



Department
for Transport



Reported Road Casualties Great Britain: 2015 Annual Report

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September 2016

DEPARTMENT FOR TRANSPORT
SCOTTISH GOVERNMENT
WELSH ASSEMBLY GOVERNMENT

REPORTED ROAD CASUALTIES GREAT BRITAIN 2015

Published: September 2016

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Introduction to the 2015 Annual Report

About this report

The Reported Road Casualties in Great Britain (RRCGB) Annual Report: 2015 presents detailed statistics (headline figures were first published in June 2016) about the circumstances of personal injury accidents, including the types of vehicles involved, the resulting casualties and factors which may contribute to accidents. In addition to detailed tables there are three articles containing further analysis on specific road safety topics.

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

Key findings:

- There were 1,730 **reported road deaths** in 2015, a decrease of 3 per cent compared with 2014. This is the second lowest annual total on record after 2013. There were 45 per cent fewer fatalities in 2015 than a decade earlier in 2006.
- The number of people **seriously injured** in reported road traffic accidents decreased by 3 per cent to 22,144 in 2015, compared with 2014.
- There was a total of **186,189 casualties of all severities** in 2015. This is around 4 per cent lower than in 2014 and the second lowest level on record.
- **Vehicle traffic levels** increased by 1.6 per cent between 2014 and 2015.
- In the last 30 years Great Britain's **population** has grown by 15 per cent (8.1 million people). Despite this growth in population, **road fatalities** have fallen by 68 per cent (3,655 deaths).
- There were an estimated 4,860 **clinically seriously injured (MAIS3+) casualties** in road traffic accidents in the UK in 2015. This has remained relatively unchanged over 1999 to 2015.
- The **total value of prevention of reported road accidents** in 2015 was estimated to be £15.3 billion - this includes an estimate of the cost of damage only accidents.

Revisions to the 2015 figures

All the figures contained in the Annual Report and associated tables include some minor revisions to the 2015 figures.

Introduction

The **Reported Road Casualties in Great Britain: 2015 Annual Report** presents detailed statistics about the circumstances of personal injury accidents, including the types of vehicles involved, the resulting casualties, and factors which may contribute to accidents occurring. Most of the statistics in the publication are based on information about accidents reported to the police (using 'Stats19' forms). However, other sources such as mortality and survey data are also used as well as population and traffic data to provide a wider context.

The headline accident and casualty figures for 2015 were published in [June 2016](#). The majority of the tables included here provide more detailed breakdowns of these headline figures. However, there are number of tables containing fresh updates of data that do not come directly from the police records (for instance, death registrations, motoring offences and the valuation of prevention of accidents) and some tables that have been included for the first time ever (seriously injured casualties based on clinical data).

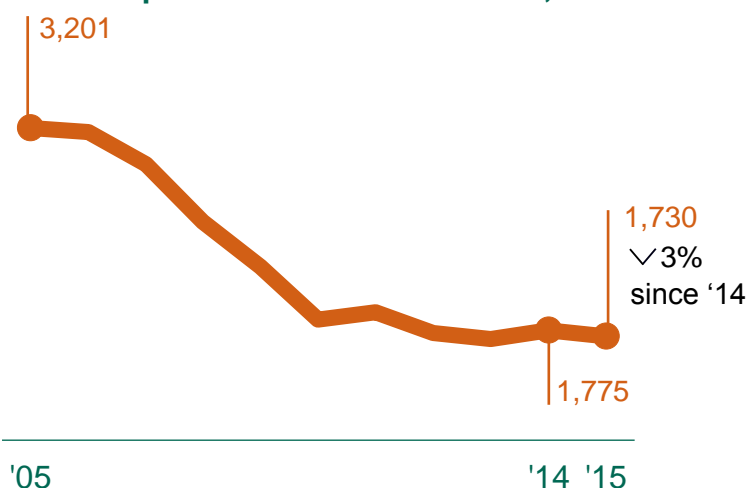
The report also contains three articles:

- An overview of reported road casualties in 2015. This is the original article that accompanied the Main Results release from June 2016. It has been revised to include the minor changes to the 2015 figures and has a few extra sections than the original.
- The first estimates for the number of people admitted to hospital in the UK with a clinical definition of a serious injury.
- An exploration of some of the factors which affect road casualty numbers.

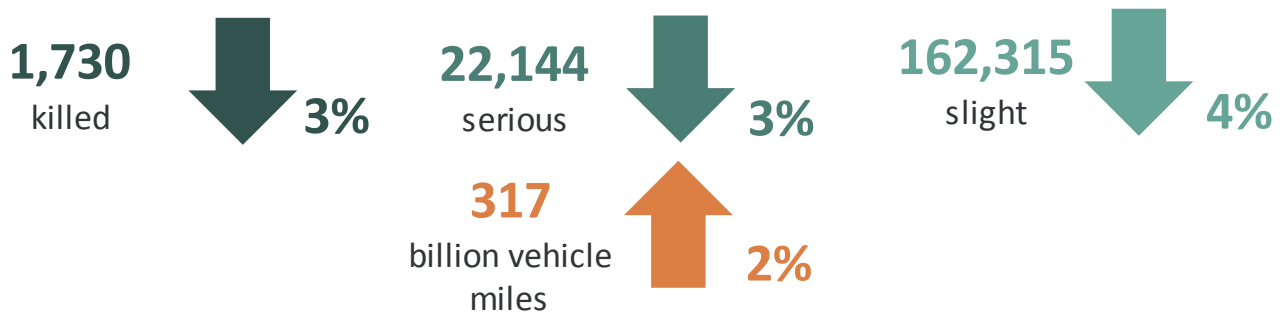
Overview of reported casualties

- There were 1,730 **reported road deaths** in 2015, a decrease of 3 per cent compared with 2014.

Fatalities in reported road accidents: GB, 2005-2015



- The 1,730 **road deaths** in 2015 is the second lowest annual total on record after 2013. There were 45 per cent fewer fatalities in 2015 than a decade earlier in 2006.
- The number of people **seriously injured** in reported road traffic accidents decreased by 3 per cent to 22,144 in 2015, compared with 2014.
- There was a total of 186,189 **casualties of all severities** in reported road traffic accidents during 2015, returning to the long-running downward trend that was broken in 2014.
- A total of 140,056 **personal-injury road traffic accidents** were reported to the police in 2015. Of these accidents, 1,616 resulted in at least one fatality.
- **Vehicle traffic levels** increased by 1.6 per cent between 2014 and 2015.



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

Further information

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

www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2015

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

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

Tables [RAS30059-RAS30068](#), [RAS40006](#).

Factors affecting reported road casualties

This article looks at a number of factors which influence road casualty numbers. It covers topics such as:

- **Population changes**, and particularly focussing on how the number of people in younger and older age groups have changed over time. In particular, it highlights that the population of Britain has grown by 15 per cent since 1986 whereas fatalities have fallen by 68 per cent in that time.
- The population of older people (aged 70 and older) has increased relatively rapidly over recent years. This carries implications for higher levels of casualties in this age group in the future.
- The number of people taking **driving tests** has changed over time. After a number of years of falling numbers of younger people taking the test, there has been an increase over the last three years. This could suggest that the challenges from having more younger drivers on the roads could increase.
- **Fuel prices and the economy**

Although it is clearly a factor, the article does not cover weather influences. This topic has been dealt with in detail over recent years. There was a specific article on the subject in the [2014 annual report](#).

Further information

The article [Factors affecting reported road casualties](#) can be found [here](#).

Weather and accidents

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

Estimating clinically seriously injured (MAIS3+) road casualties in the UK

Police-reported seriously injured casualties only tell part of the story about people who are hurt in road traffic accidents. **Hospital data** can be used to make clinical definitions of seriously injured casualties based on an **internationally recognised common scale: the Abbreviated Injury Scale** (AIS). This article provides the first estimate of the number of casualties in the UK with an injury scoring 3 or higher on this scale.

- In 2015, it is estimated there were around 4,860 people admitted to hospital in the UK with a MAIS of 3 or higher following a road traffic accident.
- The number of casualties with MAIS3+ has remained relatively static over recent years.

Further information

The article [Estimating MAIS3+ casualties](#) can be found [here](#).

A new table giving MAIS3+ casualty numbers (RAS55050) can be found [here](#).

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

International comparisons

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

Value of prevention of accidents

- The **total value of prevention of reported road accidents** in 2015 was estimated to be £15.3 billion - this includes an estimate of the cost of damage only accidents.
- The tables include an estimate for unreported casualties for the first time. These take the total to £35.55bn.
- Since the early 1990s, the casualty valuation has been based on a consistent **willingness to pay** (WTP) approach. For more details of the methodology, see the [2012 Annual Report](#).

Detailed statistics

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

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

Survey data on road accidents

- It has long been known that police data do not provide a complete record of all personal injury accidents and casualties. To help address this, the **National Travel Survey (NTS)** has included questions asking people about their involvement in road accidents since 2007.
- Our best current estimate, derived from the NTS data, is that the **total number of road casualties in Great Britain** annually, including those not reported to the police, is within the range 630 to 800 thousand with a central estimate of 710 thousand.
- For more details of the survey data methodology, see the [2012 Annual Report](#).

Detailed statistics

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

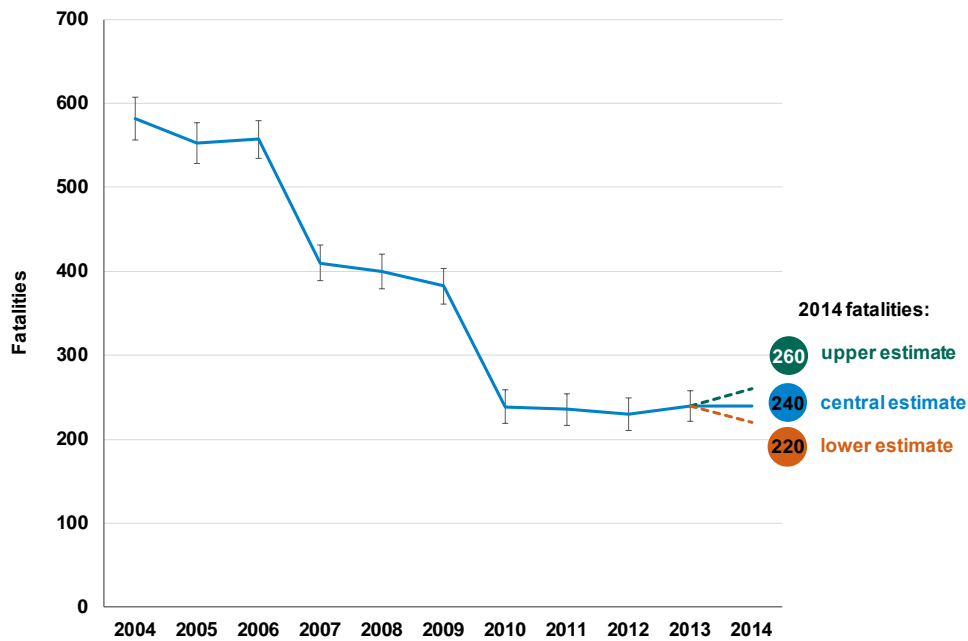
Drinking and driving

- Final estimates for 2014 show that between 220 and 260 people were **killed** in accidents in Great Britain where at least one driver was **over the drink drive limit**, with a central estimate of 240 deaths.
- Due to the **uncertainty** in the estimates, fatalities should be regarded as having **remained unchanged since 2010**. The 2014 figures is the same as it was in 2013.

Detailed statistics

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

Fatalities in reported drink drive accidents: GB, 2004-2014



- Around 13 per cent of all **deaths** in reported road traffic accidents in 2014 involved at least one driver **over the drink drive limit**.
- The number of **seriously injured** casualties in **drink drive accidents** decreased by 3 per cent from 1,100 in 2013 to 1,070 in 2014. This is a **statistically significant change**.
- The total number of casualties of all severities in drink drive accidents for 2014 was 8,210, down by less than 1 per cent on the 2013 figure remains at the lowest level on record.
- The **first provisional estimates** for **2015** suggest there were between 200 and 290 **deaths** in drink drive accidents.

Self-report drink and drug driving: 2015/16

- The levels of drivers who have reported that they have driven either whilst over the alcohol limit and / or whilst under the influence of illegal drugs are drawn from questions asked in the Crime Survey for England and Wales.
- Around 7.6 per cent of drivers in 2015/16 said that they believed they had driven whilst over the legal alcohol limit at least once in the last 12 months. This proportion is up from 6.2 per cent in 2014/15.
- Around 0.6 per cent of drivers admitted to driving whilst under the influence of illegal drugs in the last 12 months. This figure has remained broadly unchanged since 2011/12.

Detailed statistics

Detailed tables on self-reported drink driving can be found in [RAS51101-RAS51104](#).

Quarterly estimates

Provisional estimates for the first quarter of 2016 were published on 4th August. They are available [here](#).

The Q1 estimates show that road deaths remained unchanged at 1,780 compared with the year ending March 2015. However, the estimate for number of people killed or seriously injured rose by 2 per cent to 24,610 in comparison with the previous 12 months.

Motor traffic volumes are estimated to have increased by 1.8 per cent between the two years.

Although KSI casualties rose between years ending March 2015 and 2016 it was not a statistically significant change. As a result, the trend in KSI casualties should be interpreted as being practically flat since the year ending March 2013.

Provisional estimates for the second quarter of 2016 will be released in early November 2016.

Detailed tables

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

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

A full list of tables in the road safety series and an index linking 2009 RRCGB report table numbers with 2015 RRCGB web tables can be found [here](#).

Strengths and weaknesses of the data

Comparisons of road accident reports with **death registrations** show that very few, if any, road accident fatalities are not reported to the police. However, it has long been known that a considerable proportion of non-fatal casualties are not known to the police, as hospital, survey and compensation claims data all indicate a higher number of casualties than police accident data would suggest.

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

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

Notes

1) Further information about the Reported Road Casualties Great Britain Annual Report can be found at: www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2015.

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

Designation can be broadly interpreted to mean that the statistics:

- meet identified user needs;
- are well explained and readily accessible;
- are produced according to sound methods, and
- are managed impartially and objectively in the public interest.

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

- 3)** Details of Ministers and officials who receive pre-release access to these statistics up to 24 hours before release can be found here: www.gov.uk/government/publications/road-accident-and-safety-statistics-pre-release-access-list.
- 4)** A full list of the definitions used in this publication can be found here: www.gov.uk/government/uploads/system/uploads/attachment_data/file/48822/reported-road-casualties-gb-notes-definitions.pdf.
- 5)** Further information on Reported Road Casualties Great Britain, including information about the variables collected on the Stats19 form, historical publications and factsheets, can be found at: www.gov.uk/government/publications/road-accidents-and-safety-statistics-guidance.
- 6)** Reported accident and casualty data are also released at record level (subject to meeting confidentiality requirements) as part of the government's transparency agenda. These records can be accessed through the data.gov website: data.gov.uk/dataset/road-accidents-safety-data.
- 7)** The next release of road accidents and casualty data will be estimates for the second quarter of 2016 on 3rd November 2016.



Department for Transport

Reported road casualties in Great Britain: main results 2015

There were 1,730 reported road deaths in 2015, a decrease of 3% compared with 2014. This is the second lowest annual total on record after 2013. There were 45 per cent fewer fatalities in 2015 than a decade earlier in 2006.

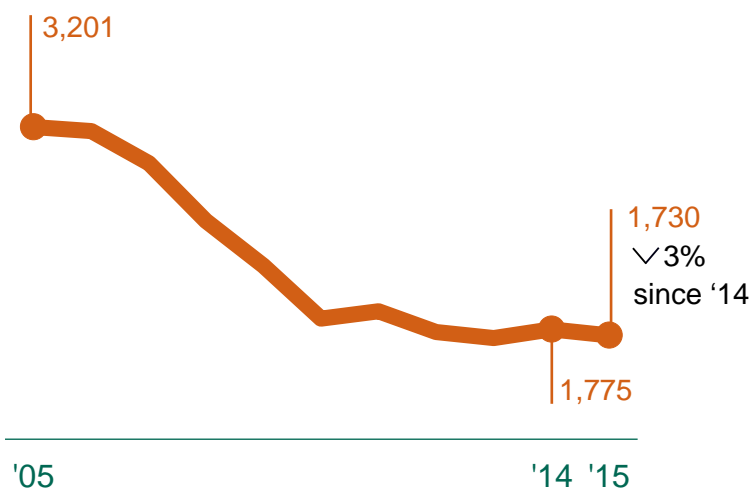
About this article

This article is an update to the Main Result release, published in June 2016. It reflects some revisions to the 2015 reported road casualties statistics and contains further contextual information.

In this publication

- Summary figures [p2](#)
- Introduction [p2](#)
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Fatalities in reported road accidents: GB, 2005-2015



- The number of people **seriously injured** in reported road traffic accidents decreased by 3 per cent to 22,144 in 2015, compared with 2014.
- There was a total of **186,189 casualties of all severities** in 2015. This is around 4 per cent lower than in 2014 and the second lowest level on record.
- **Vehicle traffic levels** increased by 1.6 per cent between 2014 and 2015.

Revisions to the 2015 figures

All the figures contained in the Annual Report and associated tables include some minor revisions to the 2015 figures.

The majority of the revisions are for Kent (the removal of some accidents that were entered into both of the systems used during the year: the original Kent system and CRASH, resulting in double-counting) and Essex (the correction of some data that Essex Police completed validation on after the June release).

The table on page two highlights how the revisions have affected the 2015 figures. The key point to note is that the fatalities figure fell by two. This is from the removal of a death in each of Cheshire and Hampshire (suicides) and Essex (natural causes), and the addition of one in the West Midlands which had not been provided in time for the June release.

RESPONSIBLE STATISTICIAN: Daryl Lloyd Email: roadacc.stats@dft.gsi.gov.uk
 FURTHER INFORMATION: Media: 020 7944 6898 Public: 020 7944 6595



Summary

The summary table below shows the number of reported road casualties in Great Britain in 2015 compared with previous years.

	2015 (original)	2015 (revised)	Percentage change from:		
			Last year	Five years ago	2010-2014 average
			2014	2010	
Killed	1,732	1,730	👍 3%	👍 6%	👍 4%
Seriously injured	22,137	22,144	👍 3%	👍 2%	👍 2%
KSI¹	23,869	23,874	👍 3%	👍 3%	👍 2%
Slightly injured	162,340	162,315	👍 4%	👍 12%	👍 6%
All casualties	186,209	186,189	👍 4%	👍 11%	👍 6%

1 Killed or seriously injured.

Definition

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

A full list of the definitions used in this release can be

Introduction

This publication provides the number of personal-injury road traffic accidents in Great Britain that were reported to the police in 2015. It also includes the number of people killed or injured in these accidents and which road user group they were in.

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

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

There is **no obligation for people to report all personal-injury accidents to the police** (although there is an obligation under certain conditions, as outlined in the Road Traffic Act). These figures, therefore, **do not represent the full range of all accidents or casualties** in the country. Please see the section on [strengths and weaknesses of the data](#) for further details.

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

Further Information

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

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

Headline statistics

A total of **1,730 people were killed** in reported road traffic accidents in Great Britain in 2015. Although this represents a decrease of 45 fatalities (or 2.5 per cent) from 2014, **it is likely that natural variation in the figures explains the change**. It is the second lowest year on record after 2013. However, in statistical terms the number of fatalities has remained unchanged since 2011. There were 45 per cent fewer fatalities in 2015 than a decade earlier in 2006 and 4 per cent fewer than the 2010-14 average.

2010-2014 average

The 2010-14 average is used as a comparison time frame in both this publication and the accompanying statistical tables. This average has been updated from the 2005-09 average used recently to reflect the latest trends.

There has been **no clear trend in the number of fatalities since around 2011** (see front page chart). Prior to that, and particularly during 2006 to 2010, the general trend was for fatalities to fall. Since that point, though, most of the year on year changes are either explained by one-off effects (for instance, the snow in 2010) or natural variation. The evidence, points towards Britain being in a period when the fatality numbers are fairly stable and most of the changes relate random variation.

In 2015, there were **22,144 seriously injured casualties** in reported road traffic accidents. This is the second lowest year behind 2013 and 2.9 per cent lower than the 22,807 serious injuries in 2014. This decrease is statistically significant, so it is more likely than not that the drop reflects genuine changes on British roads.

There was a total of **186,189 casualties of all severities** in reported road traffic accidents during 2015. This is around 4 per cent lower than in 2014 and the second lowest level on record.

A total of **140,056 personal-injury road traffic accidents** were reported to the police in 2015. Of these accidents, 1,616 resulted in at least one fatality.

Factors that affect road casualty numbers

There is **no single underlying factor that drives road casualties**. Instead, there are a number of influences. These include:

- The distance people travel (which is partly affected by economic externalities)
- The mix of transport modes used
- Behaviour of drivers, riders and pedestrians
- Mix of groups of people using the road (e.g. changes in the number of newly qualified or older drivers)

- External effects such as the weather, which can influence behaviour (for instance, encouraging / discouraging travel, or closing roads) or change the risk on the roads (by making the road surface more slippery)

It is very hard to disentangle many of these factors between years. In particular, police-reported road casualty data only gives a limited amount of information about behaviour changes and it is very rare to be able to identify such changes between individual years.

A considerable amount of research has been carried out looking at the relationship between **economic activity** and **road casualties**. The OECD produced a comprehensive report on this topic in 2015¹. The simplest message from the research is that accidents and casualties increase as economic development increases in a country. The main reason for this increase is that as the economy grows, so do traffic volumes. Greater traffic volumes then result in more incidents. This continues until a critical threshold in economic development is reached. At that point, better training, vehicle standards, enforcement and engineering all start to dominate to counteract the effect from traffic increases. As a result, the number of incidents and resulting casualties start to decrease, even if traffic volumes continue to grow.

In times of economic stagnation or recession three key mechanisms come into play:

- Lower traffic growth rates (or even decreases in traffic volumes – as happened in Britain in the 2008-09 recession)
- Disproportionate reductions in the exposure of high-risk groups (for instance, younger drivers)
- Reductions in more risky behaviour (for instance, people might drive more slowly to save fuel, or drink and drive less)

Chart 1 shows the rolling five year average for the year on year change in gross domestic product (GDP) for the UK along with traffic volumes and the number of casualties who were killed or seriously injured (KSI) for Great Britain.

Although **GDP** and **traffic** is not perfectly aligned, since the mid-1970s there is a clear relationship in that they move broadly in the same direction. For example, GDP grew strongly between 1993 and 2007. During this period, traffic also grew each year (albeit, not as strongly). The downturn and recession around 2007 to 2012 resulted in very low levels of GDP growth (with economic contraction for some of the years). Traffic growth halted entirely during this period and actually decreased for most of the period.

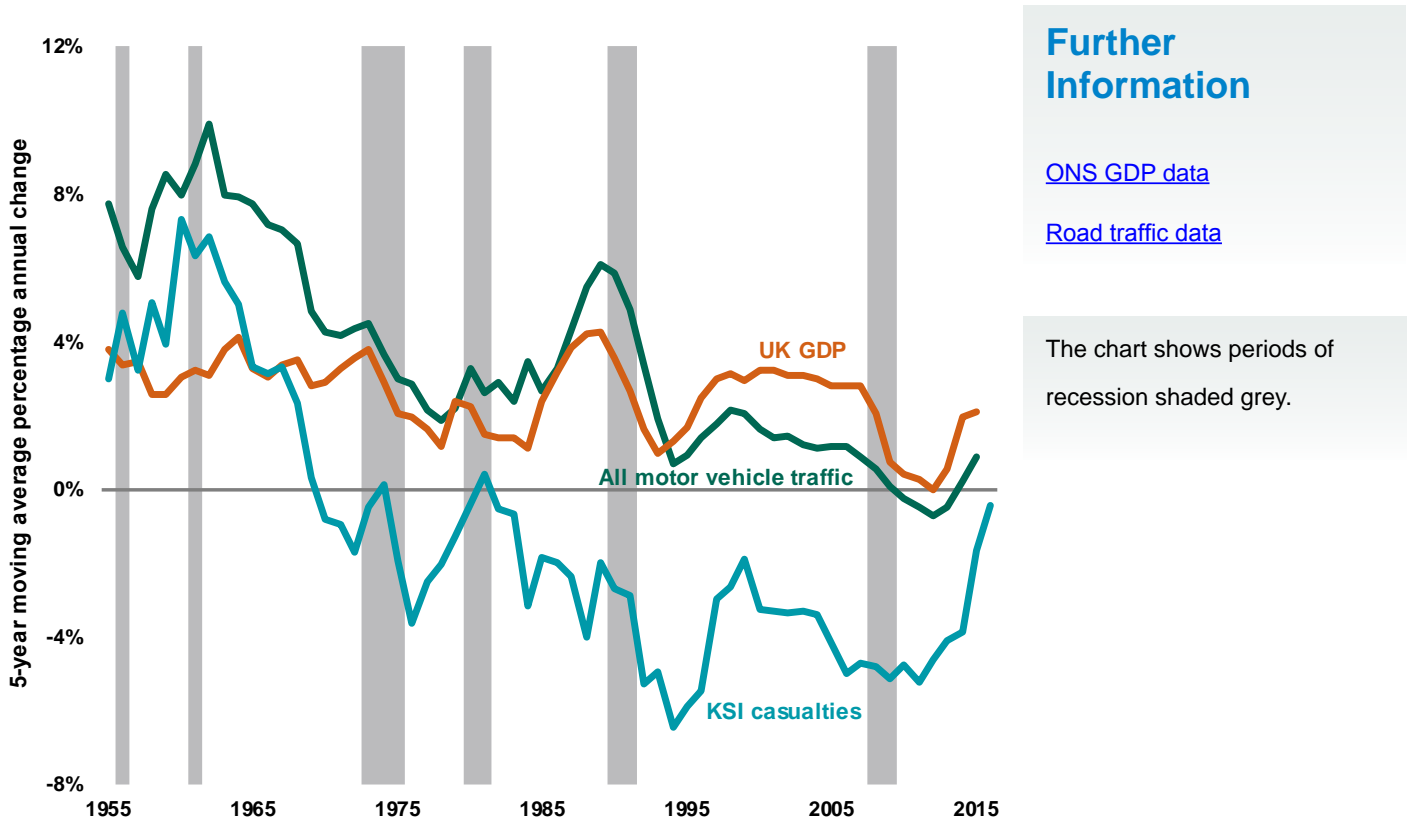
The relationship with **KSI casualties** is far more complex. In general, KSI casualties have fallen in most years since the 1970s. However, the periods of greatest decreases have coincided with weaker GDP growth. This is particularly marked in the period 2007 to 2010 when KSIs dropped

¹ www.itf-oecd.org/why-does-road-safety-improve-when-economic-times-are-hard

by between 4 and 9 per cent every year. By 2011, however, KSI casualties increased, and most subsequent decreases were of a much small magnitude than earlier.

Whilst not certain, all of this indicates that while Britain is in a period of stronger growth (in comparison with the recent recession) there is unlikely to be as large falls in casualties as there were earlier on without further significant interventions.

Chart 1: Five year rolling average of growth in traffic, GDP and KSIs



Further Information

[ONS GDP data](#)

[Road traffic data](#)

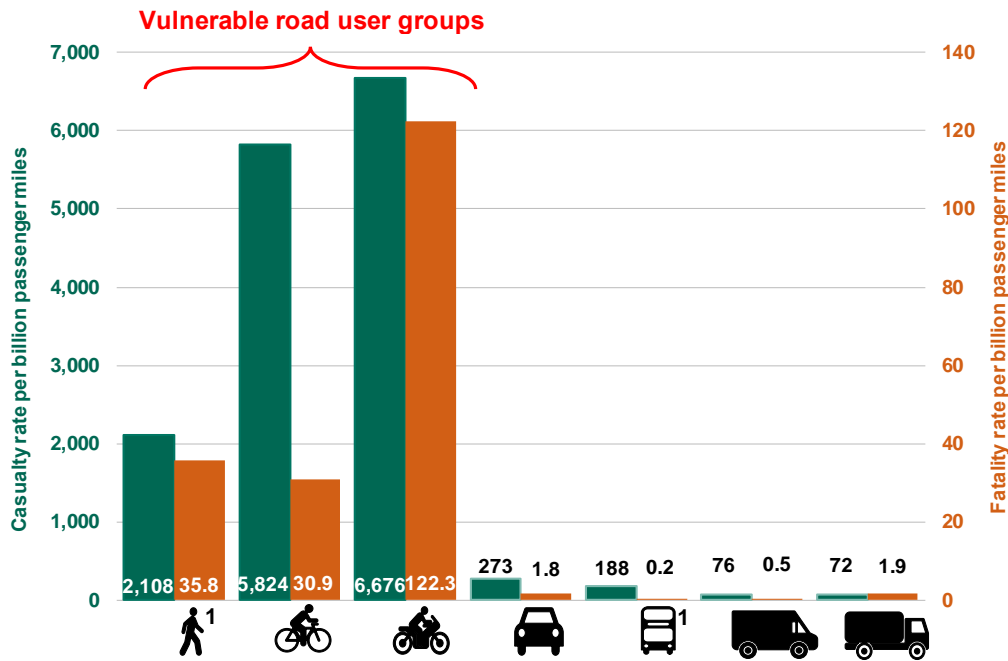
The chart shows periods of recession shaded grey.

Casualties by road user type

There are two key ways of looking at casualty numbers. The first is in terms of **absolute counts**. On this basis, **car occupants** tend to come out as the worst road user group as they account for the greatest number of casualties each year. However, this is unsurprising as cars account for around 80 per cent of the traffic on British roads.

The second approach is to look at **casualty rates** in terms of the number of casualties per mile travelled. In these terms, the road user groups are split into two clearly distinctive groups. The first, with much higher casualty rates, are typically referred to as **vulnerable road users** (usually defined as pedestrians, pedal cyclists, motorcyclists and, albeit with very low casualty numbers, horse riders). All of these groups have much higher casualty rates per mile travelled in comparison with the other road user groups, as shown in Chart 2.

Chart 2: Casualty and fatality rates per billion passenger miles by road user type: GB, 2014



Useful links

National Travel Survey, 2014: www.gov.uk/government/statistics/national-travel-survey-2014

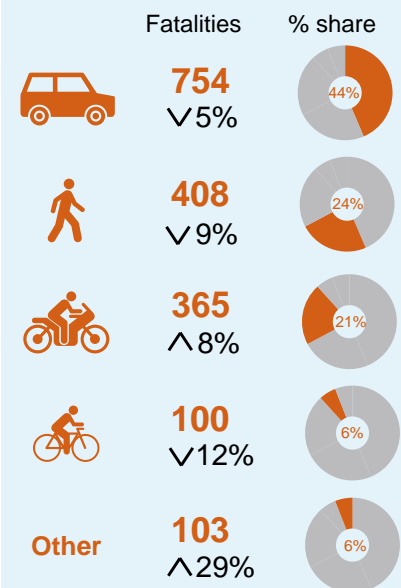
Annual bus statistics: year ending March 2015: www.gov.uk/government/statistics/annual-bus-statistics-year-ending-march-2015

1. Pedestrian and bus passenger based on 2014 mileage figures scaled up for population growth.

The pattern for **pedal cycles** is an interesting one: the overall casualty rate of around 5,800 casualties per billion miles cycled is close to the motorcycling casualty rate, whereas the fatality rate of around 31 per billion miles cycled is much closer to the pedestrian rate.

In 2015, **car occupants** accounted for 44 per cent of road deaths, pedestrians 24 per cent, motorcyclists 21 per cent and pedal cyclists 6 per cent.

Fatalities by road user type (compared with 2014)

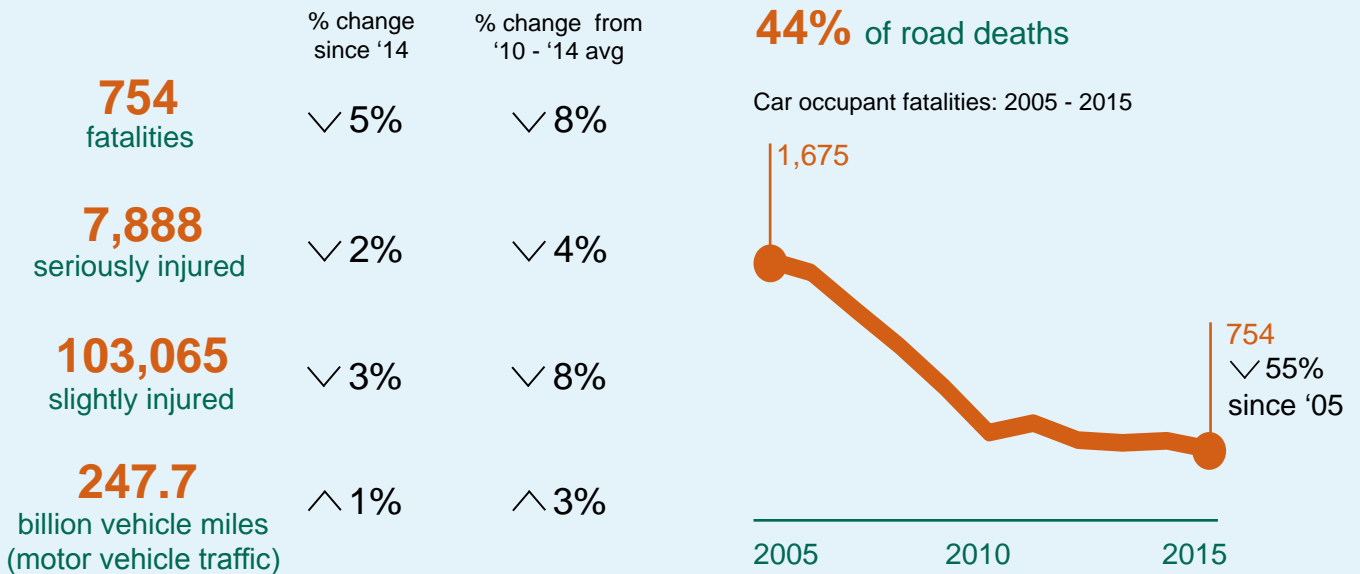


Tables

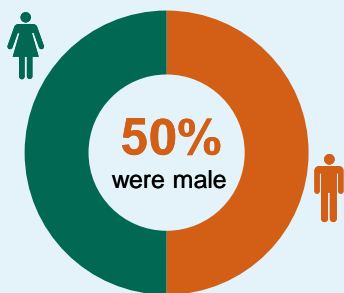
- Reported road casualties by road user type and severity, Great Britain, table [RAS30001](#).
- Reported casualties by road user type, age and severity, Great Britain, table [RAS30002](#).
- All reported casualties by road user type, Great Britain, table [RAS30004](#).
- Reported killed or seriously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


Car occupants


A total of 754 **car occupants** were killed in 2015, down just over 5 per cent (or 43 fatalities) from the 797 in 2014. All car occupant casualties of other severities also fell from the 2014 levels.



111,707 car occupant casualties of which



 **14%** were drivers aged 17-24

 **32%** were passengers

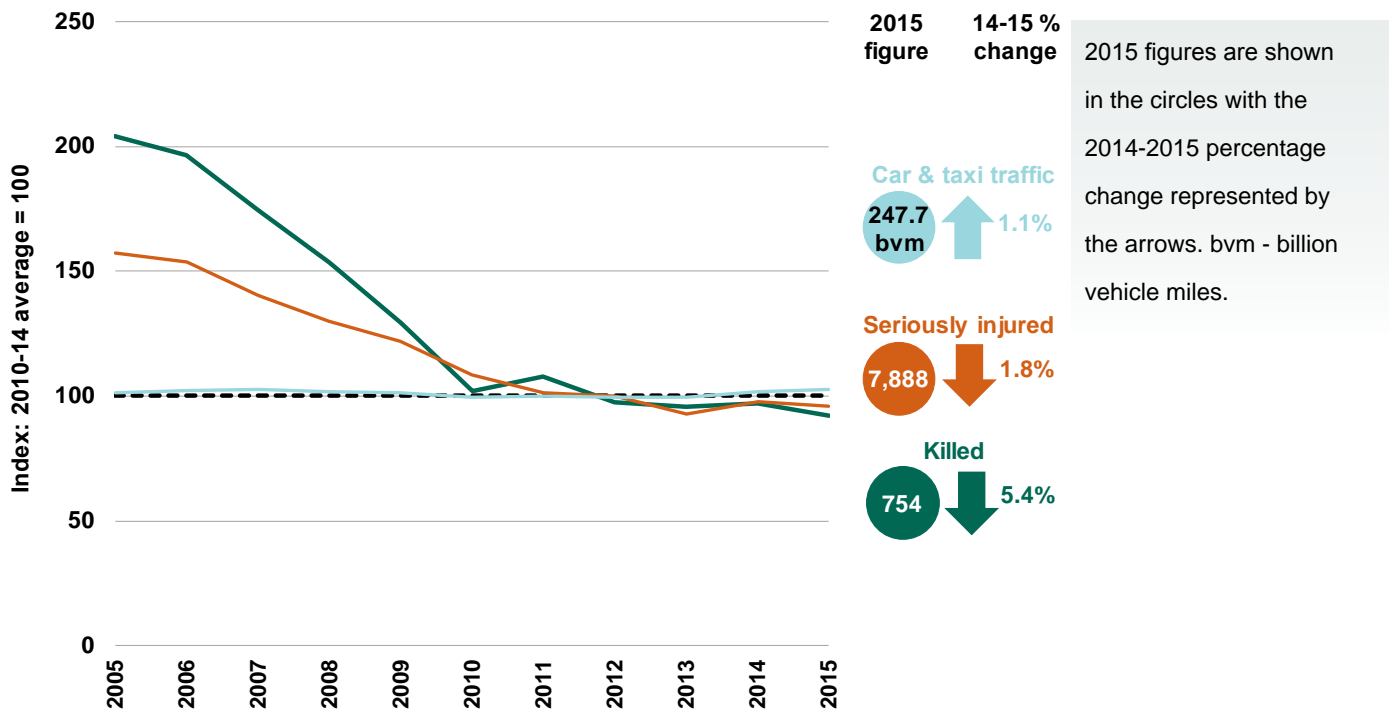
Car occupants continue to account for the **largest proportion of casualties** of all severities. A total of 754 car occupants were killed in 2015, down just over 5 per cent (or 42 fatalities) from the 797 in 2014. All car occupant casualties of other severities also fell from 2014: seriously injured casualties were down by 2 per cent to 7,888 (KSI casualties therefore fell to 8,643), slightly injured casualties fell by 3 per cent to 103,065, and overall casualties fell by 3 per cent to 111,708.

Although this was the lowest number of car occupant fatalities on record, there were fewer seriously and slightly injured casualties in 2013 than in 2015.

Car occupant fatalities are now 8 per cent below the 2010-14 average, seriously injured casualties are 4 per cent below the average, and slightly injured casualties are also 8 per cent below the average.

Car and taxi traffic in Great Britain increased by 1.1 per cent from 2014 to 2015, and is currently 2.7 per cent above the 2010-14 average. Although increases in car and taxi traffic can lead to an increase in accidents, this is not a given as other factors can have a stronger influence on road safety.

Chart 3: Number of killed and seriously injured car occupants compared with car and taxi traffic, GB:2005 - 2015



Pedestrians

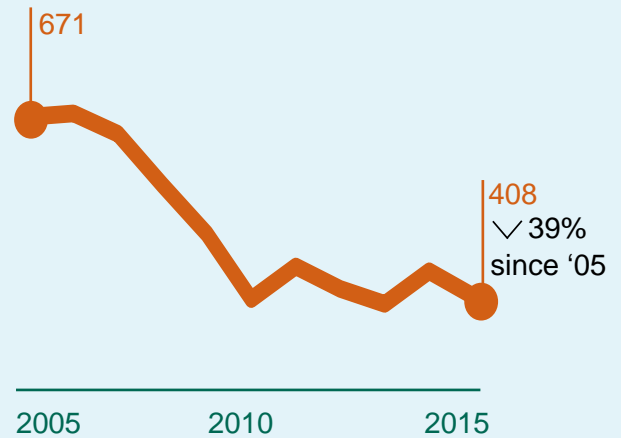
A total of 408 **pedestrians** were killed in 2015, down from 446 in 2014, and just above the low of 398 in 2013. All pedestrian casualties of other severities also fell from 2014.

	% change since '14	% change from '10 - '14 avg
408 fatalities	∨ 9%	∨ 4%
4,940 seriously injured	∨ 2%	∨ 6%
18,713 slightly injured	∨ 3%	∨ 4%
11.4 billion miles ¹	∧ 1%	0%

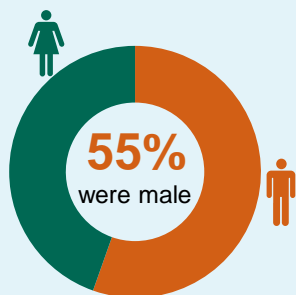
1. Estimated - see chart 4 below


24% of road deaths


Pedestrian fatalities: 2005 - 2015



24,061 pedestrian casualties of which



 **25%** occurred between 4pm and 7pm

 **4%** were aged 80 or over

After having the largest rise of any of the road user groups in 2014, **pedestrian casualties** have now fallen back down to around the 2013 level. A total of 408 pedestrians were killed in reported road traffic accidents in 2015, down from 446 in 2014, and just above the low of 398 in 2013.

The 2014 Main Results statistical release, published in June 2015, stated that the increase in pedestrian fatalities, although large in percentage terms, was unlikely to be statistically significant. The fact that the levels have dropped back in 2015 supports this hypothesis. It is most likely that 2014 was an unusual year and the rise noted was probably as a result of

Regression to the mean

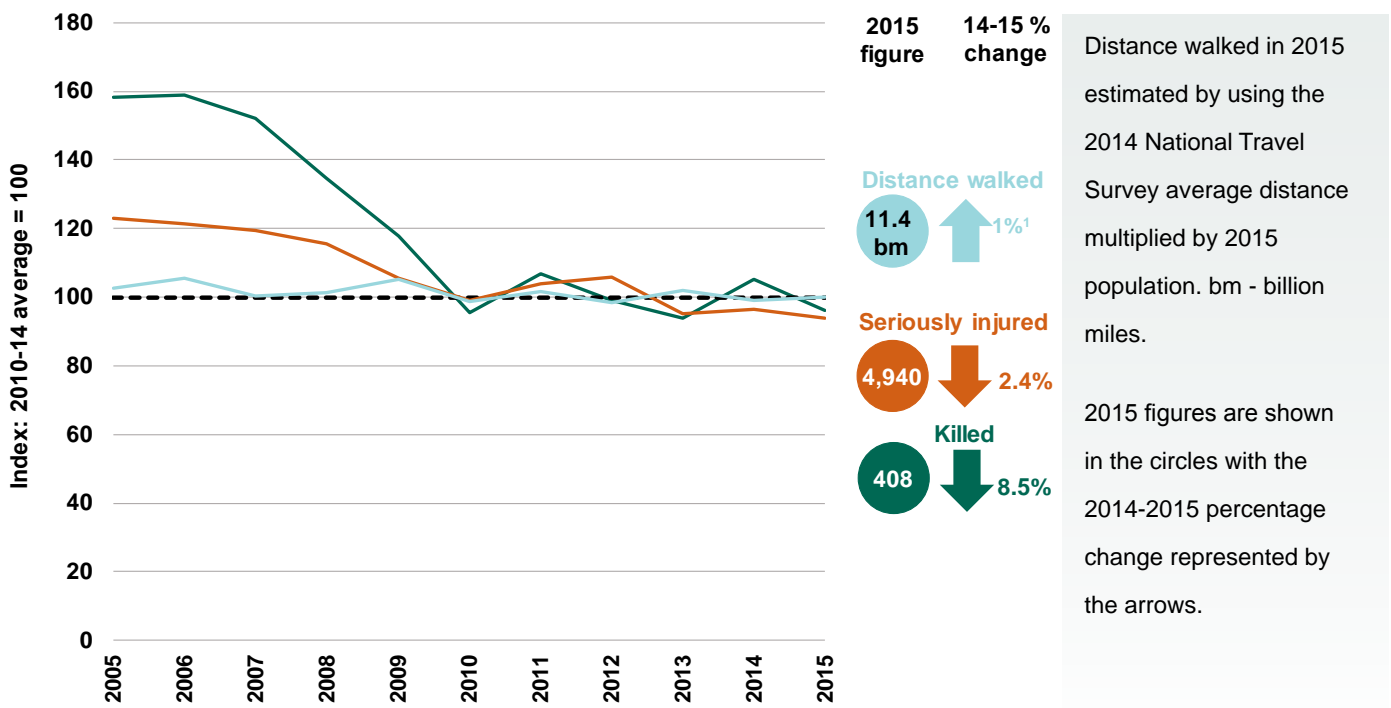
A statistical phenomenon in which a series of measurements will return to the average or normal level following an abnormally high or low outcome or reading. In terms of road casualties, any sudden step-change in casualty numbers without an explanatory mechanism (e.g. pedestrian fatalities suddenly increasing by 12 per cent in one year) will revert to roughly the previous level after a short period.

chance rather than any underlying pattern. The return to the previous levels in 2015 will be part of a statistical phenomenon called **regression to the mean**.

The number of **seriously injured** pedestrians in 2015 is 2 per cent lower than in 2014. At 4,940 it is still the lowest year on record, just under the level set in 2013. Similarly the number of **slightly injured** casualties decreased by 3 per cent to 18,713, just above the 2013 figure, which was the previous low.

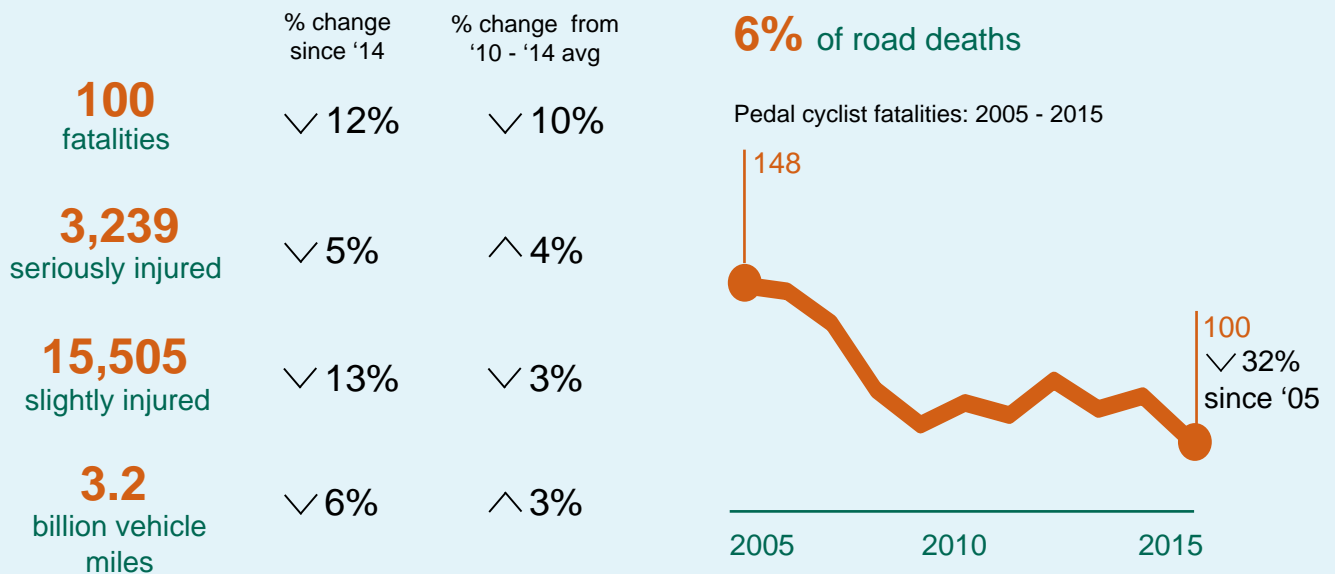
There is some suggestion that there is a general downward trend in the number of seriously injured pedestrians, with levels now 6 per cent below the 2010-14 average. However, the number of fatalities has remained much the same since 2010. Any changes since that point are most likely to be as a result of **natural variation** and cannot be attributed to underlying causes.

Chart 4: Number of killed and seriously injured pedestrians compared with the distance walked, GB: 2005 - 2015

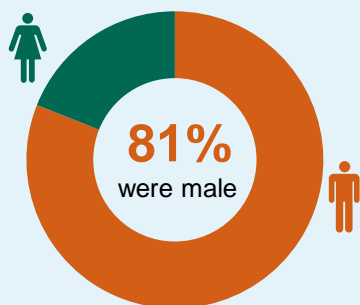



Pedal cyclists


Although the number of **pedal cyclists** killed on the roads in 2015 was the lowest figure on record, the 100 fatalities is very similar to the level seen since 2008. All cyclist casualties of other severities also fell from 2014.



18,844 pedal cyclist casualties of which



 **10%** were aged 0-15

 **80%** occurred on a 30 mph road

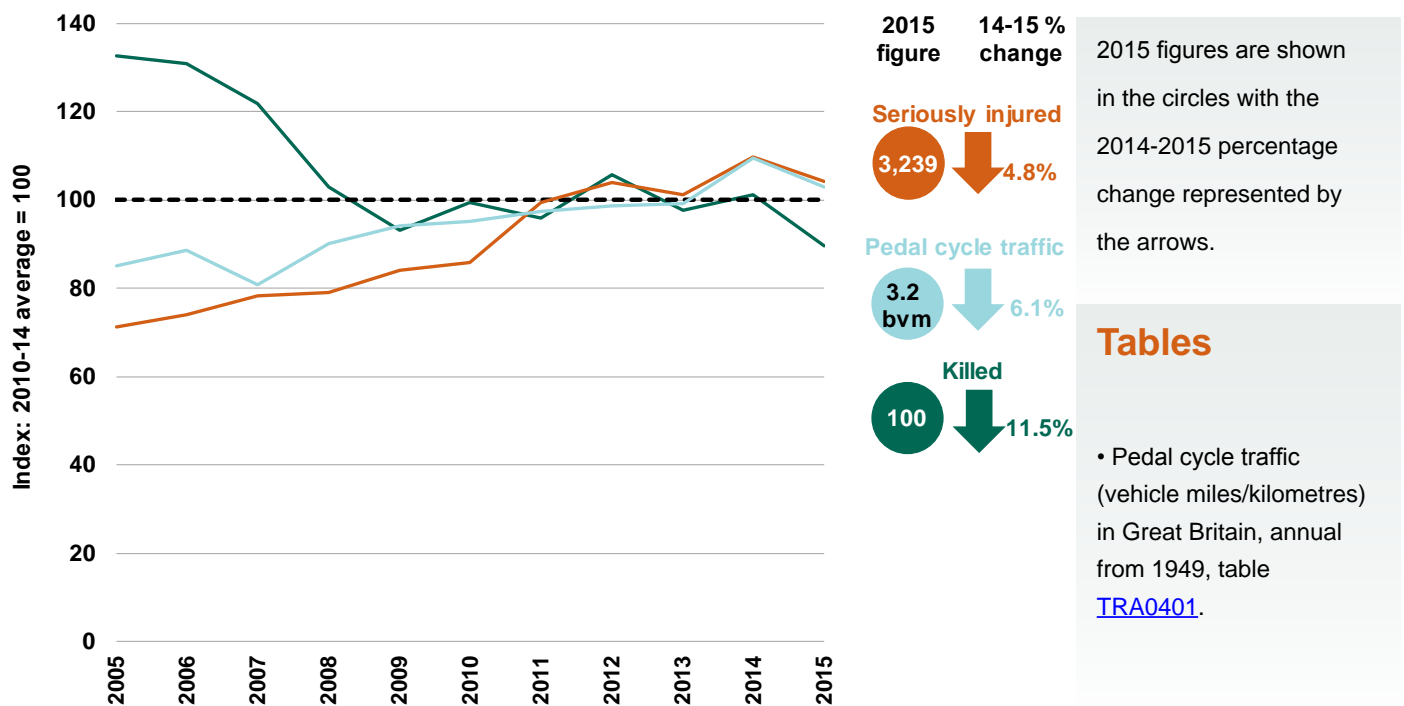
Although the number of **pedal cyclists killed** on the roads in 2015 was the lowest figure on record, the 100 fatalities is very similar to the figures for each year since 2008. Since that point, the number of deaths has been between 104 (2009) and 118 (2012), with 113 in 2014. In statistical terms, there has been no change in the number of fatalities over this period.

In contrast, the number of pedal cyclists **seriously injured** has generally been rising since the lowest point in 2004. Although there was a fall of 5 per cent to 3,239 serious injuries in 2015, this is still the second highest year since 1997.

Overall **pedal cyclist casualties** were lower in 2015 than any year since 2010. This pattern might be explained by an estimated 6 per cent fall in cycling traffic in 2015 in comparison with 2014.

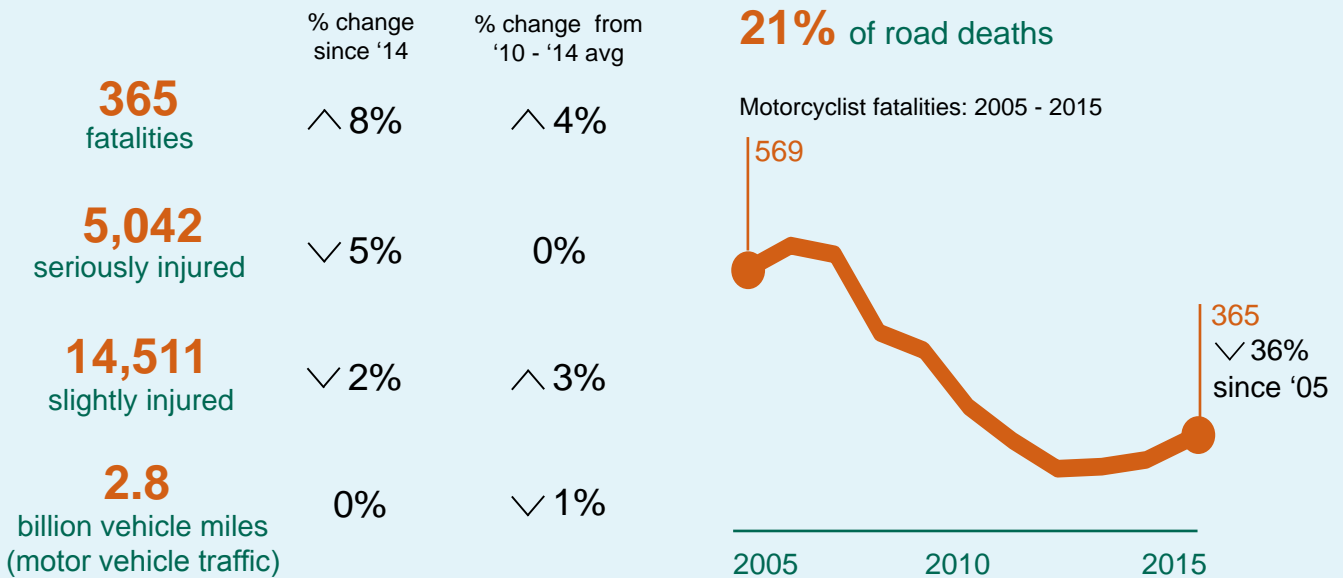
Rather than the decrease in cyclist casualties in 2015 reflecting an improvement in road safety, it might relate more to exposure. **Pedal cycling traffic** rose by 10 per cent between 2013 and 2014 (although this is a revision to the original estimate of 4 per cent). As was noted in the Main Results 2014 report, 2014 was a very warm year, particularly during spring and autumn. As temperatures rise, more cyclists tend to use the roads. Therefore it is likely that good weather in 2014 led to a large spike in cycling and a related increase in casualties. As 2015 was not as warm (particularly during the periods of the year where cycling is more common), cycling traffic has reverted to a level that would be more expected and casualties have followed.

Chart 5: Number of killed and seriously injured pedal cyclist compared with pedal cycle traffic, GB: 2005 - 2015

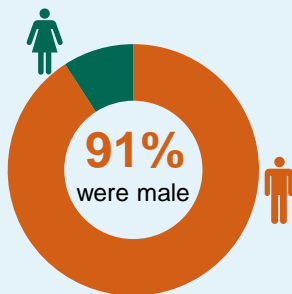



Motorcyclists


In total, 365 **motorcyclists** were killed during 2015, up 8 per cent from 339 in 2014. Motorcyclist casualties of other severities fell from 2014.



19,918 motorcyclist casualties of which



 **32%** were aged 17-24

 **44%** occurred in London and the South East

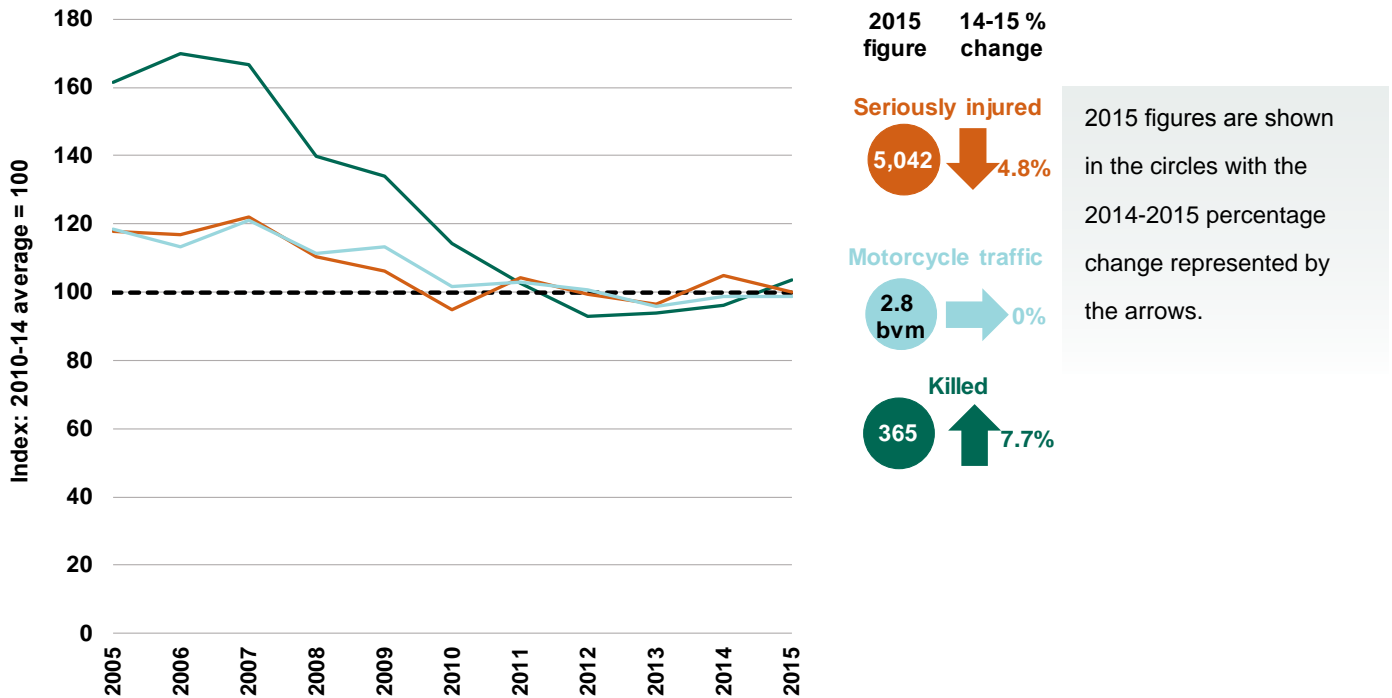
Motorcycling fatalities were the only significant road user group and severity to increase during 2015. In total, 365 motorcyclists were killed during the year, up 8 per cent from 339 in 2014. This figure is roughly as in 2011, but still at a historically low level. It will only become clearer next year whether this is a step-change from the roughly 330 killed over each of the previous three years.

The number of **seriously injured** motorcyclists seem to be more stable, with relatively little change since 2009. There were 5,042 serious injuries in 2015, down 5 per cent from 2014, but up on the 4,866 in 2013. These changes appear to be related to natural variation in the accident numbers.

The pattern for **slightly injured** motorcyclist casualties has followed serious injuries. There has been a 1 per cent fall to 14,511 from the 2014 levels. Even with the decrease, though, 2015 was still above the 2010-14 average for overall motorcycling casualties.

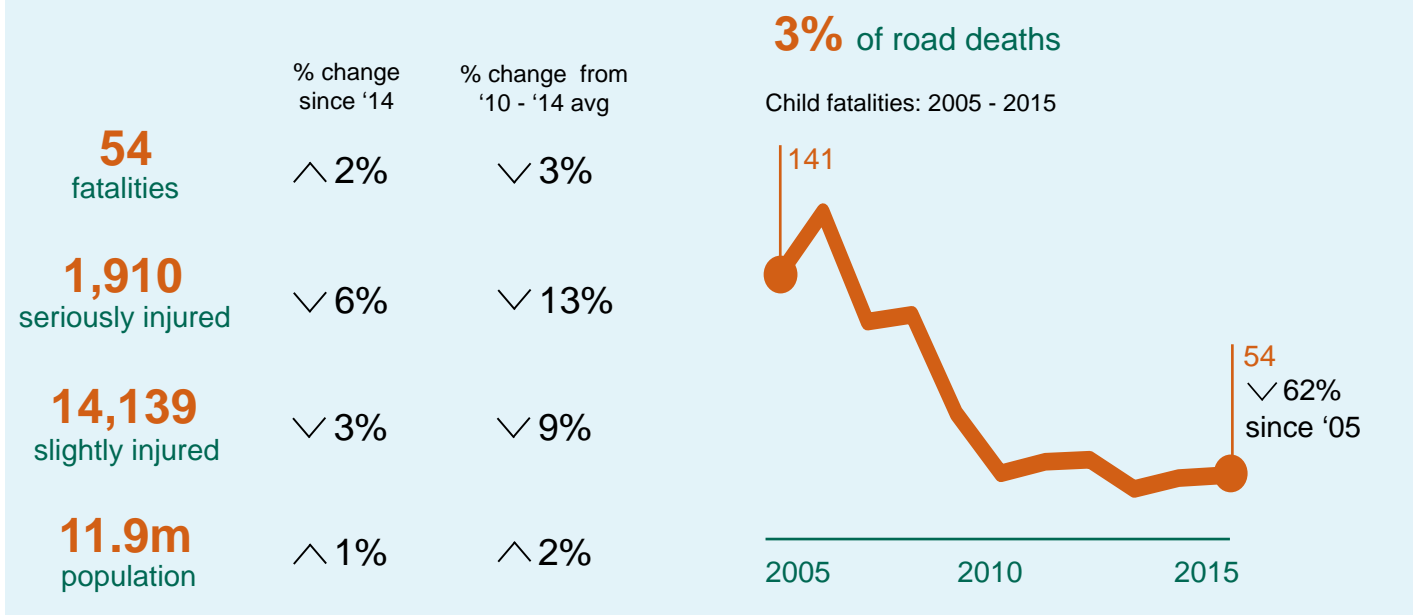
Motorcycle traffic remained virtually unchanged from 2014 at 2.8 billion vehicle miles. The relatively small change in motorcycle traffic on British roads over the last few years probably explains why motorcycling casualties are fluctuating year on year at the moment.

Chart 6: Number of killed and seriously injured motorcycle users compared with motorcycle traffic, GB: 2005 - 2015

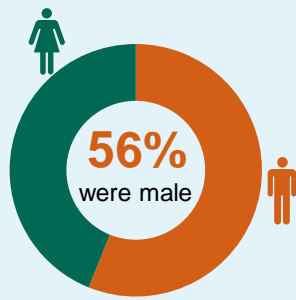


Children (aged 15 or under)

There was one additional **child** death in 2015 over 2014, resulting in a total of 54 fatalities. Child casualties of other severities fell from 2014.



16,103 child casualties of which



39% were pedestrians

29% occurred between 3pm and 5pm

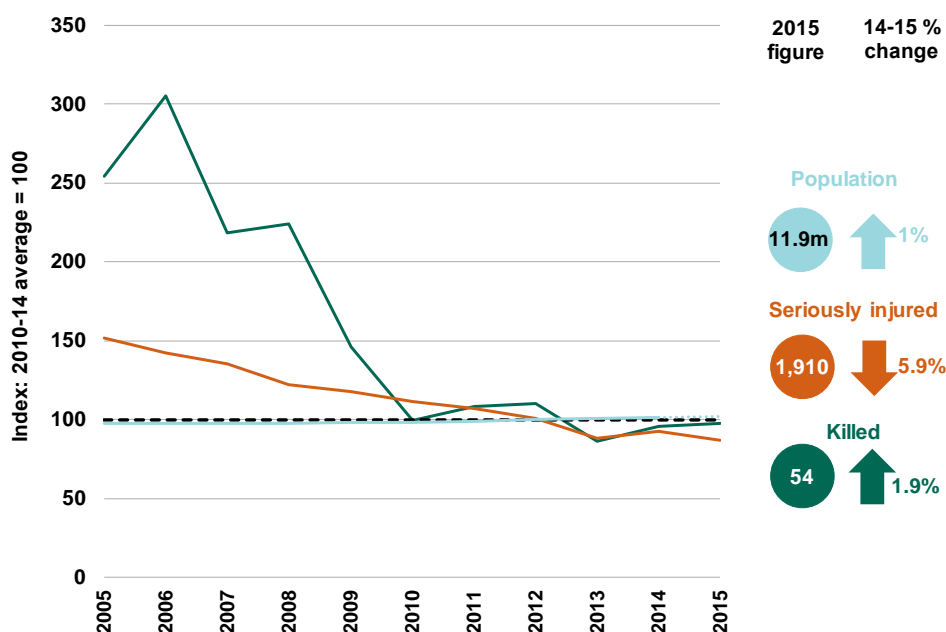
The number of **child deaths** in reported road traffic accidents has remained fairly static at around the 50-60 mark since 2010. There was one additional death in 2015 over 2014, resulting in a total of 54 fatalities. The last three years mark the lowest years ever for this age group.

As has been the case historically, child fatalities occur mainly in the **pedestrian** (25 fatalities in 2015) and **car occupant** (19 fatalities) categories, with a smaller number of pedal cyclists (6 fatalities). This is because these are the forms of transport most commonly used by children. Relatively few children travel in heavy goods vehicles or light vans.

After decreasing by 6 per cent, the number of children **seriously injured** in reported road traffic accidents has fallen to the lowest ever, at 1,910. Similarly, overall children casualties of all severities decreased by 4 per cent to 16,103, but this is not quite as low as the level in 2013.

The number of children **killed or seriously injured** in reported road traffic accidents was 13 per cent lower than the 2010-14 average, with overall casualties down by 9 per cent over the same period.

Chart 7: Number of killed and seriously injured children (aged 15 or under) compared with the child population, GB: 2005 - 2015



2015 figures are shown in the circles with the 2014-2015 percentage change represented by the arrows.

Further Information

Annual Mid-year Population Estimates, 2015, available [here](#).

Older casualties (aged 60 and over)

As was noted in the publications relating to the 2014 statistics, much of the increase in **fatalities** that year were of people aged 60 years old or older. We suggested at the time that the large increase was likely to relate partly to an increase in population for this group, but mostly as a result of natural variation in the figures.

The number of **deaths** in this age group in 2015 fell by 8 per cent to 492, and the number of serious injuries fell by 2 per cent to 3,945. Although these levels are above the 2013 figures, the number of people killed is almost the same as in 2012 and considerably lower than most of the previous years. In contrast, though, 2014 and 2015 represent the two highest years in terms of **seriously injured** casualties for over a decade.

In particular, the road user groups that had the largest increases in 2014 (pedestrians, car occupants and pedal cyclists) all fell back to around (or a little above) the 2013 levels. The exception to this was seriously injured motorcyclists, which rose by 34 casualties (10 per cent).

This evidence suggests that the theories outlined last year are probably correct. There is some signs of increases in older casualties, probably relating to a relatively rapidly growing population in that age group, but the large changes observed were as a result of chance rather than any specific mechanism.

2010-2014 average 60+

Older (aged 60 and over) casualties compared with the 2010-2014 average:

Killed	0%
Serious	↑ 6%
KSI	↓ 2%
All casualties	↓ 1%

Casualties by road type

As has been the pattern over recent years, the greatest change in casualty and accident numbers is on **20 mph roads**. Although the number of people killed on 20 mph roads fell by 50 per cent in 2015, the fall was from 28 to 14 and therefore is highly unlikely to be meaningful. Overall the number of casualties on 20 mph roads rose by 27 per cent from 2014 to 2015.

In the past we have noted that local highway authorities have probably been implementing more 20 mph speed limits and zones. Unfortunately the Department does not have any comprehensive data to look at this evidence. We have run a voluntary survey with local highways authorities in England. Although only a quarter of authorities responded with data, the survey indicates that the number of miles of road with 20 mph speed limits increased by about a quarter between 2014 and 2015. This is roughly the same level of increase as the number of accidents and casualties on these roads. This supports the hypothesis that the increases in

Definitions

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

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

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

accident numbers is not as a result of 20 mph roads being less safe, but as a result of roads having the speed limit reduced. The Department has commissioned research on the subject which will provide much more evidence relating changes in casualty numbers with the introduction of 20 mph limits and zones.

Across the other **built-up roads**, there were falls of 12 per cent for fatalities, 3 per cent for serious injuries and 6 per cent for slight injuries on 30 mph roads. There was a rise of 35 per cent for fatalities and falls of 1 per cent and 2 per cent respectively for serious and slight injuries on 40 mph roads. One of the reasons that casualties on 30 mph roads fell by more than those on 40 mph roads is that new 20 mph limited roads were likely to have been 30 mph limited roads before the change.

As there were larger falls on 50 mph roads than any other **non-built-up road** type (7 per cent for fatalities, 11 per cent for serious injuries and 5 per cent for slight injuries) it is also possible that there has been some movements of accidents as 50 mph roads have their limits changed to 40 mph.

There was a rise in the number of **fatalities on motorways** from 96 deaths to 108. Motorway fatalities have moved from a minimum of 88 and maximum of 118 since 2010 with no clear trend. The latest increase is likely to be caused by natural variation in the figures.

The number of people **seriously injured on the motorway** increased by 1 per cent. This has increased every year since the low of 654 in 2012. In contrast, though, the number of people slightly injured fell by 2 per cent to 8,231.

Traffic volumes on all road types increased in 2015. Motorway traffic rose by 2.6 per cent per cent, rural 'A' roads by 2.4 per cent, urban 'A' roads by 0.7 per cent, other rural roads by 2.0 per cent and other urban roads remained unchanged.

2010-2014 average



Casualties on **built-up roads** compared with the 2010-2014 average:

Killed	↓ 3%
Serious	↓ 2%
KSI	↓ 2%
All casualties	↓ 5%

2010-2014 average



Casualties on **non built-up roads** compared with the 2010-2014 average:

Killed	↓ 6%
Serious	↓ 4%
KSI	↓ 4%
All casualties	↓ 8%

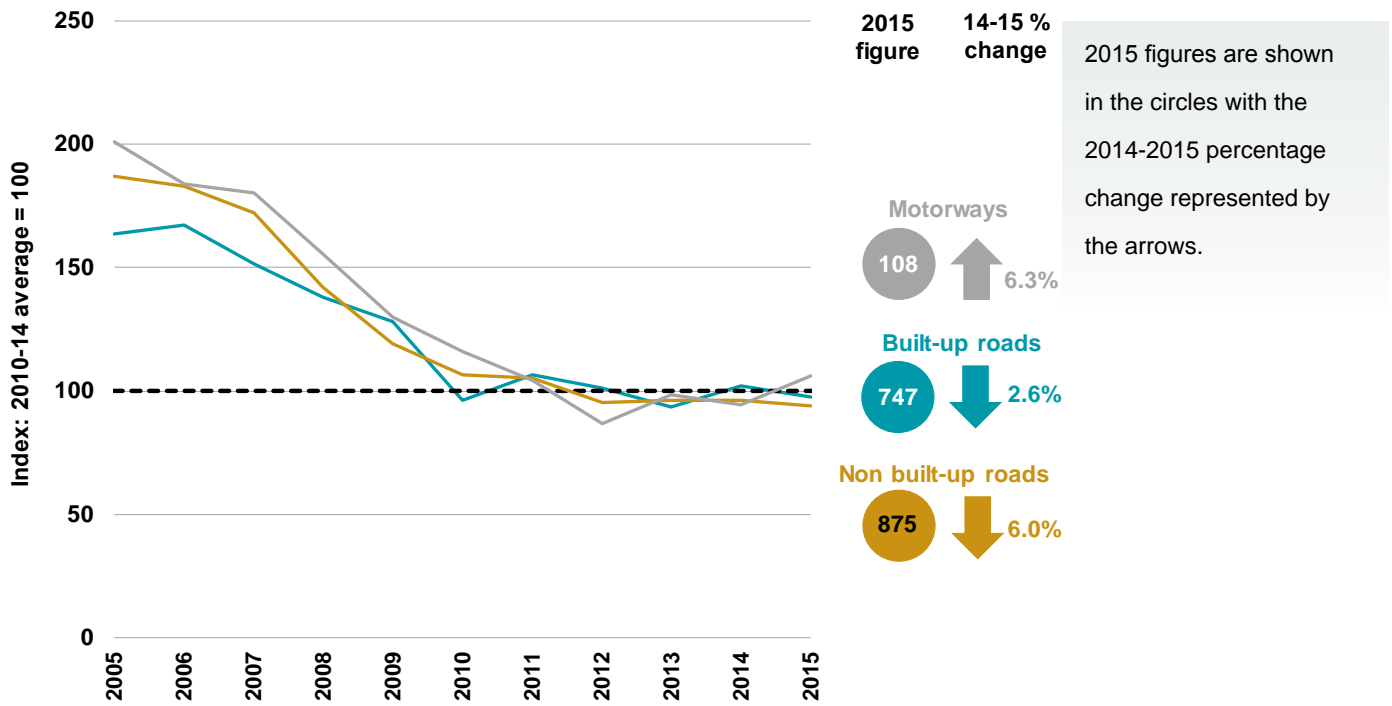
2010-2014 average



Casualties on **motorways** compared with the 2010-2014 average:

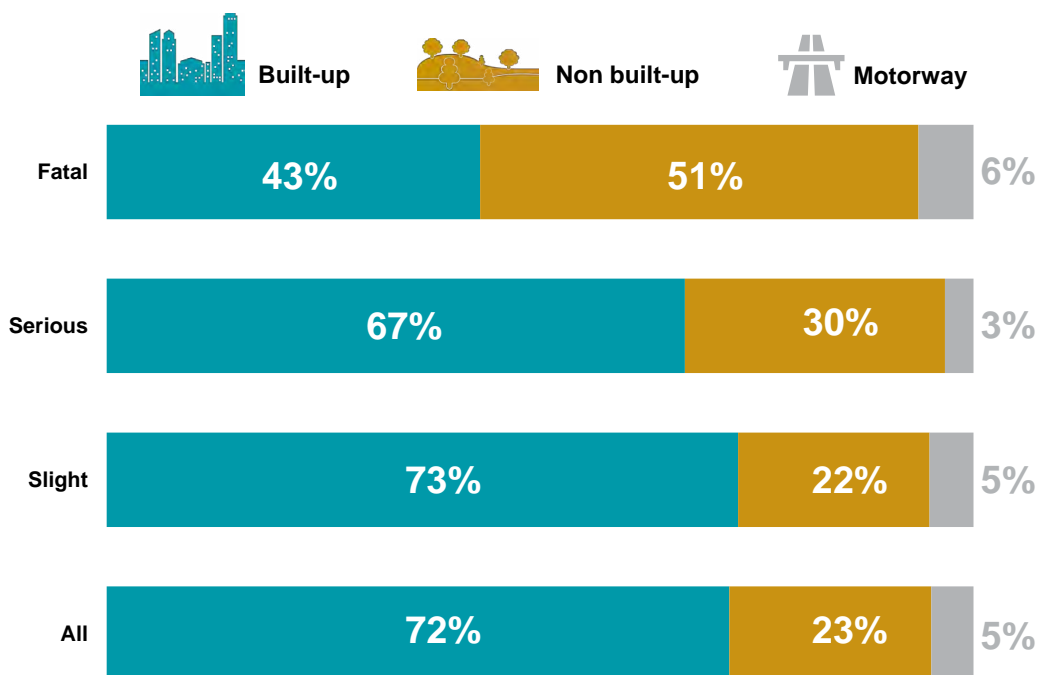
Killed	↑ 8%
Serious	↑ 2%
KSI	↑ 3%
All casualties	↓ 4%

Chart 8: Number of fatalities by road type, GB 2005 - 2015



The majority of injured casualties occurred on **built-up roads** (72 per cent of total casualties in 2015). However, the majority of fatalities occurred on **non-built-up roads** (just over a half). The reason for this is that non-built-up roads have higher average speeds which more frequently result in more serious collisions. Although motorways carry around 21 per cent of traffic, they only account for 6 per cent of fatalities and 5 per cent of injured casualties.

Chart 9: Casualties by severity and road type, GB: 2015



Background to casualty trends

As has already been discussed, there is now reasonable evidence to conclude that the **number of fatalities on British roads is remaining fairly static**. The year on year changes since 2010 have been relatively small (especially from 2012 onwards) and do not follow any pattern.

Although all accidents have a cause and that cause is often someone making a mistake or exhibiting dangerous or thoughtless road behaviour, when and where fatalities occur is essentially random. Deaths occur where there is a bad combination of factors and the margins between someone dying and someone surviving (or even a collision happening at all, rather than just a near miss) can be extremely fine. We would therefore expect that even if everything in Britain stayed exactly the same between two years: identical people doing identical journeys in identical vehicles with identical weather, the number of incidents, fatalities and casualties would not be the same. So although individual accidents may not be random, the final total for the year is at least partly related to **chance and randomness**.

The changes in total road deaths over recent years show the characteristics of chance. The number itself is very small (given the size of the population, number of miles driven, and number of vehicle interactions); there is **no clear upwards or downwards pattern** between the years; the changes themselves are relatively small (moving by just 2 per cent or so) and are not statistically significant; and, finally, there are no clear underlying factors that could explain the changes.

The only logical conclusion for this is that there is no net change in road safety specifically relating to **road deaths** in Britain at the moment. This does not mean that nothing at all is changing. It is possible that interventions and improvements (e.g. in vehicle technology or medical care) are saving more lives, yet these savings are being offset elsewhere – for instance, in the increase in traffic volumes, or in more vulnerable road users.

Although **serious and slight casualty numbers** are also subject to a certain amount of randomness, the fact that they are considerably larger in number than fatalities mean that any apparent trend is more likely to be real. If we model the current trend for both severities they still seem to be moving in a downward direction. This suggests that improvements are still being delivered to reduce the number of collisions that do not result in a fatality.

The effect of weather on casualty numbers

The Department published a number of articles outlining the relationship of the **weather** with road casualties during 2015. These articles should be used as a main reference to why the weather affects casualty numbers and how we model these effects.

Weather impact on casualty numbers

good weather tends to increase casualties:



bad weather tends to decrease casualties:



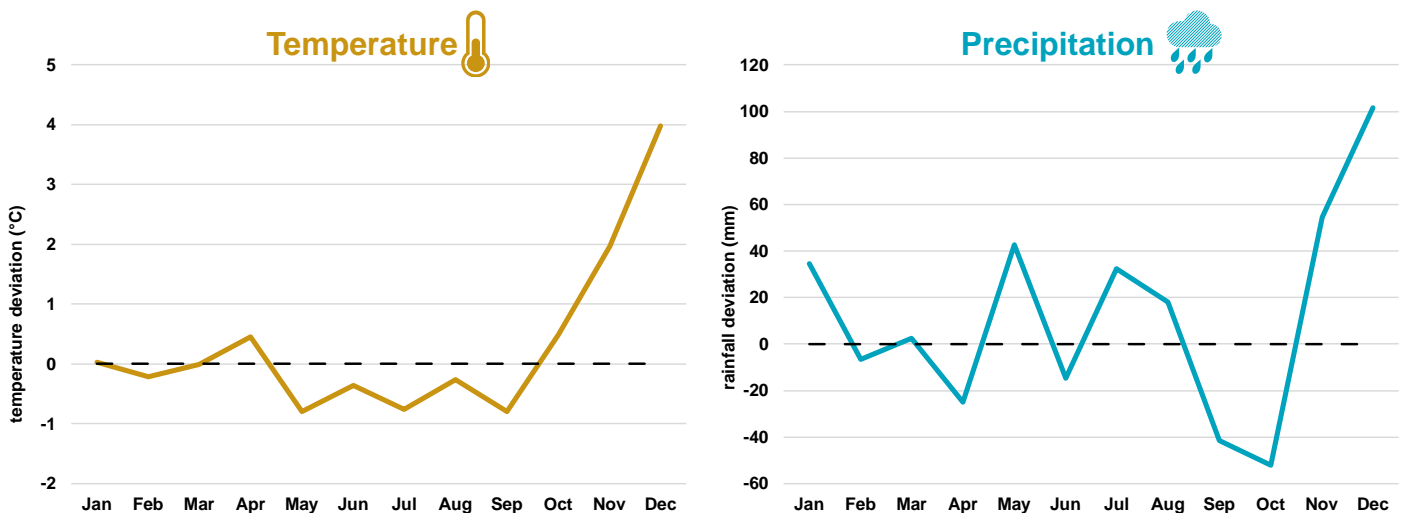
Most months in 2015 were fairly close to the long term average temperature. The main exceptions were December and November. The **average UK temperature** in December 2015 was 7.9°C – this was 1 degree warmer than any other December on record and 4 degrees above the **long term average**. November 2015 was the third warmest November on record at 8.2°C, 2 degrees above the long term average. All other months were within 1 degree of the long term average.

Long term average (LTA)

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

December and November 2015 also stood out in terms of **precipitation**. Both months had considerably more precipitation than the **long term average** (LTA), with almost 50 per cent more rain than the LTA in November and over 80 per cent more in December. Some other months were particularly wetter than average (January, May and July) whilst others were a lot drier than average (September and October).

Chart 10: UK rainfall and temperature in 2015 compared with the long term average



The **weather model** we have developed generally predicts that periods of good weather (higher temperatures and lower precipitation) would have more casualties. Specifically, though, application of the model so far suggests that temperature has a greater effect on casualties than precipitation. For 2015, the model indicates that for most months of the year the weather had little net effect (or, more precisely, months balanced out throughout the year). December, though, was the exception. As the temperatures were so much higher than the long term average the model indicates that there were an additional 17 fatalities and 1,290 injured casualties in that month alone above what would have happened if the weather had been typical.

Weather data

Weather data is available from the Met Office [here](#).

Tables

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

If true, this would give a weather-adjusted fatality figure to 1,710, very close to the final published (as well as the weather-adjusted) total in 2013, the best year on record.

However, **December 2015** was marked by very heavy rainfall from storms Desmond, Eva and Frank. These three storms brought considerable flooding to large parts of the north of England and southern Scotland. The volumes of rain were extreme, with 341 mm of rain falling at Honister Pass in Cumbria on the 5th December. This set a new UK 24-hour rainfall record, beating the 316 mm of rain set in 2009. The flooding and risk of flooding led to roads being closed across a number of counties.

All **statistical models** work within reasonable operating parameters. The model used here is based on long-term trends in temperature and precipitation. It does not take into account events that are considerably more extreme than have been recorded before, and similarly it cannot take into account consequences such as flooding and road closures. As a result we do not believe that the model produces a reliable adjustment of the casualty figures for December 2015. It is impossible to say what the outcome would have been had the weather in December been closer to the long term average. Therefore we do not feel that it is appropriate to produce weather-adjusted casualty figures for December. As a result, the weather-adjusted figures for 2015 differ little from the actual reported figures.

Road user groups and age bands

The increases in **fatalities in 2014** came from mainly a single road user type and age group: pedestrians aged 60 years or older. This group alone increased by 45 fatalities in 2014 out of an overall increase of 62 fatalities throughout all groups.

As was suggested in publications relating to 2014, these very large rises have proved to be one-off events and the groups that increased by large amounts have come back towards their previous levels. Specifically, pedestrian fatalities fell by 38, with a drop of 18 in the number of people aged 60 or over.

Motorcycle user fatalities had the largest increase in 2015. Fatalities in this group rose by 26 in comparison with 2014, 17 of whom were aged between 18 and 59.

The number of overall **older people** killed on British roads in 2015 dropped by 43 to 492. This is still above the 2013 level but is very close to the figures recorded in 2011 and 2012.

Further information



Information on how the weather affects road casualties can be found [here](#).

Information on the weather adjustment model can be found [here](#) with further information [here](#).

The article on the modelling for RSS significance magazine can be found [here](#).

The Department is part of a small working group looking at the effect of weather on different statistical series. A guide to analysing the effect of weather and climate on official statistics is available [here](#).

Table 1: Absolute change in the number of GB road fatalities from 2014 to 2015 by age group and road user group

	Pedestrians	Pedal cyclists	Car occupants	Motorcycle users	Other ¹ vehicle occupants	All road users ²
Children: 0-15 years	-4	0	+1	0		+1
Young people: 0-17 years	-8	0	+9	+4		+10
Adults: 18-59 years	-12	-6	-28	+17		-12
60 and over	-18	-7	-24	+5		-43
All casualties	-38	-13	-43	+26	+23	-45

1. Buses and coaches, light vans, and heavy goods vehicles.

2. Including other road users, such as tractors, horse riders, mobility scooters, etc

In terms of **serious injuries**, the largest changes in 2014 were a 9 per cent increase in **motorcycle users** (up by 423 casualties), an 8 per cent increase in **pedal cyclists** (up by 258 casualties) and a 5 per cent increase in car occupants (up by 394 casualties). Most of these increases were of 18 to 59 year-olds, though the number of pedestrians seriously injured aged 60 or over increased by 15 per cent (160 casualties).

Table 2: Change in the number of GB seriously injured casualties from 2014 to 2015 by age group and road user group

<i>Absolute change</i>	Pedestrians	Pedal cyclists	Car occupants	Motorcycle users	Other ¹ vehicle occupants	All road users ²
Children: 0-15 years	-92	-1	-4	0		-119
Young people: 0-17 years	-93	-34	-19	+5		-162
Adults: 18-59 years	+29	-120	-98	-281		-456
60 and over	-75	-4	-57	+34		-76
All casualties	-123	-162	-147	-247	+16	-663
<i>Percentage change</i>						
Children: 0-15 years	-6.8%	-0.4%	-1.3%	+0.0%		-5.9%
Young people: 0-17 years	-6.2%	-8.9%	-3.3%	+1.4%		-5.6%
Adults: 18-59 years	+1.3%	-4.5%	-1.8%	-6.2%		-2.9%
60 and over	-6.0%	-1.2%	-3.1%	+9.9%		-1.9%
All casualties	-2.4%	-4.8%	-1.8%	-4.7%	+1.9%	-2.9%

1. Buses and coaches, light vans, and heavy goods vehicles.

2. Including other road users, such as tractors, horse riders, mobility scooters, etc

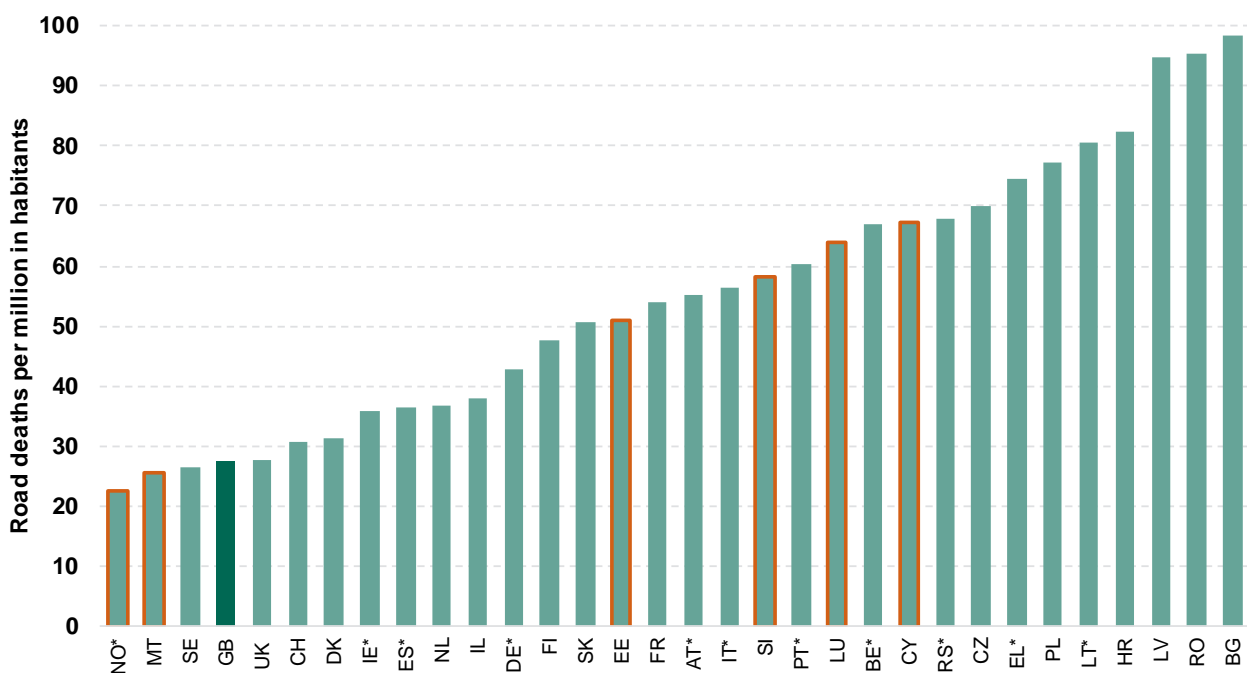
All of these groups fell back in 2015, though by less than they increased in 2014. The exception that stands out is another rise in the number of **motorcyclists aged 60 or over** seriously injured. The lowest years on record for this group was around the turn of the Millennium, when the number of casualties was around 140 to 160 most years. The number rose above 200 in 2007 and passed 300 in 2011. The 377 seriously injured 60+ motorcyclists in 2015 is the highest since 1984. The total number of casualties of all severities in this group also passed 1,000 for the first time since 1986. This, perhaps, marks a specific group of road users that could carry on increasing as the number of people in the population aged 60 or over continues to rise.

