Key Road Accidents Statistics (SHS = Scottish Household Survey; NTS = National Travel Survey)</p> <p><i>General enquires on Scottish Transport Statistics:</i> Transport Statistics Branch, Scottish Executive, Victoria Quay, Edinburgh, EH6 6QQ</p> <p>Phone: +44 (0)131-244 7256 Fax: +44 (0)131-244 7281 E-mail: transtat@scotland.gsi.gov.uk Internet: www.scotland.gov.uk/Topics/Statistics</p> <p>These publications are available, payment with orders From: Scottish Executive Publication Sales, Blackwell's Bookshop, 53 South Bridge, Edinburgh EH1 1YS Phone: +44 (0)131-622 8283 Fax: +44 (0)131-557 8149</p>	<p>Welsh Government - Llywodraeth Cymru</p> <p>Transport Publications</p> <p>Road Casualties: Wales Welsh Transport Statistics</p> <p>Other publications with transport topics</p> <p>Digest of Welsh Local Area Statistics Digest of Welsh Statistics Statistics for Assembly Constituency Areas Digest of Welsh Historical Statistics</p> <p><i>These publications are available from:</i> Central Support Unit, Statistical Directorate, Welsh Government, Cathays Park, Cathays, Cardiff CF10 3NQ</p> <p>Phone: +44 (0)29-2082 6960 E-mail: stats.transport@wales.gsi.gov.uk Internet: http://new.wales.gov</p> <p>Northern Ireland Transport Statistics</p> <p><i>Available from:</i> Central Statistics and Research Branch Clarence Court, 10-18 Adelaide Street, Belfast BT2 8GB</p> <p>Phone: +44 (0)28 9054 0801 E-mail: csrb@drdni.gov.uk Internet: http://www.drdni.gov.uk/index/statistics.htm</p>
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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.

Recent seminars have included:

- Travel limits: is demand for transport nearing saturation?
- Recession and transport planning
- Sustainability and Transport
- Reviving Railways
- Accessibility and Travel Planning
- Monitoring and Appraisal
- Local Surveys
- Eurostat and ONS
- Evaluating Measures to Encourage Walking and Cycling.

A Scottish seminar was also held and two Welsh seminars

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:

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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

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.

Its formal terms of reference are:

- 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.

CLIP-TS comprises of a Local Authority side and a DfT side. The LA side represents the Passenger Transport Authorities, Shire Counties, Unitary Authorities and London Boroughs. Transport for London also attends in observer status.

Recent work of the group has centred on the information requirements for the transport indicators and national data collections. This and other useful information is shown on the group's website which can be found at:

<http://www.clip.local.gov.uk/lgv/core/page.do?pageld=31640>

Who sits on the group?

Anna Heyworth - Statistician, Buses and Local Transport Statistics, Department for Transport (Chair)

Paul Syron - Buses and Local Transport Statistics, Department for Transport (Secretary)

Claire Horton - Staffordshire County Council (LA Lead)

Tim Stamp - Chief Statistician, Statistics Travel and Safety Division, Department for Transport

Jay Symonds - Statistician, Statistics Roads and Freight Division, Department for Transport

Christine King - South Yorkshire Passenger Transport Executive

Keith Rogers - Solihull MBC

Colin Shepherd - Transport for London

William Bryans - Surrey County Council

Naima Ihsan - Hertfordshire County Council

Graham Amis – Cambridgeshire County Council

Tim Harvey – Leeds City Council

Keith Dove – Luton Borough Council

Graeme Mateer – Suffolk County Council

Matthew Jones – Sustrans

Jessica Anderson – Tyne and Wear

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