International context in 2015

A first indication of figures across **Europe** and surrounding countries is that **fatalities rose in the majority of countries** covered in the European Transport Safety Council's PIN report (see [here](#)). Of the 32 countries covered, 21 had an increase in the number of fatalities in 2015¹, ten had a decrease, and one remained unchanged. The original report includes the UK as having an increase in fatalities, but this was based on provisional figures for the year ending September 2015.

Overall, the **total number of road deaths** in the 28 members of the European Union during 2015 was around 26,300. This marked the first increase in the annual total fatalities since the PIN Programme started in 2001.

Chart 11: Number of road deaths per million inhabitants, PIN Programme countries



*Countries with provisional fatality figures.

Countries marked with an orange outline have fewer than 150 deaths per year and therefore the fatality rate can vary significantly between years.

¹ Four countries, Estonia, Cyprus, Malta and Luxembourg have so few fatalities that any change would have been random

As countries do not use the same definition of serious injury, the key international comparison is based on road deaths per million inhabitants, as shown in Chart 11. There were 27.4 deaths per million inhabitants in Great Britain in 2015, a small improvement from 27.9 in 2014. The United Kingdom as a whole had 27.7 deaths per million inhabitants in 2015. The only European countries with a better rate than this in 2015 were **Sweden**, with 26.6, **Malta**, with 25.6, and **Norway**, with 22.6. Both Malta and Norway have very low numbers of deaths each year (with 11 in Malta and 117 in Norway in 2015) so these rates are likely to vary significantly between years. The UK and Sweden have been consistently at the head of this table for a number of years.

Statistical significance

Since 2015 we have been including information about whether changes in casualty and accident numbers are **statistically significant**. This should not be confused with the significance of accidents for casualties, other people involved in the incident, friends and families. Every casualty is a tragedy and any increase in people killed or injured in road traffic accidents has clear social significance.

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

Owing to the influence of chance, two years with the same risk of accidents will result in different number of fatalities and injuries. The Department has tested the change in the number of fatalities, serious injuries and slight injuries between 2014 and 2015 to see which are statistically significant at the 95% confidence level.

Two tests have been carried out on the casualty figures. The first is a test to see whether the **absolute changes** between 2014 and 2015 is statistically significant. If the findings are that the change between years is within the 95% confidence intervals, then the changes are likely to have arisen from **natural variation** between the years.

The second test is to compare the number of casualties in 2015 with what we would have expected if and only if the casualty trend has continued in the same way as it did between 2000 and 2014. Rather than testing to see if the actual change between the two years is statistically significant, or not, this tests to see if the **trend direction or pattern has undergone a statistically significant change**. Table 3 provides the outcomes from both of these tests.

Definition

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

The first test – marked (a) – simply tests whether the change between years are large enough to be not as a result of natural variation or chance. For 2015, the decreases in both **seriously** and **slightly injured** casualties are large enough to be unlikely to have come about by chance. However, the decrease in **fatalities** is not large enough so it is not statistically significant.

The second test – marked (b) – is the test against whether the final 2015 figures deviate significantly from the longer term trend. In this case, casualties of **all severity types** fall close enough to the central forecast to suggest that there has not been any significant change from the trend.

One interesting point in this table is in the trend forecast itself. The **fatalities central forecast** is very close to the 2014 fatalities figure, representing that the model thinks that the trend is more or less flat. The central forecast for the other two severities, though, are lower than the 2014 figure, so the model thinks that there is still an ongoing decreasing trend for serious and slight injuries.

Table 3: 2015 final GB road casualties statistical significance and comparison with forecasts

	Fatalities	Seriously injured	Slightly injured	All casualties
2014 actual	1,775	22,807	169,895	194,477
2015 actual	1,730	22,144	162,315	186,189
Statistically significant change for the absolute difference? (a)	No	Yes	Yes	Yes
<i>Changes from forecast of trend</i>				
2015 central forecast	1,771	22,252	164,302	188,325
2015 95% upper forecast	2,113	24,946	179,284	206,343
2015 95% lower forecast	1,484	19,558	149,321	170,363
Statistically significant change from the forecast trend? (b)	No	No	No	No

Further Information

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

Conclusions

The outcomes from the latest full year provides a much better indicator of the trend and current position than in 2014. There were a number of unusual changes in 2014 (e.g. the spike in pedestrian fatalities) which have either gone away completely in 2015 or at least moved back towards the 2013 level.

It now appears that **fatality numbers are fluctuating** around the 1,700 to 1,800 mark and only one of the last five years has had a statistically significant change. The most likely conclusion to this is that there is **no trend in road fatalities on British roads at the moment** and things are getting neither better nor worse.

In contrast, there is still some evidence that the number of **serious and slight injuries** are decreasing. There have been decreases in the number of serious injuries in eight years out of the last ten, and 2014 is the only year since 2000 that had an increase in the number of slightly injured casualties.

There are a number of possible explanations for this difference, which can be summarised under two main options (and it is possible for both options to be true):

- General **road safety is still improving**. This means that fewer people are having collisions or fewer collisions result in injuries. Fatalities may not be falling any more for other reasons, such as there still being a core of drivers who continue to demonstrate poor or reckless driving behaviours despite other improvements.
- There is increasing **under reporting of non-fatal accidents**. This could be as a result of police officers attending fewer accidents, or fewer people going to police stations to report accidents (or both). There is currently no definitive evidence to suggest that this is happening, but the possibility cannot be discounted. This is something that we will look into as part of working with hospital records over the latter part of 2016.

As always with statistical series, certainty about what is happening grows as more evidence becomes available. The **provisional figures for 2016** will shed more light on what trends, if any, still exist. Provisional data for quarter 1 2016 will be published in August and quarter 2 in November.

Differences between provisional quarterly data and final data

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

The results from each quarter changed slightly between the original release and table [RAS30003](#). Overall, for the first three quarters of the year (provisional results for quarter 4 are not produced), there were eight fewer deaths, 125 more seriously injured casualties (up by 0.8 per cent) and 323 more slightly injured casualties (up by 0.3 per cent) in the final data in comparison with the provisional results. These comparisons refer to the final figures for quarter 1 and quarter 2 data as revised with the release of quarter 3 estimates.

What we can conclude: There has been statistically significant decreases in the number of people seriously and slightly injured (but not killed) in road traffic accidents between 2014 and 2015. This indicates that there are a number of factors that have combined together to improve some aspects of safety on Britain's roads. However, it is not definitive evidence of a continued improvement in road deaths.

What we cannot conclude: Although the number of people killed in road traffic accidents has decreased between 2014 and 2015, this change is small enough that it can be explained by the natural variation in deaths over time. There is no evidence that the number of fatalities has changed over recent years.

Strengths and weaknesses of the data

Underreporting of casualties and accidents, and other sources of information

Comparisons of road accident reports with **death registrations** show that very few, if any, road accident fatalities are not reported to the police. However, it has long been known that a **considerable proportion of non-fatal casualties are not known to the police**, as hospital, survey and compensation claims data all indicate a higher number of casualties than police accident data would suggest.

The 2015 annual report contains two other key sets of information which help give an indication of how much underreporting of casualties there is. Table RAS54004, available [here](#), is based on questions asked about whether respondents to the National Travel Survey have been in a personal-injury accident in the last three years and, if so, was that accident reported to the police. The current figures can be found in table 4, below.

Survey data

Our current best estimate, derived primarily from National Travel Survey (NTS) data and produced in 2016, is that the total number of road casualties in Great Britain each year, including those not reported to police, is within the range 630 thousand to 800 thousand with a central estimate of 710 thousand.

Table 4: Estimated total number of reported and unreported casualties, average for 2011-2015, Great Britain

	Number (thousands, estimates rounded to nearest 10 thousand)				
	NTS Central estimate (reported and unreported) ¹	95% confidence limits		Stats19 reported ²	Estimated unreported
		Lower	Upper		
Seriously injured	80	50	110	23	57
Slightly injured	630	550	710	168	462
Total casualties	710	630	800	191	519

1. Based on National Travel Survey data collected for 2011-2015

2. Based on police-reported Stats19 casualties for 2011-2015

The current best estimate is that around 710 thousand people are injured to some degree in road traffic accidents each year. Of these, only around 191 thousand casualties are reported to the police and recorded in Stats19. This suggests that about **519 thousand casualties are unreported a year**, of which roughly **57 thousand probably had a serious injury**.

This estimate is based on the average from the last five NTS years in order to have a robust sample. There has been no discernible trend in the estimate over that time so there is **no evidence that underreporting is getting worse**.

Value of prevention of accidents

For the first time these unreported injuries have been included in the 'value of prevention of accidents', which can be found [here](#). We estimate that the **total value of prevention of the unreported casualties is around £20bn a year**, almost twice the value of the reported injury accidents. This raises the total estimate for **all reported and unreported accidents to around £35.5bn per year**.

The data used as the basis for these statistics are therefore not a complete record of all personal injury road accidents, and this should be borne in mind when using and analysing the figures. However, police data on road accidents, whilst not perfect, remain the most detailed, complete and reliable single source of information on road casualties covering the whole of Great Britain, in particular for monitoring trends over time.

Hospital data

The second alternative source about people injured in road traffic accidents comes from **hospital admissions** data. The 2015 annual report includes an article discussing the first estimates for the total number of people admitted to hospital in the United Kingdom with a **clinically defined serious injury** following a road traffic accident. This formal name for these figures is casualties with MAIS3+, which means that it includes all casualties with a maximum score on the abbreviated injury scale of three or higher. More detail about the source of the data, the abbreviated injury scale and the correction factors used can be found in the article. Table [RAS55050](#) provides MAIS3+ figures for 1999 to 2011.

CRASH system

A new data recording tool for police forces has been rolled out over 2015 and 2016. Surrey Police started using the new system, called CRASH (Collision Reporting and SHaring) in 2012 and Staffordshire Police joined in May 2015. A number of other forces adopted it during November and December 2015 and further forces in 2016. Although not apparent in the data for Surrey and Staffordshire, there is some evidence that casualty records coming from CRASH have had a 2 percentage point swing from slight injuries to serious injuries. Given the very small amount of CRASH-derived data for 2015 this is unlikely to have had much effect on the figures published here. We will provide more detail and analysis in the 2016 statistics.

Background information

Tables providing more details of accidents and casualties are available at: <https://www.gov.uk/government/collections/road-accidents-and-safety-statistics>.

Provisional quarterly reported road casualty statistics are published throughout the year. The provisional estimates for quarter 1 2016 were published in August 2016. Quarterly statistical releases can be found at: www.gov.uk/government/organisations/department-for-transport/series/road-accidents-and-safety-statistics

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

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

Further information

A full list of the definitions used in this publication can be found here: www.gov.uk/government/uploads/system/uploads/attachment_data/file/462818/reported-road-casualties-gb-notes-definitions.pdf.

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

Feedback

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



Department for Transport

Factors affecting reported road casualties

About this article

This article provides an investigation into some of the factors that could affect reported road casualty figures.

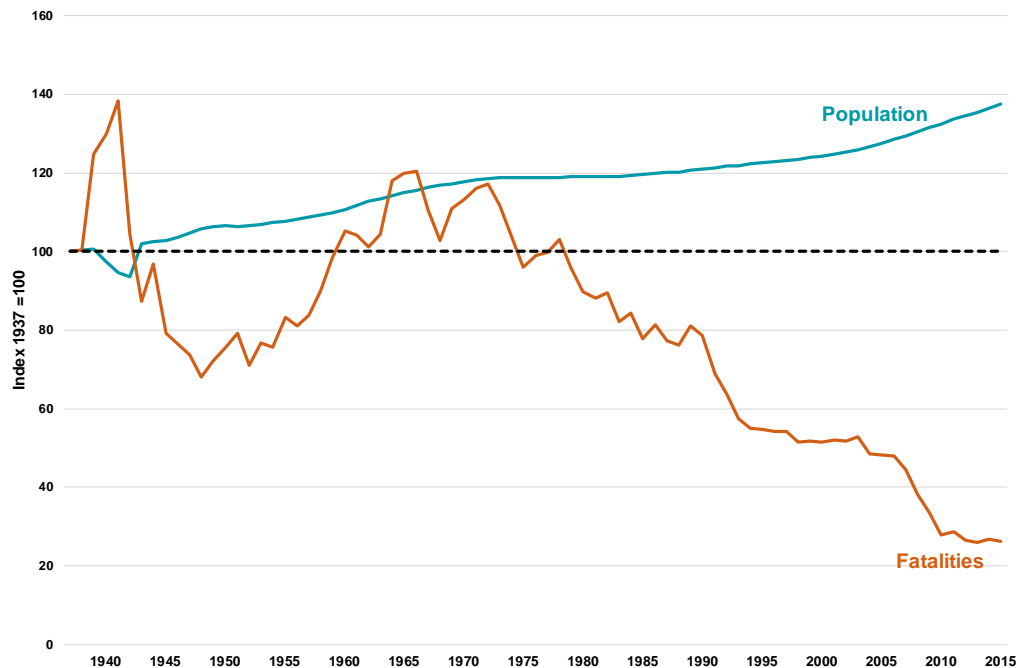
We will look at population, driving licence numbers, fuel prices, driving tests and vehicle availability.

In this article

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- Population [p3](#)
- Driving licences [p10](#)
- Driving tests [p11](#)
- GDP and fuel prices [p13](#)
- Conclusion [p15](#)

In the last 30 years Great Britain’s population has grown by 15 per cent (8.1 million people). Despite this growth in population, road fatalities have fallen by 68 per cent (3,655 deaths).

Reported road fatalities and population over time, Indexed 1937=100, Great Britain: 1937 to 2015



- Young drivers are **statistically over-represented in reported road accidents**. In 2015, the death per million population rate was at **49 road deaths for every million people aged 17 -24** compared with 27 deaths for every million people for the whole population.
- Over the last 25 years the **price of premium unleaded petrol in real terms has increased by 52 per cent**. Despite fuel becoming more expensive, vehicle miles for Great Britain increased by 24 per cent over the same period.
- Reported road fatalities have fallen considerably over the last 30 years – in 1976 6,570 people were killed on Great Britain's roads when only 19.4 million full car driving licences were held - **in 2015, 1,730 people were killed with 37.3 million licence holders**.

Background on reported road casualties

There were 186 thousand **reported road casualties** in 2015, a decrease of 42 per cent compared with 321 thousand thirty years ago. Since 1926 (where our series begins) the number of **fatalities** has decreased by 65 per cent - that is 3,156 fewer deaths. In recent years the number of fatalities have been stable, ranging from 1,713 to 1,901 between 2011 and 2015.

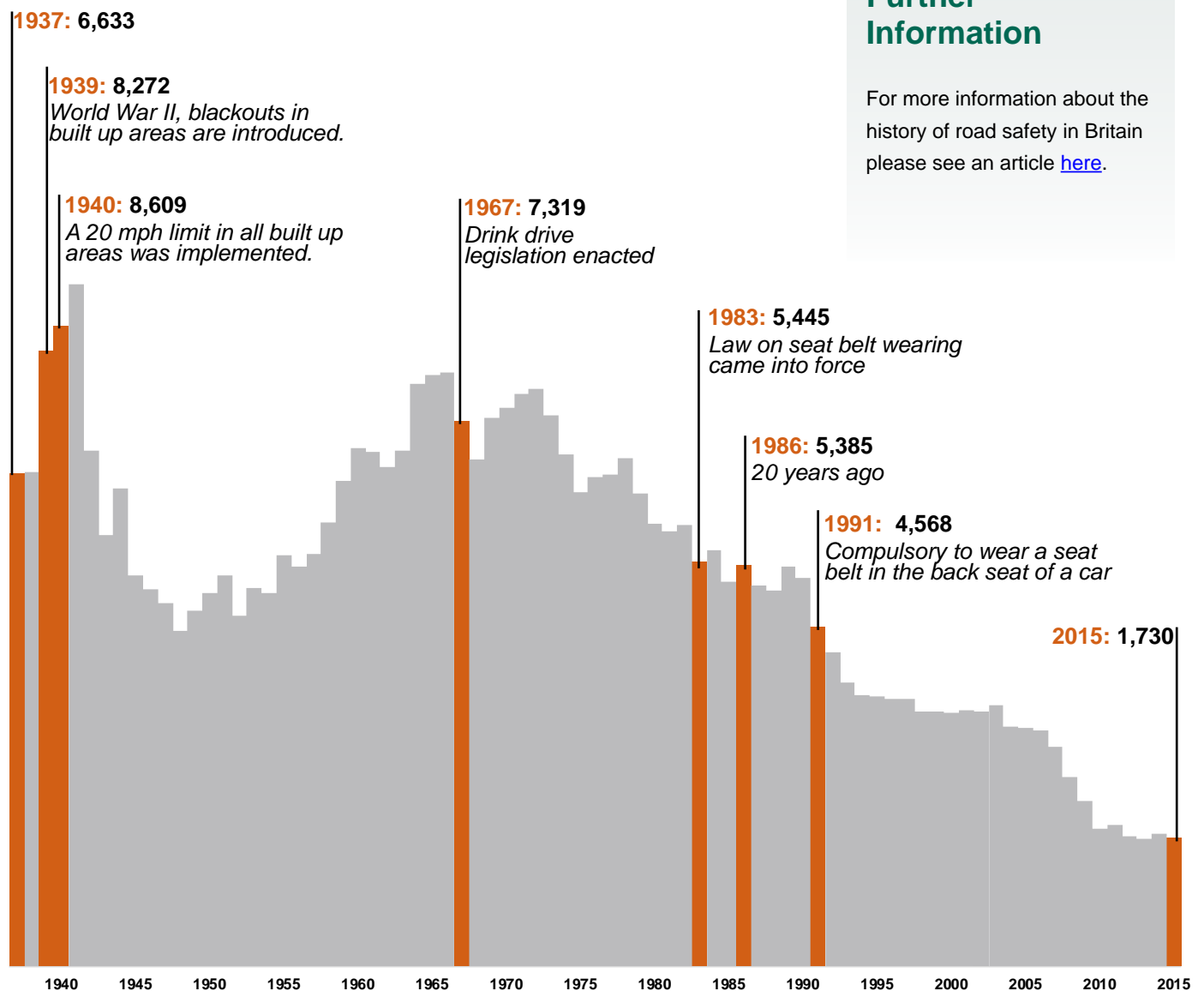
There could be **many reasons for the long-term decreases** recorded such as:

- Economic recessions
- Proportion of drivers exceeding the speed limit have fallen
- Technological and engineering improvements to vehicles and roads
- Improved education

Further Information

For more information about reported road casualties please see the [main results: 2015 report](#).

Chart 1: Reported road fatalities, Great Britain: 1937 to 2015



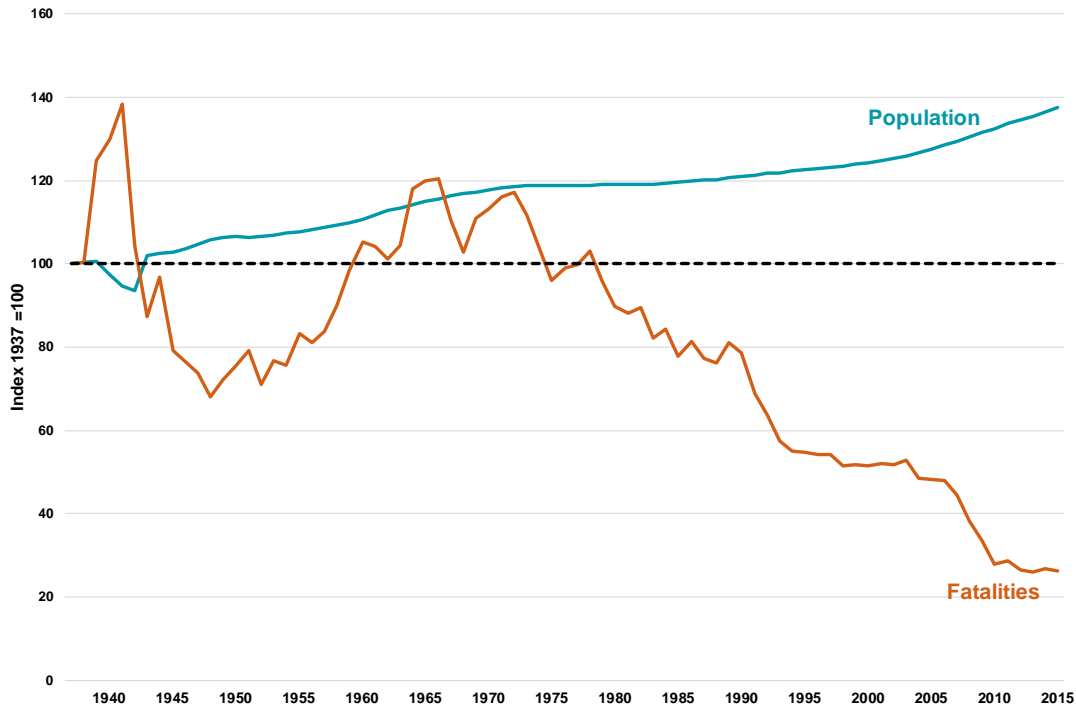
Further Information

For more information about the history of road safety in Britain please see an article [here](#).

Population

In the last 30 years **Great Britain's population** has grown by 15 per cent (8.1 million people). Despite this growth in population, **fatalities** have fallen by 68 per cent (3,655 deaths).

Chart 2: Reported road fatalities and population over time, Indexed 1937=100, Great Britain: 1937 to 2015



Further Information

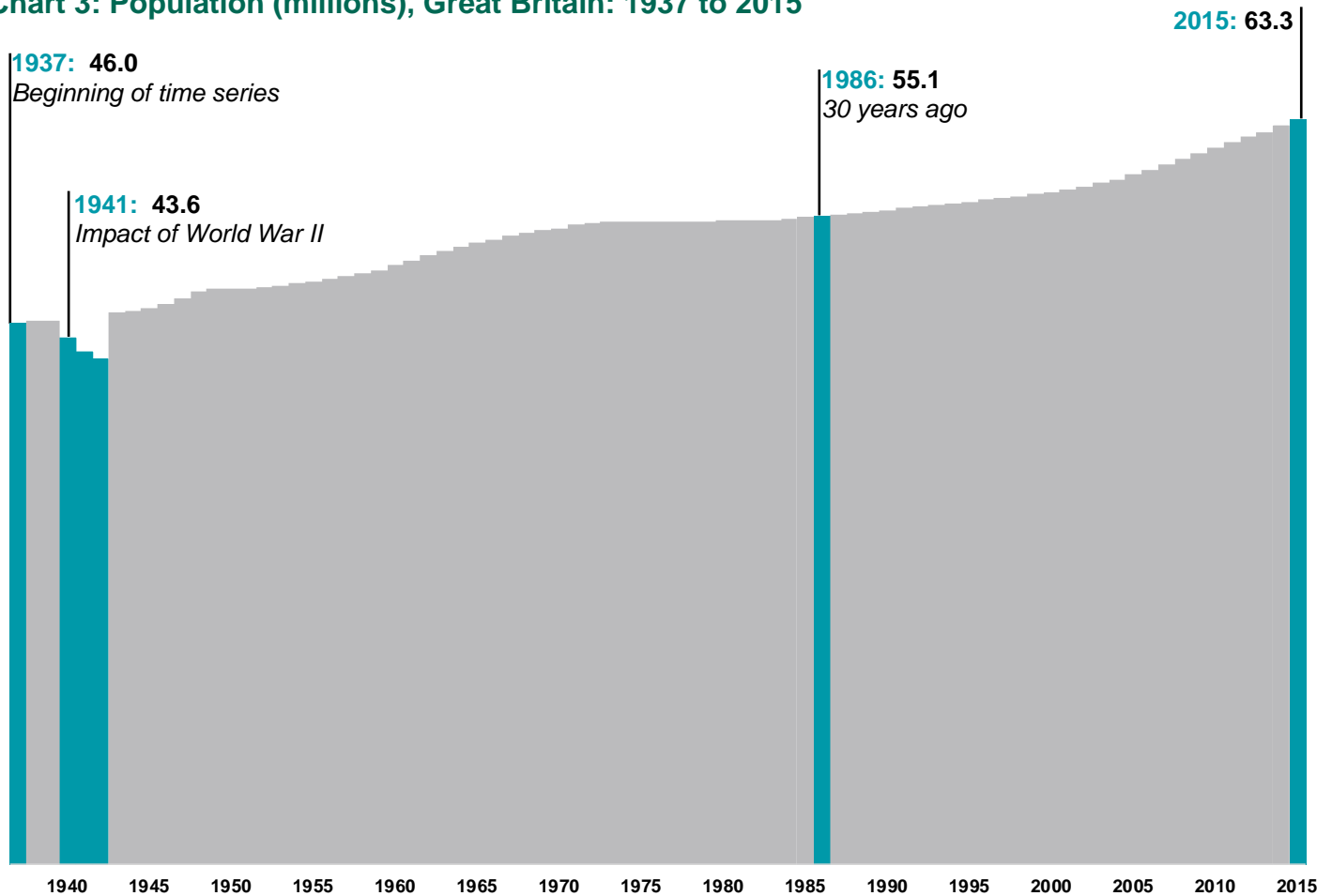
For more information about population estimates please see the [ONS population section](#).

Since 1937 the **GB population** has grown on average around 0.4 per cent per year. More recently the population of Great Britain has increased by 7 per cent over the last 10 years, with the estimate for 2015 being approximately 63.3 million people. Over the last decade population growth for Great Britain has been similar to other countries in the EU with large populations (Germany, Turkey and France). Many studies allude to the increase in population being due to the higher standard of living which has led to people living longer as well as other factors.

Further Information

For more information about population ageing, please see a UN report from the Department of Economic and Social Affairs: [World Population Ageing: 1950 to 2050](#)

Chart 3: Population (millions), Great Britain: 1937 to 2015



Casualties per million population

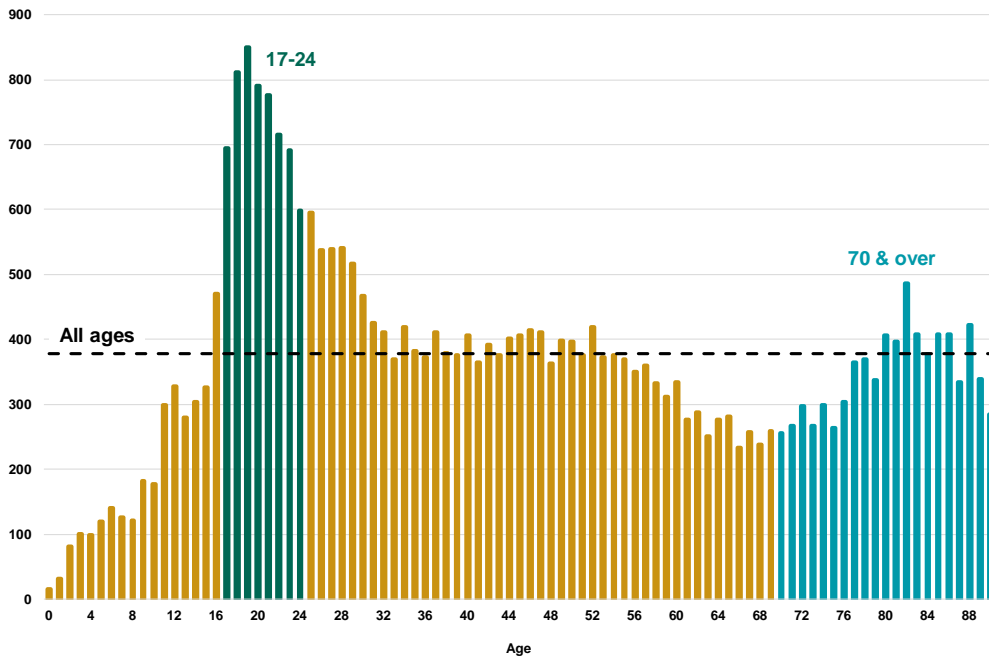
Thirty years ago the **casualty rate per million population** was at 5,834. By 2015 this had halved to 2,943 casualties per million population.

In 2015, the **death per million population rate** was at 27 road deaths for every 1 million Great Britain residents. This represents a 72 per cent decrease on three decades ago. This indicates that there are a number of factors that have combined to reduce the number of fatalities such as **improvements in emergency response and vehicle technology**. However it is important to note that even if the number of deaths each year had stayed the same the deaths per million population would have decreased due to the growth in Great Britain's population.

Great Britain has one of the lowest number of road deaths per million population of all the European Union countries, after Sweden. Norway and Malta also had a lower rate in 2015, however they have a very small number of accidents per year; for instance Malta had only 11 road deaths in 2015.

Certain age groups have a significantly higher number of killed or seriously injured casualties (KSI) per million population than others. These age groups are **young people (aged between 17 and 24)** and **older people (aged 70 or over)**. As well as looking at all ages in more detail, we focus specifically on these two age groups in this article. These two age groups stand out in chart 4 below.

Chart 4: Number of KSIs per million population by age, Great Britain: 2015



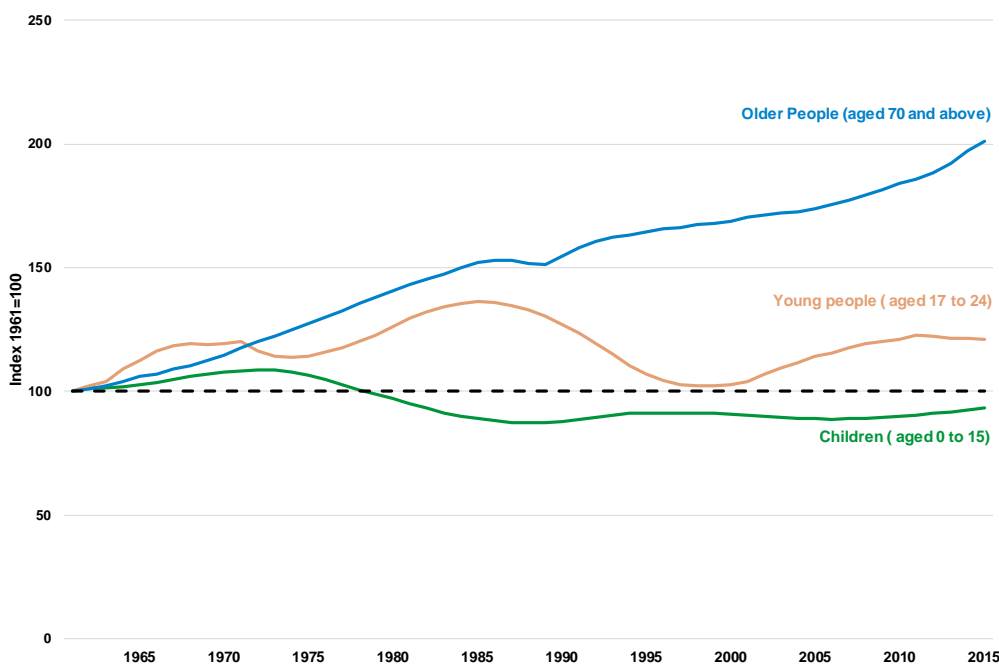
Population: Age groups

Even though Great Britain's overall population has generally grown year on year, separate age groups have different stories.

The number of **children (aged 0 to 15)** in Britain grew from 1961 until the late 70s and it is apparent this had an affect about ten years later when this cohort became young adults.

The number of **older people (70 and over)** has increased by 88 per cent in the last 50 years while the number of children has decreased by 10 per cent. There is evidence, however, that over time more of these children survived to the next age group. This has helped to increase the population aged 17 to 24, despite lower birth rates.

Chart 5: Population by age group, indexed 1961=100, Great Britain: 2015



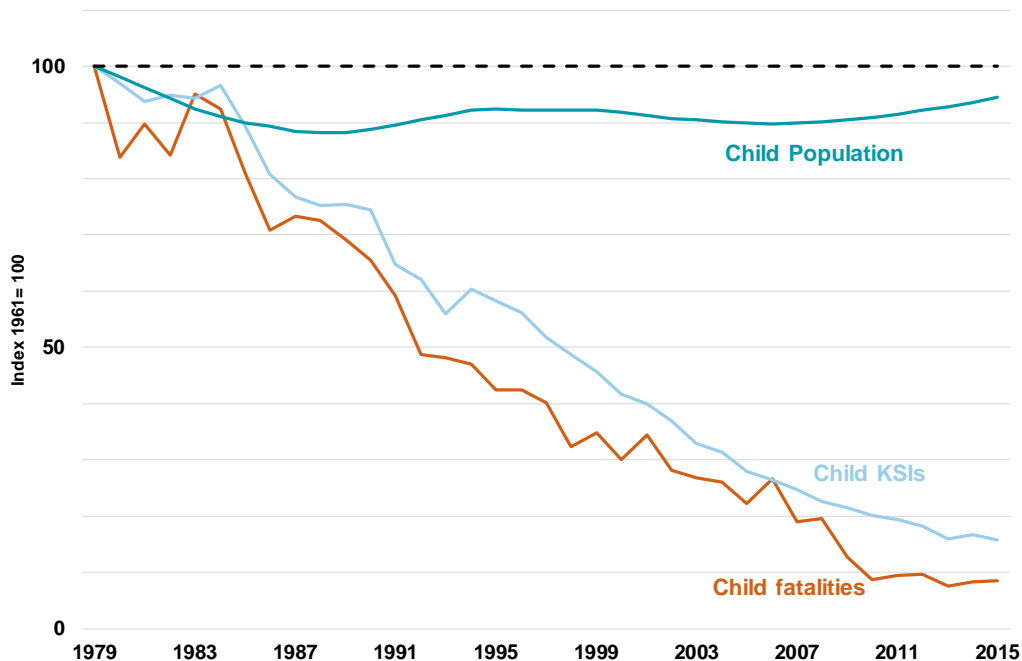
Population: Children (aged 0 to 15 years)

Child fatalities in reported road accidents have decreased by 88 per cent in the last 30 years from 450 deaths in 1986. In 2015 there were 54 fatalities of children aged 15 and under.

Child KSIs have followed a similar trend. In 2015 figures had fallen by 80 per cent when compared with 10,071 KSIs that occurred in 1986.

Even though both population and child casualties have fallen the number of child casualties has dropped more rapidly than the size of the population. This is shown in chart 6 with a significant gap opening between the child population and casualty levels.

Chart 6: Child population, fatalities and KSIs, Indexed 1979=100, Great Britain: 1979 to 2015

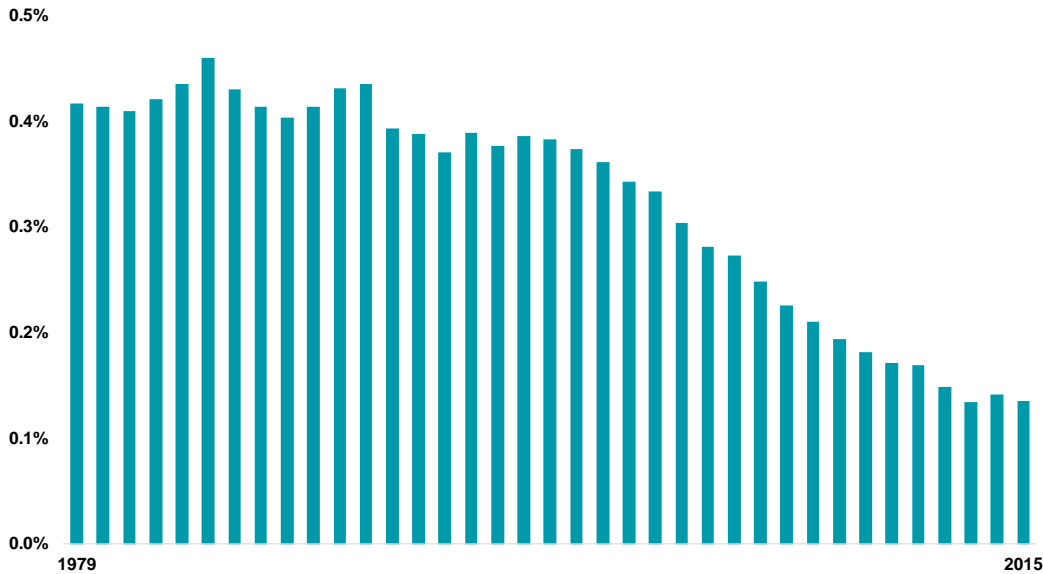


On average over the last 30 years, 0.3 per cent of the child population sustained a road injury each year. This compares with an average of 0.15 per cent for the most recent five years (2011-2015).

In 2015 there were **5 road deaths for every 1 million children living in Great Britain**. This rate has fallen by 89 per cent in the last 30 years.

These trends therefore indicate that there have been genuine improvements in child road safety that are above and beyond changes in the child population size.

Chart 7: Proportion of the child (aged 0-15) population that sustained a road injury, Great Britain: 1979 to 2015



Children predominantly travel on our roads by walking, cycling or as a passenger in a car.

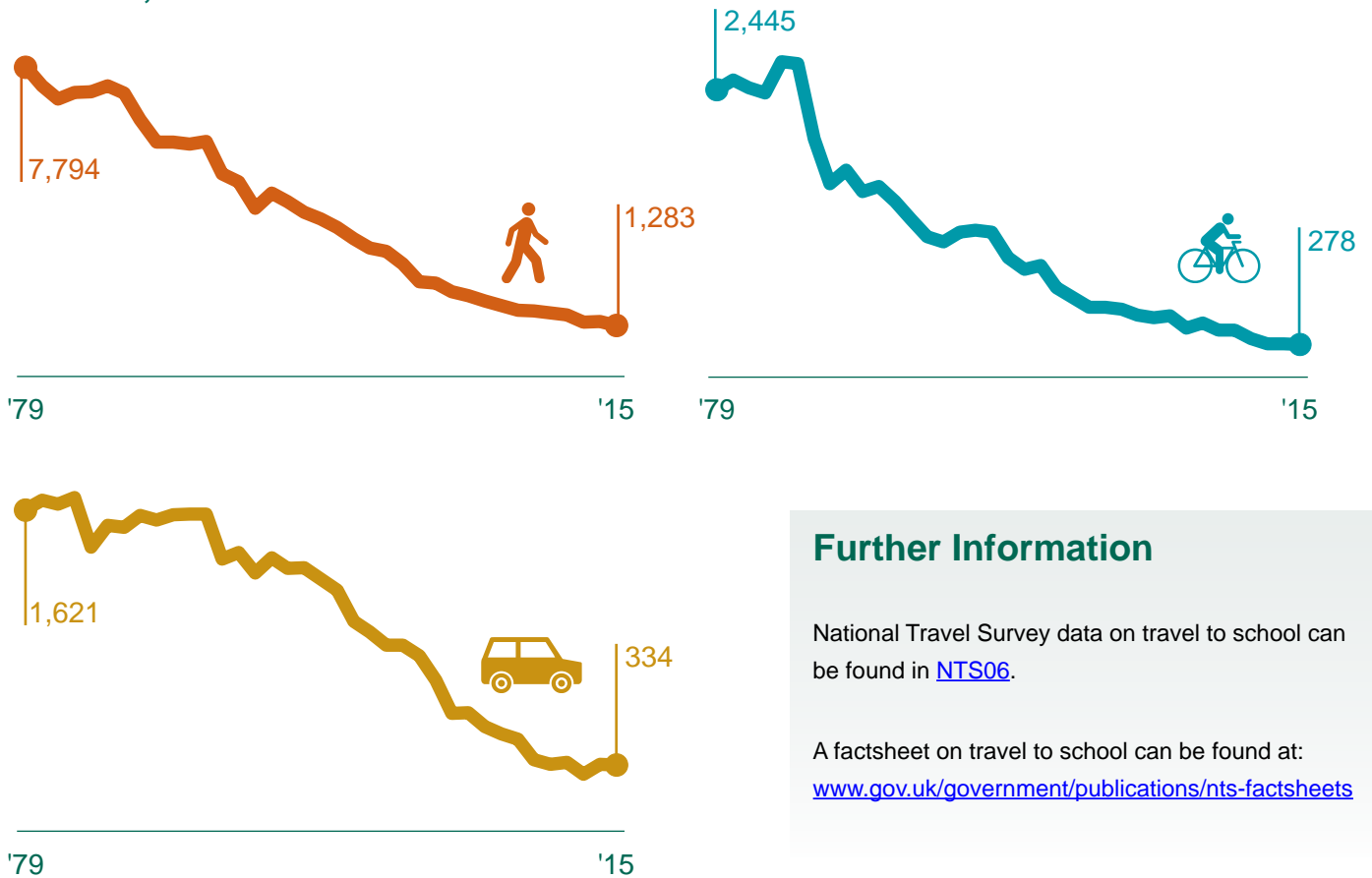
National Travel Survey data suggests that the **proportion of children travelling to school by walking** has fallen. In 2015, 44 per cent of children aged 5 to 10 years travelled to school by walking, down from 56 per cent in 1998/00. The proportion travelling to school by car is up from 37 per cent to 48 per cent over the same period.

Chart 8 shows that the number of child pedestrian and pedal cyclists killed or seriously injured (KSIs) have fallen more rapidly than car occupant KSIs. Since 1979 there has been an 84 and 89 per cent decrease respectively in child pedestrian KSIs and child pedal cyclist KSIs in comparison with a 79 per cent decrease in child car occupant KSIs. In contrast, adult (aged 18 and over) car occupant KSIs have fallen by 75 per cent over the same period, outstripping the 67 per cent fall in pedestrian KSIs and 28 per cent rise in pedal cyclist KSIs.

These facts imply children’s exposure to roads is decreasing, but particularly in relation to walking and cycling. This might be as a result of spending less time outside (either owing to a tendency to indoor activities or safety fears for being out of the home) and being less likely to walk to school. Some studies¹ have alluded to children’s time watching TV or using devices such as laptops and mobile phones doubling over the last 20 years.

1 Connected Kids report, compiled by market researcher Childwise. <http://www.bbc.co.uk/news/technology-32067158>

Chart 8: child (aged 0-15) pedestrian, pedal cyclist and car occupant KSIs in reported road accidents, Great Britain: 1979 to 2015



Further Information

National Travel Survey data on travel to school can be found in [NTS06](#).

A factsheet on travel to school can be found at: www.gov.uk/government/publications/nts-factsheets

Population: Young people (aged 17 to 24 years)

In 2015 there were 314 deaths where the **fatality was aged 17 to 24**, a 79 per cent decrease on the number of deaths in 1986 (30 years ago). Of the 314 deaths, 63 per cent were motor vehicle drivers.

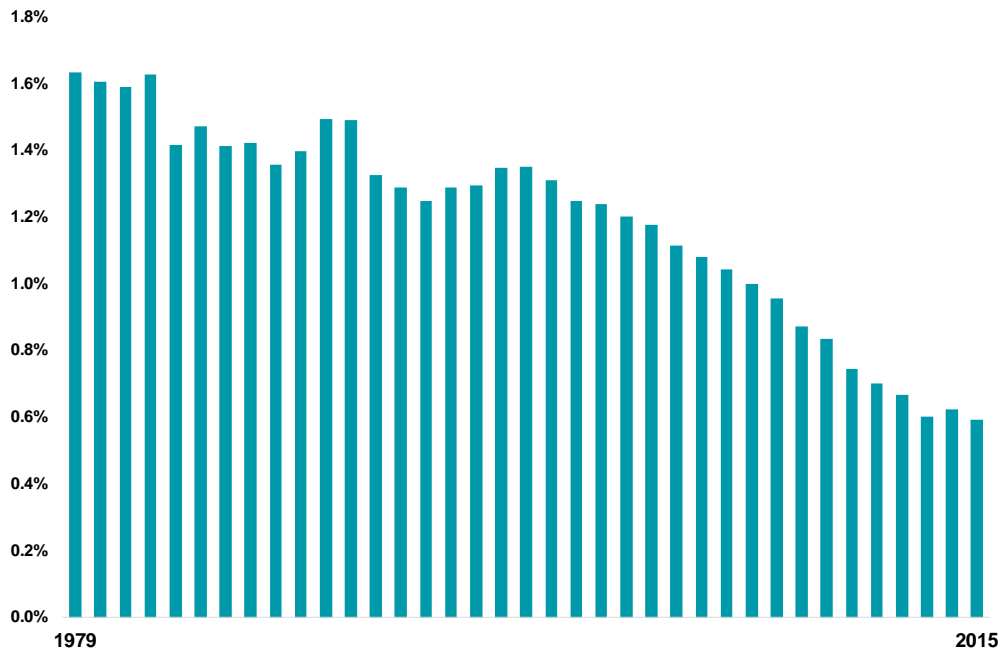
Young car drivers are statistically over-represented in reported road accidents in comparison with older car drivers aged 25 and above.

Over the last thirty years the **proportion of 17-24 year olds on average sustaining a road injury** per year is 1.1 per cent. In contrast, the average for the most recent five years (2011 - 2015) is 0.6 per cent.

In 2015 there were **49 road deaths for every million people aged 17 to 24**. In 1986 the rate was at 204 road deaths per million population aged 17-24.

The overall population of this age group is fairly small (6.4 million) when compared with the child age group (11.9 million). Even though the population of 17-24 year olds is smaller than the child population there are more road deaths. This is due to the fact that young people are more likely to be exposed to road traffic, for instance being a young car driver or cycling on busier roads than a child might.

Chart 9: Proportion of the young person (aged 17-24) population that sustained a road injury, Great Britain: 1979 to 2015



Population: Older people (aged 70 and above)

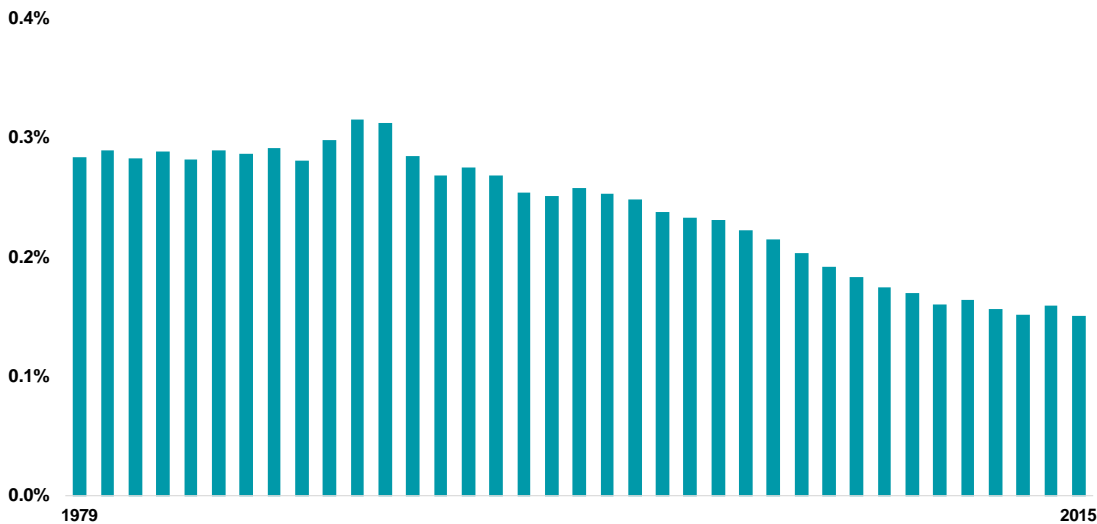
Older motor vehicle drivers (aged 70 and above) were involved in 12 thousand reported road accidents in 2015. In comparison, young motor vehicle drivers (aged 17 to 24) were involved in three times as many accidents (35 thousand). Given this, we would expect many more young driver deaths than older driver deaths. Yet in 2015, there were 144 older motor vehicle driver deaths compared with 199 younger motor vehicle driver deaths; a narrower gap than might have been expected. This could suggest that older people are more likely to die if they are in a road accident. A possible explanation for this is the medical vulnerability of older people and lower abilities to recover from injuries.

The number of older people in Great Britain has increased at the fastest rate of all the age groups we are focusing on, with 1.9 million more people aged 70 or over now than thirty years ago. Despite this increase, overall KSIs for this age group have declined. In 2015 there were 2,579 killed or seriously injured casualties aged 70 or over in reported road accidents. This is a decrease of 55 per cent compared with the levels thirty years ago.

However, the **proportion of those aged 70 or over on average sustaining a road injury** per year has remained approximately the same over the last ten years while other age groups have had a decline. The rapidly increasing population and increased likelihood of this age group to drive and be more active than they were previously may be leading to the slower decline in the casualty figures for this age group compared with the others.

In 2015 there were **45 road deaths for every million people aged 70 and above**. This rate has fallen considerably over the last 30 years, with the rate in 1986 at 170 road deaths per million population.

Chart 10: Proportion of the older person (aged 70 and over) population that sustained a road injury, Great Britain: 1979 to 2015



Driving licences

Estimates from the National Travel Survey suggest that there were 24.3 million **full car driving licence holders in Great Britain** in 1986. Since then licence holders have increased by 54 per cent with 37.3 million drivers holding a valid driving licence in Great Britain in 2015.

Young people aged between 17 and 24, account for around 8 per cent of all full car driving licence holders in Great Britain.

National Travel Survey licence figures for 2015 show that a total of just under 3 million **young people aged 17-24 years** in Great Britain hold a full car driving licence, this is around 46 per cent of all 17-24 year olds. This rate is lower than the 74 per cent of all those aged 17 and over that hold a full car driving licence as younger people are less likely to drive.

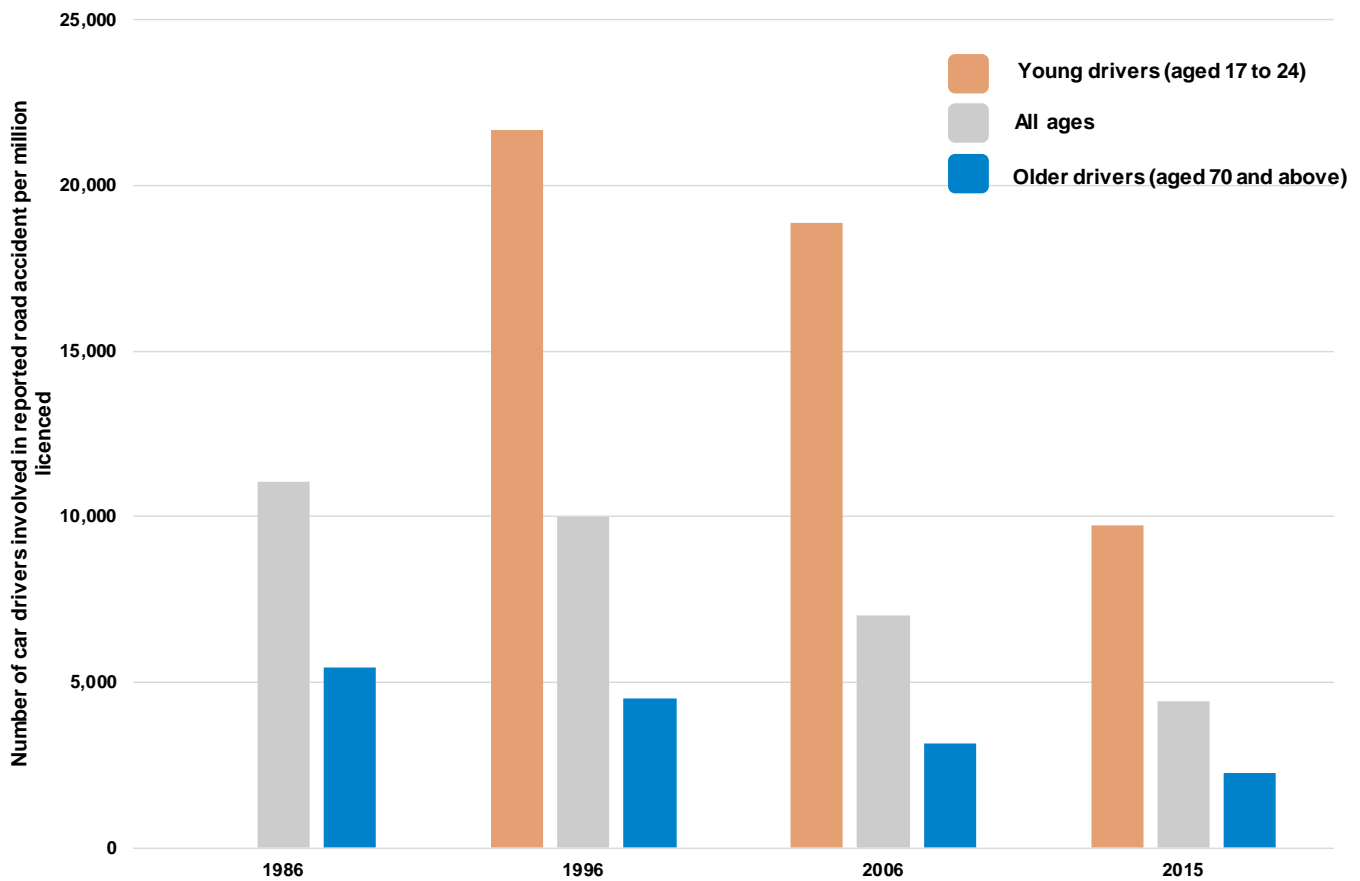
In 2015 there were 9.7 thousand **young car drivers** involved in reported road accidents per million young driver licence holders. This is over double the rate for all Great Britain car drivers (4.4 thousand car drivers involved per million driver licence holders). In 2015 a young car driver drove an average of 2,050 miles per year, 37 per cent lower than the average for all car drivers (3,267 miles). This is further evidence that young drivers are statistically over-represented in reported road accidents.

The number of **fatalities aged 70 and above** has decreased by 65 per cent when compared with levels 30 years ago. In contrast the number of **drivers aged 70 and above** with a full car driving licence has more than tripled over the same period. In 2015 there were 2.3 thousand older car drivers involved in reported road accidents per million older driver licence holders. The National Travel Survey found that a car driver aged 70 or over drove on average 2,197 miles per year. This is 33 per cent lower than the average for all car drivers (3,267 miles).

Further Information

National Travel Survey data on driving licence holding and vehicle availability can be found in [NTS02 tables](#).

Chart 11: Car drivers involved in reported road accidents per million full car driver licence holders by age group, Great Britain

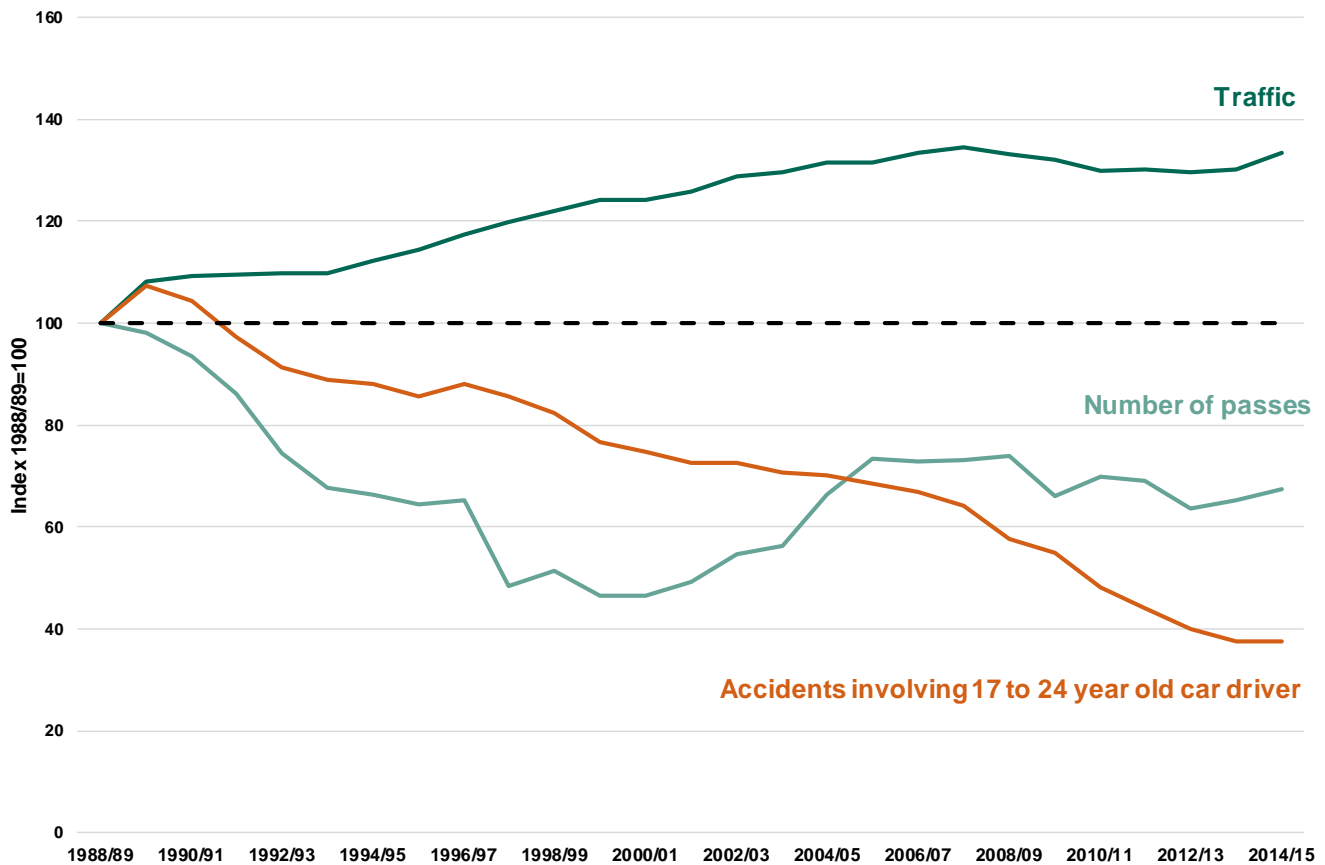


Driving tests and car availability

Despite the fact that **road traffic volumes** and the **percentage of households that own at least one car** have increased, road casualties have generally decreased. Over the last 10 years, approximately 24 to 25 per cent of households did not own a car. Thirty years ago this proportion was 38 per cent and looking back even further to 1961 (when the National Travel Survey was carried out once a decade), 69 per cent of households did not own a car. Despite the fact that the majority of households did not own a car and vehicle miles were around a quarter what they are today in 2015, there were 6,908 road deaths in 1961.

The number of people passing their **practical car driving test** decreased from 1988/89 until the early 2000s. A total of 496 thousand drivers passed their practical driving test in 2000/01, 53 per cent lower than the number in 1988/89. During the same period the volume of traffic increased by 24 per cent with the number of accidents involving 17 to 24 year old car drivers decreasing by 25 per cent. Recently the number of people passing their practical car driving test has remained relatively unchanged with the number of passes ranging from 677 thousand (2012/13) to 744 thousand (2010/11) over the last five years. Drivers aged 17 to 24 accounted for 68 per cent of car practical test passes in 2014/15. Over 2010/11 to 2014/15, accidents involving at least one car driver aged 17 to 24 have decreased by 22 per cent to 27,913.

Chart 12: Traffic volume (vehicle miles), the number of car practical driving test passes and road accidents in which at least one 17 to 24 year old car driver was involved, Great Britain

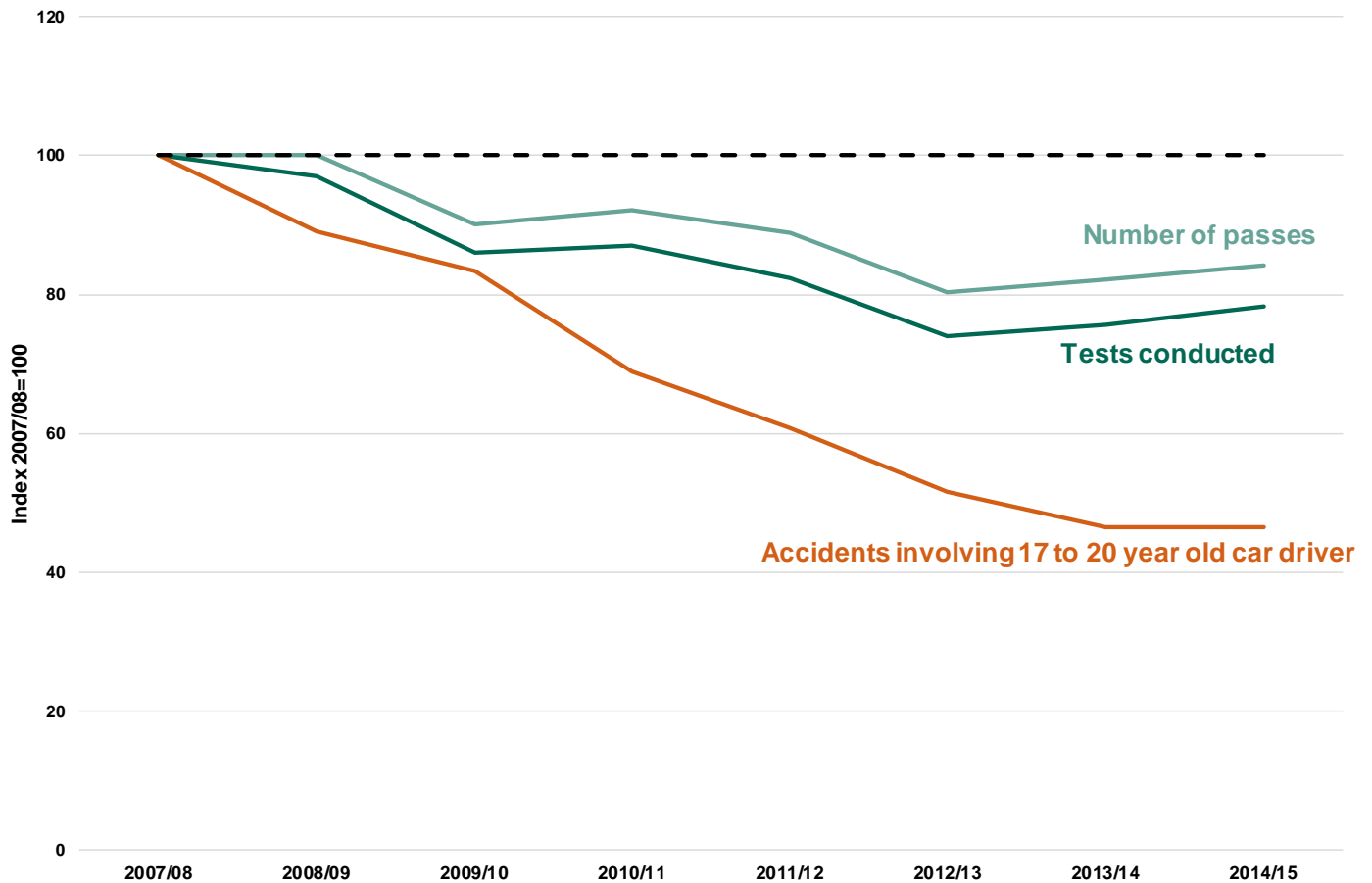


In 2014/15 there were 708 thousand **practical car driving tests undertaken by 17 to 20 year olds**, of which 365 thousand (52 per cent) resulted in a pass. Since 2007/08 the number of tests conducted and passes for 17 to 20 year olds have fallen by 22 and 16 per cent respectively. Over the same period the number of reported road accidents involving a car driver aged 17 to 20 has fallen by 53 per cent to 12,252 in 2014/15. However, the number of this age group taking their test has started to rise very slowly over the past three years (chart 13).

Further Information

Statistics on the number of driving and riding theory and practical tests undertaken in Great Britain: www.gov.uk/government/collections/driving-tests-and-instructors-statistics

Chart 13: Car practical driving tests conducted and passes for 17 to 20 year olds and road accidents in which at least one 17 to 20 year old car driver was involved, Great Britain



GDP and fuel prices

As a country's **economic development** increases, in general, so does its **traffic volume**. Greater traffic volumes can lead to more incidents owing to more vehicle exposure. The main results publication released in June contained some discussion of the impact that economic activity has on road casualties.

Over the last 25 years the **price of premium unleaded petrol** in real terms has increased by 52 per cent (chart 14). National Travel Survey data shows that the average number of trips per person and the average distance travelled per person have fallen in recent years.

In 2015, the average number of trips was 13 per cent lower than in 2002 with the average distance travelled 7 per cent lower than in 2002 (chart 15). A possible explanation for this may be the real term increase in the price of premium unleaded petrol which could be causing people to make fewer trips and travel less distance. However, **vehicle miles** for Great Britain increased in most years throughout the last 25 years though falls were seen in the periods of recession. For instance, between 2007 and 2010, motor vehicle traffic fell for three consecutive years.

Further Information

An OECD report looking at the relationship between economic activity and road casualties can be found at: <http://www.itf-oecd.org/why-does-road-safety-improve-when-economic-times-are-hard>

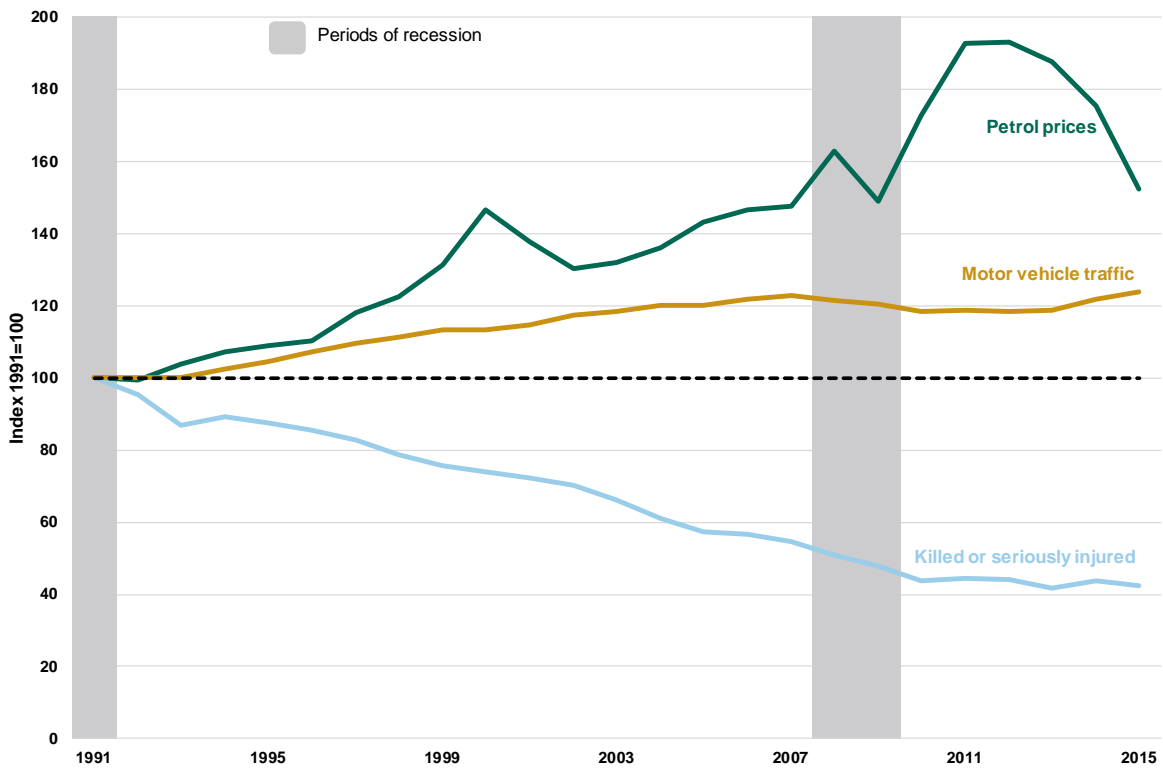
Despite fuel prices potentially reducing trips and distance travelled at an individual level, traffic volumes may still be increasing due to the growth in population and driving licence holding. Therefore fuel prices do not seem to have had a significant effect on traffic volumes outside periods of economic depression. However, this analysis does not look at whether traffic growth has been suppressed by rising fuel prices.

Further Information

National Travel Survey, 2015: www.gov.uk/government/statistics/national-travel-survey-2015

Data on the average number of trips made and distance travelled can be found in [NTS01 tables](#).

Chart 14: Petrol prices¹, motor vehicle traffic and road accidents (Index 1991=100), Great Britain: 1991-2015

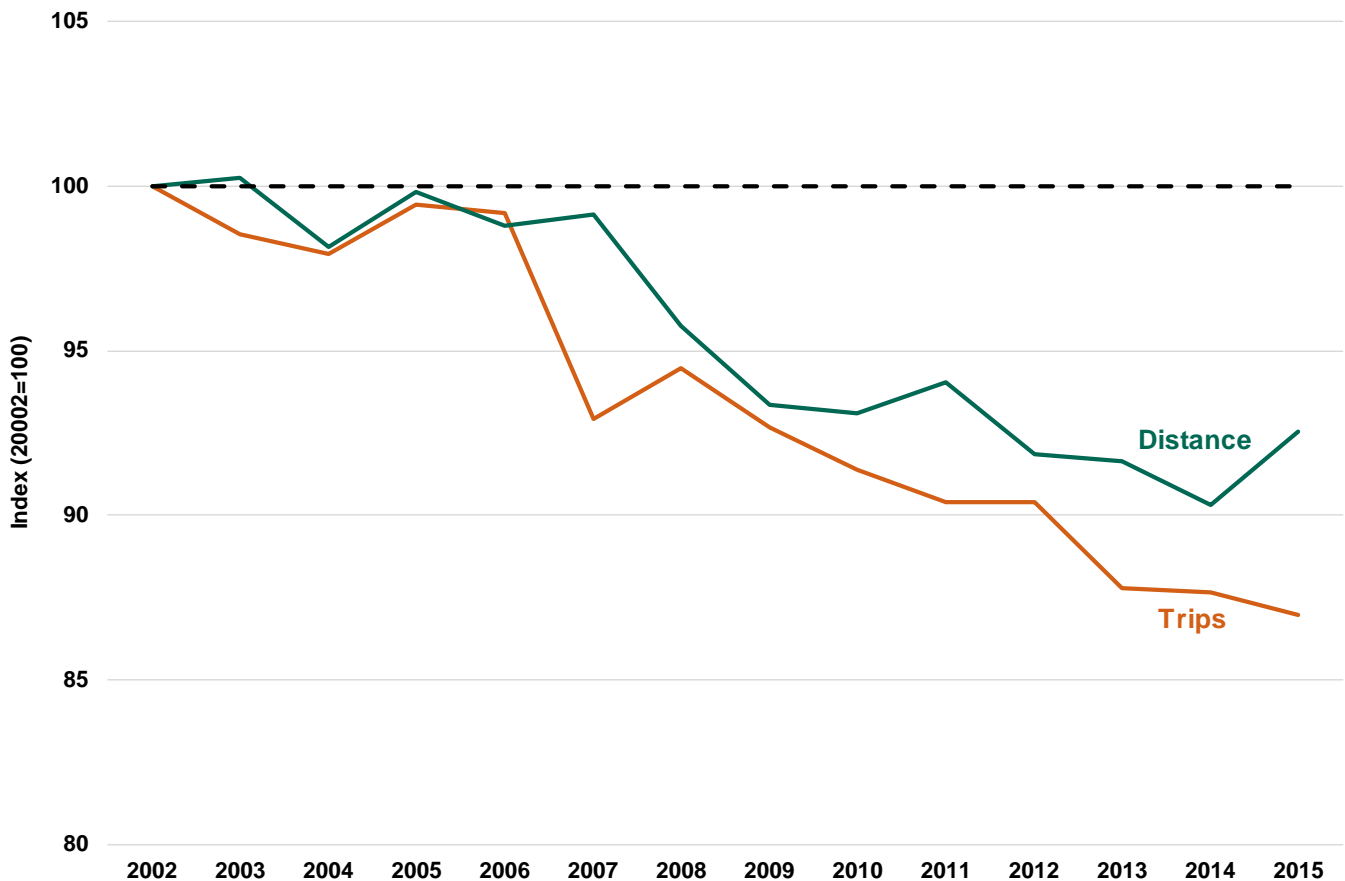


Further Information

Data on monthly and annual prices of road fuels can be found at: www.gov.uk/government/statistical-data-sets/oil-and-petroleum-products-monthly-statistics

¹ Average annual retail price of premium unleaded fuel at 1991 prices. These real prices have been produced using GDP deflator price index.

Chart 15: distance and trips, England: 2002 to 2015



Conclusion

Despite the fact that population, car availability, traffic levels, driving licence numbers and fuel prices have all increased, **reported road casualties have continued to decrease**. This indicates that there are a **number of factors influencing road casualties**, such as better education and improvements to vehicles, that have combined together to improve some aspects of safety on Britain's road. However this does not mean that population, vehicle availability etc have had no effect on casualty numbers. If there had been no road safety interventions it is likely that increases in traffic and population would have led to increases in reported road casualties.

In recent years the number of fatalities on Britain's roads have been stable and **most of the changes relate to random variation**. One interpretation of this could be that the year on year increases in traffic and other factors are masking any recent improvements in road safety.

There is still more work that could be done on all these factors, plus others. The Department for Transport is restricted in the depth of analysis we can carry out owing to availability of resources and access to academic literature. However, if authors of other research on the topic provide links, we will be happy to direct users to the research.



Department for Transport

Estimating clinically seriously injured (MAIS3+) road casualties in the UK

About this article

This article provides provisional estimates of the number of people seriously injured in road traffic accidents in the UK for 1999 to 2015 using a clinical definition. These estimates have been produced using data on road casualties admitted to hospital contained in Hospital Episode Statistics (HES) as well as data on road casualties in road traffic accidents reported to the police (Stats19). This definition is based on the Maximum Abbreviated Injury Scale (MAIS3+).

Updated MAIS3+ estimates as well as further analysis of length of stay in hospital, body region and injury type will be provided in future publications.

In this article

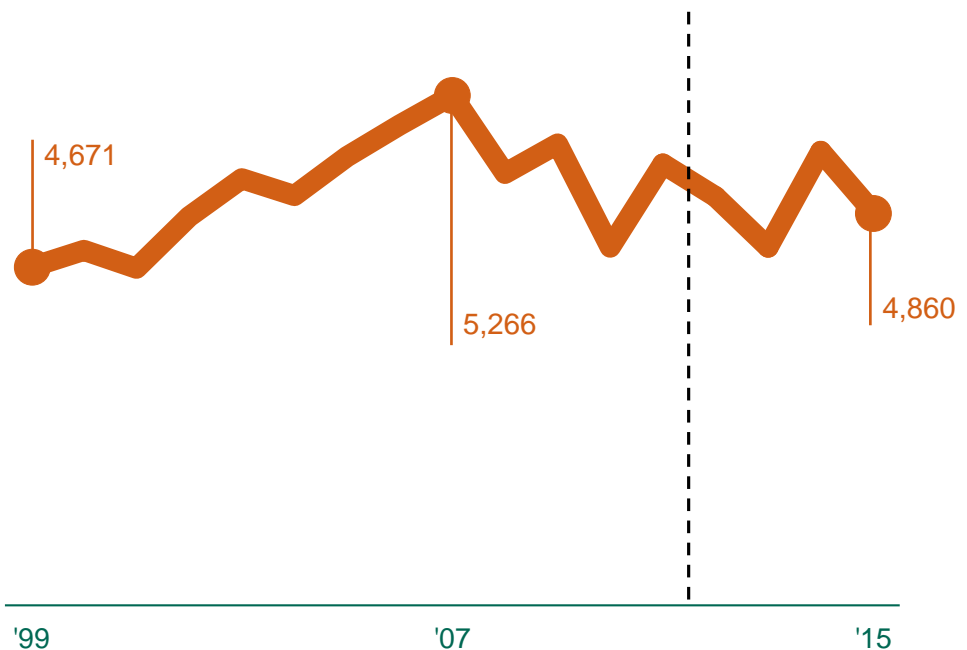
- Analysis [p2](#)
- What is MAIS3+? [p7](#)
- Methodology [p9](#)
- Comparison with police data [p13](#)
- Future work [p14](#)

The estimated number of clinically seriously injured (MAIS3+) casualties in road traffic accidents in the UK has remained relatively unchanged over 1999 to 2015.

What is MAIS3+?

The Abbreviated Injury Scale (AIS) severity score is an ordinal scale of 1 to 6 (1 indicating a minor injury and 6 being maximal). A casualty that sustains an injury with a score of 3 or higher on the AIS is classified as clinically seriously injured (MAIS3+).

Estimated MAIS3+ casualties: UK, 1999-2015



* 2012-2015 MAIS3+ figures have been estimated using police reported casualty data. These figures are currently provisional and will be revised once the Department receives updated hospital data.

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HES data

The Hospital Episode Statistics (HES) inpatient database is compiled by NHS Digital. It contains data on inpatient admissions to hospitals in England. 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). This coding allows inpatients whose injuries have been caused by a road traffic accident to be identified. See [HES data section](#) for more information.

What is MAIS3+?

The Abbreviated Injury Scale (AIS) severity score is an ordinal scale of 1 to 6 (1 indicating a minor injury and 6 being maximal). A casualty that sustains an injury with a score of 3 or higher on the AIS is classified as clinically seriously injured (MAIS3+). The MAIS3+ estimates presented in this article have been produced using data on road casualties admitted to hospital contained in Hospital Episode Statistics (HES) as well as data on road casualties in road traffic accidents reported to the police (Stats19). See [introduction to MAIS3+](#) and [methodology](#) sections for more information.

How does MAIS3+ differ from police-reported data?

The MAIS3+ estimates are based on hospital admissions data sourced from HES. This dataset contains clinical information of the patient's injuries coded to ICD-10. The severity of a patient's injuries is then determined using the patient's ICD-10 codes. The patient's ICD-10 codes are converted to AIS scores using a lookup file. The AIS scores associated with the patient's injuries are then used to determine whether the patient has sustained a MAIS3+ injury.

In contrast, the classification of injury severity in police reported data (Stats19) is based on the judgement of the reporting police officer so is not based on medical expertise. The trend shown in the estimated number of MAIS3+ casualties and the number of police reported seriously injured casualties is different. See [comparison with police reported seriously injured casualties section](#) for more information.

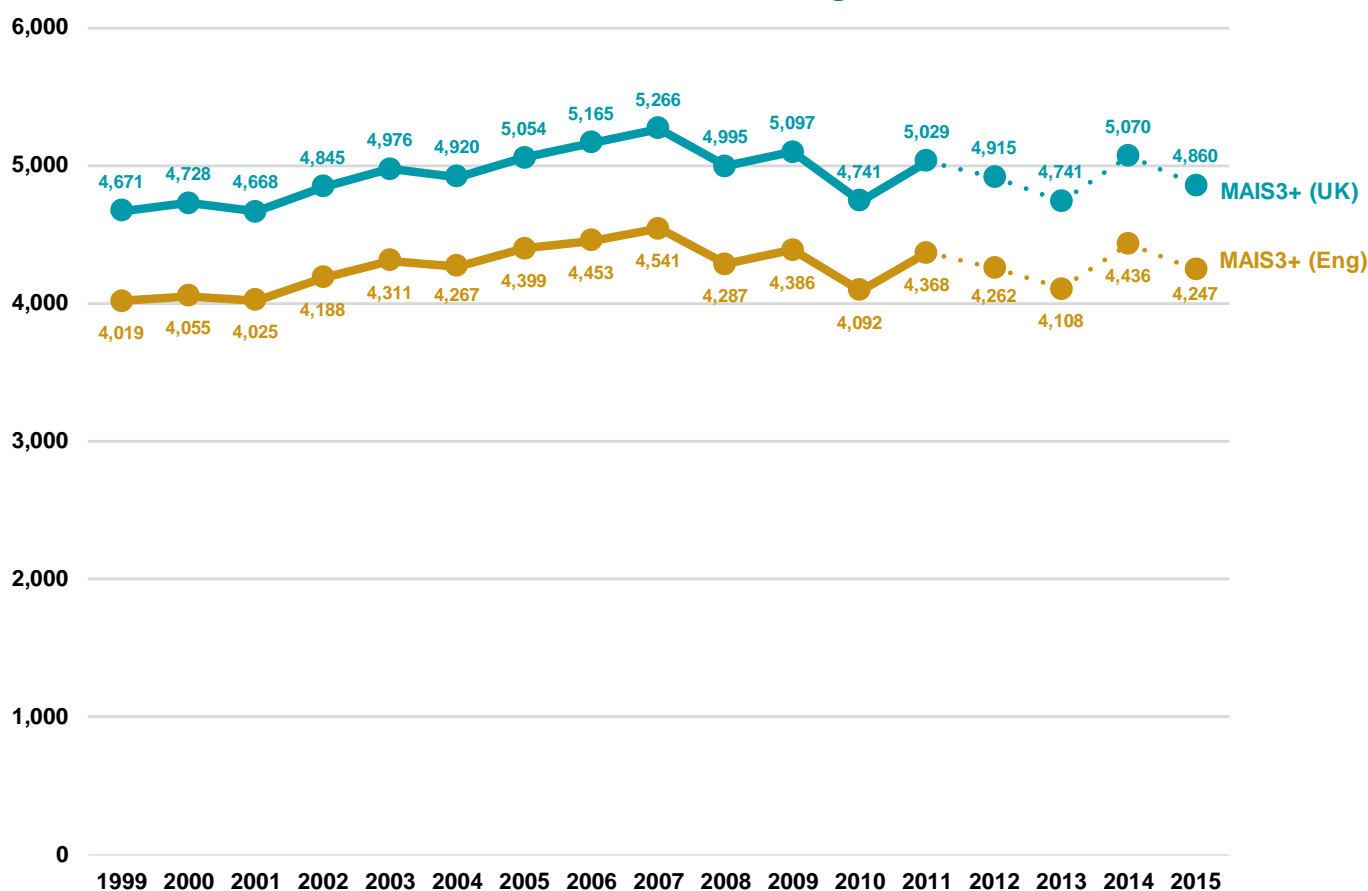
Analysis of MAIS3+ casualties

This report contains the first estimates for the total number of people admitted to hospitals in the United Kingdom with a clinically defined serious injury following a road traffic accident. The figures are based on hospital data from hospitals in England and then have been scaled up to cover Scotland, Wales and Northern Ireland using the police-recorded casualty data. Further information on how the scaling has been carried out can be found in the [methodology section](#).

Chart 1 shows provisional estimates for the number of clinically seriously injured (MAIS3+) road casualties in England and the UK over 1999 to 2015. The key pattern is that the number of MAIS3+ casualties in the UK grew from around 4,700 in 1999 to a peak of just over 5,250 in 2007. There have been some indications that the numbers have dropped slightly since then, albeit with considerable year on year variability. The last year for which we currently have hospital data available is 2011, for which we estimate that there were just over 5,000 MAIS3+ casualties.

The estimates since 2011 are based on police-recorded data for the whole of the UK with a correction factor based on the 2011 hospital data. These figures will be finalised once we receive 2012 to 2015 hospital data from NHS Digital. The figures for this period are therefore subject to additional uncertainty and are provisional at this stage.

Chart 1: Estimated number of MAIS3+ casualties in England and the UK, 1999-2015



* 2012-2015 MAIS3+ figures for England and the UK have been estimated using police reported casualty data plus the 2011 correction factor. These figures are currently provisional and will be revised once the Department receives updated hospital data.

Road user type

Of the estimated number of MAIS3+ casualties for the UK over 1999 to 2011, the majority were **car occupants** (33 per cent), **motorcyclists** (23 per cent) and **pedestrians** (22 per cent). The breakdown is fairly similar to the split by road user type for police reported seriously injured casualties (chart 2). However, **pedal cyclists** account for a higher proportion of the estimated MAIS3+ casualties (14 per cent) than they do for police-reported seriously injured casualties (8 per cent). This difference could be due to the significant **under reporting of non-fatal pedal cyclist casualties** that occurs in the police data.

Of the admissions to hospital over 1999 to 2011 for road traffic accidents where the patient survived or died after 30 days of being admitted in England, 12 per cent were MAIS3+, 69 per cent had a MAIS of 1 or 2 with the remaining 19 per cent having unknown MAIS. However, this differs by road user type (chart 3) with **motorcyclists** having the largest proportion of admissions that were MAIS3+ (15 per cent) and **pedal cyclists** the smallest (9 per cent).

Chart 2: Estimated number of MAIS3+ casualties compared with police-reported seriously injured casualties: UK, 1999-2011

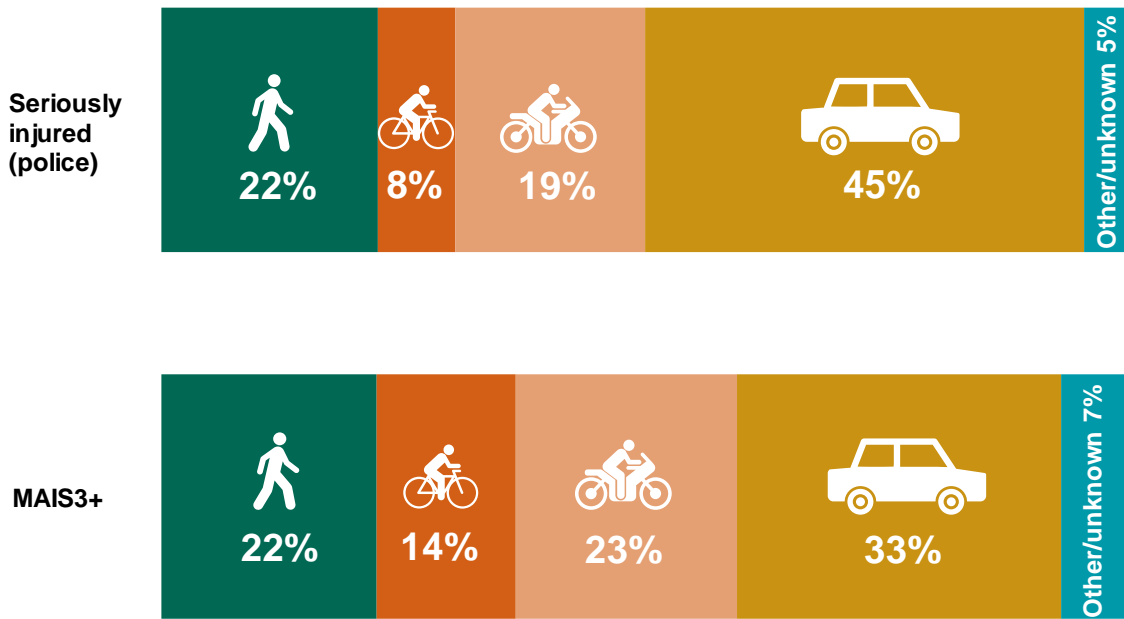
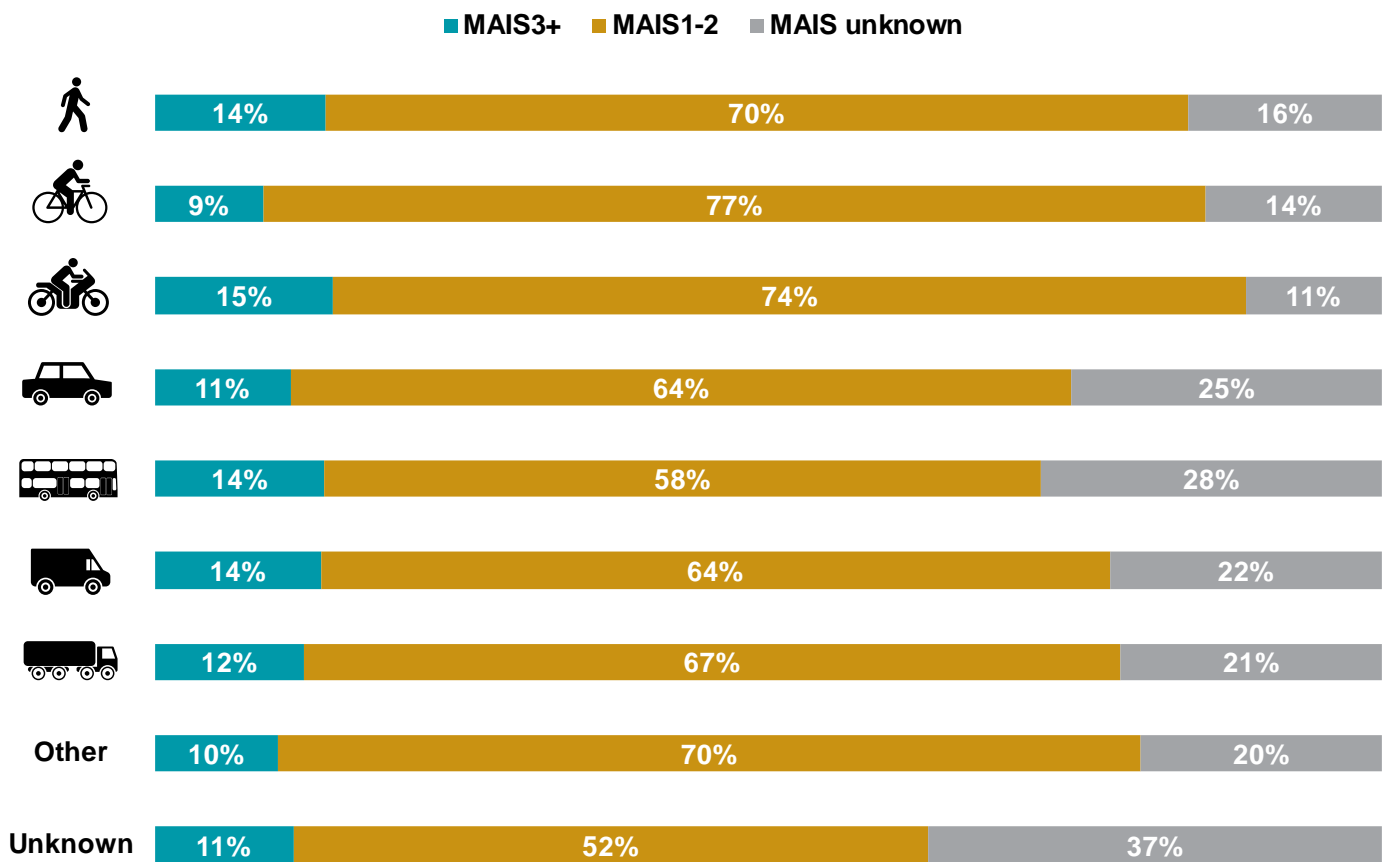
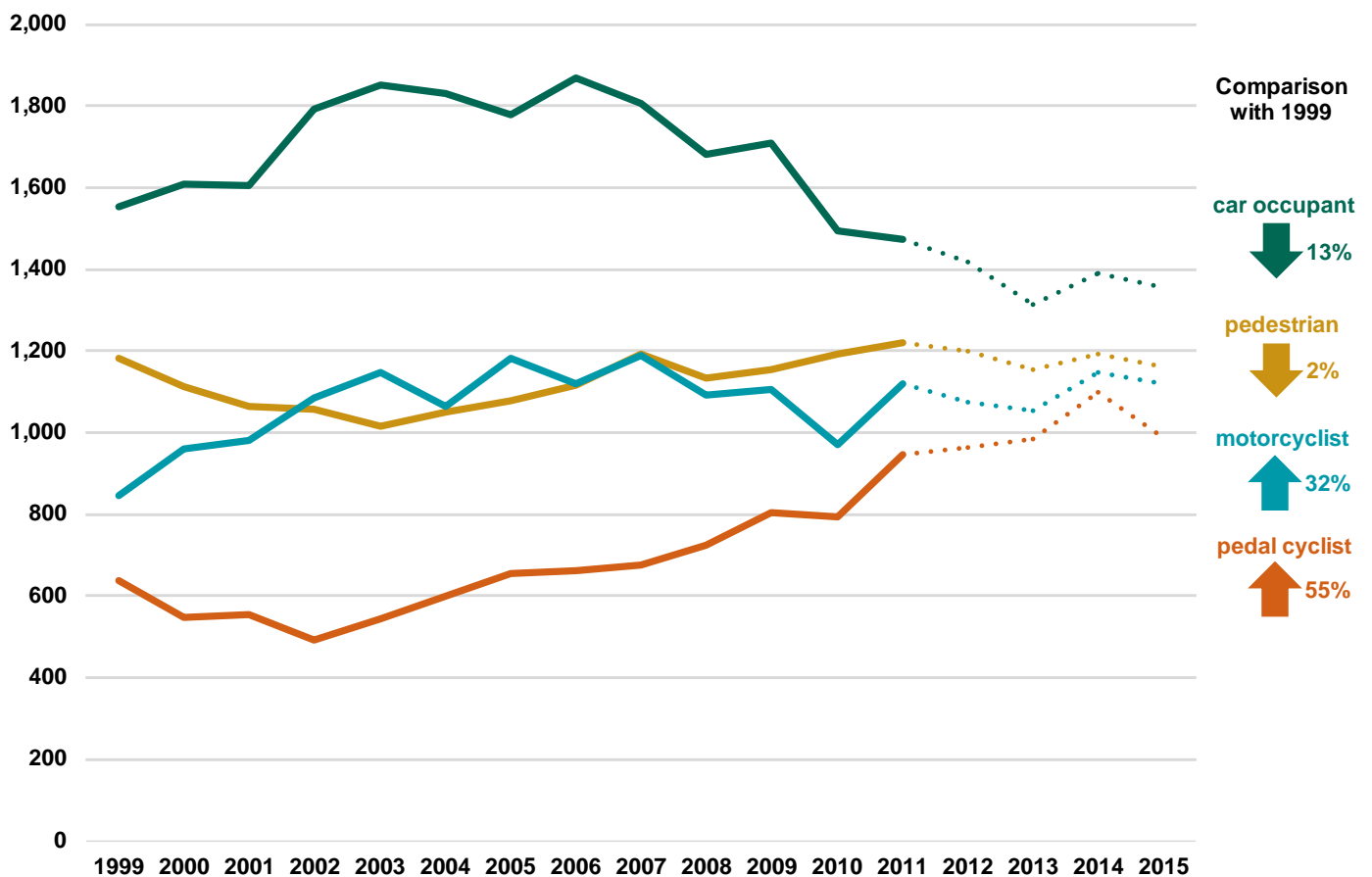


Chart 3: Breakdown by road user type of admissions to hospital for road traffic accidents where the patient survived or died after 30 days of being admitted: England, 1999-2011



The **trend in the estimated number of MAIS3+ casualties differs for the main road user types**. Car occupant MAIS3+ casualties have fallen by 13 per cent over 1999 to 2015 with pedestrian MAIS3+ casualties relatively unchanged over the same period (a 2 per cent decrease). However, there have been large increases in the number of MAIS3+ casualties for pedal cyclists and motorcyclists over 1999 to 2015 (55 per cent and 32 per cent respectively). The increase for pedal cyclists could be explained by the rising volume of cycle traffic (on-road pedal cycle traffic in GB rose by 28 per cent over 1999 to 2015).

Chart 4: Estimated number of MAIS3+ casualties by selected road user types: UK, 1999-2015



* 2012-2015 MAIS3+ figures have been estimated using police reported casualty data. These figures are currently provisional and will be revised once the Department receives updated hospital data.

Age and gender

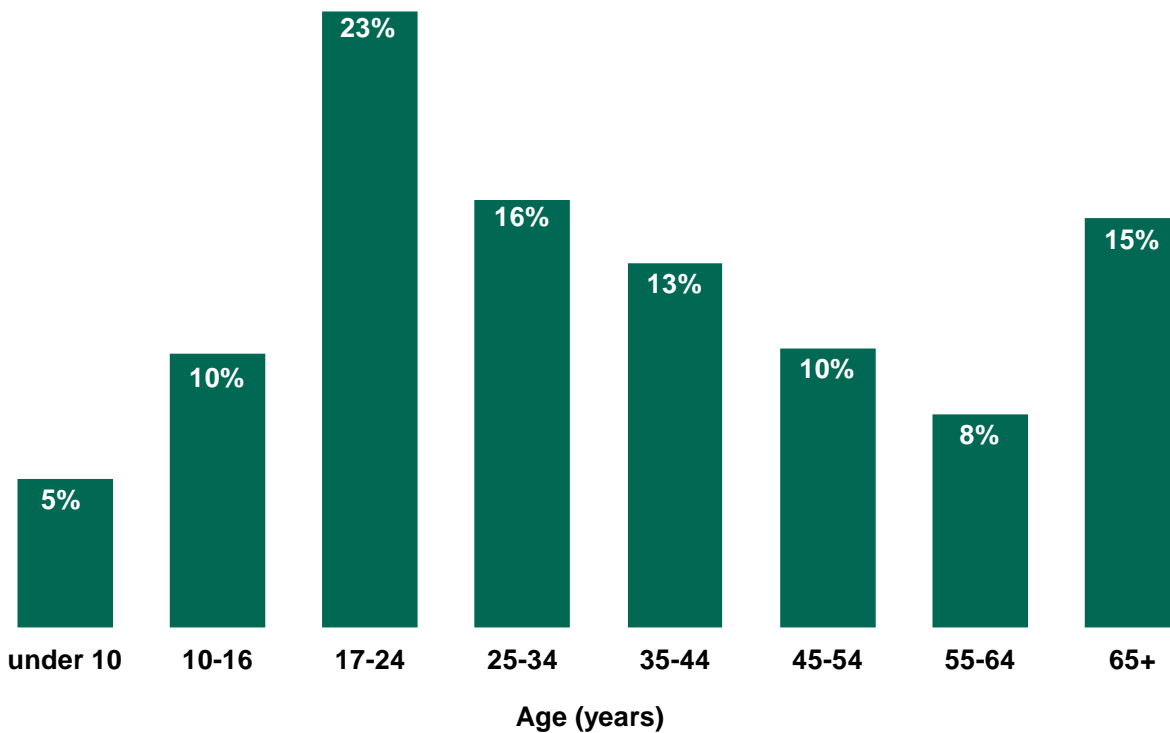
Males accounted for 75 per cent of the estimated number of MAIS3+ casualties in the UK over 1999 to 2011 with people aged 17 to 24 accounting for nearly 25 per cent (chart 5). The high proportion of MAIS3+ casualties which were aged 65 and over (15 per cent) is not surprising given the vulnerability of many people in this age group.

3 in 4

MAIS3+ casualties are male



Chart 5: Estimated number of MAIS3+ casualties by age at start of admission: UK, 1999-2011



Looking at both age and gender, **males aged 17 to 24** accounted for 18 per cent of the estimated MAIS3+ casualties over 1999 to 2011.

Tables

Estimated number of MAIS3+ road casualties, table [RAS55050](#).

HES data

The **Hospital Episode Statistics (HES)** inpatient database is compiled by **NHS Digital**. It contains data on inpatient admissions to hospitals in England. 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)**. This coding allows inpatients whose injuries have been caused by a road traffic accident to be identified. Casualties treated in Accident and Emergency departments who are not subsequently admitted to a hospital bed are not included in the HES inpatient database. 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.

Defining seriously injured casualties

For the purposes of **police-reported accident data (Stats19)**, a **seriously injured casualty** is defined as an injury for which a person is detained in hospital as an inpatient, 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. The police classify the severity of a casualty using information available within a short time of the accident (often at the scene). Therefore the classification of severity will generally not reflect the results of a medical examination or medical expertise. This means that there can be misclassifications of seriously and slightly injured casualties in the Stats19 data (i.e. seriously injured casualties that are classified as slightly injured and vice versa) which makes monitoring of the number of seriously injured casualties difficult. This approach is taken elsewhere in Europe resulting in similar misclassifications. As a result, the European Commission has asked countries to make use of hospital data to estimate the number of seriously injured road casualties using the **MAIS3+ indicator**.

Further information

More information on Hospital Episode Statistics can be found at: digital.nhs.uk/hes

More information on the International Classification of Diseases 10th revision (ICD-10) can be found at: apps.who.int/classifications/icd10/browse/2016/en#!/IX

Definitions

A full list of the definitions used in Stats19 data can be found at: www.gov.uk/government/uploads/system/uploads/attachment_data/file/462818/reported-road-casualties-gb-notes-definitions.pdf

MAIS3+ casualties

The **Abbreviated Injury Scale (AIS)** severity score is an ordinal scale of 1 to 6 (1 indicating a minor injury and 6 being maximal) developed by the **Association for the Advancement of Automotive Medicine**. An AIS score of 9 is used to describe injuries where not enough information is available for more detailed coding. The **Maximum Abbreviated Injury Scale (MAIS)** is the AIS score of the most severe injury that a patient sustains. For instance, if a patient has one injury with an AIS score of 2 (moderate) and another with an AIS of 4 (severe) then their MAIS score is 4. Patients with a MAIS of 3 or above (MAIS3+) are considered to be clinically seriously injured.

Table 1: Abbreviated Injury Scale

AIS-Code	Injury	Example
1	Minor	superficial laceration
2	Moderate	fractured sternum
3	Serious	open fracture of humerus
4	Severe	perforated trachea
5	Critical	ruptured liver with tissue loss
6	Maximum	total severance of aorta
9	Not further specified	

Further information

More information on the AIS can be found at: www.aaam.org/about-ais.html

AIS scores are based on the **'threat to life'** associated with an injury. For injuries with an AIS score of 6 the probability of death is 100 per cent which makes them virtually unsurvivable. However, in some cases patients can sustain injuries such as a traumatic brain injury with an AIS of 6 but still survive.

Preliminary guidelines for countries to estimate the number of seriously injured road casualties (MAIS3+) have been developed by the **European Commission** (www.safetycube-project.eu/safetycube-workshop-on-serious-road-injuries-the-hague-may-2016/). These guidelines have been applied to HES data in order to produce provisional estimates of MAIS3+ casualties for the UK over 1999 to 2015.

Methodology for estimating MAIS3+ casualties

Patients who have an **external cause of injury relating to a road transport accident** (codes V01 to V89, excluding V81) were extracted from the HES inpatient database over 1999 to 2011. These patients were then further filtered to exclude accidents that did not occur on the public highway. In addition patients that were recorded as having died within 30 days of being admitted to hospital were excluded. However, to be consistent with the Stats19 seriously injured definition, patients that died after 30 days of being admitted to hospital were included.

Admission records in HES data are based on **periods of care ('episodes')** under a particular consultant, so patients can be counted more than once (e.g. if they transfer to another consultant). Episodes join together to form 'spells', with each spell representing care under one hospital provider.

A single patient may therefore have more than one episode (or spell) of care arising from a single accident. Therefore some **data cleaning (de-duplication)** was required to identify records relating to the same patient and the same accidents. However, there is also the possibility that a patient may have multiple admissions as a result of involvement in more than one accident. Multiple admissions from a single accident were reduced to a single record where possible, but multiple admissions for more than one accident were not.

This **de-duplication** was carried out by first grouping together all episodes for the same patient by chronological order of episode start date. If there were more than 14 days between the end of one episode and the start of the next, then this was assumed to be related to two separate accidents. For the MAIS3+ estimate, only the episode with the earliest date was selected for each accident. Table 1 below shows the number of records in the hospital data file before and after this de-duplication process.

This filtered data set represents the number of **admissions to hospital for road traffic accidents where the patient either survived or died after 30 days of being admitted to hospital** (see table 2). Please note that the year of the admission date may not correlate exactly with the year of the accident date e.g. a person admitted to hospital on 01/01/2010 for an accident on 31/12/2009 will be included in 2010.

Table 2: Admissions to hospital for road traffic accidents where the patient survived or died after 30 days of being admitted: England, 1999-2011

Year of admission	HES records	Admissions ¹
1999	39,118	35,346
2000	38,425	34,673
2001	38,042	34,317
2002	36,853	33,849
2003	37,986	35,555
2004	38,539	36,324
2005	40,960	38,617
2006	39,844	37,393
2007	39,368	37,027
2008	37,906	35,736
2009	39,010	36,874
2010	36,192	34,369
2011	37,008	35,471

**includes a small number of admissions where patient died after 30 days of being admitted*

1. After de-duplication

Under each episode, a **patient can have up to 20 diagnoses relating to their condition**. A lookup file has been developed by the Advancement of Automotive Medicine to determine the AIS score for ICD-10 codes relating to consequences of external causes (S and T codes). This lookup file was used to determine the AIS score for each of the patient's diagnoses. This enabled the number of MAIS3+ admissions to hospital for road traffic accidents where the patient survived or died after 30 days of being admitted to be estimated (referred to as MAIS3+ casualties for the rest of the document). However, it was not always possible to determine the MAIS score for admissions which had S or T ICD-10 codes which could not be matched to the lookup file or the AIS was indeterminable from the lookup. These cases were categorised as unknown. Each admission was assigned to a MAIS category as follows:

- MAIS3+ if any of the patient's S or T ICD-10 codes were AIS 3 or above
- MAIS<3 if all of the patient's S or T ICD-10 codes were AIS1-2
- Unknown if all of the patient's S or T ICD-10 codes were unknown
- Unknown if none of the patient's S or T ICD-10 codes were AIS 3 or above and at least one of the S or T ICD-10 codes was unknown

The table below gives the **estimated number of MAIS3+ casualties in England**. For instance, of the 35,471 admissions for road traffic accidents where the patient survived or died after 30 days of being admitted in 2011, 4,368 were MAIS 3 or above (MAIS3+).

Table 3: Admissions to hospital for road traffic accidents where the patient survived or died after 30 days of being admitted: England, 1999-2011

Year of admission	HES records	Admissions ¹	MAIS3+	% of admissions
1999	39,118	35,346	4,019	11.4%
2000	38,425	34,673	4,055	11.7%
2001	38,042	34,317	4,025	11.7%
2002	36,853	33,849	4,188	12.4%
2003	37,986	35,555	4,311	12.1%
2004	38,539	36,324	4,267	11.7%
2005	40,960	38,617	4,399	11.4%
2006	39,844	37,393	4,453	11.9%
2007	39,368	37,027	4,541	12.3%
2008	37,906	35,736	4,287	12.0%
2009	39,010	36,874	4,386	11.9%
2010	36,192	34,369	4,092	11.9%
2011	37,008	35,471	4,368	12.3%

**includes small number of admissions where patient died after 30 days of being admitted.*

1. After de-duplication

Estimating MAIS3+ casualties for the UK

The HES data collated by **NHS Digital** covers England only and the Department does not have access to equivalent data for Scotland, Wales or Northern Ireland. Estimates for MAIS3+ casualties in the **UK** were derived by **applying correction factors to UK police recorded seriously injured and slightly injured road casualties**. These correction factors were calculated from the ratio between the estimated number of MAIS3+ casualties and the number of injured casualties in England from Stats19 data. The correction factors were calculated for each combination of the following variables: year, gender, age group and road user type. The estimated number of MAIS3+ casualties in England and the UK is shown in [chart 1](#) for 1999 to 2011. As an example, there were an estimated 5,029 MAIS3+ casualties in the UK in 2011, scaled up from an estimated 4,368 for England. The equation below gives the estimated number of MAIS3+ casualties in the UK for each combination of year, gender, age group and road user type:

$$MAIS3_{+y,g,a,u}^{UK} = \frac{MAIS3_{+y,g,a,u}^{Eng}}{C_{y,g,a,u}^{Eng}} \times C_{y,g,a,u}^{UK}$$

$MAIS3_{+y,g,a,u}^{UK}$ is the number of MAIS3+ casualties in the UK for the given year, gender, age group and road user type to be estimated

$MAIS3_{+y,g,a,u}^{Eng}$ is the number of MAIS3+ casualties in England for the given year, gender, age group and road user type

$C_{y,g,a,u}^{Eng}$ is the number of police-reported seriously and slightly injured casualties in England for the given year, gender, age group and road user type

$C_{y,g,a,u}^{UK}$ is the number of police-reported seriously and slightly injured casualties in the UK for the given year, gender, age group and road user type

For instance, in 2011 there were an estimated 255 MAIS3+ **male car occupants aged 17-24** in England. There were 13,934 of this group injured in the police-reported data in England and 16,715 in the UK. Therefore, the estimated number of MAIS3+ male car occupants aged 17-24 in the UK is calculated as follows:

$$MAIS3+ = \frac{255}{13,934} \times 16,715 = 306$$

Aggregating the estimated MAIS3+ for each year, gender, age group and road user type combination gives an overall **MAIS3+ casualty estimate for the UK** in 2011 of 5,029.

The Department only has access to hospital data for England over the period 1999 to 2011. However, police reported casualty data for the UK is available for 2012 to 2015. The number of **MAIS3+ casualties in the UK and England for 2012 to 2015 were estimated** by applying the same ratio of MAIS3+ to police reported injured casualties for the combinations of gender, age group and road user type over 2012 to 2015 as occurred in 2011.

Uncertainty

There is uncertainty in the 1999 to 2011 estimates of UK MAIS3+ casualties as we have **assumed the same ratio of MAIS3+ casualties to police reported injured casualties** for each combination of gender, age group and road user type in Wales, Scotland and Northern Ireland as occurred in England. These ratios may differ between countries due to differences in population and traffic levels. Due to the absence of hospital data for 2012 to 2015 the UK MAIS3+ casualty estimates for these years are even more uncertain. The ratio of MAIS3+ to police reported injured casualties for the combinations of gender, age group and road user type over 2012 to 2015 may not necessarily be the same as in 2011. However, **other European countries have adopted a similar methodology**. In Belgium hospital data over 2009 to 2011 has been used to estimate the number of MAIS3+ road casualties over 2005 to 2013.

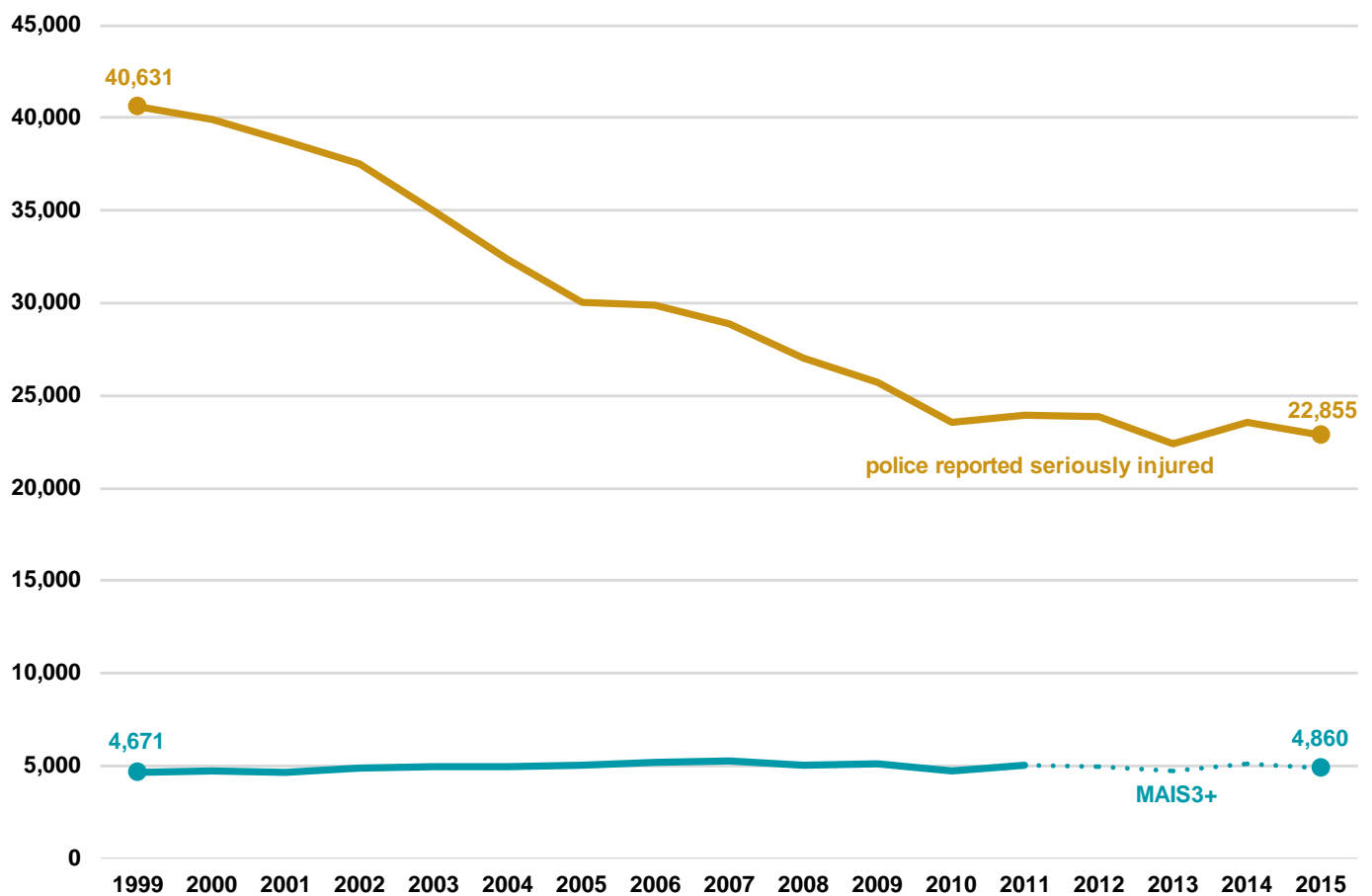
Further information

More information on the Belgium methodology for estimating MAIS3+ road casualties can be found [here](#).

Comparison with police reported seriously injured casualties

The **estimated number of MAIS3+ casualties in the UK is lower than the number of seriously injured casualties reported in police data**. As an example, in 2015 there were an estimated 4,860 MAIS3+ casualties in the UK compared with 22,855 seriously injured casualties reported in police data in the UK. This is likely to be due to MAIS3+ capturing more severe injuries than the definition of serious injury in police reported data. In addition, a number of patients admitted to hospital will not have injuries severe enough to be classified as MAIS3+.

Chart 6: Estimated MAIS3+ casualties compared with police reported seriously injured casualties: UK, 1999-2015



* 2012-2015 MAIS3+ figures have been estimated using police reported casualty data. These figures are currently provisional and will be revised once the Department receives updated hospital data.

The **estimated number of MAIS3+ casualties in the UK also shows a different trend to the number of seriously injured casualties reported in police data**. The estimated number of MAIS3+ casualties has remained relatively unchanged over 1999 to 2015. However, the number of seriously injured casualties reported in police data has fallen by 44 per cent over the same period. By definition MAIS3+ includes very severe injuries such as traumatic brain injuries whereas the definition of a serious injury in police data can include more moderate injuries such as severe cuts which do not require admission to hospital. It may be that the number of 'more moderate' serious

injuries in road traffic accidents are falling but severe injuries, i.e. those classified as MAIS3+, are not. Improved emergency department care may also be contributing to more patients with severe injuries surviving to hospital admission.

The decline in police reported seriously injured casualties could also be explained by **fewer serious injuries being reported to the police** each year. This implies that under reporting may be an increasing problem. More research is needed to understand if this is the case.

Further information

The Department has previously undertaken work to link police recorded Stats19 data to HES data. Further information can be found at: www.gov.uk/government/uploads/system/uploads/attachment_data/file/230598/hes-linkage.pdf

Future work on MAIS3+

There are a number of areas of work which the Department will take forward in this area:

- We are currently working with NHS Digital to get access to HES data for 2012 to 2015 and onwards in the future. The provisional figures will be revised with the new data and the tables will be updated with post-2015 data in the future.
- The estimates for the UK are currently based on the ratio between MAIS3+ and police-recorded casualties in England, applied to the police-recorded casualties in Scotland, Wales and Northern Ireland. This includes an assumption that the ratio remains true in all four countries. We will work with the devolved governments to explore getting access to hospital data for all four countries, thereby removing the need for a correction factor.
- The ICD-10 codes are currently converted to AIS scores using a lookup provided by the European Commission. Member States are aware that the lookup is missing some codes used in Europe, so we expect to receive a new version of the lookup in the future. This will allow us to get a MAIS score for some of the currently unscored casualties.
- The EC lookup is a binary system: it only indicates whether each diagnostic code is MAIS3+ or not. Ideally the lookup will be expanded to give individual AIS scores of 1 to 6. If and when this is made available we will be able to produce statistics based on other MAIS thresholds.

RAS10

Reported personal injury road accidents

Table RAS10001

Reported accidents by speed limit, road class and severity, Great Britain, 2015

Type of road	Number/percentage change compared to 2014								
	Fatal		Serious		Slight		All accidents		Road traffic ¹
	Number	% change	Number	% change	Number	% change	Number	% change	% change
Motorways	96	13	616	4	4,838	-2	5,550	-1	3
Built-up roads									
20 mph ²	12	-57	644	31	3,635	25	4,291	26	..
30 mph	523	-11	11,494	-4	77,532	-6	89,549	-6	..
40 mph	186	38	1,771	-3	9,772	-2	11,729	-2	..
All built-up roads	721	-4	13,909	-2	90,939	-5	105,569	-4	..
Non built-up roads									
50 mph	114	-9	847	-10	4,341	-3	5,302	-4	..
60 mph	576	-2	3,965	-4	14,441	-5	18,982	-5	..
70 mph	109	-2	701	-9	3,842	-5	4,652	-6	..
All non built-up roads	799	-3	5,513	-5	22,624	-5	28,936	-5	..
Major roads ³	1,015	1	9,468	-4	59,347	-5	69,830	-5	2
Minor roads ⁴	601	-8	10,570	-2	59,055	-4	70,226	-4	1
All roads ⁵	1,616	-3	20,038	-3	118,402	-5	140,056	-4	2

1 Motor vehicle traffic only.

2 The amount of road under each speed limit changes between years as highways authorities manage their network.

Some of the year-on-year changes in this table will relate to increases / decreases in the length of the road with the given speed limit. This is particularly the case with roads limited to 20 mph which are likely to have increased significantly in recent years. The Department is considering the best way to measure the change in the amount of roads limited to 20 mph.

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

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

5 Includes unknown road class and speed limit.

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[Notes & Definitions](#)

Source: STATS19, DfT National Road Traffic Survey

Last updated: 29 September 2016

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The figures in this table are National Statistics

RAS10002

Reported accidents and accident rates by road class and severity, Great Britain, 2010-14 average, 2008 - 2015

	Number of accidents/rate per billion miles								
	2010-14 average	2008	2009	2010	2011	2012	2013	2014	2015
Urban roads^{2,3}									
A roads									
Fatal	295	420	374	307	330	289	262	287	296
Fatal and serious	5,413	6,149	5,656	5,391	5,718	5,636	5,092	5,230	4,964
All severities	42,577	47,207	45,473	43,697	44,016	42,206	40,050	42,916	40,402
Rate	861	941	902	875	885	862	819	862	806
Other roads⁴									
Fatal	290	412	347	265	294	327	258	304	281
Fatal and serious	7,171	7,952	7,448	6,943	7,265	7,529	6,864	7,253	7,128
All severities	52,565	60,354	58,108	54,853	54,337	52,174	49,085	52,376	50,718
Rate	800	882	861	841	828	789	755	786	763
All urban roads⁵									
Fatal	585	832	721	572	624	616	520	591	577
Fatal and serious	12,584	14,101	13,104	12,334	12,983	13,165	11,956	12,483	12,092
All severities	95,142	107,561	103,581	98,550	98,353	94,380	89,135	95,292	91,120
Rate	826	907	879	856	853	820	782	819	781
Rural roads^{2,3}									
A roads									
Fatal	650	858	790	657	711	607	643	630	623
Fatal and serious	4,888	5,604	5,559	4,931	5,036	4,751	4,740	4,983	4,807
All severities	25,339	29,627	28,676	26,577	25,873	24,960	24,373	24,912	23,878
Rate	289	334	325	306	295	286	279	279	261
Other roads⁴									
Fatal	359	515	432	389	370	334	348	352	320
Fatal and serious	4,053	4,907	4,593	4,125	4,062	3,996	3,895	4,188	4,043
All severities	21,015	26,144	24,654	22,787	21,429	20,616	19,755	20,488	19,508
Rate	494	591	573	530	512	504	469	459	429
All rural roads⁵									
Fatal	1,008	1,373	1,222	1,046	1,081	941	991	982	943
Fatal and serious	8,941	10,511	10,152	9,056	9,098	8,747	8,635	9,171	8,850
All severities	46,354	55,771	53,330	49,364	47,302	45,576	44,128	45,400	43,386
Rate	356	419	406	380	365	355	341	339	317
All roads⁵									
Motorways									
Fatal	93	136	114	113	92	80	97	85	96
Fatal and serious	686	848	798	781	702	626	641	680	712
All severities	5,792	7,249	6,643	6,500	5,819	5,615	5,397	5,630	5,550
Rate	92	117	107	107	94	90	85	87	83
A roads									
Fatal	945	1,278	1,164	964	1,041	896	905	917	919
Fatal and serious	10,302	11,755	11,215	10,322	10,754	10,387	9,832	10,213	9,771
All severities	67,916	76,839	74,149	70,274	69,889	67,166	64,423	67,828	64,280
Rate	495	553	534	513	508	493	473	488	454
Other roads⁴									
Fatal	648	927	779	654	664	661	606	656	601
Fatal and serious	11,224	12,859	12,041	11,068	11,327	11,525	10,759	11,441	11,171
All severities	73,580	86,503	82,762	77,640	75,766	72,790	68,840	72,864	70,226
Rate	680	768	749	717	705	680	642	655	627
Total⁵									
Fatal	1,686	2,341	2,057	1,731	1,797	1,637	1,608	1,658	1,616
Fatal and serious	22,212	25,462	24,054	22,171	22,783	22,538	21,232	22,334	21,654
All severities	147,288	170,591	163,554	154,414	151,474	145,571	138,660	146,322	140,056
Rate	478	543	526	504	494	476	452	464	438

1 Figures have been rounded to the nearest whole number.

2 Excludes motorways.

3 See urban and rural definitions.

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

5 Includes cases where road class was not reported.

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[Notes & Definitions](#)

Source: DfT STATS19, DfT National Road Traffic Survey
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The figures in this table are National Statistics

RAS10002

Reported accidents and accident rates by road class and severity, Great Britain, 2010-14 average, 2008 - 2015

	Number of accidents/rate per billion kilometres								
	2010-14 average	2008	2009	2010	2011	2012	2013	2014	2015
Urban roads^{2,3}									
A roads									
Fatal	295	420	374	307	330	289	262	287	296
Fatal and serious	5,413	6,149	5,656	5,391	5,718	5,636	5,092	5,230	4,964
All severities	42,577	47,207	45,473	43,697	44,016	42,206	40,050	42,916	40,402
Rate	520	585	561	544	550	536	509	536	501
Other roads⁴									
Fatal	290	412	347	265	294	327	258	304	281
Fatal and serious	7,171	7,952	7,448	6,943	7,265	7,529	6,864	7,253	7,128
All severities	52,565	60,354	58,108	54,853	54,337	52,174	49,085	52,376	50,718
Rate	476	548	535	522	515	490	469	489	474
All urban roads⁵									
Fatal	585	832	721	572	624	616	520	591	577
Fatal and serious	12,584	14,101	13,104	12,334	12,983	13,165	11,956	12,483	12,092
All severities	95,142	107,561	103,581	98,550	98,353	94,380	89,135	95,292	91,120
Rate	513	564	546	532	530	510	486	509	485
Rural roads^{2,3}									
A roads									
Fatal	650	858	790	657	711	607	643	630	623
Fatal and serious	4,888	5,604	5,559	4,931	5,036	4,751	4,740	4,983	4,807
All severities	25,339	29,627	28,676	26,577	25,873	24,960	24,373	24,912	23,878
Rate	177	207	202	190	183	178	173	173	162
Other roads⁴									
Fatal	359	515	432	389	370	334	348	352	320
Fatal and serious	4,053	4,907	4,593	4,125	4,062	3,996	3,895	4,188	4,043
All severities	21,015	26,144	24,654	22,787	21,429	20,616	19,755	20,488	19,508
Rate	303	367	356	329	318	313	291	285	267
All rural roads⁵									
Fatal	1,008	1,373	1,222	1,046	1,081	941	991	982	943
Fatal and serious	8,941	10,511	10,152	9,056	9,098	8,747	8,635	9,171	8,850
All severities	46,354	55,771	53,330	49,364	47,302	45,576	44,128	45,400	43,386
Rate	221	260	252	236	227	221	212	211	197
All roads⁵									
Motorways									
Fatal	93	136	114	113	92	80	97	85	96
Fatal and serious	686	848	798	781	702	626	641	680	712
All severities	5,792	7,249	6,643	6,500	5,819	5,615	5,397	5,630	5,550
Rate	58	72	67	66	58	56	53	54	52
A roads									
Fatal	945	1,278	1,164	964	1,041	896	905	917	919
Fatal and serious	10,302	11,755	11,215	10,322	10,754	10,387	9,832	10,213	9,771
All severities	67,916	76,839	74,149	70,274	69,889	67,166	64,423	67,828	64,280
Rate	302	344	332	319	316	306	294	303	282
Other roads⁴									
Fatal	648	927	779	654	664	661	606	656	601
Fatal and serious	11,224	12,859	12,041	11,068	11,327	11,525	10,759	11,441	11,171
All severities	73,580	86,503	82,762	77,640	75,766	72,790	68,840	72,864	70,226
Rate	409	477	465	446	438	423	399	407	390
Total⁵									
Fatal	1,686	2,341	2,057	1,731	1,797	1,637	1,608	1,658	1,616
Fatal and serious	22,212	25,462	24,054	22,171	22,783	22,538	21,232	22,334	21,654
All severities	147,288	170,591	163,554	154,414	151,474	145,571	138,660	146,322	140,056
Rate	292	338	327	313	307	296	281	289	272

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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The figures in this table are National Statistics

RAS10003

Reported accidents by road class, speed limit and severity, Great Britain, 2010-14 average, 2008-2015

	Number of accidents								
	2010-14 average ¹	2008	2009	2010	2011	2012	2013	2014	2015
Motorways									
Fatal	93	136	114	113	92	80	97	85	96
Fatal and serious	686	848	798	781	702	626	641	680	712
All severities	5,792	7,249	6,643	6,500	5,819	5,615	5,397	5,630	5,550
A roads									
20 mph²									
Fatal	1	2	2	1	2	2	0	1	1
Fatal and serious	53	26	28	39	31	51	72	73	113
All severities	388	167	191	294	262	342	432	611	880
30 mph									
Fatal	239	336	309	232	281	216	223	243	217
Fatal and serious	4,895	5,509	5,174	4,852	5,220	5,106	4,606	4,693	4,504
All severities	39,008	42,637	41,180	39,731	40,454	38,803	36,767	39,283	36,624
40 mph									
Fatal	108	132	135	121	114	103	109	95	136
Fatal and serious	1,272	1,377	1,300	1,221	1,309	1,296	1,242	1,294	1,288
All severities	8,507	9,959	9,496	8,815	8,676	8,347	8,153	8,544	8,329
50 mph									
Fatal	89	98	100	74	93	79	92	105	95
Fatal and serious	725	665	697	630	723	683	749	839	748
All severities	4,212	3,982	4,165	4,016	4,190	4,117	4,228	4,508	4,332
60 mph									
Fatal	380	530	470	387	406	378	362	365	361
Fatal and serious	2,530	3,191	3,104	2,666	2,619	2,494	2,419	2,452	2,325
All severities	10,921	14,222	13,525	12,107	11,358	10,788	10,276	10,075	9,577
70 mph									
Fatal	128	180	148	149	145	118	119	108	109
Fatal and serious	826	987	912	914	852	757	744	862	793
All severities	4,881	5,872	5,592	5,311	4,949	4,769	4,567	4,807	4,537
Other roads³									
20 mph²									
Fatal	10	11	7	5	5	7	6	27	11
Fatal and serious	304	178	179	173	255	291	354	447	543
All severities	1,975	1,138	1,320	1,257	1,673	1,906	2,232	2,806	3,411
30 mph									
Fatal	331	458	399	313	331	366	297	346	306
Fatal and serious	7,837	8,869	8,372	7,759	7,940	8,160	7,496	7,828	7,513
All severities	56,707	66,302	64,086	60,443	58,663	56,125	52,657	55,648	52,925
40 mph									
Fatal	46	78	75	42	49	52	46	40	50
Fatal and serious	621	678	630	575	629	654	575	672	669
All severities	3,514	4,168	3,963	3,698	3,658	3,513	3,295	3,405	3,400
50 mph									
Fatal	20	25	15	24	24	13	17	20	19
Fatal and serious	189	147	174	176	186	153	204	228	213
All severities	897	745	833	846	860	855	897	1,026	970
60 mph									
Fatal	240	351	282	269	253	221	238	220	215
Fatal and serious	2,260	2,965	2,665	2,372	2,303	2,257	2,116	2,250	2,216
All severities	10,372	13,985	12,434	11,264	10,800	10,285	9,649	9,862	9,405
70 mph									
Fatal	2	4	1	1	2	2	2	3	0
Fatal and serious	13	22	21	13	14	10	14	16	17
All severities	115	165	126	132	112	106	110	117	115

1. Figures have been rounded to the nearest whole number.

2. The amount of road under each speed limit changes between years as highways authorities manage their network. Some of the year-on-year changes in this table will relate to increases / decreases in the length of the road with the given speed limit. This is particularly the case with roads limited to 20 mph which are likely to have increased significantly in recent years. The Department is considering the best way to measure the change in the amount of roads limited to 20 mph.

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

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[Notes & Definitions](#)

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

RAS10004

Reported accidents by severity, number of casualties involved, built-up and non built-up roads and road class, Great Britain, 2015

	Number of accidents																
	Fatal accidents								Serious accidents					Slight accidents			All accidents
	5+	4	3	2	1	1	1	1	4+	3	2	1	1	2+	1		
Killed	0+	0+	0+	0+	2+	1	0	0	0+	0+	0+	1+	0				
Seriously injured	0+	0+	0+	0+	0+	0+	1+	0	0+	0+	0+	1+	0				
Slightly injured	0+	0+	0+	0+	0+	0+	1+	0	0+	0+	0+	1+	0	2+	1		
Built-up roads¹																	
A roads	0	0	1	9	9	34	37	264	12	37	199	805	4,498	7,977	31,951	45,833	
B roads	0	0	0	2	5	11	14	56	4	15	73	313	1,501	2,222	8,937	13,153	
Other roads	0	1	2	6	11	21	33	205	10	18	198	727	5,499	6,647	33,205	46,583	
All built-up roads²	0	1	3	17	25	66	84	525	26	70	470	1,845	11,498	16,846	74,093	105,569	
Non built-up roads¹																	
A roads	0	3	3	39	40	82	108	290	30	64	286	844	2,077	4,526	10,054	18,446	
B roads	0	1	2	6	6	20	30	42	6	12	93	238	540	856	2,212	4,064	
Other roads	0	0	1	7	8	13	20	78	7	21	118	292	885	1,402	3,574	6,426	
All non built-up roads²	0	4	6	52	54	115	158	410	43	97	497	1,374	3,502	6,784	15,840	28,936	
All speed limits³																	
Motorways	0	0	1	10	7	6	18	54	2	8	52	219	335	1,701	3,137	5,550	
A roads	0	3	4	48	49	116	145	554	42	101	485	1,649	6,575	12,503	42,006	64,280	
B roads	0	1	2	8	11	31	44	98	10	27	166	551	2,041	3,078	11,149	17,217	
Other roads	0	1	3	13	19	34	53	283	17	39	316	1,019	6,384	8,049	36,779	53,009	
Total³	0	5	10	79	86	187	260	989	71	175	1,019	3,438	15,335	25,331	93,071	140,056	

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

Last updated: 29 September 2016

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The figures in this table are National Statistics

RAS10005

Reported accidents by daylight and darkness, road surface condition, built-up and non built-up roads and severity, Great Britain, 2015

	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	38	9	0	47	38	11	0	49	96
Serious	304	91	7	402	122	80	12	214	616
Slight	2,589	753	37	3,388	699	712	37	1,450	4,838
All severities	2,931	853	44	3,837	859	803	49	1,713	5,550
Built-up roads³									
Fatal	321	83	3	408	195	114	3	313	721
Serious	7,892	1,678	55	9,640	2,430	1,781	55	4,269	13,909
Slight	54,632	12,272	466	67,521	14,046	8,954	357	23,418	90,939
All severities	62,845	14,033	524	77,569	16,671	10,849	415	28,000	105,569
Non built-up roads³									
Fatal	375	133	5	513	156	125	5	286	799
Serious	2,898	1,011	66	3,975	728	752	57	1,538	5,513
Slight	11,206	4,979	499	16,714	2,685	2,883	332	5,910	22,624
All severities	14,479	6,123	570	21,202	3,569	3,760	394	7,734	28,936
All speed limits⁴									
Fatal	734	225	8	968	389	250	8	648	1,616
Serious	11,094	2,780	128	14,017	3,280	2,613	124	6,021	20,038
Slight	68,427	18,004	1,002	87,623	17,431	12,549	726	30,779	118,402
All severities	80,255	21,009	1,138	102,608	21,100	15,412	858	37,448	140,056

1 Includes cases where road surface condition was not reported.

2 Includes cases where lighting condition was not reported.

3 Excludes motorways.

4 Includes cases where speed limit was not reported.

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Source: DfT STATS19

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The figures in this table are National Statistics

RAS10006

Reported accidents by daylight and darkness, weather condition, built-up and non built-up roads and severity, Great Britain, 2015

	Number of accidents								All ¹ accidents
	Daylight				Darkness				
	Fine	Raining	Snowing	Fog	Fine	Raining	Snowing	Fog	
Motorways									
Fatal	41	5	0	1	39	6	0	0	96
Serious	345	46	5	3	157	47	4	1	616
Slight	2,873	417	25	8	979	382	26	21	4,838
All severities	3,259	468	30	12	1,175	435	30	22	5,550
Built-up roads²									
Fatal	363	29	0	1	247	55	1	0	721
Serious	8,621	764	17	20	3,200	834	26	35	13,909
Slight	59,032	6,214	167	126	17,412	4,603	129	145	90,940
All severities	68,016	7,007	184	147	20,859	5,492	156	180	105,570
Non built-up roads²									
Fatal	448	51	1	4	226	46	0	7	799
Serious	3,396	462	21	35	1,171	282	16	30	5,513
Slight	13,591	2,415	159	108	4,160	1,266	118	117	22,624
All severities	17,435	2,928	181	147	5,557	1,594	134	154	28,936
All speed limits³									
Fatal	852	85	1	6	512	107	1	7	1,616
Serious	12,362	1,272	43	58	4,528	1,163	46	66	20,038
Slight	75,496	9,046	351	242	22,552	6,251	273	283	118,402
All severities	88,710	10,403	395	306	27,592	7,521	320	356	140,056

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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Source: DfT STATS19

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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, 2015

	Number of accidents					
	Daylight	Darkness			All	All accidents ¹
		Street lights lit	No street lights/ Street lights unlit	Lighting not reported		
Motorways						
Dry	2,931	394	383	82	859	3,790
Wet or flood	853	385	387	31	803	1,656
Snow or ice	44	20	27	2	49	93
All ²	3,837	800	797	116	1,713	5,550
Built-up roads³						
Speed limit 20 mph⁴						
Dry	2,666	624	19	38	681	3,347
Wet or flood	506	373	25	20	418	924
Snow or ice	10	8	1	0	9	19
All ²	3,183	1,005	45	58	1,108	4,291
Speed limit 30 mph						
Dry	53,538	12,720	650	924	14,294	67,832
Wet or flood	11,616	8,247	529	317	9,093	20,709
Snow or ice	448	284	43	17	344	792
All ²	65,756	21,298	1,224	1,271	23,793	89,549
Speed limit 40 mph						
Dry	6,641	1,280	312	104	1,696	8,337
Wet or flood	1,911	1,003	281	54	1,338	3,249
Snow or ice	66	38	22	2	62	128
All ²	8,630	2,323	615	161	3,099	11,729
All built-up roads						
Dry	62,845	14,624	981	1,066	16,671	79,516
Wet or flood	14,033	9,623	835	391	10,849	24,882
Snow or ice	524	330	66	19	415	939
All ²	77,569	24,626	1,884	1,490	28,000	105,569
Non built-up roads³						
Speed limit 50 mph						
Dry	2,877	399	258	58	715	3,592
Wet or flood	985	316	291	22	629	1,614
Snow or ice	42	19	26	0	45	87
All ²	3,910	736	575	81	1,392	5,302
Speed limit 60 mph						
Dry	9,199	376	1,674	97	2,147	11,346
Wet or flood	4,321	390	2,056	62	2,508	6,829
Snow or ice	473	20	273	10	303	776
All ²	14,016	787	4,008	171	4,966	18,982
Speed limit 70 mph						
Dry	2,403	319	353	35	707	3,110
Wet or flood	817	267	329	27	623	1,440
Snow or ice	55	15	31	0	46	101
All ²	3,276	601	713	62	1,376	4,652
All non built-up roads						
Dry	14,479	1,094	2,285	190	3,569	18,048
Wet or flood	6,123	973	2,676	111	3,760	9,883
Snow or ice	570	54	330	10	394	964
All ²	21,202	2,124	5,296	314	7,734	28,936
All speed limits⁵						
Dry	80,255	16,113	3,649	1,338	21,100	101,355
Wet or flood	21,009	10,981	3,898	533	15,412	36,421
Snow or ice	1,138	404	423	31	858	1,996
All ²	102,608	27,551	7,977	1,920	37,448	140,056

1 Includes cases where light condition was not reported.

2 Includes cases where road surface condition was not reported.

3 Excludes motorways.

4 The amount of road under each speed limit changes between years as highways authorities manage their network. Some of the year-on-year changes in this table will relate to increases / decreases in the length of the road with the given speed limit. This is particularly the case with roads limited to 20 mph which are likely to have increased significantly in recent years. The Department is considering the best way to measure the change in the amount of roads limited to 20 mph.

5 Includes motorways.

Source: DfT STATS19

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[Notes & Definitions](#)

The figures in this table are National Statistics

RAS10008

Reported accidents by daylight and darkness, lighting conditions, special conditions and carriageway hazards, Great Britain, 2015

	Number of accidents					
	Daylight	Darkness			All darkness	All ¹ accidents
		Street lights lit	No street lighting or street lights unlit	Street lighting unknown		
Special conditions at site						
Automatic traffic signal out or defective	185	64	12	2	78	263
Permanent road sign/markings defective or obscured	108	34	18	0	52	160
Roadworks	1,161	271	141	24	436	1,597
Road surface defective	219	32	45	3	80	299
Oil or diesel	330	36	15	3	54	384
Mud	263	17	136	8	161	424
Total	2,266	454	367	40	861	3,127
Carriageway hazards						
Dislodged vehicle load in carriageway	116	24	18	4	46	162
Other object in carriageway	623	160	139	7	306	929
Involvement with previous accident	124	27	51	2	80	204
Uninjured pedestrian in carriageway	221	72	9	5	86	307
Animal in carriageway (except ridden horses)	287	88	223	12	323	610
Total	1,371	371	440	30	841	2,212
All accidents²	102,608	27,551	7,977	1,920	37,448	140,056

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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The figures in this table are National Statistics

RAS10009

Reported accidents by junction type, built-up and non built-up roads and severity, Great Britain, 2015

	Number of accidents							
	Roundabout ¹	T or staggered ²	Crossroads	Junction with more than 4 arms ³	Private drive/entrance	Other junction	All junctions	Not at or within 20 metres of junction ⁴
Motorways								
Fatal	2	13	0	0	0	0	15	81
Serious	18	59	0	1	0	1	79	537
Slight	260	524	6	1	0	22	813	4,025
All Severities	280	596	6	2	0	23	907	4,643
Built-up roads⁵								
Fatal	35	231	70	6	17	24	383	338
Serious	1,148	5,238	1,395	105	559	353	8,798	5,111
Slight	10,035	35,002	11,115	817	3,642	2,178	62,789	28,150
All Severities	11,218	40,471	12,580	928	4,218	2,555	71,970	33,599
Non built-up roads⁵								
Fatal	17	101	20	1	30	17	186	613
Serious	299	998	234	7	226	98	1,862	3,651
Slight	2,509	4,523	921	61	778	410	9,202	13,421
All Severities	2,825	5,622	1,175	69	1,034	525	11,250	17,685
All speed limits⁶								
Fatal	54	345	90	7	47	41	584	1,032
Serious	1,465	6,295	1,629	113	785	452	10,739	9,299
Slight	12,804	40,049	12,043	879	4,420	2,610	72,805	45,596
All Severities	14,323	46,689	13,762	999	5,252	3,103	84,128	55,927

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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The figures in this table are National Statistics

RAS10010

Reported single vehicle accidents¹ by object hit off carriageway, built-up and non built-up roads and severity, Great Britain, 2015

					Number of accidents				
(a) Built-up roads ²					(b) Non built-up roads ²				
Object hit	All one vehicle accidents				Object hit	All one vehicle accidents			
	Fatal	Serious	Slight	All		Fatal	Serious	Slight	All
None	282	5,244	20,884	26,410	None	87	846	2,439	3,372
Road sign or traffic signal	7	71	373	451	Road sign or traffic signal	12	86	331	429
Lamp post	23	117	634	774	Lamp post	9	29	176	214
Telegraph pole or electricity pole	4	39	146	189	Telegraph pole or electricity pole	3	25	181	209
Tree	34	165	462	661	Tree	80	407	1,054	1,541
Bus stop or shelter	2	8	52	62	Bus stop or shelter	0	0	7	7
Crash barrier	4	48	177	229	Crash barrier	10	115	482	607
Submerged	0	2	3	5	Submerged	3	1	5	9
Entered ditch	2	32	115	149	Entered ditch	10	150	682	842
Wall or fence	17	190	672	879	Wall or fence	27	169	677	873
Other permanent objects	26	237	851	1,114	Other permanent objects	20	197	768	985
Total ³	401	6,153	24,370	30,924	Total ³	261	2,025	6,802	9,088

(c) Motorways					(d) All roads ⁴				
Object hit	All one vehicle accidents				Object hit	All one vehicle accidents			
	Fatal	Serious	Slight	All		Fatal	Serious	Slight	All
None	17	64	217	298	None	386	6,154	23,540	30,080
Road sign or traffic signal	0	9	30	39	Road sign or traffic signal	19	166	734	919
Lamp post	0	2	10	12	Lamp post	32	148	820	1,000
Telegraph pole or electricity pole	0	0	0	0	Telegraph pole or electricity pole	7	64	327	398
Tree	8	19	55	82	Tree	122	591	1,571	2,284
Bus stop or shelter	0	0	0	0	Bus stop or shelter	2	8	59	69
Crash barrier	11	67	455	533	Crash barrier	25	230	1,114	1,369
Submerged	0	0	1	1	Submerged	3	3	9	15
Entered ditch	2	8	25	35	Entered ditch	14	190	822	1,026
Wall or fence	0	9	37	46	Wall or fence	44	368	1,386	1,798
Other permanent objects	1	21	36	58	Other permanent objects	47	455	1,655	2,157
Total ³	39	199	866	1,104	Total ³	701	8,377	32,038	41,116

1 Includes single vehicle accidents involving pedestrians.

2 Excludes motorways.

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

4 Includes cases where speed limit was not reported.

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[Notes & Definitions](#)

Source: DfT STATS19

Last updated: 29 September 2016

Next update: September 2017

The figures in this table are National Statistics

RAS10011

Reported accidents by number of vehicles involved, built-up and non built-up roads, road class and severity, Great Britain, 2015

	Number of accidents								
	One vehicle only		Pedestrian and one vehicle ¹		Two vehicles ²		Three ² vehicles	Four ² or more vehicles	All accidents
	Car	Other vehicle	Car	Other vehicle	Both cars	Other combination			
Built-up roads³									
A roads									
Fatal	31	24	85	49	40	94	20	11	354
Serious	274	404	1,179	373	608	2,302	328	83	5,551
All severities	1,911	2,190	5,364	1,831	13,100	17,162	3,446	829	45,833
B roads									
Fatal	13	7	14	11	19	20	4	0	88
Serious	128	141	409	96	233	766	101	32	1,906
All severities	785	572	1,929	441	3,842	4,440	961	183	13,153
Other roads									
Fatal	32	22	73	40	20	66	17	9	279
Serious	396	460	1,897	396	657	2,267	301	78	6,452
All severities	2,474	1,814	9,776	1,837	12,978	14,411	2,641	652	46,583
All built-up roads ⁴									
Fatal	76	53	172	100	79	180	41	20	721
Serious	798	1,005	3,485	865	1,498	5,335	730	193	13,909
All severities	5,170	4,576	17,069	4,109	29,920	36,013	7,048	1,664	105,569
Non built-up roads³									
A roads									
Fatal	84	32	34	15	83	191	90	36	565
Serious	537	420	90	24	664	1,048	368	150	3,301
All severities	3,342	1,077	225	68	5,778	4,675	2,385	896	18,446
B roads									
Fatal	12	14	6	1	25	32	10	7	107
Serious	189	118	26	4	208	251	81	12	889
All severities	1,203	349	69	13	1,161	887	312	70	4,064
Other roads									
Fatal	37	19	7	0	26	32	5	1	127
Serious	332	231	43	11	223	411	66	6	1,323
All severities	1,954	571	173	44	1,854	1,510	278	42	6,426
All non built-up roads ⁴									
Fatal	133	65	47	16	134	255	105	44	799
Serious	1,058	769	159	39	1,095	1,710	515	168	5,513
All severities	6,499	1,997	467	125	8,793	7,072	2,975	1,008	28,936
All speed limits⁵									
Motorways									
Fatal	18	8	9	4	10	23	15	9	96
Serious	138	58	1	2	90	139	99	89	616
All severities	893	187	18	6	1,499	1,317	1,041	589	5,550
A roads									
Fatal	115	56	119	64	123	285	110	47	919
Serious	811	824	1,269	397	1,272	3,350	696	233	8,852
All severities	5,253	3,267	5,589	1,899	18,878	21,838	5,831	1,725	64,280
B roads									
Fatal	25	21	20	12	44	52	14	7	195
Serious	317	259	435	100	441	1,017	182	44	2,795
All severities	1,988	921	1,998	454	5,003	5,327	1,273	253	17,217
Other roads									
Fatal	69	41	80	40	46	98	22	10	406
Serious	728	691	1,940	407	880	2,678	367	84	7,775
All severities	4,428	2,385	9,949	1,881	14,832	15,921	2,919	694	53,009
Total⁴									
Fatal	227	126	228	120	223	458	161	73	1,616
Serious	1,994	1,832	3,645	906	2,683	7,184	1,344	450	20,038
All severities	12,562	6,760	17,554	4,240	40,212	44,403	11,064	3,261	140,056

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

2 Includes accidents in which pedestrians were injured.

3 Excludes motorways.

4 Includes cases where road class was not reported.

5 Includes cases where speed limit was not reported.

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

RAS10012

Reported accidents involving pedestrians and one vehicle by severity and vehicle type, Great Britain, 2015

	Number of accidents			
	Fatal	Serious	Slight	All severities
Single vehicle accidents				
Pedal cycle	2	100	304	406
Motorcycle 50cc and under	0	22	83	105
Motorcycle 51cc - 125cc	4	97	395	496
Motorcycle 126cc - 500cc	2	23	79	104
Motorcycle over 500cc	4	55	161	220
All motorcycles ¹	10	197	738	945
Car	212	3,433	12,771	16,416
Taxi / Private hire car	15	203	861	1,079
Minibus	1	9	49	59
Bus or coach	26	193	737	956
Van / Light goods vehicle	27	260	1,002	1,289
Heavy goods vehicle ² of which:	44	105	232	381
Rigid ³	27	85	194	306
Articulated	17	20	38	75
Mobility scooter ⁴	0	5	29	34
Other vehicle	10	39	160	209
Any vehicle ⁵	348	4,551	16,895	21,794
Accidents involving pedestrian and two or more vehicles	56	359	1,049	1,464

- 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, 1979-2015**

Number of accidents

Year	Fatal	Serious	FSA (Fatal/Serious)	Slight	Total
1979	5,824	66,927	72,751	182,216	254,967
1980	5,506	65,714	71,220	179,738	250,958
1981	5,355	64,980	70,335	177,941	248,276
1982	5,450	66,143	71,593	184,414	256,007
1983	5,027	60,021	65,048	177,828	242,876
1984	5,138	62,048	67,186	185,997	253,183
1985	4,768	60,286	65,054	180,591	245,645
1986	4,898	58,190	63,088	184,790	247,878
1987	4,694	54,352	59,046	180,017	239,063
1988	4,643	53,850	58,493	188,501	246,994
1989	4,907	53,269	58,176	202,583	260,759
1990	4,748	50,944	55,692	202,749	258,441
1991	4,158	43,773	47,931	187,958	235,889
1992	3,855	41,494	45,349	187,755	233,104
1993	3,470	38,042	41,512	187,463	228,975
1994	3,326	39,295	42,621	191,633	234,254
1995	3,286	38,501	41,787	188,757	230,544
1996	3,274	37,327	40,601	195,592	236,193
1997	3,298	36,330	39,628	200,659	240,287
1998	3,137	34,633	37,770	201,153	238,923
1999	3,138	33,267	36,405	198,643	235,048
2000	3,108	32,499	35,607	198,122	233,729
2001	3,176	31,588	34,764	194,250	229,014
2002	3,124	30,521	33,645	188,106	221,751
2003	3,247	28,913	32,160	181,870	214,030
2004	2,978	26,748	29,726	177,684	207,410
2005	2,913	25,029	27,942	170,793	198,735
2006	2,926	24,946	27,872	161,289	189,161
2007	2,714	24,322	27,036	155,079	182,115
2008	2,341	23,121	25,462	145,129	170,591
2009	2,057	21,997	24,054	139,500	163,554
2010	1,731	20,440	22,171	132,243	154,414
2011	1,797	20,986	22,783	128,691	151,474
2012	1,637	20,901	22,538	123,033	145,571
2013	1,608	19,624	21,232	117,428	138,660
2014	1,658	20,676	22,334	123,988	146,322
2015	1,616	20,038	21,654	118,402	140,056

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Source: DfT STATS19

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The figures in this table are National Statistics

RAS10014

Reported accidents by region, local authority and road class, England, 2015

		Number of accidents					
E1200001	North East	61	425	1,901	2,326	2,856	5,243
E0600047	County Durham	15	37	300	337	514	866
E0600005	Darlington	10	9	53	62	135	207
E0800037	Gateshead	5	46	154	200	312	517
E0600001	Hartlepool	0	7	48	55	81	136
E0600002	Middlesbrough	0	28	99	127	177	304
E0800021	Newcastle upon Tyne	27	51	294	345	393	765
E0800022	North Tyneside	0	46	219	265	182	447
E0600057	Northumberland	0	87	268	355	361	716
E0600003	Redcar and Cleveland	0	3	76	79	111	190
E0800023	South Tyneside	0	23	108	131	122	253
E0600004	Stockton-on-Tees	0	42	100	142	169	311
E0800024	Sunderland	4	46	182	228	299	531
E1200002	North West	826	338	5,025	5,363	6,916	13,105
E0600008	Blackburn with Darwen	15	0	140	140	243	398
E0600009	Blackpool	1	0	119	119	253	373
E0800001	Bolton	17	0	187	187	169	373
E0800002	Bury	33	0	73	73	73	179
E0600049	Cheshire East	109	16	378	394	334	837
E0600050	Cheshire West and Chester	62	47	325	372	322	756
E1000006	Cumbria	63	149	458	607	623	1,293
E0600006	Halton	14	0	63	63	147	224
E0800011	Knowsley	24	0	91	91	156	271
E1000017	Lancashire	210	67	993	1,060	1,670	2,940
E0800012	Liverpool	0	0	423	423	714	1,137
E0800003	Manchester	14	2	341	343	366	723
E0800004	Oldham	0	17	122	139	150	289
E0800005	Rochdale	23	0	118	118	108	249
E0800006	Salford	66	0	135	135	83	284
E0800014	Sefton	11	25	155	180	285	476
E0800013	St. Helens	10	8	113	121	186	317
E0800007	Stockport	16	0	82	82	132	230
E0800008	Tameside	18	5	107	112	108	238
E0800009	Trafford	14	0	104	104	142	260
E0600007	Warrington	79	0	217	217	209	505
E0800010	Wigan	3	0	127	127	118	248
E0800015	Wirral	24	2	154	156	325	505
E1200003	Yorkshire and The Humber	644	338	4,778	5,116	7,048	12,808
E0800016	Barnsley	37	20	215	235	227	499
E0800032	Bradford	15	0	470	470	750	1,235
E0800033	Calderdale	22	0	187	187	202	411
E0800017	Doncaster	85	19	288	307	463	855
E0600011	East Riding of Yorkshire	29	32	254	286	447	762
E0600010	Kingston upon Hull, City of	0	48	223	271	477	748
E0800034	Kirklees	52	4	373	377	515	944
E0800035	Leeds	161	6	675	681	1,137	1,979
E0600012	North East Lincolnshire	0	17	158	175	260	435
E0600013	North Lincolnshire	26	11	143	154	269	449
E1000023	North Yorkshire	71	114	667	781	761	1,613
E0800018	Rotherham	61	0	242	242	271	574
E0800019	Sheffield	21	5	455	460	657	1,138
E0800036	Wakefield	64	24	252	276	377	717
E0600014	York	0	38	176	214	235	449
E1200004	East Midlands	235	683	3,943	4,626	5,742	10,603
E0600015	Derby	0	43	239	282	301	583
E1000007	Derbyshire	69	109	550	659	836	1,564
E0600016	Leicester	0	1	371	372	473	845
E1000018	Leicestershire	97	80	333	413	801	1,311
E1000019	Lincolnshire	0	102	866	968	1,166	2,134
E1000021	Northamptonshire	49	146	536	682	592	1,323
E0600018	Nottingham	0	47	414	461	495	956
E1000024	Nottinghamshire	20	141	605	746	1,028	1,794
E0600017	Rutland	0	14	29	43	50	93

RAS10014

Reported accidents by region, local authority and road class, England, 2015

		Number of accidents					
E12000005	West Midlands	619	576	4,339	4,915	6,962	12,496
E08000025	Birmingham	69	3	1,012	1,015	1,886	2,970
E08000026	Coventry	3	8	143	151	534	688
E08000027	Dudley	5	0	170	170	257	432
E06000019	Herefordshire, County of	3	69	158	227	170	400
E08000028	Sandwell	33	1	271	272	346	651
E06000051	Shropshire	7	89	202	291	273	571
E08000029	Solihull	35	3	59	62	200	297
E10000028	Staffordshire	140	194	793	987	893	2,020
E06000021	Stoke-on-Trent	0	44	220	264	315	579
E06000020	Telford and Wrekin	3	1	50	51	173	227
E08000030	Walsall	63	6	170	176	284	523
E10000031	Warwickshire	184	132	430	562	758	1,504
E08000031	Wolverhampton	0	0	251	251	284	535
E10000034	Worcestershire	74	26	410	436	589	1,099
E12000006	East of England	594	955	4,301	5,256	7,087	12,937
E06000055	Bedford	0	41	171	212	187	399
E10000003	Cambridgeshire	33	179	461	640	737	1,410
E06000056	Central Bedfordshire	94	94	123	217	298	609
E10000012	Essex	136	191	861	1,052	1,821	3,009
E10000015	Hertfordshire	300	48	900	948	1,262	2,510
E06000032	Luton	13	0	140	140	317	470
E10000020	Norfolk	0	163	639	802	947	1,749
E06000031	Peterborough	0	65	174	239	319	558
E06000033	Southend-on-Sea	0	0	143	143	250	393
E10000029	Suffolk	0	135	574	709	777	1,486
E06000034	Thurrock	18	39	115	154	172	344
E12000007	London ³	168	12	16,090	16,102	8,962	25,232
E09000002	Barking and Dagenham	0	0	279	279	203	482
E09000003	Barnet	19	0	662	662	381	1,062
E09000004	Bexley	0	0	254	254	183	437
E09000005	Brent	0	0	575	575	332	907
E09000006	Bromley	0	0	432	432	360	792
E09000007	Camden	0	0	592	592	344	936
E09000001	City of London	0	0	199	199	145	344
E09000008	Croydon	0	0	505	505	391	896
E09000009	Ealing	0	0	578	578	436	1,014
E09000010	Enfield	40	3	485	488	261	789
E09000011	Greenwich	0	0	450	450	196	646
E09000012	Hackney	0	0	594	594	263	857
E09000013	Hammersmith and Fulham	0	0	446	446	168	614
E09000014	Haringey	0	0	579	579	302	881
E09000015	Harrow	0	0	192	192	232	424
E09000016	Havering	28	4	270	274	330	632
E09000017	Hillingdon	55	1	337	338	331	724
E09000018	Hounslow	22	4	567	571	249	842
E09000019	Islington	0	0	644	644	200	844
E09000020	Kensington and Chelsea	0	0	407	407	225	632
E09000021	Kingston upon Thames	0	0	206	206	126	332
E09000022	Lambeth	0	0	961	961	265	1,226
E09000023	Lewisham	0	0	581	581	303	884
E09000024	Merton	0	0	299	299	198	497
E09000025	Newham	0	0	591	591	290	881
E09000026	Redbridge	4	0	414	414	300	718
E09000027	Richmond upon Thames	0	0	266	266	135	401
E09000028	Southwark	0	0	702	702	205	907
E09000029	Sutton	0	0	131	131	191	322
E09000030	Tower Hamlets	0	0	736	736	330	1,066
E09000031	Waltham Forest	0	0	414	414	228	642
E09000032	Wandsworth	0	0	719	719	265	984
E09000033	Westminster	0	0	1,023	1,023	555	1,578

RAS10014

Reported accidents by region, local authority and road class, England, 2015

		Number of accidents					
E12000008	South East	1,495	1,405	8,280	9,685	11,413	22,593
E06000036	Bracknell Forest	3	0	90	90	119	212
E06000043	Brighton and Hove	0	42	298	340	440	780
E10000002	Buckinghamshire	96	20	414	434	475	1,005
E10000011	East Sussex	0	201	545	746	720	1,466
E10000014	Hampshire	244	180	879	1,059	1,562	2,865
E06000046	Isle of Wight	0	0	127	127	188	315
E10000016	Kent	342	391	1,513	1,904	1,976	4,222
E06000035	Medway	24	0	270	270	362	656
E06000042	Milton Keynes	46	23	128	151	444	641
E10000025	Oxfordshire	74	102	676	778	771	1,623
E06000044	Portsmouth	29	14	271	285	277	591
E06000038	Reading	6	0	150	150	192	348
E06000039	Slough	72	0	166	166	227	465
E06000045	Southampton	10	0	259	259	325	594
E10000030	Surrey	410	182	1,418	1,600	1,848	3,858
E06000037	West Berkshire	34	19	97	116	144	294
E10000032	West Sussex	31	219	744	963	1,062	2,056
E06000040	Windsor and Maidenhead	52	12	120	132	154	338
E06000041	Wokingham	22	0	115	115	127	264
E12000009	South West	302	741	3,810	4,551	6,179	11,032
E06000022	Bath and North East Somerset	0	11	128	139	164	303
E06000028	Bournemouth	0	0	168	168	321	489
E06000023	Bristol, City of	22	1	352	353	567	942
E06000052	Cornwall	0	173	381	554	674	1,228
E10000008	Devon	32	141	648	789	906	1,727
E10000009	Dorset	0	104	308	412	562	974
E10000013	Gloucestershire	33	56	330	386	396	815
E06000053	Isles of Scilly	0	0	0	0	1	1
E06000024	North Somerset	28	0	112	112	199	339
E06000026	Plymouth	0	41	96	137	482	619
E06000029	Poole	0	10	96	106	208	314
E10000027	Somerset	52	52	425	477	493	1,022
E06000025	South Gloucestershire	70	9	118	127	197	394
E06000030	Swindon	19	30	114	144	285	448
E06000027	Torbay	0	0	69	69	212	281
E06000054	Wiltshire	46	113	465	578	512	1,136
E92000001	England	4,944	5,473	52,467	57,940	63,165	126,049

1 Based on 2010 Core network

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

3 Includes London (Heathrow) Airport

The figures in this table are National Statistics

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RAS10015

Reported accidents by region, local authority, road surface condition and severity, England, 2015

		Road surface condition			Severity			All
<u>ONS Code</u>	<u>Region/Local Authority</u>	<u>Dry</u>	<u>Wet or flood</u>	<u>Snow or ice</u>	<u>Fatal</u>	<u>Serious</u>	<u>Slight</u>	
E12000001	North East	3,731	1,424	88	58	784	4,401	5,243
E06000047	County Durham	595	249	22	24	169	673	866
E06000005	Darlington	144	59	4	0	30	177	207
E08000037	Gateshead	365	145	7	4	56	457	517
E06000001	Hartlepool	109	25	2	1	33	102	136
E06000002	Middlesbrough	245	55	4	0	51	253	304
E08000021	Newcastle upon Tyne	557	199	9	4	93	668	765
E08000022	North Tyneside	321	123	3	1	50	396	447
E06000057	Northumberland	457	237	22	15	112	589	716
E06000003	Redcar and Cleveland	142	41	7	4	42	144	190
E08000023	South Tyneside	188	65	0	1	24	228	253
E06000004	Stockton-on-Tees	234	74	3	1	63	247	311
E08000024	Sunderland	374	152	5	3	61	467	531
E12000002	North West	9,062	3,830	210	172	2,390	10,543	13,105
E06000008	Blackburn with Darwen	272	113	12	1	74	323	398
E06000009	Blackpool	289	84	0	1	54	318	373
E08000001	Bolton	253	112	8	4	65	304	373
E08000002	Bury	119	59	1	2	28	149	179
E06000049	Cheshire East	548	275	14	18	151	668	837
E06000050	Cheshire West and Chester	528	221	7	12	144	600	756
E10000006	Cumbria	810	427	56	27	177	1,089	1,293
E06000006	Halton	146	75	3	4	27	193	224
E08000011	Knowsley	211	56	4	2	42	227	271
E10000017	Lancashire	1,976	907	55	32	596	2,312	2,940
E08000012	Liverpool	876	255	6	10	210	917	1,137
E08000003	Manchester	510	210	3	11	116	596	723
E08000004	Oldham	215	64	10	3	63	223	289
E08000005	Rochdale	167	76	6	5	46	198	249
E08000006	Salford	206	78	0	4	43	237	284
E08000014	Sefton	354	117	5	5	109	362	476
E08000013	St. Helens	212	101	4	1	46	270	317
E08000007	Stockport	168	61	1	5	42	183	230
E08000008	Tameside	161	75	2	2	45	191	238
E08000009	Trafford	189	69	2	4	49	207	260
E06000007	Warrington	345	153	7	4	81	420	505
E08000010	Wigan	160	87	1	8	60	180	248
E08000015	Wirral	347	155	3	7	122	376	505
E12000003	Yorkshire and The Humber	9,289	3,309	209	131	1,873	10,804	12,808
E08000016	Barnsley	380	110	9	3	60	436	499
E08000032	Bradford	862	350	23	7	169	1,059	1,235
E08000033	Calderdale	281	125	5	6	73	332	411
E08000017	Doncaster	656	191	8	14	81	760	855
E06000011	East Riding of Yorkshire	494	234	34	11	135	616	762
E06000010	Kingston upon Hull, City of	588	156	4	1	101	646	748
E08000034	Kirklees	655	279	10	7	130	807	944
E08000035	Leeds	1,466	497	16	15	292	1,672	1,979
E06000012	North East Lincolnshire	344	87	4	1	55	379	435
E06000013	North Lincolnshire	318	120	11	4	79	366	449
E10000023	North Yorkshire	1,098	465	50	29	340	1,244	1,613
E08000018	Rotherham	422	144	8	9	67	498	574
E08000019	Sheffield	867	253	18	14	111	1,013	1,138
E08000036	Wakefield	509	201	6	8	118	591	717
E06000014	York	349	97	3	2	62	385	449
E12000004	East Midlands	7,347	2,884	237	167	1,519	8,917	10,603
E06000015	Derby	426	150	7	2	68	513	583
E10000007	Derbyshire	1,076	437	51	22	266	1,276	1,564
E06000016	Leicester	649	190	6	10	84	751	845
E10000018	Leicestershire	877	410	24	30	192	1,089	1,311
E10000019	Lincolnshire	1,397	609	76	39	240	1,855	2,134
E10000021	Northamptonshire	966	347	10	30	262	1,031	1,323
E06000018	Nottingham	698	221	11	4	124	828	956
E10000024	Nottinghamshire	1,198	490	49	22	266	1,506	1,794
E06000017	Rutland	60	30	3	8	17	68	93

RAS10015

Reported accidents by region, local authority, road surface condition and severity, England, 2015

		Road surface condition			Severity			All
ONS Code	Region/Local Authority	Dry	Wet or flood	Snow or ice	Fatal	Serious	Slight	
		E12000005	West Midlands	8,731	3,539	140	150		1,726	10,620	12,496
E08000025	Birmingham	2,168	766	26	25	384	2,561	2,970
E08000026	Coventry	512	168	6	5	102	581	688
E08000027	Dudley	288	141	2	7	72	353	432
E06000019	Herefordshire, County of	268	119	13	7	73	320	400
E08000028	Sandwell	468	173	6	8	97	546	651
E06000051	Shropshire	359	206	6	13	112	446	571
E08000029	Solihull	220	76	1	3	40	254	297
E10000028	Staffordshire	1,401	551	28	29	201	1,790	2,020
E06000021	Stoke-on-Trent	378	165	13	2	39	538	579
E06000020	Telford and Wrekin	146	80	1	1	37	189	227
E08000030	Walsall	369	147	6	1	80	442	523
E10000031	Warwickshire	1,023	463	18	29	251	1,224	1,504
E08000031	Wolverhampton	359	171	0	4	66	465	535
E10000034	Worcestershire	772	313	14	16	172	911	1,099
E12000006	East of England	9,176	3,567	192	177	1,979	10,781	12,937
E06000055	Bedford	293	102	4	4	54	341	399
E10000003	Cambridgeshire	999	393	18	27	236	1,147	1,410
E06000056	Central Bedfordshire	416	175	18	13	103	493	609
E10000012	Essex	2,228	744	36	36	541	2,432	3,009
E10000015	Hertfordshire	1,717	768	25	24	337	2,149	2,510
E06000032	Luton	348	118	4	2	53	415	470
E10000020	Norfolk	1,207	494	48	32	306	1,411	1,749
E06000031	Peterborough	402	155	1	4	59	495	558
E06000033	Southend-on-Sea	305	87	0	2	69	322	393
E10000029	Suffolk	1,001	447	38	28	160	1,298	1,486
E06000034	Thurrock	260	84	0	5	61	278	344
E12000007	London	21,332	3,830	70	133	1,882	23,217	25,232
E09000002	Barking and Dagenham	404	76	2	3	26	453	482
E09000003	Barnet	852	206	4	9	77	976	1,062
E09000004	Bexley	411	24	2	1	29	407	437
E09000005	Brent	763	140	4	7	71	829	907
E09000006	Bromley	729	60	3	7	64	721	792
E09000007	Camden	773	161	2	2	71	863	936
E09000001	City of London	325	19	0	1	41	302	344
E09000008	Croydon	698	194	4	3	59	834	896
E09000009	Ealing	866	145	3	3	56	955	1,014
E09000010	Enfield	657	131	1	5	62	722	789
E09000011	Greenwich	584	59	3	5	46	595	646
E09000012	Hackney	691	162	4	7	75	775	857
E09000013	Hammersmith and Fulham	531	82	1	2	55	557	614
E09000014	Haringey	720	157	4	1	61	819	881
E09000015	Harrow	329	94	1	4	38	382	424
E09000016	Havering	533	97	2	8	54	570	632
E09000017	Hillingdon	558	164	2	6	56	662	724
E09000018	Hounslow	681	158	3	9	56	777	842
E09000019	Islington	701	143	0	2	87	755	844
E09000020	Kensington and Chelsea	552	80	0	4	48	580	632
E09000021	Kingston upon Thames	280	49	3	3	24	305	332
E09000022	Lambeth	1,070	154	2	7	91	1,128	1,226
E09000023	Lewisham	740	142	2	2	50	832	884
E09000024	Merton	411	82	4	2	33	462	497
E09000025	Newham	778	101	2	2	67	812	881
E09000026	Redbridge	627	88	3	4	47	667	718
E09000027	Richmond upon Thames	329	72	0	0	37	364	401
E09000028	Southwark	759	146	2	7	80	820	907
E09000029	Sutton	265	56	1	3	17	302	322
E09000030	Tower Hamlets	904	161	1	3	62	1,001	1,066
E09000031	Waltham Forest	552	88	2	1	45	596	642
E09000032	Wandsworth	828	154	2	6	66	912	984
E09000033	Westminster	1,406	171	1	4	130	1,444	1,578
	London Airport (Heathrow)	25	14	0	0	1	38	39

RAS10015

Reported accidents by region, local authority, road surface condition and severity, England, 2015

Number of accidents

ONS Code	Region/Local Authority	Road surface condition			Severity			All
		Dry	Wet or flood	Snow or ice	Fatal	Serious	Slight	
E12000008	South East	16,393	5,891	263	225	3,804	18,564	22,593
E06000036	Bracknell Forest	148	61	3	4	29	179	212
E06000043	Brighton and Hove	608	170	2	1	139	640	780
E10000002	Buckinghamshire	687	292	26	20	207	778	1,005
E10000011	East Sussex	1,079	363	24	21	291	1,154	1,466
E10000014	Hampshire	2,065	762	38	31	647	2,187	2,865
E06000046	Isle of Wight	234	75	6	5	76	234	315
E10000016	Kent	3,030	1,137	55	50	517	3,655	4,222
E06000035	Medway	493	161	1	1	69	586	656
E06000042	Milton Keynes	461	175	3	6	76	559	641
E10000025	Oxfordshire	1,117	487	19	24	304	1,295	1,623
E06000044	Portsmouth	478	113	0	1	107	483	591
E06000038	Reading	255	93	0	1	34	313	348
E06000039	Slough	355	105	5	3	45	417	465
E06000045	Southampton	469	122	3	3	120	471	594
E10000030	Surrey	2,807	968	40	28	610	3,220	3,858
E06000037	West Berkshire	210	81	3	3	49	242	294
E10000032	West Sussex	1,465	565	26	19	399	1,638	2,056
E06000040	Windsor and Maidenhead	236	98	4	3	48	287	338
E06000041	Wokingham	196	63	5	1	37	226	264
E12000009	South West	7,739	3,144	141	160	1,725	9,147	11,032
E06000022	Bath and North East Somerset	210	88	5	8	42	253	303
E06000028	Bournemouth	373	109	3	2	66	421	489
E06000023	Bristol, City of	721	218	3	7	115	820	942
E06000052	Cornwall	790	408	30	8	186	1,034	1,228
E10000008	Devon	1,133	562	32	24	278	1,425	1,727
E10000009	Dorset	718	238	15	21	203	750	974
E10000013	Gloucestershire	593	208	14	24	192	599	815
E06000053	Isles of Scilly	1	0	0	0	0	1	1
E06000024	North Somerset	256	81	2	4	43	292	339
E06000026	Plymouth	433	183	3	2	73	544	619
E06000029	Poole	251	62	0	4	48	262	314
E10000027	Somerset	702	314	6	22	158	842	1,022
E06000025	South Gloucestershire	266	122	6	5	42	347	394
E06000030	Swindon	311	132	5	4	63	381	448
E06000027	Torbay	222	58	1	0	34	247	281
E06000054	Wiltshire	759	361	16	25	182	929	1,136
E92000001	England	92,800	31,418	1,550	1,373	17,682	106,994	126,049

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

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RAS20

Vehicles involved in reported road accidents

RAS20001

Vehicles involved in reported accidents and involvement rates by vehicle type and severity of accident, Great Britain, 2005 - 2015

	Number of vehicles/rate per billion vehicle miles										
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Pedal cycles											
Fatal	158	163	146	127	111	119	119	125	121	122	113
Rate	59	58	57	45	37	40	39	40	39	35	35
Fatal or serious	2,497	2,584	2,698	2,727	2,875	2,962	3,411	3,529	3,471	3,775	3,565
Rate	931	924	1058	960	969	986	1111	1135	1109	1092	1098
All severities	17,039	16,611	16,607	16,797	17,599	17,811	19,883	19,708	20,049	21,979	19,440
Rate	6,356	5,938	6,510	5,915	5,933	5,930	6,476	6,340	6,408	6,357	5,985
Motorcycle riders											
Fatal	620	667	676	539	512	446	411	363	356	375	398
Rate	187	210	199	172	161	156	142	128	132	135	144
Fatal or serious	6,854	6,863	7,087	6,389	6,105	5,446	5,920	5,628	5,485	5,933	5,709
Rate	2063	2162	2086	2044	1922	1906	2052	1990	2039	2139	2059
All severities	25,870	24,323	24,381	22,427	21,590	19,534	21,059	20,171	19,538	21,378	20,996
Rate	7,787	7,661	7,175	7,175	6,796	6,838	7,301	7,133	7,265	7,707	7,571
Cars											
Fatal	3,465	3,483	3,141	2,724	2,340	1,944	2,067	1,775	1,810	1,831	1,781
Rate	14	14	13	11	9.6	8.1	8.6	7.4	7.5	7.5	7.2
Fatal or serious	32,129	31,892	30,302	28,403	26,731	24,236	24,511	24,189	22,802	23,896	23,372
Rate	132	129	123	116	109	101	102	101	95	98	94
All severities	281,810	267,991	255,891	236,923	227,244	212,685	204,720	197,388	185,769	195,576	188,872
Rate	1,155	1,085	1,035	965	928	887	851	822	774	798	763
Buses or coaches											
Fatal	108	118	120	98	85	60	71	70	69	61	64
Rate	34	36	36	31	27	19	25	26	25	22	24
Fatal or serious	1,131	1,159	1,138	1,090	962	930	872	872	767	777	702
Rate	358	353	339	347	309	297	301	320	274	277	263
All severities	9,988	9,133	8,559	8,375	7,831	7,462	7,223	6,318	5,896	6,103	5,381
Rate	3,163	2,782	2,551	2,669	2,512	2,381	2,494	2,321	2,105	2,178	2,012
Vans / Light goods vehicles											
Fatal	261	274	306	202	185	175	197	170	153	169	167
Rate	6.8	6.9	7.3	4.9	4.5	4.3	4.8	4.1	3.6	3.8	3.6
Fatal or serious	2,080	2,092	2,087	1,822	1,745	1,709	1,733	1,793	1,704	1,910	1,903
Rate	54	52	50	44	43	42	42	43	40	42	41
All severities	16,078	15,593	14,620	13,621	13,214	12,866	12,886	12,575	12,686	14,043	13,876
Rate	419	390	349	328	325	313	311	305	298	312	296
Heavy goods vehicles											
Fatal	520	458	461	379	284	303	272	292	270	265	298
Rate	29	25	25	21	17	19	17	19	17	16	18
Fatal or serious	2,168	2,071	1,951	1,639	1,388	1,372	1,283	1,301	1,277	1,247	1,291
Rate	121	115	107	92	85	84	81	84	81	78	77
All severities	12,120	11,336	10,688	9,040	7,487	7,615	7,126	6,720	6,524	6,873	6,470
Rate	674	628	588	509	459	465	447	433	416	427	388
All vehicles¹											
Fatal	5,204	5,253	4,930	4,171	3,587	3,119	3,221	2,850	2,846	2,902	2,899
Rate	17	17	16	13	12	10	10	9.3	9.3	9.2	9.1
Fatal or serious	47,380	47,278	45,939	42,807	40,433	37,237	38,334	37,866	36,020	38,070	37,104
Rate	153	150	145	136	130	122	125	124	117	121	116
All severities	366,236	348,059	334,966	311,604	298,687	281,401	276,155	265,877	252,913	268,527	257,845
Rate	1,183	1,108	1,058	993	960	919	900	870	824	852	806

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

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RAS20001

Vehicles involved in reported accidents and involvement rates by vehicle type and severity of accident, Great Britain, 2005 - 2015

	Number of vehicles/rate per billion vehicle kilometres										
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Pedal cycles											
Fatal	158	163	146	127	111	119	119	125	121	122	113
Rate	37	36	36	28	23	25	24	25	24	22	22
Fatal or serious	2,497	2,584	2,698	2,727	2,875	2,962	3,411	3,529	3,471	3,775	3,565
Rate	579	574	657	597	602	613	690	705	689	678	682
All severities	17,039	16,611	16,607	16,797	17,599	17,811	19,883	19,708	20,049	21,979	19,440
Rate	3,950	3,690	4,045	3,675	3,687	3,685	4,024	3,940	3,981	3,950	3,719
Motorcycle riders											
Fatal	620	667	676	539	512	446	411	363	356	375	398
Rate	116	131	124	107	100	97	89	80	82	84	89
Fatal or serious	6,854	6,863	7,087	6,389	6,105	5,446	5,920	5,628	5,485	5,933	5,709
Rate	1282	1343	1296	1270	1194	1185	1275	1237	1267	1329	1279
All severities	25,870	24,323	24,381	22,427	21,590	19,534	21,059	20,171	19,538	21,378	20,996
Rate	4,839	4,760	4,459	4,458	4,223	4,249	4,536	4,432	4,514	4,789	4,704
Cars											
Fatal	3,465	3,483	3,141	2,724	2,340	1,944	2,067	1,775	1,810	1,831	1,781
Rate	8.8	8.8	7.9	6.9	5.9	5.0	5.3	4.6	4.7	4.6	4.5
Fatal or serious	32,129	31,892	30,302	28,403	26,731	24,236	24,511	24,189	22,802	23,896	23,372
Rate	82	80	76	72	68	63	63	63	59	61	59
All severities	281,810	267,991	255,891	236,923	227,244	212,685	204,720	197,388	185,769	195,576	188,872
Rate	718	674	643	600	577	551	529	510	481	496	474
Buses or coaches											
Fatal	108	118	120	98	85	60	71	70	69	61	64
Rate	21	22	22	19	17	12	15	16	15	14	15
Fatal or serious	1,131	1,159	1,138	1,090	962	930	872	872	767	777	702
Rate	223	219	211	216	192	184	187	199	170	172	163
All severities	9,988	9,133	8,559	8,375	7,831	7,462	7,223	6,318	5,896	6,103	5,381
Rate	1,966	1,729	1,585	1,659	1,561	1,480	1,550	1,442	1,308	1,353	1,250
Vans / Light goods vehicles											
Fatal	261	274	306	202	185	175	197	170	153	169	167
Rate	4.2	4.3	4.5	3.0	2.8	2.6	3.0	2.6	2.2	2.3	2.2
Fatal or serious	2,080	2,092	2,087	1,822	1,745	1,709	1,733	1,793	1,704	1,910	1,903
Rate	34	33	31	27	27	26	26	27	25	26	25
All severities	16,078	15,593	14,620	13,621	13,214	12,866	12,886	12,575	12,686	14,043	13,876
Rate	260	243	217	204	202	195	193	189	185	194	184
Heavy goods vehicles											
Fatal	520	458	461	379	284	303	272	292	270	265	298
Rate	18	16	16	13	11	12	11	12	11	10	11
Fatal or serious	2,168	2,071	1,951	1,639	1,388	1,372	1,283	1,301	1,277	1,247	1,291
Rate	75	71	67	57	53	52	50	52	51	48	48
All severities	12,120	11,336	10,688	9,040	7,487	7,615	7,126	6,720	6,524	6,873	6,470
Rate	419	390	365	316	285	289	278	269	259	266	241
All vehicles¹											
Fatal	5,204	5,253	4,930	4,171	3,587	3,119	3,221	2,850	2,846	2,902	2,899
Rate	10	10	9.7	8.3	7.2	6.3	6.5	5.8	5.8	5.7	5.6
Fatal or serious	47,380	47,278	45,939	42,807	40,433	37,237	38,334	37,866	36,020	38,070	37,104
Rate	95	94	90	85	81	76	78	77	73	75	72
All severities	366,236	348,059	334,966	311,604	298,687	281,401	276,155	265,877	252,913	268,527	257,845
Rate	735	688	657	617	597	571	559	540	512	530	501

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, 2015

	Number of drivers or riders/percentage								
	Male			Female			All drivers or riders ¹		
	Involved	of which casualties		Involved	of which casualties		Involved	of which casualties	
		Number	Percentage		Number	Percentage		Number	Percentage
Car drivers									
Under 17	82	46	56	8	3	38	91	49	54
17-19	5,326	2,702	51	3,033	1,961	65	8,390	4,664	56
20-24	12,485	5,871	47	7,987	4,963	62	20,538	10,835	53
25-29	12,426	5,426	44	8,108	4,575	56	20,637	10,001	48
30-34	11,371	4,475	39	7,284	3,855	53	18,914	8,334	44
35-39	9,711	3,812	39	6,539	3,509	54	16,327	7,325	45
40-49	19,014	7,154	38	12,698	6,627	52	31,867	13,785	43
50-59	14,516	5,492	38	8,976	4,773	53	23,602	10,268	44
60-69	8,800	3,076	35	4,530	2,259	50	13,394	5,336	40
70 and over	7,601	3,217	42	3,609	1,975	55	11,246	5,193	46
Age not reported	8,386	383	5	2,830	220	8	23,866	612	3
All ages	109,718	41,654	38	65,602	34,720	53	188,872	76,402	40
Motorcycle riders									
50cc and under									
Under 16	19	17	89	0	0	0	19	17	89
16	445	417	94	56	56	100	501	473	94
17	253	241	95	28	28	100	281	269	96
18	79	77	97	17	17	100	96	94	98
19	95	86	91	12	12	100	107	98	92
20-24	335	313	93	62	62	100	398	376	94
25-29	175	163	93	32	29	91	207	192	93
30-39	156	145	93	45	41	91	201	186	93
40-49	120	111	93	40	40	100	160	151	94
50-59	76	67	88	22	20	91	98	87	89
60 and over	38	36	95	16	16	100	55	52	95
Age not reported	57	30	53	4	1	25	114	31	27
All ages	1,848	1,703	92	334	322	96	2,237	2,026	91
Motorcycle riders over 50cc									
Under 16	22	18	82	0	0	0	22	18	82
16	81	70	86	4	4	100	85	74	87
17	593	569	96	35	34	97	628	603	96
18	720	684	95	38	38	100	760	723	95
19	691	672	97	48	48	100	739	720	97
20-24	3,321	3,121	94	213	202	95	3,538	3,323	94
25-29	2,508	2,380	95	150	142	95	2,659	2,523	95
30-39	3,059	2,857	93	234	221	94	3,298	3,078	93
40-49	2,650	2,479	94	228	220	96	2,879	2,699	94
50-59	2,108	1,987	94	119	113	95	2,229	2,100	94
60 and over	930	874	94	22	21	95	952	895	94
Age not reported	444	244	55	19	12	63	686	258	38
All ages	17,127	15,955	93	1,110	1,055	95	18,475	17,014	92
All Motorcycle riders²									
Under 16	48	42	88	0	0	0	48	42	88
16	533	494	93	60	60	100	593	554	93
17	865	828	96	63	62	98	928	890	96
18	812	774	95	55	55	100	869	830	96
19	792	763	96	60	60	100	852	823	97
20-24	3,684	3,460	94	278	267	96	3,967	3,728	94
25-29	2,711	2,569	95	183	172	94	2,895	2,742	95
30-39	3,240	3,022	93	282	265	94	3,527	3,287	93
40-49	2,817	2,636	94	272	263	97	3,090	2,899	94
50-59	2,208	2,075	94	143	134	94	2,353	2,209	94
60 and over	983	923	94	40	38	95	1,024	961	94
Age not reported	518	279	54	23	13	57	850	294	35
All ages	19,211	17,865	93	1,459	1,389	95	20,996	19,259	92

1 Includes cases where gender was not reported.

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

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RAS20003

Vehicles involved in reported accidents by accident severity and vehicle type, Great Britain, 2015

	Number of vehicles			
	Number of vehicles involved in			
	Fatal accidents	Serious accidents	Slight accidents	All accidents
Pedal cycles	113	3,452	15,875	19,440
Motorcycles ¹				
Motorcycles 50cc and under	8	372	1,857	2,237
Motorcycles 51cc - 125cc	83	1,859	7,292	9,234
Motorcycles 126cc - 500cc	38	601	1,548	2,187
Motorcycles over 500cc	265	2,398	4,391	7,054
All motorcycles ²	398	5,311	15,287	20,996
Taxis/Private hire cars	39	565	4,816	5,420
Cars ³	1,734	20,951	160,269	182,954
Minibuses	8	75	415	498
All cars ⁴	1,781	21,591	165,500	188,872
Buses or coaches	64	638	4,679	5,381
Trams	0	2	16	18
Vans / Light goods vehicles	167	1,736	11,973	13,876
Heavy goods vehicles				
Rigid	166	585	3,157	3,908
Articulated	132	408	2,022	2,562
Total ⁵	298	993	5,179	6,470
Agricultural vehicles	23	116	365	504
Ridden horses	0	18	89	107
Mobility scooters	8	47	167	222
Other vehicles	46	292	1,563	1,901
All vehicles ⁶	2,899	34,205	220,741	257,845

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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RAS20004

Vehicles involved in reported accidents by vehicle type, built-up and non built-up roads, road class and accident severity, Great Britain, 2015

	Number of vehicles						
	Pedal cycles	Motorcycles	Cars	Buses or coaches	Vans / Light goods vehicles	Heavy goods vehicles	All vehicles ¹
Built-up roads²							
A roads							
Fatal	27	89	330	24	27	54	562
Fatal or serious	1,173	1,705	5,990	317	441	267	9,981
All severities	7,571	8,681	60,044	2,808	4,307	1,656	85,699
B roads							
Fatal	5	17	89	4	7	9	135
Fatal or serious	394	557	2,094	70	143	57	3,357
All severities	2,196	2,064	17,490	537	1,165	274	23,957
Other roads							
Fatal	21	62	250	22	28	23	430
Fatal or serious	1,379	1,437	6,773	238	536	142	10,681
All severities	8,013	5,849	60,297	1,706	3,886	777	81,441
All built-up roads³							
Fatal	53	168	669	50	62	86	1,127
Fatal or serious	2,946	3,699	14,857	625	1,120	466	24,019
All severities	17,780	16,594	137,831	5,051	9,358	2,707	191,097
Non built-up roads²							
A roads							
Fatal	30	159	710	8	70	133	1,136
Fatal or serious	255	1,234	4,824	46	446	458	7,402
All severities	783	2,732	28,110	197	2,436	1,899	36,673
B roads							
Fatal	13	37	131	1	14	7	208
Fatal or serious	97	308	1,172	8	90	35	1,756
All severities	259	628	5,318	40	419	151	6,965
Other roads							
Fatal	16	26	134	3	8	9	200
Fatal or serious	266	370	1,426	12	123	53	2,307
All severities	615	800	7,862	52	683	216	10,482
All non built-up roads³							
Fatal	59	222	975	12	92	149	1,544
Fatal or serious	618	1,912	7,422	66	659	546	11,465
All severities	1,657	4,160	41,290	289	3,538	2,266	54,120
All speed limits⁴							
Motorways							
Fatal	1	8	137	2	13	63	228
Fatal or serious	1	98	1,093	11	124	279	1,620
All severities	2	242	9,750	41	980	1,497	12,626
A roads							
Fatal	57	248	1,040	32	97	187	1,698
Fatal or serious	1,428	2,939	10,814	363	887	725	17,383
All severities	8,355	11,413	88,155	3,005	6,743	3,555	122,374
B roads							
Fatal	18	54	220	5	21	16	343
Fatal or serious	491	865	3,266	78	233	92	5,113
All severities	2,455	2,692	22,808	577	1,584	425	30,922
Other roads							
Fatal	37	88	384	25	36	32	630
Fatal or serious	1,645	1,807	8,199	250	659	195	12,988
All severities	8,628	6,649	68,159	1,758	4,569	993	91,923
Total³							
Fatal	113	398	1,781	64	167	298	2,899
Fatal or serious	3,565	5,709	23,372	702	1,903	1,291	37,104
All severities	19,440	20,996	188,872	5,381	13,876	6,470	257,845

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

2 Excludes motorways.

3 Includes cases where road class was not reported

4 Includes cases where speed limit was not reported

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RAS20005

Vehicle involvement rates for reported accidents, by vehicle type, urban and rural roads, road class, accident severity and traffic, Great Britain, 2015

	Rate per billion vehicle miles						
	Pedal cycles	Motor-cycles	Cars	Buses or coaches	Vans / Light goods vehicles	Heavy goods vehicles	All vehicles ¹
Urban roads^{2,5}							
A roads							
Fatal	70	144	6.4	27	3.8	29	9.2
Fatal or serious	2,330	2,732	124	381	55	131	166
All severities	15,720	15,139	1,310	3,562	557	878	1,507
Other roads³							
Fatal	13	66	4.6	27	2.8	42	6.3
Fatal or serious	823	1,870	137	314	59	239	171
All severities	5,137	7,933	1,248	2,331	442	1,212	1,346
All urban roads⁴							
Fatal	24	96	5.4	27	3.2	33	7.6
Fatal or serious	1,129	2,198	132	345	57	163	169
All severities	7,284	10,671	1,275	2,898	490	976	1,415
Rural roads^{2,5}							
A roads							
Fatal	236	248	11	21	5.1	24	14
Fatal or serious	3,647	2,190	83	137	37	86	99
All severities	12,960	5,192	508	604	214	361	512
Other roads³							
Fatal	34	178	10	24	4.2	24	12
Fatal or serious	736	2,258	118	211	46	152	147
All severities	2,266	5,509	700	1,179	271	727	733
All rural roads⁴							
Fatal	55	219	11	22	4.8	24	13
Fatal or serious	1,034	2,218	95	160	40	95	115
All severities	3,359	5,323	573	780	234	407	586
All roads							
Motorways							
Fatal	..	35	2.8	8.6	1.4	8.3	3.4
Fatal or serious	..	424	22	47	13	37	24
All severities	..	1,047	199	176	104	197	190
A roads							
Fatal	103	204	9.4	24	4.7	25	12
Fatal or serious	2,593	2,419	98	276	43	96	123
All severities	15,169	9,394	800	2,285	326	471	865
Other roads³							
Fatal	20	107	6.8	27	3.4	32	8.7
Fatal or serious	792	2,013	130	291	53	190	162
All severities	4,109	7,039	1,028	2,074	367	941	1,097
Total⁴							
Fatal	35	144	7.2	24	3.6	18	9.1
Fatal or serious	1,098	2,059	94	263	41	77	116
All severities	5,985	7,571	763	2,012	296	388	806
Estimated vehicle miles (billion)							
Urban roads ^{2,5}	2.2	1.4	93	1.6	16	2.3	117
Rural roads ^{2,5}	1.1	1.2	106	0.8	21	6.8	137
Motorways	..	0.2	49	0.2	9.4	7.6	66
Total	3.2	2.8	248	2.7	47	17	320

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

2 Excludes motorways.

3 B, C and unclassified roads.

4 Includes cases where road class was not reported.

5 See urban and rural definitions.

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Source: DfT STATS19, DfT National Road Traffic Survey

Last updated: 29 September 2015

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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, 2015

	Rate per billion vehicle kilometres						
	Pedal cycles	Motor- cycles	Cars	Buses or coaches	Vans / Light goods vehicles	Heavy goods vehicles	All vehicles ¹
Urban roads^{2,5}							
A roads							
Fatal	44	90	4.0	17	2.4	18	5.7
Fatal or serious	1,448	1,698	77	237	34	82	103
All severities	9,768	9,407	814	2,213	346	546	936
Other roads³							
Fatal	7.9	41	2.8	17	1.7	26	3.9
Fatal or serious	511	1,162	85	195	36	149	107
All severities	3,192	4,929	775	1,448	274	753	836
All urban roads⁴							
Fatal	15	59	3.3	17	2.0	21	4.7
Fatal or serious	701	1,366	82	214	35	101	105
All severities	4,526	6,631	792	1,801	304	606	879
Rural roads^{2,5}							
A roads							
Fatal	147	154	6.9	13	3.2	15	8.4
Fatal or serious	2,266	1,361	52	85	23	54	61
All severities	8,053	3,226	316	375	133	224	318
Other roads³							
Fatal	21	110	6.3	15	2.6	15	7.5
Fatal or serious	458	1,403	74	131	29	94	92
All severities	1,408	3,423	435	733	169	452	456
All rural roads⁴							
Fatal	34	136	6.7	14	3.0	15	8.1
Fatal or serious	642	1,378	59	99	25	59	71
All severities	2,087	3,307	356	485	145	253	364
All roads							
Motorways							
Fatal	..	22	1.7	5.3	0.9	5.1	2.1
Fatal or serious	..	263	14	29	8.2	23	15
All severities	..	651	124	109	65	122	118
A roads							
Fatal	64	127	5.9	15	2.9	15	7.5
Fatal or serious	1,611	1,503	61	172	27	60	76
All severities	9,426	5,837	497	1,420	202	292	537
Other roads³							
Fatal	13	66	4.2	17	2.1	20	5.4
Fatal or serious	492	1,251	81	181	33	118	100
All severities	2,553	4,374	639	1,289	228	585	682
Total⁴							
Fatal	22	89	4.5	15	2.2	11	5.6
Fatal or serious	682	1,279	59	163	25	48	72
All severities	3,719	4,704	474	1,250	184	241	501
Estimated vehicle kilometres (billion)							
Urban roads ^{2,5}	3.5	2.2	150	2.6	26	3.6	188
Rural roads ^{2,5}	1.7	1.9	170	1.3	34	11	220
Motorways ¹	..	0.4	79	0.4	15	12	107
Total	5.2	4.5	399	4.3	75	27	515

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

2 Excludes motorways.

3 B, C and unclassified roads.

4 Includes cases where road class was not reported.

5 See urban and rural definitions.

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Source: DfT STATS19, DfT National Road Traffic Survey

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RAS20006

Vehicles involved in reported accidents by junction type, vehicle type, built-up and non built-up roads, Great Britain, 2015

		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	2,596	7,615	1,952	141	60	386	898	4,133
	Non built-up roads	300	275	55	3	9	28	51	936
	Motorways	0	0	0	0	1	0	0	1
	All roads ²	2,896	7,890	2,007	144	70	414	949	5,070
Motorcycles	Built-up roads	1,708	7,353	1,813	133	86	381	970	4,150
	Non built-up roads	489	746	121	2	103	92	231	2,376
	Motorways	18	1	0	0	40	1	0	182
	All roads ²	2,215	8,100	1,934	135	229	474	1,201	6,708
Cars	Built-up roads	15,044	51,189	17,714	1,246	824	3,390	5,590	42,835
	Non built-up roads	3,979	7,381	1,982	120	1,455	764	1,634	23,973
	Motorways	488	41	8	4	983	40	0	8,186
	All roads ²	19,511	58,611	19,704	1,370	3,262	4,194	7,224	74,994
Buses or coaches	Built-up roads	372	1,909	565	58	26	113	80	1,928
	Non built-up roads	23	52	12	0	9	9	10	174
	Motorways	2	0	0	0	6	1	0	32
	All roads ²	397	1,961	577	58	41	123	90	2,134
Vans / Light good vehicles	Built-up roads	872	3,500	1,138	76	62	221	423	3,066
	Non built-up roads	267	600	176	8	111	71	192	2,113
	Motorways	44	5	2	0	88	2	0	839
	All roads ²	1,183	4,105	1,316	84	261	294	615	6,018
Heavy goods vehicles									
Articulated	Built-up roads	151	145	56	9	8	11	25	258
	Non built-up roads	118	105	20	3	61	16	28	640
	Motorways	7	2	0	0	82	0	0	817
	All roads ²	276	252	76	12	151	27	53	1,715
Rigid	Built-up roads	232	693	230	21	12	55	72	729
	Non built-up roads	102	208	46	3	37	31	46	802
	Motorways	15	4	1	0	65	1	0	503
	All roads ²	349	905	277	24	114	87	118	2,034
All HGVs	Built-up roads	383	838	286	30	20	66	97	987
	Non built-up roads	220	313	66	6	98	47	74	1,442
	Motorways	22	6	1	0	147	1	0	1,320
	All roads ²	625	1,157	353	36	265	114	171	3,749
Other vehicles ³	Built-up roads	161	526	193	9	13	59	88	727
	Non built-up roads	51	122	21	3	24	35	72	592
	Motorways	3	1	0	0	8	1	0	101
	All roads ²	215	649	214	12	45	95	160	1,420
All vehicles ³	Built-up roads	21,136	72,930	23,661	1,693	1,091	4,616	8,146	57,826
	Non built-up roads	5,329	9,489	2,433	142	1,809	1,046	2,264	31,606
	Motorways	577	54	11	4	1,273	46	0	10,661
	All roads ²	27,042	82,473	26,105	1,839	4,173	5,708	10,410	100,093

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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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, 2015

	Number of vehicles					
	Road surface conditions ¹			Special conditions at site ¹		All ²
	Dry	Wet or flood	Snow or ice	Oil or diesel	Mud	
Pedal cycles						
Involved	15,835	3,470	84	17	15	19,440
Skidded	520	215	12	4	6	748
Motorcycles						
Involved	15,970	4,845	154	134	89	20,996
Skidded	2,642	1,557	93	108	64	4,300
Cars						
Involved	135,435	50,444	2,636	375	406	188,872
Skidded	7,015	6,931	1,223	191	212	15,180
Overturned ³	3,314	2,367	318	41	104	6,007
Towing caravan	95	11	0	0	0	107
Other tow	278	94	4	1	2	376
Vans / Light goods vehicles						
Involved	10,069	3,590	183	28	46	13,876
Skidded	535	429	68	12	24	1,033
Overturned ³	214	144	23	1	7	382
Towing caravan	6	1	0	0	0	7
Other tow	123	41	3	1	0	167
Heavy goods vehicles						
Rigid⁴						
Involved	2,906	954	47	13	18	3,908
Skidded	148	91	6	2	7	245
Jack-knifed	6	2	0	0	0	8
Overturned ³	70	32	2	0	3	104
Articulated						
Involved	1,813	715	32	14	7	2,562
Skidded	145	67	7	3	1	219
Jack-knifed	30	31	5	3	0	66
Overturned ³	74	33	2	0	0	109
All HGVs⁵						
Involved	4,719	1,669	79	27	25	6,470
Skidded	293	158	13	5	8	464
Jack-knifed	36	33	5	3	0	74
Overturned ³	144	65	4	0	3	213
Buses or coaches						
Involved	4,454	882	36	9	4	5,381
Skidded	48	32	7	2	1	87
Overturned ³	4	3	0	0	0	7
Other vehicles⁶						
Involved	2,047	711	36	10	20	2,810
Skidded	96	56	9	1	4	161
Overturned ³	114	36	6	0	1	156
All⁶	188,529	65,611	3,208	600	605	257,845

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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Source: DFT STATS19

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RAS20008

Vehicles involved in reported accidents by vehicle type and manoeuvre, Great Britain, 2015

	Number of vehicles					
	Pedal cycles	Motorcycles 50cc and under	Motorcycles 51 - 125cc	Motorcycles 126 - 500cc	Motorcycles over 500cc	All motorcycles ¹
Reversing	13	1	3	2	2	8
Parked	29	5	20	9	10	44
Waiting to go ahead but held up	239	66	223	75	206	579
Slowing or stopping	390	152	547	123	388	1,224
Moving off	414	51	166	40	142	407
U turning	17	4	23	4	7	38
Turning left	407	75	229	54	124	489
Waiting to turn left	16	9	23	4	27	64
Turning right	1,084	153	409	78	203	857
Waiting to turn right	141	15	51	13	40	124
Changing lane to left	75	9	51	8	57	126
Changing lane to right	146	7	45	11	44	109
Overtaking a moving vehicle - offside	163	123	702	187	678	1,709
Overtaking a stationary vehicle - offside	432	98	463	107	285	963
Overtaking - nearside	436	37	226	33	111	412
Going ahead on a left-hand bend	339	65	315	110	523	1,021
Going ahead on a right-hand bend	544	71	388	90	447	1,000
Going ahead other	14,543	1,296	5,347	1,239	3,759	11,815
All known manoeuvres	19,428	2,237	9,231	2,187	7,053	20,989
Number of vehicles involved in accidents ²	19,440	2,237	9,234	2,187	7,054	20,996
of which - at a junction	14,370	1,556	6,651	1,506	4,412	14,288

	Number of vehicles					
	Cars	Buses or coaches	Vans / Light goods vehicles	Heavy goods vehicles involved	of which LHD ³	All vehicles other than two-wheel ⁴
Reversing	2,956	18	523	122	6	3,688
Parked	8,403	323	779	328	17	9,991
Waiting to go ahead but held up	14,119	287	903	236	5	15,627
Slowing or stopping	15,823	915	1,241	477	17	18,589
Moving off	8,480	689	600	234	10	10,137
U turning	1,897	7	143	31	2	2,096
Turning left	6,922	159	581	210	8	7,951
Waiting to turn left	1,064	14	46	10	0	1,148
Turning right	21,928	261	1,419	312	26	24,186
Waiting to turn right	3,146	19	172	23	1	3,398
Changing lane to left	1,643	29	158	350	14	2,208
Changing lane to right	1,724	35	155	400	176	2,357
Overtaking a moving vehicle - offside	2,875	65	252	129	3	3,371
Overtaking a stationary vehicle - offside	1,546	55	114	37	0	1,784
Overtaking - nearside	718	13	51	24	1	816
Going ahead on a left-hand bend	6,098	100	371	183	13	6,835
Going ahead on a right-hand bend	6,971	130	446	266	11	7,931
Going ahead other	82,455	2,260	5,922	3,097	163	95,170
All known manoeuvres	188,768	5,379	13,876	6,469	473	217,283
Number of vehicles involved in accidents ²	188,872	5,381	13,876	6,470	473	217,409
of which - at a junction	113,876	3,247	7,858	2,721	137	129,092

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

2 Includes cases where vehicle manoeuvre was not reported.

3 Left hand drive.

4 Includes other vehicles and cases where vehicle class was not reported.

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RAS20009

Vehicles involved in reported personal injury road accidents, by vehicle type, Great Britain, 1979-2015

Year	Number of vehicles						
	Pedal cycle	Motorcycle	Car	Bus or coach	Vans / Light goods vehicles	Heavy goods vehicles	All vehicles ¹
1979	24,792	69,173	265,327	14,808	24,715	18,194	422,983
1980	25,884	73,054	262,979	13,814	22,319	15,343	418,266
1981	26,496	70,949	265,531	13,083	22,106	14,554	417,723
1982	29,429	73,043	275,541	12,914	21,707	14,689	431,547
1983	31,824	65,962	261,714	12,763	19,853	13,504	409,690
1984	32,210	65,340	279,954	12,802	20,911	14,197	429,520
1985	27,953	57,823	278,517	12,468	23,113	14,452	417,923
1986	27,041	53,566	290,588	12,137	23,437	14,779	425,285
1987	27,010	47,024	287,636	11,766	22,651	15,107	414,988
1988	26,561	44,279	303,693	12,086	24,671	16,376	431,760
1989	29,327	43,995	325,213	12,711	25,793	17,894	459,172
1990	27,108	40,404	330,181	12,200	24,652	16,524	455,234
1991	25,439	31,722	308,076	11,417	21,802	15,241	417,792
1992	25,299	27,660	313,382	11,264	20,490	14,500	416,725
1993	24,612	25,836	312,790	10,947	19,069	14,417	411,729
1994	25,415	25,127	322,946	11,413	19,495	14,572	422,621
1995	25,497	24,219	318,083	10,994	18,674	13,771	414,807
1996	25,102	23,798	331,091	11,196	19,186	13,582	427,521
1997	25,200	25,211	338,924	11,241	20,070	14,385	438,877
1998	23,423	25,514	337,794	11,762	20,083	14,526	437,105
1999	23,482	27,122	329,866	11,888	18,052	15,191	430,492
2000	21,055	29,236	329,846	11,733	17,671	15,194	429,943
2001	19,497	30,084	321,900	11,521	18,314	14,813	420,073
2002	17,532	29,503	314,568	10,781	17,755	13,480	408,325
2003	17,472	29,523	299,933	10,939	17,486	13,173	392,022
2004	17,084	26,857	291,842	10,573	15,728	12,516	379,845
2005	17,039	25,870	281,810	9,988	16,078	12,120	366,236
2006	16,611	24,323	267,991	9,133	15,593	11,336	348,059
2007	16,607	24,381	255,891	8,559	14,620	10,688	334,966
2008	16,797	22,427	236,923	8,375	13,621	9,040	311,604
2009	17,599	21,590	227,244	7,831	13,214	7,487	298,687
2010	17,811	19,534	212,685	7,462	12,866	7,615	281,401
2011	19,883	21,059	204,720	7,223	12,886	7,126	276,155
2012	19,708	20,171	197,388	6,318	12,575	6,720	265,877
2013	20,049	19,538	185,769	5,896	12,686	6,524	252,913
2014	21,979	21,378	195,576	6,103	14,043	6,873	268,527
2015	19,440	20,996	188,872	5,381	13,876	6,470	257,845

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, 2015

Journey purpose		Number of vehicles/ <i>percentage</i>						
		Pedal cycle	Motorcycle	Car	Bus or coach	Vans / Light goods vehicles	Heavy goods vehicles	All vehicles ¹
Work	No. of vehicles	1,125	1,806	19,192	4,608	6,480	5,250	39,785
	<i>Percentage</i>	6	9	10	86	47	81	15
Commuting	No. of vehicles	3,115	3,366	19,054	23	1,260	85	26,966
	<i>Percentage</i>	16	16	10	0	9	1	10
Taking Pupil to School	No. of vehicles	54	23	2,484	42	26	1	2,634
	<i>Percentage</i>	0	0	1	1	0	0	1
Pupil Riding to School	No. of vehicles	457	110	239	3	3	2	817
	<i>Percentage</i>	2	1	0	0	0	0	0
Other / Unknown	No. of vehicles	14,686	15,690	147,888	705	6,104	1,131	187,619
	<i>Percentage</i>	76	75	78	13	44	17	73
Total	No. of vehicles	19,440	20,996	188,872	5,381	13,876	6,470	257,845
	<i>Percentage</i>	100	100	100	100	100	100	100

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

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RAS30

Casualties involved in reported road accidents

Table RAS30001

**Reported road casualties by road user type and severity, Great Britain
comparison of 2015 with 2010 - 2014 average and 2014**

							Number/percentage change	
	2010-14 average	2011	2012	2013	2014	2015	% change over 2010-14 average	% change from 2014
Pedestrians								
Killed	424	453	420	398	446	408	-4	-9
Seriously injured	5,255	5,454	5,559	4,998	5,063	4,940	-6	-2
KSI ¹	5,679	5,907	5,979	5,396	5,509	5,348	-6	-3
Slightly injured	19,529	20,291	19,239	18,637	19,239	18,713	-4	-3
All casualties	25,208	26,198	25,218	24,033	24,748	24,061	-5	-3
Pedal cyclists								
Killed	112	107	118	109	113	100	-10	-12
Seriously injured	3,102	3,085	3,222	3,143	3,401	3,239	4	-5
KSI	3,214	3,192	3,340	3,252	3,514	3,339	4	-5
Slightly injured	16,029	16,023	15,751	16,186	17,773	15,505	-3	-13
All casualties	19,243	19,215	19,091	19,438	21,287	18,844	-2	-11
Motorcycle users								
Killed	353	362	328	331	339	365	4	8
Seriously injured	5,036	5,247	5,000	4,866	5,289	5,042	0	-5
KSI	5,389	5,609	5,328	5,197	5,628	5,407	0	-4
Slightly injured	14,064	14,541	13,982	13,555	14,738	14,511	3	-2
All casualties	19,453	20,150	19,310	18,752	20,366	19,918	2	-2
Car occupants								
Killed	820	883	801	785	797	754	-8	-5
Seriously injured	8,233	8,342	8,232	7,641	8,035	7,888	-4	-2
KSI	9,053	9,225	9,033	8,426	8,832	8,642	-5	-2
Slightly injured	111,578	115,699	110,675	101,361	106,698	103,065	-8	-3
All casualties	120,631	124,924	119,708	109,787	115,530	111,707	-7	-3
Bus and coach occupants								
Killed	9	7	11	10	7	5	-43	-29
Seriously injured	331	325	312	332	293	275	-17	-6
KSI	340	332	323	342	300	280	-18	-7
Slightly injured	5,210	5,845	4,911	4,531	4,898	4,346	-17	-11
All casualties	5,550	6,177	5,234	4,873	5,198	4,626	-17	-11
Goods vehicle occupants								
Killed	58	62	62	58	47	65	12	38
Seriously injured	498	473	499	481	532	561	13	5
KSI	556	535	561	539	579	626	13	8
Slightly injured	5,413	5,379	5,312	5,195	5,747	5,447	1	-5
All casualties	5,970	5,914	5,873	5,734	6,326	6,073	2	-4
All road users²								
Killed	1,799	1,901	1,754	1,713	1,775	1,730	-4	-3
Seriously injured	22,657	23,122	23,039	21,657	22,807	22,144	-2	-3
KSI	24,456	25,023	24,793	23,370	24,582	23,874	-2	-3
Slightly injured	172,838	178,927	170,930	160,300	169,895	162,315	-6	-4
All casualties	197,294	203,950	195,723	183,670	194,477	186,189	-6	-4
of whom children: 0 - 15 years								
Killed	55	60	61	48	53	54	-3	2
Seriously injured	2,194	2,352	2,211	1,932	2,029	1,910	-13	-6
KSI	2,250	2,412	2,272	1,980	2,082	1,964	-13	-6
Slightly injured	15,506	17,062	14,979	13,776	14,645	14,139	-9	-3
All casualties	17,755	19,474	17,251	15,756	16,727	16,103	-9	-4
Casualty rates³								
Killed	6	6	6	6	6	5	-7	-4
Seriously injured	74	75	75	71	72	69	-6	-4
KSI	79	82	81	76	78	75	-6	-4
Slightly injured	561	583	559	522	539	507	-10	-6
All casualties	640	665	640	599	617	582	-9	-6

1 Killed or seriously injured.

2 Includes other vehicles.

3 Casualties per billion vehicle miles.

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Table RAS30002

Reported casualties by road user type, age and severity, Great Britain, 2015

	Number/percentage change compared to 2014								
	Killed		Seriously injured		Slightly injured		All casualties		Road traffic
	Number	% change	Number	% change	Number	% change	Number	% change	% change
Pedestrians									
Children: 0-15 years	25	-14	1,258	-7	5,034	-1	6,317	-3	..
Young people: 0-17 years	32	-20	1,411	-6	5,796	-2	7,239	-3	..
Adults: 18-59 years	203	-6	2,276	1	9,826	-3	12,305	-3	..
60 and over	173	-9	1,181	-6	2,659	-1	4,013	-3	..
All casualties ¹	408	-9	4,940	-2	18,713	-3	24,061	-3	..
Pedal cyclists									
Children: 0-15 years	6	0	272	0	1,651	-4	1,929	-4	..
Young people: 0-17 years	6	0	347	-9	2,178	-8	2,531	-8	..
Adults: 18-59 years	69	-8	2,525	-5	12,175	-14	14,769	-12	..
60 and over	25	-22	333	-1	806	-15	1,164	-12	..
All casualties ¹	100	-12	3,239	-5	15,505	-13	18,844	-11	-6
Car occupants									
Children: 0-15 years	19	6	315	-1	6,681	-3	7,015	-3	..
Young people: 0-17 years	42	27	555	-3	9,248	-4	9,845	-4	..
Adults: 18-59 years	480	-6	5,492	-2	79,568	-3	85,540	-3	..
60 and over	232	-9	1,755	-3	12,902	-5	14,889	-5	..
All casualties ¹	754	-5	7,888	-2	103,065	-3	111,707	-3	1
Motorcycle users	365	8	5,042	-5	14,511	-2	19,918	-2	0
Bus and coach	5	-29	275	-6	4,346	-11	4,626	-11	-5
Van/Light goods veh	32	-3	385	5	4,333	-4	4,750	-3	4
HGV	31	121	162	0	1,010	-14	1,203	-11	4
All road users									
Children: 0-15 years	54	2	1,910	-6	14,139	-3	16,103	-4	..
Young people: 0-17 yrs	93	12	2,725	-6	19,302	-5	22,120	-5	..
Adults: 18-59 years	1,145	-1	15,221	-3	121,313	-4	137,679	-4	..
60 and over	492	-8	3,950	-2	18,954	-5	23,396	-5	..
All casualties ¹	1,730	-3	22,144	-3	162,315	-4	186,189	-4	2 ²

1 Includes cases where age was not reported.

2 Includes pedal cycles.

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Source: STATS19, DfT National Road Traffic Survey

Last updated: 29 September 2016

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The figures in this table are National Statistics

Table RAS30003

Reported casualties by severity, Great Britain, 2005 - 2015

		Number/billion miles					
<u>Year and quarter</u>		<u>Killed</u>	<u>Seriously injured</u>	<u>Killed or seriously injured</u>	<u>Slightly injured</u>	<u>All casualties</u>	<u>Motor traffic billion vehicle miles</u>
2010-14 average		1,799	22,657	24,456	172,838	197,294	308
2005		3,201	28,954	32,155	238,862	271,017	307
2006		3,172	28,673	31,845	226,559	258,404	311
2007		2,946	27,774	30,720	217,060	247,780	314
2008		2,538	26,034	28,572	202,333	230,905	311
2009		2,222	24,690	26,912	195,234	222,146	308
2010		1,850	22,660	24,510	184,138	208,648	303
2011		1,901	23,122	25,023	178,927	203,950	304
2012		1,754	23,039	24,793	170,930	195,723	303
2013		1,713	21,657	23,370	160,300	183,670	304
2014		1,775	22,807	24,582	169,895	194,477	312
2015		1,730	22,144	23,874	162,315	186,189	317
2012	Q1	414	5,443	5,857	40,733	46,590	72
	Q2	402	5,579	5,981	41,385	47,366	77
	Q3	470	6,221	6,691	44,154	50,845	79
	Q4	468	5,796	6,264	44,658	50,922	75
2013	Q1	336	4,376	4,712	35,039	39,751	70
	Q2	439	5,434	5,873	38,347	44,220	78
	Q3	468	6,122	6,590	42,604	49,194	80
	Q4	470	5,725	6,195	44,310	50,505	76
2014	Q1	376	5,168	5,544	40,349	45,893	74
	Q2	428	5,805	6,233	41,790	48,023	79
	Q3	457	6,035	6,492	42,972	49,464	82
	Q4	514	5,799	6,313	44,784	51,097	77
2015	Q1	379	4,772	5,151	37,997	43,148	75
	Q2	420	5,538	5,958	39,682	45,640	81
	Q3	454	5,948	6,402	42,964	49,366	83
	Q4	477	5,886	6,363	41,672	48,035	79

Change on same quarter of previous year

2013	Q1	-19	-20	-20	-14	-15	-3
	Q2	9	-3	-2	-7	-7	2
	Q3	0	-2	-2	-4	-3	1
	Q4	0	-1	-1	-1	-1	1
2014	Q1	12	18	18	15	15	5
	Q2	-3	7	6	9	9	1
	Q3	-2	-1	-1	1	1	3
	Q4	9	1	2	1	1	2
2015	Q1	1	-8	-7	-6	-6	2
	Q2	-2	-5	-4	-5	-5	2
	Q3	-1	-1	-1	0	0	1
	Q4	-7	2	1	-7	-6	1

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Table RAS30004

All reported casualties by road user type, Great Britain, 2005 - 2015

							Number	
Year and quarter	Pedestrians		Pedal cyclists	Motorcycle users	Car occupants	Other vehicle users	All casualties	
	All ages	Children ¹					All ages	Children ¹
2010-14 average	25,208	7,122	19,243	19,453	120,631	12,758	197,294	17,755
2005	33,281	11,250	16,561	24,824	178,302	18,049	271,017	28,126
2006	30,982	10,131	16,196	23,326	171,000	16,900	258,404	25,523
2007	30,191	9,527	16,195	23,459	161,433	16,502	247,780	23,807
2008	28,482	8,648	16,297	21,550	149,188	15,388	230,905	21,996
2009	26,887	7,983	17,064	20,703	143,412	14,080	222,146	20,655
2010	25,845	7,929	17,185	18,686	133,205	13,727	208,648	19,569
2011	26,198	7,807	19,215	20,150	124,924	13,463	203,950	19,474
2012	25,218	6,999	19,091	19,310	119,708	12,396	195,723	17,251
2013	24,033	6,396	19,438	18,752	109,787	11,660	183,670	15,756
2014	24,748	6,481	21,287	20,366	115,530	12,546	194,477	16,727
2015	24,061	6,317	18,844	19,918	111,707	11,659	186,189	16,103
2012 Q1	6,473	1,772	4,169	4,254	28,553	3,141	46,590	3,989
2012 Q2	5,711	1,818	4,451	4,870	29,314	3,020	47,366	4,556
2012 Q3	5,867	1,813	5,902	5,722	30,110	3,244	50,845	4,840
2012 Q4	7,167	1,596	4,569	4,464	31,731	2,991	50,922	3,866
2013 Q1	5,613	1,441	3,218	3,113	25,192	2,615	39,751	3,161
2013 Q2	5,576	1,684	4,987	5,114	25,781	2,762	44,220	4,068
2013 Q3	5,661	1,650	6,388	5,762	28,183	3,200	49,194	4,617
2013 Q4	7,183	1,621	4,845	4,763	30,631	3,083	50,505	3,910
2014 Q1	6,623	1,647	4,486	3,976	27,838	2,970	45,893	3,813
2014 Q2	5,598	1,731	5,565	5,517	28,172	3,171	48,023	4,514
2014 Q3	5,420	1,502	6,340	5,877	28,544	3,283	49,464	4,484
2014 Q4	7,107	1,601	4,896	4,996	30,976	3,122	51,097	3,916
2015 Q1	6,195	1,457	3,821	3,802	26,561	2,769	43,148	3,387
2015 Q2	5,475	1,708	5,155	5,406	26,756	2,848	45,640	4,262
2015 Q3	5,357	1,497	5,509	5,837	29,510	3,153	49,366	4,502
2015 Q4	7,034	1,655	4,359	4,873	28,880	2,889	48,035	3,952

Change on same quarter of previous year

2013 Q1	-13	-19	-23	-27	-12	-17	-15	-21
2013 Q2	-2	-7	12	5	-12	-9	-7	-11
2013 Q3	-4	-9	8	1	-6	-1	-3	-5
2013 Q4	0	2	6	7	-3	3	-1	1
2014 Q1	18	14	39	28	11	14	15	21
2014 Q2	0	3	12	8	9	15	9	11
2014 Q3	-4	-9	-1	2	1	3	1	-3
2014 Q4	-1	-1	1	5	1	1	1	0
2015 Q1	-6	-12	-15	-4	-5	-7	-6	-11
2015 Q2	-2	-1	-7	-2	-5	-10	-5	-6
2015 Q3	-1	0	-13	-1	3	-4	0	0
2015 Q4	-1	3	-11	-2	-7	-7	-6	1

1 Aged 0 - 15 years.

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Table RAS30005

Reported killed or seriously injured casualties, by road user type, Great Britain, 2005 - 2015

								Number	
Year and quarter	Pedestrians		Pedal cyclists	Motorcycle users	Car occupants	Other vehicle users	All casualties		
	All ages	Children ¹					All ages	Children ¹	
2010-14 average	6,758	1,900	2,528	6,320	12,984	1,451	30,041	3,067	
2005	7,129	2,134	2,360	6,508	14,617	1,541	32,155	3,472	
2006	7,051	2,025	2,442	6,484	14,254	1,614	31,845	3,294	
2007	6,924	1,899	2,564	6,737	12,967	1,528	30,720	3,090	
2008	6,642	1,784	2,565	6,049	11,968	1,348	28,572	2,807	
2009	6,045	1,660	2,710	5,822	11,112	1,223	26,912	2,671	
2010	5,605	1,646	2,771	5,183	9,749	1,202	24,510	2,502	
2011	5,907	1,602	3,192	5,609	9,225	1,090	25,023	2,412	
2012	5,979	1,545	3,340	5,328	9,033	1,113	24,793	2,272	
2013	5,396	1,358	3,252	5,197	8,426	1,099	23,370	1,980	
2014	5,509	1,379	3,514	5,628	8,832	1,099	24,582	2,082	
2015	5,348	1,283	3,339	5,407	8,642	1,138	23,874	1,964	
2012 Q1	1,581	409	712	1,111	2,166	287	5,857	561	
Q2	1,306	395	791	1,419	2,190	275	5,981	606	
Q3	1,399	420	1,065	1,691	2,233	303	6,691	659	
Q4	1,693	321	772	1,107	2,444	248	6,264	446	
2013 Q1	1,264	322	545	791	1,884	228	4,712	426	
Q2	1,235	377	819	1,542	1,995	282	5,873	548	
Q3	1,285	353	1,102	1,740	2,153	310	6,590	573	
Q4	1,612	306	786	1,124	2,394	279	6,195	433	
2014 Q1	1,463	335	676	989	2,163	253	5,544	481	
Q2	1,213	380	951	1,663	2,135	271	6,233	579	
Q3	1,240	341	1,096	1,754	2,134	268	6,492	567	
Q4	1,593	323	791	1,222	2,400	307	6,313	455	
2015 Q1	1,321	252	642	945	1,970	273	5,151	360	
Q2	1,149	382	919	1,562	2,049	279	5,958	572	
Q3	1,235	329	1,019	1,657	2,218	273	6,402	532	
Q4	1,643	320	759	1,243	2,405	313	6,363	500	

Change on same quarter of previous year

2013 Q1	-20	-21	-23	-29	-13	-21	-20	-24
Q2	-5	-5	4	9	-9	3	-2	-10
Q3	-8	-16	3	3	-4	2	-2	-13
Q4	-5	-5	2	2	-2	13	-1	-3
2014 Q1	16	4	24	25	15	11	18	13
Q2	-2	1	16	8	7	-4	6	6
Q3	-4	-3	-1	1	-1	-14	-1	-1
Q4	-1	6	1	9	0	10	2	5
2015 Q1	-10	-25	-5	-4	-9	8	-7	-25
Q2	-5	1	-3	-6	-4	3	-4	-1
Q3	0	-4	-7	-6	4	2	-1	-6
Q4	3	-1	-4	2	0	2	1	10

¹ Aged 0 - 15 years.

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The figures in this table are National Statistics

Table RAS30006

Reported casualties by speed limit, road class and severity, Great Britain, 2015

Type of road	Number/percentage change compared to 2014								
	Killed		Seriously injured		Slightly injured		All casualties		Road traffic ¹
	Number	% change	Number	% change	Number	% change	Number	% change	% change
Motorways	108	13	726	1	8,231	-2	9,065	-2	3
Built-up roads									
20 mph ²	14	-50	665	32	4,400	27	5,079	27	..
30 mph	539	-12	12,095	-3	99,288	-6	111,922	-6	..
40 mph	194	35	2,010	-1	14,547	-2	16,751	-1	..
All built-up roads	747	-5	14,770	-2	118,235	-4	133,752	-4	..
Non built-up roads									
50 mph	124	-7	1,008	-11	6,772	-5	7,904	-6	..
60 mph	637	-1	4,836	-4	22,987	-5	28,460	-5	..
70 mph	114	-3	804	-9	6,089	-4	7,007	-4	..
All non built-up roads	875	-2	6,648	-6	35,848	-5	43,371	-5	..
Major roads ³	1,092	0	10,697	-5	84,483	-5	96,272	-5	2
Minor roads ⁴	638	-7	11,447	-1	77,832	-4	89,917	-3	1
All roads ⁵	1,730	-3	22,144	-3	162,315	-4	186,189	-4	2

1 Motor vehicle traffic only.

2 The amount of road under each speed limit changes between years as highways authorities manage their network.

Some of the year-on-year changes in this table will relate to increases / decreases in the length of the road with the given speed limit. This is particularly the case with roads limited to 20 mph which are likely to have increased significantly in recent years. The Department is considering the best way to measure the change in the amount of roads limited to 20 mph.

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

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

5 Includes unknown road class and speed limit.

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[Notes & Definitions](#)

Source: STATS19, DfT National Road Traffic Survey

Last updated: 29 September 2016

Next update: June 2017

The figures in this table are National Statistics

Table RAS30007
Reported casualties by severity, by police force area, Great Britain, 2015

Police force area	Number				
	Killed	Seriously injured	Killed or seriously injured	Slightly injured	All casualties
Avon and Somerset	50	444	494	3,507	4,001
Bedfordshire	26	233	259	1,800	2,059
Cambridgeshire	34	318	352	2,282	2,634
Cheshire	38	442	480	2,681	3,161
City of London	1	42	43	339	382
Cleveland	6	201	207	1,133	1,340
Cumbria	29	202	231	1,502	1,733
Derbyshire	25	374	399	2,598	2,997
Devon and Cornwall	36	643	679	4,589	5,268
Dorset	28	387	415	1,951	2,366
Durham	26	217	243	1,273	1,516
Essex	44	734	778	4,148	4,926
Gloucestershire	26	227	253	890	1,143
Greater Manchester	49	604	653	3,667	4,320
Hampshire	42	998	1,040	4,338	5,378
Hertfordshire	24	380	404	3,068	3,472
Humberside	19	403	422	2,972	3,394
Kent	55	652	707	5,947	6,654
Lancashire	36	791	827	4,555	5,382
Leicestershire	51	328	379	2,563	2,942
Lincolnshire	39	280	319	2,687	3,006
Merseyside	25	560	585	3,199	3,784
Metropolitan Police	135	1,916	2,051	27,798	29,849
Norfolk	33	352	385	2,016	2,401
North Yorkshire	33	470	503	2,361	2,864
Northamptonshire	32	303	335	1,386	1,721
Northumbria	30	442	472	4,006	4,478
Nottinghamshire	27	432	459	3,165	3,624
South Yorkshire	49	352	401	4,000	4,401
Staffordshire	35	272	307	3,285	3,592
Suffolk	33	174	207	1,741	1,948
Surrey	28	651	679	4,420	5,099
Sussex	42	920	962	4,831	5,793
Thames Valley	68	917	985	5,995	6,980
Warwickshire	32	288	320	1,771	2,091
West Mercia	39	454	493	2,669	3,162
West Midlands	57	917	974	7,382	8,356
West Yorkshire	48	872	920	6,304	7,224
Wiltshire	33	274	307	1,809	2,116
England	1,463	19,466	20,929	146,628	167,557
Dyfed-Powys	35	323	358	1,475	1,833
Gwent	14	98	112	834	946
North Wales	27	305	332	1,527	1,859
South Wales	29	355	384	2,660	3,044
Wales	105	1,081	1,186	6,496	7,682
Police Scotland	162	1,597	1,759	9,191	10,950
Great Britain	1,730	22,144	23,874	162,315	186,189

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[Notes & Definitions](#)

Last updated: 29 September 2016
 Next update: June 2017

The figures in this table are National Statistics

Table RAS30008

Reported casualties by severity, by local authority area, Great Britain, 2015

						Number
<u>Local authority area</u>	<u>LA code</u>	<u>Killed</u>	<u>Seriously injured</u>	<u>Killed or seriously injured</u>	<u>Slightly injured</u>	<u>All casualties</u>
Barking and Dagenham	E09000002	3	27	30	592	622
Barnet	E09000003	9	83	92	1,228	1,320
Barnsley	E08000016	3	65	68	653	721
Bath and North East Somerset	E06000022	12	49	61	358	419
Bedford	E06000055	5	56	61	478	539
Bexley	E09000004	1	29	30	524	554
Birmingham	E08000025	27	417	444	3,715	4,159
Blackburn with Darwen	E06000008	1	77	78	491	569
Blackpool	E06000009	1	58	59	443	502
Bolton	E08000001	4	77	81	442	523
Bournemouth	E06000028	2	70	72	522	594
Bracknell Forest	E06000036	4	32	36	259	295
Bradford	E08000032	7	181	188	1,497	1,685
Brent	E09000005	7	74	81	1,008	1,089
Brighton and Hove	E06000043	1	151	152	834	986
Bristol, City of	E06000023	7	117	124	1,031	1,155
Bromley	E09000006	7	70	77	866	943
Buckinghamshire	E10000002	21	236	257	1,110	1,367
Bury	E08000002	2	32	34	231	265
Calderdale	E08000033	6	86	92	465	557
Cambridgeshire	E10000003	30	256	286	1,561	1,847
Camden	E09000007	2	74	76	1,010	1,086
Central Bedfordshire	E06000056	19	121	140	764	904
Cheshire East	E06000049	18	171	189	910	1,099
Cheshire West and Chester	E06000050	12	158	170	901	1,071
City of London	E09000001	1	42	43	339	382
Cornwall	E06000052	9	219	228	1,494	1,722
County Durham	E06000047	26	185	211	1,031	1,242
Coventry	E08000026	6	109	115	806	921
Croydon	E09000008	3	62	65	982	1,047
Cumbria	E10000006	29	202	231	1,502	1,733
Darlington	E06000005	0	32	32	242	274
Derby	E06000015	2	73	75	685	760
Derbyshire	E10000007	23	301	324	1,913	2,237
Devon	E10000008	25	311	336	2,028	2,364
Doncaster	E08000017	19	87	106	1,158	1,264
Dorset	E10000009	22	257	279	1,077	1,356
Dudley	E08000027	8	82	90	476	566
Ealing	E09000009	4	59	63	1,133	1,196
East Riding of Yorkshire	E06000011	13	153	166	990	1,156
East Sussex	E10000011	22	329	351	1,712	2,063
Enfield	E09000010	5	65	70	981	1,051
Essex	E10000012	37	596	633	3,320	3,953
Gateshead	E08000020	4	60	64	661	725
Gloucestershire	E10000013	26	227	253	890	1,143
Greenwich	E09000011	5	49	54	734	788
Hackney	E09000012	7	75	82	892	974
Halton	E06000006	4	28	32	272	304
Hammersmith and Fulham	E09000013	2	60	62	628	690
Hampshire	E10000014	33	689	722	2,888	3,610
Haringey	E09000014	1	61	62	1,030	1,092
Harrow	E09000015	4	42	46	502	548
Hartlepool	E06000001	1	37	38	164	202
Havering	E09000016	8	59	67	794	861
Herefordshire, County of	E06000019	7	92	99	460	559

Table RAS30008
Reported casualties by severity, by local authority area, Great Britain, 2015

						Number
<u>Local authority area</u>	<u>LA code</u>	<u>Killed</u>	<u>Seriously injured</u>	<u>Killed or seriously injured</u>	<u>Slightly injured</u>	<u>All casualties</u>
Hertfordshire	E10000015	24	380	404	3,068	3,472
Hillingdon	E09000017	6	60	66	903	969
Hounslow	E09000018	9	58	67	939	1,006
Isle of Wight	E06000046	5	78	83	339	422
Isles of Scilly	E06000053	0	0	0	1	1
Islington	E09000019	2	87	89	885	974
Kensington and Chelsea	E09000020	4	48	52	656	708
Kent	E10000016	54	578	632	5,167	5,799
Kingston upon Hull, City of	E06000010	1	104	105	891	996
Kingston upon Thames	E09000021	3	26	29	353	382
Kirklees	E08000034	7	152	159	1,173	1,332
Knowsley	E08000011	2	45	47	367	414
Lambeth	E09000022	7	92	99	1,301	1,400
Lancashire	E10000017	34	656	690	3,621	4,311
Leeds	E08000035	16	322	338	2,326	2,664
Leicester	E06000016	12	94	106	951	1,057
Leicestershire	E10000018	31	211	242	1,523	1,765
Lewisham	E09000023	2	51	53	960	1,013
Lincolnshire	E10000019	39	280	319	2,687	3,006
Liverpool	E08000012	10	221	231	1,334	1,565
London Airport (Heathrow)		0	2	2	47	49
Luton	E06000032	2	56	58	558	616
Manchester	E08000003	11	123	134	854	988
Medway	E06000035	1	74	75	780	855
Merton	E09000024	2	34	36	565	601
Middlesbrough	E06000002	0	53	53	377	430
Milton Keynes	E06000042	6	83	89	832	921
Newcastle upon Tyne	E08000021	4	100	104	929	1,033
Newham	E09000025	2	70	72	1,060	1,132
Norfolk	E10000020	33	352	385	2,016	2,401
North East Lincolnshire	E06000012	1	58	59	516	575
North Lincolnshire	E06000013	4	88	92	575	667
North Somerset	E06000024	4	45	49	401	450
North Tyneside	E08000022	1	52	53	528	581
North Yorkshire	E10000023	31	398	429	1,886	2,315
Northamptonshire	E10000021	32	303	335	1,386	1,721
Northumberland	E06000048	17	136	153	912	1,065
Nottingham	E06000018	4	135	139	1,116	1,255
Nottinghamshire	E10000024	23	297	320	2,049	2,369
Oldham	E08000004	3	65	68	338	406
Oxfordshire	E10000025	26	335	361	1,785	2,146
Peterborough	E06000031	4	62	66	721	787
Plymouth	E06000026	2	76	78	726	804
Poole	E06000029	4	60	64	352	416
Portsmouth	E06000044	1	109	110	553	663
Reading	E06000038	1	34	35	390	425
Redbridge	E09000026	5	50	55	904	959
Redcar and Cleveland	E06000003	4	46	50	221	271
Richmond upon Thames	E09000027	0	38	38	409	447
Rochdale	E08000005	5	51	56	330	386

Table RAS30008
Reported casualties by severity, by local authority area, Great Britain, 2015

						Number
<u>Local authority area</u>	<u>LA code</u>	<u>Killed</u>	<u>Seriously injured</u>	<u>Killed or seriously injured</u>	<u>Slightly injured</u>	<u>All casualties</u>
Rotherham	E08000018	12	73	85	768	853
Rutland	E06000017	8	23	31	89	120
Salford	E08000006	4	46	50	343	393
Sandwell	E08000028	8	108	116	764	880
Sefton	E08000014	5	116	121	537	658
Sheffield	E08000019	15	127	142	1,421	1,563
Shropshire	E06000051	13	129	142	654	796
Slough	E06000039	3	45	48	579	627
Solihull	E08000029	3	43	46	342	388
Somerset	E10000027	22	188	210	1,245	1,455
South Gloucestershire	E06000025	5	45	50	472	522
South Tyneside	E08000023	1	26	27	299	326
Southampton	E06000045	3	122	125	558	683
Southend-on-Sea	E06000033	2	70	72	436	508
Southwark	E09000028	7	82	89	929	1,018
St. Helens	E08000013	1	46	47	418	465
Staffordshire	E10000028	32	230	262	2,548	2,810
Stockport	E08000007	6	47	53	241	294
Stockton-on-Tees	E06000004	1	65	66	371	437
Stoke-on-Trent	E06000021	3	42	45	737	782
Suffolk	E10000029	33	174	207	1,741	1,948
Sunderland	E08000024	3	68	71	677	748
Surrey	E10000030	28	651	679	4,420	5,099
Sutton	E09000029	4	18	22	350	372
Swindon	E06000030	6	68	74	519	593
Tameside	E08000008	2	47	49	295	344
Telford and Wrekin	E06000020	1	40	41	267	308
Thurrock	E06000034	5	68	73	392	465
Torbay	E06000027	0	37	37	340	377
Tower Hamlets	E09000030	3	65	68	1,179	1,247
Trafford	E08000009	4	51	55	312	367
Wakefield	E08000036	12	131	143	843	986
Walsall	E08000030	1	85	86	631	717
Waltham Forest	E09000031	1	47	48	757	805
Wandsworth	E09000032	6	68	74	1,024	1,098
Warrington	E06000007	4	85	89	598	687
Warwickshire	E10000031	32	288	320	1,771	2,091
West Berkshire	E06000037	3	53	56	348	404
West Sussex	E10000032	19	440	459	2,285	2,744
Westminster	E09000033	4	131	135	1,673	1,808
Wigan	E08000010	8	65	73	281	354
Wiltshire	E06000054	27	206	233	1,290	1,523
Windsor and Maidenhead	E06000040	3	57	60	380	440
Wirral	E08000015	7	132	139	543	682
Wokingham	E06000041	1	42	43	312	355
Wolverhampton	E08000031	4	73	77	648	725
Worcestershire	E10000034	18	193	211	1,288	1,499
York	E06000014	2	72	74	475	549
England	E92000001	1,463	19,466	20,929	146,628	167,557

Table RAS30008
Reported casualties by severity, by local authority area, Great Britain, 2015

						Number
<u>Local authority area</u>	<u>LA code</u>	<u>Killed</u>	<u>Seriously injured</u>	<u>Killed or seriously injured</u>	<u>Slightly injured</u>	<u>All casualties</u>
Blaenau Gwent	W06000019	0	6	6	84	90
Bridgend	W06000013	2	52	54	289	343
Caerphilly	W06000018	2	39	41	219	260
Cardiff	W06000015	10	97	107	709	816
Carmarthenshire	W06000010	9	93	102	494	596
Ceredigion	W06000008	4	50	54	205	259
Conwy	W06000003	9	56	65	258	323
Denbighshire	W06000004	6	48	54	286	340
Flintshire	W06000005	1	50	51	311	362
Gwynedd	W06000002	3	62	65	283	348
Isle of Anglesey	W06000001	2	26	28	111	139
Merthyr Tydfil	W06000024	5	16	21	127	148
Monmouthshire	W06000021	4	17	21	152	173
Neath Port Talbot	W06000012	1	48	49	245	294
Newport	W06000022	8	32	40	282	322
Pembrokeshire	W06000009	6	60	66	321	387
Powys	W06000023	16	120	136	455	591
Rhondda Cynon Taf	W06000016	8	54	62	494	556
Swansea	W06000011	3	55	58	563	621
Torfaen	W06000020	0	4	4	97	101
Vale of Glamorgan	W06000014	0	33	33	233	266
Wrexham	W06000006	6	63	69	278	347
Wales	W92000004	105	1,081	1,186	6,496	7,682
Aberdeen City	S12000033	6	74	80	188	268
Aberdeenshire	S12000034	19	153	172	286	458
Angus	S12000041	7	37	44	128	172
Argyll and Bute	S12000035	6	51	57	263	320
City of Edinburgh	S12000036	3	148	151	1,172	1,323
Clackmannanshire	S12000005	0	10	10	68	78
Comhairle nan Eilean Siar	S12000013	1	4	5	33	38
Dumfries and Galloway	S12000006	11	58	69	324	393
Dundee City	S12000042	1	22	23	128	151
East Ayrshire	S12000008	1	31	32	242	274
East Dunbartonshire	S12000009	1	11	12	108	120
East Lothian	S12000010	3	27	30	190	220
East Renfrewshire	S12000011	1	15	16	101	117
Falkirk	S12000014	3	46	49	263	312
Fife	S12000015	12	72	84	482	566
Glasgow City	S12000043	14	160	174	1,350	1,524
Highland	S12000017	13	61	74	433	507
Inverclyde	S12000018	2	16	18	127	145
Midlothian	S12000019	3	38	41	214	255
Moray	S12000020	1	37	38	57	95
North Ayrshire	S12000021	4	55	59	200	259
North Lanarkshire	S12000044	5	68	73	510	583
Orkney Islands	S12000023	0	1	1	14	15
Perth and Kinross	S12000024	7	52	59	178	237
Renfrewshire	S12000038	1	44	45	277	322
Scottish Borders	S12000026	6	61	67	226	293
Shetland Islands	S12000027	3	3	6	27	33
South Ayrshire	S12000028	7	44	51	196	247
South Lanarkshire	S12000029	4	71	75	524	599
Stirling	S12000030	11	59	70	223	293
West Dunbartonshire	S12000039	1	14	15	142	157
West Lothian	S12000040	5	54	59	517	576
Scotland	S92000003	162	1,597	1,759	9,191	10,950
Great Britain	K03000001	1,730	22,144	23,874	162,315	186,189

RAS30009

Reported casualties by gender, built-up and non built-up roads, road class and severity, Great Britain, 2010-14 average, 2008 - 2015

	Number of casualties								
Male	2010-14 average ¹	2008	2009	2010	2011	2012	2013	2014	2015
Built-up roads²									
A roads									
Killed	273	366	335	263	309	262	267	263	274
KSI ³	4,666	5,191	4,927	4,510	4,878	4,868	4,492	4,582	4,480
All severities	36,916	40,336	38,946	37,395	38,181	36,773	34,865	37,365	35,629
B roads									
Killed	82	116	125	81	91	86	82	71	61
KSI	1,504	1,636	1,598	1,316	1,586	1,568	1,525	1,527	1,498
All severities	10,779	11,927	11,687	10,892	11,095	10,880	10,287	10,739	9,908
Other roads									
Killed	206	289	248	181	196	249	186	218	209
KSI	4,826	5,430	5,122	4,687	4,845	5,096	4,564	4,938	4,926
All severities	34,923	40,451	39,372	36,826	36,255	34,453	32,268	34,814	33,942
All built-up roads⁴									
Killed	561	771	708	525	596	597	535	552	544
KSI	10,996	12,257	11,647	10,513	11,309	11,532	10,581	11,047	10,904
All severities	82,618	92,714	90,005	85,113	85,531	82,106	77,420	82,918	79,479
Non-built-up roads²									
A roads									
Killed	487	687	601	512	518	467	457	483	473
KSI	3,438	4,233	4,031	3,556	3,540	3,294	3,293	3,507	3,303
All severities	17,783	21,346	20,959	18,969	18,352	17,499	16,903	17,191	16,459
B roads									
Killed	109	149	123	122	128	107	91	96	98
KSI	891	1,173	1,065	939	978	813	859	868	836
All severities	3,991	5,215	4,741	4,343	4,208	3,827	3,684	3,891	3,630
Other roads									
Killed	106	154	120	118	100	99	111	103	111
KSI	1,125	1,417	1,335	1,179	1,078	1,134	1,075	1,161	1,229
All severities	5,784	7,613	7,045	6,170	5,918	5,747	5,305	5,781	5,656
All non built-up roads⁴									
Killed	702	990	844	752	746	673	659	682	682
KSI	5,455	6,823	6,431	5,674	5,596	5,241	5,227	5,536	5,368
All severities	27,558	34,174	32,745	29,482	28,478	27,073	25,892	26,863	25,745
All speed limits⁵									
Motorways									
Killed	78	121	101	89	81	68	77	76	91
KSI	539	709	673	613	573	494	474	542	566
All severities	5,365	6,590	5,961	5,895	5,489	5,260	4,901	5,280	5,074
A roads									
Killed	760	1,053	936	775	827	729	724	746	747
KSI	8,104	9,424	8,958	8,066	8,418	8,162	7,785	8,089	7,783
All severities	54,699	61,682	59,905	56,364	56,533	54,272	51,768	54,556	52,089
B roads									
Killed	191	265	248	203	219	193	173	167	159
KSI	2,396	2,809	2,663	2,255	2,564	2,381	2,384	2,395	2,334
All severities	14,769	17,142	16,428	15,235	15,303	14,707	13,971	14,630	13,538
Other roads									
Killed	312	443	368	299	296	348	297	321	320
KSI	5,951	6,847	6,457	5,866	5,923	6,230	5,639	6,099	6,155
All severities	40,707	48,064	46,417	42,996	42,173	40,200	37,573	40,595	39,598
Total⁵									
Killed	1,342	1,882	1,653	1,366	1,423	1,338	1,271	1,310	1,317
KSI	16,990	19,789	18,751	16,800	17,478	17,267	16,282	17,125	16,838
All severities	115,540	133,478	128,711	120,490	119,498	114,439	108,213	115,061	110,299

1 Figures have been rounded to the nearest whole number.

2 Excludes motorways.

3 Killed or seriously injured.

4 Includes cases where road class was not reported.

5 Includes cases where speed limit was not reported.

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The figures in this table are National Statistics

Source: DFT STATS19
 Last updated: 29 September 2016
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RAS30009

Reported casualties by gender, built-up and non built-up roads, road class and severity, Great Britain, 2010-14 average, 2008 - 2015

	Number of casualties								
	2010-14 average ¹	2008	2009	2010	2011	2012	2013	2014	2015
Female									
Built-up roads²									
A roads									
Killed	94	126	139	106	111	77	88	89	91
KSI ³	1,949	2,297	2,127	1,995	2,101	1,964	1,829	1,854	1,818
All severities	25,506	29,384	28,193	27,041	26,459	25,336	23,619	25,074	23,494
B roads									
Killed	29	41	43	26	25	30	25	41	29
KSI	685	767	702	723	653	712	659	677	640
All severities	7,838	9,200	8,856	8,418	8,082	7,916	7,172	7,600	7,058
Other roads									
Killed	82	118	91	82	84	73	70	101	83
KSI	2,186	2,551	2,313	2,220	2,182	2,178	2,091	2,257	2,152
All severities	24,611	29,530	28,683	26,719	25,454	24,534	22,384	23,966	23,678
All built-up roads⁴									
Killed	206	285	273	214	220	180	183	231	203
KSI	4,819	5,615	5,142	4,938	4,936	4,854	4,579	4,788	4,610
All severities	57,955	68,114	65,732	62,178	59,995	57,786	53,175	56,640	54,230
Non-built-up roads²									
A roads									
Killed	165	229	192	169	171	161	164	159	146
KSI	1,522	1,780	1,746	1,553	1,507	1,525	1,448	1,575	1,354
All severities	12,924	15,300	15,068	14,059	13,228	12,670	12,173	12,492	11,606
B roads									
Killed	30	53	39	36	27	28	39	21	22
KSI	366	501	424	387	382	382	334	345	349
All severities	2,737	3,590	3,158	3,062	2,814	2,764	2,521	2,525	2,390
Other roads									
Killed	33	51	34	36	35	27	33	34	25
KSI	481	557	531	526	446	516	439	477	452
All severities	4,046	5,370	4,737	4,344	4,155	4,154	3,746	3,831	3,617
All non built-up roads⁴									
Killed	228	333	265	241	233	216	236	214	193
KSI	2,368	2,838	2,701	2,466	2,335	2,423	2,221	2,397	2,155
All severities	19,708	24,260	22,963	21,465	20,197	19,588	18,440	18,848	17,613
All speed limits⁵									
Motorways									
Killed	23	37	31	29	25	20	23	20	17
KSI	276	318	317	303	273	248	286	272	267
All severities	4,077	4,876	4,695	4,474	4,253	3,903	3,831	3,925	3,986
A roads									
Killed	259	355	331	275	282	238	252	248	237
KSI	3,470	4,077	3,873	3,548	3,608	3,489	3,277	3,429	3,172
All severities	38,430	44,684	43,261	41,100	39,687	38,006	35,792	37,566	35,100
B roads									
Killed	60	94	82	62	52	58	64	62	51
KSI	1,051	1,268	1,126	1,110	1,035	1,094	993	1,022	989
All severities	10,575	12,790	12,014	11,480	10,896	10,680	9,693	10,125	9,448
Other roads									
Killed	115	169	125	118	119	100	103	135	108
KSI	2,666	3,108	2,844	2,746	2,628	2,694	2,530	2,734	2,604
All severities	28,657	34,900	33,420	31,063	29,609	28,688	26,130	27,797	27,295
Total⁵									
Killed	457	655	569	484	478	416	442	465	413
KSI	7,464	8,771	8,160	7,707	7,544	7,525	7,086	7,457	7,032
All severities	81,740	97,250	93,390	88,117	84,445	81,277	75,446	79,413	75,829

1 Figures have been rounded to the nearest whole number.

2 Excludes motorways.

3 Killed or seriously injured.

4 Includes cases where road class was not reported.

5 Includes cases where speed limit was not reported.

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The figures in this table are National Statistics

Source: DFT STATS19
Last updated: 29 September 2016
Next update: September 2017

RAS30009

Reported casualties by gender, built-up and non built-up roads, road class and severity, Great Britain, 2010-14 average, 2008 - 2015

	Number of casualties								
	2010-14 average ¹	2008	2009	2010	2011	2012	2013	2014	2015
All Casualties									
Built-up roads²									
A roads									
Killed	367	492	474	369	420	339	355	352	365
KSI ³	6,615	7,490	7,055	6,506	6,979	6,833	6,321	6,436	6,298
All severities	62,426	69,764	67,146	64,449	64,641	62,113	58,486	62,439	59,132
B roads									
Killed	112	157	168	107	116	116	107	112	90
KSI	2,189	2,403	2,300	2,040	2,239	2,280	2,184	2,204	2,138
All severities	18,617	21,144	20,547	19,314	19,178	18,796	17,460	18,339	16,977
Other roads									
Killed	288	408	339	263	280	322	256	319	292
KSI	7,012	7,987	7,435	6,908	7,027	7,274	6,656	7,195	7,081
All severities	59,540	70,051	68,067	63,560	61,711	58,990	54,656	58,783	57,643
All built-up roads⁴									
Killed	767	1,057	981	739	816	777	718	783	747
KSI	15,816	17,880	16,790	15,454	16,245	16,387	15,161	15,835	15,517
All severities	140,583	160,959	155,760	147,323	145,530	139,899	130,602	139,561	133,752
Non-built-up roads²									
A roads									
Killed	652	916	793	681	689	628	621	642	619
KSI	4,960	6,016	5,777	5,109	5,048	4,819	4,742	5,082	4,657
All severities	30,709	36,676	36,047	33,033	31,582	30,169	29,080	29,683	28,074
B roads									
Killed	139	202	162	158	155	135	130	117	120
KSI	1,257	1,675	1,489	1,326	1,360	1,195	1,193	1,213	1,185
All severities	6,728	8,809	7,899	7,407	7,022	6,591	6,205	6,416	6,023
Other roads									
Killed	139	205	154	154	135	126	144	137	136
KSI	1,606	1,974	1,866	1,705	1,524	1,650	1,514	1,638	1,681
All severities	9,831	12,990	11,784	10,516	10,074	9,901	9,051	9,612	9,274
All non built-up roads⁴									
Killed	930	1,323	1,109	993	979	889	895	896	875
KSI	7,824	9,665	9,132	8,140	7,932	7,664	7,449	7,933	7,523
All severities	47,268	58,475	55,730	50,956	48,678	46,661	44,336	45,711	43,371
All speed limits⁵									
Motorways									
Killed	102	158	132	118	106	88	100	96	108
KSI	816	1,027	990	916	846	742	760	814	834
All severities	9,442	11,471	10,656	10,369	9,742	9,163	8,732	9,205	9,065
A roads									
Killed	1,019	1,408	1,267	1,050	1,109	967	976	994	984
KSI	11,575	13,506	12,832	11,615	12,027	11,652	11,063	11,518	10,955
All severities	93,135	106,440	103,193	97,482	96,223	92,282	87,566	92,122	87,207
B roads									
Killed	251	359	330	265	271	251	237	229	210
KSI	3,447	4,078	3,789	3,366	3,599	3,475	3,377	3,417	3,323
All severities	25,346	29,953	28,446	26,721	26,200	25,387	23,665	24,755	23,000
Other roads									
Killed	427	613	493	417	415	448	400	456	428
KSI	8,618	9,961	9,301	8,613	8,551	8,924	8,170	8,833	8,762
All severities	69,371	83,041	79,851	74,076	71,785	68,891	63,707	68,395	66,917
Total⁵									
Killed	1,799	2,538	2,222	1,850	1,901	1,754	1,713	1,775	1,730
KSI	24,456	28,572	26,912	24,510	25,023	24,793	23,370	24,582	23,874
All severities	197,294	230,905	222,146	208,648	203,950	195,723	183,670	194,477	186,189

1 Figures have been rounded to the nearest whole number.

2 Excludes motorways.

3 Killed or seriously injured.

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5 Includes cases where speed limit was not reported.

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[Notes & Definitions](#)

The figures in this table are National Statistics

Source: DfT STATS19
Last updated: 29 September 2016
Next update: September 2017

RAS30010

Reported casualties by gender, road user type and severity, Great Britain, 2010-14 average, 2008 - 2015

	Number of casualties								
	2010-14 average ¹	2008	2009	2010	2011	2012	2013	2014	2015
Male									
Pedestrians									
Killed	286	362	324	275	308	290	270	285	271
KSI ²	3,399	3,988	3,668	3,390	3,519	3,635	3,217	3,233	3,170
All severities	14,356	16,266	15,311	14,839	15,047	14,371	13,623	13,898	13,333
Pedal cyclists									
Killed	92	97	83	85	85	109	90	93	79
KSI	2,639	2,106	2,239	2,247	2,621	2,759	2,676	2,893	2,763
All severities	15,571	13,118	13,811	13,935	15,511	15,452	15,778	17,178	15,262
Motorcycle									
Riders									
Killed	329	459	441	375	338	307	308	317	345
KSI	4,855	5,399	5,236	4,660	5,076	4,799	4,678	5,060	4,910
All severities	17,229	18,774	18,154	16,400	17,858	17,111	16,641	18,133	17,855
Passengers									
Killed	5	9	9	7	5	1	4	6	4
KSI	89	109	97	88	93	82	92	92	88
All severities	262	394	335	269	303	228	245	264	238
Car									
Drivers									
Killed	426	646	526	420	462	420	409	421	422
KSI	3,900	5,395	4,893	4,158	4,022	3,789	3,679	3,853	3,831
All severities	44,106	55,506	52,663	48,925	45,580	43,316	40,343	42,367	41,683
Passengers									
Killed	129	222	197	125	146	141	115	118	111
KSI	1,331	1,851	1,773	1,426	1,396	1,430	1,183	1,218	1,233
All severities	15,809	19,569	19,502	17,493	16,739	15,913	13,927	14,973	14,164
Bus or coach									
Drivers									
Killed	1	0	1	2	0	1	2	0	1
KSI	21	38	24	34	14	18	20	20	19
All severities	413	587	523	487	445	398	352	381	354
Passengers ³									
Killed	4	4	8	2	3	5	3	5	2
KSI	96	109	99	108	99	89	100	86	89
All severities	1,594	1,937	1,716	1,759	1,745	1,506	1,416	1,546	1,315
Van / Light goods veh									
Drivers									
Killed	25	36	28	28	27	22	26	20	22
KSI	258	329	299	246	246	256	273	270	298
All severities	3,278	3,518	3,433	3,209	3,276	3,236	3,177	3,494	3,430
Passengers									
Killed	7	5	5	4	5	7	10	11	6
KSI	69	72	68	67	60	70	65	84	77
All severities	767	843	789	724	722	789	763	835	769
Heavy goods vehicle									
Drivers									
Killed	22	20	12	26	25	29	20	12	28
KSI	162	213	162	189	168	163	146	143	162
All severities	1,160	1,578	1,255	1,325	1,161	1,095	1,092	1,127	1,016
Passengers									
Killed	1	2	1	2	2	0	1	1	2
KSI	21	14	16	21	19	28	15	22	22
All severities	166	236	165	187	176	170	139	156	131
All road users ⁴									
Killed	1,342	1,882	1,653	1,366	1,423	1,338	1,271	1,310	1,317
KSI	16,990	19,789	18,751	16,800	17,478	17,267	16,282	17,125	16,838
All severities	115,540	133,478	128,711	120,490	119,498	114,439	108,213	115,061	110,299

1 Figures have been rounded to the nearest whole number.

3 Includes boarding and alighting.

2 Killed or seriously injured.

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

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[Notes & Definitions](#)

The figures in this table are National Statistics

Source: DFT STATS19

Last updated: 29 September 2016

Next update: September 2017

RAS30010
Reported casualties by gender, road user type and severity, Great Britain, 2010-14 average, 2008 - 2015

	Number of casualties								
	2010-14 average ¹	2008	2009	2010	2011	2012	2013	2014	2015
Female									
Pedestrians									
Killed	139	210	176	130	145	130	128	161	137
KSI ²	2,280	2,649	2,376	2,215	2,388	2,344	2,178	2,276	2,178
All severities	10,850	12,189	11,573	10,995	11,151	10,846	10,406	10,850	10,724
Pedal cyclists									
Killed	19	18	21	26	22	9	19	20	21
KSI	575	459	471	524	571	581	576	621	575
All severities	3,672	3,168	3,250	3,249	3,704	3,639	3,660	4,109	3,575
Motorcycle									
Riders									
Killed	10	13	13	11	13	9	11	8	7
KSI	305	365	318	282	313	305	306	317	289
All severities	1,492	1,744	1,618	1,512	1,525	1,507	1,412	1,502	1,389
Passengers									
Killed	9	11	9	10	6	11	8	8	9
KSI	140	173	171	153	127	142	121	159	120
All severities	471	628	595	505	464	464	454	467	431
Car									
Drivers									
Killed	143	215	174	154	151	122	139	147	112
KSI	2,197	2,571	2,477	2,348	2,184	2,240	2,012	2,201	2,036
All severities	37,633	45,394	43,638	40,856	38,756	37,524	34,713	36,315	34,721
Passengers									
Killed	122	174	162	136	124	118	122	111	109
KSI	1,624	2,148	1,969	1,814	1,622	1,574	1,551	1,560	1,539
All severities	23,075	28,615	27,585	25,909	23,842	22,951	20,798	21,874	21,097
Bus or coach									
Drivers									
Killed	0	0	0	0	0	0	0	0	0
KSI	2	2	3	3	1	4	2	1	3
All severities	48	67	59	63	44	46	52	37	44
Passengers ³									
Killed	4	2	5	5	4	5	5	2	2
KSI	220	283	244	256	218	212	220	193	169
All severities	3,494	4,322	4,005	3,954	3,943	3,284	3,053	3,234	2,913
Van / Light goods veh									
Drivers									
Killed	1	0	3	2	1	1	0	2	3
KSI	16	19	20	19	12	9	15	23	13
All severities	218	241	219	229	200	203	197	260	255
Passengers									
Killed	1	2	0	0	1	3	1	0	1
KSI	23	25	30	27	22	27	18	23	29
All severities	309	309	302	330	301	303	288	324	293
Heavy goods vehicle									
Drivers									
Killed	0	0	0	0	1	0	0	1	0
KSI	3	6	3	0	4	3	3	4	1
All severities	29	51	36	31	30	33	26	27	18
Passengers									
Killed	0	1	1	0	0	0	0	0	1
KSI	4	6	8	2	4	4	4	7	8
All severities	41	61	63	35	48	41	39	43	38
All road users ⁴									
Killed	457	655	569	484	478	416	442	465	413
KSI	7,464	8,771	8,160	7,707	7,544	7,525	7,086	7,457	7,032
All severities	81,740	97,250	93,390	88,117	84,445	81,277	75,446	79,413	75,829

1 Figures have been rounded to the nearest whole number.

3 Includes boarding and alighting.

2 Killed or seriously injured.

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Source: DFT STATS19

Last updated: 29 September 2016

Next update: September 2017

RAS30010

Reported casualties by gender, road user type and severity, Great Britain, 2010-14 average, 2008 - 2015

	Number of casualties								
	2010-14 average ¹	2008	2009	2010	2011	2012	2013	2014	2015
All casualties									
Pedestrians									
Killed	424	572	500	405	453	420	398	446	408
KSI ²	5,679	6,642	6,045	5,605	5,907	5,979	5,396	5,509	5,348
All severities	25,208	28,482	26,887	25,845	26,198	25,218	24,033	24,748	24,061
Pedal cyclists									
Killed	112	115	104	111	107	118	109	113	100
KSI	3,214	2,565	2,710	2,771	3,192	3,340	3,252	3,514	3,339
All severities	19,243	16,297	17,064	17,185	19,215	19,091	19,438	21,287	18,844
Motorcycle									
Riders									
Killed	339	473	454	386	351	316	319	325	352
KSI	5,159	5,767	5,554	4,942	5,389	5,104	4,984	5,377	5,199
All severities	18,720	20,528	19,773	17,912	19,383	18,618	18,053	19,635	19,249
Passengers									
Killed	13	20	18	17	11	12	12	14	13
KSI	230	282	268	241	220	224	213	251	208
All severities	733	1,022	930	774	767	692	699	731	669
Car									
Drivers									
Killed	569	861	700	574	613	542	548	568	534
KSI	6,098	7,967	7,370	6,506	6,207	6,029	5,692	6,054	5,869
All severities	81,742	100,952	96,307	89,787	84,340	80,841	75,061	78,683	76,432
Passengers									
Killed	251	396	359	261	270	259	237	229	220
KSI	2,955	4,001	3,742	3,243	3,018	3,004	2,734	2,778	2,773
All severities	38,888	48,236	47,105	43,418	40,584	38,867	34,726	36,847	35,275
Bus or coach									
Drivers									
Killed	1	0	1	2	0	1	2	0	1
KSI	23	40	27	37	15	22	22	21	22
All severities	461	654	582	550	489	444	404	418	398
Passengers ³									
Killed	8	6	13	7	7	10	8	7	4
KSI	316	392	343	364	317	301	320	279	258
All severities	5,089	6,275	5,735	5,718	5,688	4,790	4,469	4,780	4,228
Van / Light goods veh									
Drivers									
Killed	26	36	31	30	28	23	26	22	25
KSI	274	348	319	265	258	266	288	293	311
All severities	3,497	3,761	3,652	3,440	3,476	3,440	3,375	3,754	3,686
Passengers									
Killed	8	7	5	4	6	10	11	11	7
KSI	93	97	98	94	82	97	83	107	106
All severities	1,076	1,152	1,091	1,054	1,023	1,093	1,051	1,161	1,064
Heavy goods vehicle									
Drivers									
Killed	23	20	12	26	26	29	20	13	28
KSI	165	220	165	189	172	166	149	147	163
All severities	1,189	1,633	1,291	1,356	1,191	1,128	1,118	1,154	1,034
Passengers									
Killed	1	3	2	2	2	0	1	1	3
KSI	25	20	24	23	23	32	19	29	30
All severities	207	297	228	222	224	211	178	199	169
All road users ⁴									
Killed	1,799	2,538	2,222	1,850	1,901	1,754	1,713	1,775	1,730
KSI	24,456	28,572	26,912	24,510	25,023	24,793	23,370	24,582	23,874
All severities	197,294	230,905	222,146	208,648	203,950	195,723	183,670	194,477	186,189

1 Figures have been rounded to the nearest whole number.

3 Includes boarding and alighting.

2 Killed or seriously injured.

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

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[Notes & Definitions](#)

The figures in this table are National Statistics

Source: DFT STATS19

Last updated: 29 September 2016

Next update: September 2017

RAS30011

Reported killed or seriously injured casualties by gender, road user type and age, Great Britain, 2010-14 average, 2008 - 2015

		Number of casualties									
Male		2010-14 average ¹	2008	2009	2010	2011	2012	2013	2014	2015	
Pedestrians	0 to 4 ²	133	130	138	155	137	140	119	115	107	
	5 to 7	166	202	173	186	167	174	162	143	138	
	8 to 11	297	350	312	306	309	301	284	283	264	
	12 to 15	349	458	421	386	347	378	294	338	279	
	16 to 19	255	359	320	286	271	269	235	213	196	
	20 to 24	290	376	347	284	337	313	256	258	255	
	25 to 59	1,261	1,396	1,275	1,216	1,282	1,363	1,272	1,173	1,231	
	60 to 64	113	110	142	98	128	112	106	123	125	
	65 to 69	105	116	91	78	107	120	103	115	116	
	70 to 74	107	105	106	93	114	131	87	109	96	
	75 to 79	107	121	102	88	126	120	92	108	103	
80 and over	173	188	185	154	149	175	168	217	208		
	All age groups ³	3,399	3,988	3,668	3,390	3,519	3,635	3,217	3,233	3,170	
Pedal cyclists	0 to 4 ²	3	4	3	2	7	0	3	1	3	
	5 to 7	20	29	34	26	21	24	18	13	15	
	8 to 11	77	104	111	98	93	68	54	70	54	
	12 to 15	185	231	255	205	216	182	166	158	169	
	16 to 19	167	176	152	156	159	198	160	164	139	
	20 to 24	218	142	149	160	213	258	231	226	212	
	25 to 59	1,677	1,216	1,298	1,367	1,634	1,723	1,737	1,923	1,851	
	60 and over	256	166	214	203	242	269	262	305	294	
		All age groups ³	2,639	2,106	2,239	2,247	2,621	2,759	2,676	2,893	2,763
	Motorcycle riders 50cc and under	Under 16	6	10	14	9	10	4	3	4	4
		16	135	207	207	178	150	151	99	97	85
17		61	100	93	67	60	61	68	51	40	
18		25	32	32	21	34	22	25	24	10	
19		16	19	14	9	24	17	16	15	18	
20 to 24		49	49	33	36	51	57	45	57	48	
25 to 59		98	99	100	94	96	115	92	92	73	
60 and over		10	15	19	5	14	12	9	10	7	
		All age groups ³	405	538	516	423	446	441	361	353	290
Motorcycle riders over 50cc ⁴	Under 16	12	25	14	18	10	5	11	14	15	
	16	25	42	36	37	27	23	19	18	34	
	17	159	218	180	150	201	166	156	123	142	
	18	171	198	176	168	174	165	188	160	144	
	19	166	155	129	138	178	180	161	173	177	
	20 to 24	671	609	589	516	614	682	737	804	797	
	25 to 59	2,902	3,333	3,267	2,896	3,101	2,781	2,702	3,031	2,901	
	60 and over	308	210	257	277	297	314	308	342	378	
		All age groups ³	4,450	4,861	4,720	4,237	4,630	4,358	4,317	4,707	4,620
Car drivers	Under 17	8	31	13	13	7	5	6	9	11	
	17	71	169	130	105	84	69	51	48	46	
	18	128	272	253	171	153	100	99	115	113	
	19	142	264	236	183	139	123	128	135	118	
	20 to 24	627	940	829	681	675	616	598	564	605	
	25 to 29	458	650	559	461	440	448	473	466	476	
	30 to 39	612	874	850	694	589	603	552	620	579	
	40 to 59	1,011	1,280	1,164	1,028	1,085	970	967	1,005	969	
	60 to 69	331	396	348	329	337	314	307	366	337	
	70 to 79	258	268	272	234	261	292	234	269	300	
	80 and over	227	195	190	214	219	224	236	243	251	
	All age groups ³	3,900	5,395	4,893	4,158	4,022	3,789	3,679	3,853	3,831	
Car passengers	Under 17	208	290	301	256	212	215	163	196	186	
	17	79	174	151	94	87	93	63	59	58	
	18	92	177	150	103	87	99	73	100	82	
	19	80	133	119	86	88	80	64	83	83	
	20 to 24	280	375	382	306	292	309	273	220	267	
	25 to 29	141	189	175	125	148	160	136	135	127	
	30 to 39	152	175	176	157	154	169	139	140	145	
	40 to 59	155	202	175	150	169	168	136	150	127	
	60 to 69	48	39	46	52	51	37	49	49	48	
	70 to 79	40	34	36	39	41	38	46	34	39	
	80 and over	33	30	32	27	40	33	28	36	44	
	All age groups ³	1,331	1,851	1,773	1,426	1,396	1,430	1,183	1,218	1,233	

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. The figures in this table are National Statistics

3 Includes cases where age was not reported.

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

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Source: DFT STATS19

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RAS30011

Reported killed or seriously injured casualties by gender, road user type and age, Great Britain, 2010-14 average, 2008 - 2015

		Number of casualties									
Female		2010-14 average ¹	2008	2009	2010	2011	2012	2013	2014	2015	
Pedestrians	0 to 4 ²	75	86	76	66	92	76	68	72	61	
	5 to 7	85	83	80	82	112	77	75	77	78	
	8 to 11	167	168	163	196	188	162	145	146	148	
	12 to 15	234	305	297	269	250	237	210	205	208	
	16 to 19	154	217	182	153	186	170	143	116	138	
	20 to 24	153	180	159	161	158	156	143	149	143	
	25 to 59	679	745	651	599	663	736	678	718	676	
	60 to 64	106	111	117	96	109	108	101	114	92	
	65 to 69	103	94	96	82	92	106	115	118	128	
	70 to 74	115	133	115	105	122	114	104	131	107	
	75 to 79	130	145	120	124	120	149	120	137	129	
80 and over	255	326	287	257	263	232	246	275	250		
	All age groups ³	2,280	2,649	2,376	2,215	2,388	2,344	2,178	2,276	2,178	
Pedal cyclists	0 to 4 ²	2	1	1	2	2	2	0	2	0	
	5 to 7	7	0	11	10	9	7	7	2	6	
	8 to 11	21	28	18	30	27	21	14	15	12	
	12 to 15	21	20	25	25	23	20	20	18	19	
	16 to 19	25	22	15	21	26	23	26	27	22	
	20 to 24	52	51	56	36	60	46	53	64	48	
	25 to 59	384	276	295	321	364	410	402	424	397	
	60 and over	56	52	46	69	52	49	44	64	63	
		All age groups ³	575	459	471	524	571	581	576	621	575
	Motorcycle riders 50cc and under	Under 16	0	2	1	0	0	0	1	0	0
16		12	15	11	14	15	11	12	10	9	
17		4	8	6	9	1	3	3	4	4	
18		4	7	2	3	4	3	4	4	2	
19		2	3	5	2	2	2	1	2	2	
20 to 24		9	9	4	6	13	8	10	6	8	
25 to 59		25	36	24	19	24	39	20	23	17	
60 and over		5	6	7	5	6	9	4	1	3	
	All age groups ³	61	88	60	58	65	75	55	50	45	
Motorcycle riders over 50cc ⁴	Under 16	0	0	0	0	0	0	1	1	0	
	16	1	0	1	1	0	2	0	0	1	
	17	6	4	9	7	3	2	9	9	4	
	18	9	2	5	5	14	7	8	9	9	
	19	7	8	9	3	12	6	8	6	9	
	20 to 24	35	44	35	29	29	32	44	40	46	
	25 to 59	178	213	192	167	182	170	174	198	167	
	60 and over	7	4	7	10	7	8	6	4	6	
	All age groups ³	244	277	258	224	248	230	251	267	244	
Car drivers	Under 17	1	2	1	1	2	0	0	1	1	
	17	31	48	45	39	31	33	33	21	21	
	18	66	100	90	81	74	70	60	45	58	
	19	72	100	90	92	70	70	60	69	46	
	20 to 24	298	375	353	318	326	297	261	290	268	
	25 to 29	221	269	246	233	230	220	202	218	202	
	30 to 39	341	449	401	390	330	357	287	339	303	
	40 to 59	645	721	748	689	650	668	594	624	618	
	60 to 69	223	211	215	227	202	230	204	252	205	
	70 to 79	172	170	178	152	161	182	187	176	181	
	80 and over	117	98	89	106	97	109	116	155	120	
	All age groups ³	2,197	2,571	2,477	2,348	2,184	2,240	2,012	2,201	2,036	
Car passengers	Under 17	204	360	306	222	206	201	184	209	214	
	17	69	128	107	77	77	66	59	64	59	
	18	70	113	107	96	68	71	66	50	56	
	19	56	104	90	67	61	45	55	50	50	
	20 to 24	190	251	217	209	190	195	183	175	159	
	25 to 29	110	153	127	137	99	92	117	105	116	
	30 to 39	137	167	162	161	125	118	143	137	143	
	40 to 59	273	321	311	302	272	276	250	263	262	
	60 to 69	163	191	199	167	172	157	162	156	146	
	70 to 79	181	196	176	194	176	198	163	173	166	
	80 and over	149	125	134	151	152	135	149	159	149	
		All age groups ³	1,624	2,148	1,969	1,814	1,622	1,574	1,551	1,560	1,539

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3 Includes cases where age was not reported.

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[Notes & Definitions](#)

Source: DfT STATS19

Last updated: 29 September 2016

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RAS30011

Reported killed or seriously injured casualties by gender, road user type and age, Great Britain, 2010-14 average, 2008 - 2015

		Number of casualties									
		2010-14 average ¹	2008	2009	2010	2011	2012	2013	2014	2015	
All casualties											
Pedestrians	0 to 4 ²	208	216	214	221	229	216	188	187	168	
	5 to 7	251	285	253	268	279	251	237	220	216	
	8 to 11	464	518	475	502	497	463	429	429	412	
	12 to 15	583	765	718	655	597	615	504	543	487	
	16 to 19	408	577	502	439	457	439	378	329	334	
	20 to 24	443	556	506	445	495	469	399	407	398	
	25 to 59	1,940	2,142	1,926	1,815	1,945	2,099	1,950	1,891	1,907	
	60 to 64	219	221	259	194	237	220	207	237	217	
	65 to 69	207	210	187	160	199	226	218	233	244	
	70 to 74	222	238	221	198	236	245	191	240	203	
	75 to 79	237	266	222	212	246	269	212	245	232	
80 and over	427	514	472	411	412	407	414	492	458		
	All age groups ³	5,679	6,642	6,045	5,605	5,907	5,979	5,396	5,509	5,348	
Pedal cyclists	0 to 4 ²	4	5	4	4	9	2	3	3	3	
	5 to 7	27	29	45	36	30	31	25	15	21	
	8 to 11	98	132	129	128	120	89	68	85	66	
	12 to 15	207	251	280	230	239	202	186	176	188	
	16 to 19	192	198	167	177	185	221	186	191	161	
	20 to 24	269	193	205	196	273	304	284	290	260	
	25 to 59	2,061	1,492	1,593	1,688	1,998	2,133	2,139	2,347	2,248	
	60 and over	312	218	260	272	294	318	306	369	358	
		All age groups ³	3,214	2,565	2,710	2,771	3,192	3,340	3,252	3,514	3,339
	Motorcycle riders 50cc and under	Under 16	6	12	15	9	10	4	4	4	4
16		147	222	218	192	165	162	111	107	94	
17		65	108	99	76	61	64	71	55	44	
18		29	39	34	24	38	25	29	28	12	
19		18	22	19	11	26	19	17	17	20	
20 to 24		58	58	37	42	64	65	55	63	56	
25 to 59		123	135	124	113	120	154	112	115	90	
60 and over		15	21	26	10	20	21	13	11	10	
	All age groups ³	465	626	576	481	511	516	416	403	335	
Motorcycle riders over 50cc ⁴	Under 16	12	25	14	18	10	5	12	15	15	
	16	25	42	37	38	27	25	19	18	35	
	17	165	222	189	157	204	168	165	132	146	
	18	180	200	181	173	188	172	196	169	153	
	19	173	163	138	141	190	186	169	179	186	
	20 to 24	705	653	624	545	643	714	781	844	843	
	25 to 59	3,080	3,547	3,459	3,063	3,283	2,951	2,876	3,229	3,068	
	60 and over	315	214	264	287	304	322	314	346	384	
	All age groups ³	4,694	5,141	4,978	4,461	4,878	4,588	4,568	4,974	4,864	
Car drivers	Under 17	9	33	14	14	9	5	6	10	12	
	17	103	217	175	144	115	102	84	69	67	
	18	194	372	343	252	227	170	159	160	171	
	19	214	364	326	275	209	193	188	204	164	
	20 to 24	925	1,315	1,182	999	1,001	913	859	854	873	
	25 to 29	678	920	805	694	670	668	675	684	678	
	30 to 39	952	1,323	1,251	1,084	919	960	839	959	882	
	40 to 59	1,656	2,001	1,912	1,717	1,735	1,638	1,561	1,629	1,587	
	60 to 69	554	607	563	556	539	544	511	618	542	
	70 to 79	430	438	450	386	422	474	421	445	482	
	80 and over	344	293	279	320	316	333	352	398	371	
	All age groups ³	6,098	7,967	7,370	6,506	6,207	6,029	5,692	6,054	5,869	
Car passengers	Under 17	413	651	607	478	418	416	347	405	401	
	17	148	302	258	171	164	159	122	123	117	
	18	163	290	257	200	155	170	139	150	138	
	19	136	237	209	153	149	125	119	133	133	
	20 to 24	470	626	599	515	482	504	456	395	426	
	25 to 29	251	342	302	262	247	252	253	240	243	
	30 to 39	289	342	338	318	279	287	282	277	288	
	40 to 59	427	524	486	452	441	444	386	413	389	
	60 to 69	210	230	245	219	223	194	211	205	194	
	70 to 79	220	230	212	233	217	236	209	207	205	
	80 and over	182	155	166	178	192	168	177	195	193	
	All age groups ³	2,955	4,001	3,742	3,243	3,018	3,004	2,734	2,778	2,773	

1 Figures have been rounded to the nearest whole number.

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3 Includes cases where age was not reported.

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

The figures in this table are National Statistics

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Source: DfT STATS19

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RAS30012

Reported casualties by time of accident and severity, Great Britain, 2005 - 2015

	Number of casualties										
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Midnight to 01.59											
Killed	234	218	185	191	172	119	127	99	89	95	116
KSI ¹	1,569	1,591	1,438	1,350	1,236	943	989	921	819	879	867
All severities	8,189	8,103	7,564	6,798	6,529	5,750	5,287	5,074	4,526	4,880	4,875
02.00 to 03.59											
Killed	143	170	138	132	118	84	78	84	63	67	83
KSI	1,017	1,090	839	857	786	684	638	689	575	570	568
All severities	5,023	5,005	4,513	4,193	3,850	3,435	3,425	3,236	2,808	2,783	2,703
04.00 to 05.59											
Killed	110	113	113	91	90	67	66	74	63	87	60
KSI	633	707	700	629	574	534	515	485	496	561	518
All severities	3,212	3,452	3,460	3,192	2,961	2,866	2,684	2,704	2,602	2,776	2,606
06.00 to 07.59											
Killed	191	178	170	171	152	123	136	119	108	112	108
KSI	1,731	1,774	1,774	1,680	1,543	1,449	1,590	1,509	1,449	1,595	1,541
All severities	13,565	13,351	13,439	12,993	11,596	11,310	11,318	11,085	10,780	11,784	11,420
08.00 to 09.59											
Killed	218	206	214	166	181	141	137	123	119	124	104
KSI	2,682	2,642	2,681	2,578	2,548	2,334	2,385	2,378	2,258	2,411	2,201
All severities	30,150	29,452	28,665	27,453	25,493	24,798	24,087	23,206	22,013	23,191	21,536
10.00 to 11.59											
Killed	249	249	250	198	189	180	184	184	153	197	183
KSI	2,613	2,550	2,563	2,356	2,293	2,248	2,319	2,382	2,086	2,358	2,216
All severities	25,769	24,477	23,306	22,086	21,341	20,346	20,175	19,471	18,239	19,667	17,996
12.00 to 13.59											
Killed	299	289	304	231	185	183	180	176	182	161	182
KSI	3,252	3,263	3,175	2,905	2,930	2,737	2,773	2,701	2,684	2,732	2,646
All severities	32,915	31,116	29,757	27,179	27,397	26,033	24,939	23,733	22,292	23,722	22,347
14.00 to 15.59											
Killed	338	360	299	294	231	208	212	238	186	202	199
KSI	4,032	4,006	3,890	3,676	3,550	3,356	3,388	3,414	3,109	3,246	3,182
All severities	36,873	34,937	33,736	32,029	31,169	29,730	28,518	27,905	25,187	26,972	25,970
16.00 to 17.59											
Killed	399	413	367	328	290	258	245	219	259	245	241
KSI	5,118	5,039	4,760	4,540	4,240	3,968	4,105	3,986	3,925	4,044	4,007
All severities	45,726	42,543	41,400	37,947	37,070	34,985	35,296	33,640	31,897	33,435	32,517
18.00 to 19.59											
Killed	382	363	388	260	226	177	201	175	196	206	168
KSI	3,910	3,855	3,977	3,550	3,263	2,906	3,016	3,032	2,796	3,040	3,001
All severities	32,829	31,068	30,281	27,946	26,869	24,681	24,529	23,359	22,449	23,856	22,894
20.00 to 21.59											
Killed	322	303	268	241	206	165	174	132	145	129	159
KSI	3,007	2,914	2,717	2,480	2,179	1,904	1,844	1,928	1,800	1,815	1,812
All severities	20,849	19,823	18,421	17,000	16,122	14,456	13,958	13,195	12,611	12,861	12,716
22.00 to midnight											
Killed	316	310	250	235	182	145	161	131	149	150	127
KSI	2,587	2,413	2,203	1,967	1,765	1,447	1,457	1,365	1,369	1,331	1,315
All severities	15,887	15,054	13,214	12,071	11,728	10,249	9,721	9,110	8,256	8,550	8,609
Total²											
Killed	3,201	3,172	2,946	2,538	2,222	1,850	1,901	1,754	1,713	1,775	1,730
KSI	32,155	31,845	30,720	28,572	26,912	24,510	25,023	24,793	23,370	24,582	23,874
All severities	271,017	258,404	247,780	230,905	222,146	208,648	203,950	195,723	183,670	194,477	186,189

1 Killed or seriously injured.

2 Includes cases where time was not reported.

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Source: DfT STATS19
 Last updated: 29 September 2016
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The figures in this table are National Statistics

RAS30013

Reported casualty rates by road user type and severity, Great Britain, 2005 - 2015

	Driver/Rider casualty rate per billion vehicle miles/percentage										
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Pedal cyclists											
Killed	55	52	53	40	35	37	35	38	34	33	31
KSI ¹	875	868	999	899	909	919	1,035	1,070	1,036	1,014	1,025
All severities	6,125	5,744	6,297	5,695	5,713	5,692	6,231	6,114	6,187	6,137	5,779
Motorcycle riders											
Killed	165	181	165	151	143	135	122	112	119	117	127
KSI	1,849	1,937	1,876	1,845	1,748	1,730	1,868	1,805	1,853	1,938	1,875
All severities	7,069	6,974	6,557	6,567	6,224	6,270	6,720	6,584	6,712	7,078	6,941
Car drivers											
Killed	4.5	4.3	3.8	3.5	2.9	2.4	2.5	2.3	2.3	2.3	2.2
KSI	39	38	34	32	30	27	26	25	24	25	24
All severities	490	466	441	411	393	374	350	336	313	321	309
Bus or coach drivers											
Killed	0	0.6	0	0	0.3	0.6	0	0.4	0.7	0	0.4
KSI	9.8	12	11	13	8.7	12	5.2	8.1	7.9	7.5	8.2
All severities	259	221	190	208	187	176	169	163	144	149	149
Van / Light goods drivers											
Killed	1.2	1.0	1.1	0.9	0.8	0.7	0.7	0.6	0.6	0.5	0.5
KSI	11	11	8.9	8.4	7.8	6.5	6.2	6.4	6.8	6.5	6.6
All severities	118	113	97	90	90	84	84	83	79	83	79
Heavy goods vehicle drivers											
Killed	2.7	2.0	2.3	1.1	0.7	1.6	1.6	1.9	1.3	0.8	1.7
KSI	19	18	17	12	10	12	11	11	9.5	9.1	9.8
All severities	136	118	115	92	79	83	75	73	71	72	62
All drivers and riders²											
Killed	6.2	6.0	5.5	4.9	4.2	3.7	3.8	3.4	3.4	3.4	3.3
KSI	61	60	58	54	52	49	50	49	47	49	47
All severities	543	514	491	462	449	428	421	407	385	399	376
Percentage of all road user casualties accounted for by drivers and riders											
Killed	60	60	59	60	59	62	61	59	61	60	62
KSI	59	59	60	60	61	61	62	61	62	63	63
All severities	62	63	63	63	63	63	63	64	64	65	65

1 Killed or seriously injured.

2 Includes driver and riders of other vehicles.

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The figures in this table are National Statistics

RAS30013

Reported casualty rates by road user type and severity, Great Britain, 2005 - 2015

	<i>Driver/Rider casualty rate per billion vehicle kilometres/percentage</i>										
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Pedal cyclists											
Killed	34	32	33	25	22	23	22	23	21	20	19
KSI ¹	544	539	621	559	565	571	643	665	644	630	637
All severities	3,806	3,569	3,913	3,539	3,550	3,537	3,872	3,799	3,845	3,814	3,591
Motorcycle riders											
Killed	103	113	103	94	89	84	76	69	74	73	79
KSI	1,149	1,204	1,166	1,146	1,086	1,075	1,161	1,121	1,151	1,204	1,165
All severities	4,392	4,334	4,074	4,081	3,867	3,896	4,175	4,091	4,171	4,398	4,313
Car drivers											
Killed	2.8	2.7	2.4	2.2	1.8	1.5	1.6	1.4	1.4	1.4	1.3
KSI	24	23	21	20	19	17	16	16	15	15	15
All severities	304	289	274	256	244	233	218	209	194	200	192
Bus or coach drivers											
Killed	0	0.4	0	0	0.2	0.4	0	0.2	0.4	0	0.2
KSI	6.1	7.6	6.9	7.9	5.4	7.3	3.2	5.0	4.9	4.7	5.1
All severities	161	137	118	130	116	109	105	101	90	93	92
Van / Light goods drivers											
Killed	0.7	0.6	0.7	0.5	0.5	0.5	0.4	0.3	0.4	0.3	0.3
KSI	6.9	6.7	5.5	5.2	4.9	4.0	3.9	4.0	4.2	4.0	4.1
All severities	74	70	60	56	56	52	52	52	49	52	49
Heavy goods vehicle drivers											
Killed	1.7	1.2	1.4	0.7	0.5	1.0	1.0	1.2	0.8	0.5	1.0
KSI	12	11	11	7.7	6.3	7.2	6.7	6.6	5.9	5.7	6.1
All severities	84	73	72	57	49	51	46	45	44	45	39
All drivers and riders²											
Killed	3.8	3.7	3.4	3.0	2.6	2.3	2.3	2.1	2.1	2.1	2.1
KSI	38	37	36	34	33	30	31	31	29	31	29
All severities	338	319	305	287	279	266	261	253	239	248	234
Percentage of all road user casualties accounted for by drivers and riders											
Killed	60	60	59	60	59	62	61	59	61	60	62
KSI	59	59	60	60	61	61	62	61	62	63	63
All severities	62	63	63	63	63	63	63	64	64	65	65

1 Killed or seriously injured.

2 Includes driver and riders of other vehicles.

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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, 2015

	Number of casualties								
	Daylight				Darkness				All ² casualties
	Dry	Wet or flood	Snow or ice	All ¹	Dry	Wet or flood	Snow or ice	All ¹	
Motorways									
Killed	42	11	0	53	44	11	0	55	108
Serious	342	108	8	458	159	97	12	268	726
Slight	4,516	1,246	57	5,834	1,205	1,130	60	2,397	8,231
All severities	4,900	1,365	65	6,345	1,408	1,238	72	2,720	9,065
Built-up roads³									
Killed	327	86	3	417	203	123	3	330	747
Serious	8,249	1,788	57	10,109	2,658	1,945	55	4,661	14,770
Slight	69,810	16,272	613	86,874	18,561	12,250	478	31,361	118,235
All severities	78,386	18,146	673	97,400	21,422	14,318	536	36,352	133,752
Non built-up roads³									
Killed	406	138	5	549	184	136	6	326	875
Serious	3,409	1,254	76	4,739	946	895	67	1,909	6,648
Slight	18,022	7,701	705	26,468	4,401	4,517	452	9,380	35,848
All severities	21,837	9,093	786	31,756	5,531	5,548	525	11,615	43,371
All speed limits⁴									
Killed	775	235	8	1,019	431	270	9	711	1,730
Serious	12,000	3,150	141	15,306	3,763	2,937	134	6,838	22,144
Slight	92,348	25,219	1,375	119,176	24,168	17,897	990	43,139	162,315
All severities	105,123	28,604	1,524	135,501	28,362	21,104	1,133	50,688	186,189

1 Includes cases where road surface condition was not reported.

2 Includes cases where lighting condition was not reported.

3 Excludes motorways.

4 Includes cases where speed limit was not reported.

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Source: DfT STATS19

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The figures in this table are National Statistics

RAS30015

Reported casualties by daylight and darkness, weather condition, built-up and non built-up roads and severity, Great Britain, 2015

	Number of casualties								All ¹ casualties
	Daylight				Darkness				
	Fine	Raining	Snowing	Fog	Fine	Raining	Snowing	Fog	
Motorways									
Killed	47	5	0	1	45	6	0	0	108
Serious	390	51	6	8	199	55	4	1	726
Slight	4,980	668	38	50	1,630	623	45	34	8,231
All severities	5,417	724	44	59	1,874	684	49	35	9,065
Built-up roads²									
Killed	372	29	0	1	262	56	1	0	747
Serious	9,043	808	17	20	3,508	903	26	39	14,770
Slight	75,769	8,297	222	167	23,279	6,205	190	200	118,235
All severities	85,184	9,134	239	188	27,049	7,164	217	239	133,752
Non built-up roads²									
Killed	484	51	1	4	260	50	0	8	875
Serious	4,047	560	24	44	1,456	344	18	41	6,648
Slight	21,698	3,734	244	180	6,744	1,941	160	182	35,848
All severities	26,229	4,345	269	228	8,460	2,335	178	231	43,371
All speed limits³									
Killed	903	85	1	6	567	112	1	8	1,730
Serious	13,480	1,419	47	72	5,163	1,302	48	81	22,144
Slight	102,447	12,699	504	397	31,654	8,769	395	416	162,315
All severities	116,830	14,203	552	475	37,384	10,183	444	505	186,189

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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Source: DfT STATS19

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The figures in this table are National Statistics

RAS30016

Reported casualties by built-up and non built-up roads and motorways, severity and road user type, Great Britain, 2015

	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	0	0	20	1,249	6,247	5	34	70	25	1,283	6,317
Adults	16	29	52	288	3,681	16,533	79	283	655	383	3,993	17,240
All ages ⁴	16	29	53	308	5,001	23,275	84	318	733	408	5,348	24,061
Pedal cyclist												
Children	0	0	0	4	258	1,876	2	20	53	6	278	1,929
Adults	1	1	2	44	2,480	15,014	49	546	1,519	94	3,027	16,535
All ages ⁴	1	1	2	48	2,768	17,252	51	570	1,590	100	3,339	18,844
Horse rider												
Children	0	0	0	0	0	2	0	1	4	0	1	6
Adults	0	0	0	0	6	44	0	9	41	0	15	85
All ages ⁴	0	0	0	0	7	48	0	10	46	0	17	94
Motorcycle 50cc and under												
Riders and passengers	0	0	0	2	298	1,846	6	51	208	8	349	2,054
Motorcycle over 50cc⁵												
Riders	8	95	232	146	3,031	13,286	190	1,738	3,706	344	4,864	17,224
Passengers	0	4	12	4	115	417	9	75	211	13	194	640
All casualties	8	99	244	150	3,146	13,703	199	1,813	3,917	357	5,058	17,864
Car and taxi												
Drivers	43	367	5,037	128	2,465	47,858	363	3,028	23,405	534	5,860	76,300
Passengers	17	200	2,653	75	1,250	22,062	126	1,291	10,233	218	2,741	34,948
All casualties	60	567	7,690	203	3,715	69,920	489	4,319	33,638	752	8,601	111,248
Minibuses												
Drivers	0	3	14	0	3	66	0	3	52	0	9	132
Passengers	0	3	45	2	13	144	0	16	138	2	32	327
All casualties	0	6	59	2	16	210	0	19	190	2	41	459
Bus or coach												
Drivers	0	3	8	1	12	329	0	7	61	1	22	398
Passengers	0	6	114	4	223	3,873	0	29	241	4	258	4,228
All casualties	0	9	122	5	235	4,202	0	36	302	5	280	4,626
of whom were passengers boarding or alighting												
Children	0	0	0	0	1	48	0	0	0	0	1	48
Adults	0	0	0	0	35	291	0	0	1	0	35	292
All ages ⁴	0	0	0	0	38	360	0	0	1	0	38	361
Van / Light goods vehicle												
Drivers	5	35	417	5	104	1,796	15	172	1,473	25	311	3,686
Passengers	2	13	161	2	35	492	3	58	411	7	106	1,064
All casualties	7	48	578	7	139	2,288	18	230	1,884	32	417	4,750
Heavy goods vehicle												
Drivers	10	50	228	3	39	289	15	74	517	28	163	1,034
Passengers	1	14	38	1	8	59	1	8	72	3	30	169
All casualties	11	64	266	4	47	348	16	82	589	31	193	1,203
Other vehicle												
Drivers / Riders	2	5	32	17	125	532	9	59	203	28	189	767
Passengers	3	6	19	1	20	129	3	16	71	7	42	219
All casualties	5	11	51	18	145	661	12	75	274	35	231	986
All road users⁶												
Children	0	20	514	38	1,728	13,406	16	216	2,183	54	1,964	16,103
Adults	108	811	8,477	709	13,587	117,730	859	7,264	40,885	1,676	21,662	167,092
All ages ⁴	108	834	9,065	747	15,517	133,753	875	7,523	43,371	1,730	23,874	186,189

1 Excludes motorways.

2 Includes cases where speed limit was not reported.

3 Killed or seriously injured.

4 Includes cases where age was not reported.

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

6 Includes cases where vehicle type was not reported.

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[Notes & Definitions](#)

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Source: DfT STATS19
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RAS30017

Casualties in reported accidents involving vehicles of different types by built-up and non built-up roads, road class and severity, Great Britain, 2015

	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	25	85	258	24	26	55	10	365
KSI ⁴	1,173	1,718	5,011	327	456	289	88	6,298
All severities	7,729	9,314	51,840	3,792	5,393	2,030	745	59,132
B roads								
Killed	5	16	67	4	7	9	4	90
KSI	385	557	1,758	76	145	57	50	2,138
All severities	2,235	2,243	15,283	767	1,475	316	277	16,977
Other roads								
Killed	20	61	210	22	27	25	23	292
KSI	1,358	1,457	5,786	258	558	161	170	7,081
All severities	8,179	6,264	51,782	2,285	4,722	944	1,022	57,643
All built-up roads⁵								
Killed	50	162	535	50	60	89	37	747
KSI	2,916	3,732	12,555	661	1,159	507	308	15,517
All severities	18,143	17,821	118,905	6,844	11,590	3,290	2,044	133,752
Non built-up roads³								
A roads								
Killed	30	150	520	9	72	131	31	619
KSI	249	1,246	3,847	72	526	495	164	4,657
All severities	799	3,014	25,845	396	3,632	2,546	703	28,074
B roads								
Killed	10	35	100	1	13	8	5	120
KSI	94	311	990	9	102	40	52	1,185
All severities	268	722	5,446	71	613	213	193	6,023
Other roads								
Killed	15	26	111	4	9	9	4	136
KSI	257	371	1,300	14	138	58	63	1,681
All severities	622	865	8,297	78	965	269	291	9,274
All non built-up roads⁵								
Killed	55	211	731	14	94	148	40	875
KSI	600	1,928	6,137	95	766	593	279	7,523
All severities	1,689	4,601	39,588	545	5,210	3,028	1,187	43,371
All speed limits⁶								
Motorways								
Killed	1	8	81	4	12	45	5	108
KSI	1	99	688	18	119	253	17	834
All severities	2	275	8,488	182	1,522	2,032	180	9,065
A roads								
Killed	55	235	778	33	98	186	41	984
KSI	1,422	2,964	8,858	399	982	784	252	10,955
All severities	8,529	12,328	77,686	4,188	9,025	4,576	1,448	87,207
B roads								
Killed	15	51	167	5	20	17	9	210
KSI	479	868	2,748	85	247	97	102	3,323
All severities	2,503	2,965	20,729	838	2,088	529	470	23,000
Other roads								
Killed	35	87	321	26	36	34	27	428
KSI	1,615	1,828	7,086	272	696	219	233	8,762
All severities	8,801	7,129	60,079	2,363	5,687	1,213	1,313	66,917
Total^{5,6}								
Killed	106	381	1,347	68	166	282	82	1,730
KSI	3,517	5,759	19,380	774	2,044	1,353	604	23,874
All severities	19,835	22,697	166,982	7,571	18,322	8,350	3,411	186,189

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

1 Includes electric motorcycles, combinations and scooters.

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

3 Excludes motorways.

4 Killed or seriously injured.

5 Includes cases where road class was not reported.

6 Includes cases where speed limit was not reported.

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[Notes & Definitions](#)

Source: DFT STATS19

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The figures in this table are National Statistics

RAS30018

Reported casualty and accident rates by urban and rural roads, road class, road user type, severity and pedestrian involvement, Great Britain, 2015

	Number of casualties									
	Urban roads ¹			Rural roads ¹			All roads			
	A road	Other ²	All urban ³	A road	Other ²	All rural ³	Motorway	A road	Other ²	Total ³
Pedal cycle										
Accidents involving	6,856	8,815	15,671	1,401	2,098	3,499	2	8,257	10,913	19,172
User casualties	6,685	8,656	15,341	1,388	2,113	3,501	2	8,073	10,769	18,844
of whom killed	28	21	49	24	26	50	1	52	47	100
seriously injured	933	1,332	2,265	356	618	974	0	1,289	1,950	3,239
Pedestrians hit by a cycle	216	203	419	7	18	25	0	223	221	444
of whom killed	1	1	2	0	0	0	0	1	1	2
seriously injured	42	39	81	2	13	15	0	44	52	96
Motorcycle										
Accidents involving	7,634	6,553	14,187	3,507	2,610	6,117	237	11,141	9,163	20,541
User casualties	7,190	6,234	13,424	3,602	2,648	6,250	244	10,792	8,882	19,918
of whom killed	65	51	116	160	81	241	8	225	132	365
seriously injured	1,211	1,421	2,632	1,332	987	2,319	91	2,543	2,408	5,042
Pedestrians hit by a motorcycle	595	393	988	31	38	69	0	626	431	1,057
of whom killed	3	5	8	1	1	2	0	4	6	10
seriously injured	105	83	188	7	13	20	0	112	96	208
Car										
Accidents involving	34,628	45,066	79,694	21,358	16,959	38,317	5,141	55,986	62,025	123,152
User casualties	27,109	31,076	58,185	27,022	18,741	45,763	7,749	54,131	49,817	111,697
of whom killed	71	60	131	378	185	563	60	449	245	754
seriously injured	1,091	1,496	2,587	2,743	2,042	4,785	513	3,834	3,538	7,885
Pedestrians hit by a car	5,396	11,682	17,078	751	1,532	2,283	36	6,147	13,214	19,397
of whom killed	92	88	180	51	32	83	10	143	120	273
seriously injured	1,164	2,263	3,427	226	324	550	6	1,390	2,587	3,983
Bus or coach										
Accidents involving	2,632	2,004	4,636	337	294	631	41	2,969	2,298	5,308
User casualties	2,244	1,613	3,857	378	269	647	122	2,622	1,882	4,626
of whom killed	1	3	4	1	0	1	0	2	3	5
seriously injured	107	92	199	48	19	67	9	155	111	275
Pedestrians hit by a bus or coach	453	499	952	16	38	54	0	469	537	1,006
of whom killed	10	16	26	1	1	2	0	11	17	28
seriously injured	87	103	190	4	8	12	0	91	111	202
Van / Light goods vehicle										
Accidents involving	3,608	4,026	7,634	2,767	1,925	4,692	840	6,375	5,951	13,166
User casualties	888	910	1,798	1,445	927	2,372	578	2,333	1,837	4,748
of whom killed	1	4	5	13	7	20	7	14	11	32
seriously injured	43	43	86	157	101	258	41	200	144	385
Pedestrians hit by an LGV	368	802	1,170	80	175	255	10	448	977	1,435
of whom killed	8	10	18	10	3	13	2	18	13	33
seriously injured	80	157	237	16	29	45	4	96	186	286
Heavy goods vehicle										
Accidents involving	1,374	792	2,166	1,980	590	2,570	1,305	3,354	1,382	6,041
User casualties	145	90	235	514	188	702	266	659	278	1,203
of whom killed	1	2	3	15	2	17	11	16	4	31
seriously injured	15	10	25	60	24	84	53	75	34	162
Pedestrians hit by an HGV	157	183	340	49	37	86	7	206	220	433
of whom killed	23	14	37	9	0	9	4	32	14	50
seriously injured	43	42	85	16	9	25	3	59	51	113
All vehicles⁴										
Accidents involving	40,402	50,718	91,120	23,878	19,508	43,386	5,550	64,280	70,226	140,056
User casualties	44,429	48,947	93,376	34,571	25,169	59,740	9,012	79,000	74,116	162,128
of whom killed	169	155	324	601	305	906	92	770	460	1,322
seriously injured	3,420	4,471	7,891	4,744	3,856	8,600	713	8,164	8,327	17,204
All pedestrian casualties	7,244	13,920	21,164	963	1,881	2,844	53	8,207	15,801	24,061
of whom killed	138	138	276	76	40	116	16	214	178	408
seriously injured	1,529	2,713	4,242	278	407	685	13	1,807	3,120	4,940

1 See urban and rural definitions.

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

3 Includes cases where road class was not reported.

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

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Source: DfT STATS19, DfT National Road Traffic Survey

Last updated: 29 September 2015

Next update: September 2016

The figures in this table are National Statistics

RAS30018

Reported casualty and accident rates by urban and rural roads, road class, road user type, severity and pedestrian involvement, Great Britain, 2015

	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	15,552	5,090	7,213	12,742	2,173	3,253	..	14,991	4,046	5,902
User casualties	15,165	4,999	7,061	12,624	2,188	3,255	..	14,657	3,992	5,801
of whom killed	64	12	23	218	27	46	..	94	17	31
seriously injured	2,116	769	1,043	3,238	640	906	..	2,340	723	997
Pedestrians hit by a cycle	490	117	193	64	19	23	..	405	82	137
of whom killed	2.3	0.6	0.9	0	0	0	..	1.8	0.4	0.6
seriously injured	95	23	37	18	13	14	..	80	19	30
Motorcycle										
Accidents involving	14,876	7,826	10,505	4,997	5,330	5,134	1,025	9,170	6,905	7,407
User casualties	14,010	7,445	9,940	5,133	5,407	5,246	1,056	8,882	6,693	7,182
of whom killed	127	61	86	228	165	202	35	185	99	132
seriously injured	2,360	1,697	1,949	1,898	2,015	1,946	394	2,093	1,815	1,818
Pedestrians hit by a motorcycle	1,159	469	732	44	78	58	0	515	325	381
of whom killed	5.8	6.0	5.9	1.4	2.0	1.7	0	3.3	4.5	3.6
seriously injured	205	99	139	10	27	17	0	92	72	75
Car										
Accidents involving	864	850	856	304	478	363	105	508	701	497
User casualties	677	586	625	385	528	433	158	491	563	451
of whom killed	1.8	1.1	1.4	5.4	5.2	5.3	1.2	4.1	2.8	3.0
seriously injured	27	28	28	39	58	45	10	35	40	32
Pedestrians hit by a car	135	220	183	11	43	22	0.7	56	149	78
of whom killed	2.3	1.7	1.9	0.7	0.9	0.8	0.2	1.3	1.4	1.1
seriously injured	29	43	37	3.2	9.1	5.2	0.1	13	29	16
Bus or coach										
Accidents involving	3,522	2,291	2,858	594	1,171	771	176	2,258	2,041	1,985
User casualties	3,003	1,844	2,378	666	1,072	790	523	1,994	1,672	1,730
of whom killed	1.3	3.4	2.5	1.8	0	1.2	0	1.5	2.7	1.9
seriously injured	143	105	123	85	76	82	39	118	99	103
Pedestrians hit by a bus or coach	606	570	587	28	151	66	0	357	477	376
of whom killed	13	18	16	1.8	4.0	2.4	0	8.4	15	10
seriously injured	116	118	117	7.0	32	15	0	69	99	76
Van / Light goods vehicle										
Accidents involving	534	429	473	199	260	220	89	308	355	281
User casualties	131	97	111	104	125	111	61	113	109	101
of whom killed	0.1	0.4	0.3	0.9	0.9	0.9	0.7	0.7	0.7	0.7
seriously injured	6.4	4.6	5.3	11	14	12	4.3	9.7	8.6	8.2
Pedestrians hit by an LGV	54	85	72	5.7	24	12	1.1	22	58	31
of whom killed	1.2	1.1	1.1	0.7	0.4	0.6	0.2	0.9	0.8	0.7
seriously injured	12	17	15	1.1	3.9	2.1	0.4	4.6	11	6.1
Heavy goods vehicle										
Accidents involving	859	1,192	957	332	700	378	172	444	917	362
User casualties	91	135	104	86	223	103	35	87	184	72
of whom killed	0.6	3.0	1.3	2.5	2.4	2.5	1.4	2.1	2.7	1.9
seriously injured	9.4	15	11	10	28	12	7.0	9.9	23	9.7
Pedestrians hit by an HGV	98	275	150	8.2	44	13	0.9	27	146	26
of whom killed	14	21	16	1.5	0	1.3	0.5	4.2	9.3	3.0
seriously injured	27	63	38	2.7	11	3.7	0.4	7.8	34	6.8
All vehicles⁴										
Accidents involving	806	763	781	261	429	317	83	454	627	438
User casualties	886	736	801	378	554	437	136	558	662	507
of whom killed	3.4	2.3	2.8	6.6	6.7	6.6	1.4	5.4	4.1	4.1
seriously injured	68	67	68	52	85	63	11	58	74	54
All pedestrian casualties	145	209	181	11	41	21	0.8	58	141	75
of whom killed	2.8	2.1	2.4	0.8	0.9	0.8	0.2	1.5	1.6	1.3
seriously injured	31	41	36	3.0	9.0	5.0	0.2	13	28	15

1 See urban and rural definitions.

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

3 Includes cases where road class was not reported.

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

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Source: DfT STATS19, DfT National Road Traffic Survey

Last updated: 29 September 2016

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The figures in this table are National Statistics

RAS30018

Reported casualty and accident rates by urban and rural roads, road class, road user type, severity and pedestrian involvement, Great Britain, 2015

	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	9,664	3,163	4,482	7,917	1,350	2,021	..	9,315	2,514	3,668
User casualties	9,423	3,106	4,388	7,844	1,360	2,023	..	9,108	2,481	3,605
of whom killed	39	7.5	14	136	17	29	..	59	11	19
seriously injured	1,315	478	648	2,012	398	563	..	1,454	449	620
Pedestrians hit by a cycle	304	73	120	40	12	14	..	252	51	85
of whom killed	1.4	0.4	0.6	0	0	0	..	1.1	0.2	0.4
seriously injured	59	14	23	11	8.4	8.7	..	50	12	18
Motorcycle										
Accidents involving	9,243	4,863	6,527	3,105	3,312	3,190	637	5,698	4,290	4,602
User casualties	8,706	4,626	6,176	3,189	3,360	3,259	656	5,519	4,159	4,463
of whom killed	79	38	53	142	103	126	22	115	62	82
seriously injured	1,466	1,054	1,211	1,179	1,252	1,209	245	1,301	1,127	1,130
Pedestrians hit by a motorcycle	720	292	455	27	48	36	0	320	202	237
of whom killed	3.6	3.7	3.7	0.9	1.3	1.0	0	2.0	2.8	2.2
seriously injured	127	62	86	6.2	16	10	0	57	45	47
Car										
Accidents involving	537	528	532	189	297	225	65	316	436	309
User casualties	420	364	388	239	328	269	98	305	350	280
of whom killed	1.1	0.7	0.9	3.3	3.2	3.3	0.8	2.5	1.7	1.9
seriously injured	17	18	17	24	36	28	6.5	22	25	20
Pedestrians hit by a car	84	137	114	6.7	27	13	0.5	35	93	49
of whom killed	1.4	1.0	1.2	0.5	0.6	0.5	0.1	0.8	0.8	0.7
seriously injured	18	27	23	2.0	5.7	3.2	0.1	7.8	18	10
Bus or coach										
Accidents involving	2,188	1,423	1,776	369	728	479	109	1,403	1,268	1,233
User casualties	1,866	1,146	1,477	414	666	491	325	1,239	1,039	1,075
of whom killed	0.8	2.1	1.5	1.1	0	0.8	0	0.9	1.7	1.2
seriously injured	89	65	76	53	47	51	24	73	61	64
Pedestrians hit by a bus or coach	377	354	365	18	94	41	0	222	296	234
of whom killed	8.3	11	10	1.1	2.5	1.5	0	5.2	9.4	6.5
seriously injured	72	73	73	4.4	20	9.1	0	43	61	47
Van / Light goods vehicle										
Accidents involving	332	267	294	123	162	137	55	191	220	174
User casualties	82	60	69	64	78	69	38	70	68	63
of whom killed	0.1	0.3	0.2	0.6	0.6	0.6	0.5	0.4	0.4	0.4
seriously injured	4.0	2.8	3.3	7.0	8.5	7.5	2.7	6.0	5.3	5.1
Pedestrians hit by an LGV	34	53	45	3.6	15	7.4	0.7	13	36	19
of whom killed	0.7	0.7	0.7	0.4	0.3	0.4	0.1	0.5	0.5	0.4
seriously injured	7.4	10	9.1	0.7	2.4	1.3	0.3	2.9	6.9	3.8
Heavy goods vehicle										
Accidents involving	534	741	595	207	435	235	107	276	570	225
User casualties	56	84	65	54	139	64	22	54	115	45
of whom killed	0.4	1.9	0.8	1.6	1.5	1.6	0.9	1.3	1.6	1.2
seriously injured	5.8	9.4	6.9	6.3	18	7.7	4.3	6.2	14	6.0
Pedestrians hit by an HGV	61	171	93	5.1	27	7.9	0.6	17	91	16
of whom killed	8.9	13	10	0.9	0	0.8	0.3	2.6	5.8	1.9
seriously injured	17	39	23	1.7	6.6	2.3	0.2	4.9	21	4.2
All vehicles⁴										
Accidents involving	501	474	485	162	267	197	52	282	390	272
User casualties	551	457	497	235	344	271	84	347	411	315
of whom killed	2.1	1.4	1.7	4.1	4.2	4.1	0.9	3.4	2.6	2.6
seriously injured	42	42	42	32	53	39	6.7	36	46	33
All pedestrian casualties	90	130	113	6.5	26	13	0.5	36	88	47
of whom killed	1.7	1.3	1.5	0.5	0.5	0.5	0.1	0.9	1.0	0.8
seriously injured	19	25	23	1.9	5.6	3.1	0.1	7.9	17	9.6

1 See urban and rural definitions.

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

3 Includes cases where road class was not reported.

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

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RAS30019

Reported casualties by accident and casualty severity and road user type, Great Britain, 2015

	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	408	25	13	446	4,915	232	5,147	18,468	24,061
Pedal cyclists	100	1	4	105	3,238	81	3,319	15,420	18,844
Motorcycle 50cc and under ¹ riders and passengers	8	0	0	8	341	17	358	1,688	2,054
Motorcycle 51cc - 125cc ¹ Riders	74	1	1	76	1,699	56	1,755	6,705	8,536
Passengers	1	1	0	2	39	25	64	70	136
Motorcycle 126cc - 500cc ¹ Riders	36	0	0	36	536	15	551	1,383	1,970
Passengers	0	1	0	1	28	6	34	49	84
Motorcycle over 500cc ¹ Riders	232	18	3	253	2,197	68	2,265	3,981	6,499
Passengers	12	8	1	21	99	52	151	236	408
Other motorcycles ² Riders	2	0	0	2	69	2	71	146	219
Passengers	0	0	0	0	5	1	6	6	12
Taxi/Private hire car Drivers	2	1	8	11	54	52	106	1,301	1,418
Passengers	2	2	4	8	77	60	137	1,437	1,582
Car Drivers	532	178	252	962	5,093	2,818	7,911	66,009	74,882
Passengers	216	196	218	630	2,248	2,194	4,442	28,294	33,366
Minibus Drivers	0	1	2	3	8	17	25	104	132
Passengers	2	1	9	12	29	51	80	235	327
Bus or coach Drivers	1	2	4	7	19	34	53	338	398
Passengers	4	1	11	16	253	315	568	3,644	4,228
Van / Light goods vehicle Drivers	25	13	27	65	273	199	472	3,149	3,686
Passengers	7	4	17	28	95	76	171	865	1,064
Heavy goods vehicle Rigid Drivers	15	3	26	44	76	46	122	480	646
Passengers	2	5	6	13	20	13	33	101	147
Articulated Drivers	13	4	23	40	52	33	85	263	388
Passengers	1	0	0	1	2	1	3	18	22
Total ³ Drivers	28	7	49	84	128	79	207	743	1,034
Passengers	3	5	6	14	22	14	36	119	169
Other vehicle Drivers	28	1	7	36	177	22	199	625	860
Passengers	7	3	4	14	32	15	47	159	220
All casualties ⁴	1,730	470	640	2,840	21,674	6,501	28,175	155,174	186,189

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, 2015

	Number of casualties/rate per billion vehicle miles												
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Pedestrians													
Killed	39	41	27	20	20	25	29	35	27	42	45	58	408
KSI ¹	502	391	428	351	397	401	374	393	468	500	541	602	5,348
All severities	2,322	1,880	1,993	1,762	1,870	1,843	1,783	1,559	2,015	2,199	2,413	2,422	24,061
of whom children													
Killed	1	7	3	1	0	2	0	2	1	3	3	2	25
KSI	68	79	105	107	132	143	90	92	147	124	97	99	1,283
All severities	483	440	534	536	560	612	512	375	610	592	551	512	6,317
Pedal cyclists													
Killed	14	7	5	8	11	12	9	10	5	8	7	4	100
KSI	231	189	222	269	322	328	390	319	310	300	250	209	3,339
All severities	1,277	1,123	1,421	1,581	1,667	1,907	2,044	1,619	1,846	1,739	1,399	1,221	18,844
of whom children													
Killed	0	0	1	0	2	1	0	0	1	1	0	0	6
KSI	13	3	9	19	38	38	36	33	28	30	11	20	278
All severities	81	55	95	164	228	236	242	202	225	183	104	114	1,929
Horse riders													
Killed	0	0	0	0	0	0	0	0	0	0	0	0	0
KSI	3	2	0	0	1	3	0	1	1	0	2	4	17
All severities	11	12	4	6	4	8	5	7	8	6	12	11	94
Motorcycle² users													
Killed	11	13	18	47	33	44	43	47	36	36	16	21	365
KSI	290	263	392	520	502	540	556	553	548	525	372	346	5,407
All severities	1,253	1,132	1,417	1,690	1,726	1,990	2,057	1,809	1,971	1,870	1,621	1,382	19,918
Rate (all m'cycle users)	9,228	7,139	5,979	6,003	5,747	6,087	7,062	6,724	7,633	8,454	10,578	9,865	7,182
Car users													
Killed	71	56	47	54	76	48	74	61	50	59	73	79	748
KSI	647	689	576	595	759	660	776	760	641	744	818	798	8,463
All severities	8,996	8,327	8,398	8,298	8,765	8,891	9,978	9,637	9,016	9,209	9,519	9,214	108,248
Other car³ users													
Killed	0	2	1	0	0	1	0	0	0	1	0	1	6
KSI	17	25	16	6	11	18	14	15	12	11	22	12	179
All severities	252	289	299	274	248	280	322	296	261	300	306	332	3,459
All car users	9,248	8,616	8,697	8,572	9,013	9,171	10,300	9,933	9,277	9,509	9,825	9,546	111,707
Rate (all car users)	501	479	426	418	416	439	459	448	436	431	489	483	451
Bus or coach users													
Killed	0	1	0	0	0	0	1	1	1	1	0	0	5
KSI	24	20	34	27	22	22	19	20	25	34	16	17	280
All severities	336	293	409	424	324	472	469	363	440	451	323	322	4,626
Rate (all bus users)	1,700	1,516	1,817	1,998	1,457	1,929	1,811	1,608	1,869	1,901	1,430	1,646	1,730
Van / Light goods veh users													
Killed	3	0	3	2	3	5	4	4	2	3	3	0	32
KSI	34	36	29	29	36	37	24	41	26	43	47	35	417
All severities	419	387	350	341	361	438	414	434	426	445	405	330	4,750
Heavy goods vehicle users													
Killed	1	5	5	2	4	2	4	0	2	1	0	5	31
KSI	8	21	20	11	14	21	22	12	11	13	19	21	193
All severities	120	109	112	75	81	112	119	93	90	82	105	105	1,203
All goods vehicle users ⁴	540	500	466	420	444	556	539	530	527	537	544	470	6,073
Rate (all goods veh users)	114	107	89	82	83	102	93	98	94	93	100	95	96
Agricultural vehicle users													
Killed	0	0	0	0	0	1	0	1	1	0	0	1	4
KSI	2	3	2	2	0	4	0	5	3	1	0	1	23
All severities	8	6	5	5	4	7	7	12	12	8	7	5	86
All road users													
Killed	141	128	110	134	147	139	164	161	129	155	149	173	1,730
KSI	1,766	1,655	1,730	1,831	2,082	2,045	2,186	2,147	2,069	2,190	2,108	2,065	23,874
All severities	15,059	13,621	14,468	14,523	15,099	16,018	17,284	15,910	16,172	16,382	16,209	15,444	186,189
of whom children													
Killed	1	7	8	3	6	5	2	2	3	7	6	4	54
KSI	106	112	142	158	200	214	162	162	208	187	157	156	1,964
All severities	1,103	1,058	1,226	1,354	1,401	1,507	1,561	1,422	1,519	1,417	1,273	1,262	16,103
Rate (all ages)	633	586	548	552	545	586	592	562	583	573	619	614	582

1 Killed or seriously injured.

2 Includes electric motorcycles, combinations, scooters and mopeds.

3 Includes taxis and minibuses.

4 Includes unknown goods vehicle weight

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RAS30020

Reported casualties and casualty rates by month, road user type and severity, Great Britain, 2015

	Number of casualties/rate per billion vehicle kilometres												
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Pedestrians													
Killed	39	41	27	20	20	25	29	35	27	42	45	58	408
KSI ¹	502	391	428	351	397	401	374	393	468	500	541	602	5,348
All severities	2,322	1,880	1,993	1,762	1,870	1,843	1,783	1,559	2,015	2,199	2,413	2,422	24,061
of whom children													
Killed	1	7	3	1	0	2	0	2	1	3	3	2	25
KSI	68	79	105	107	132	143	90	92	147	124	97	99	1,283
All severities	483	440	534	536	560	612	512	375	610	592	551	512	6,317
Pedal cyclists													
Killed	14	7	5	8	11	12	9	10	5	8	7	4	100
KSI	231	189	222	269	322	328	390	319	310	300	250	209	3,339
All severities	1,277	1,123	1,421	1,581	1,667	1,907	2,044	1,619	1,846	1,739	1,399	1,221	18,844
of whom children													
Killed	0	0	1	0	2	1	0	0	1	1	0	0	6
KSI	13	3	9	19	38	38	36	33	28	30	11	20	278
All severities	81	55	95	164	228	236	242	202	225	183	104	114	1,929
Horse riders													
Killed	0	0	0	0	0	0	0	0	0	0	0	0	0
KSI	3	2	0	0	1	3	0	1	1	0	2	4	17
All severities	11	12	4	6	4	8	5	7	8	6	12	11	94
Motorcycle² users													
Killed	11	13	18	47	33	44	43	47	36	36	16	21	365
KSI	290	263	392	520	502	540	556	553	548	525	372	346	5,407
All severities	1,253	1,132	1,417	1,690	1,726	1,990	2,057	1,809	1,971	1,870	1,621	1,382	19,918
Rate (all m'cycle users)	5,734	4,436	3,715	3,730	3,571	3,782	4,388	4,178	4,743	5,253	6,573	6,130	4,463
Car users													
Killed	71	56	47	54	76	48	74	61	50	59	73	79	748
KSI	647	689	576	595	759	660	776	760	641	744	818	798	8,463
All severities	8,996	8,327	8,398	8,298	8,765	8,891	9,978	9,637	9,016	9,209	9,519	9,214	108,248
Other car³ users													
Killed	0	2	1	0	0	1	0	0	0	1	0	1	6
KSI	17	25	16	6	11	18	14	15	12	11	22	12	179
All severities	252	289	299	274	248	280	322	296	261	300	306	332	3,459
All car users	9,248	8,616	8,697	8,572	9,013	9,171	10,300	9,933	9,277	9,509	9,825	9,546	111,707
Rate (all car users)	312	297	264	260	259	273	285	278	271	268	304	300	280
Bus or coach users													
Killed	0	1	0	0	0	0	1	1	1	1	0	0	5
KSI	24	20	34	27	22	22	19	20	25	34	16	17	280
All severities	336	293	409	424	324	472	469	363	440	451	323	322	4,626
Rate (all bus users)	1,056	942	1,129	1,241	905	1,199	1,126	999	1,161	1,182	889	1,023	1,075
Van / Light goods veh users													
Killed	3	0	3	2	3	5	4	4	2	3	3	0	32
KSI	34	36	29	29	36	37	24	41	26	43	47	35	417
All severities	419	387	350	341	361	438	414	434	426	445	405	330	4,750
Heavy goods vehicle users													
Killed	1	5	5	2	4	2	4	0	2	1	0	5	31
KSI	8	21	20	11	14	21	22	12	11	13	19	21	193
All severities	120	109	112	75	81	112	119	93	90	82	105	105	1,203
All goods vehicle users ⁴	540	500	466	420	444	556	539	530	527	537	544	470	6,073
Rate (all goods veh users)	71	67	55	51	52	64	58	61	58	58	62	59	59
Agricultural vehicle users													
Killed	0	0	0	0	0	1	0	1	1	0	0	1	4
KSI	2	3	2	2	0	4	0	5	3	1	0	1	23
All severities	8	6	5	5	4	7	7	12	12	8	7	5	86
All road users													
Killed	141	128	110	134	147	139	164	161	129	155	149	173	1,730
KSI	1,766	1,655	1,730	1,831	2,082	2,045	2,186	2,147	2,069	2,190	2,108	2,065	23,874
All severities	15,059	13,621	14,468	14,523	15,099	16,018	17,284	15,910	16,172	16,382	16,209	15,444	186,189
of whom children													
Killed	1	7	8	3	6	5	2	2	3	7	6	4	54
KSI	106	112	142	158	200	214	162	162	208	187	157	156	1,964
All severities	1,103	1,058	1,226	1,354	1,401	1,507	1,561	1,422	1,519	1,417	1,273	1,262	16,103
Rate (all ages)	394	364	340	343	339	364	368	349	363	356	385	381	362

1 Killed or seriously injured.

2 Includes electric motorcycles, combinations, scooters and mopeds.

3 Includes taxis and minibuses.

4 Includes unknown goods vehicle weight

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[Notes & Definitions](#)

Source: DfT STATS19, DfT National Road Traffic Survey

Last updated: 29 September 2015

Next update: September 2016

The figures in this table are National Statistics

RAS30021

Reported casualties by day, road user type and hour of day, Great Britain, 2015

Number of casualties

(a) Monday to Thursday						(b) Friday					
Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users ¹	Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users ¹
Midnight	104	36	66	861	1,107	Midnight	29	24	21	214	304
01:00	64	16	41	563	724	01:00	21	10	17	165	223
02:00	53	8	15	298	406	02:00	14	6	13	116	161
03:00	35	15	24	299	431	03:00	16	3	7	63	99
04:00	33	19	21	277	397	04:00	7	2	10	68	100
05:00	40	110	111	505	840	05:00	14	26	31	110	212
06:00	145	419	300	1,224	2,284	06:00	26	78	77	310	539
07:00	548	1,083	844	3,048	5,956	07:00	129	191	160	662	1,222
08:00	1,515	1,452	984	5,073	9,635	08:00	324	351	211	1,116	2,134
09:00	724	660	539	3,249	5,711	09:00	191	165	117	660	1,237
10:00	637	437	397	2,744	4,682	10:00	169	99	104	685	1,201
11:00	715	419	463	3,084	5,216	11:00	180	115	118	884	1,432
12:00	773	447	525	3,423	5,720	12:00	223	151	154	990	1,679
13:00	780	497	571	3,503	5,985	13:00	226	137	199	1,069	1,820
14:00	820	547	635	3,700	6,262	14:00	264	158	170	1,196	1,923
15:00	1,832	790	728	4,530	8,560	15:00	538	218	226	1,422	2,576
16:00	1,432	1,039	1,084	5,653	9,883	16:00	380	249	298	1,469	2,557
17:00	1,439	1,379	1,329	6,188	10,861	17:00	350	281	344	1,595	2,684
18:00	1,120	1,150	997	4,525	8,110	18:00	287	225	271	1,184	2,043
19:00	781	825	754	3,127	5,722	19:00	212	159	197	1,021	1,661
20:00	463	423	497	2,476	4,004	20:00	152	106	144	836	1,291
21:00	315	224	396	1,934	2,959	21:00	115	60	122	601	935
22:00	227	175	318	1,740	2,542	22:00	115	49	96	621	912
23:00	158	99	171	1,202	1,698	23:00	90	46	78	499	732
All hours ²	14,753	12,269	11,810	63,226	109,695	All hours ²	4,072	2,909	3,185	17,556	29,677

(c) Saturday						(d) Sunday					
Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users ¹	Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users ¹
Midnight	91	19	51	443	636	Midnight	133	20	34	558	770
01:00	72	16	23	386	519	01:00	140	9	26	404	592
02:00	84	13	15	301	424	02:00	82	12	21	325	452
03:00	51	6	11	240	323	03:00	74	7	19	293	407
04:00	29	8	9	194	250	04:00	49	8	10	219	294
05:00	21	15	10	187	253	05:00	25	10	16	200	260
06:00	21	21	27	206	285	06:00	15	12	19	243	301
07:00	14	43	36	335	458	07:00	13	44	27	275	375
08:00	48	87	64	405	662	08:00	27	67	43	281	435
09:00	103	115	99	637	1,013	09:00	33	102	54	484	709
10:00	120	192	108	728	1,247	10:00	67	157	119	646	1,042
11:00	172	136	175	1,191	1,808	11:00	102	177	155	884	1,368
12:00	234	150	204	1,273	1,981	12:00	144	181	200	1,006	1,584
13:00	215	151	219	1,200	1,903	13:00	138	153	228	1,090	1,675
14:00	204	143	187	1,173	1,810	14:00	136	141	222	1,006	1,564
15:00	209	134	226	1,040	1,711	15:00	139	131	217	997	1,564
16:00	223	125	192	1,025	1,646	16:00	139	108	236	1,095	1,622
17:00	243	141	193	1,066	1,712	17:00	143	103	204	1,062	1,552
18:00	246	118	185	1,080	1,695	18:00	129	97	161	843	1,270
19:00	212	100	124	888	1,363	19:00	118	71	125	700	1,030
20:00	132	66	106	691	1,027	20:00	85	54	125	592	887
21:00	115	39	91	607	883	21:00	69	37	77	509	730
22:00	138	34	83	625	903	22:00	55	45	57	415	593
23:00	145	30	59	547	797	23:00	39	18	31	330	432
All hours ²	3,142	1,902	2,497	16,468	25,309	All hours ²	2,094	1,764	2,426	14,457	21,508

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.

The figures in this table are National Statistics

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[Notes & Definitions](#)

Source: DfT STATS19
 Last updated: 29 September 2016
 Next update: September 2017

RAS30022

Reported killed or seriously injured casualties by day, road user type and hour of day, Great Britain, 2015

Number of casualties

(a) Monday to Thursday						(b) Friday					
Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users ¹	Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users ¹
Midnight	33	5	23	121	187	Midnight	8	3	8	31	53
01:00	14	1	18	74	116	01:00	5	3	3	27	40
02:00	15	1	4	45	73	02:00	5	1	1	20	30
03:00	10	10	9	50	93	03:00	6	1	4	17	30
04:00	13	4	3	42	72	04:00	2	1	2	19	24
05:00	18	26	25	84	164	05:00	7	5	14	8	40
06:00	38	99	91	112	363	06:00	6	17	18	33	82
07:00	116	162	210	194	719	07:00	31	33	38	50	155
08:00	241	192	177	231	881	08:00	63	44	56	44	219
09:00	147	97	103	197	598	09:00	35	22	16	43	126
10:00	136	79	93	181	534	10:00	37	18	26	31	122
11:00	153	83	134	224	652	11:00	38	23	34	70	178
12:00	140	89	130	234	641	12:00	56	25	41	64	197
13:00	157	81	168	238	690	13:00	46	21	46	64	189
14:00	152	95	178	260	744	14:00	56	33	49	71	218
15:00	314	121	183	324	999	15:00	91	41	67	85	309
16:00	294	156	270	357	1,134	16:00	90	50	81	104	335
17:00	328	224	339	363	1,301	17:00	74	57	87	103	330
18:00	261	199	253	251	987	18:00	72	31	65	70	243
19:00	205	143	193	221	790	19:00	53	26	60	79	226
20:00	110	82	125	195	533	20:00	46	20	40	69	178
21:00	84	44	135	156	430	21:00	33	15	31	60	140
22:00	60	33	76	179	367	22:00	34	12	23	84	161
23:00	44	22	45	143	269	23:00	32	10	23	55	120
All hours ²	3,083	2,048	2,985	4,476	13,337	All hours ²	926	512	833	1,301	3,745

(c) Saturday						(d) Sunday					
Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users ¹	Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users ¹
Midnight	23	1	13	58	98	Midnight	39	5	8	77	137
01:00	26	5	7	61	102	01:00	48	1	7	76	134
02:00	28	3	7	56	96	02:00	22	7	13	58	102
03:00	15	3	5	34	61	03:00	23	2	6	50	83
04:00	7	2	5	36	52	04:00	16	1	4	36	59
05:00	10	5	8	26	54	05:00	12	2	5	33	53
06:00	5	3	6	32	47	06:00	6	4	7	35	53
07:00	7	4	9	38	60	07:00	3	7	11	41	62
08:00	9	19	21	45	98	08:00	8	19	14	30	72
09:00	21	25	25	51	126	09:00	7	17	14	39	81
10:00	28	54	40	42	180	10:00	20	44	52	59	180
11:00	29	31	57	67	194	11:00	20	52	48	56	176
12:00	64	36	69	96	274	12:00	32	39	72	72	225
13:00	43	31	71	72	225	13:00	24	33	86	55	205
14:00	61	26	57	77	233	14:00	34	34	99	77	249
15:00	43	26	73	61	213	15:00	26	13	66	104	217
16:00	47	25	66	83	229	16:00	39	19	77	102	242
17:00	63	26	63	67	226	17:00	37	20	58	88	210
18:00	60	24	58	82	231	18:00	32	28	47	60	170
19:00	60	20	31	86	202	19:00	30	19	33	67	152
20:00	30	6	31	89	160	20:00	30	9	33	48	124
21:00	38	5	26	57	128	21:00	18	5	27	63	119
22:00	40	6	16	64	128	22:00	9	5	13	50	79
23:00	35	4	16	71	127	23:00	12	4	9	38	64
All hours ²	792	390	780	1,451	3,544	All hours ²	547	389	809	1,414	3,248

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](#)

The figures in this table are National Statistics
 Source: DfT STATS19
 Last updated: 29 September 2016
 Next update: September 2017

RAS30023

Reported casualties all days, by severity, road user type and hour of day, Great Britain, 2015

Number of casualties

(a) Killed						(b) Serious					
Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users ¹	Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users ¹
Midnight	19	3	5	39	72	Midnight	84	11	47	248	403
01:00	15	1	2	26	44	01:00	78	9	33	212	348
02:00	15	3	2	29	50	02:00	55	9	23	150	251
03:00	9	2	0	19	33	03:00	45	14	24	132	234
04:00	8	1	2	10	25	04:00	30	7	12	123	182
05:00	9	3	5	17	35	05:00	38	35	47	134	276
06:00	6	3	4	30	47	06:00	49	120	118	182	498
07:00	12	8	12	25	61	07:00	145	198	256	298	935
08:00	15	5	13	21	59	08:00	306	269	255	329	1,211
09:00	8	5	8	20	45	09:00	202	156	150	310	886
10:00	24	5	21	20	79	10:00	197	190	190	293	937
11:00	22	3	29	44	104	11:00	218	186	244	373	1,096
12:00	25	1	17	45	93	12:00	267	188	295	421	1,244
13:00	18	3	32	29	89	13:00	252	163	339	400	1,220
14:00	23	8	22	36	92	14:00	280	180	361	449	1,352
15:00	12	8	23	54	107	15:00	462	193	366	520	1,631
16:00	19	7	37	56	124	16:00	451	243	457	590	1,816
17:00	27	10	35	41	117	17:00	475	317	512	580	1,950
18:00	20	6	24	30	84	18:00	405	276	399	433	1,547
19:00	22	6	18	32	84	19:00	326	202	299	421	1,286
20:00	22	1	17	40	84	20:00	194	116	212	361	911
21:00	23	4	20	26	75	21:00	150	65	199	310	742
22:00	20	2	10	37	72	22:00	123	54	118	340	663
23:00	15	2	7	28	55	23:00	108	38	86	279	525
All hours ²	408	100	365	754	1,730	All hours ²	4,940	3,239	5,042	7,888	22,144

(c) Slight						(d) All severities					
Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users ¹	Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users ¹
Midnight	254	85	120	1,789	2,342	Midnight	357	99	172	2,076	2,817
01:00	204	41	72	1,280	1,666	01:00	297	51	107	1,518	2,058
02:00	163	27	39	861	1,142	02:00	233	39	64	1,040	1,443
03:00	122	15	37	744	993	03:00	176	31	61	895	1,260
04:00	80	29	36	625	834	04:00	118	37	50	758	1,041
05:00	53	123	116	851	1,254	05:00	100	161	168	1,002	1,565
06:00	152	407	301	1,771	2,864	06:00	207	530	423	1,983	3,409
07:00	547	1,155	799	3,997	7,015	07:00	704	1,361	1,067	4,320	8,011
08:00	1,593	1,683	1,034	6,525	11,596	08:00	1,914	1,957	1,302	6,875	12,866
09:00	841	881	651	4,700	7,739	09:00	1,051	1,042	809	5,030	8,670
10:00	772	690	517	4,490	7,156	10:00	993	885	728	4,803	8,172
11:00	929	658	638	5,626	8,624	11:00	1,169	847	911	6,043	9,824
12:00	1,082	740	771	6,226	9,627	12:00	1,374	929	1,083	6,692	10,964
13:00	1,089	772	846	6,433	10,074	13:00	1,359	938	1,217	6,862	11,383
14:00	1,121	801	831	6,590	10,115	14:00	1,424	989	1,214	7,075	11,559
15:00	2,244	1,072	1,008	7,415	12,673	15:00	2,718	1,273	1,397	7,989	14,411
16:00	1,704	1,271	1,316	8,596	13,768	16:00	2,174	1,521	1,810	9,242	15,708
17:00	1,673	1,577	1,523	9,290	14,742	17:00	2,175	1,904	2,070	9,911	16,809
18:00	1,357	1,308	1,191	7,169	11,487	18:00	1,782	1,590	1,614	7,632	13,118
19:00	975	947	883	5,283	8,406	19:00	1,323	1,155	1,200	5,736	9,776
20:00	616	532	643	4,194	6,214	20:00	832	649	872	4,595	7,209
21:00	441	291	467	3,315	4,690	21:00	614	360	686	3,651	5,507
22:00	392	247	426	3,024	4,215	22:00	535	303	554	3,401	4,950
23:00	309	153	246	2,271	3,079	23:00	432	193	339	2,578	3,659
All hours ²	18,713	15,505	14,511	103,065	162,315	All hours ²	24,061	18,844	19,918	111,707	186,189

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.

The figures in this table are National Statistics

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Source: DFT STATS19
 Last updated: 29 September 2016
 Next update: September 2017

RAS30024

Reported casualties by age band, road user type and severity, Great Britain, 2015

	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	4	4	8	9	18	48	44	44	56	47	52	74	408
KSI ³	168	216	412	487	334	743	520	501	541	461	435	458	5,348
All severities	812	1,010	2,016	2,479	1,800	3,949	2,802	2,515	2,161	1,636	1,294	1,083	24,061
Pedal cyclists													
Killed	0	1	3	2	0	13	11	26	19	11	11	3	100
KSI	3	21	66	188	161	549	611	770	578	217	107	34	3,339
All severities	40	152	511	1,226	1,178	4,157	3,937	3,700	2,399	778	307	79	18,844
Motorcycle 50cc and under													
Killed	0	0	0	0	3	2	1	1	1	0	0	0	8
KSI	0	0	0	7	176	81	21	22	27	5	5	0	349
All severities	0	0	0	24	945	574	187	152	88	29	20	4	2,054
Motorcycle over 50cc⁴													
Riders													
Killed	0	0	0	0	24	93	59	76	59	21	10	2	344
KSI	0	0	1	14	520	1,490	782	862	777	285	81	18	4,864
All severities	0	0	2	23	2,161	5,901	3,100	2,747	2,118	706	172	31	17,224
Passengers													
Killed	0	0	0	0	2	3	2	2	3	0	1	0	13
KSI	1	0	0	12	26	56	24	26	30	12	4	1	194
All severities	1	2	8	33	80	191	80	92	99	32	8	1	640
Car													
Drivers													
Killed	0	0	0	0	33	161	57	69	57	41	60	56	534
KSI	0	0	0	3	411	1,551	882	835	752	542	482	371	5,869
All severities	0	0	0	14	4,702	20,841	15,662	13,793	10,279	5,337	3,254	1,939	76,432
Passengers													
Killed	6	4	1	8	35	53	11	15	12	11	26	38	220
KSI	78	55	78	120	458	669	288	205	184	194	205	193	2,773
All severities	1,548	1,424	2,120	1,909	4,791	8,353	4,196	3,075	2,678	2,002	1,496	861	35,275
Bus and coach													
Drivers													
Killed	0	0	0	0	0	0	0	1	0	0	0	0	1
KSI	0	0	0	0	0	3	5	4	5	5	0	0	22
All severities	0	0	0	0	0	36	88	123	113	34	2	0	398
Passengers													
Killed	0	1	0	0	0	0	0	0	0	0	1	2	4
KSI	4	3	1	6	10	13	13	16	20	58	55	52	258
All severities	225	83	88	227	183	335	409	423	459	566	534	419	4,228
Goods vehicle													
Drivers													
Killed	0	0	0	0	0	11	7	22	9	3	2	0	54
KSI	0	0	0	0	6	87	105	126	99	48	13	2	488
All severities	0	0	0	0	69	1,037	1,085	1,220	951	342	57	6	4,813
Passengers													
Killed	1	0	0	0	1	4	3	0	1	1	0	0	11
KSI	2	1	0	2	15	51	28	15	11	10	1	1	138
All severities	14	17	23	21	99	421	266	164	129	56	17	7	1,260
All road users⁵													
Killed	11	11	12	20	118	392	197	258	219	138	170	184	1,730
KSI	258	300	560	846	2,130	5,327	3,303	3,412	3,048	1,863	1,418	1,161	23,874
All severities	2,648	2,697	4,783	5,975	16,055	45,936	31,962	28,142	21,601	11,635	7,260	4,501	186,189

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.

The figures in this table are National Statistics

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Source: DfT STATS19
 Last updated: 29 September 2016
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RAS30025

Reported casualty rates by age band, road user type and severity, Great Britain, 2015

	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	1.0	1.7	2.8	3.3	6.0	5.7	5.4	5.1	6.8	6.8	11	24	6.4
KSI ³	43	92	142	178	111	88	63	58	65	66	91	151	85
All severities	208	432	695	907	600	465	341	290	261	236	272	357	380
Pedal cyclists													
Killed	0	0.4	1.0	0.7	0	1.5	1.3	3.0	2.3	1.6	2.3	1.0	1.6
KSI	0.8	9.0	23	69	54	65	74	89	70	31	22	11	53
All severities	10	65	176	448	393	490	479	426	290	112	65	26	298
Motorcycle users 50cc and under													
Killed	0	0	0	0	1.0	0.2	0.1	0.1	0.1	0	0	0	0.1
KSI	0	0	0	2.6	59	9.5	2.6	2.5	3.3	0.7	1.1	0	5.5
All severities	0	0	0	8.8	315	68	23	18	11	4.2	4.2	1.3	32
Motorcycles over 50cc⁴													
Riders													
Killed	0	0	0	0	8.0	11	7.2	8.8	7.1	3.0	2.1	0.7	5.4
KSI	0	0	0.3	5.1	173	175	95	99	94	41	17	5.9	77
All severities	0	0	0.7	8.4	720	695	377	317	256	102	36	10	272
Passengers													
Killed	0	0	0	0	0.7	0.4	0.2	0.2	0.4	0	0.2	0	0.2
KSI	0.3	0	0	4.4	8.7	6.6	2.9	3.0	3.6	1.7	0.8	0.3	3.1
All severities	0.3	0.9	2.8	12	27	22	9.7	11	12	4.6	1.7	0.3	10
Car													
Drivers													
Killed	0	0	0	0	11	19	6.9	8.0	6.9	5.9	13	18	8.4
KSI	0	0	0	1.1	137	183	107	96	91	78	101	122	93
All severities	0	0	0	5.1	1,568	2,454	1,905	1,590	1,242	770	684	639	1,208
Passengers													
Killed	1.5	1.7	0.3	2.9	12	6.2	1.3	1.7	1.5	1.6	5.5	13	3.5
KSI	20	24	27	44	153	79	35	24	22	28	43	64	44
All severities	397	609	731	698	1,597	984	510	354	324	289	314	284	558
Bus and coach													
Drivers													
Killed	0	0	0	0	0	0	0	0.1	0	0	0	0	0
KSI	0	0	0	0	0	0.4	0.6	0.5	0.6	0.7	0	0	0.3
All severities	0	0	0	0	0	4.2	11	14	14	4.9	0.4	0	6.3
Passengers													
Killed	0	0.4	0	0	0	0	0	0	0	0	0.2	0.7	0.1
KSI	1.0	1.3	0.3	2.2	3.3	1.5	1.6	1.8	2.4	8.4	12	17	4.1
All severities	58	36	30	83	61	39	50	49	55	82	112	138	67
Goods vehicle													
Drivers													
Killed	0	0	0	0	0	1.3	0.9	2.5	1.1	0.4	0.4	0	0.9
KSI	0	0	0	0	2.0	10	13	15	12	6.9	2.7	0.7	7.7
All severities	0	0	0	0	23	122	132	141	115	49	12	2.0	76
Passengers													
Killed	0.3	0	0	0	0.3	0.5	0.4	0	0.1	0.1	0	0	0.2
KSI	0.5	0.4	0	0.7	5.0	6.0	3.4	1.7	1.3	1.4	0.2	0.3	2.2
All severities	3.6	7.3	7.9	7.7	33	50	32	19	16	8.1	3.6	2.3	20
All road users⁵													
Killed	2.8	4.7	4.1	7.3	39	46	24	30	26	20	36	61	27
KSI	66	128	193	309	710	627	402	393	368	269	298	383	377
All severities	679	1,154	1,649	2,186	5,353	5,410	3,888	3,244	2,611	1,678	1,526	1,483	2,943
Population (thousands)													
	3,902	2,337	2,900	2,734	2,999	8,491	8,220	8,675	8,274	6,932	4,759	3,035	63,258

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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Source: DfT STATS19, ONS mid-year population estimates
 Last updated: 29 September 2015
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RAS30026

Reported pedestrian casualties location by age band and by severity, Great Britain, 2015

	Number of casualties/percentage										
	In carriage-way not crossing	On footway or verge	On refuge, central island or reservation	Masked by stationary vehicle			Not masked by vehicle			Location not reported	All locations
				On pedestrian crossing	Within 50 metres of crossing	Elsewhere	On pedestrian crossing	Within 50 metres of crossing	Elsewhere		
0- 4 ¹	44	70	6	6	9	169	100	27	330	51	812
5- 7	34	72	8	11	15	276	94	33	422	45	1,010
8-11	77	119	7	38	49	453	195	116	884	78	2,016
12-15	103	167	10	43	60	369	349	178	1,113	87	2,479
16-19	118	165	5	22	47	189	300	136	708	110	1,800
20-24	274	182	15	24	47	141	334	172	742	114	2,045
25-29	304	180	12	27	42	129	295	139	648	128	1,904
30-34	242	196	13	15	32	66	208	140	543	98	1,553
35-39	199	175	12	15	23	70	136	91	439	89	1,249
40-44	238	159	4	11	12	58	143	109	440	69	1,243
45-49	205	152	7	14	16	65	159	90	482	82	1,272
50-54	192	157	5	12	17	58	163	97	454	63	1,218
55-59	126	120	7	5	18	44	155	73	340	55	943
60-64	98	90	8	9	13	45	131	75	328	51	848
65-69	63	89	4	8	16	38	109	64	354	43	788
70-74	38	86	4	2	5	33	95	55	297	44	659
75-79	46	53	2	8	6	27	89	65	304	35	635
80-84	26	59	1	3	10	32	72	42	295	32	572
85+	20	72	4	4	4	28	57	31	260	31	511
All ages ²	2,501	2,413	134	282	445	2,314	3,252	1,781	9,600	1,339	24,061
Percentage	10	10	0.6	1.2	1.8	10	14	7.4	40	5.6	100
All ages ²											
Killed	71	30	7	2	6	19	47	37	153	36	408
Seriously injured	383	381	38	67	92	603	641	393	2,107	235	4,940
Slightly injured	2,047	2,002	89	213	347	1,692	2,564	1,351	7,340	1,068	18,713
Total	2,501	2,413	134	282	445	2,314	3,252	1,781	9,600	1,339	24,061

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

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Source: DFT STATS19
 Last updated: 29 September 2016
 Next update: September 2017

The figures in this table are National Statistics

RAS30027

Reported pedestrian casualties by location, age, road crossing type and severity, Great Britain, 2015

	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	7	8
Seriously injured	23	122	149	25	57	82
Slightly injured	199	634	850	83	219	313
All severities	222	762	1,005	109	283	403
Pelican crossing³						
Killed	1	17	18	3	17	20
Seriously injured	71	211	287	40	164	208
Slightly injured	289	618	925	162	493	664
All severities	361	846	1,230	205	674	892
Light controlled junction (with ped'n phase)						
Killed	0	26	26	0	13	13
Seriously injured	36	214	253	26	130	159
Slightly injured	182	722	929	102	503	630
All severities	218	962	1,208	128	646	802
Crossing with human control⁴						
Killed	1	0	1	0	1	1
Seriously injured	6	20	27	5	11	16
Slightly injured	41	61	104	25	27	52
All severities	48	81	132	30	39	69
All crossings^{5,6}						
Killed	1	53	54	6	37	43
Seriously injured	135	578	726	102	374	483
Slightly injured	717	2,051	2,828	378	1,270	1,693
All severities	853	2,682	3,608	486	1,681	2,219

1 Children - aged between 0-15 years.

2 Includes cases where age was not reported.

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

4 Includes school crossing patrols and other authorised persons.

5 Includes footbridges, subways and uncontrolled central refuges.

6 Excludes cases where road crossing type was undefined.

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Source: DfT STATS19

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The figures in this table are National Statistics

RAS30028

Reported casualties by age, road user type and severity, Great Britain, 2015

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	1	4	18	0	0	0	0	0	0	0	6	119	1	11	164
1	1	7	45	0	0	3	0	0	0	2	16	312	3	24	403
2	1	41	170	0	0	3	0	1	1	3	19	350	4	63	573
3	0	59	279	0	1	10	0	0	0	1	20	381	1	81	743
4	1	57	300	0	2	24	0	0	0	0	17	386	2	79	765
5	0	67	313	0	2	35	0	0	0	2	20	491	2	93	887
6	2	85	344	0	8	51	0	0	0	1	15	433	4	109	860
7	2	64	353	1	11	66	0	0	2	1	20	500	5	98	950
8	1	66	362	0	7	67	0	0	3	0	18	542	1	91	1,000
9	3	95	399	0	16	112	0	0	1	1	21	529	4	134	1,064
10	2	87	466	1	19	134	0	1	2	0	19	566	3	126	1,194
11	2	164	789	2	24	198	0	0	4	0	20	483	4	209	1,525
12	1	152	776	0	38	256	0	3	6	1	26	470	2	222	1,575
13	1	115	617	0	44	298	0	3	12	3	21	400	4	186	1,396
14	4	118	586	0	52	328	0	9	20	3	26	492	7	208	1,487
15	3	102	500	2	54	344	0	18	42	1	50	561	7	230	1,517
0-15	25	1,283	6,317	6	278	1,929	0	35	93	19	334	7,015	54	1,964	16,103
16	4	76	467	0	46	339	5	134	569	8	79	822	18	341	2,281
17	3	84	455	0	29	263	3	205	920	15	184	2,008	21	513	3,736
0-17	32	1,443	7,239	6	353	2,531	8	374	1,582	42	597	9,845	93	2,818	22,120
18	7	82	436	0	44	280	7	172	852	22	309	3,251	37	619	4,922
19	4	92	442	0	42	296	14	211	845	23	297	3,412	42	657	5,116
16-19	18	334	1,800	0	161	1,178	29	722	3,186	68	869	9,493	118	2,130	16,055
20	4	78	432	3	51	344	9	221	874	23	256	3,201	41	619	5,001
21	6	85	441	1	49	340	11	192	823	28	297	3,235	47	634	4,999
22	7	83	393	0	48	387	9	186	797	18	260	3,144	35	592	4,886
23	4	73	387	2	53	388	10	189	718	26	258	3,235	46	595	4,925
24	6	79	392	2	59	438	14	149	640	22	228	3,069	45	529	4,710
20-24	27	398	2,045	8	260	1,897	53	937	3,852	117	1,299	15,884	214	2,969	24,521
25-29	21	345	1,904	5	289	2,260	45	690	2,814	97	921	13,310	178	2,358	21,415
30-34	18	271	1,553	6	297	2,054	36	467	1,899	48	666	10,817	111	1,781	17,405
35-39	26	249	1,249	5	314	1,883	26	360	1,468	20	504	9,041	86	1,522	14,557
40-44	22	229	1,243	13	384	1,952	35	412	1,484	37	514	8,551	117	1,620	14,233
45-49	22	272	1,272	13	386	1,748	44	498	1,507	47	526	8,317	141	1,792	13,909
50-54	28	289	1,218	11	341	1,511	37	498	1,407	35	502	7,420	119	1,722	12,582
55-59	28	252	943	8	237	888	26	336	898	34	434	5,537	100	1,326	9,019
60-64	21	217	848	6	116	462	14	194	487	23	362	3,966	68	972	6,390
65-69	26	244	788	5	101	316	7	108	280	29	374	3,373	70	891	5,245
70-74	24	203	659	7	70	198	9	63	141	38	350	2,579	83	731	3,958
75-79	28	232	635	4	37	109	2	27	59	48	337	2,171	87	687	3,302
80-84	35	231	572	3	24	52	1	17	29	47	318	1,668	90	641	2,588
85+	39	227	511	0	10	27	1	2	7	47	246	1,132	94	520	1,913
All ages ⁴	408	5,348	24,061	100	3,339	18,844	365	5,407	19,918	754	8,642	111,707	1,730	23,874	186,189

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.

The figures in this table are National Statistics

RAS30029

Reported casualties in cars¹, by severity, age, seating position, built-up and non built-up roads, Great Britain, 2015

	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	57	1,347	172	3,153	59,443	175	3,254	61,694
Rear seat occupant	8	110	3,154	20	336	4,752	28	454	8,116
All occupants ⁶	11	169	4,568	194	3,508	64,423	205	3,731	70,130
Non built-up roads⁵									
Front seat occupant	3	44	535	454	3,826	29,371	457	3,892	30,086
Rear seat occupant	5	103	1,405	26	315	2,098	31	425	3,545
All occupants ⁶	8	149	1,975	481	4,159	31,623	489	4,338	33,828
Motorways									
Front seat occupant	0	0	105	55	490	6,585	55	492	6,731
Rear seat occupant	0	16	355	5	60	566	5	76	941
All occupants ⁶	0	16	472	60	555	7,213	60	573	7,749
All speed limits⁷									
Front seat occupant	6	101	1,987	681	7,469	95,399	687	7,638	98,511
Rear seat occupant	13	229	4,914	51	711	7,416	64	955	12,602
All occupants ⁶	19	334	7,015	735	8,222	103,259	754	8,642	111,707

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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[Notes & Definitions](#)

Source: DfT STATS19

Last updated: 29 September 2016

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The figures in this table are National Statistics

RAS30030

Reported child casualties in accidents occurring between 7:30 and 8:59am or between 3:00 and 4:59pm on a school day, by road user type, severity, gender and age, Great Britain, 2015

	Number of casualties									
	Pedestrian		Pedal cycle		Car occupants		Bus or tram occupants		All road users ¹	
	KSI ²	All	KSI	All	KSI	All	KSI	All	KSI	All
Boys										
3 and under ³	12	82	1	2	5	85	1	18	21	191
4	9	67	1	2	3	44	0	7	13	120
5	14	71	0	8	2	55	0	2	16	136
6	14	67	1	10	0	42	0	3	15	122
7	7	70	1	5	0	54	0	1	8	130
8	17	82	1	9	0	55	0	2	18	149
9	15	89	1	21	2	69	0	1	18	182
10	23	134	4	36	4	70	0	2	31	243
11	60	281	7	61	3	55	1	10	71	409
12	41	235	15	103	3	52	0	19	60	410
13	31	175	8	104	2	39	1	8	44	330
14	31	142	11	98	2	40	1	14	47	301
15	10	86	12	101	2	40	0	7	27	239
16	7	65	10	75	2	42	0	9	44	325
All boys	291	1,646	73	635	30	742	4	103	433	3,287
Girls										
3 and under ³	7	45	0	2	7	99	0	9	14	156
4	9	40	0	2	1	31	0	4	10	77
5	6	50	0	5	2	63	1	8	9	126
6	10	59	0	3	0	44	0	2	10	108
7	7	45	1	3	2	56	0	3	10	107
8	9	48	0	6	1	56	0	0	10	110
9	17	66	0	5	1	54	0	3	18	129
10	15	96	0	7	1	62	0	4	16	171
11	34	190	2	14	4	58	0	11	40	274
12	37	218	1	12	2	59	0	30	40	319
13	22	146	3	12	0	45	1	38	26	241
14	24	139	1	9	4	61	0	16	29	226
15	13	106	2	13	2	71	0	12	17	204
16	10	79	2	13	2	45	0	15	16	163
All girls	220	1,327	12	106	29	804	2	155	265	2,411
All pupils										
3 and under ³	19	127	1	4	13	185	1	27	36	348
4	18	107	1	4	4	75	0	11	23	197
5	20	121	0	13	4	118	1	10	25	262
6	24	126	1	13	0	86	0	5	25	230
7	14	115	2	8	2	110	0	4	18	237
8	26	130	1	15	1	111	0	2	28	259
9	32	155	1	26	3	123	0	4	36	311
10	38	230	4	43	5	132	0	6	47	414
11	94	471	9	75	7	113	1	21	111	683
12	78	453	16	115	5	111	0	49	100	729
13	53	321	11	116	2	84	2	46	70	571
14	55	281	12	107	6	101	1	30	76	527
15	23	192	14	114	4	111	0	19	44	443
16	17	144	12	88	4	87	0	24	60	488
All children	511	2,973	85	741	60	1,547	6	258	699	5,699

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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Source: DfT STATS19

Last updated: 29 September 2016

Next update: September 2017

The figures in this table are National Statistics

RAS30032

Reported casualties by region, country and severity, United Kingdom, 2010-14 average, 2008 - 2015

		Number of casualties								
		2010-14 average	2008	2009	2010	2011	2012	2013	2014	2015
North East	Killed	64	76	73	51	58	77	76	57	62
	KSI ¹	851	990	1,020	858	854	919	802	820	922
	Total	7,778	9,494	9,254	8,403	8,028	7,799	7,062	7,600	7,334
North West	Killed	180	269	235	194	210	165	149	183	177
	KSI	2,844	3,324	3,045	2,867	2,922	2,764	2,697	2,968	2,776
	Total	22,111	29,461	27,686	25,006	23,485	21,807	19,570	20,685	18,380
Yorkshire and the Humber	Killed	162	224	205	170	173	144	165	158	149
	KSI	2,393	2,890	2,601	2,379	2,366	2,434	2,399	2,387	2,246
	Total	18,692	22,278	21,728	19,803	19,297	18,865	17,395	18,098	17,883
East Midlands	Killed	171	245	227	183	187	170	148	169	174
	KSI	2,052	2,327	2,384	2,076	2,167	2,076	1,879	2,061	1,891
	Total	15,598	17,854	17,376	16,615	16,222	15,461	14,702	14,992	14,290
West Midlands	Killed	167	225	224	156	190	176	156	156	163
	KSI	1,905	2,232	2,122	1,860	2,020	1,932	1,798	1,916	2,094
	Total	17,180	22,028	21,175	19,093	17,645	16,361	15,726	17,077	17,201
East of England	Killed	190	263	235	197	199	187	178	188	194
	KSI	2,437	2,805	2,731	2,546	2,412	2,460	2,369	2,399	2,385
	Total	18,790	21,848	20,750	19,539	19,424	18,784	17,238	18,966	17,440
London	Killed	136	205	185	126	159	135	133	129	136
	KSI	2,644	3,531	3,229	2,889	2,810	3,022	2,327	2,170	2,094
	Total	29,025	28,205	28,023	28,937	29,291	28,822	27,238	30,837	30,231
South East	Killed	251	354	294	284	258	233	235	247	235
	KSI	4,136	4,077	4,124	3,820	4,221	3,951	4,131	4,558	4,373
	Total	30,895	33,805	32,671	30,964	31,684	30,765	29,776	31,285	29,904
South West	Killed	186	262	202	192	160	204	190	185	173
	KSI	2,022	2,193	1,950	1,960	1,945	2,072	1,985	2,146	2,148
	Total	16,052	19,184	18,117	17,009	16,705	15,919	15,137	15,489	14,894
England	Killed	1,508	2,123	1,880	1,553	1,594	1,491	1,430	1,472	1,463
	KSI	21,283	24,369	23,206	21,255	21,717	21,630	20,387	21,425	20,929
	Total	176,121	204,157	196,780	185,369	181,781	174,583	163,844	175,029	167,557
Wales	Killed	103	143	126	89	121	93	111	103	105
	KSI	1,155	1,396	1,221	1,087	1,247	1,034	1,144	1,263	1,186
	Total	8,894	11,185	10,354	9,955	9,406	8,565	8,335	8,208	7,682
Scotland	Killed	187	272	216	208	186	170	172	200	162
	KSI	2,018	2,807	2,485	2,168	2,059	2,129	1,839	1,894	1,759
	Total	12,279	15,563	15,012	13,324	12,763	12,575	11,491	11,240	10,950
Great Britain	Killed	1,799	2,538	2,222	1,850	1,901	1,754	1,713	1,775	1,730
	KSI	24,456	28,572	26,912	24,510	25,023	24,793	23,370	24,582	23,874
	Total	197,294	230,905	222,146	208,648	203,950	195,723	183,670	194,477	186,189
Northern Ireland	Killed	60	107	115	55	59	48	57	79	74
	KSI	848	1,097	1,150	947	884	843	777	789	785
	Total	9,060	9,551	9,767	8,957	8,760	9,010	9,187	9,388	9,737
United Kingdom	Killed	1,858	2,645	2,337	1,905	1,960	1,802	1,770	1,854	1,804
	KSI	25,304	29,669	28,062	25,457	25,907	25,636	24,147	25,371	24,659
	Total	206,354	240,456	231,913	217,605	212,710	204,733	192,857	203,865	195,926

1 Killed or seriously injured.

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RAS30033

Reported casualties by built-up and non built-up roads, road class, region and severity, Great Britain, 2015

		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	3	7	13	20	28	11	39	62
	KSI ²	8	202	406	608	195	111	306	922
	Total	89	1,871	3,254	5,125	1,585	535	2,120	7,334
North West	Killed	8	54	54	108	43	18	61	177
	KSI	131	825	1,240	2,065	357	223	580	2,776
	Total	1,417	5,783	8,234	14,017	1,982	964	2,946	18,380
Yorkshire and the Humber	Killed	6	35	41	76	36	31	67	149
	KSI	77	573	961	1,534	330	305	635	2,246
	Total	1,083	5,268	7,836	13,104	2,195	1,501	3,696	17,883
East Midlands	Killed	8	22	34	56	76	34	110	174
	KSI	51	425	601	1,026	482	332	814	1,891
	Total	382	3,570	5,483	9,053	2,966	1,889	4,855	14,290
West Midlands	Killed	12	34	40	74	57	20	77	163
	KSI	67	525	950	1,475	336	216	552	2,094
	Total	999	4,884	8,071	12,955	1,998	1,249	3,247	17,201
East of England	Killed	14	32	33	65	67	48	115	194
	KSI	97	399	919	1,318	531	439	970	2,385
	Total	948	3,630	6,861	10,491	3,693	2,308	6,001	17,440
London	Killed	2	84	43	127	7	0	7	136
	KSI	10	1,291	737	2,028	56	0	56	2,094
	Total	268	18,615	10,504	29,119	823	21	844	30,231
South East	Killed	30	37	45	82	87	36	123	235
	KSI	257	1,023	1,714	2,737	841	538	1,379	4,373
	Total	2,484	7,864	11,350	19,214	5,166	3,040	8,206	29,904
South West	Killed	9	29	32	61	80	23	103	173
	KSI	44	444	758	1,202	601	301	902	2,148
	Total	480	3,399	6,040	9,439	3,146	1,829	4,975	14,894
England	Killed	92	334	335	669	481	221	702	1,463
	KSI	742	5,707	8,286	13,993	3,729	2,465	6,194	20,929
	Total	8,150	54,884	67,633	122,517	23,554	13,336	36,890	167,557
Wales	Killed	5	13	20	33	50	17	67	105
	KSI	26	251	358	609	376	175	551	1,186
	Total	298	1,918	2,712	4,630	1,883	871	2,754	7,682
Scotland	Killed	11	18	27	45	88	18	106	162
	KSI	66	340	575	915	552	226	778	1,759
	Total	617	2,331	4,275	6,606	2,637	1,090	3,727	10,950
Great Britain	Killed	108	365	382	747	619	256	875	1,730
	KSI	834	6,298	9,219	15,517	4,657	2,866	7,523	23,874
	Total	9,065	59,133	74,620	133,753	28,074	15,297	43,371	186,189

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, 2015

Road user type	Number of casualties				
	England	Wales	Scotland	Northern Ireland	United Kingdom
Pedestrians					
Killed	346	21	41	19	427
Serious	4,333	186	421	164	5,104
Slight	16,846	641	1,226	604	19,317
All severities	21,525	848	1,688	787	24,848
Pedal cyclists					
Killed	93	2	5	0	100
Serious	2,954	121	164	40	3,279
Slight	14,494	386	625	239	15,744
All severities	17,541	509	794	279	19,123
Horse riders					
Killed	0	0	0	0	0
Serious	15	2	0	0	17
Slight	69	5	3	1	78
All severities	84	7	3	1	95
Motorcycle users					
Killed	313	25	27	4	369
Serious	4,538	248	256	84	5,126
Slight	13,638	420	453	206	14,717
All severities	18,489	693	736	294	20,212
Car users					
Killed	632	50	72	46	800
Serious	6,761	474	653	390	8,278
Slight	92,291	4,637	6,137	7,377	110,442
All severities	99,684	5,161	6,862	7,813	119,520
Others¹					
Killed	79	7	17	5	108
Serious	865	50	103	33	1,051
Slight	9,290	407	747	525	10,969
All severities	10,234	464	867	563	12,128
All road users					
Killed	1,463	105	162	74	1,804
Serious	19,466	1,081	1,597	711	22,855
Slight	146,628	6,496	9,191	8,952	171,267
All severities	167,557	7,682	10,950	9,737	195,926

1 Includes cases where road user type was not reported.

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Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2015>

RAS30035

Deaths by age and gender, from all causes, all accidental deaths and all road deaths, Great Britain, 2014

	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	1,859	178	193	588	2,414	4,007	9,521	18,904	16,039	24,525	29,474	38,513	125,216	271,431
All accidental deaths	55	17	33	173	819	1,069	1,239	893	359	358	390	547	2,439	8,391
Road deaths (registered)	9	10	14	96	351	205	228	218	72	60	59	67	128	1,517
% of accidental deaths	16	59	42	55	43	19	18	24	20	17	15	12	5	18
% of all deaths	0.5	5.6	7.3	16.3	14.5	5.1	2.4	1.2	0.4	0.2	0.2	0.2	0.1	0.6
Stats 19 fatalities	4	9	11	97	318	189	190	163	64	70	36	53	106	1,310
Female														
Deaths from all causes	1,532	137	131	322	1,090	2,292	6,117	12,896	10,897	16,789	21,659	31,547	178,823	284,232
All accidental deaths	35	9	18	63	193	315	430	385	191	225	265	473	3,631	6,233
Road deaths (registered)	10	6	10	40	76	37	47	44	22	31	32	38	104	497
% of accidental deaths	29	67	56	63	39	12	11	11	12	14	12	8	3	8
% of all deaths	0.7	4.4	7.6	12.4	7.0	1.6	0.8	0.3	0.2	0.2	0.1	0.1	0.1	0.2
Stats 19 fatalities	5	6	11	38	73	40	46	40	19	36	25	33	93	465
All persons³														
Deaths from all causes	3,391	315	324	910	3,504	6,299	15,638	31,800	26,936	41,314	51,133	70,060	304,039	555,663
All accidental deaths	90	26	51	236	1,012	1,384	1,669	1,278	550	583	655	1,020	6,070	14,624
Road deaths (registered)	19	16	24	136	427	242	275	262	94	91	91	105	232	2,014
% of accidental deaths	21	62	47	58	42	17	16	21	17	16	14	10	4	14
% of all deaths	0.6	5.1	7.4	14.9	12.2	3.8	1.8	0.8	0.3	0.2	0.2	0.1	0.1	0.4
Stats 19 fatalities	9	15	22	135	391	229	236	203	83	106	61	86	199	1,775

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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RAS30036**Casualties resulting from reported personal injury road accidents, by age and severity, Great Britain, 1979-2015**

Number of casualties

Child (0-15)

Year	Killed	Seriously injured	KSI ¹	Slightly injured	All casualties
1979	636	11,822	12,458	40,029	52,487
1980	533	11,554	12,087	39,083	51,170
1981	571	11,103	11,674	37,977	49,651
1982	536	11,283	11,819	38,097	49,916
1983	605	11,138	11,743	38,913	50,656
1984	588	11,453	12,041	40,627	52,668
1985	515	10,614	11,129	37,649	48,778
1986	450	9,621	10,071	36,472	46,543
1987	466	9,087	9,553	35,399	44,952
1988	462	8,909	9,371	36,541	45,912
1989	440	8,965	9,405	38,502	47,907
1990	417	8,870	9,287	39,353	48,640
1991	377	7,684	8,061	36,349	44,410
1992	310	7,434	7,744	36,443	44,187
1993	306	6,670	6,976	35,617	42,593
1994	299	7,226	7,525	37,627	45,152
1995	270	6,983	7,253	36,536	43,789
1996	270	6,719	6,989	37,848	44,837
1997	255	6,197	6,452	38,094	44,546
1998	206	5,873	6,079	37,366	43,445
1999	221	5,478	5,699	36,352	42,051
2000	191	5,011	5,202	34,513	39,715
2001	219	4,769	4,988	33,281	38,269
2002	179	4,417	4,596	30,093	34,689
2003	171	3,929	4,100	27,888	31,988
2004	166	3,739	3,905	27,095	31,000
2005	141	3,331	3,472	24,654	28,126
2006	169	3,125	3,294	22,229	25,523
2007	121	2,969	3,090	20,717	23,807
2008	124	2,683	2,807	19,189	21,996
2009	81	2,590	2,671	17,984	20,655
2010	55	2,447	2,502	17,067	19,569
2011	60	2,352	2,412	17,062	19,474
2012	61	2,211	2,272	14,979	17,251
2013	48	1,932	1,980	13,776	15,756
2014	53	2,029	2,082	14,645	16,727
2015	54	1,910	1,964	14,139	16,103

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, 1979-2015**

Number of casualties

Adult (16+)

Year	Killed	Seriously injured	KSI ¹	Slightly injured	All casualties
1979	5,712	68,190	73,902	202,340	276,242
1980	5,415	66,906	72,321	198,062	270,383
1981	5,269	66,714	71,983	198,100	270,083
1982	5,381	68,108	73,489	207,339	280,828
1983	4,826	59,152	63,978	190,570	254,548
1984	4,973	61,157	66,130	201,671	267,801
1985	4,647	59,721	64,368	200,085	264,453
1986	4,926	58,542	63,468	207,137	270,605
1987	4,653	54,516	59,169	203,430	262,599
1988	4,565	53,945	58,510	213,865	272,375
1989	4,906	53,648	58,554	230,791	289,345
1990	4,765	50,958	55,723	232,534	288,257
1991	4,169	43,289	47,458	215,144	262,602
1992	3,908	41,144	45,052	216,056	261,108
1993	3,493	37,652	41,145	216,742	257,887
1994	3,320	38,552	41,872	221,960	263,832
1995	3,330	37,866	41,196	219,477	260,673
1996	3,304	37,085	40,389	229,597	269,986
1997	3,344	36,119	39,463	238,193	277,656
1998	3,213	34,315	37,528	238,393	275,921
1999	3,183	32,914	36,097	234,947	271,044
2000	3,211	32,382	35,593	237,129	272,722
2001	3,199	31,559	34,758	232,170	266,928
2002	3,221	30,846	34,067	226,169	260,236
2003	3,320	29,095	32,415	218,477	250,892
2004	3,037	26,790	29,827	212,539	242,366
2005	3,051	25,031	28,082	207,339	235,421
2006	2,994	25,057	28,051	198,442	226,493
2007	2,817	24,285	27,102	190,872	217,974
2008	2,413	22,898	25,311	178,271	203,582
2009	2,141	21,758	23,899	173,685	197,584
2010	1,795	19,891	21,686	163,453	185,139
2011	1,841	20,502	22,343	158,573	180,916
2012	1,693	20,588	22,281	152,988	175,269
2013	1,665	19,467	21,132	143,730	164,862
2014	1,722	20,561	22,283	152,393	174,676
2015	1,676	19,986	21,662	145,430	167,092

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, 1979-2015**

Number of casualties

All Ages¹

Year	Killed	Seriously injured	KSI ²	Slightly injured	All casualties
1979	6,352	80,544	86,896	247,617	334,513
1980	5,953	78,906	84,859	241,873	326,732
1981	5,846	78,259	84,105	240,735	324,840
1982	5,937	79,745	85,682	248,649	334,331
1983	5,445	70,623	76,068	232,516	308,584
1984	5,599	73,059	78,658	245,656	324,314
1985	5,165	70,980	76,145	241,379	317,524
1986	5,385	68,757	74,142	247,347	321,489
1987	5,125	64,293	69,418	242,055	311,473
1988	5,052	63,491	68,543	253,762	322,305
1989	5,373	63,158	68,531	273,061	341,592
1990	5,217	60,441	65,658	275,483	341,141
1991	4,568	51,618	56,186	255,182	311,368
1992	4,229	49,256	53,485	257,268	310,753
1993	3,814	45,020	48,834	257,301	306,135
1994	3,650	46,540	50,190	265,169	315,359
1995	3,621	45,533	49,154	261,533	310,687
1996	3,598	44,499	48,097	272,481	320,578
1997	3,599	42,984	46,583	281,220	327,803
1998	3,421	40,834	44,255	280,957	325,212
1999	3,423	39,122	42,545	277,765	320,310
2000	3,409	38,155	41,564	278,719	320,283
2001	3,450	37,110	40,560	272,749	313,309
2002	3,431	35,976	39,407	263,198	302,605
2003	3,508	33,707	37,215	253,392	290,607
2004	3,221	31,130	34,351	246,489	280,840
2005	3,201	28,954	32,155	238,862	271,017
2006	3,172	28,673	31,845	226,559	258,404
2007	2,946	27,774	30,720	217,060	247,780
2008	2,538	26,034	28,572	202,333	230,905
2009	2,222	24,690	26,912	195,234	222,146
2010	1,850	22,660	24,510	184,138	208,648
2011	1,901	23,122	25,023	178,927	203,950
2012	1,754	23,039	24,793	170,930	195,723
2013	1,713	21,657	23,370	160,300	183,670
2014	1,775	22,807	24,582	169,895	194,477
2015	1,730	22,144	23,874	162,315	186,189

1 Includes cases where age of the casualty was not reported

2 KSI = Killed or seriously injured.

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RAS30037

Reported casualties in accidents, by journey purpose and casualty type, Great Britain, 2010 - 2015

	Number of casualties					
	2010	2011	2012	2013	2014	2015
Driving as part of work						
Driver/rider driving as part of work						
Killed	96	93	87	90	71	83
Seriously injured	1,382	1,384	1,301	1,286	1,301	1,171
Slightly injured	16,305	15,465	14,882	13,991	14,372	12,877
All casualties	17,783	16,942	16,270	15,367	15,744	14,131
Passenger of driver/rider driving for work						
Killed	20	24	30	25	22	21
Seriously injured	541	525	538	517	486	471
Slightly injured	9,079	9,068	8,267	7,332	7,790	7,106
All casualties	9,640	9,617	8,835	7,874	8,298	7,598
Other casualty in accident involving a driver/rider driving for work						
Killed	424	442	422	400	454	437
Seriously injured	3,358	3,288	3,392	3,249	3,381	3,180
Slightly injured	23,484	22,519	21,670	20,712	22,107	20,513
All casualties	27,266	26,249	25,484	24,361	25,942	24,130
All casualties in accidents involving a driver/rider driving for work						
Killed	540	559	539	515	547	541
Seriously injured	5,281	5,197	5,231	5,052	5,168	4,822
Slightly injured	48,868	47,052	44,819	42,035	44,269	40,496
All casualties	54,689	52,808	50,589	47,602	49,984	45,859
Commuting to/from work						
Driver/rider commuting to/from work						
Killed	106	127	85	111	120	123
Seriously injured	1,629	1,718	1,720	1,748	2,042	1,877
Slightly injured	14,441	13,950	14,114	13,405	14,826	14,577
All casualties	16,176	15,795	15,919	15,264	16,988	16,577
Passenger of driver/rider commuting to/from work						
Killed	9	7	6	14	6	8
Seriously injured	108	94	105	85	97	87
Slightly injured	1,686	1,451	1,503	1,285	1,544	1,404
All casualties	1,803	1,552	1,614	1,384	1,647	1,499
Other casualty in accident involving a driver/rider commuting to/from work						
Killed	89	91	78	94	90	77
Seriously injured	1,081	1,043	1,111	1,104	1,188	1,235
Slightly injured	7,795	7,436	7,481	7,245	7,919	7,941
All casualties	8,965	8,570	8,670	8,443	9,197	9,253
All casualties in accidents involving a driver/rider commuting to/from work						
Killed	204	225	169	219	216	208
Seriously injured	2,818	2,855	2,936	2,937	3,327	3,199
Slightly injured	23,922	22,837	23,098	21,935	24,289	23,922
All casualties	26,944	25,917	26,203	25,091	27,832	27,329
Travelling to/from school¹						
Driver/rider travelling to/from school						
Killed	1	3	3	2	3	1
Seriously injured	146	118	130	110	118	87
Slightly injured	1,745	1,793	1,680	1,585	1,604	1,553
All casualties	1,892	1,914	1,813	1,697	1,725	1,641
Passenger of driver/rider travelling to/from school						
Killed	6	1	0	5	2	0
Seriously injured	60	41	27	39	45	41
Slightly injured	1,168	1,128	1,126	1,019	1,221	938
All casualties	1,234	1,170	1,153	1,063	1,268	979
Other casualty in accident involving a driver/rider travelling to/from school						
Killed	8	12	8	7	6	7
Seriously injured	212	203	217	210	238	182
Slightly injured	1,690	1,700	1,682	1,527	1,588	1,550
All casualties	1,910	1,915	1,907	1,744	1,832	1,739
All casualties in accidents involving a driver/rider travelling to/from school						
Killed	15	16	11	14	11	8
Seriously injured	418	362	374	359	401	310
Slightly injured	4,603	4,621	4,488	4,131	4,413	4,041
All casualties	5,036	4,999	4,873	4,504	4,825	4,359

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

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Reported fatal casualties by region and local authority, England, 2011 - 2015 and 2010-14 average

Number of casualties

ONS Code	Region/Local Authority	2010-14 average	2011	2012	2013	2014	2015	2015
								percentage change on 10-14 avg
E12000001	North East	64	58	77	76	57	62	-3
E06000047	County Durham	20	18	24	29	17	26	27
E06000005	Darlington	3	0	3	6	3	0	-100
E08000037	Gateshead	5	4	3	8	4	4	-20
E06000001	Hartlepool	1	2	2	0	2	1	-17
E06000002	Middlesbrough	1	0	0	5	2	0	-100
E08000021	Newcastle upon Tyne	2	3	3	0	1	4	82
E08000022	North Tyneside	4	3	2	4	7	1	-75
E06000057	Northumberland	15	14	20	14	15	17	12
E06000003	Redcar and Cleveland	3	3	5	1	2	4	54
E08000023	South Tyneside	1	1	3	0	1	1	-17
E06000004	Stockton-on-Tees	4	7	5	6	1	1	-74
E08000024	Sunderland	4	3	7	3	2	3	-25
E12000002	North West	180	210	165	149	183	177	-2
E06000008	Blackburn with Darwen	3	6	4	0	3	1	-64
E06000009	Blackpool	2	1	2	4	0	1	-55
E08000001	Bolton	8	13	7	7	7	4	-51
E08000002	Bury	4	5	5	3	0	2	-44
E06000049	Cheshire East	12	12	12	15	11	18	45
E06000050	Cheshire West and Chester	12	14	11	8	12	12	0
E10000006	Cumbria	28	30	30	27	25	29	2
E06000006	Halton	4	5	4	1	6	4	0
E08000011	Knowsley	3	1	2	4	5	2	-33
E10000017	Lancashire	37	38	30	32	40	34	-7
E08000012	Liverpool	9	9	11	8	8	10	6
E08000003	Manchester	12	16	13	4	15	11	-7
E08000004	Oldham	6	9	3	1	5	3	-46
E08000005	Rochdale	3	3	3	2	5	5	67
E08000006	Salford	4	5	2	5	4	4	0
E08000014	Sefton	4	5	4	4	5	5	19
E08000013	St. Helens	2	2	1	3	3	1	-58
E08000007	Stockport	4	4	0	3	6	6	67
E08000008	Tameside	4	5	4	2	6	2	-55
E08000009	Trafford	3	8	3	4	2	4	18
E06000007	Warrington	5	6	2	4	5	4	-20
E08000010	Wigan	6	8	9	4	4	8	33
E08000015	Wirral	4	5	3	4	6	7	67
E12000003	Yorkshire and The Humber	162	173	144	165	158	149	-8
E08000016	Barnsley	6	8	5	8	2	3	-50
E08000032	Bradford	13	12	15	13	14	7	-45
E08000033	Calderdale	4	7	2	4	6	6	36
E08000017	Doncaster	11	9	11	10	10	19	67
E06000011	East Riding of Yorkshire	15	17	14	8	17	13	-13
E06000010	Kingston upon Hull, City of	4	4	2	7	2	1	-72
E08000034	Kirklees	9	5	7	13	9	7	-19
E08000035	Leeds	19	26	15	15	21	16	-17
E06000012	North East Lincolnshire	4	2	5	7	4	1	-74
E06000013	North Lincolnshire	6	6	10	5	6	4	-38
E10000023	North Yorkshire	42	42	31	51	40	31	-26
E08000018	Rotherham	6	4	6	7	6	12	114
E08000019	Sheffield	7	9	7	7	8	15	108
E08000036	Wakefield	12	15	10	10	8	12	0
E06000014	York	4	7	4	0	5	2	-50

Reported fatal casualties by region and local authority, England, 2011 - 2015 and 2010-14 average

ONS Code	Region/Local Authority	Number of casualties						2015 percentage change on 10-14 avg
		2010-14 average	2011	2012	2013	2014	2015	
E12000004	East Midlands	171	187	170	148	169	174	2
E06000015	Derby	3	4	4	1	6	2	-38
E10000007	Derbyshire	28	35	21	24	30	23	-17
E06000016	Leicester	4	4	6	3	4	12	186
E10000018	Leicestershire	31	39	27	24	26	31	0
E10000019	Lincolnshire	42	47	39	36	42	39	-7
E10000021	Northamptonshire	25	19	35	26	21	32	28
E06000018	Nottingham	3	1	1	3	4	4	33
E10000024	Nottinghamshire	30	36	32	28	30	23	-23
E06000017	Rutland	6	2	5	3	6	8	43
E12000005	West Midlands	167	190	176	156	156	163	-2
E08000025	Birmingham	24	27	24	29	10	27	14
E08000026	Coventry	6	9	3	6	12	6	-6
E08000027	Dudley	6	5	6	8	6	8	43
E06000019	Herefordshire, County of	9	14	5	5	13	7	-20
E08000028	Sandwell	9	12	6	9	10	8	-7
E06000051	Shropshire	17	14	17	18	15	13	-23
E08000029	Solihull	4	3	6	2	5	3	-21
E10000028	Staffordshire	30	38	32	24	24	32	7
E06000021	Stoke-on-Trent	6	11	8	4	5	3	-50
E06000020	Telford and Wrekin	3	4	6	2	3	1	-71
E08000030	Walsall	5	2	1	5	10	1	-79
E10000031	Warwickshire	27	33	28	23	28	32	17
E08000031	Wolverhampton	5	3	11	3	3	4	-13
E10000034	Worcestershire	17	15	23	18	12	18	5
E12000006	East of England	190	199	187	178	188	194	2
E06000055	Bedford	3	6	1	3	6	5	47
E10000003	Cambridgeshire	28	26	27	28	26	30	6
E06000056	Central Bedfordshire	9	7	10	7	7	19	116
E10000012	Essex	37	35	38	34	35	37	-1
E10000015	Hertfordshire	32	36	35	27	34	24	-25
E06000032	Luton	3	3	2	1	4	2	-29
E10000020	Norfolk	40	43	39	40	39	33	-18
E06000031	Peterborough	6	7	4	8	4	4	-31
E06000033	Southend-on-Sea	2	2	2	2	2	2	-17
E10000029	Suffolk	26	30	24	25	30	33	28
E06000034	Thurrock	3	4	5	3	1	5	56

Reported fatal casualties by region and local authority, England, 2011 - 2015 and 2010-14 average

		Number of casualties						
ONS Code	Region/Local Authority	2010-14 average	2011	2012	2013	2014	2015	2015 percentage change on 10-14 avg
E12000007	London	136	159	135	133	129	136	0
E09000002	Barking and Dagenham	4	4	2	7	2	3	-17
E09000003	Barnet	7	8	7	8	5	9	22
E09000004	Bexley	3	5	4	1	1	1	-62
E09000005	Brent	3	3	4	3	2	7	133
E09000006	Bromley	5	7	7	5	3	7	40
E09000007	Camden	5	6	6	4	3	2	-62
E09000001	City of London	2	0	3	1	4	1	-44
E09000008	Croydon	8	10	5	13	9	3	-64
E09000009	Ealing	4	5	8	4	1	4	-9
E09000010	Enfield	7	12	6	8	4	5	-32
E09000011	Greenwich	3	2	3	2	4	5	56
E09000012	Hackney	5	3	5	5	7	7	40
E09000013	Hammersmith and Fulham	3	3	2	3	3	2	-23
E09000014	Haringey	4	4	3	6	4	1	-72
E09000015	Harrow	2	3	3	1	3	4	67
E09000016	Havering	6	8	8	5	4	8	33
E09000017	Hillingdon	5	7	5	2	4	6	15
E09000018	Hounslow	4	7	2	3	3	9	105
E09000019	Islington	2	4	1	3	1	2	-9
E09000020	Kensington and Chelsea	3	5	1	2	2	4	54
E09000021	Kingston upon Thames	1	2	1	1	2	3	114
E09000022	Lambeth	7	10	6	7	9	7	3
E09000023	Lewisham	4	2	3	6	7	2	-52
E09000024	Merton	2	1	3	0	3	2	11
E09000025	Newham	4	3	5	3	5	2	-52
E09000026	Redbridge	3	2	4	2	4	5	67
E09000027	Richmond upon Thames	1	2	1	0	3	0	-100
E09000028	Southwark	5	5	4	5	5	7	30
E09000029	Sutton	3	4	2	2	4	4	43
E09000030	Tower Hamlets	7	8	5	6	8	3	-55
E09000031	Waltham Forest	2	4	1	3	2	1	-58
E09000032	Wandsworth	3	4	5	5	0	6	76
E09000033	Westminster	6	6	9	6	6	4	-35
	London Airport (Heathrow)	1	0	1	1	2	0	-100
E12000008	South East	251	258	233	235	247	235	-7
E06000036	Bracknell Forest	2	2	1	2	1	4	100
E06000043	Brighton and Hove	5	6	5	3	2	1	-79
E10000002	Buckinghamshire	21	18	21	22	21	21	0
E10000011	East Sussex	18	25	13	17	16	22	20
E10000014	Hampshire	39	42	33	46	38	33	-15
E06000046	Isle of Wight	3	1	5	4	3	5	47
E10000016	Kent	49	43	50	48	49	54	10
E06000035	Medway	3	5	2	7	1	1	-71
E06000042	Milton Keynes	9	12	10	3	11	6	-32
E10000025	Oxfordshire	28	26	28	19	26	26	-7
E06000044	Portsmouth	1	0	3	1	1	1	-29
E06000038	Reading	3	2	2	2	4	1	-64
E06000039	Slough	2	0	2	3	2	3	67
E06000045	Southampton	2	2	1	4	1	3	36
E10000030	Surrey	27	28	18	18	38	28	4
E06000037	West Berkshire	7	6	9	3	7	3	-58
E10000032	West Sussex	27	33	25	30	21	19	-30
E06000040	Windsor and Maidenhead	2	4	2	2	2	3	25
E06000041	Wokingham	2	3	3	1	3	1	-55

Reported fatal casualties by region and local authority, England, 2011 - 2015 and 2010-14 average

		Number of casualties							
ONS Code	Region/Local Authority	2010-14 average	2011	2012	2013	2014	2015	2015 percentage change on 10-14 avg	
E12000009	South West	186	160	204	190	185	173	-7	
E06000022	Bath and North East Somerset	6	4	4	6	6	12	107	
E06000028	Bournemouth	2	2	4	2	1	2	-17	
E06000023	Bristol, City of	8	11	7	12	8	7	-17	
E06000052	Cornwall	24	19	24	27	25	9	-62	
E10000008	Devon	24	18	34	16	23	25	5	
E10000009	Dorset	16	15	16	23	16	22	38	
E10000013	Gloucestershire	28	20	33	32	29	26	-8	
E06000053	Isles of Scilly	0	0	0	0	0	0	0	
E06000024	North Somerset	3	3	6	4	1	4	18	
E06000026	Plymouth	4	5	6	1	3	2	-47	
E06000029	Poole	3	2	4	3	2	4	25	
E10000027	Somerset	31	27	35	28	33	22	-29	
E06000025	South Gloucestershire	7	1	7	9	6	5	-26	
E06000030	Swindon	4	1	3	8	2	6	43	
E06000027	Torbay	2	1	3	2	1	0	-100	
E06000054	Wiltshire	24	31	18	17	29	27	13	
E92000001	England	1,508	1,594	1,491	1,430	1,472	1,463	-3	

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[Notes & Definitions](#)

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The figures in this table are National Statistics

RAS30038

Reported KSI casualties by region and local authority, England, 2011 - 2015 and 2010-14 average

Number of casualties

ONS Code	Region/Local Authority	2010-14 average	2011	2012	2013	2014	2015	2015
								percentage change on 10-14 avg
E12000001	North East	851	854	919	802	820	922	8
E06000047	County Durham	192	195	198	201	182	211	10
E06000005	Darlington	34	36	35	41	26	32	-6
E08000037	Gateshead	69	67	78	61	57	64	-7
E06000001	Hartlepool	26	33	27	19	25	38	44
E06000002	Middlesbrough	35	27	40	40	36	53	53
E08000021	Newcastle upon Tyne	85	84	87	77	79	104	23
E08000022	North Tyneside	47	47	50	49	47	53	12
E06000057	Northumberland	155	161	166	137	159	153	-1
E06000003	Redcar and Cleveland	39	34	39	34	48	50	28
E08000023	South Tyneside	32	34	34	23	36	27	-17
E06000004	Stockton-on-Tees	55	62	69	50	50	66	20
E08000024	Sunderland	81	74	96	70	75	71	-12
E12000002	North West	2,844	2,922	2,764	2,697	2,968	2,776	-2
E06000008	Blackburn with Darwen	69	68	71	69	76	78	13
E06000009	Blackpool	63	72	54	73	51	59	-6
E08000001	Bolton	82	79	68	79	91	81	-1
E08000002	Bury	47	54	41	52	31	34	-28
E06000049	Cheshire East	232	242	245	205	225	189	-19
E06000050	Cheshire West and Chester	191	228	214	136	191	170	-11
E10000006	Cumbria	230	249	196	239	231	231	1
E06000006	Halton	42	40	40	40	51	32	-25
E08000011	Knowsley	56	41	64	62	58	47	-16
E10000017	Lancashire	655	650	570	642	732	690	5
E08000012	Liverpool	225	195	243	204	254	231	3
E08000003	Manchester	172	174	195	158	169	134	-22
E08000004	Oldham	65	73	52	54	68	68	4
E08000005	Rochdale	52	55	43	42	71	56	9
E08000006	Salford	69	60	78	70	63	50	-27
E08000014	Sefton	87	87	89	92	94	121	39
E08000013	St. Helens	66	73	70	73	67	47	-28
E08000007	Stockport	56	65	49	46	64	53	-6
E08000008	Tameside	54	57	47	55	53	49	-9
E08000009	Trafford	45	45	51	35	45	55	22
E06000007	Warrington	96	107	111	80	81	89	-8
E08000010	Wigan	69	82	74	65	62	73	6
E08000015	Wirral	120	126	99	126	140	139	16
E12000003	Yorkshire and The Humber	2,393	2,366	2,434	2,399	2,387	2,246	-6
E08000016	Barnsley	81	80	96	81	82	68	-16
E08000032	Bradford	208	216	221	190	204	188	-10
E08000033	Calderdale	91	90	96	90	99	92	1
E08000017	Doncaster	127	143	117	118	108	106	-17
E06000011	East Riding of Yorkshire	189	184	185	193	188	166	-12
E06000010	Kingston upon Hull, City of	120	115	130	123	115	105	-13
E08000034	Kirklees	151	160	151	140	168	159	5
E08000035	Leeds	306	297	303	294	334	338	10
E06000012	North East Lincolnshire	83	80	81	94	86	59	-29
E06000013	North Lincolnshire	102	95	101	110	98	92	-10
E10000023	North Yorkshire	465	454	473	476	431	429	-8
E08000018	Rotherham	87	85	86	113	93	85	-3
E08000019	Sheffield	172	163	180	169	186	142	-17
E08000036	Wakefield	148	141	163	150	120	143	-3
E06000014	York	62	63	51	58	75	74	20

E12000004	East Midlands	2,052	2,167	2,076	1,879	2,061	1,891	-8
E06000015	Derby	89	92	81	76	106	75	-16
E10000007	Derbyshire	340	330	333	302	416	324	-5
E06000016	Leicester	92	95	89	92	100	106	15
E10000018	Leicestershire	221	237	196	186	250	242	9
E10000019	Lincolnshire	437	485	426	415	398	319	-27
E10000021	Northamptonshire	319	305	348	330	317	335	5
E06000018	Nottingham	130	152	135	118	107	139	7
E10000024	Nottinghamshire	400	453	443	345	343	320	-20
E06000017	Rutland	22	18	25	15	24	31	41
E12000005	West Midlands	1,905	2,020	1,932	1,798	1,916	2,094	10
E08000025	Birmingham	416	465	401	402	393	444	7
E08000026	Coventry	114	137	115	106	122	115	1
E08000027	Dudley	95	90	102	102	88	90	-5
E06000019	Herefordshire, County of	72	75	80	61	83	99	38
E08000028	Sandwell	110	116	111	97	122	116	5
E06000051	Shropshire	130	121	146	119	140	142	9
E08000029	Solihull	56	64	61	43	47	46	-17
E10000028	Staffordshire	196	202	221	165	179	262	34
E06000021	Stoke-on-Trent	51	71	45	48	44	45	-11
E06000020	Telford and Wrekin	38	45	33	36	40	41	7
E08000030	Walsall	78	68	63	81	102	86	11
E10000031	Warwickshire	303	313	299	288	315	320	6
E08000031	Wolverhampton	79	78	93	64	76	77	-2
E10000034	Worcestershire	168	175	162	186	165	211	25
E12000006	East of England	2,437	2,412	2,460	2,369	2,399	2,385	-2
E06000055	Bedford	60	60	54	54	75	61	2
E10000003	Cambridgeshire	320	337	297	305	320	286	-11
E06000056	Central Bedfordshire	113	94	108	115	110	140	23
E10000012	Essex	617	630	602	572	621	633	3
E10000015	Hertfordshire	391	356	414	385	391	404	3
E06000032	Luton	53	49	55	50	50	58	9
E10000020	Norfolk	366	355	352	392	379	385	5
E06000031	Peterborough	84	76	84	88	75	66	-21
E06000033	Southend-on-Sea	66	65	61	57	82	72	9
E10000029	Suffolk	303	326	362	291	242	207	-32
E06000034	Thurrock	64	64	71	60	54	73	14

E12000007	London	2,644	2,810	3,022	2,327	2,170	2,094	-21
E09000002	Barking and Dagenham	46	49	47	45	40	30	-34
E09000003	Barnet	123	141	112	131	98	92	-25
E09000004	Bexley	45	49	55	31	24	30	-34
E09000005	Brent	82	72	86	84	85	81	-1
E09000006	Bromley	76	81	90	70	50	77	1
E09000007	Camden	100	100	114	105	70	76	-24
E09000001	City of London	53	49	58	60	55	43	-18
E09000008	Croydon	89	109	107	71	71	65	-27
E09000009	Ealing	80	66	88	81	81	63	-21
E09000010	Enfield	81	98	86	72	52	70	-14
E09000011	Greenwich	68	94	73	28	40	54	-20
E09000012	Hackney	100	108	147	83	60	82	-18
E09000013	Hammersmith and Fulham	71	77	80	53	69	62	-12
E09000014	Haringey	91	78	107	106	85	62	-32
E09000015	Harrow	42	37	46	38	51	46	9
E09000016	Havering	62	74	78	51	46	67	7
E09000017	Hillingdon	77	74	83	59	84	66	-14
E09000018	Hounslow	74	73	73	64	62	67	-9
E09000019	Islington	93	100	122	71	93	89	-5
E09000020	Kensington and Chelsea	78	82	94	64	69	52	-33
E09000021	Kingston upon Thames	40	44	34	37	39	29	-28
E09000022	Lambeth	141	169	151	133	98	99	-30
E09000023	Lewisham	88	102	102	64	63	53	-40
E09000024	Merton	46	46	65	32	50	36	-22
E09000025	Newham	71	74	77	57	64	72	2
E09000026	Redbridge	69	76	93	51	48	55	-20
E09000027	Richmond upon Thames	59	69	52	48	54	38	-36
E09000028	Southwark	113	126	117	87	69	89	-21
E09000029	Sutton	39	45	42	31	29	22	-44
E09000030	Tower Hamlets	107	103	168	87	88	68	-37
E09000031	Waltham Forest	64	68	69	54	61	48	-25
E09000032	Wandsworth	101	112	109	99	81	74	-26
E09000033	Westminster	171	160	193	177	138	135	-21
	London Airport (Heathrow)	4	5	4	3	3	2	-44
E12000008	South East	4,136	4,221	3,951	4,131	4,558	4,373	6
E06000036	Bracknell Forest	28	30	29	28	26	36	30
E06000043	Brighton and Hove	154	172	160	145	158	152	-1
E10000002	Buckinghamshire	222	212	218	221	236	257	16
E10000011	East Sussex	331	301	305	339	390	351	6
E10000014	Hampshire	712	764	684	706	773	722	1
E06000046	Isle of Wight	84	96	89	86	69	83	-2
E10000016	Kent	568	519	524	594	658	632	11
E06000035	Medway	57	64	51	56	57	75	31
E06000042	Milton Keynes	92	93	99	88	105	89	-3
E10000025	Oxfordshire	352	355	307	327	378	361	2
E06000044	Portsmouth	114	143	123	116	97	110	-4
E06000038	Reading	45	51	40	51	44	35	-23
E06000039	Slough	46	47	41	52	49	48	4
E06000045	Southampton	127	154	110	123	124	125	-1
E10000030	Surrey	602	582	574	599	735	679	13
E06000037	West Berkshire	68	77	79	55	68	56	-17
E10000032	West Sussex	434	455	420	438	482	459	6
E06000040	Windsor and Maidenhead	56	60	60	54	60	60	7
E06000041	Wokingham	45	46	38	53	49	43	-4

E12000009	South West	2,022	1,945	2,072	1,985	2,146	2,148	6
E06000022	Bath and North East Somerset	39	22	33	52	49	61	56
E06000028	Bournemouth	80	73	108	72	70	72	-10
E06000023	Bristol, City of	132	158	147	106	120	124	-6
E06000052	Cornwall	221	223	213	220	253	228	3
E10000008	Devon	297	234	308	310	339	336	13
E10000009	Dorset	219	202	219	222	239	279	27
E10000013	Gloucestershire	225	244	255	213	224	253	13
E06000053	Isles of Scilly	0	0	0	0	1	0	-100
E06000024	North Somerset	56	46	57	67	51	49	-12
E06000026	Plymouth	69	74	61	64	85	78	13
E06000029	Poole	65	54	66	68	81	64	-2
E10000027	Somerset	222	224	212	218	218	210	-5
E06000025	South Gloucestershire	58	32	51	60	59	50	-13
E06000030	Swindon	70	75	75	69	69	74	5
E06000027	Torbay	39	30	39	53	43	37	-6
E06000054	Wiltshire	229	254	228	191	245	233	2
E92000001	England	21,283	21,717	21,630	20,387	21,425	20,929	-2

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Source: DfT STATS19
Last updated: 29 September 2016
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The figures in this table are National Statistics

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Reported casualties by region and local authority, England, 2011 - 2015 and 2010-14 average

		Number of casualties							
<u>ONS Code</u>	<u>Region/Local Authority</u>	<u>2010-14 average</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<i>2015 percentage change on 10-14 avg</i>	
E12000001	North East	7,778	8,028	7,799	7,062	7,600	7,334	-6	
E06000047	County Durham	1,572	1,654	1,544	1,369	1,585	1,242	-21	
E06000005	Darlington	332	332	344	325	322	274	-17	
E08000037	Gateshead	714	698	737	652	699	725	2	
E06000001	Hartlepool	199	188	217	189	209	202	2	
E06000002	Middlesbrough	386	359	423	348	377	430	11	
E08000021	Newcastle upon Tyne	952	1,031	932	859	918	1,033	8	
E08000022	North Tyneside	576	604	594	541	555	581	1	
E06000057	Northumberland	1,106	1,154	1,069	997	1,086	1,065	-4	
E06000003	Redcar and Cleveland	308	332	330	271	275	271	-12	
E08000023	South Tyneside	368	403	336	300	388	326	-11	
E06000004	Stockton-on-Tees	443	466	481	418	393	437	-1	
E08000024	Sunderland	824	807	792	793	793	748	-9	
E12000002	North West	22,111	23,485	21,807	19,570	20,685	18,380	-17	
E06000008	Blackburn with Darwen	579	556	638	576	553	569	-2	
E06000009	Blackpool	608	588	619	582	560	502	-17	
E08000001	Bolton	695	743	691	588	632	523	-25	
E08000002	Bury	411	445	441	361	332	265	-35	
E06000049	Cheshire East	1,495	1,567	1,555	1,357	1,338	1,099	-26	
E06000050	Cheshire West and Chester	1,222	1,381	1,231	1,021	1,136	1,071	-12	
E10000006	Cumbria	1,778	1,755	1,707	1,676	1,932	1,733	-3	
E06000006	Halton	397	422	377	347	376	304	-23	
E08000011	Knowsley	450	421	491	415	408	414	-8	
E10000017	Lancashire	4,515	4,760	4,234	4,084	4,367	4,311	-5	
E08000012	Liverpool	1,849	1,779	2,062	1,507	1,818	1,565	-15	
E08000003	Manchester	1,645	1,932	1,544	1,388	1,399	988	-40	
E08000004	Oldham	568	664	464	513	547	406	-29	
E08000005	Rochdale	479	498	429	392	478	386	-19	
E08000006	Salford	602	690	562	537	549	393	-35	
E08000014	Sefton	728	755	764	641	674	658	-10	
E08000013	St. Helens	480	501	510	474	438	465	-3	
E08000007	Stockport	513	591	484	442	405	294	-43	
E08000008	Tameside	431	436	437	355	413	344	-20	
E08000009	Trafford	467	500	433	403	432	367	-21	
E06000007	Warrington	821	892	827	731	717	687	-16	
E08000010	Wigan	567	672	573	465	448	354	-38	
E08000015	Wirral	809	937	734	715	733	682	-16	
E12000003	Yorkshire and The Humber	18,692	19,297	18,865	17,395	18,098	17,883	-4	
E08000016	Barnsley	759	781	726	648	832	721	-5	
E08000032	Bradford	1,872	1,880	1,966	1,672	1,752	1,685	-10	
E08000033	Calderdale	629	645	616	566	623	557	-11	
E08000017	Doncaster	1,268	1,346	1,198	1,186	1,237	1,264	0	
E06000011	East Riding of Yorkshire	1,194	1,249	1,157	1,139	1,211	1,156	-3	
E06000010	Kingston upon Hull, City of	1,002	1,001	1,055	1,010	1,017	996	-1	
E08000034	Kirklees	1,371	1,461	1,456	1,215	1,109	1,332	-3	
E08000035	Leeds	2,633	2,686	2,748	2,433	2,532	2,664	1	
E06000012	North East Lincolnshire	710	756	771	659	729	575	-19	
E06000013	North Lincolnshire	760	769	699	778	805	667	-12	
E10000023	North Yorkshire	2,334	2,326	2,366	2,273	2,258	2,315	-1	
E08000018	Rotherham	921	1,040	852	906	823	853	-7	
E08000019	Sheffield	1,653	1,692	1,670	1,472	1,665	1,563	-5	
E08000036	Wakefield	1,040	1,113	1,061	917	922	986	-5	
E06000014	York	548	552	524	521	583	549	0	

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Reported casualties by region and local authority, England, 2011 - 2015 and 2010-14 average

Number of casualties

ONS Code	Region/Local Authority	2010-14 average	2011	2012	2013	2014	2015	2015
								percentage change on 10-14 avg
E12000004	East Midlands	15,598	16,222	15,461	14,702	14,992	14,290	-8
E06000015	Derby	944	1,042	887	830	858	760	-20
E10000007	Derbyshire	2,585	2,836	2,661	2,306	2,312	2,237	-13
E06000016	Leicester	1,238	1,263	1,284	1,189	1,208	1,057	-15
E10000018	Leicestershire	1,952	1,964	1,878	1,889	1,915	1,765	-10
E10000019	Lincolnshire	3,248	3,323	3,242	3,190	3,115	3,006	-7
E10000021	Northamptonshire	1,659	1,661	1,589	1,585	1,698	1,721	4
E06000018	Nottingham	1,194	1,233	1,122	1,137	1,236	1,255	5
E10000024	Nottinghamshire	2,653	2,785	2,673	2,461	2,533	2,369	-11
E06000017	Rutland	125	115	125	115	117	120	-4
E12000005	West Midlands	17,180	17,645	16,361	15,726	17,077	17,201	0
E08000025	Birmingham	3,512	3,497	3,071	3,315	3,584	4,159	18
E08000026	Coventry	813	877	822	731	827	921	13
E08000027	Dudley	621	600	601	549	622	566	-9
E06000019	Herefordshire, County of	596	636	609	527	560	559	-6
E08000028	Sandwell	806	752	622	720	910	880	9
E06000051	Shropshire	920	976	943	813	835	796	-13
E08000029	Solihull	464	564	446	363	380	388	-16
E10000028	Staffordshire	3,143	3,178	3,098	2,862	3,083	2,810	-11
E06000021	Stoke-on-Trent	942	1,034	913	959	858	782	-17
E06000020	Telford and Wrekin	407	434	409	341	399	308	-24
E08000030	Walsall	635	571	526	577	730	717	13
E10000031	Warwickshire	2,086	2,078	2,055	1,944	2,261	2,091	0
E08000031	Wolverhampton	649	632	631	633	645	725	12
E10000034	Worcestershire	1,587	1,816	1,615	1,392	1,383	1,499	-6
E12000006	East of England	18,790	19,424	18,784	17,238	18,966	17,440	-7
E06000055	Bedford	528	580	497	451	561	539	2
E10000003	Cambridgeshire	2,191	2,297	2,208	1,969	2,049	1,847	-16
E06000056	Central Bedfordshire	914	919	865	831	964	904	-1
E10000012	Essex	4,178	4,271	4,163	4,000	4,352	3,953	-5
E10000015	Hertfordshire	3,574	3,669	3,604	3,139	3,690	3,472	-3
E06000032	Luton	614	663	626	469	615	616	0
E10000020	Norfolk	2,463	2,491	2,362	2,391	2,578	2,401	-3
E06000031	Peterborough	844	893	872	783	676	787	-7
E06000033	Southend-on-Sea	534	531	493	495	604	508	-5
E10000029	Suffolk	2,400	2,530	2,505	2,214	2,349	1,948	-19
E06000034	Thurrock	551	580	589	496	528	465	-16

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Reported casualties by region and local authority, England, 2011 - 2015 and 2010-14 average

		Number of casualties							
ONS Code	Region/Local Authority	2010-14 average	2011	2012	2013	2014	2015	2015 percentage change on 10-14 avg	
E12000007	London	29,025	29,291	28,822	27,238	30,837	30,231	4	
E09000002	Barking and Dagenham	579	607	576	520	649	622	7	
E09000003	Barnet	1,334	1,382	1,262	1,228	1,276	1,320	-1	
E09000004	Bexley	543	570	531	470	556	554	2	
E09000005	Brent	961	896	958	957	1,067	1,089	13	
E09000006	Bromley	833	870	821	788	868	943	13	
E09000007	Camden	928	932	840	865	1,037	1,086	17	
E09000001	City of London	389	409	423	345	390	382	-2	
E09000008	Croydon	1,140	1,231	1,140	1,092	1,114	1,047	-8	
E09000009	Ealing	1,128	984	1,164	1,150	1,290	1,196	6	
E09000010	Enfield	1,047	1,109	1,038	1,012	1,003	1,051	0	
E09000011	Greenwich	802	928	771	689	770	788	-2	
E09000012	Hackney	934	872	989	890	1,020	974	4	
E09000013	Hammersmith and Fulham	726	772	725	678	763	690	-5	
E09000014	Haringey	961	915	890	918	1,100	1,092	14	
E09000015	Harrow	501	422	497	442	593	548	9	
E09000016	Havering	762	809	763	673	773	861	13	
E09000017	Hillingdon	945	946	1,055	700	944	969	3	
E09000018	Hounslow	967	995	898	903	1,063	1,006	4	
E09000019	Islington	904	985	872	860	968	974	8	
E09000020	Kensington and Chelsea	768	802	732	725	790	708	-8	
E09000021	Kingston upon Thames	447	443	422	470	474	382	-15	
E09000022	Lambeth	1,315	1,307	1,236	1,347	1,392	1,400	6	
E09000023	Lewisham	996	1,064	998	940	1,039	1,013	2	
E09000024	Merton	527	513	536	513	617	601	14	
E09000025	Newham	908	908	924	830	965	1,132	25	
E09000026	Redbridge	915	946	894	798	999	959	5	
E09000027	Richmond upon Thames	521	518	473	530	609	447	-14	
E09000028	Southwark	1,088	1,134	1,053	992	1,114	1,018	-6	
E09000029	Sutton	482	534	491	485	420	372	-23	
E09000030	Tower Hamlets	1,070	945	1,195	1,020	1,221	1,247	17	
E09000031	Waltham Forest	783	813	730	634	952	805	3	
E09000032	Wandsworth	1,066	1,058	1,122	1,003	1,124	1,098	3	
E09000033	Westminster	1,711	1,638	1,761	1,732	1,825	1,808	6	
	London Airport (Heathrow)	43	34	42	39	52	49	14	
E12000008	South East	30,895	31,684	30,765	29,776	31,285	29,904	-3	
E06000036	Bracknell Forest	289	311	311	278	256	295	2	
E06000043	Brighton and Hove	1,018	1,106	979	908	987	986	-3	
E10000002	Buckinghamshire	1,631	1,693	1,613	1,484	1,527	1,367	-16	
E10000011	East Sussex	1,779	1,630	1,708	1,792	1,969	2,063	16	
E10000014	Hampshire	3,910	4,170	3,919	3,661	3,743	3,610	-8	
E06000046	Isle of Wight	508	568	575	421	427	422	-17	
E10000016	Kent	5,879	5,704	5,755	5,830	6,303	5,799	-1	
E06000035	Medway	803	830	825	822	845	855	7	
E06000042	Milton Keynes	1,034	961	1,060	1,122	1,049	921	-11	
E10000025	Oxfordshire	2,175	2,306	2,163	1,962	2,201	2,146	-1	
E06000044	Portsmouth	742	807	740	727	693	663	-11	
E06000038	Reading	450	493	432	442	431	425	-6	
E06000039	Slough	598	596	580	578	615	627	5	
E06000045	Southampton	780	817	777	709	812	683	-12	
E10000030	Surrey	5,456	5,755	5,565	5,223	5,408	5,099	-7	
E06000037	West Berkshire	475	557	485	454	454	404	-15	
E10000032	West Sussex	2,517	2,504	2,396	2,554	2,748	2,744	9	
E06000040	Windsor and Maidenhead	484	492	515	494	458	440	-9	
E06000041	Wokingham	369	384	367	315	359	355	-4	

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Reported casualties by region and local authority, England, 2011 - 2015 and 2010-14 average

		Number of casualties							
<u>ONS Code</u>	<u>Region/Local Authority</u>	<u>2010-14 average</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<i>2015 percentage change on 10-14 avg</i>	
E12000009	South West	16,052	16,705	15,919	15,137	15,489	14,894	-7	
E06000022	Bath and North East Somerset	443	491	440	415	379	419	-5	
E06000028	Bournemouth	630	656	611	619	622	594	-6	
E06000023	Bristol, City of	1,255	1,281	1,336	1,110	1,201	1,155	-8	
E06000052	Cornwall	1,932	2,026	1,830	1,804	1,907	1,722	-11	
E10000008	Devon	2,518	2,618	2,574	2,404	2,427	2,364	-6	
E10000009	Dorset	1,329	1,331	1,347	1,269	1,276	1,356	2	
E10000013	Gloucestershire	1,355	1,572	1,446	1,055	1,168	1,143	-16	
E06000053	Isles of Scilly	2	1	2	3	3	1	-50	
E06000024	North Somerset	586	631	573	559	509	450	-23	
E06000026	Plymouth	839	916	736	830	792	804	-4	
E06000029	Poole	492	517	457	455	507	416	-15	
E10000027	Somerset	1,641	1,652	1,529	1,608	1,623	1,455	-11	
E06000025	South Gloucestershire	671	705	653	647	555	522	-22	
E06000030	Swindon	546	573	590	521	550	593	9	
E06000027	Torbay	393	379	404	364	363	377	-4	
E06000054	Wiltshire	1,420	1,356	1,391	1,474	1,607	1,523	7	
E92000001	England	176,121	181,781	174,583	163,844	175,029	167,557	-5	

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Source: DfT STATS19
 Last updated: 29 September 2016
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The figures in this table are National Statistics

RAS30039

Reported fatal child casualties by region and local authority, England, 2011 - 2015 and 2010-14 average

		Number of casualties						
<u>ONS Code</u>	<u>Region/Local Authority</u>	<u>2010-14 average</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<i>2015 percentage change on 10-14 avg</i>
E12000001	North East	2	3	1	3	1	2	-17
E06000047	County Durham	0	1	1	0	0	1	..
E06000005	Darlington	0	0	0	1	0	0	..
E08000037	Gateshead	0	0	0	0	0	0	..
E06000001	Hartlepool	0	0	0	0	1	0	..
E06000002	Middlesbrough	0	0	0	0	0	0	..
E08000021	Newcastle upon Tyne	0	0	0	0	0	1	..
E08000022	North Tyneside	0	0	0	0	0	0	..
E06000057	Northumberland	0	0	0	0	0	0	..
E06000003	Redcar and Cleveland	0	0	0	1	0	0	..
E08000023	South Tyneside	0	0	0	0	0	0	..
E06000004	Stockton-on-Tees	0	2	0	0	0	0	..
E08000024	Sunderland	0	0	0	1	0	0	..
E12000002	North West	6	6	4	6	3	6	7
E06000008	Blackburn with Darwen	0	0	0	0	0	0	..
E06000009	Blackpool	0	0	0	0	0	0	..
E08000001	Bolton	0	0	0	0	0	0	..
E08000002	Bury	0	0	0	0	0	0	..
E06000049	Cheshire East	0	0	0	1	0	0	..
E06000050	Cheshire West and Chester	0	1	0	1	0	0	..
E10000006	Cumbria	1	0	1	1	1	2	..
E06000006	Halton	0	0	0	0	0	0	..
E08000011	Knowsley	0	0	0	0	0	0	..
E10000017	Lancashire	1	2	0	0	1	2	..
E08000012	Liverpool	1	0	0	2	1	0	..
E08000003	Manchester	0	0	1	0	0	0	..
E08000004	Oldham	0	1	0	1	0	0	..
E08000005	Rochdale	0	0	1	0	0	0	..
E08000006	Salford	0	1	1	0	0	0	..
E08000014	Sefton	0	0	0	0	0	0	..
E08000013	St. Helens	0	0	0	0	0	0	..
E08000007	Stockport	0	0	0	0	0	2	..
E08000008	Tameside	0	0	0	0	0	0	..
E08000009	Trafford	0	0	0	0	0	0	..
E06000007	Warrington	0	0	0	0	0	0	..
E08000010	Wigan	0	1	0	0	0	0	..
E08000015	Wirral	0	0	0	0	0	0	..
E12000003	Yorkshire and The Humber	6	11	5	5	6	6	-6
E08000016	Barnsley	0	0	0	0	0	0	..
E08000032	Bradford	1	0	1	0	1	0	..
E08000033	Calderdale	0	2	0	0	0	0	..
E08000017	Doncaster	1	2	0	1	1	2	..
E06000011	East Riding of Yorkshire	1	1	2	0	0	0	..
E06000010	Kingston upon Hull, City of	0	0	0	0	0	0	..
E08000034	Kirklees	0	0	1	1	0	0	..
E08000035	Leeds	1	1	0	0	1	2	..
E06000012	North East Lincolnshire	0	0	0	1	0	1	..
E06000013	North Lincolnshire	1	0	0	1	2	0	..
E10000023	North Yorkshire	1	3	1	0	0	0	..
E08000018	Rotherham	0	0	0	0	0	0	..
E08000019	Sheffield	0	0	0	1	1	1	..
E08000036	Wakefield	0	2	0	0	0	0	..
E06000014	York	0	0	0	0	0	0	..

Reported fatal child casualties by region and local authority, England, 2011 - 2015 and 2010-14 average

		Number of casualties						
ONS Code	Region/Local Authority	2010-14 average	2011	2012	2013	2014	2015	2015 percentage change on 10-14 avg
E1200004	East Midlands	4	1	11	2	3	3	-29
E0600015	Derby	0	0	0	0	0	0	..
E1000007	Derbyshire	1	0	3	0	0	0	..
E0600016	Leicester	1	0	3	0	0	0	..
E1000018	Leicestershire	1	0	0	0	2	1	..
E1000019	Lincolnshire	0	0	1	0	1	1	..
E1000021	Northamptonshire	0	0	0	1	0	0	..
E0600018	Nottingham	0	0	0	0	0	0	..
E1000024	Nottinghamshire	1	0	4	1	0	1	..
E0600017	Rutland	0	1	0	0	0	0	..
E1200005	West Midlands	6	6	7	8	4	12	114
E0800025	Birmingham	1	3	1	2	0	7	..
E0800026	Coventry	0	0	1	0	0	1	..
E0800027	Dudley	0	0	0	0	0	0	..
E0600019	Herefordshire, County of	0	0	1	0	0	0	..
E0800028	Sandwell	1	0	0	0	1	2	..
E0600051	Shropshire	0	0	0	0	0	0	..
E0800029	Solihull	0	1	0	1	0	0	..
E1000028	Staffordshire	1	0	3	1	0	1	..
E0600021	Stoke-on-Trent	0	1	0	1	0	0	..
E0600020	Telford and Wrekin	0	0	0	1	0	0	..
E0800030	Walsall	0	0	0	0	2	0	..
E1000031	Warwickshire	1	1	0	2	1	1	..
E0800031	Wolverhampton	0	0	1	0	0	0	..
E1000034	Worcestershire	0	0	0	0	0	0	..
E1200006	East of England	7	7	10	4	7	2	-71
E0600055	Bedford	0	0	0	0	0	1	..
E1000003	Cambridgeshire	1	1	2	1	0	0	..
E0600056	Central Bedfordshire	0	0	1	0	0	0	..
E1000012	Essex	1	1	1	3	0	1	..
E1000015	Hertfordshire	1	2	1	0	2	0	..
E0600032	Luton	0	0	0	0	1	0	..
E1000020	Norfolk	2	1	4	0	3	0	..
E0600031	Peterborough	0	0	0	0	0	0	..
E0600033	Southend-on-Sea	0	1	0	0	0	0	..
E1000029	Suffolk	1	1	1	0	1	0	..
E0600034	Thurrock	0	0	0	0	0	0	..

Reported fatal child casualties by region and local authority, England, 2011 - 2015 and 2010-14 average

		Number of casualties						
ONS Code	Region/Local Authority	2010-14 average	2011	2012	2013	2014	2015	2015 percentage change on 10-14 avg
E12000007	London	6	7	5	6	3	5	-14
E09000002	Barking and Dagenham	1	1	0	0	0	0	..
E09000003	Barnet	0	0	1	0	0	0	..
E09000004	Bexley	0	1	0	0	1	0	..
E09000005	Brent	1	0	1	1	0	1	..
E09000006	Bromley	0	0	0	0	0	0	..
E09000007	Camden	0	0	0	0	0	0	..
E09000001	City of London	0	0	0	0	0	0	..
E09000008	Croydon	1	1	0	0	1	0	..
E09000009	Ealing	0	0	0	1	0	0	..
E09000010	Enfield	0	0	0	0	0	1	..
E09000011	Greenwich	0	1	0	0	0	1	..
E09000012	Hackney	0	0	0	0	0	1	..
E09000013	Hammersmith and Fulham	0	0	0	0	0	0	..
E09000014	Haringey	0	0	0	0	0	0	..
E09000015	Harrow	0	0	0	1	0	0	..
E09000016	Havering	0	1	0	0	0	0	..
E09000017	Hillingdon	0	0	0	0	0	0	..
E09000018	Hounslow	0	0	0	1	0	0	..
E09000019	Islington	0	0	0	0	0	0	..
E09000020	Kensington and Chelsea	0	0	0	0	0	0	..
E09000021	Kingston upon Thames	0	0	1	0	0	1	..
E09000022	Lambeth	0	1	0	1	0	0	..
E09000023	Lewisham	0	0	0	0	1	0	..
E09000024	Merton	0	0	0	0	0	0	..
E09000025	Newham	0	0	1	0	0	0	..
E09000026	Redbridge	0	0	0	0	0	0	..
E09000027	Richmond upon Thames	0	0	0	0	0	0	..
E09000028	Southwark	1	0	1	1	0	0	..
E09000029	Sutton	0	0	0	0	0	0	..
E09000030	Tower Hamlets	0	0	0	0	0	0	..
E09000031	Waltham Forest	0	0	0	0	0	0	..
E09000032	Wandsworth	0	0	0	0	0	0	..
E09000033	Westminster	0	1	0	0	0	0	..
	London Airport (Heathrow)	0	0	0	0	0	0	..
E12000008	South East	6	3	5	4	13	3	-52
E06000036	Bracknell Forest	0	0	0	0	0	0	..
E06000043	Brighton and Hove	0	1	0	0	0	0	..
E10000002	Buckinghamshire	0	0	0	1	0	2	..
E10000011	East Sussex	0	0	0	0	1	0	..
E10000014	Hampshire	1	1	2	1	1	0	..
E06000046	Isle of Wight	0	0	1	0	1	0	..
E10000016	Kent	1	0	1	1	2	1	..
E06000035	Medway	0	0	0	0	0	0	..
E06000042	Milton Keynes	0	0	0	0	1	0	..
E10000025	Oxfordshire	1	0	0	1	3	0	..
E06000044	Portsmouth	0	0	0	0	0	0	..
E06000038	Reading	0	0	1	0	0	0	..
E06000039	Slough	0	0	0	0	0	0	..
E06000045	Southampton	0	0	0	0	0	0	..
E10000030	Surrey	1	0	0	0	3	0	..
E06000037	West Berkshire	0	0	0	0	1	0	..
E10000032	West Sussex	1	1	0	0	0	0	..
E06000040	Windsor and Maidenhead	0	0	0	0	0	0	..
E06000041	Wokingham	0	0	0	0	0	0	..

Reported fatal child casualties by region and local authority, England, 2011 - 2015 and 2010-14 average

ONS Code	Region/Local Authority	Number of casualties						2015 percentage change on 10-14 avg
		2010-14 average	2011	2012	2013	2014	2015	
E1200009	South West	4	3	7	0	6	6	67
E0600022	Bath and North East Somerset	0	0	1	0	0	1	..
E0600028	Bournemouth	0	0	0	0	0	0	..
E0600023	Bristol, City of	0	0	1	0	1	1	..
E0600052	Cornwall	0	0	1	0	1	0	..
E1000008	Devon	0	0	0	0	1	1	..
E1000009	Dorset	0	0	1	0	0	1	..
E1000013	Gloucestershire	0	0	0	0	0	0	..
E0600053	Isles of Scilly	0	0	0	0	0	0	..
E0600024	North Somerset	0	0	0	0	0	1	..
E0600026	Plymouth	0	0	0	0	0	0	..
E0600029	Poole	0	0	0	0	0	0	..
E1000027	Somerset	1	2	0	0	1	0	..
E0600025	South Gloucestershire	0	0	0	0	0	0	..
E0600030	Swindon	0	0	0	0	1	0	..
E0600027	Torbay	0	0	1	0	0	0	..
E0600054	Wiltshire	1	1	2	0	1	1	..
E9200001	England	47	47	55	38	46	45	-3

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

Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2015>

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Reported child KSI casualties by region and local authority, England, 2011 - 2015 and 2010-14 average

ONS Code	Region/Local Authority	Number of casualties						2015 percentage change on 10-14 avg
		2010-14 average	2011	2012	2013	2014	2015	
E12000001	North East	116	122	113	112	99	117	1
E06000047	County Durham	22	24	19	24	23	24	11
E06000005	Darlington	4	4	3	7	2	2	-44
E08000037	Gateshead	8	9	8	7	5	6	-27
E06000001	Hartlepool	5	6	6	6	1	7	46
E06000002	Middlesbrough	8	5	12	11	7	13	71
E08000021	Newcastle upon Tyne	13	14	6	14	14	15	15
E08000022	North Tyneside	8	12	7	4	8	7	-17
E06000057	Northumberland	11	10	13	8	7	11	-4
E06000003	Redcar and Cleveland	7	5	10	6	6	5	-29
E08000023	South Tyneside	5	7	3	5	5	4	-26
E06000004	Stockton-on-Tees	8	10	8	7	8	8	-5
E08000024	Sunderland	16	16	18	13	13	15	-9
E12000002	North West	339	371	301	295	316	299	-12
E06000008	Blackburn with Darwen	15	19	10	13	19	14	-5
E06000009	Blackpool	9	15	4	10	9	9	-4
E08000001	Bolton	14	13	8	15	11	12	-13
E08000002	Bury	6	9	4	4	4	5	-22
E06000049	Cheshire East	16	21	13	13	7	11	-31
E06000050	Cheshire West and Chester	12	10	13	15	9	10	-14
E10000006	Cumbria	19	18	10	17	13	13	-30
E06000006	Halton	6	7	10	3	4	2	-68
E08000011	Knowsley	6	4	7	7	8	7	13
E10000017	Lancashire	74	83	67	57	69	87	17
E08000012	Liverpool	31	26	33	30	31	25	-19
E08000003	Manchester	22	24	26	17	16	16	-27
E08000004	Oldham	13	16	3	11	15	15	14
E08000005	Rochdale	7	3	9	7	8	3	-58
E08000006	Salford	9	13	9	8	10	5	-44
E08000014	Sefton	11	13	15	8	9	15	39
E08000013	St. Helens	10	17	7	7	10	7	-30
E08000007	Stockport	6	12	5	5	7	8	25
E08000008	Tameside	8	8	4	9	8	7	-10
E08000009	Trafford	6	2	10	4	7	4	-31
E06000007	Warrington	8	10	8	5	7	7	-13
E08000010	Wigan	13	13	11	12	15	8	-38
E08000015	Wirral	17	15	15	18	20	9	-48

E12000003	Yorkshire and The Humber	266	284	288	241	240	252	-5
E08000016	Barnsley	10	11	13	8	9	4	-59
E08000032	Bradford	37	47	42	32	28	33	-10
E08000033	Calderdale	13	16	13	8	10	11	-13
E08000017	Doncaster	17	25	19	10	14	12	-31
E06000011	East Riding of Yorkshire	14	10	16	8	13	13	-10
E06000010	Kingston upon Hull, City of	15	11	17	14	16	18	17
E08000034	Kirklees	20	24	21	17	23	30	47
E08000035	Leeds	34	37	38	26	31	38	12
E06000012	North East Lincolnshire	14	13	11	20	16	9	-36
E06000013	North Lincolnshire	10	5	7	13	13	5	-48
E10000023	North Yorkshire	25	21	28	21	27	20	-19
E08000018	Rotherham	11	10	14	17	11	11	-2
E08000019	Sheffield	26	28	28	27	16	20	-22
E08000036	Wakefield	17	24	17	15	11	22	29
E06000014	York	3	2	4	5	2	6	100
E12000004	East Midlands	163	172	177	131	168	143	-12
E06000015	Derby	12	15	14	5	11	10	-19
E10000007	Derbyshire	23	13	22	21	27	24	5
E06000016	Leicester	16	16	11	14	19	13	-20
E10000018	Leicestershire	13	11	13	5	23	11	-17
E10000019	Lincolnshire	26	29	33	21	24	12	-53
E10000021	Northamptonshire	27	29	28	22	33	24	-10
E06000018	Nottingham	14	15	13	15	11	16	16
E10000024	Nottinghamshire	32	41	43	28	20	32	1
E06000017	Rutland	1	3	0	0	0	1	67
E12000005	West Midlands	226	240	244	211	190	222	-2
E08000025	Birmingham	72	81	79	73	49	79	9
E08000026	Coventry	16	26	13	15	14	16	-2
E08000027	Dudley	12	14	8	12	9	8	-35
E06000019	Herefordshire, County of	5	3	10	7	4	6	11
E08000028	Sandwell	19	20	24	13	20	16	-17
E06000051	Shropshire	8	8	8	9	10	6	-27
E08000029	Solihull	6	5	5	2	5	3	-52
E10000028	Staffordshire	15	12	23	9	17	21	36
E06000021	Stoke-on-Trent	7	10	8	5	4	7	6
E06000020	Telford and Wrekin	4	7	0	5	3	2	-52
E08000030	Walsall	16	10	18	21	15	12	-23
E10000031	Warwickshire	20	17	21	18	20	19	-5
E08000031	Wolverhampton	14	18	17	8	12	11	-20
E10000034	Worcestershire	10	9	10	14	8	16	57
E12000006	East of England	189	198	186	161	170	150	-21
E06000055	Bedford	6	1	6	4	4	2	-66
E10000003	Cambridgeshire	20	22	16	18	17	14	-29
E06000056	Central Bedfordshire	6	6	8	6	4	9	41
E10000012	Essex	42	50	38	37	37	37	-11
E10000015	Hertfordshire	33	35	27	28	36	32	-4
E06000032	Luton	12	11	15	9	5	12	2
E10000020	Norfolk	25	33	22	26	26	18	-28
E06000031	Peterborough	9	5	9	6	9	3	-66
E06000033	Southend-on-Sea	9	9	9	5	10	3	-67
E10000029	Suffolk	22	23	32	18	16	9	-59
E06000034	Thurrock	6	3	4	4	6	11	96

E12000007	London	221	230	270	187	166	147	-33
E09000002	Barking and Dagenham	7	7	4	6	9	5	-32
E09000003	Barnet	8	7	7	9	12	8	-5
E09000004	Bexley	6	7	4	4	6	4	-33
E09000005	Brent	8	4	10	11	6	5	-39
E09000006	Bromley	7	8	5	10	6	5	-26
E09000007	Camden	4	4	6	1	1	3	-21
E09000001	City of London	1	1	0	1	1	0	-100
E09000008	Croydon	8	10	12	6	2	5	-34
E09000009	Ealing	7	7	7	10	3	2	-70
E09000010	Enfield	10	12	16	8	4	8	-23
E09000011	Greenwich	11	20	10	5	5	7	-35
E09000012	Hackney	7	7	9	10	4	8	11
E09000013	Hammersmith and Fulham	3	7	3	2	3	3	-12
E09000014	Haringey	9	12	16	5	9	7	-26
E09000015	Harrow	5	1	9	5	7	4	-13
E09000016	Havering	8	8	14	6	3	7	-8
E09000017	Hillingdon	10	9	13	7	10	7	-29
E09000018	Hounslow	7	6	10	4	5	6	-17
E09000019	Islington	6	5	11	6	3	5	-11
E09000020	Kensington and Chelsea	4	3	5	3	4	0	-100
E09000021	Kingston upon Thames	2	2	3	4	1	2	-17
E09000022	Lambeth	8	8	12	7	3	6	-25
E09000023	Lewisham	8	9	7	6	7	3	-64
E09000024	Merton	6	3	9	5	12	2	-68
E09000025	Newham	9	9	11	7	9	7	-24
E09000026	Redbridge	8	7	8	6	3	4	-47
E09000027	Richmond upon Thames	5	5	6	3	2	0	-100
E09000028	Southwark	11	9	10	9	4	6	-44
E09000029	Sutton	4	4	6	2	3	3	-21
E09000030	Tower Hamlets	6	9	11	4	2	4	-38
E09000031	Waltham Forest	7	7	9	4	9	5	-26
E09000032	Wandsworth	4	8	1	5	4	3	-32
E09000033	Westminster	6	5	6	6	4	3	-52
	London Airport (Heathrow)	0	0	0	0	0	0	0
E12000008	South East	299	318	278	265	304	277	-7
E06000036	Bracknell Forest	2	3	3	1	0	0	-100
E06000043	Brighton and Hove	10	16	6	6	9	5	-51
E10000002	Buckinghamshire	15	18	13	10	17	15	3
E10000011	East Sussex	22	17	24	19	22	18	-17
E10000014	Hampshire	47	52	45	39	48	46	-3
E06000046	Isle of Wight	9	11	11	9	6	11	20
E10000016	Kent	50	44	44	45	61	43	-14
E06000035	Medway	8	6	7	6	7	10	25
E06000042	Milton Keynes	6	3	7	7	7	6	3
E10000025	Oxfordshire	18	19	15	11	22	21	17
E06000044	Portsmouth	13	21	13	11	9	6	-55
E06000038	Reading	5	11	6	4	0	2	-62
E06000039	Slough	6	6	7	6	5	6	3
E06000045	Southampton	14	19	12	12	16	13	-10
E10000030	Surrey	38	33	32	45	35	34	-10
E06000037	West Berkshire	4	6	5	1	3	1	-74
E10000032	West Sussex	27	30	22	26	30	29	8
E06000040	Windsor and Maidenhead	2	2	3	3	1	5	127
E06000041	Wokingham	3	1	3	4	6	6	88

E12000009	South West	129	135	129	129	129	131	1
E06000022	Bath and North East Somerset	3	3	4	3	1	2	-23
E06000028	Bournemouth	6	6	8	9	5	8	25
E06000023	Bristol, City of	11	12	14	6	13	16	51
E06000052	Cornwall	9	8	12	7	11	5	-46
E10000008	Devon	17	11	17	21	22	17	1
E10000009	Dorset	13	16	12	16	14	17	31
E10000013	Gloucestershire	15	19	11	19	16	20	35
E06000053	Isles of Scilly	0	0	0	0	0	0	0
E06000024	North Somerset	5	4	5	6	3	4	-23
E06000026	Plymouth	7	14	2	8	5	4	-46
E06000029	Poole	4	1	6	2	6	2	-50
E10000027	Somerset	10	13	7	6	8	13	27
E06000025	South Gloucestershire	5	4	7	5	5	1	-80
E06000030	Swindon	6	6	9	5	3	5	-22
E06000027	Torbay	4	5	1	5	3	3	-17
E06000054	Wiltshire	14	13	14	11	14	14	0
E92000001	England	1,948	2,070	1,986	1,732	1,782	1,738	-11

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Reported child casualties by region and local authority, England, 2011 - 2015 and 2010-14 average

		Number of casualties							
<u>ONS Code</u>	<u>Region/Local Authority</u>	<u>2010-14 average</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<i>2015 percentage change on 10-14 avg</i>	
E12000001	North East	846	893	822	767	860	733	-13	
E06000047	County Durham	187	200	166	134	251	129	-31	
E06000005	Darlington	38	36	48	41	30	34	-11	
E08000037	Gateshead	75	75	74	80	79	60	-20	
E06000001	Hartlepool	24	26	21	23	24	29	21	
E06000002	Middlesbrough	52	63	68	47	40	53	1	
E08000021	Newcastle upon Tyne	84	87	70	79	85	88	5	
E08000022	North Tyneside	59	66	57	54	47	63	8	
E06000057	Northumberland	101	95	95	96	86	84	-17	
E06000003	Redcar and Cleveland	37	39	45	34	34	33	-11	
E08000023	South Tyneside	46	54	40	40	46	27	-41	
E06000004	Stockton-on-Tees	49	52	50	49	45	51	3	
E08000024	Sunderland	93	100	88	90	93	82	-12	
E12000002	North West	2,573	2,894	2,473	2,206	2,306	1,985	-23	
E06000008	Blackburn with Darwen	98	108	100	109	79	81	-18	
E06000009	Blackpool	79	81	72	80	73	57	-27	
E08000001	Bolton	103	117	86	84	92	71	-31	
E08000002	Bury	54	71	58	40	24	36	-34	
E06000049	Cheshire East	115	121	117	101	95	72	-38	
E06000050	Cheshire West and Chester	101	116	110	96	92	103	2	
E10000006	Cumbria	167	157	164	151	162	122	-27	
E06000006	Halton	45	60	43	33	41	39	-14	
E08000011	Knowsley	62	63	73	51	52	53	-14	
E10000017	Lancashire	493	530	447	385	496	453	-8	
E08000012	Liverpool	209	201	237	176	184	181	-14	
E08000003	Manchester	204	256	189	155	183	114	-44	
E08000004	Oldham	106	110	77	125	101	79	-25	
E08000005	Rochdale	67	62	66	53	60	63	-6	
E08000006	Salford	92	144	77	76	82	34	-63	
E08000014	Sefton	86	104	109	56	80	81	-6	
E08000013	St. Helens	62	75	60	51	59	59	-5	
E08000007	Stockport	61	77	57	54	33	36	-41	
E08000008	Tameside	65	74	65	49	64	37	-43	
E08000009	Trafford	51	54	52	38	49	39	-23	
E06000007	Warrington	69	80	63	66	50	61	-12	
E08000010	Wigan	88	114	73	82	65	43	-51	
E08000015	Wirral	96	119	78	95	90	71	-26	
E12000003	Yorkshire and The Humber	1,969	2,213	1,922	1,760	1,838	1,909	-3	
E08000016	Barnsley	92	94	88	71	108	74	-19	
E08000032	Bradford	256	292	255	230	224	227	-11	
E08000033	Calderdale	71	90	78	59	66	66	-7	
E08000017	Doncaster	137	173	118	119	115	149	9	
E06000011	East Riding of Yorkshire	112	131	101	86	99	89	-21	
E06000010	Kingston upon Hull, City of	111	102	117	112	112	125	12	
E08000034	Kirklees	159	172	165	136	151	171	8	
E08000035	Leeds	259	262	268	243	253	254	-2	
E06000012	North East Lincolnshire	86	108	90	78	84	84	-2	
E06000013	North Lincolnshire	67	63	49	74	73	52	-22	
E10000023	North Yorkshire	178	172	189	158	174	182	2	
E08000018	Rotherham	101	125	91	99	88	89	-12	
E08000019	Sheffield	172	189	173	145	159	174	1	
E08000036	Wakefield	122	193	99	103	79	108	-11	
E06000014	York	47	47	41	47	53	65	39	

E12000004	East Midlands	1,340	1,465	1,346	1,153	1,252	1,270	-5
E06000015	Derby	97	109	98	72	81	70	-28
E10000007	Derbyshire	189	231	173	151	170	190	0
E06000016	Leicester	140	142	154	112	144	142	1
E10000018	Leicestershire	151	151	154	146	147	114	-25
E10000019	Lincolnshire	255	278	270	249	226	253	-1
E10000021	Northamptonshire	159	173	162	122	184	166	4
E06000018	Nottingham	115	116	105	104	116	129	12
E10000024	Nottinghamshire	226	254	229	190	177	202	-10
E06000017	Rutland	8	11	1	7	7	4	-49
E12000005	West Midlands	1,686	1,780	1,639	1,455	1,628	1,700	1
E08000025	Birmingham	414	404	378	376	411	497	20
E08000026	Coventry	98	109	83	90	92	104	6
E08000027	Dudley	67	76	61	50	51	61	-9
E06000019	Herefordshire, County of	50	43	50	41	74	39	-22
E08000028	Sandwell	87	84	73	73	96	109	25
E06000051	Shropshire	73	76	91	61	78	56	-23
E08000029	Solihull	43	45	48	32	37	43	-1
E10000028	Staffordshire	264	311	260	236	225	220	-17
E06000021	Stoke-on-Trent	101	118	108	93	80	102	1
E06000020	Telford and Wrekin	44	62	39	34	46	28	-37
E08000030	Walsall	80	61	76	77	81	83	4
E10000031	Warwickshire	154	144	144	124	175	123	-20
E08000031	Wolverhampton	74	73	75	76	62	85	15
E10000034	Worcestershire	136	174	153	92	120	150	11
E12000006	East of England	1,511	1,616	1,499	1,307	1,464	1,375	-9
E06000055	Bedford	48	46	43	32	50	38	-21
E10000003	Cambridgeshire	141	149	140	113	135	118	-17
E06000056	Central Bedfordshire	66	75	55	53	70	80	21
E10000012	Essex	324	345	341	314	299	273	-16
E10000015	Hertfordshire	285	289	260	257	296	305	7
E06000032	Luton	84	83	95	70	63	73	-13
E10000020	Norfolk	197	207	187	179	210	167	-15
E06000031	Peterborough	73	80	69	58	66	90	23
E06000033	Southend-on-Sea	61	71	60	37	70	47	-23
E10000029	Suffolk	182	212	198	161	157	139	-23
E06000034	Thurrock	50	59	51	33	48	45	-9

E12000007	London	2,023	2,181	1,959	1,865	1,977	1,994	-1
E09000002	Barking and Dagenham	66	65	73	64	54	66	1
E09000003	Barnet	83	89	69	77	79	88	6
E09000004	Bexley	50	69	38	40	38	50	-1
E09000005	Brent	80	74	91	78	89	73	-9
E09000006	Bromley	65	88	57	60	57	69	6
E09000007	Camden	35	38	30	25	37	44	27
E09000001	City of London	4	4	4	2	6	7	84
E09000008	Croydon	109	128	97	99	103	81	-26
E09000009	Ealing	79	69	81	84	87	70	-12
E09000010	Enfield	96	108	99	84	94	96	0
E09000011	Greenwich	73	94	69	66	58	74	1
E09000012	Hackney	63	61	68	55	65	61	-3
E09000013	Hammersmith and Fulham	36	42	30	38	35	36	1
E09000014	Haringey	78	78	72	68	83	94	20
E09000015	Harrow	46	38	51	37	60	45	-2
E09000016	Havering	59	62	61	59	45	64	8
E09000017	Hillingdon	77	72	70	74	81	87	13
E09000018	Hounslow	70	82	76	59	53	71	2
E09000019	Islington	43	53	45	41	31	44	3
E09000020	Kensington and Chelsea	32	40	28	31	36	18	-44
E09000021	Kingston upon Thames	33	31	31	33	29	26	-20
E09000022	Lambeth	75	81	58	80	65	64	-15
E09000023	Lewisham	83	91	70	91	80	66	-21
E09000024	Merton	49	53	44	48	68	48	-2
E09000025	Newham	85	96	83	69	85	105	24
E09000026	Redbridge	79	86	78	68	76	75	-5
E09000027	Richmond upon Thames	34	32	31	30	32	19	-43
E09000028	Southwark	71	84	67	62	63	56	-22
E09000029	Sutton	35	43	33	34	32	32	-10
E09000030	Tower Hamlets	57	54	73	44	67	79	39
E09000031	Waltham Forest	59	66	54	39	73	64	8
E09000032	Wandsworth	56	55	62	50	50	53	-5
E09000033	Westminster	63	55	66	75	66	69	10
	London Airport (Heathrow)	0	0	0	1	0	0	-100
E12000008	South East	2,469	2,713	2,365	2,237	2,433	2,328	-6
E06000036	Bracknell Forest	20	24	23	15	12	16	-22
E06000043	Brighton and Hove	77	92	63	66	71	63	-18
E10000002	Buckinghamshire	112	115	102	88	107	99	-11
E10000011	East Sussex	153	146	146	135	166	175	14
E10000014	Hampshire	308	353	306	263	274	289	-6
E06000046	Isle of Wight	46	66	44	37	41	50	10
E10000016	Kent	541	568	502	481	570	463	-14
E06000035	Medway	98	134	88	93	81	100	2
E06000042	Milton Keynes	83	72	89	91	81	73	-12
E10000025	Oxfordshire	146	167	138	133	135	134	-8
E06000044	Portsmouth	83	97	87	81	72	71	-15
E06000038	Reading	41	53	42	33	34	36	-13
E06000039	Slough	63	62	65	65	68	55	-13
E06000045	Southampton	81	92	70	64	90	67	-17
E10000030	Surrey	330	360	323	305	348	350	6
E06000037	West Berkshire	36	58	26	26	39	28	-23
E10000032	West Sussex	188	194	180	203	186	201	7
E06000040	Windsor and Maidenhead	35	35	42	38	36	28	-21
E06000041	Wokingham	27	25	29	20	22	30	12

E12000009	South West	1,267	1,395	1,251	1,176	1,144	1,131	-11
E06000022	Bath and North East Somerset	35	41	42	32	24	32	-8
E06000028	Bournemouth	50	57	52	41	46	53	7
E06000023	Bristol, City of	100	107	100	96	99	114	14
E06000052	Cornwall	132	155	118	117	115	112	-15
E10000008	Devon	191	186	207	187	177	155	-19
E10000009	Dorset	114	146	115	107	97	113	-1
E10000013	Gloucestershire	103	124	102	74	107	91	-12
E06000053	Isles of Scilly	0	1	0	0	0	0	-100
E06000024	North Somerset	52	55	51	41	41	39	-25
E06000026	Plymouth	73	90	67	61	54	53	-27
E06000029	Poole	42	45	32	36	49	30	-28
E10000027	Somerset	121	133	105	118	105	124	2
E06000025	South Gloucestershire	57	54	64	58	47	34	-40
E06000030	Swindon	54	60	51	52	48	52	-4
E06000027	Torbay	41	34	48	50	30	28	-32
E06000054	Wiltshire	101	107	97	106	105	101	0
E92000001	England	15,684	17,150	15,276	13,926	14,902	14,425	-8

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[Notes & Definitions](#)

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The figures in this table are National Statistics

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Reported casualty rate per billion vehicle miles by local authority, England, 2011 - 2015 and 2010-14 average

Rate per billion vehicle miles/Percentage

ONS Code	Region/Local Authority	2010-14 average	2011	2012	2013	2014	2015	2015 percentage change on 10-14 avg
E12000001	North East	675	700	679	614	646	616	-9
E06000047	County Durham	655	695	646	571	646	496	-24
E06000005	Darlington	676	679	700	664	641	538	-20
E08000037	Gateshead	670	655	696	613	646	701	5
E06000001	Hartlepool	524	505	563	492	539	510	-3
E06000002	Middlesbrough	531	500	577	482	505	565	6
E08000021	Newcastle upon Tyne	888	961	872	803	848	946	7
E08000022	North Tyneside	719	762	744	672	673	699	-3
E06000057	Northumberland	683	709	668	615	656	625	-8
E06000003	Redcar and Cleveland	557	599	604	498	492	489	-12
E08000023	South Tyneside	795	893	718	631	827	682	-14
E06000004	Stockton-on-Tees	495	522	535	474	427	468	-6
E08000024	Sunderland	777	766	752	754	732	680	-12
E12000002	North West	646	685	642	575	593	521	-19
E06000008	Blackburn with Darwen	1,310	1,264	1,462	1,304	1,216	1,246	-5
E06000009	Blackpool	1,795	1,718	1,823	1,752	1,649	1,477	-18
E08000001	Bolton	548	582	546	465	486	401	-27
E08000002	Bury	408	440	443	361	327	262	-36
E06000049	Cheshire East	536	565	564	491	465	381	-29
E06000050	Cheshire West and Chester	511	574	524	431	462	431	-16
E10000006	Cumbria	523	523	507	493	553	488	-7
E06000006	Halton	646	692	611	563	596	477	-26
E08000011	Knowsley	516	486	567	475	456	458	-11
E10000017	Lancashire	659	693	629	598	625	604	-8
E08000012	Liverpool	1,380	1,318	1,546	1,140	1,355	1,157	-16
E08000003	Manchester	1,000	1,171	939	851	840	590	-41
E08000004	Oldham	853	1,006	704	778	800	585	-31
E08000005	Rochdale	454	459	399	373	463	370	-19
E08000006	Salford	415	477	388	371	379	268	-35
E08000014	Sefton	1,026	1,073	1,068	897	936	908	-11
E08000013	St. Helens	593	612	639	592	524	549	-7
E08000007	Stockport	450	520	425	389	350	252	-44
E08000008	Tameside	599	605	606	498	566	469	-22
E08000009	Trafford	508	549	468	438	458	394	-22
E06000007	Warrington	521	563	529	470	449	421	-19
E08000010	Wigan	476	562	481	394	373	292	-39
E08000015	Wirral	779	897	711	696	694	635	-19
E12000003	Yorkshire and The Humber	723	748	739	677	683	664	-8
E08000016	Barnsley	652	671	630	561	708	603	-8
E08000032	Bradford	1,254	1,257	1,326	1,136	1,158	1,101	-12
E08000033	Calderdale	681	696	680	624	656	583	-14
E08000017	Doncaster	668	723	631	622	627	625	-6
E06000011	East Riding of Yorkshire	584	616	576	558	573	538	-8
E06000010	Kingston upon Hull, City of	1,280	1,283	1,351	1,306	1,274	1,260	-2
E08000034	Kirklees	846	902	917	765	658	790	-7
E08000035	Leeds	690	704	727	645	648	663	-4
E06000012	North East Lincolnshire	1,137	1,209	1,238	1,069	1,148	892	-22
E06000013	North Lincolnshire	739	761	684	752	753	615	-17
E10000023	North Yorkshire	477	476	495	464	449	453	-5
E08000018	Rotherham	645	723	600	634	575	579	-10
E08000019	Sheffield	1,006	1,022	1,024	905	1,007	941	-6
E08000036	Wakefield	610	648	630	539	523	546	-10
E06000014	York	700	713	673	669	728	679	-3

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Rate per billion vehicle miles/Percentage

ONS Code	Region/Local Authority	2010-14 average	2011	2012	2013	2014	2015	2015 percentage change on 10-14 avg
E12000004	East Midlands	604	634	603	570	568	533	-12
E06000015	Derby	884	974	827	788	791	695	-21
E10000007	Derbyshire	544	599	558	487	483	460	-15
E06000016	Leicester	1,394	1,423	1,445	1,351	1,335	1,170	-16
E10000018	Leicestershire	428	435	420	412	406	374	-13
E10000019	Lincolnshire	881	905	889	866	826	781	-11
E10000021	Northamptonshire	321	327	309	307	321	319	-1
E06000018	Nottingham	1,246	1,278	1,167	1,202	1,289	1,308	5
E10000024	Nottinghamshire	609	647	617	565	564	515	-16
E06000017	Rutland	334	303	340	312	310	293	-12
E12000005	West Midlands	572	589	547	527	557	554	-3
E08000025	Birmingham	969	963	840	926	973	1,132	17
E08000026	Coventry	720	776	729	662	713	787	9
E08000027	Dudley	596	578	580	530	583	527	-12
E06000019	Herefordshire, County of	536	574	556	480	491	484	-10
E08000028	Sandwell	651	615	501	585	709	690	6
E06000051	Shropshire	499	533	518	441	442	415	-17
E08000029	Solihull	330	399	317	261	264	262	-21
E10000028	Staffordshire	553	560	545	507	530	477	-14
E06000021	Stoke-on-Trent	1,088	1,192	1,058	1,110	974	879	-19
E06000020	Telford and Wrekin	494	522	497	415	476	364	-26
E08000030	Walsall	690	623	574	628	764	769	11
E10000031	Warwickshire	377	380	371	350	400	359	-5
E08000031	Wolverhampton	887	864	864	874	871	975	10
E10000034	Worcestershire	391	444	409	346	334	357	-9
E12000006	East of England	540	564	544	494	526	473	-12
E06000055	Bedford	705	805	668	595	704	657	-7
E10000003	Cambridgeshire	481	507	492	432	436	382	-21
E06000056	Central Bedfordshire	496	517	476	437	496	449	-9
E10000012	Essex	484	498	485	464	486	433	-11
E10000015	Hertfordshire	496	515	500	433	492	454	-9
E06000032	Luton	1,212	1,294	1,259	932	1,192	1,169	-4
E10000020	Norfolk	486	495	472	474	498	457	-6
E06000031	Peterborough	746	795	789	694	577	657	-12
E06000033	Southend-on-Sea	1,275	1,277	1,185	1,185	1,417	1,199	-6
E10000029	Suffolk	651	693	687	601	618	496	-24
E06000034	Thurrock	543	573	585	492	510	443	-19

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Rate per billion vehicle miles/Percentage

ONS Code	Region/Local Authority	2010-14 average	2011	2012	2013	2014	2015	2015 percentage change on 10-14 avg
E12000007	London	1,568	1,586	1,571	1,491	1,655	1,628	4
E09000002	Barking and Dagenham	1,593	1,661	1,654	1,433	1,730	1,659	4
E09000003	Barnet	1,302	1,395	1,240	1,194	1,227	1,275	-2
E09000004	Bexley	960	1,011	944	849	978	967	1
E09000005	Brent	1,758	1,639	1,756	1,809	1,948	2,037	16
E09000006	Bromley	1,105	1,156	1,097	1,052	1,140	1,237	12
E09000007	Camden	3,057	3,019	2,835	2,934	3,454	3,632	19
E09000001	City of London	3,574	3,729	3,947	3,255	3,565	3,500	-2
E09000008	Croydon	1,568	1,695	1,579	1,507	1,517	1,431	-9
E09000009	Ealing	1,485	1,293	1,585	1,476	1,694	1,559	5
E09000010	Enfield	1,088	1,201	1,065	1,073	1,019	1,027	-6
E09000011	Greenwich	1,213	1,374	1,176	1,061	1,169	1,190	-2
E09000012	Hackney	3,002	2,775	3,216	2,980	3,344	3,184	6
E09000013	Hammersmith and Fulham	2,143	2,240	2,230	2,037	2,315	2,094	-2
E09000014	Haringey	2,776	2,629	2,587	2,688	3,166	3,148	13
E09000015	Harrow	1,403	1,185	1,373	1,243	1,655	1,541	10
E09000016	Havering	816	875	829	714	801	893	9
E09000017	Hillingdon	714	738	801	523	687	726	2
E09000018	Hounslow	1,022	1,055	952	954	1,108	1,068	4
E09000019	Islington	3,342	3,596	3,233	3,270	3,619	3,685	10
E09000020	Kensington and Chelsea	2,326	2,363	2,265	2,284	2,407	2,191	-6
E09000021	Kingston upon Thames	779	780	746	839	845	682	-12
E09000022	Lambeth	2,762	2,685	2,633	2,923	2,959	2,980	8
E09000023	Lewisham	2,071	2,166	2,080	2,012	2,194	2,130	3
E09000024	Merton	1,433	1,391	1,461	1,412	1,699	1,668	16
E09000025	Newham	1,600	1,580	1,638	1,564	1,703	1,965	23
E09000026	Redbridge	1,353	1,370	1,313	1,178	1,451	1,409	4
E09000027	Richmond upon Thames	1,059	1,064	954	1,085	1,234	906	-15
E09000028	Southwark	2,297	2,321	2,258	2,178	2,404	2,234	-3
E09000029	Sutton	1,252	1,384	1,279	1,272	1,083	961	-23
E09000030	Tower Hamlets	1,878	1,628	2,152	1,842	2,213	2,317	23
E09000031	Waltham Forest	1,812	1,994	1,759	1,480	2,033	1,783	-2
E09000032	Wandsworth	2,116	2,079	2,225	2,052	2,329	2,260	7
E09000033	Westminster	3,097	2,948	3,229	3,232	3,269	3,203	3
E12000008	South East	590	606	591	573	586	548	-7
E06000036	Bracknell Forest	666	714	716	652	586	666	0
E06000043	Brighton and Hove	1,207	1,316	1,156	1,083	1,156	1,152	-4
E10000002	Buckinghamshire	426	452	424	387	386	337	-21
E10000011	East Sussex	685	630	664	697	741	764	11
E10000014	Hampshire	423	451	428	399	396	373	-12
E06000046	Isle of Wight	1,308	1,458	1,490	1,093	1,084	1,056	-19
E10000016	Kent	659	636	644	658	696	623	-5
E06000035	Medway	934	970	977	954	956	960	3
E06000042	Milton Keynes	694	667	712	740	678	588	-15
E10000025	Oxfordshire	476	507	481	433	471	447	-6
E06000044	Portsmouth	955	1,043	942	938	889	837	-12
E06000038	Reading	1,356	1,475	1,302	1,336	1,295	1,256	-7
E06000039	Slough	1,109	1,102	1,058	1,068	1,135	1,141	3
E06000045	Southampton	1,145	1,196	1,137	1,049	1,178	987	-14
E10000030	Surrey	644	680	660	619	624	576	-11
E06000037	West Berkshire	264	305	276	256	249	210	-20
E10000032	West Sussex	571	564	547	589	617	603	6
E06000040	Windsor and Maidenhead	428	432	456	444	402	380	-11
E06000041	Wokingham	360	371	350	311	353	336	-7

RAS30040

Reported casualty rate per billion vehicle miles by local authority, England, 2011 - 2015 and 2010-14 average

Rate per billion vehicle miles/Percentage

ONS Code	Region/Local Authority	2010-14 average	2011	2012	2013	2014	2015	2015 percentage change on 10-14 avg
E12000009	South West	520	543	522	493	490	465	-11
E06000022	Bath and North East Somerset	621	689	620	585	518	565	-9
E06000028	Bournemouth	1,224	1,296	1,184	1,205	1,189	1,140	-7
E06000023	Bristol, City of	878	896	936	780	821	788	-10
E06000052	Cornwall	659	683	635	624	650	578	-12
E10000008	Devon	516	540	536	494	487	469	-9
E10000009	Dorset	559	563	579	537	526	551	-2
E10000013	Gloucestershire	347	405	375	272	289	278	-20
E06000053	Isles of Scilly	1,196	594	1,229	1,806	1,762	578	-52
E06000024	North Somerset	411	450	403	391	349	307	-25
E06000026	Plymouth	953	1,038	834	954	890	903	-5
E06000029	Poole	933	980	863	874	951	778	-17
E10000027	Somerset	420	424	394	412	411	361	-14
E06000025	South Gloucestershire	286	301	284	277	229	209	-27
E06000030	Swindon	453	479	497	439	434	462	2
E06000027	Torbay	930	896	952	865	845	876	-6
E06000054	Wiltshire	414	397	411	433	455	425	3
E92000001	England ¹	667	691	666	624	649	611	-8

1 Includes London Airport (Heathrow)

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[Notes & Definitions](#)

Source: DfT STATS19, DfT National Road Traffic Survey

Last updated: 29 September 2015

Next update: September 2016

The figures in this table are National Statistics

RAS30040

Reported casualty rate per billion vehicle kilometres by local authority, England, 2011 - 2015 and 2010-14 average

Rate per billion vehicle kilometres/Percentage

ONS Code	Region/Local Authority	2010-14 average	2011	2012	2013	2014	2015	2015
								percentage change on 10-14 avg
E12000001	North East	419	435	422	381	401	383	-9
E06000047	County Durham	407	432	402	355	401	308	-24
E06000005	Darlington	420	422	435	413	398	334	-20
E08000037	Gateshead	416	407	433	381	401	436	5
E06000001	Hartlepool	325	313	350	306	335	317	-3
E06000002	Middlesbrough	330	310	359	299	314	351	6
E08000021	Newcastle upon Tyne	552	597	542	499	527	588	7
E08000022	North Tyneside	447	474	462	418	418	434	-3
E06000057	Northumberland	424	440	415	382	408	388	-8
E06000003	Redcar and Cleveland	346	372	376	309	306	304	-12
E08000023	South Tyneside	494	555	446	392	514	424	-14
E06000004	Stockton-on-Tees	308	325	332	295	265	291	-6
E08000024	Sunderland	483	476	467	468	455	422	-12
E12000002	North West	401	426	399	357	369	324	-19
E06000008	Blackburn with Darwen	814	786	908	810	756	774	-5
E06000009	Blackpool	1,115	1,067	1,133	1,089	1,024	918	-18
E08000001	Bolton	341	362	339	289	302	249	-27
E08000002	Bury	254	273	276	224	203	163	-36
E06000049	Cheshire East	333	351	351	305	289	237	-29
E06000050	Cheshire West and Chester	317	357	326	268	287	268	-16
E10000006	Cumbria	325	325	315	306	344	303	-7
E06000006	Halton	401	430	380	350	370	296	-26
E08000011	Knowsley	320	302	353	295	283	285	-11
E10000017	Lancashire	410	431	391	372	388	375	-8
E08000012	Liverpool	857	819	961	708	842	719	-16
E08000003	Manchester	621	728	583	529	522	367	-41
E08000004	Oldham	530	625	437	483	497	364	-31
E08000005	Rochdale	282	285	248	232	288	230	-19
E08000006	Salford	258	296	241	230	236	166	-35
E08000014	Sefton	637	667	664	558	582	564	-11
E08000013	St. Helens	368	380	397	368	326	341	-7
E08000007	Stockport	280	323	264	242	217	157	-44
E08000008	Tameside	372	376	376	310	352	291	-22
E08000009	Trafford	316	341	291	272	285	245	-22
E06000007	Warrington	324	350	329	292	279	262	-19
E08000010	Wigan	295	349	299	245	232	181	-39
E08000015	Wirral	484	557	442	432	431	394	-19
E12000003	Yorkshire and The Humber	449	465	459	421	424	412	-8
E08000016	Barnsley	405	417	392	348	440	375	-8
E08000032	Bradford	779	781	824	706	719	684	-12
E08000033	Calderdale	423	432	423	388	408	362	-14
E08000017	Doncaster	415	449	392	387	389	388	-6
E06000011	East Riding of Yorkshire	363	383	358	347	356	334	-8
E06000010	Kingston upon Hull, City of	795	797	839	811	791	783	-2
E08000034	Kirklees	526	561	569	475	409	491	-7
E08000035	Leeds	429	437	452	401	403	412	-4
E06000012	North East Lincolnshire	707	751	769	664	713	554	-22
E06000013	North Lincolnshire	459	473	425	467	468	382	-17
E10000023	North Yorkshire	296	296	308	288	279	281	-5
E08000018	Rotherham	401	449	373	394	357	360	-10
E08000019	Sheffield	625	635	636	563	626	585	-6
E08000036	Wakefield	379	403	392	335	325	339	-10
E06000014	York	435	443	418	415	452	422	-3

RAS30040

Reported casualty rate per billion vehicle kilometres by local authority, England, 2011 - 2015 and 2010-14 average

Rate per billion vehicle kilometres/Percentage

ONS Code	Region/Local Authority	2010-14 average	2011	2012	2013	2014	2015	2015 percentage change on 10-14 avg
E12000004	East Midlands	376	394	375	354	353	331	-12
E06000015	Derby	549	605	514	490	492	432	-21
E10000007	Derbyshire	338	372	347	302	300	286	-15
E06000016	Leicester	866	884	898	839	830	727	-16
E10000018	Leicestershire	266	270	261	256	253	232	-13
E10000019	Lincolnshire	547	562	552	538	513	485	-11
E10000021	Northamptonshire	200	203	192	191	200	198	-1
E06000018	Nottingham	774	794	725	747	801	813	5
E10000024	Nottinghamshire	379	402	383	351	350	320	-16
E06000017	Rutland	207	188	211	194	193	182	-12
E12000005	West Midlands	356	366	340	327	346	344	-3
E08000025	Birmingham	602	598	522	575	604	704	17
E08000026	Coventry	447	482	453	411	443	489	9
E08000027	Dudley	371	359	361	330	362	328	-12
E06000019	Herefordshire, County of	333	357	345	298	305	301	-10
E08000028	Sandwell	405	382	311	364	440	429	6
E06000051	Shropshire	310	331	322	274	275	258	-17
E08000029	Solihull	205	248	197	162	164	163	-21
E10000028	Staffordshire	344	348	339	315	329	296	-14
E06000021	Stoke-on-Trent	676	741	657	690	605	546	-19
E06000020	Telford and Wrekin	307	325	309	258	296	226	-26
E08000030	Walsall	429	387	357	390	475	478	11
E10000031	Warwickshire	234	236	230	217	249	223	-5
E08000031	Wolverhampton	551	537	537	543	541	606	10
E10000034	Worcestershire	243	276	254	215	208	222	-9
E12000006	East of England	335	350	338	307	327	294	-12
E06000055	Bedford	438	500	415	370	438	408	-7
E10000003	Cambridgeshire	299	315	306	269	271	237	-21
E06000056	Central Bedfordshire	308	321	296	272	308	279	-9
E10000012	Essex	301	310	302	289	302	269	-11
E10000015	Hertfordshire	308	320	311	269	306	282	-9
E06000032	Luton	753	804	782	579	741	727	-4
E10000020	Norfolk	302	308	293	295	309	284	-6
E06000031	Peterborough	463	494	490	431	359	408	-12
E06000033	Southend-on-Sea	792	793	736	736	880	745	-6
E10000029	Suffolk	404	431	427	373	384	308	-24
E06000034	Thurrock	338	356	364	306	317	275	-19

RAS30040

Reported casualty rate per billion vehicle kilometres by local authority, England, 2011 - 2015 and 2010-14 average

Rate per billion vehicle kilometres/Percentage

ONS Code	Region/Local Authority	2010-14 average	2011	2012	2013	2014	2015	2015 percentage change on 10-14 avg
E12000007	London	974	986	976	926	1,028	1,012	4
E09000002	Barking and Dagenham	990	1,032	1,028	890	1,075	1,031	4
E09000003	Barnet	809	867	771	742	763	792	-2
E09000004	Bexley	597	628	586	528	608	601	1
E09000005	Brent	1,092	1,018	1,091	1,124	1,211	1,265	16
E09000006	Bromley	687	718	682	653	708	769	12
E09000007	Camden	1,900	1,876	1,762	1,823	2,146	2,257	19
E09000001	City of London	2,221	2,317	2,452	2,022	2,215	2,175	-2
E09000008	Croydon	974	1,053	981	936	943	889	-9
E09000009	Ealing	923	804	985	917	1,052	969	5
E09000010	Enfield	676	746	662	667	633	638	-6
E09000011	Greenwich	754	854	731	660	727	740	-2
E09000012	Hackney	1,866	1,724	1,998	1,852	2,078	1,978	6
E09000013	Hammersmith and Fulham	1,331	1,392	1,386	1,266	1,439	1,301	-2
E09000014	Haringey	1,725	1,634	1,608	1,670	1,967	1,956	13
E09000015	Harrow	872	736	853	772	1,029	958	10
E09000016	Havering	507	544	515	444	498	555	9
E09000017	Hillingdon	444	459	498	325	427	451	2
E09000018	Hounslow	635	656	591	593	689	664	4
E09000019	Islington	2,077	2,235	2,009	2,032	2,249	2,290	10
E09000020	Kensington and Chelsea	1,445	1,469	1,407	1,419	1,495	1,361	-6
E09000021	Kingston upon Thames	484	485	463	521	525	424	-12
E09000022	Lambeth	1,716	1,669	1,636	1,816	1,839	1,852	8
E09000023	Lewisham	1,287	1,346	1,292	1,250	1,363	1,324	3
E09000024	Merton	891	864	908	878	1,056	1,036	16
E09000025	Newham	994	982	1,018	972	1,058	1,221	23
E09000026	Redbridge	840	851	816	732	902	876	4
E09000027	Richmond upon Thames	658	661	593	674	767	563	-15
E09000028	Southwark	1,427	1,442	1,403	1,353	1,494	1,388	-3
E09000029	Sutton	778	860	795	790	673	597	-23
E09000030	Tower Hamlets	1,167	1,012	1,337	1,145	1,375	1,439	23
E09000031	Waltham Forest	1,126	1,239	1,093	920	1,263	1,108	-2
E09000032	Wandsworth	1,315	1,292	1,382	1,275	1,447	1,404	7
E09000033	Westminster	1,925	1,832	2,006	2,008	2,031	1,990	3
E12000008	South East	367	377	367	356	364	340	-7
E06000036	Bracknell Forest	414	444	445	405	364	414	0
E06000043	Brighton and Hove	750	817	718	673	718	716	-4
E10000002	Buckinghamshire	264	281	263	240	240	209	-21
E10000011	East Sussex	426	392	413	433	460	475	11
E10000014	Hampshire	263	281	266	248	246	232	-12
E06000046	Isle of Wight	812	906	926	679	674	656	-19
E10000016	Kent	409	395	400	409	433	387	-5
E06000035	Medway	580	603	607	593	594	596	3
E06000042	Milton Keynes	431	414	443	460	421	365	-15
E10000025	Oxfordshire	296	315	299	269	293	277	-6
E06000044	Portsmouth	593	648	586	583	553	520	-12
E06000038	Reading	843	917	809	830	805	781	-7
E06000039	Slough	689	685	658	664	705	709	3
E06000045	Southampton	712	743	706	652	732	614	-14
E10000030	Surrey	400	423	410	385	388	358	-11
E06000037	West Berkshire	164	190	171	159	155	131	-20
E10000032	West Sussex	355	350	340	366	383	375	6
E06000040	Windsor and Maidenhead	266	268	283	276	250	236	-11
E06000041	Wokingham	224	230	218	193	219	209	-7

RAS30040

Reported casualty rate per billion vehicle kilometres by local authority, England, 2011 - 2015 and 2010-14 average

Rate per billion vehicle kilometres/Percentage

ONS Code	Region/Local Authority	2010-14 average	2011	2012	2013	2014	2015	2015 percentage change on 10-14 avg
E12000009	South West	323	337	324	306	305	289	-11
E06000022	Bath and North East Somerset	386	428	385	363	322	351	-9
E06000028	Bournemouth	761	805	736	749	739	709	-7
E06000023	Bristol, City of	545	557	582	485	510	490	-10
E06000052	Cornwall	410	424	394	388	404	359	-12
E10000008	Devon	321	335	333	307	302	291	-9
E10000009	Dorset	348	350	360	334	327	342	-2
E10000013	Gloucestershire	215	252	233	169	180	173	-20
E06000053	Isles of Scilly	743	369	763	1,122	1,095	359	-52
E06000024	North Somerset	256	280	251	243	217	191	-25
E06000026	Plymouth	592	645	518	593	553	561	-5
E06000029	Poole	580	609	536	543	591	483	-17
E10000027	Somerset	261	264	245	256	255	224	-14
E06000025	South Gloucestershire	178	187	177	172	142	130	-27
E06000030	Swindon	282	298	309	273	269	287	2
E06000027	Torbay	578	557	592	538	525	544	-6
E06000054	Wiltshire	257	247	255	269	283	264	3
E92000001	England ¹	415	429	414	388	403	380	-8

1 Includes London Airport (Heathrow)

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[Notes & Definitions](#)

Source: DfT STATS19, DfT National Road Traffic Survey
 Last updated: 29 September 2015
 Next update: September 2016

The figures in this table are National Statistics

RAS30043

Reported fatal casualties by region, local authority and road user type, England, 2015

		Number of casualties									
ONS Code	Region/Local Authority	Pedestrian		Pedal cycle		Motor cycle	Car	Bus or coach	Van/Light goods	HGV	All ¹
		Child	All ages ¹	Child	All ages ¹						
E1200001	North East	2	11	0	1	15	31	0	1	0	62
E0600047	County Durham	1	4	0	0	6	14	0	1	0	26
E0600005	Darlington	0	0	0	0	0	0	0	0	0	0
E0800037	Gateshead	0	1	0	0	1	1	0	0	0	4
E0600001	Hartlepool	0	0	0	0	0	1	0	0	0	1
E0600002	Middlesbrough	0	0	0	0	0	0	0	0	0	0
E0800021	Newcastle upon Tyne	1	2	0	0	1	1	0	0	0	4
E0800022	North Tyneside	0	0	0	0	1	0	0	0	0	1
E0600057	Northumberland	0	3	0	0	2	11	0	0	0	17
E0600003	Redcar and Cleveland	0	1	0	0	2	1	0	0	0	4
E0800023	South Tyneside	0	0	0	0	1	0	0	0	0	1
E0600004	Stockton-on-Tees	0	0	0	0	0	1	0	0	0	1
E0800024	Sunderland	0	0	0	1	1	1	0	0	0	3
E1200002	North West	3	54	0	7	37	67	0	3	4	177
E0600008	Blackburn with Darwen	0	0	0	0	1	0	0	0	0	1
E0600009	Blackpool	0	0	0	0	0	1	0	0	0	1
E0800001	Bolton	0	1	0	0	1	2	0	0	0	4
E0800002	Bury	0	1	0	0	0	1	0	0	0	2
E0600049	Cheshire East	0	0	0	2	7	7	0	0	1	18
E0600050	Cheshire West and Chester	0	3	0	0	2	6	0	1	0	12
E1000006	Cumbria	1	4	0	0	7	15	0	1	2	29
E0600006	Halton	0	3	0	0	1	0	0	0	0	4
E0800011	Knowsley	0	2	0	0	0	0	0	0	0	2
E1000017	Lancashire	2	7	0	0	7	17	0	1	0	34
E0800012	Liverpool	0	8	0	1	1	0	0	0	0	10
E0800003	Manchester	0	5	0	1	2	2	0	0	0	11
E0800004	Oldham	0	2	0	0	0	1	0	0	0	3
E0800005	Rochdale	0	2	0	0	1	2	0	0	0	5
E0800006	Salford	0	1	0	0	1	2	0	0	0	4
E0800014	Sefton	0	2	0	1	1	1	0	0	0	5
E0800013	St. Helens	0	1	0	0	0	0	0	0	0	1
E0800007	Stockport	0	2	0	0	0	4	0	0	0	6
E0800008	Tameside	0	1	0	0	0	0	0	0	0	2
E0800009	Trafford	0	2	0	1	0	1	0	0	0	4
E0600007	Warrington	0	2	0	0	0	1	0	0	1	4
E0800010	Wigan	0	3	0	1	2	2	0	0	0	8
E0800015	Wirral	0	2	0	0	3	2	0	0	0	7
E1200003	Yorkshire and The Humber	2	35	1	8	33	65	0	0	0	149
E0800016	Barnsley	0	0	0	0	0	3	0	0	0	3
E0800032	Bradford	0	4	0	0	1	1	0	0	0	7
E0800033	Calderdale	0	3	0	0	0	3	0	0	0	6
E0800017	Doncaster	1	6	0	0	4	9	0	0	0	19
E0600011	East Riding of Yorkshire	0	2	0	0	2	9	0	0	0	13
E0600010	Kingston upon Hull, City of	0	1	0	0	0	0	0	0	0	1
E0800034	Kirklees	0	2	0	0	3	2	0	0	0	7
E0800035	Leeds	0	4	0	2	4	5	0	0	0	16
E0600012	North East Lincolnshire	0	0	1	1	0	0	0	0	0	1
E0600013	North Lincolnshire	0	1	0	0	0	3	0	0	0	4
E1000023	North Yorkshire	0	3	0	4	12	10	0	0	0	31
E0800018	Rotherham	0	1	0	0	3	8	0	0	0	12
E0800019	Sheffield	1	4	0	1	2	8	0	0	0	15
E0800036	Wakefield	0	4	0	0	1	3	0	0	0	12
E0600014	York	0	0	0	0	1	1	0	0	0	2

E12000004	East Midlands	1	26	1	16	52	73	0	4	2	174
E06000015	Derby	0	0	0	0	2	0	0	0	0	2
E10000007	Derbyshire	0	4	0	2	8	9	0	0	0	23
E06000016	Leicester	0	2	0	0	5	5	0	0	0	12
E10000018	Leicestershire	0	3	1	3	9	13	0	1	1	31
E10000019	Lincolnshire	1	4	0	5	16	14	0	0	0	39
E10000021	Northamptonshire	0	8	0	3	6	14	0	1	0	32
E06000018	Nottingham	0	2	0	1	1	0	0	0	0	4
E10000024	Nottinghamshire	0	3	0	2	5	11	0	2	0	23
E06000017	Rutland	0	0	0	0	0	7	0	0	1	8
E12000005	West Midlands	5	40	1	12	34	64	2	3	3	163
E08000025	Birmingham	5	12	0	1	5	8	0	0	0	27
E08000026	Coventry	0	2	0	1	1	1	1	0	0	6
E08000027	Dudley	0	4	0	0	1	3	0	0	0	8
E06000019	Herefordshire, County of	0	0	0	1	0	6	0	0	0	7
E08000028	Sandwell	0	1	1	2	2	2	0	1	0	8
E06000051	Shropshire	0	1	0	0	5	6	0	1	0	13
E08000029	Solihull	0	1	0	0	1	1	0	0	0	3
E10000028	Staffordshire	0	6	0	3	8	14	0	0	1	32
E06000021	Stoke-on-Trent	0	0	0	1	0	2	0	0	0	3
E06000020	Telford and Wrekin	0	0	0	0	0	0	1	0	0	1
E08000030	Walsall	0	0	0	0	0	1	0	0	0	1
E10000031	Warwickshire	0	4	0	2	8	14	0	1	1	32
E08000031	Wolverhampton	0	3	0	0	1	0	0	0	0	4
E10000034	Worcestershire	0	6	0	1	2	6	0	0	1	18
E12000006	East of England	1	39	0	9	34	97	0	4	8	194
E06000055	Bedford	0	1	0	1	0	3	0	0	0	5
E10000003	Cambridgeshire	0	1	0	2	5	17	0	1	3	30
E06000056	Central Bedfordshire	0	1	0	0	1	16	0	0	0	19
E10000012	Essex	1	14	0	2	6	13	0	0	1	37
E10000015	Hertfordshire	0	6	0	1	7	8	0	0	2	24
E06000032	Luton	0	1	0	0	1	0	0	0	0	2
E10000020	Norfolk	0	8	0	1	3	19	0	1	1	33
E06000031	Peterborough	0	0	0	1	0	3	0	0	0	4
E06000033	Southend-on-Sea	0	1	0	0	1	0	0	0	0	2
E10000029	Suffolk	0	5	0	1	8	18	0	1	0	33
E06000034	Thurrock	0	1	0	0	2	0	0	1	1	5

E12000007	London	3	66	0	9	36	21	1	1	0	136
E09000002	Barking and Dagenham	0	1	0	0	2	0	0	0	0	3
E09000003	Barnet	0	4	0	0	3	2	0	0	0	9
E09000004	Bexley	0	0	0	0	1	0	0	0	0	1
E09000005	Brent	0	3	0	0	2	1	0	0	0	7
E09000006	Bromley	0	0	0	0	4	3	0	0	0	7
E09000007	Camden	0	1	0	1	0	0	0	0	0	2
E09000001	City of London	0	0	0	1	0	0	0	0	0	1
E09000008	Croydon	0	1	0	0	2	0	0	0	0	3
E09000009	Ealing	0	3	0	0	1	0	0	0	0	4
E09000010	Enfield	1	4	0	0	0	1	0	0	0	5
E09000011	Greenwich	0	4	0	0	0	1	0	0	0	5
E09000012	Hackney	1	4	0	2	1	0	0	0	0	7
E09000013	Hammersmith and Fulham	0	1	0	1	0	0	0	0	0	2
E09000014	Haringey	0	1	0	0	0	0	0	0	0	1
E09000015	Harrow	0	2	0	1	0	1	0	0	0	4
E09000016	Havering	0	6	0	0	0	2	0	0	0	8
E09000017	Hillingdon	0	1	0	0	2	2	0	1	0	6
E09000018	Hounslow	0	6	0	0	2	0	1	0	0	9
E09000019	Islington	0	1	0	0	1	0	0	0	0	2
E09000020	Kensington and Chelsea	0	1	0	0	3	0	0	0	0	4
E09000021	Kingston upon Thames	1	3	0	0	0	0	0	0	0	3
E09000022	Lambeth	0	2	0	0	5	0	0	0	0	7
E09000023	Lewisham	0	1	0	0	0	1	0	0	0	2
E09000024	Merton	0	2	0	0	0	0	0	0	0	2
E09000025	Newham	0	1	0	0	1	0	0	0	0	2
E09000026	Redbridge	0	2	0	0	2	1	0	0	0	5
E09000027	Richmond upon Thames	0	0	0	0	0	0	0	0	0	0
E09000028	Southwark	0	3	0	1	2	1	0	0	0	7
E09000029	Sutton	0	0	0	0	1	3	0	0	0	4
E09000030	Tower Hamlets	0	2	0	0	1	0	0	0	0	3
E09000031	Waltham Forest	0	1	0	0	0	0	0	0	0	1
E09000032	Wandsworth	0	3	0	0	0	2	0	0	0	6
E09000033	Westminster	0	2	0	2	0	0	0	0	0	4
	London Airport (Heathrow)	0	0	0	0	0	0	0	0	0	0
E12000008	South East	1	47	0	17	41	120	0	6	2	235
E06000036	Bracknell Forest	0	0	0	2	1	0	0	1	0	4
E06000043	Brighton and Hove	0	0	0	0	0	1	0	0	0	1
E10000002	Buckinghamshire	0	3	0	1	6	11	0	0	0	21
E10000011	East Sussex	0	3	0	3	6	10	0	0	0	22
E10000014	Hampshire	0	4	0	4	4	21	0	0	0	33
E06000046	Isle of Wight	0	0	0	0	3	2	0	0	0	5
E10000016	Kent	1	12	0	0	9	31	0	1	0	54
E06000035	Medway	0	0	0	0	0	1	0	0	0	1
E06000042	Milton Keynes	0	3	0	0	0	1	0	0	2	6
E10000025	Oxfordshire	0	3	0	4	1	16	0	2	0	26
E06000044	Portsmouth	0	0	0	0	1	0	0	0	0	1
E06000038	Reading	0	0	0	0	1	0	0	0	0	1
E06000039	Slough	0	2	0	0	0	1	0	0	0	3
E06000045	Southampton	0	1	0	0	1	0	0	0	0	3
E10000030	Surrey	0	10	0	3	5	9	0	1	0	28
E06000037	West Berkshire	0	2	0	0	0	1	0	0	0	3
E10000032	West Sussex	0	3	0	0	3	12	0	1	0	19
E06000040	Windsor and Maidenhead	0	0	0	0	0	3	0	0	0	3
E06000041	Wokingham	0	1	0	0	0	0	0	0	0	1

E12000009	South West	2	28	2	14	31	94	1	2	1	173
E06000022	Bath and North East Somerset	1	1	0	0	1	10	0	0	0	12
E06000028	Bournemouth	0	2	0	0	0	0	0	0	0	2
E06000023	Bristol, City of	0	2	0	0	1	2	1	0	0	7
E06000052	Cornwall	0	3	0	0	2	4	0	0	0	9
E10000008	Devon	1	4	0	3	3	15	0	0	0	25
E10000009	Dorset	0	4	0	1	4	12	0	1	0	22
E10000013	Gloucestershire	0	3	0	2	5	16	0	0	0	26
E06000053	Isles of Scilly	0	0	0	0	0	0	0	0	0	0
E06000024	North Somerset	0	1	1	1	1	1	0	0	0	4
E06000026	Plymouth	0	1	0	0	1	0	0	0	0	2
E06000029	Poole	0	2	0	0	0	2	0	0	0	4
E10000027	Somerset	0	3	0	2	2	13	0	1	0	22
E06000025	South Gloucestershire	0	0	0	1	1	3	0	0	0	5
E06000030	Swindon	0	0	0	0	2	3	0	0	1	6
E06000027	Torbay	0	0	0	0	0	0	0	0	0	0
E06000054	Wiltshire	0	2	1	4	8	13	0	0	0	27
E92000001	England	20	346	5	93	313	632	4	24	20	1,463

1 Includes cases where age was not reported

2 Includes occupants of other vehicles

Telephone: 020 7944 6595

Source: DfT STATS19

Email: roadacc.stats@dft.gsi.gov.uk

Last updated: 29 September 2016

[Notes & Definitions](#)

Next update: September 2017

The figures in this table are National Statistics

RAS30043

Reported KSI casualties by region, local authority and road user type, England, 2015

ONS Code	Region/Local Authority	Number of casualties									All ¹
		Pedestrian		Pedal cycle		Motor cycle	Car	Bus or coach	Van/Light goods	HGV	
		Child	All ages ¹	Child	All ages ¹						
E1200001	North East	81	241	17	120	186	324	18	16	1	922
E06000047	County Durham	14	34	7	27	49	91	2	4	1	211
E06000005	Darlington	0	11	0	4	6	9	1	0	0	32
E08000037	Gateshead	6	28	0	5	9	17	2	1	0	64
E06000001	Hartlepool	5	9	1	4	5	19	0	0	0	38
E06000002	Middlesbrough	9	17	2	13	13	9	1	0	0	53
E08000021	Newcastle upon Tyne	11	43	3	16	15	22	7	1	0	104
E08000022	North Tyneside	6	20	1	8	5	18	1	0	0	53
E06000057	Northumberland	8	24	0	13	30	75	2	7	0	153
E06000003	Redcar and Cleveland	2	9	2	6	14	18	0	0	0	50
E08000023	South Tyneside	4	9	0	3	10	3	0	2	0	27
E06000004	Stockton-on-Tees	6	19	1	12	14	19	0	0	0	66
E08000024	Sunderland	10	18	0	9	16	24	2	1	0	71
E12000002	North West	202	737	39	382	578	969	23	32	25	2,776
E06000008	Blackburn with Darwen	14	25	0	10	13	28	0	0	0	78
E06000009	Blackpool	7	22	0	5	7	21	1	2	0	59
E08000001	Bolton	9	29	0	9	16	27	0	0	0	81
E08000002	Bury	4	12	1	4	6	10	1	0	1	34
E06000049	Cheshire East	8	33	2	34	30	78	1	6	6	189
E06000050	Cheshire West and Chester	3	25	0	14	43	74	3	5	3	170
E10000006	Cumbria	4	41	2	14	53	113	2	3	3	231
E06000006	Halton	2	12	0	3	5	8	0	0	3	32
E08000011	Knowsley	3	15	3	7	10	13	1	0	0	47
E10000017	Lancashire	54	150	15	110	142	262	4	9	4	690
E08000012	Liverpool	19	92	1	34	39	62	2	0	0	231
E08000003	Manchester	11	50	2	16	25	39	1	1	1	134
E08000004	Oldham	11	28	1	7	13	18	1	1	0	68
E08000005	Rochdale	3	14	0	3	13	23	0	0	1	56
E08000006	Salford	3	14	1	5	17	13	0	0	1	50
E08000014	Sefton	11	32	3	27	26	33	2	0	0	121
E08000013	St. Helens	6	14	1	9	8	14	1	0	0	47
E08000007	Stockport	6	25	0	6	5	17	0	0	0	53
E08000008	Tameside	5	16	2	5	13	11	1	2	0	49
E08000009	Trafford	3	19	1	10	11	14	0	0	0	55
E06000007	Warrington	5	18	2	20	19	26	1	3	2	89
E08000010	Wigan	7	23	1	10	21	19	0	0	0	73
E08000015	Wirral	4	28	1	20	43	46	1	0	0	139
E12000003	Yorkshire and The Humber	164	517	36	337	495	779	26	36	20	2,246
E08000016	Barnsley	3	12	1	8	29	18	0	0	0	68
E08000032	Bradford	23	71	4	24	36	46	5	1	0	188
E08000033	Calderdale	10	28	0	11	13	36	0	1	1	92
E08000017	Doncaster	8	28	1	8	23	45	0	1	1	106
E06000011	East Riding of Yorkshire	6	19	4	25	35	81	1	4	0	166
E06000010	Kingston upon Hull, City of	12	33	6	35	23	10	2	1	0	105
E08000034	Kirklees	17	42	2	14	33	56	2	2	5	159
E08000035	Leeds	24	95	5	59	66	97	10	4	3	338
E06000012	North East Lincolnshire	2	10	3	15	17	16	1	0	0	59
E06000013	North Lincolnshire	4	16	0	10	20	39	0	4	1	92
E10000023	North Yorkshire	10	38	2	57	114	192	4	9	7	429
E08000018	Rotherham	10	26	1	6	22	29	1	0	1	85
E08000019	Sheffield	17	49	2	23	21	45	0	3	0	142
E08000036	Wakefield	16	42	2	18	31	41	0	4	1	143
E06000014	York	2	8	3	24	12	28	0	2	0	74

E12000004	East Midlands	88	355	18	218	432	794	15	43	14	1,891
E06000015	Derby	6	27	4	16	11	21	0	0	0	75
E10000007	Derbyshire	12	46	5	24	88	151	6	5	1	324
E06000016	Leicester	9	39	3	17	21	29	0	0	0	106
E10000018	Leicestershire	6	35	2	16	65	113	0	9	3	242
E10000019	Lincolnshire	8	37	1	40	73	152	0	7	2	319
E10000021	Northamptonshire	13	63	1	31	72	155	0	5	6	335
E06000018	Nottingham	13	50	1	29	27	27	5	1	0	139
E10000024	Nottinghamshire	21	57	1	43	72	122	4	16	1	320
E06000017	Rutland	0	1	0	2	3	24	0	0	1	31
E12000005	West Midlands	155	555	27	212	442	805	11	20	14	2,094
E08000025	Birmingham	59	178	9	52	85	119	3	4	0	444
E08000026	Coventry	9	36	4	19	25	31	2	0	0	115
E08000027	Dudley	8	33	0	6	16	32	0	0	0	90
E06000019	Herefordshire, County of	2	11	2	9	13	60	0	4	1	99
E08000028	Sandwell	9	38	3	15	18	39	0	1	0	116
E06000051	Shropshire	2	14	1	12	42	69	0	3	0	142
E08000029	Solihull	2	12	0	4	11	18	1	0	0	46
E10000028	Staffordshire	16	51	2	20	58	122	3	1	4	262
E06000021	Stoke-on-Trent	6	21	0	3	9	10	0	0	0	45
E06000020	Telford and Wrekin	2	9	0	3	8	20	1	0	0	41
E08000030	Walsall	10	32	1	10	14	28	0	0	1	86
E10000031	Warwickshire	11	53	1	29	75	150	1	4	3	320
E08000031	Wolverhampton	9	30	1	4	18	24	0	0	0	77
E10000034	Worcestershire	10	37	3	26	50	83	0	3	5	211
E12000006	East of England	80	403	27	321	570	961	19	53	35	2,385
E06000055	Bedford	1	11	0	11	15	23	0	1	0	61
E10000003	Cambridgeshire	4	23	2	65	65	111	1	5	12	286
E06000056	Central Bedfordshire	3	13	2	11	26	79	2	5	3	140
E10000012	Essex	27	114	7	77	156	246	11	13	8	633
E10000015	Hertfordshire	16	80	5	55	87	157	0	15	5	404
E06000032	Luton	10	23	2	9	14	11	0	0	0	58
E10000020	Norfolk	7	62	5	48	90	172	3	4	5	385
E06000031	Peterborough	1	7	1	13	12	30	2	1	0	66
E06000033	Southend-on-Sea	3	25	0	10	21	15	0	1	0	72
E10000029	Suffolk	4	28	3	18	64	90	0	5	0	207
E06000034	Thurrock	4	17	0	4	20	27	0	3	2	73

E12000007	London	111	732	17	387	540	335	71	17	7	2,094
E09000002	Barking and Dagenham	4	9	0	0	11	8	0	1	1	30
E09000003	Barnet	6	31	1	6	28	26	1	0	0	92
E09000004	Bexley	4	10	0	2	13	5	0	0	0	30
E09000005	Brent	3	29	0	9	28	11	3	0	0	81
E09000006	Bromley	3	13	2	13	18	28	2	2	1	77
E09000007	Camden	3	29	0	14	16	8	6	1	2	76
E09000001	City of London	0	21	0	11	7	1	3	0	0	43
E09000008	Croydon	4	23	1	9	15	15	2	1	0	65
E09000009	Ealing	1	20	1	6	20	13	2	1	0	63
E09000010	Enfield	6	31	1	7	11	18	3	0	0	70
E09000011	Greenwich	4	14	1	9	15	13	1	1	1	54
E09000012	Hackney	7	32	0	30	14	2	3	1	0	82
E09000013	Hammersmith and Fulham	1	18	2	17	22	4	1	0	0	62
E09000014	Haringey	7	27	0	7	15	8	4	0	1	62
E09000015	Harrow	2	21	1	4	9	10	2	0	0	46
E09000016	Havering	5	20	0	6	12	26	2	1	0	67
E09000017	Hillingdon	3	16	2	10	18	17	2	2	0	66
E09000018	Hounslow	5	22	1	11	17	11	4	1	1	67
E09000019	Islington	5	31	0	32	20	2	4	0	0	89
E09000020	Kensington and Chelsea	0	22	0	9	16	4	1	0	0	52
E09000021	Kingston upon Thames	1	10	1	5	9	5	0	0	0	29
E09000022	Lambeth	5	41	0	15	28	11	4	0	0	99
E09000023	Lewisham	2	15	0	11	14	9	3	1	0	53
E09000024	Merton	1	14	1	6	14	2	0	0	0	36
E09000025	Newham	6	30	0	7	18	15	1	1	0	72
E09000026	Redbridge	3	15	0	4	13	17	6	0	0	55
E09000027	Richmond upon Thames	0	8	0	19	7	3	0	1	0	38
E09000028	Southwark	4	29	2	25	25	6	3	0	0	89
E09000029	Sutton	3	9	0	1	5	7	0	0	0	22
E09000030	Tower Hamlets	3	26	0	13	18	9	2	0	0	68
E09000031	Waltham Forest	4	20	0	12	7	7	1	1	0	48
E09000032	Wandsworth	3	20	0	17	26	7	2	1	0	74
E09000033	Westminster	3	54	0	40	31	7	3	0	0	135
	London Airport (Heathrow)	0	2	0	0	0	0	0	0	0	2
E12000008	South East	179	790	50	767	1,102	1,510	37	96	31	4,373
E06000036	Bracknell Forest	0	2	0	9	10	14	0	1	0	36
E06000043	Brighton and Hove	5	40	0	44	33	24	10	1	0	152
E10000002	Buckinghamshire	8	35	3	38	65	107	0	5	4	257
E10000011	East Sussex	13	57	2	32	102	142	6	10	1	351
E10000014	Hampshire	30	103	12	141	178	270	6	13	5	722
E06000046	Isle of Wight	8	21	0	15	28	15	1	1	0	83
E10000016	Kent	30	117	6	82	161	236	2	17	11	632
E06000035	Medway	4	21	3	9	24	20	0	0	0	75
E06000042	Milton Keynes	4	21	0	10	12	41	0	0	4	89
E10000025	Oxfordshire	12	51	5	67	94	126	2	14	4	361
E06000044	Portsmouth	6	28	0	25	33	19	1	0	0	110
E06000038	Reading	2	8	0	12	12	3	0	0	0	35
E06000039	Slough	3	15	3	8	11	14	0	0	0	48
E06000045	Southampton	10	45	2	32	29	15	1	2	0	125
E10000030	Surrey	21	125	4	138	177	213	5	13	2	679
E06000037	West Berkshire	1	4	0	12	11	27	0	1	0	56
E10000032	West Sussex	15	73	8	79	97	186	3	16	0	459
E06000040	Windsor and Maidenhead	3	15	2	11	12	21	0	1	0	60
E06000041	Wokingham	4	9	0	3	13	17	0	1	0	43

E12000009	South West	79	349	19	303	506	916	7	37	12	2,148
E06000022	Bath and North East Somerset	2	12	0	8	18	23	0	0	0	61
E06000028	Bournemouth	5	19	3	21	19	13	0	0	0	72
E06000023	Bristol, City of	13	36	1	32	31	19	4	0	0	124
E06000052	Cornwall	4	28	0	21	57	110	1	6	0	228
E10000008	Devon	9	46	1	35	91	155	1	5	2	336
E10000009	Dorset	5	30	3	38	70	127	1	9	1	279
E10000013	Gloucestershire	9	43	7	35	42	120	0	9	3	253
E06000053	Isles of Scilly	0	0	0	0	0	0	0	0	0	0
E06000024	North Somerset	3	9	1	16	7	17	0	0	0	49
E06000026	Plymouth	3	23	0	7	31	16	0	0	0	78
E06000029	Poole	2	13	0	13	16	21	0	0	0	64
E10000027	Somerset	6	24	1	20	40	120	0	3	2	210
E06000025	South Gloucestershire	1	2	0	11	11	24	0	0	2	50
E06000030	Swindon	4	15	0	15	16	24	0	3	1	74
E06000027	Torbay	3	13	0	5	7	12	0	0	0	37
E06000054	Wiltshire	10	36	2	26	50	115	0	2	1	233
E92000001	England	1,139	4,679	250	3,047	4,851	7,393	227	350	159	20,929

1 Includes cases where age was not reported

2 Includes occupants of other vehicles

Telephone: 020 7944 6595

Source: DfT STATS19

Email: roadacc.stats@dft.gsi.gov.uk

Last updated: 29 September 2016

[Notes & Definitions](#)

Next update: September 2017

The figures in this table are National Statistics

RAS30043

Reported casualties by region, local authority and road user type, England, 2015

		Number of casualties									
ONS Code	Region/Local Authority	Pedestrian		Pedal cycle		Motor cycle	Car	Bus or coach	Van/Light goods	HGV	All ^c
		Child	All ages ¹	Child	All ages ¹						
E1200001	North East	262	842	119	628	494	4,732	374	195	32	7,334
E06000047	County Durham	47	141	23	80	99	827	44	38	6	1,242
E06000005	Darlington	5	30	11	30	17	164	20	11	1	274
E08000037	Gateshead	24	82	6	52	49	458	55	18	3	725
E06000001	Hartlepool	6	16	5	19	12	141	5	8	0	202
E06000002	Middlesbrough	21	53	10	47	34	279	8	8	1	430
E08000021	Newcastle upon Tyne	34	153	15	118	60	613	74	13	2	1,033
E08000022	North Tyneside	25	67	14	68	34	362	29	20	0	581
E06000057	Northumberland	26	89	8	60	69	745	29	51	12	1,065
E06000003	Redcar and Cleveland	9	33	6	23	20	181	7	3	0	271
E08000023	South Tyneside	8	38	6	30	32	183	37	6	0	326
E06000004	Stockton-on-Tees	19	51	9	57	29	274	14	6	4	437
E08000024	Sunderland	38	89	6	44	39	505	52	13	3	748
E12000002	North West	812	2,628	230	1,659	1,598	11,511	345	379	117	18,380
E06000008	Blackburn with Darwen	39	86	9	43	57	362	3	9	2	569
E06000009	Blackpool	26	101	8	46	39	302	4	6	0	502
E08000001	Bolton	40	102	4	37	43	315	6	11	4	523
E08000002	Bury	17	43	6	27	15	172	3	3	2	265
E06000049	Cheshire East	27	113	14	119	103	699	8	42	11	1,099
E06000050	Cheshire West and Chester	26	109	5	81	108	703	9	35	13	1,071
E10000006	Cumbria	43	182	19	130	150	1,143	32	41	29	1,733
E06000006	Halton	15	45	7	24	29	185	3	8	7	304
E08000011	Knowsley	17	50	7	32	22	271	27	11	0	414
E10000017	Lancashire	156	490	53	359	378	2,854	81	82	23	4,311
E08000012	Liverpool	80	336	14	164	87	898	55	17	0	1,565
E08000003	Manchester	53	197	15	125	79	543	26	9	3	988
E08000004	Oldham	44	86	7	33	31	244	3	5	0	406
E08000005	Rochdale	30	65	2	18	24	262	3	9	2	386
E08000006	Salford	14	49	6	31	39	258	4	6	4	393
E08000014	Sefton	33	107	16	84	45	388	21	12	0	658
E08000013	St. Helens	26	70	7	30	50	273	23	15	3	465
E08000007	Stockport	20	60	4	44	25	157	2	4	1	294
E08000008	Tameside	18	48	3	23	42	209	3	13	3	344
E08000009	Trafford	15	48	2	50	26	234	4	2	2	367
E06000007	Warrington	20	65	6	80	70	425	11	25	7	687
E08000010	Wigan	22	67	8	25	47	209	2	4	0	354
E08000015	Wirral	31	109	8	54	89	405	12	10	1	682
E12000003	Yorkshire and The Humber	779	2,334	223	1,742	1,507	11,114	508	441	119	17,883
E08000016	Barnsley	30	72	7	36	62	517	21	8	3	721
E08000032	Bradford	113	326	22	121	110	1,046	43	27	3	1,685
E08000033	Calderdale	30	102	7	44	51	336	4	9	5	557
E08000017	Doncaster	52	155	14	75	78	886	37	14	14	1,264
E06000011	East Riding of Yorkshire	18	77	15	103	111	779	15	52	5	1,156
E06000010	Kingston upon Hull, City of	59	138	20	199	95	506	23	25	6	996
E08000034	Kirklees	78	216	10	77	118	822	39	37	7	1,332
E08000035	Leeds	103	385	34	321	192	1,526	147	59	18	2,664
E06000012	North East Lincolnshire	31	76	16	93	57	322	17	9	1	575
E06000013	North Lincolnshire	18	46	5	46	51	479	4	29	9	667
E10000023	North Yorkshire	53	172	27	205	268	1,472	48	98	27	2,315
E08000018	Rotherham	32	84	12	50	65	621	12	15	4	853
E08000019	Sheffield	88	259	9	142	97	964	71	16	7	1,563
E08000036	Wakefield	51	146	7	65	89	622	19	28	8	986
E06000014	York	23	80	18	165	63	216	8	15	2	549

E12000004	East Midlands	453	1,620	178	1,290	1,335	9,099	286	421	118	14,290
E06000015	Derby	29	102	17	92	60	460	33	8	2	760
E10000007	Derbyshire	54	200	25	162	231	1,501	48	48	24	2,237
E06000016	Leicester	67	224	30	148	75	580	13	10	4	1,057
E10000018	Leicestershire	44	168	16	158	183	1,159	6	65	19	1,765
E10000019	Lincolnshire	60	264	38	232	259	2,048	30	91	31	3,006
E10000021	Northamptonshire	57	211	13	141	173	1,103	10	52	21	1,721
E06000018	Nottingham	66	225	15	150	103	669	80	25	0	1,255
E10000024	Nottinghamshire	75	219	24	198	236	1,499	66	117	13	2,369
E06000017	Rutland	1	7	0	9	15	80	0	5	4	120
E12000005	West Midlands	627	2,237	196	1,263	1,385	11,454	226	377	98	17,201
E08000025	Birmingham	210	716	50	278	261	2,740	70	56	7	4,159
E08000026	Coventry	30	133	12	103	80	570	15	10	2	921
E08000027	Dudley	30	108	5	33	49	355	9	9	0	566
E06000019	Herefordshire, County of	9	48	7	47	52	379	1	17	12	559
E08000028	Sandwell	49	151	8	58	57	573	11	11	7	880
E06000051	Shropshire	14	57	9	67	95	508	1	43	10	796
E08000029	Solihull	19	50	4	30	31	262	4	6	0	388
E10000028	Staffordshire	67	233	23	158	233	2,032	40	73	23	2,810
E06000021	Stoke-on-Trent	36	109	11	55	68	531	4	4	0	782
E06000020	Telford and Wrekin	4	36	4	24	27	208	5	5	1	308
E08000030	Walsall	41	118	12	51	54	455	14	18	6	717
E10000031	Warwickshire	39	173	21	170	171	1,441	18	73	19	2,091
E08000031	Wolverhampton	43	138	11	55	57	446	11	11	1	725
E10000034	Worcestershire	36	167	19	134	150	954	23	41	10	1,499
E12000006	East of England	445	1,721	223	1,703	1,771	11,207	188	570	188	17,440
E06000055	Bedford	12	64	7	77	56	314	10	13	1	539
E10000003	Cambridgeshire	28	112	27	345	172	1,115	11	44	38	1,847
E06000056	Central Bedfordshire	18	67	10	55	73	654	4	35	14	904
E10000012	Essex	106	412	39	305	465	2,478	74	157	31	3,953
E10000015	Hertfordshire	108	381	38	283	309	2,324	19	124	23	3,472
E06000032	Luton	32	115	15	54	49	380	4	11	1	616
E10000020	Norfolk	55	240	23	231	268	1,512	33	77	29	2,401
E06000031	Peterborough	16	52	24	99	50	538	18	20	8	787
E06000033	Southend-on-Sea	16	70	6	47	60	314	4	5	4	508
E10000029	Suffolk	41	164	28	186	211	1,277	1	69	27	1,948
E06000034	Thurrock	13	44	6	21	58	301	10	15	12	465

E12000007	London	1,000	5,388	166	4,477	5,449	12,677	1,601	529	57	30,231
E09000002	Barking and Dagenham	38	106	5	34	70	379	15	16	1	622
E09000003	Barnet	48	210	3	60	211	759	50	26	2	1,320
E09000004	Bexley	28	76	6	35	82	328	24	8	1	554
E09000005	Brent	35	177	9	100	236	482	69	20	1	1,089
E09000006	Bromley	39	131	6	106	131	508	51	13	3	943
E09000007	Camden	21	237	2	240	230	275	84	17	3	1,086
E09000001	City of London	5	119	1	134	55	46	19	3	4	382
E09000008	Croydon	43	202	4	104	176	491	55	13	3	1,047
E09000009	Ealing	35	198	7	145	246	525	45	30	2	1,196
E09000010	Enfield	43	170	6	51	98	661	43	22	6	1,051
E09000011	Greenwich	38	126	3	83	136	388	33	19	1	788
E09000012	Hackney	31	188	7	249	171	281	65	18	1	974
E09000013	Hammersmith and Fulham	11	135	8	147	209	165	26	6	0	690
E09000014	Haringey	44	218	6	124	194	445	99	10	1	1,092
E09000015	Harrow	18	96	2	29	58	336	22	7	0	548
E09000016	Havering	28	88	5	41	73	595	32	29	2	861
E09000017	Hillingdon	32	125	7	76	100	601	39	21	3	969
E09000018	Hounslow	28	132	10	116	190	511	33	17	1	1,006
E09000019	Islington	22	187	9	271	218	226	58	13	0	974
E09000020	Kensington and Chelsea	8	145	0	153	208	154	37	9	1	708
E09000021	Kingston upon Thames	12	50	4	65	74	159	28	5	1	382
E09000022	Lambeth	38	254	7	283	351	387	105	18	1	1,400
E09000023	Lewisham	41	190	2	128	200	412	62	17	3	1,013
E09000024	Merton	18	102	4	90	110	264	19	16	0	601
E09000025	Newham	57	239	7	102	143	564	63	17	3	1,132
E09000026	Redbridge	36	140	5	58	85	600	51	21	2	959
E09000027	Richmond upon Thames	15	71	1	127	88	141	10	8	1	447
E09000028	Southwark	30	194	9	281	226	230	76	8	1	1,018
E09000029	Sutton	18	74	5	33	46	195	14	9	1	372
E09000030	Tower Hamlets	42	222	3	222	257	476	48	18	2	1,247
E09000031	Waltham Forest	30	128	4	111	107	403	30	24	1	805
E09000032	Wandsworth	34	182	4	270	299	270	52	21	3	1,098
E09000033	Westminster	34	471	5	406	365	392	137	30	2	1,808
	London Airport (Heathrow)	0	5	0	3	6	28	7	0	0	49
E12000008	South East	809	3,117	311	3,251	3,356	18,486	474	888	194	29,904
E06000036	Bracknell Forest	9	19	1	30	35	196	1	14	0	295
E06000043	Brighton and Hove	32	178	5	190	98	381	113	22	1	986
E10000002	Buckinghamshire	27	122	11	116	153	912	3	44	9	1,367
E10000011	East Sussex	71	226	11	142	269	1,288	49	66	16	2,063
E10000014	Hampshire	94	331	60	420	462	2,194	50	115	15	3,610
E06000046	Isle of Wight	14	47	2	34	74	242	8	8	3	422
E10000016	Kent	183	626	34	387	602	3,857	93	148	61	5,799
E06000035	Medway	38	133	15	64	92	539	8	11	2	855
E06000042	Milton Keynes	17	73	11	54	74	677	5	21	11	921
E10000025	Oxfordshire	42	171	22	344	222	1,272	35	69	23	2,146
E06000044	Portsmouth	29	98	17	188	88	264	9	7	2	663
E06000038	Reading	18	74	11	84	46	212	4	3	0	425
E06000039	Slough	24	76	8	69	45	407	6	19	5	627
E06000045	Southampton	35	138	15	128	101	287	8	16	4	683
E10000030	Surrey	92	444	47	582	576	3,219	60	189	13	5,099
E06000037	West Berkshire	6	28	0	39	40	266	1	21	6	404
E10000032	West Sussex	61	250	31	285	297	1,771	15	95	16	2,744
E06000040	Windsor and Maidenhead	8	44	6	55	50	269	3	14	5	440
E06000041	Wokingham	9	39	4	40	32	233	3	6	2	355

E12000009	South West	401	1,638	137	1,528	1,594	9,404	162	378	92	14,894
E06000022	Bath and North East Somerset	16	55	4	47	59	247	3	2	3	419
E06000028	Bournemouth	18	82	15	139	74	262	28	7	1	594
E06000023	Bristol, City of	62	204	7	251	124	538	22	5	3	1,155
E06000052	Cornwall	29	156	8	68	184	1,220	11	63	12	1,722
E10000008	Devon	44	214	13	181	258	1,607	18	57	15	2,364
E10000009	Dorset	24	114	18	130	156	864	17	44	8	1,356
E10000013	Gloucestershire	33	136	16	130	109	716	2	34	11	1,143
E06000053	Isles of Scilly	0	0	0	0	0	1	0	0	0	1
E06000024	North Somerset	15	49	7	57	48	279	7	7	0	450
E06000026	Plymouth	27	113	4	72	121	470	12	10	1	804
E06000029	Poole	10	42	2	61	63	229	10	9	0	416
E10000027	Somerset	48	146	18	114	111	1,027	3	29	15	1,455
E06000025	South Gloucestershire	14	39	2	65	44	358	1	7	5	522
E06000030	Swindon	16	59	10	78	57	359	6	26	2	593
E06000027	Torbay	13	69	1	28	46	216	15	1	1	377
E06000054	Wiltshire	32	160	12	107	140	1,011	7	77	15	1,523
E92000001	England	5,588	21,525	1,783	17,541	18,489	99,684	4,164	4,178	1,015	167,557

1 Includes cases where age was not reported

2 Includes occupants of other vehicles

Telephone: 020 7944 6595

Source: DfT STATS19

Email: roadacc.stats@dft.gsi.gov.uk

Last updated: 29 September 2016

[Notes & Definitions](#)

Next update: September 2017

The figures in this table are National Statistics

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Reported KSI casualties by region, local authority and road user type, England, 2010-14 average

		Number of casualties									
ONS Code ¹	Region/Local Authority	Pedestrian		Pedal cycle		Motor cycle	Car	Bus or coach	Van/Light goods	HG	All ³
		Child	ages ²	Child	ages ²						
E12000001	North East	98	289	26	95	210	410	21	20	7	1,057
E06000047	County Durham	17	47	6	12	48	96	2	5	3	216
E06000005	Darlington	2	10	1	5	8	17	1	1	0	43
E08000020	Gateshead	7	24	2	7	14	32	2	2	0	82
E06000001	Hartlepool	4	11	1	4	5	14	1	0	0	35
E06000002	Middlesbrough	8	21	1	5	11	14	1	0	0	51
E08000021	Newcastle upon Tyne	14	52	3	12	10	25	4	1	0	104
E08000022	North Tyneside	5	17	1	8	11	20	2	1	0	58
E06000048	Northumberland	6	22	3	13	45	98	1	6	2	189
E06000003	Redcar and Cleveland	4	14	1	4	13	20	1	1	1	54
E08000023	South Tyneside	8	18	2	5	10	10	2	0	0	47
E06000004	Stockton-on-Tees	5	17	3	9	15	32	1	1	1	76
E08000024	Sunderland	16	36	3	11	18	31	5	2	0	102
E12000002	North West	338	968	74	311	666	1,427	34	43	35	3,513
E06000008	Blackburn with Darwen	13	27	2	7	11	25	1	0	1	73
E06000009	Blackpool	10	32	2	9	15	18	1	0	0	75
E08000001	Bolton	13	36	2	6	20	30	1	0	0	94
E08000002	Bury	8	22	2	5	13	22	0	1	0	64
E06000049	Cheshire East	13	41	6	26	60	147	0	5	4	284
E06000050	Cheshire West and Chester	10	32	5	24	55	114	3	3	4	238
E10000006	Cumbria	13	45	5	19	74	167	2	8	6	323
E06000006	Halton	6	12	1	4	15	21	1	0	1	54
E08000011	Knowsley	7	17	2	6	9	23	0	2	1	58
E10000017	Lancashire	74	184	17	73	166	384	10	12	10	848
E08000012	Liverpool	29	102	4	16	23	71	3	1	0	218
E08000003	Manchester	26	99	4	25	33	60	2	0	0	222
E08000004	Oldham	15	31	1	5	13	26	1	1	0	78
E08000005	Rochdale	10	28	1	3	13	23	0	2	1	71
E08000006	Salford	10	30	1	8	20	26	0	1	1	86
E08000014	Sefton	9	29	3	8	10	44	1	1	1	94
E08000013	St. Helens	7	18	1	5	12	26	1	1	1	65
E08000007	Stockport	7	32	2	9	13	22	1	1	0	77
E08000008	Tameside	11	25	2	6	12	20	0	0	0	64
E08000009	Trafford	6	20	2	9	9	17	0	1	0	57
E06000007	Warrington	10	24	2	11	22	42	1	1	2	104
E08000010	Wigan	12	34	4	11	25	29	1	1	1	103
E08000015	Wirral	19	47	4	15	24	72	2	1	1	162
E12000003	Yorkshire and The Humber	227	700	54	256	613	1,323	37	51	32	3,038
E08000016	Barnsley	13	27	2	7	26	44	1	2	1	109
E08000032	Bradford	35	96	4	16	37	91	3	2	1	248
E08000033	Calderdale	10	27	3	10	24	47	1	1	1	112
E08000017	Doncaster	11	35	3	14	35	53	1	3	2	145
E06000011	East Riding of Yorkshire	9	25	3	14	51	132	1	7	3	235
E06000010	Kingston upon Hull, City of	15	47	4	28	26	18	3	1	0	124
E08000034	Kirklees	20	61	4	15	41	77	3	1	1	200
E08000035	Leeds	29	106	6	34	71	127	8	4	3	357
E06000012	North East Lincolnshire	10	25	6	17	21	46	2	2	1	116
E06000013	North Lincolnshire	6	16	2	12	26	68	1	3	2	129
E10000023	North Yorkshire	20	69	4	32	138	365	2	18	12	641
E08000018	Rotherham	11	28	2	5	18	43	1	2	1	99
E08000019	Sheffield	21	86	5	25	43	87	8	3	0	254
E08000036	Wakefield	13	36	4	14	34	79	1	2	2	167
E06000014	York	3	16	1	12	23	47	1	2	1	102

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Reported KSI casualties by region, local authority and road user type, England, 2010-14 average

		Number of casualties									
ONS Code ¹	Region/Local Authority	Pedestrian		Pedal cycle		Motor cycle	Car	Bus or coach	Van/Light goods	HGV	All ³
		Child	ages ²	Child	ages ²						
E12000004	East Midlands	123	425	49	198	569	1,187	18	56	38	2,512
E06000015	Derby	11	35	4	17	26	29	1	1	0	110
E10000007	Derbyshire	19	63	7	31	131	219	3	8	5	465
E06000016	Leicester	10	35	2	11	13	25	1	1	0	86
E10000018	Leicestershire	8	35	4	17	56	151	1	10	8	278
E10000019	Lincolnshire	14	51	7	22	89	229	2	7	8	411
E10000021	Northamptonshire	22	65	7	26	85	244	2	14	10	448
E06000018	Nottingham	14	64	4	27	40	36	4	1	0	173
E10000024	Nottinghamshire	26	77	13	45	123	241	4	14	5	516
E06000017	Rutland	0	2	0	2	6	14	0	1	0	26
E12000005	West Midlands	198	634	42	159	475	1,060	31	43	26	2,444
E08000025	Birmingham	62	202	8	30	66	156	12	6	1	476
E08000026	Coventry	19	50	2	9	20	33	1	1	1	114
E08000027	Dudley	14	46	3	9	23	42	3	1	0	124
E06000019	Herefordshire, County of	4	12	1	5	21	75	0	3	2	119
E08000028	Sandwell	17	43	2	7	20	38	3	2	1	115
E06000051	Shropshire	6	26	2	9	40	87	0	7	2	172
E08000029	Solihull	7	20	2	5	17	40	0	2	0	86
E10000028	Staffordshire	13	44	6	18	68	161	4	8	4	310
E06000021	Stoke-on-Trent	9	25	1	5	17	17	0	0	0	65
E06000020	Telford and Wrekin	3	9	1	4	15	24	0	1	0	53
E08000030	Walsall	14	33	4	7	18	31	2	1	1	94
E10000031	Warwickshire	12	48	5	26	75	204	1	6	9	372
E08000031	Wolverhampton	9	33	2	8	18	28	2	0	0	88
E10000034	Worcestershire	10	43	4	17	57	125	1	6	4	256
E12000006	East of England	125	476	54	257	734	1,509	16	60	49	3,125
E06000055	Bedford	2	13	1	9	16	38	0	1	2	78
E10000003	Cambridgeshire	9	45	7	47	88	207	2	8	11	411
E06000056	Central Bedfordshire	6	17	2	8	34	67	0	5	2	135
E10000012	Essex	34	125	13	56	204	418	4	16	11	840
E10000015	Hertfordshire	18	78	12	51	108	239	4	11	7	500
E06000032	Luton	6	22	1	4	12	19	0	0	0	58
E10000020	Norfolk	14	59	7	34	112	237	4	8	3	462
E06000031	Peterborough	9	24	1	12	25	48	1	1	1	112
E06000033	Southend-on-Sea	7	23	2	8	19	24	0	1	0	76
E10000029	Suffolk	16	57	5	24	90	167	1	7	7	356
E06000034	Thurrock	4	12	2	4	27	46	0	2	4	96

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Reported KSI casualties by region, local authority and road user type, England, 2010-14 average

		Number of casualties									
ONS Code ¹	Region/Local Authority	Pedestrian		Pedal cycle		Motor	Car	Bus or coach	Van/Light goods	HG	All ³
		Child	ages ²	Child	ages ²						
E12000007	London	231	1,217	33	421	793	987	140	40	13	3,630
E09000002	Barking and Dagenham	6	19	1	3	12	18	1	1	1	57
E09000003	Barnet	8	47	1	7	29	54	5	2	0	145
E09000004	Bexley	7	23	2	5	16	37	6	2	0	90
E09000005	Brent	9	40	1	6	22	33	4	1	1	105
E09000006	Bromley	6	32	1	8	28	62	7	2	0	141
E09000007	Camden	6	55	0	20	27	15	6	1	1	125
E09000001	City of London	1	19	0	18	8	5	1	0	0	50
E09000008	Croydon	11	42	2	9	24	56	7	2	0	141
E09000009	Ealing	9	47	2	12	29	34	6	2	0	130
E09000010	Enfield	7	33	1	4	18	47	3	1	0	108
E09000011	Greenwich	9	31	1	9	26	41	5	3	1	117
E09000012	Hackney	9	45	2	23	28	24	6	0	0	127
E09000013	Hammersmith and Fulham	6	38	1	20	32	14	4	1	0	109
E09000014	Haringey	10	40	0	7	18	24	3	1	0	93
E09000015	Harrow	4	19	0	4	10	23	1	1	0	58
E09000016	Havering	9	26	1	4	13	48	4	2	1	98
E09000017	Hillingdon	8	27	2	7	15	51	3	3	1	108
E09000018	Hounslow	8	32	2	12	23	41	4	1	1	114
E09000019	Islington	4	32	0	20	21	10	3	0	0	87
E09000020	Kensington and Chelsea	2	38	0	21	35	12	4	0	1	111
E09000021	Kingston upon Thames	3	15	1	8	15	19	3	0	0	61
E09000022	Lambeth	10	60	1	29	48	29	6	2	1	176
E09000023	Lewisham	12	44	0	11	30	32	7	1	0	125
E09000024	Merton	4	21	0	8	16	17	2	1	0	65
E09000025	Newham	11	41	1	8	14	22	2	1	0	88
E09000026	Redbridge	6	29	2	5	13	37	2	2	0	88
E09000027	Richmond upon Thames	2	18	0	13	19	21	3	0	0	74
E09000028	Southwark	8	52	2	23	35	23	7	0	0	140
E09000029	Sutton	5	18	1	5	14	28	3	1	0	70
E09000030	Tower Hamlets	7	44	1	17	37	26	3	1	0	127
E09000031	Waltham Forest	12	31	1	8	14	32	3	2	0	90
E09000032	Wandsworth	8	44	1	26	39	18	4	0	0	131
E09000033	Westminster	6	114	1	41	63	35	17	3	1	275
	London Airport (Heathrow)	0	1	0	0	1	1	0	0	0	3
E12000008	South East	189	735	66	419	1,056	1,911	39	75	51	4,317
E06000036	Bracknell Forest	1	5	1	3	8	17	0	1	0	35
E06000043	Brighton and Hove	11	56	2	25	37	31	6	1	0	157
E10000002	Buckinghamshire	8	33	3	17	59	149	10	7	4	281
E10000011	East Sussex	19	69	4	25	95	176	3	6	1	379
E10000014	Hampshire	22	82	13	69	177	280	2	14	6	636
E06000046	Isle of Wight	4	14	1	6	25	32	0	0	0	79
E10000016	Kent	35	117	8	42	164	340	3	10	14	697
E06000035	Medway	9	25	2	4	22	28	0	1	0	81
E06000042	Milton Keynes	6	17	2	8	22	49	0	3	4	103
E10000025	Oxfordshire	9	45	6	45	73	172	2	8	7	355
E06000044	Portsmouth	9	31	3	17	27	18	1	1	0	95
E06000038	Reading	4	18	1	5	11	7	1	0	0	43
E06000039	Slough	4	14	1	6	10	17	0	0	0	49
E06000045	Southampton	7	29	3	19	24	20	1	1	0	94
E10000030	Surrey	19	84	9	62	145	259	2	7	6	571
E06000037	West Berkshire	2	6	1	5	17	41	0	2	1	74
E10000032	West Sussex	16	71	5	46	113	218	6	11	5	473
E06000040	Windsor and Maidenhead	2	12	2	8	13	30	0	0	0	63
E06000041	Wokingham	2	7	1	6	14	26	0	1	0	53

RAS30044

Reported KSI casualties by region, local authority and road user type, England, 2010-14 average

		Number of casualties									
ONS Code ¹	Region/Local Authority	Pedestrian		Pedal cycle		Motor cycle	Car	Bus or coach	Van/Light goods	HGV	All ³
		Child	ages ²	Child	ages ²						
E12000009	South West	90	379	37	192	552	1,112	15	32	21	2,323
E06000022	Bath and North East Somerset	2	12	0	5	14	21	0	0	0	53
E06000028	Bournemouth	4	23	3	17	17	20	2	0	0	80
E06000023	Bristol, City of	10	48	3	28	40	35	2	1	1	156
E06000052	Cornwall	7	29	2	7	59	136	2	2	2	239
E10000008	Devon	10	39	4	18	64	159	3	3	2	291
E10000009	Dorset	8	36	4	15	66	142	1	7	3	271
E10000013	Gloucestershire	6	36	7	27	53	134	1	3	2	258
E06000053	Isles of Scilly	0	0	0	0	0	0	0	0	0	0
E06000024	North Somerset	3	13	2	6	15	29	1	1	0	65
E06000026	Plymouth	6	18	1	7	18	15	0	0	0	58
E06000029	Poole	2	11	1	9	18	19	0	0	0	58
E10000027	Somerset	9	40	5	20	73	162	1	6	4	310
E06000025	South Gloucestershire	3	14	1	7	23	35	1	1	3	84
E06000030	Swindon	4	14	2	10	20	30	0	1	0	77
E06000027	Torbay	5	14	0	2	9	10	1	0	0	36
E06000054	Wiltshire	10	33	3	15	62	164	1	6	4	287
E92000001	England	1,619	5,825	435	2,307	5,667	10,926	349	421	272	25,958

1 Boundary changes may result in revised ONS codes in later years

2 Includes cases where age was not reported

3 Includes occupants of other vehicles

Source: DfT STATS19

Telephone: 020 7944 6595

Email: roadacc.stats@dft.gsi.gov.uk

[Notes & Definitions](#)

Last updated: 29 September 2016

Next update: September 2017

The figures in this table are National Statistics

RAS30044

Reported casualties by region, local authority and road user type, England, 2010-14 average

		Number of casualties									
ONS Code ¹	Region/Local Authority	Pedestrian		Pedal cycle		Motor cycle	Car	Bus or coach	Van/Light goods	HG	All ³
		Child	ages ²	Child	ages ²						
E12000001	North East	463	1,226	185	544	636	6,722	444	258	65	9,935
E06000047	County Durham	89	218	34	72	142	1,435	56	63	18	2,010
E06000005	Darlington	21	54	12	36	26	262	26	13	3	422
E08000020	Gateshead	36	99	9	36	52	666	51	31	5	944
E06000001	Hartlepool	21	39	8	18	13	188	9	4	2	274
E06000002	Middlesbrough	34	77	10	37	29	300	16	5	3	469
E08000021	Newcastle upon Tyne	59	229	19	74	50	782	87	27	2	1,256
E08000022	North Tyneside	32	81	13	54	47	495	32	17	3	732
E06000048	Northumberland	38	107	21	61	111	1,080	36	46	18	1,471
E06000003	Redcar and Cleveland	19	51	8	22	31	244	8	7	2	366
E08000023	South Tyneside	28	66	15	38	33	252	37	11	1	439
E06000004	Stockton-on-Tees	22	54	14	40	39	358	13	11	4	523
E08000024	Sunderland	64	149	22	55	63	659	73	23	3	1,029
E12000002	North West	1,546	4,097	525	1,908	2,126	21,570	982	665	263	31,807
E06000008	Blackburn with Darwen	61	117	12	33	43	469	12	11	3	691
E06000009	Blackpool	50	134	18	59	56	394	20	9	1	677
E08000001	Bolton	92	212	19	63	78	770	44	21	6	1,203
E08000002	Bury	45	109	15	47	48	547	15	17	6	792
E06000049	Cheshire East	41	132	25	107	157	1,354	17	47	25	1,848
E06000050	Cheshire West and Chester	39	122	24	89	137	1,188	29	34	19	1,627
E10000006	Cumbria	84	236	39	126	222	1,617	39	71	41	2,369
E06000006	Halton	19	45	10	28	34	356	30	12	6	513
E08000011	Knowsley	33	65	12	27	23	436	22	13	8	596
E10000017	Lancashire	260	649	94	337	486	4,308	151	142	55	6,166
E08000012	Liverpool	119	379	25	96	83	1,649	173	35	9	2,445
E08000003	Manchester	136	481	40	233	127	1,672	116	46	6	2,698
E08000004	Oldham	78	162	15	40	43	606	34	21	2	915
E08000005	Rochdale	56	140	16	42	50	604	17	21	10	889
E08000006	Salford	55	136	17	60	62	659	22	24	9	979
E08000014	Sefton	51	124	22	76	51	691	32	19	3	1,004
E08000013	St. Helens	36	80	12	33	40	482	32	16	9	696
E08000007	Stockport	42	144	21	76	62	550	37	17	4	893
E08000008	Tameside	55	127	15	42	49	461	23	16	4	726
E08000009	Trafford	28	88	15	87	34	472	20	11	6	723
E06000007	Warrington	36	90	14	72	83	766	21	25	15	1,078
E08000010	Wigan	67	174	28	72	89	662	43	18	10	1,079
E08000015	Wirral	60	151	19	64	69	858	32	18	4	1,201
E12000003	Yorkshire and The Humber	1,050	2,840	356	1,395	1,800	15,671	903	482	237	23,470
E08000016	Barnsley	61	130	19	39	83	618	38	18	9	940
E08000032	Bradford	154	367	24	85	132	1,787	71	32	13	2,499
E08000033	Calderdale	41	109	10	33	69	621	15	16	7	875
E08000017	Doncaster	71	183	29	90	107	1,054	43	31	20	1,537
E06000011	East Riding of Yorkshire	37	92	24	83	117	867	17	39	16	1,242
E06000010	Kingston upon Hull, City of	64	175	29	169	97	492	46	15	5	1,004
E08000034	Kirklees	91	250	28	82	123	1,284	73	30	15	1,871
E08000035	Leeds	148	464	44	216	226	2,165	261	65	26	3,440
E06000012	North East Lincolnshire	36	82	30	81	68	532	25	21	7	822
E06000013	North Lincolnshire	23	60	11	49	72	602	13	23	14	838
E10000023	North Yorkshire	74	227	25	125	320	2,113	38	92	59	2,995
E08000018	Rotherham	56	129	18	42	81	897	41	26	11	1,234
E08000019	Sheffield	110	337	22	115	127	1,366	161	41	9	2,171
E08000036	Wakefield	63	154	23	64	97	916	40	23	20	1,323
E06000014	York	21	80	19	124	80	356	21	12	5	679

RAS30044

Reported casualties by region, local authority and road user type, England, 2010-14 average

		Number of casualties									
ONS Code ¹	Region/Local Authority	Pedestrian		Pedal cycle		Motor cycle	Car	Bus or coach	Van/Light goods	HG	All ³
		Child	ages ²	Child	ages ²						
E12000004	East Midlands	643	1,903	336	1,201	1,772	12,804	362	530	233	18,926
E06000015	Derby	52	152	22	101	93	600	26	14	4	995
E10000007	Derbyshire	96	284	51	163	361	2,390	59	98	42	3,424
E06000016	Leicester	82	244	30	125	81	794	44	17	5	1,314
E10000018	Leicestershire	63	194	42	149	223	1,775	23	73	46	2,490
E10000019	Lincolnshire	89	263	58	187	327	2,478	23	78	56	3,448
E10000021	Northamptonshire	81	222	39	116	199	1,584	30	75	32	2,268
E06000018	Nottingham	64	233	28	138	124	679	67	27	5	1,282
E10000024	Nottinghamshire	115	301	65	214	347	2,375	89	141	39	3,527
E06000017	Rutland	1	10	2	9	18	130	1	7	3	178
E12000005	West Midlands	1,007	2,888	362	1,244	1,809	16,136	561	567	217	23,542
E08000025	Birmingham	312	876	62	240	276	3,349	178	101	17	5,054
E08000026	Coventry	68	191	19	80	87	698	32	15	5	1,113
E08000027	Dudley	65	175	22	51	92	731	29	23	4	1,107
E06000019	Herefordshire, County of	16	56	9	44	59	586	8	37	14	809
E08000028	Sandwell	79	204	24	63	88	895	43	37	10	1,343
E06000051	Shropshire	28	106	19	62	116	819	14	52	15	1,190
E08000029	Solihull	30	85	14	42	53	497	18	15	5	719
E10000028	Staffordshire	109	309	62	192	338	2,998	58	91	59	4,085
E06000021	Stoke-on-Trent	60	169	17	55	96	727	34	15	7	1,115
E06000020	Telford and Wrekin	19	45	13	36	50	360	10	11	4	518
E08000030	Walsall	62	146	22	57	69	652	29	28	9	993
E10000031	Warwickshire	54	186	33	148	219	1,845	33	61	43	2,545
E08000031	Wolverhampton	46	140	16	62	68	607	41	15	2	937
E10000034	Worcestershire	60	199	31	113	198	1,372	33	67	22	2,015
E12000006	East of England	630	2,027	416	1,678	2,334	16,427	273	611	308	23,794
E06000055	Bedford	18	67	10	46	57	385	10	14	10	591
E10000003	Cambridgeshire	43	179	57	359	263	1,953	28	81	57	2,935
E06000056	Central Bedfordshire	27	70	14	46	93	800	6	33	19	1,072
E10000012	Essex	147	495	96	311	564	3,563	56	135	54	5,210
E10000015	Hertfordshire	113	363	68	265	425	3,554	59	140	56	4,889
E06000032	Luton	43	110	10	38	47	431	11	9	3	650
E10000020	Norfolk	79	266	55	226	369	2,172	44	69	34	3,205
E06000031	Peterborough	30	90	20	96	81	780	17	24	10	1,101
E06000033	Southend-on-Sea	34	98	20	71	66	336	16	8	1	600
E10000029	Suffolk	78	242	54	194	305	1,961	22	80	42	2,862
E06000034	Thurrock	18	46	11	27	63	493	6	18	20	678

RAS30044

Reported casualties by region, local authority and road user type, England, 2010-14 average

		Number of casualties									
ONS Code ¹	Region/Local Authority	Pedestrian		Pedal cycle		Motor cycle	Car	Bus or coach	Van/Light goods	HG	All ³
		Child	ages ²	Child	ages ²						
E12000007	London	1,189	5,438	241	3,140	4,602	13,841	1,574	485	95	29,280
E09000002	Barking and Dagenham	38	91	11	30	62	378	18	15	5	604
E09000003	Barnet	47	215	7	57	155	832	48	30	4	1,344
E09000004	Bexley	33	95	11	32	78	386	39	12	1	644
E09000005	Brent	46	196	5	61	129	468	44	16	3	918
E09000006	Bromley	35	123	8	52	119	563	46	17	2	929
E09000007	Camden	25	244	4	166	193	222	61	10	2	902
E09000001	City of London	2	103	0	105	80	51	22	6	1	369
E09000008	Croydon	58	208	11	76	153	678	66	20	2	1,208
E09000009	Ealing	44	199	7	87	164	615	61	22	3	1,155
E09000010	Enfield	43	153	8	38	89	674	46	24	6	1,033
E09000011	Greenwich	52	156	6	60	131	486	59	21	3	919
E09000012	Hackney	39	194	8	160	160	346	74	8	3	948
E09000013	Hammersmith and Fulham	24	156	6	137	192	217	32	8	1	745
E09000014	Haringey	44	188	6	65	112	389	60	13	2	830
E09000015	Harrow	28	98	6	29	48	332	16	8	1	534
E09000016	Havering	33	102	8	28	75	625	40	19	8	903
E09000017	Hillingdon	41	126	12	57	88	688	33	27	7	1,028
E09000018	Hounslow	32	117	10	80	133	569	35	19	3	959
E09000019	Islington	24	164	6	174	153	190	49	8	3	742
E09000020	Kensington and Chelsea	18	190	4	152	230	195	38	9	2	818
E09000021	Kingston upon Thames	18	69	5	54	71	206	20	7	1	430
E09000022	Lambeth	50	250	9	201	268	407	82	17	4	1,234
E09000023	Lewisham	47	186	10	102	168	418	74	13	3	968
E09000024	Merton	23	96	6	58	95	235	23	11	2	522
E09000025	Newham	59	202	9	68	89	576	57	12	5	1,014
E09000026	Redbridge	38	127	6	34	74	583	27	15	4	866
E09000027	Richmond upon Thames	18	74	6	85	109	188	21	8	1	486
E09000028	Southwark	51	226	12	208	216	361	105	16	1	1,137
E09000029	Sutton	25	82	7	42	83	330	26	10	2	576
E09000030	Tower Hamlets	37	181	5	127	194	417	37	14	3	977
E09000031	Waltham Forest	50	150	9	69	87	499	38	14	2	865
E09000032	Wandsworth	32	182	8	169	241	275	40	12	2	925
E09000033	Westminster	35	489	5	275	357	407	132	24	3	1,695
	London Airport (Heathrow)	0	7	0	2	4	34	5	0	0	53
E12000008	South East	1,052	3,380	580	2,667	3,701	24,083	696	794	362	35,892
E06000036	Bracknell Forest	8	24	7	24	31	258	1	8	3	349
E06000043	Brighton and Hove	50	233	11	136	128	535	162	20	4	1,221
E10000002	Buckinghamshire	48	155	21	94	181	1,697	26	70	28	2,258
E10000011	East Sussex	81	256	35	119	243	1,473	75	58	15	2,255
E10000014	Hampshire	118	357	101	390	570	2,992	58	120	40	4,561
E06000046	Isle of Wight	24	70	9	29	79	349	18	8	2	557
E10000016	Kent	241	675	86	315	641	4,409	79	123	76	6,369
E06000035	Medway	48	122	22	56	106	484	7	8	6	793
E06000042	Milton Keynes	23	66	19	61	92	915	16	26	22	1,199
E10000025	Oxfordshire	58	204	41	273	246	1,719	52	69	50	2,626
E06000044	Portsmouth	50	132	26	134	107	375	32	13	3	801
E06000038	Reading	22	92	12	73	57	266	28	6	1	525
E06000039	Slough	22	73	11	50	48	409	4	10	4	599
E06000045	Southampton	46	134	19	111	116	412	24	9	2	811
E10000030	Surrey	101	401	74	416	569	4,623	54	132	57	6,303
E06000037	West Berkshire	12	37	10	36	53	437	7	17	13	602
E10000032	West Sussex	78	264	55	254	333	2,009	46	75	26	3,019
E06000040	Windsor and Maidenhead	11	48	9	52	56	386	2	13	5	564
E06000041	Wokingham	12	37	13	46	46	333	4	10	5	481

RAS30044

Reported casualties by region, local authority and road user type, England, 2010-14 average

		Number of casualties									
ONS Code ¹	Region/Local Authority	Pedestrian		Pedal cycle		Motor cycle	Car	Bus or coach	Van/Light goods	HGV	All ³
		Child	ages ²	Child	ages ²						
E12000009	South West	612	2,211	318	1,487	2,215	14,258	383	363	187	21,246
E06000022	Bath and North East Somerset	19	76	6	47	72	378	14	9	5	606
E06000028	Bournemouth	21	102	21	124	90	402	19	7	4	750
E06000023	Bristol, City of	70	280	28	241	206	820	53	17	4	1,629
E06000052	Cornwall	65	256	26	86	228	1,841	41	37	22	2,531
E10000008	Devon	80	335	41	167	287	2,287	58	37	26	3,225
E10000009	Dorset	39	137	24	90	212	1,280	18	59	22	1,830
E10000013	Gloucestershire	58	191	36	167	190	1,456	19	41	20	2,101
E06000053	Isles of Scilly	0	1	0	1	0	0	0	0	0	2
E06000024	North Somerset	23	68	15	52	69	540	19	13	4	768
E06000026	Plymouth	55	174	14	68	131	591	50	3	2	1,019
E06000029	Poole	14	46	11	63	93	334	13	10	1	562
E10000027	Somerset	51	175	35	141	232	1,714	18	50	28	2,382
E06000025	South Gloucestershire	25	67	17	72	104	679	13	16	15	972
E06000030	Swindon	26	72	15	62	87	417	20	15	6	682
E06000027	Torbay	34	114	5	23	56	250	14	2	1	460
E06000054	Wiltshire	34	117	22	81	157	1,269	15	49	28	1,726
E92000001	England	8,193	26,009	3,320	15,264	20,995	141,512	6,177	4,756	1,967	217,892

1 Boundary changes may result in revised ONS codes in later years

2 Includes cases where age was not reported

3 Includes occupants of other vehicles

Source: DfT STATS19

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[Notes & Definitions](#)

Last updated: 29 September 2016

Next update: September 2017

The figures in this table are National Statistics

RAS30045

Reported casualty rate per million population by region, local authority and road user type, England, 2015

ONS Code	Region/Local Authority	Rate per million population							
		Pedestrian	Pedal cycle	Motor cycle	Car	Bus or coach	Van/Light goods	HGV	All ¹
E12000001	North East	321	239	188	1,803	142	74	12	2,794
E06000047	County Durham	271	154	190	1,591	85	73	12	2,390
E06000005	Darlington	285	285	161	1,556	190	104	9	2,600
E08000037	Gateshead	408	259	244	2,279	274	90	15	3,607
E06000001	Hartlepool	173	205	130	1,524	54	86	0	2,184
E06000002	Middlesbrough	380	337	244	2,000	57	57	7	3,082
E08000021	Newcastle upon Tyne	522	403	205	2,093	253	44	7	3,527
E08000022	North Tyneside	331	336	168	1,788	143	99	0	2,869
E06000057	Northumberland	282	190	219	2,363	92	162	38	3,378
E06000003	Redcar and Cleveland	244	170	148	1,338	52	22	0	2,003
E08000023	South Tyneside	256	202	215	1,231	249	40	0	2,193
E06000004	Stockton-on-Tees	262	293	149	1,407	72	31	21	2,243
E08000024	Sunderland	321	159	141	1,822	188	47	11	2,699
E12000002	North West	366	231	223	1,605	48	53	16	2,562
E06000008	Blackburn with Darwen	586	293	388	2,465	20	61	14	3,875
E06000009	Blackpool	724	330	279	2,164	29	43	0	3,597
E08000001	Bolton	362	131	153	1,119	21	39	14	1,857
E08000002	Bury	229	144	80	915	16	16	11	1,410
E06000049	Cheshire East	301	317	274	1,862	21	112	29	2,928
E06000050	Cheshire West and Chester	326	243	323	2,105	27	105	39	3,207
E10000006	Cumbria	365	261	301	2,295	64	82	58	3,480
E06000006	Halton	356	190	229	1,462	24	63	55	2,403
E08000011	Knowsley	340	217	149	1,841	183	75	0	2,812
E10000017	Lancashire	411	301	317	2,395	68	69	19	3,618
E08000012	Liverpool	702	343	182	1,876	115	36	0	3,270
E08000003	Manchester	371	236	149	1,024	49	17	6	1,863
E08000004	Oldham	373	143	134	1,057	13	22	0	1,759
E08000005	Rochdale	303	84	112	1,223	14	42	9	1,802
E08000006	Salford	200	126	159	1,050	16	24	16	1,600
E08000014	Sefton	391	307	164	1,418	77	44	0	2,404
E08000013	St. Helens	394	169	282	1,537	129	84	17	2,618
E08000007	Stockport	208	152	87	544	7	14	3	1,018
E08000008	Tameside	217	104	189	943	14	59	14	1,552
E08000009	Trafford	206	214	111	1,003	17	9	9	1,573
E06000007	Warrington	313	385	337	2,046	53	120	34	3,308
E08000010	Wigan	208	78	146	649	6	12	0	1,099
E08000015	Wirral	340	168	277	1,262	37	31	3	2,125
E12000003	Yorkshire and The Humber	433	323	280	2,062	94	82	22	3,317
E08000016	Barnsley	301	150	259	2,160	88	33	13	3,013
E08000032	Bradford	614	228	207	1,969	81	51	6	3,172
E08000033	Calderdale	489	211	245	1,612	19	43	24	2,673
E08000017	Doncaster	509	246	256	2,907	121	46	46	4,147
E06000011	East Riding of Yorkshire	229	306	330	2,314	45	154	15	3,433
E06000010	Kingston upon Hull, City of	533	768	367	1,954	89	97	23	3,846
E08000034	Kirklees	497	177	272	1,893	90	85	16	3,067
E08000035	Leeds	497	415	248	1,971	190	76	23	3,442
E06000012	North East Lincolnshire	476	583	357	2,018	107	56	6	3,603
E06000013	North Lincolnshire	271	271	300	2,821	24	171	53	3,928
E10000023	North Yorkshire	286	340	445	2,444	80	163	45	3,844
E08000018	Rotherham	322	192	249	2,381	46	58	15	3,271
E08000019	Sheffield	455	249	170	1,692	125	28	12	2,743
E08000036	Wakefield	437	195	267	1,864	57	84	24	2,954
E06000014	York	387	798	305	1,044	39	73	10	2,654

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Reported casualty rate per million population by region, local authority and road user type, England, 2015

ONS Code	Region/Local Authority	Rate per million population							
		Pedestrian	Pedal cycle	Motor cycle	Car	Bus or coach	Van/Light goods	HGV	All ¹
E12000004	East Midlands	346	276	285	1,945	61	90	25	3,055
E06000015	Derby	401	362	236	1,809	130	31	8	2,989
E10000007	Derbyshire	256	207	295	1,919	61	61	31	2,859
E06000016	Leicester	654	432	219	1,693	38	29	12	3,085
E10000018	Leicestershire	249	234	271	1,716	9	96	28	2,614
E10000019	Lincolnshire	358	315	352	2,780	41	124	42	4,081
E10000021	Northamptonshire	292	195	239	1,526	14	72	29	2,380
E06000018	Nottingham	706	470	323	2,098	251	78	0	3,935
E10000024	Nottinghamshire	272	246	293	1,860	82	145	16	2,940
E06000017	Rutland	184	237	394	2,103	0	131	105	3,154
E12000005	West Midlands	389	220	241	1,992	39	66	17	2,991
E08000025	Birmingham	644	250	235	2,466	63	50	6	3,742
E08000026	Coventry	385	298	232	1,650	43	29	6	2,667
E08000027	Dudley	341	104	155	1,122	28	28	0	1,789
E06000019	Herefordshire, County of	255	250	276	2,015	5	90	64	2,972
E08000028	Sandwell	473	182	178	1,794	34	34	22	2,755
E06000051	Shropshire	183	215	305	1,631	3	138	32	2,556
E08000029	Solihull	238	143	147	1,245	19	29	0	1,844
E10000028	Staffordshire	270	183	270	2,356	46	85	27	3,258
E06000021	Stoke-on-Trent	433	219	270	2,110	16	16	0	3,108
E06000020	Telford and Wrekin	210	140	158	1,215	29	29	6	1,799
E08000030	Walsall	427	185	196	1,648	51	65	22	2,597
E10000031	Warwickshire	312	307	309	2,601	32	132	34	3,774
E08000031	Wolverhampton	542	216	224	1,753	43	43	4	2,850
E10000034	Worcestershire	289	232	259	1,649	40	71	17	2,591
E12000006	East of England	283	280	291	1,844	31	94	31	2,870
E06000055	Bedford	385	463	337	1,889	60	78	6	3,242
E10000003	Cambridgeshire	173	533	266	1,723	17	68	59	2,854
E06000056	Central Bedfordshire	245	201	266	2,387	15	128	51	3,299
E10000012	Essex	285	211	322	1,717	51	109	21	2,739
E10000015	Hertfordshire	327	243	265	1,993	16	106	20	2,977
E06000032	Luton	536	252	228	1,770	19	51	5	2,869
E10000020	Norfolk	271	261	303	1,709	37	87	33	2,713
E06000031	Peterborough	268	510	258	2,773	93	103	41	4,057
E06000033	Southend-on-Sea	392	263	336	1,757	22	28	22	2,843
E10000029	Suffolk	221	251	284	1,721	1	93	36	2,626
E06000034	Thurrock	266	127	351	1,822	61	91	73	2,815

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Reported casualty rate per million population by region, local authority and road user type, England, 2015

ONS Code	Region/Local Authority	Rate per million population							
		Pedestrian	Pedal cycle	Motor cycle	Car	Bus or coach	Van/Light goods	HGV	All ¹
E12000007	London ²	621	516	628	1,462	185	61	7	3,485
E09000002	Barking and Dagenham	525	168	347	1,876	74	79	5	3,080
E09000003	Barnet	553	158	556	1,999	132	68	5	3,477
E09000004	Bexley	314	145	339	1,355	99	33	4	2,288
E09000005	Brent	546	309	728	1,488	213	62	3	3,361
E09000006	Bromley	403	326	403	1,564	157	40	9	2,903
E09000007	Camden	983	996	954	1,141	348	71	12	4,505
E09000001	City of London	13,584	15,297	6,279	5,251	2,169	342	457	43,607
E09000008	Croydon	533	274	464	1,295	145	34	8	2,762
E09000009	Ealing	577	423	717	1,530	131	87	6	3,486
E09000010	Enfield	518	155	298	2,013	131	67	18	3,200
E09000011	Greenwich	459	302	495	1,412	120	69	4	2,868
E09000012	Hackney	699	926	636	1,045	242	67	4	3,621
E09000013	Hammersmith and Fulham	752	819	1,165	920	145	33	0	3,846
E09000014	Haringey	799	454	711	1,631	363	37	4	4,002
E09000015	Harrow	388	117	235	1,360	89	28	0	2,217
E09000016	Havering	353	165	293	2,389	128	116	8	3,457
E09000017	Hillingdon	420	255	336	2,019	131	71	10	3,255
E09000018	Hounslow	491	432	707	1,901	123	63	4	3,743
E09000019	Islington	821	1,190	957	993	255	57	0	4,278
E09000020	Kensington and Chelsea	919	970	1,319	976	235	57	6	4,489
E09000021	Kingston upon Thames	288	375	426	916	161	29	6	2,201
E09000022	Lambeth	783	872	1,082	1,193	324	55	3	4,315
E09000023	Lewisham	639	431	673	1,386	209	57	10	3,407
E09000024	Merton	499	440	538	1,291	93	78	0	2,938
E09000025	Newham	718	306	430	1,695	189	51	9	3,401
E09000026	Redbridge	472	195	286	2,022	172	71	7	3,231
E09000027	Richmond upon Thames	365	652	452	724	51	41	5	2,295
E09000028	Southwark	628	910	732	745	246	26	3	3,296
E09000029	Sutton	370	165	230	974	70	45	5	1,859
E09000030	Tower Hamlets	752	752	870	1,612	163	61	7	4,224
E09000031	Waltham Forest	472	409	395	1,486	111	89	4	2,969
E09000032	Wandsworth	579	858	951	858	165	67	10	3,491
E09000033	Westminster	1,944	1,676	1,506	1,618	565	124	8	7,462
E12000008	South East	348	363	375	2,066	53	99	22	3,342
E06000036	Bracknell Forest	160	252	294	1,647	8	118	0	2,479
E06000043	Brighton and Hove	624	666	344	1,336	396	77	4	3,456
E10000002	Buckinghamshire	231	220	290	1,726	6	83	17	2,587
E10000011	East Sussex	415	261	494	2,367	90	121	29	3,792
E10000014	Hampshire	245	310	341	1,622	37	85	11	2,668
E06000046	Isle of Wight	337	244	531	1,736	57	57	22	3,027
E10000016	Kent	411	254	395	2,530	61	97	40	3,803
E06000035	Medway	481	231	333	1,949	29	40	7	3,092
E06000042	Milton Keynes	279	206	283	2,586	19	80	42	3,518
E10000025	Oxfordshire	252	508	328	1,877	52	102	34	3,166
E06000044	Portsmouth	463	888	416	1,247	43	33	9	3,131
E06000038	Reading	458	519	284	1,311	25	19	0	2,628
E06000039	Slough	521	473	309	2,793	41	130	34	4,302
E06000045	Southampton	553	513	405	1,150	32	64	16	2,737
E10000030	Surrey	380	498	493	2,754	51	162	11	4,363
E06000037	West Berkshire	179	250	256	1,705	6	135	38	2,589
E10000032	West Sussex	299	341	355	2,118	18	114	19	3,281
E06000040	Windsor and Maidenhead	298	372	339	1,821	20	95	34	2,979
E06000041	Wokingham	243	249	199	1,453	19	37	12	2,213

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Reported casualty rate per million population by region, local authority and road user type, England, 2015

ONS Code	Region/Local Authority	Rate per million population							
		Pedestrian	Pedal cycle	Motor cycle	Car	Bus or coach	Van/Light goods	HGV	All ¹
E12000009	South West	299	279	291	1,719	30	69	17	2,722
E06000022	Bath and North East Somerset	297	254	319	1,336	16	11	16	2,266
E06000028	Bournemouth	422	715	380	1,347	144	36	5	3,054
E06000023	Bristol, City of	454	559	276	1,197	49	11	7	2,571
E06000052	Cornwall	284	124	335	2,221	20	115	22	3,134
E10000008	Devon	277	234	334	2,079	23	74	19	3,058
E10000009	Dorset	271	309	371	2,054	40	105	19	3,224
E10000013	Gloucestershire	220	211	177	1,160	3	55	18	1,852
E06000053	Isles of Scilly	0	0	0	430	0	0	0	430
E06000024	North Somerset	233	272	229	1,329	33	33	0	2,143
E06000026	Plymouth	430	274	461	1,789	46	38	4	3,060
E06000029	Poole	279	405	418	1,521	66	60	0	2,763
E10000027	Somerset	268	209	204	1,883	6	53	28	2,668
E06000025	South Gloucestershire	142	237	160	1,303	4	25	18	1,901
E06000030	Swindon	272	359	262	1,653	28	120	9	2,731
E06000027	Torbay	517	210	345	1,620	112	7	7	2,827
E06000054	Wiltshire	329	220	288	2,080	14	158	31	3,133
E92000001	England ²	393	320	337	1,820	76	76	19	3,058

1 Includes occupants of other vehicles

2 Includes London (Heathrow) Airport

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[Notes & Definitions](#)

Source: DfT STATS19, ONS mid-year population estimates

Last updated: 29 September 2015

Next update: September 2016

The figures in this table are National Statistics

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Reported fatal casualties by region, local authority, urban/rural and road class, England, 2015

		Number of casualties							
ONS Code	Region/Local Authority	Urban ¹			Rural ¹			Motorway	All Roads
		A Road	Minor Road	All Urban	A Road	Minor Road	All Rural		
E12000001	North East	3	7	10	32	17	49	3	62
E06000047	County Durham	0	1	1	14	9	23	2	26
E06000005	Darlington	0	0	0	0	0	0	0	0
E08000037	Gateshead	0	2	2	1	0	1	1	4
E06000001	Hartlepool	0	0	0	1	0	1	0	1
E06000002	Middlesbrough	0	0	0	0	0	0	0	0
E08000021	Newcastle upon Tyne	1	2	3	0	1	1	0	4
E08000022	North Tyneside	0	0	0	1	0	1	0	1
E06000057	Northumberland	1	0	1	10	6	16	0	17
E06000003	Redcar and Cleveland	0	0	0	3	1	4	0	4
E08000023	South Tyneside	1	0	1	0	0	0	0	1
E06000004	Stockton-on-Tees	0	0	0	1	0	1	0	1
E08000024	Sunderland	0	2	2	1	0	1	0	3
E12000002	North West	47	45	92	50	27	77	8	177
E06000008	Blackburn with Darwen	0	0	0	0	1	1	0	1
E06000009	Blackpool	1	0	1	0	0	0	0	1
E08000001	Bolton	2	1	3	0	0	0	1	4
E08000002	Bury	0	1	1	0	0	0	1	2
E06000049	Cheshire East	1	3	4	11	2	13	1	18
E06000050	Cheshire West and Chester	2	1	3	6	3	9	0	12
E10000006	Cumbria	3	0	3	19	6	25	1	29
E06000006	Halton	2	2	4	0	0	0	0	4
E08000011	Knowsley	1	0	1	0	1	1	0	2
E10000017	Lancashire	8	4	12	8	12	20	2	34
E08000012	Liverpool	6	4	10	0	0	0	0	10
E08000003	Manchester	6	5	11	0	0	0	0	11
E08000004	Oldham	2	0	2	1	0	1	0	3
E08000005	Rochdale	1	2	3	1	1	2	0	5
E08000006	Salford	2	0	2	1	0	1	1	4
E08000014	Sefton	1	4	5	0	0	0	0	5
E08000013	St. Helens	1	0	1	0	0	0	0	1
E08000007	Stockport	1	4	5	1	0	1	0	6
E08000008	Tameside	0	2	2	0	0	0	0	2
E08000009	Trafford	1	3	4	0	0	0	0	4
E06000007	Warrington	0	2	2	1	0	1	1	4
E08000010	Wigan	3	4	7	0	1	1	0	8
E08000015	Wirral	3	3	6	1	0	1	0	7
E12000003	Yorkshire and The Humber	28	30	58	43	42	85	6	149
E08000016	Barnsley	1	0	1	1	1	2	0	3
E08000032	Bradford	4	2	6	0	1	1	0	7
E08000033	Calderdale	2	4	6	0	0	0	0	6
E08000017	Doncaster	1	5	6	4	7	11	2	19
E06000011	East Riding of Yorkshire	0	1	1	5	7	12	0	13
E06000010	Kingston upon Hull, City of	1	0	1	0	0	0	0	1
E08000034	Kirklees	4	1	5	1	1	2	0	7
E08000035	Leeds	6	2	8	7	1	8	0	16
E06000012	North East Lincolnshire	0	1	1	0	0	0	0	1
E06000013	North Lincolnshire	0	1	1	2	0	2	1	4
E10000023	North Yorkshire	1	2	3	8	19	27	1	31
E08000018	Rotherham	2	0	2	6	2	8	2	12
E08000019	Sheffield	4	8	12	3	0	3	0	15
E08000036	Wakefield	2	3	5	6	1	7	0	12
E06000014	York	0	0	0	0	2	2	0	2

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Reported fatal casualties by region, local authority, urban/rural and road class, England, 2015

		Number of casualties							
ONS Code	Region/Local Authority	Urban ¹			Rural ¹			Motorway	All Roads
		A Road	Minor Road	All Urban	A Road	Minor Road	All Rural		
E12000004	East Midlands	17	27	44	81	41	122	8	174
E06000015	Derby	0	1	1	1	0	1	0	2
E10000007	Derbyshire	1	6	7	11	5	16	0	23
E06000016	Leicester	4	5	9	3	0	3	0	12
E10000018	Leicestershire	0	5	5	8	13	21	5	31
E10000019	Lincolnshire	4	1	5	24	10	34	0	39
E10000021	Northamptonshire	6	3	9	16	5	21	2	32
E06000018	Nottingham	1	3	4	0	0	0	0	4
E10000024	Nottinghamshire	1	3	4	13	5	18	1	23
E06000017	Rutland	0	0	0	5	3	8	0	8
E12000005	West Midlands	38	34	72	53	26	79	12	163
E08000025	Birmingham	9	15	24	0	1	1	2	27
E08000026	Coventry	2	3	5	0	1	1	0	6
E08000027	Dudley	6	2	8	0	0	0	0	8
E06000019	Herefordshire, County of	0	1	1	4	2	6	0	7
E08000028	Sandwell	4	3	7	0	1	1	0	8
E06000051	Shropshire	1	0	1	10	2	12	0	13
E08000029	Solihull	0	2	2	1	0	1	0	3
E10000028	Staffordshire	5	2	7	17	5	22	3	32
E06000021	Stoke-on-Trent	2	1	3	0	0	0	0	3
E06000020	Telford and Wrekin	0	1	1	0	0	0	0	1
E08000030	Walsall	1	0	1	0	0	0	0	1
E10000031	Warwickshire	3	0	3	16	8	24	5	32
E08000031	Wolverhampton	3	1	4	0	0	0	0	4
E10000034	Worcestershire	2	3	5	5	6	11	2	18
E12000006	East of England	23	25	48	76	56	132	14	194
E06000055	Bedford	0	1	1	4	0	4	0	5
E10000003	Cambridgeshire	2	1	3	15	9	24	3	30
E06000056	Central Bedfordshire	1	1	2	2	11	13	4	19
E10000012	Essex	5	8	13	13	9	22	2	37
E10000015	Hertfordshire	3	7	10	5	5	10	4	24
E06000032	Luton	2	0	2	0	0	0	0	2
E10000020	Norfolk	2	1	3	19	11	30	0	33
E06000031	Peterborough	2	0	2	2	0	2	0	4
E06000033	Southend-on-Sea	1	1	2	0	0	0	0	2
E10000029	Suffolk	5	1	6	16	11	27	0	33
E06000034	Thurrock	0	4	4	0	0	0	1	5

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Reported fatal casualties by region, local authority, urban/rural and road class, England, 2015

		Number of casualties							
ONS Code	Region/Local Authority	Urban ¹			Rural ¹			Motorway	All Roads
		A Road	Minor Road	All Urban	A Road	Minor Road	All Rural		
E12000007	London	86	39	125	5	4	9	2	136
E09000002	Barking and Dagenham	2	1	3	0	0	0	0	3
E09000003	Barnet	5	2	7	1	0	1	1	9
E09000004	Bexley	0	0	0	1	0	1	0	1
E09000005	Brent	3	4	7	0	0	0	0	7
E09000006	Bromley	4	2	6	0	1	1	0	7
E09000007	Camden	2	0	2	0	0	0	0	2
E09000001	City of London	0	1	1	0	0	0	0	1
E09000008	Croydon	1	1	2	0	1	1	0	3
E09000009	Ealing	1	3	4	0	0	0	0	4
E09000010	Enfield	3	1	4	1	0	1	0	5
E09000011	Greenwich	1	4	5	0	0	0	0	5
E09000012	Hackney	6	1	7	0	0	0	0	7
E09000013	Hammersmith and Fulham	1	1	2	0	0	0	0	2
E09000014	Haringey	1	0	1	0	0	0	0	1
E09000015	Harrow	1	3	4	0	0	0	0	4
E09000016	Havering	6	1	7	1	0	1	0	8
E09000017	Hillingdon	2	1	3	1	1	2	1	6
E09000018	Hounslow	8	1	9	0	0	0	0	9
E09000019	Islington	2	0	2	0	0	0	0	2
E09000020	Kensington and Chelsea	3	1	4	0	0	0	0	4
E09000021	Kingston upon Thames	2	1	3	0	0	0	0	3
E09000022	Lambeth	7	0	7	0	0	0	0	7
E09000023	Lewisham	0	2	2	0	0	0	0	2
E09000024	Merton	1	1	2	0	0	0	0	2
E09000025	Newham	2	0	2	0	0	0	0	2
E09000026	Redbridge	4	0	4	0	1	1	0	5
E09000027	Richmond upon Thames	0	0	0	0	0	0	0	0
E09000028	Southwark	5	2	7	0	0	0	0	7
E09000029	Sutton	3	1	4	0	0	0	0	4
E09000030	Tower Hamlets	2	1	3	0	0	0	0	3
E09000031	Waltham Forest	1	0	1	0	0	0	0	1
E09000032	Wandsworth	4	2	6	0	0	0	0	6
E09000033	Westminster	3	1	4	0	0	0	0	4
	London Airport (Heathrow)	0	0	0	0	0	0	0	0
E12000008	South East	27	28	55	97	53	150	30	235
E06000036	Bracknell Forest	2	0	2	2	0	2	0	4
E06000043	Brighton and Hove	0	0	0	0	1	1	0	1
E10000002	Buckinghamshire	0	2	2	12	3	15	4	21
E10000011	East Sussex	3	6	9	8	5	13	0	22
E10000014	Hampshire	3	4	7	13	9	22	4	33
E06000046	Isle of Wight	0	0	0	3	2	5	0	5
E10000016	Kent	5	6	11	20	16	36	7	54
E06000035	Medway	0	1	1	0	0	0	0	1
E06000042	Milton Keynes	0	0	0	2	1	3	3	6
E10000025	Oxfordshire	1	0	1	15	4	19	6	26
E06000044	Portsmouth	0	0	0	0	1	1	0	1
E06000038	Reading	0	0	0	0	0	0	1	1
E06000039	Slough	2	1	3	0	0	0	0	3
E06000045	Southampton	0	2	2	1	0	1	0	3
E10000030	Surrey	8	4	12	8	5	13	3	28
E06000037	West Berkshire	0	0	0	2	0	2	1	3
E10000032	West Sussex	2	2	4	10	5	15	0	19
E06000040	Windsor and Maidenhead	0	0	0	1	1	2	1	3
E06000041	Wokingham	1	0	1	0	0	0	0	1

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Reported fatal casualties by region, local authority, urban/rural and road class, England, 2015

		Number of casualties							
ONS Code	Region/Local Authority	Urban ¹			Rural ¹			Motorway	All Roads
		A Road	Minor Road	All Urban	A Road	Minor Road	All Rural		
E12000009	South West	17	20	37	92	35	127	9	173
E06000022	Bath and North East Somerset	1	4	5	5	2	7	0	12
E06000028	Bournemouth	2	0	2	0	0	0	0	2
E06000023	Bristol, City of	2	3	5	0	1	1	1	7
E06000052	Cornwall	0	0	0	5	4	9	0	9
E10000008	Devon	2	3	5	13	6	19	1	25
E10000009	Dorset	3	1	4	12	6	18	0	22
E10000013	Gloucestershire	4	2	6	15	4	19	1	26
E06000053	Isles of Scilly	0	0	0	0	0	0	0	0
E06000024	North Somerset	0	2	2	2	0	2	0	4
E06000026	Plymouth	0	1	1	1	0	1	0	2
E06000029	Poole	2	1	3	1	0	1	0	4
E10000027	Somerset	1	1	2	13	5	18	2	22
E06000025	South Gloucestershire	0	0	0	3	1	4	1	5
E06000030	Swindon	0	1	1	3	1	4	1	6
E06000027	Torbay	0	0	0	0	0	0	0	0
E06000054	Wiltshire	0	1	1	19	5	24	2	27
E92000001	England	286	255	541	529	301	830	92	1,463

¹ Excludes motorways

Telephone: 020 7944 6595

Source: DfT STATS19

Email: roadacc.stats@dft.gsi.gov.uk

Last updated: 29 September 2016

[Notes & Definitions](#)

Next update: September 2017

The figures in this table are National Statistics

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Reported KSI casualties by region, local authority, urban/rural and road class, England, 2015

Number of casualties

ONS Code	Region/Local Authority	Urban ¹			Rural ¹			Motorway	All Roads
		A Road	Minor Road	All Urban	A Road	Minor Road	All Rural		
E12000001	North East	155	335	490	242	182	424	8	922
E06000047	County Durham	10	36	46	79	84	163	2	211
E06000005	Darlington	2	18	20	7	4	11	1	32
E08000037	Gateshead	22	32	54	5	4	9	1	64
E06000001	Hartlepool	3	19	22	15	1	16	0	38
E06000002	Middlesbrough	13	35	48	3	2	5	0	53
E08000021	Newcastle upon Tyne	30	62	92	1	7	8	4	104
E08000022	North Tyneside	22	15	37	13	3	16	0	53
E06000057	Northumberland	13	20	33	65	55	120	0	153
E06000003	Redcar and Cleveland	3	15	18	21	11	32	0	50
E08000023	South Tyneside	11	11	22	3	2	5	0	27
E06000004	Stockton-on-Tees	13	33	46	16	4	20	0	66
E08000024	Sunderland	13	39	52	14	5	19	0	71
E12000002	North West	718	1,101	1,819	464	362	826	131	2,776
E06000008	Blackburn with Darwen	24	41	65	1	9	10	3	78
E06000009	Blackpool	24	29	53	5	1	6	0	59
E08000001	Bolton	35	35	70	7	0	7	4	81
E08000002	Bury	11	13	24	2	0	2	8	34
E06000049	Cheshire East	23	50	73	71	31	102	14	189
E06000050	Cheshire West and Chester	28	29	57	67	34	101	12	170
E10000006	Cumbria	16	30	46	112	62	174	11	231
E06000006	Halton	7	14	21	7	0	7	4	32
E08000011	Knowsley	11	21	32	7	5	12	3	47
E10000017	Lancashire	116	249	365	126	161	287	38	690
E08000012	Liverpool	91	136	227	2	2	4	0	231
E08000003	Manchester	58	74	132	0	1	1	1	134
E08000004	Oldham	34	28	62	5	1	6	0	68
E08000005	Rochdale	21	22	43	3	6	9	4	56
E08000006	Salford	18	20	38	5	2	7	5	50
E08000014	Sefton	34	73	107	5	8	13	1	121
E08000013	St. Helens	15	16	31	6	9	15	1	47
E08000007	Stockport	17	32	49	4	0	4	0	53
E08000008	Tameside	25	19	44	1	0	1	4	49
E08000009	Trafford	15	35	50	1	3	4	1	55
E06000007	Warrington	26	28	54	11	13	24	11	89
E08000010	Wigan	31	29	60	4	8	12	1	73
E08000015	Wirral	38	78	116	12	6	18	5	139
E12000003	Yorkshire and The Humber	455	803	1,258	448	463	911	77	2,246
E08000016	Barnsley	15	28	43	14	10	24	1	68
E08000032	Bradford	67	98	165	5	17	22	1	188
E08000033	Calderdale	31	31	62	18	12	30	0	92
E08000017	Doncaster	14	39	53	17	29	46	7	106
E06000011	East Riding of Yorkshire	11	29	40	45	76	121	5	166
E06000010	Kingston upon Hull, City of	33	70	103	1	1	2	0	105
E08000034	Kirklees	47	67	114	18	15	33	12	159
E08000035	Leeds	88	179	267	35	18	53	18	338
E06000012	North East Lincolnshire	13	29	42	8	9	17	0	59
E06000013	North Lincolnshire	3	28	31	34	25	59	2	92
E10000023	North Yorkshire	31	28	59	168	182	350	20	429
E08000018	Rotherham	24	21	45	16	18	34	6	85
E08000019	Sheffield	35	83	118	21	2	23	1	142
E08000036	Wakefield	22	55	77	24	38	62	4	143
E06000014	York	21	18	39	24	11	35	0	74

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Reported KSI casualties by region, local authority, urban/rural and road class, England, 2015

Number of casualties

ONS Code	Region/Local Authority	Urban ¹			Rural ¹			Motorway	All Roads
		A Road	Minor Road	All Urban	A Road	Minor Road	All Rural		
E12000004	East Midlands	341	453	794	566	480	1,046	51	1,891
E06000015	Derby	33	31	64	8	3	11	0	75
E10000007	Derbyshire	37	59	96	117	105	222	6	324
E06000016	Leicester	44	52	96	6	4	10	0	106
E10000018	Leicestershire	17	46	63	58	99	157	22	242
E10000019	Lincolnshire	26	38	64	145	110	255	0	319
E10000021	Northamptonshire	72	53	125	117	72	189	21	335
E06000018	Nottingham	68	69	137	2	0	2	0	139
E10000024	Nottinghamshire	44	104	148	96	74	170	2	320
E06000017	Rutland	0	1	1	17	13	30	0	31
E12000005	West Midlands	475	830	1,305	386	336	722	67	2,094
E08000025	Birmingham	140	283	423	1	9	10	11	444
E08000026	Coventry	22	84	106	5	4	9	0	115
E08000027	Dudley	38	46	84	4	1	5	1	90
E06000019	Herefordshire, County of	9	12	21	59	19	78	0	99
E08000028	Sandwell	52	56	108	3	4	7	1	116
E06000051	Shropshire	11	17	28	62	52	114	0	142
E08000029	Solihull	3	29	32	8	2	10	4	46
E10000028	Staffordshire	53	60	113	75	60	135	14	262
E06000021	Stoke-on-Trent	18	26	44	0	1	1	0	45
E06000020	Telford and Wrekin	0	22	22	8	10	18	1	41
E08000030	Walsall	38	42	80	0	2	2	4	86
E10000031	Warwickshire	31	54	85	103	109	212	23	320
E08000031	Wolverhampton	37	40	77	0	0	0	0	77
E10000034	Worcestershire	23	59	82	58	63	121	8	211
E12000006	East of England	335	654	989	595	704	1,299	97	2,385
E06000055	Bedford	13	19	32	19	10	29	0	61
E10000003	Cambridgeshire	33	50	83	101	91	192	11	286
E06000056	Central Bedfordshire	12	16	28	34	60	94	18	140
E10000012	Essex	70	203	273	128	206	334	26	633
E10000015	Hertfordshire	67	132	199	74	91	165	40	404
E06000032	Luton	18	38	56	0	2	2	0	58
E10000020	Norfolk	51	75	126	128	131	259	0	385
E06000031	Peterborough	10	24	34	21	11	32	0	66
E06000033	Southend-on-Sea	22	44	66	1	5	6	0	72
E10000029	Suffolk	33	32	65	69	73	142	0	207
E06000034	Thurrock	6	21	27	20	24	44	2	73

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Reported KSI casualties by region, local authority, urban/rural and road class, England, 2015

Number of casualties

ONS Code	Region/Local Authority	Urban ¹			Rural ¹			Motorway	All Roads
		A Road	Minor Road	All Urban	A Road	Minor Road	All Rural		
E12000007	London	1,299	715	2,014	48	22	70	10	2,094
E09000002	Barking and Dagenham	12	18	30	0	0	0	0	30
E09000003	Barnet	57	30	87	2	0	2	3	92
E09000004	Bexley	12	15	27	1	2	3	0	30
E09000005	Brent	56	25	81	0	0	0	0	81
E09000006	Bromley	34	36	70	3	4	7	0	77
E09000007	Camden	47	29	76	0	0	0	0	76
E09000001	City of London	22	20	42	1	0	1	0	43
E09000008	Croydon	39	24	63	0	2	2	0	65
E09000009	Ealing	43	20	63	0	0	0	0	63
E09000010	Enfield	43	18	61	6	1	7	2	70
E09000011	Greenwich	33	21	54	0	0	0	0	54
E09000012	Hackney	58	24	82	0	0	0	0	82
E09000013	Hammersmith and Fulham	44	18	62	0	0	0	0	62
E09000014	Haringey	43	18	61	1	0	1	0	62
E09000015	Harrow	16	30	46	0	0	0	0	46
E09000016	Havering	29	28	57	6	3	9	1	67
E09000017	Hillingdon	26	33	59	2	4	6	1	66
E09000018	Hounslow	49	15	64	1	0	1	2	67
E09000019	Islington	65	24	89	0	0	0	0	89
E09000020	Kensington and Chelsea	29	22	51	1	0	1	0	52
E09000021	Kingston upon Thames	17	11	28	1	0	1	0	29
E09000022	Lambeth	79	20	99	0	0	0	0	99
E09000023	Lewisham	32	21	53	0	0	0	0	53
E09000024	Merton	20	16	36	0	0	0	0	36
E09000025	Newham	49	14	63	8	1	9	0	72
E09000026	Redbridge	24	23	47	6	1	7	1	55
E09000027	Richmond upon Thames	23	10	33	1	4	5	0	38
E09000028	Southwark	72	17	89	0	0	0	0	89
E09000029	Sutton	12	10	22	0	0	0	0	22
E09000030	Tower Hamlets	47	21	68	0	0	0	0	68
E09000031	Waltham Forest	25	20	45	3	0	3	0	48
E09000032	Wandsworth	59	13	72	2	0	2	0	74
E09000033	Westminster	83	49	132	3	0	3	0	135
	London Airport (Heathrow)	0	2	2	0	0	0	0	2
E12000008	South East	784	1,308	2,092	1,080	944	2,024	257	4,373
E06000036	Bracknell Forest	9	11	20	10	4	14	2	36
E06000043	Brighton and Hove	54	79	133	13	6	19	0	152
E10000002	Buckinghamshire	36	57	93	72	66	138	26	257
E10000011	East Sussex	49	86	135	129	87	216	0	351
E10000014	Hampshire	90	221	311	175	190	365	46	722
E06000046	Isle of Wight	15	14	29	21	33	54	0	83
E10000016	Kent	103	136	239	188	148	336	57	632
E06000035	Medway	28	35	63	5	6	11	1	75
E06000042	Milton Keynes	1	42	43	18	21	39	7	89
E10000025	Oxfordshire	47	70	117	120	94	214	30	361
E06000044	Portsmouth	44	50	94	6	5	11	5	110
E06000038	Reading	8	23	31	0	1	1	3	35
E06000039	Slough	21	16	37	4	1	5	6	48
E06000045	Southampton	47	74	121	4	0	4	0	125
E10000030	Surrey	145	222	367	122	137	259	53	679
E06000037	West Berkshire	7	10	17	11	21	32	7	56
E10000032	West Sussex	66	128	194	156	105	261	4	459
E06000040	Windsor and Maidenhead	7	20	27	12	12	24	9	60
E06000041	Wokingham	7	14	21	14	7	21	1	43

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Reported KSI casualties by region, local authority, urban/rural and road class, England, 2015

		Number of casualties							
ONS Code	Region/Local Authority	Urban ¹			Rural ¹			Motorway	All Roads
		A Road	Minor Road	All Urban	A Road	Minor Road	All Rural		
E12000009	South West	274	543	817	771	516	1,287	44	2,148
E06000022	Bath and North East Somerset	11	21	32	18	11	29	0	61
E06000028	Bournemouth	21	49	70	1	1	2	0	72
E06000023	Bristol, City of	48	61	109	6	7	13	2	124
E06000052	Cornwall	15	32	47	95	86	181	0	228
E10000008	Devon	27	52	79	163	90	253	4	336
E10000009	Dorset	18	51	69	119	91	210	0	279
E10000013	Gloucestershire	36	51	87	103	56	159	7	253
E06000053	Isles of Scilly	0	0	0	0	0	0	0	0
E06000024	North Somerset	4	19	23	12	13	25	1	49
E06000026	Plymouth	12	57	69	6	3	9	0	78
E06000029	Poole	14	35	49	13	2	15	0	64
E10000027	Somerset	23	22	45	97	65	162	3	210
E06000025	South Gloucestershire	5	9	14	13	11	24	12	50
E06000030	Swindon	11	39	50	7	12	19	5	74
E06000027	Torbay	5	21	26	6	5	11	0	37
E06000054	Wiltshire	24	24	48	112	63	175	10	233
E92000001	England	4,836	6,742	11,578	4,600	4,009	8,609	742	20,929

¹ Excludes motorways

Telephone: 020 7944 6595

Source: DfT STATS19

Email: roadacc.stats@dft.gsi.gov.uk

Last updated: 29 September 2016

[Notes & Definitions](#)

Next update: September 2017

The figures in this table are National Statistics

RAS30046

Reported casualties by region, local authority, urban/rural and road class, England, 2015

		Number of casualties							
ONS Code	Region/Local Authority	Urban ¹			Rural ¹			Motorway	All Roads
		A Road	Minor Road	All Urban	A Road	Minor Road	All Rural		
E12000001	North East	1,683	2,718	4,401	1,773	1,071	2,844	89	7,334
E06000047	County Durham	83	307	390	426	405	831	21	1,242
E06000005	Darlington	51	140	191	44	26	70	13	274
E08000037	Gateshead	165	362	527	116	73	189	9	725
E06000001	Hartlepool	46	102	148	44	10	54	0	202
E06000002	Middlesbrough	124	215	339	65	26	91	0	430
E08000021	Newcastle upon Tyne	439	463	902	57	33	90	41	1,033
E08000022	North Tyneside	216	187	403	145	33	178	0	581
E06000057	Northumberland	80	195	275	494	296	790	0	1,065
E06000003	Redcar and Cleveland	39	90	129	88	54	142	0	271
E08000023	South Tyneside	118	128	246	58	22	80	0	326
E06000004	Stockton-on-Tees	102	197	299	107	31	138	0	437
E08000024	Sunderland	220	332	552	129	62	191	5	748
E12000002	North West	4,989	7,250	12,239	2,776	1,948	4,724	1,417	18,380
E06000008	Blackburn with Darwen	195	270	465	17	59	76	28	569
E06000009	Blackpool	132	331	463	28	10	38	1	502
E08000001	Bolton	251	222	473	18	7	25	25	523
E08000002	Bury	94	96	190	13	2	15	60	265
E06000049	Cheshire East	173	240	413	361	146	507	179	1,099
E06000050	Cheshire West and Chester	182	225	407	367	178	545	119	1,071
E10000006	Cumbria	163	323	486	711	443	1,154	93	1,733
E06000006	Halton	50	179	229	40	15	55	20	304
E08000011	Knowsley	78	182	260	75	39	114	40	414
E10000017	Lancashire	839	1,597	2,436	757	722	1,479	396	4,311
E08000012	Liverpool	579	957	1,536	11	18	29	0	1,565
E08000003	Manchester	474	485	959	6	1	7	22	988
E08000004	Oldham	181	199	380	21	5	26	0	406
E08000005	Rochdale	175	136	311	17	20	37	38	386
E08000006	Salford	181	96	277	9	5	14	102	393
E08000014	Sefton	211	331	542	52	43	95	21	658
E08000013	St. Helens	112	214	326	73	54	127	12	465
E08000007	Stockport	87	160	247	16	6	22	25	294
E08000008	Tameside	161	146	307	6	1	7	30	344
E08000009	Trafford	136	178	314	4	17	21	32	367
E06000007	Warrington	192	179	371	95	85	180	136	687
E08000010	Wigan	163	126	289	33	29	62	3	354
E08000015	Wirral	180	378	558	46	43	89	35	682
E12000003	Yorkshire and The Humber	4,453	6,804	11,257	3,010	2,533	5,543	1,083	17,883
E08000016	Barnsley	179	237	416	163	82	245	60	721
E08000032	Bradford	590	890	1,480	66	117	183	22	1,685
E08000033	Calderdale	175	203	378	85	57	142	37	557
E08000017	Doncaster	258	436	694	201	191	392	178	1,264
E06000011	East Riding of Yorkshire	86	195	281	384	435	819	56	1,156
E06000010	Kingston upon Hull, City of	357	613	970	14	12	26	0	996
E08000034	Kirklees	456	572	1,028	100	113	213	91	1,332
E08000035	Leeds	731	1,367	2,098	201	118	319	247	2,664
E06000012	North East Lincolnshire	193	276	469	64	42	106	0	575
E06000013	North Lincolnshire	50	194	244	200	181	381	42	667
E10000023	North Yorkshire	217	250	467	1,001	734	1,735	113	2,315
E08000018	Rotherham	244	237	481	124	153	277	95	853
E08000019	Sheffield	542	822	1,364	104	52	156	43	1,563
E08000036	Wakefield	239	302	541	159	187	346	99	986
E06000014	York	136	210	346	144	59	203	0	549

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Reported casualties by region, local authority, urban/rural and road class, England, 2015

		Number of casualties							
ONS Code	Region/Local Authority	Urban ¹			Rural ¹			Motorway	All Roads
		A Road	Minor Road	All Urban	A Road	Minor Road	All Rural		
E12000004	East Midlands	2,896	4,409	7,305	3,640	2,963	6,603	382	14,290
E06000015	Derby	326	347	673	65	22	87	0	760
E10000007	Derbyshire	282	557	839	691	579	1,270	128	2,237
E06000016	Leicester	441	553	994	40	23	63	0	1,057
E10000018	Leicestershire	177	474	651	410	556	966	148	1,765
E10000019	Lincolnshire	306	640	946	1,152	908	2,060	0	3,006
E10000021	Northamptonshire	408	413	821	506	324	830	70	1,721
E06000018	Nottingham	596	623	1,219	27	9	36	0	1,255
E10000024	Nottinghamshire	360	796	1,156	688	489	1,177	36	2,369
E06000017	Rutland	0	6	6	61	53	114	0	120
E12000005	West Midlands	4,259	7,190	11,449	2,623	2,130	4,753	999	17,201
E08000025	Birmingham	1,419	2,552	3,971	26	35	61	127	4,159
E08000026	Coventry	159	682	841	49	28	77	3	921
E08000027	Dudley	225	323	548	7	5	12	6	566
E06000019	Herefordshire, County of	78	92	170	254	132	386	3	559
E08000028	Sandwell	365	439	804	13	13	26	50	880
E06000051	Shropshire	51	107	158	372	257	629	9	796
E08000029	Solihull	47	197	244	42	51	93	51	388
E10000028	Staffordshire	573	676	1,249	793	554	1,347	214	2,810
E06000021	Stoke-on-Trent	333	384	717	40	25	65	0	782
E06000020	Telford and Wrekin	13	141	154	69	80	149	5	308
E08000030	Walsall	214	372	586	20	12	32	99	717
E10000031	Warwickshire	201	428	629	578	578	1,156	306	2,091
E08000031	Wolverhampton	343	366	709	1	15	16	0	725
E10000034	Worcestershire	238	431	669	359	345	704	126	1,499
E12000006	East of England	2,955	5,126	8,081	4,368	4,043	8,411	948	17,440
E06000055	Bedford	166	156	322	134	83	217	0	539
E10000003	Cambridgeshire	243	363	606	630	558	1,188	53	1,847
E06000056	Central Bedfordshire	75	129	204	247	285	532	168	904
E10000012	Essex	532	1,301	1,833	899	1,029	1,928	192	3,953
E10000015	Hertfordshire	622	1,126	1,748	695	533	1,228	496	3,472
E06000032	Luton	193	385	578	4	16	20	18	616
E10000020	Norfolk	398	489	887	780	734	1,514	0	2,401
E06000031	Peterborough	146	351	497	209	81	290	0	787
E06000033	Southend-on-Sea	188	290	478	10	20	30	0	508
E10000029	Suffolk	345	393	738	600	610	1,210	0	1,948
E06000034	Thurrock	47	143	190	160	94	254	21	465

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Reported casualties by region, local authority, urban/rural and road class, England, 2015

		Number of casualties							
ONS Code	Region/Local Authority	Urban ¹			Rural ¹			Motorway	All Roads
		A Road	Minor Road	All Urban	A Road	Minor Road	All Rural		
E12000007	London	18,847	10,282	29,129	591	243	834	268	30,231
E09000002	Barking and Dagenham	371	243	614	2	6	8	0	622
E09000003	Barnet	793	456	1,249	27	10	37	34	1,320
E09000004	Bexley	314	210	524	21	9	30	0	554
E09000005	Brent	694	395	1,089	0	0	0	0	1,089
E09000006	Bromley	490	384	874	36	33	69	0	943
E09000007	Camden	703	383	1,086	0	0	0	0	1,086
E09000001	City of London	217	158	375	7	0	7	0	382
E09000008	Croydon	590	443	1,033	7	7	14	0	1,047
E09000009	Ealing	686	510	1,196	0	0	0	0	1,196
E09000010	Enfield	614	319	933	36	14	50	68	1,051
E09000011	Greenwich	538	229	767	19	2	21	0	788
E09000012	Hackney	677	285	962	8	4	12	0	974
E09000013	Hammersmith and Fulham	501	187	688	2	0	2	0	690
E09000014	Haringey	724	361	1,085	7	0	7	0	1,092
E09000015	Harrow	258	286	544	2	2	4	0	548
E09000016	Havering	317	379	696	61	61	122	43	861
E09000017	Hillingdon	441	394	835	17	25	42	92	969
E09000018	Hounslow	679	274	953	20	8	28	25	1,006
E09000019	Islington	746	228	974	0	0	0	0	974
E09000020	Kensington and Chelsea	431	256	687	21	0	21	0	708
E09000021	Kingston upon Thames	233	137	370	10	2	12	0	382
E09000022	Lambeth	1,104	293	1,397	3	0	3	0	1,400
E09000023	Lewisham	670	343	1,013	0	0	0	0	1,013
E09000024	Merton	374	227	601	0	0	0	0	601
E09000025	Newham	712	343	1,055	68	9	77	0	1,132
E09000026	Redbridge	471	362	833	97	23	120	6	959
E09000027	Richmond upon Thames	278	128	406	22	19	41	0	447
E09000028	Southwark	795	223	1,018	0	0	0	0	1,018
E09000029	Sutton	157	215	372	0	0	0	0	372
E09000030	Tower Hamlets	861	385	1,246	1	0	1	0	1,247
E09000031	Waltham Forest	456	289	745	58	2	60	0	805
E09000032	Wandsworth	793	289	1,082	13	3	16	0	1,098
E09000033	Westminster	1,159	623	1,782	26	0	26	0	1,808
	London Airport (Heathrow)	0	45	45	0	4	4	0	49
E12000008	South East	6,217	9,016	15,233	6,813	5,374	12,187	2,484	29,904
E06000036	Bracknell Forest	62	112	174	58	59	117	4	295
E06000043	Brighton and Hove	319	515	834	102	50	152	0	986
E10000002	Buckinghamshire	221	300	521	353	341	694	152	1,367
E10000011	East Sussex	417	537	954	663	446	1,109	0	2,063
E10000014	Hampshire	523	1,107	1,630	877	753	1,630	350	3,610
E06000046	Isle of Wight	73	99	172	99	151	250	0	422
E10000016	Kent	1,122	1,395	2,517	1,539	1,158	2,697	585	5,799
E06000035	Medway	275	378	653	89	74	163	39	855
E06000042	Milton Keynes	43	421	464	157	217	374	83	921
E10000025	Oxfordshire	324	469	793	718	482	1,200	153	2,146
E06000044	Portsmouth	270	295	565	46	18	64	34	663
E06000038	Reading	174	226	400	11	7	18	7	425
E06000039	Slough	208	252	460	10	23	33	134	627
E06000045	Southampton	288	356	644	16	7	23	16	683
E10000030	Surrey	1,149	1,444	2,593	995	808	1,803	703	5,099
E06000037	West Berkshire	54	65	119	99	126	225	60	404
E10000032	West Sussex	524	842	1,366	814	516	1,330	48	2,744
E06000040	Windsor and Maidenhead	80	109	189	97	74	171	80	440
E06000041	Wokingham	91	94	185	70	64	134	36	355

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Reported casualties by region, local authority, urban/rural and road class, England, 2015

		Number of casualties							
ONS Code	Region/Local Authority	Urban ¹			Rural ¹			Motorway	All Roads
		A Road	Minor Road	All Urban	A Road	Minor Road	All Rural		
E1200009	South West	2,191	4,556	6,747	4,354	3,313	7,667	480	14,894
E0600022	Bath and North East Somerset	83	142	225	119	75	194	0	419
E0600028	Bournemouth	209	367	576	7	11	18	0	594
E0600023	Bristol, City of	404	666	1,070	30	30	60	25	1,155
E0600052	Cornwall	120	252	372	738	612	1,350	0	1,722
E1000008	Devon	208	430	638	933	745	1,678	48	2,364
E1000009	Dorset	95	294	389	530	437	967	0	1,356
E1000013	Gloucestershire	186	278	464	393	228	621	58	1,143
E0600053	Isles of Scilly	0	0	0	0	1	1	0	1
E0600024	North Somerset	49	159	208	99	93	192	50	450
E0600026	Plymouth	150	556	706	47	51	98	0	804
E0600029	Poole	112	253	365	38	13	51	0	416
E1000027	Somerset	160	251	411	554	417	971	73	1,455
E0600025	South Gloucestershire	80	155	235	89	85	174	113	522
E0600030	Swindon	103	281	384	83	89	172	37	593
E0600027	Torbay	58	259	317	42	18	60	0	377
E0600054	Wiltshire	174	213	387	652	408	1,060	76	1,523
E9200001	England	48,490	57,351	105,841	29,948	23,618	53,566	8,150	167,557

¹ Excludes motorways

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[Notes & Definitions](#)

Next update: September 2017

The figures in this table are National Statistics

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Reported casualties by region, road user type, England, 2011-2015 and 2010-14 average

Region	Number of casualties						2015 percentage change on 10-14 avg
	2010-14 average	2011	2012	2013	2014	2015	
North East							
Pedestrian	1,226	968	1,014	962	874	842	-31
Pedal cycle	544	616	610	619	650	628	15
Motorcycle	636	530	493	492	452	494	-22
Car	6,722	5,007	4,893	4,294	4,780	4,732	-30
Bus or coach	444	556	454	407	546	374	-16
Van / Light goods vehicle	258	255	239	204	225	195	-25
HGV	65	41	55	42	35	32	-51
All road users	9,935	8,028	7,799	7,062	7,600	7,334	-26
North West							
Pedestrian	4,097	3,193	3,156	2,909	2,832	2,628	-36
Pedal cycle	1,908	2,114	1,966	1,901	2,161	1,659	-13
Motorcycle	2,126	1,837	1,796	1,646	1,770	1,598	-25
Car	21,570	14,830	13,609	11,949	12,763	11,511	-47
Bus or coach	982	731	568	483	416	345	-65
Van / Light goods vehicle	665	437	368	426	459	379	-43
HGV	263	154	123	122	129	117	-55
All road users	31,807	23,485	21,807	19,570	20,685	18,380	-42
Yorkshire and The Humber							
Pedestrian	2,840	2,392	2,404	2,172	2,286	2,334	-18
Pedal cycle	1,395	1,578	1,676	1,766	1,917	1,742	25
Motorcycle	1,800	1,631	1,527	1,547	1,529	1,507	-16
Car	15,671	12,312	11,861	10,754	11,135	11,114	-29
Bus or coach	903	749	653	557	529	508	-44
Van / Light goods vehicle	482	370	458	364	434	441	-9
HGV	237	133	128	140	148	119	-50
All road users	23,470	19,297	18,865	17,395	18,098	17,883	-24
East Midlands							
Pedestrian	1,903	1,752	1,680	1,531	1,659	1,620	-15
Pedal cycle	1,201	1,334	1,275	1,256	1,417	1,290	7
Motorcycle	1,772	1,539	1,396	1,319	1,397	1,335	-25
Car	12,804	10,479	10,173	9,649	9,611	9,099	-29
Bus or coach	362	404	284	297	278	286	-21
Van / Light goods vehicle	530	429	406	430	388	421	-21
HGV	233	143	124	137	134	118	-49
All road users	18,926	16,222	15,461	14,702	14,992	14,290	-24
West Midlands							
Pedestrian	2,888	2,258	2,092	2,076	2,183	2,237	-23
Pedal cycle	1,244	1,335	1,248	1,264	1,383	1,263	2
Motorcycle	1,809	1,454	1,366	1,328	1,463	1,385	-23
Car	16,136	11,618	10,717	10,220	11,035	11,454	-29
Bus or coach	561	301	287	229	304	226	-60
Van / Light goods vehicle	567	454	445	423	480	377	-34
HGV	217	111	111	91	134	98	-55
All road users	23,542	17,645	16,361	15,726	17,077	17,201	-27
East of England							
Pedestrian	2,027	1,936	1,881	1,700	1,828	1,721	-15
Pedal cycle	1,678	1,689	1,706	1,752	1,894	1,703	2
Motorcycle	2,334	1,995	1,786	1,748	1,915	1,771	-24
Car	16,427	12,733	12,420	11,118	12,219	11,207	-32
Bus or coach	273	283	209	176	284	188	-31
Van / Light goods vehicle	611	456	464	457	553	570	-7
HGV	308	185	175	165	174	188	-39
All road users	23,794	19,424	18,784	17,238	18,966	17,440	-27

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Reported casualties by region, road user type, England, 2011-2015 and 2010-14 average

Region	Number of casualties						2015 percentage change on 10-14 avg
	2010-14 average	2011	2012	2013	2014	2015	
London							
Pedestrian	5,438	5,447	5,272	5,186	5,617	5,388	-1
Pedal cycle	3,140	4,498	4,619	4,625	5,150	4,477	43
Motorcycle	4,602	4,681	4,653	4,508	5,237	5,449	18
Car	13,841	12,439	12,298	10,784	12,494	12,677	-8
Bus or coach	1,574	1,470	1,330	1,473	1,589	1,601	2
Van / Light goods vehicle	485	570	539	515	587	529	9
HGV	95	75	49	58	65	57	-40
All road users	29,280	29,291	28,822	27,238	30,837	30,231	3
South East							
Pedestrian	3,380	3,239	2,950	2,926	3,172	3,117	-8
Pedal cycle	2,667	3,108	3,059	3,336	3,605	3,251	22
Motorcycle	3,701	3,349	3,111	3,030	3,295	3,356	-9
Car	24,083	20,221	19,937	18,889	19,484	18,486	-23
Bus or coach	696	641	556	480	510	474	-32
Van / Light goods vehicle	794	741	764	724	855	888	12
HGV	362	233	254	260	232	194	-46
All road users	35,892	31,684	30,765	29,776	31,285	29,904	-17
South West							
Pedestrian	2,211	1,802	1,813	1,775	1,636	1,638	-26
Pedal cycle	1,487	1,597	1,560	1,537	1,656	1,528	3
Motorcycle	2,215	1,715	1,691	1,676	1,739	1,594	-28
Car	14,258	10,747	10,003	9,331	9,540	9,404	-34
Bus or coach	383	313	300	242	323	162	-58
Van / Light goods vehicle	363	295	319	355	386	378	4
HGV	187	117	114	106	129	92	-51
All road users	21,246	16,705	15,919	15,137	15,489	14,894	-30
England							
Pedestrian	26,009	22,987	22,262	21,237	22,087	21,525	-17
Pedal cycle	15,264	17,869	17,719	18,056	19,833	17,541	15
Motorcycle	20,995	18,731	17,819	17,294	18,797	18,489	-12
Car	141,512	110,386	105,911	96,988	103,061	99,684	-30
Bus or coach	6,177	5,448	4,641	4,344	4,779	4,164	-33
Van / Light goods vehicle	4,756	4,007	4,002	3,898	4,367	4,178	-12
HGV	1,967	1,192	1,133	1,121	1,180	1,015	-48
All road users	217,892	181,781	174,583	163,844	175,029	167,557	-23

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RAS30058

Reported casualties by county, lower tier local authority, severity, child KSI and all ages, England, 2015

1974 Metropolitan/ non metropolitan county	Local authority (Borough/District/UA)		Number of casualties					
	ONS Code	Name	Killed	Serious	KSI	Child KSI	Slight	All Casualties
Avon	E0600022	Bath and North East Somerset	12	49	61	2	358	419
	E0600023	Bristol, City of	7	117	124	16	1,031	1,155
	E0600024	North Somerset	4	45	49	4	401	450
	E0600025	South Gloucestershire	5	45	50	1	472	522
Bedfordshire	E0600055	Bedford	5	56	61	2	478	539
	E0600056	Central Bedfordshire	19	121	140	9	764	904
	E0600032	Luton	2	56	58	12	558	616
Berkshire	E0600036	Bracknell Forest	4	32	36	0	259	295
	E0600038	Reading	1	34	35	2	390	425
	E0600039	Slough	3	45	48	6	579	627
	E0600037	West Berkshire	3	53	56	1	348	404
	E0600040	Windsor and Maidenhead	3	57	60	5	380	440
	E0600041	Wokingham	1	42	43	6	312	355
Buckinghamshire	E0700004	Aylesbury Vale	8	82	90	5	399	489
	E0700005	Chiltern	3	31	34	1	122	156
	E0600042	Milton Keynes	6	83	89	6	832	921
	E0700006	South Bucks	4	49	53	1	255	308
Cambridgeshire	E0700007	Wycombe	6	74	80	8	334	414
	E0700008	Cambridge	1	49	50	1	318	368
	E0700009	East Cambridgeshire	8	34	42	1	156	198
	E0700010	Fenland	1	33	34	5	213	247
Cheshire	E0700011	Huntingdonshire	11	77	88	3	448	536
	E0600031	Peterborough	4	62	66	3	721	787
	E0700012	South Cambridgeshire	9	63	72	4	426	498
	E0600049	Cheshire East	18	171	189	11	910	1,099
	E0600050	Cheshire West and Chester	12	158	170	10	901	1,071
	E0600006	Halton	4	28	32	2	272	304
Cleveland	E0600007	Warrington	4	85	89	7	598	687
	E0600001	Hartlepool	1	37	38	7	164	202
	E0600002	Middlesbrough	0	53	53	13	377	430
	E0600003	Redcar and Cleveland	4	46	50	5	221	271
Cornwall	E0600004	Stockton-on-Tees	1	65	66	8	371	437
	E0600052	Cornwall	9	219	228	5	1,494	1,722
	E0600053	Isles of Scilly	0	0	0	0	1	1
Cumbria	E0700026	Allerdale	4	44	48	4	287	335
	E0700027	Barrow-in-Furness	2	12	14	0	162	176
	E0700028	Carlisle	1	29	30	1	310	340
	E0700029	Copeland	5	20	25	1	208	233
	E0700030	Eden	8	39	47	4	224	271
	E0700031	South Lakeland	9	58	67	3	311	378
Derbyshire	E0700032	Amber Valley	3	40	43	3	260	303
	E0700033	Bolsover	1	25	26	1	236	262
	E0700034	Chesterfield	4	22	26	5	238	264
	E0600015	Derby	2	73	75	10	685	760
	E0700035	Derbyshire Dales	5	60	65	3	220	285
	E0700036	Erewash	1	40	41	6	247	288
	E0700037	High Peak	5	45	50	2	207	257
	E0700038	North East Derbyshire	1	43	44	3	273	317
	E0700039	South Derbyshire	3	26	29	1	232	261
Devon	E0700040	East Devon	3	44	47	2	381	428
	E0700041	Exeter	3	31	34	1	266	300
	E0700042	Mid Devon	6	26	32	4	156	188
	E0700043	North Devon	4	47	51	2	259	310
	E0600026	Plymouth	2	76	78	4	726	804
	E0700044	South Hams	1	34	35	0	258	293
	E0700045	Teignbridge	4	58	62	3	362	424
	E0600027	Torbay	0	37	37	3	340	377
	E0700046	Torridge	1	28	29	2	167	196
	E0700047	West Devon	3	43	46	3	179	225
Dorset	E0600028	Bournemouth	2	70	72	8	522	594
	E0700048	Christchurch	0	26	26	2	119	145
	E0700049	East Dorset	2	46	48	4	224	272
	E0700050	North Dorset	2	32	34	2	136	170
	E0600029	Poole	4	60	64	2	352	416
	E0700051	Purbeck	3	48	51	3	153	204
E0700052	West Dorset	12	73	85	2	324	409	
	E0700053	Weymouth and Portland	3	32	35	4	121	156

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Reported casualties by county, lower tier local authority, severity, child KSI and all ages, England, 2015

				Number of casualties				
Durham	E06000047	County Durham	26	185	211	24	1,031	1,242
	E06000005	Darlington	0	32	32	2	242	274
East Sussex	E06000043	Brighton and Hove	1	151	152	5	834	986
	E07000061	Eastbourne	3	28	31	3	280	311
	E07000062	Hastings	3	39	42	3	254	296
	E07000063	Lewes	2	79	81	4	301	382
	E07000064	Rother	6	69	75	3	377	452
	E07000065	Wealden	8	114	122	5	500	622
Essex	E07000066	Basildon	4	56	60	3	472	532
	E07000067	Braintree	2	73	75	4	320	395
	E07000068	Brentwood	1	38	39	4	224	263
	E07000069	Castle Point	1	31	32	2	187	219
	E07000070	Chelmsford	6	70	76	4	387	463
	E07000071	Colchester	6	75	81	4	433	514
	E07000072	Epping Forest	6	71	77	2	424	501
	E07000073	Harlow	1	31	32	4	118	150
	E07000074	Maldon	1	26	27	2	103	130
	E07000075	Rochford	1	26	27	2	141	168
	E06000033	Southend-on-Sea	2	70	72	3	436	508
	E07000076	Tendring	6	55	61	3	325	386
	E06000034	Thurrock	5	68	73	11	392	465
	E07000077	Uttlesford	2	44	46	3	186	232
Gloucestershire	E07000078	Cheltenham	2	23	25	5	133	158
	E07000079	Cotswold	11	62	73	2	150	223
	E07000080	Forest of Dean	4	37	41	5	132	173
	E07000081	Gloucester	2	39	41	5	164	205
	E07000082	Stroud	5	32	37	2	161	198
	E07000083	Tewkesbury	2	34	36	1	150	186
Greater London	E09000001	City of London	1	42	43	0	339	382
	E09000002	Barking and Dagenham	3	27	30	5	592	622
	E09000003	Barnet	9	83	92	8	1,228	1,320
	E09000004	Bexley	1	29	30	4	524	554
	E09000005	Brent	7	74	81	5	1,008	1,089
	E09000006	Bromley	7	70	77	5	866	943
	E09000007	Camden	2	74	76	3	1,010	1,086
	E09000008	Croydon	3	62	65	5	982	1,047
	E09000009	Ealing	4	59	63	2	1,133	1,196
	E09000010	Enfield	5	65	70	8	981	1,051
	E09000011	Greenwich	5	49	54	7	734	788
	E09000012	Hackney	7	75	82	8	892	974
	E09000013	Hammersmith and Fulham	2	60	62	3	628	690
	E09000014	Haringey	1	61	62	7	1,030	1,092
	E09000015	Harrow	4	42	46	4	502	548
	E09000016	Havering	8	59	67	7	794	861
	E09000017	Hillingdon	6	60	66	7	903	969
	E09000018	Hounslow	9	58	67	6	939	1,006
	E09000019	Islington	2	87	89	5	885	974
	E09000020	Kensington and Chelsea	4	48	52	0	656	708
	E09000021	Kingston upon Thames	3	26	29	2	353	382
	E09000022	Lambeth	7	92	99	6	1,301	1,400
	E09000023	Lewisham	2	51	53	3	960	1,013
	E09000024	Merton	2	34	36	2	565	601
	E09000025	Newham	2	70	72	7	1,060	1,132
	E09000026	Redbridge	5	50	55	4	904	959
	E09000027	Richmond upon Thames	0	38	38	0	409	447
	E09000028	Southwark	7	82	89	6	929	1,018
	E09000029	Sutton	4	18	22	3	350	372
	E09000030	Tower Hamlets	3	65	68	4	1,179	1,247
	E09000031	Waltham Forest	1	47	48	5	757	805
	E09000032	Wandsworth	6	68	74	3	1,024	1,098
	E09000033	Westminster	4	131	135	3	1,673	1,808
		London Airport (Heathrow)	0	2	2	0	47	49
Greater Manchester	E08000001	Bolton	4	77	81	12	442	523
	E08000002	Bury	2	32	34	5	231	265
	E08000003	Manchester	11	123	134	16	854	988
	E08000004	Oldham	3	65	68	15	338	406
	E08000005	Rochdale	5	51	56	3	330	386
	E08000006	Salford	4	46	50	5	343	393
	E08000007	Stockport	6	47	53	8	241	294
	E08000008	Tameside	2	47	49	7	295	344
	E08000009	Trafford	4	51	55	4	312	367
	E08000010	Wigan	8	65	73	8	281	354

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Reported casualties by county, lower tier local authority, severity, child KSI and all ages, England, 2015

				Number of casualties				
Hampshire	E07000084	Basingstoke and Deane	5	80	85	4	342	427
	E07000085	East Hampshire	6	71	77	3	227	304
	E07000086	Eastleigh	0	58	58	6	278	336
	E07000087	Fareham	2	57	59	3	236	295
	E07000088	Gosport	0	35	35	5	144	179
	E07000089	Hart	2	45	47	6	223	270
	E07000090	Havant	1	58	59	6	218	277
	E07000091	New Forest	7	93	100	2	425	525
	E06000044	Portsmouth	1	109	110	6	553	663
	E07000092	Rushmoor	0	37	37	3	182	219
	E06000045	Southampton	3	122	125	13	558	683
	E07000093	Test Valley	8	71	79	2	277	356
	E07000094	Winchester	2	84	86	6	336	422
	Hereford and Worcester	E06000019	Herefordshire, County of	7	92	99	6	460	559
E07000234		Bromsgrove	2	44	46	3	218	264
E07000235		Malvern Hills	2	31	33	1	197	230
E07000236		Redditch	2	21	23	4	126	149
E07000237		Worcester	0	20	20	0	176	196
E07000238		Wychavon	5	57	62	5	332	394
E07000239		Wyre Forest	7	20	27	3	239	266
Hertfordshire	E07000095	Broxbourne	5	20	25	5	250	275
	E07000096	Dacorum	2	43	45	6	278	323
	E07000242	East Hertfordshire	2	39	41	5	290	331
	E07000098	Hertsmere	0	49	49	2	461	510
	E07000099	North Hertfordshire	5	47	52	4	331	383
	E07000240	St Albans	6	51	57	1	401	458
	E07000243	Stevenage	0	28	28	4	231	259
	E07000102	Three Rivers	1	28	29	1	252	281
	E07000103	Watford	0	27	27	1	218	245
	E07000241	Welwyn Hatfield	3	48	51	3	356	407
Humberside	E06000011	East Riding of Yorkshire	13	153	166	13	990	1,156
	E06000010	Kingston upon Hull, City of	1	104	105	18	891	996
	E06000012	North East Lincolnshire	1	58	59	9	516	575
	E06000013	North Lincolnshire	4	88	92	5	575	667
Isle of Wight	E06000046	Isle of Wight	5	78	83	11	339	422
Kent	E07000105	Ashford	5	55	60	3	439	499
	E07000106	Canterbury	8	49	57	3	453	510
	E07000107	Dartford	4	41	45	5	523	568
	E07000108	Dover	3	34	37	3	294	331
	E07000109	Gravesham	3	39	42	1	310	352
	E07000110	Maidstone	5	45	50	0	585	635
	E06000035	Medway	1	74	75	10	780	855
	E07000111	Sevenoaks	11	63	74	2	449	523
	E07000112	Shepway	6	39	45	1	335	380
	E07000113	Swale	2	50	52	6	493	545
	E07000114	Thanet	2	64	66	12	492	558
	E07000115	Tonbridge and Malling	4	46	50	4	425	475
	E07000116	Tunbridge Wells	1	53	54	3	369	423
	Lancashire	E06000008	Blackburn with Darwen	1	77	78	14	491	569
E06000009		Blackpool	1	58	59	9	443	502
E07000117		Burnley	1	64	65	12	272	337
E07000118		Chorley	2	48	50	5	337	387
E07000119		Fylde	2	47	49	3	286	335
E07000120		Hyndburn	1	29	30	5	259	289
E07000121		Lancaster	4	110	114	10	440	554
E07000122		Pendle	1	50	51	12	211	262
E07000123		Preston	6	78	84	17	491	575
E07000124		Ribble Valley	3	42	45	2	124	169
E07000125		Rossendale	3	25	28	2	174	202
E07000126		South Ribble	2	44	46	6	430	476
E07000127		West Lancashire	6	55	61	4	334	395
E07000128		Wyre	3	64	67	9	263	330
Leicestershire	E07000129	Blaby	4	26	30	4	271	301
	E07000130	Charnwood	3	44	47	0	363	410
	E07000131	Harborough	10	32	42	2	215	257
	E07000132	Hinckley and Bosworth	1	27	28	1	233	261
	E06000016	Leicester	12	94	106	13	951	1,057
	E07000133	Melton	6	29	35	1	125	160
	E07000134	North West Leicestershire	7	43	50	3	236	286
	E07000135	Oadby and Wigston	0	10	10	0	80	90
	E06000017	Rutland	8	23	31	1	89	120

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Reported casualties by county, lower tier local authority, severity, child KSI and all ages, England, 2015

		Number of casualties						
Lincolnshire	E07000136	Boston	3	23	26	1	253	279
	E07000137	East Lindsey	10	60	70	4	601	671
	E07000138	Lincoln	3	25	28	1	339	367
	E07000139	North Kesteven	5	39	44	0	371	415
	E07000140	South Holland	2	40	42	3	301	343
	E07000141	South Kesteven	10	52	62	2	428	490
	E07000142	West Lindsey	6	41	47	1	394	441
Merseyside	E08000011	Knowsley	2	45	47	7	367	414
	E08000012	Liverpool	10	221	231	25	1,334	1,565
	E08000014	Sefton	5	116	121	15	537	658
	E08000013	St. Helens	1	46	47	7	418	465
	E08000015	Wirral	7	132	139	9	543	682
Norfolk	E07000143	Breckland	8	65	73	3	313	386
	E07000144	Broadland	4	49	53	2	259	312
	E07000145	Great Yarmouth	0	39	39	1	164	203
	E07000146	King's Lynn and West Norfolk	12	56	68	3	334	402
	E07000147	North Norfolk	3	28	31	1	205	236
	E07000148	Norwich	0	61	61	5	384	445
	E07000149	South Norfolk	6	54	60	3	357	417
North Yorkshire	E07000163	Craven	4	50	54	3	162	216
	E07000164	Hambleton	9	75	84	7	315	399
	E07000165	Harrogate	5	110	115	5	542	657
	E07000166	Richmondshire	3	52	55	1	177	232
	E07000167	Ryedale	6	35	41	0	176	217
	E07000168	Scarborough	3	41	44	3	302	346
	E07000169	Selby	1	35	36	1	212	248
	E06000014	York	2	72	74	6	475	549
Northamptonshire	E07000150	Corby	4	17	21	2	86	107
	E07000151	Daventry	8	50	58	2	201	259
	E07000152	East Northamptonshire	2	48	50	2	111	161
	E07000153	Kettering	3	32	35	7	153	188
	E07000154	Northampton	3	80	83	5	467	550
	E07000155	South Northamptonshire	8	53	61	2	207	268
	E07000156	Wellingborough	4	23	27	4	161	188
Northumberland	E06000057	Northumberland	17	136	153	11	912	1,065
Nottinghamshire	E07000170	Ashfield	3	41	44	6	291	335
	E07000171	Bassetlaw	7	37	44	3	328	372
	E07000172	Broxtowe	2	26	28	2	254	282
	E07000173	Gedling	1	32	33	5	218	251
	E07000174	Mansfield	2	43	45	4	278	323
	E07000175	Newark and Sherwood	5	57	62	7	362	424
	E06000018	Nottingham	4	135	139	16	1,116	1,255
	E07000176	Rushcliffe	3	61	64	5	318	382
	E07000177	Cherwell	7	81	88	4	499	587
	E07000178	Oxford	1	65	66	6	395	461
	E07000179	South Oxfordshire	7	89	96	2	352	448
	E07000180	Vale of White Horse	9	55	64	2	301	365
	E07000181	West Oxfordshire	2	45	47	7	238	285
Shropshire	E06000051	Shropshire	13	129	142	6	654	796
	E06000020	Telford and Wrekin	1	40	41	2	267	308
Somerset	E07000187	Mendip	0	46	46	3	229	275
	E07000188	Sedgemoor	6	34	40	2	290	330
	E07000189	South Somerset	11	64	75	6	402	477
	E07000190	Taunton Deane	5	29	34	2	219	253
	E07000191	West Somerset	0	15	15	0	105	120
South Yorkshire	E08000016	Barnsley	3	65	68	4	653	721
	E08000017	Doncaster	19	87	106	12	1,158	1,264
	E08000018	Rotherham	12	73	85	11	768	853
	E08000019	Sheffield	15	127	142	20	1,421	1,563
Staffordshire	E07000192	Cannock Chase	0	20	20	2	255	275
	E07000193	East Staffordshire	8	43	51	3	459	510
	E07000194	Lichfield	6	26	32	2	283	315
	E07000195	Newcastle-under-Lyme	4	32	36	4	337	373
	E07000196	South Staffordshire	8	45	53	3	380	433
	E07000197	Stafford	2	28	30	2	417	447
	E07000198	Staffordshire Moorlands	2	27	29	5	284	313
	E06000021	Stoke-on-Trent	3	42	45	7	737	782
	E07000199	Tamworth	2	9	11	0	133	144

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Reported casualties by county, lower tier local authority, severity, child KSI and all ages, England, 2015

		Number of casualties						
Suffolk	E07000200	Babergh	4	17	21	0	277	298
	E07000201	Forest Heath	5	23	28	0	137	165
	E07000202	Ipswich	1	18	19	1	289	308
	E07000203	Mid Suffolk	5	25	30	1	257	287
	E07000204	St Edmundsbury	8	33	41	3	211	252
	E07000205	Suffolk Coastal	5	25	30	1	322	352
Surrey	E07000206	Waveney	5	33	38	3	248	286
	E07000207	Elmbridge	1	69	70	5	466	536
	E07000208	Epsom and Ewell	1	23	24	0	185	209
	E07000209	Guildford	5	95	100	6	639	739
	E07000210	Mole Valley	3	59	62	3	296	358
	E07000211	Reigate and Banstead	2	73	75	3	557	632
	E07000212	Runnymede	5	67	72	2	467	539
	E07000213	Spelthorne	1	54	55	4	354	409
	E07000214	Surrey Heath	3	38	41	1	302	343
	E07000215	Tandridge	2	61	63	2	515	578
Tyne and Wear	E07000216	Waverley	5	69	74	4	336	410
	E07000217	Woking	0	43	43	4	303	346
	E08000037	Gateshead	4	60	64	6	661	725
	E08000021	Newcastle upon Tyne	4	100	104	15	929	1,033
	E08000022	North Tyneside	1	52	53	7	528	581
	E08000023	South Tyneside	1	26	27	4	299	326
	E08000024	Sunderland	3	68	71	15	677	748
Warwickshire	E07000218	North Warwickshire	5	47	52	2	416	468
	E07000219	Nuneaton and Bedworth	3	30	33	6	259	292
	E07000220	Rugby	7	76	83	5	359	442
	E07000221	Stratford-on-Avon	9	85	94	3	371	465
	E07000222	Warwick	8	50	58	3	366	424
West Midlands	E08000025	Birmingham	27	417	444	79	3,715	4,159
	E08000026	Coventry	6	109	115	16	806	921
	E08000027	Dudley	8	82	90	8	476	566
	E08000028	Sandwell	8	108	116	16	764	880
	E08000029	Solihull	3	43	46	3	342	388
	E08000030	Walsall	1	85	86	12	631	717
	E08000031	Wolverhampton	4	73	77	11	648	725
West Sussex	E07000223	Adur	0	33	33	3	166	199
	E07000224	Arun	3	64	67	5	324	391
	E07000225	Chichester	3	104	107	7	378	485
	E07000226	Crawley	2	47	49	6	373	422
	E07000227	Horsham	8	83	91	3	355	446
	E07000228	Mid Sussex	2	73	75	2	401	476
West Yorkshire	E07000229	Worthing	1	36	37	3	288	325
	E08000032	Bradford	7	181	188	33	1,497	1,685
	E08000033	Calderdale	6	86	92	11	465	557
	E08000034	Kirklees	7	152	159	30	1,173	1,332
	E08000035	Leeds	16	322	338	38	2,326	2,664
	E08000036	Wakefield	12	131	143	22	843	986
Wiltshire	E06000030	Swindon	6	68	74	5	519	593
	E06000054	Wiltshire	27	206	233	14	1,290	1,523

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[Notes & Definitions](#)

Source: DfT STATS19
 Last updated: 29 September 2016
 Next update: September 2017

The figures in this table are National Statistics

RAS30059

Reported road accident casualties by severity, Great Britain 1979 - 2015

Year	Killed		Seriously injured	KSI ¹		Slightly injured	All severities	Traffic ²	Casualty rate ²		
	All	of which children		All	of which children				KSI ¹	Slight	All severities
2005-2009 average	2,816	127	27,225	30,041	3,067	216,010	246,050	313	96	690	786
1979	6,352	636	80,544	86,896	12,458	247,617	334,513	162	537	1530	2067
1980	5,953	533	78,906	84,859	12,087	241,873	326,732	172	493	1405	1898
1981	5,846	571	78,259	84,105	11,674	240,735	324,840	175	479	1372	1852
1982	5,937	536	79,745	85,682	11,819	248,649	334,331	181	474	1376	1850
1983	5,445	605	70,623	76,068	11,743	232,516	308,584	183	416	1271	1687
1984	5,599	588	73,059	78,658	12,041	245,656	324,314	192	409	1278	1687
1985	5,165	515	70,980	76,145	11,129	241,379	317,524	196	388	1230	1619
1986	5,385	450	68,757	74,142	10,071	247,347	321,489	206	361	1204	1564
1987	5,125	466	64,293	69,418	9,553	242,055	311,473	221	314	1094	1407
1988	5,052	462	63,491	68,543	9,371	253,762	322,305	237	290	1072	1362
1989	5,373	440	63,158	68,531	9,405	273,061	341,592	256	268	1066	1334
1990	5,217	417	60,441	65,658	9,287	275,483	341,141	259	254	1066	1319
1991	4,568	377	51,618	56,186	8,061	255,182	311,368	259	217	985	1202
1992	4,229	310	49,256	53,485	7,744	257,268	310,753	259	206	993	1200
1993	3,814	306	45,020	48,834	6,976	257,301	306,135	259	189	995	1183
1994	3,650	299	46,540	50,190	7,525	265,169	315,359	264	190	1003	1193
1995	3,621	270	45,533	49,154	7,253	261,533	310,687	270	182	970	1152
1996	3,598	270	44,499	48,097	6,989	272,481	320,578	277	174	985	1159
1997	3,599	255	42,984	46,583	6,452	281,220	327,803	282	165	996	1161
1998	3,421	206	40,834	44,255	6,079	280,957	325,212	287	154	978	1132
1999	3,423	221	39,122	42,545	5,699	277,765	320,310	293	145	949	1094
2000	3,409	191	38,155	41,564	5,202	278,719	320,283	293	142	952	1094
2001	3,450	219	37,110	40,560	4,988	272,749	313,309	296	137	921	1057
2002	3,431	179	35,976	39,407	4,596	263,198	302,605	303	130	868	998
2003	3,508	171	33,707	37,215	4,100	253,392	290,607	305	122	830	952
2004	3,221	166	31,130	34,351	3,905	246,489	280,840	309	111	796	907
2005	3,201	141	28,954	32,155	3,472	238,862	271,017	310	104	772	875
2006	3,172	169	28,673	31,845	3,294	226,559	258,404	314	101	721	823
2007	2,946	121	27,774	30,720	3,090	217,060	247,780	317	97	686	783
2008	2,538	124	26,034	28,572	2,807	202,333	230,905	314	91	645	736
2009	2,222	81	24,690	26,912	2,671	195,234	222,146	311	87	628	714
2010	1,850	55	22,660	24,510	2,502	184,138	208,648	306	80	601	681
2011	1,901	60	23,122	25,023	2,412	178,927	203,950	307	82	583	665
2012	1,754	61	23,039	24,793	2,272	170,930	195,723	306	81	559	640
2013	1,713	48	21,657	23,370	1,980	160,300	183,670	307	76	522	599
2014	1,775	53	22,807	24,582	2,082	169,895	194,477	314	78	541	619
2015	1,730	54	22,144	23,874	1,964	162,315	186,189	320	75	507	582

1 Killed or seriously injured.

Source: DfT STATS19, DfT National Road Traffic Survey

2 Traffic in billion vehicle miles; rates per billion vehicle miles.

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[Notes & Definitions](#)

The figures in this table are National Statistics

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RAS30060

Reported fatalities by road user type, Great Britain 1979 - 2015

	Pedestrians	Pedal cyclists	Motorcycle rider/passenger	Car occupant	Bus or coach occupant	Van/Light goods veh occupant	HGV Occupant	Other vehicle occupant	All road users	
									All	of which children
2010-14 average	613	130	544	1,407	12	49	37	25	2,816	127
1979	2,118	320	1,160	2,429	34	158	108	25	6,352	636
1980	1,941	302	1,163	2,278	29	140	70	30	5,953	533
1981	1,874	310	1,131	2,287	20	141	62	21	5,846	571
1982	1,869	294	1,091	2,443	33	117	67	23	5,937	536
1983	1,914	323	963	2,019	38	102	59	27	5,445	605
1984	1,868	345	967	2,179	37	111	75	17	5,599	588
1985	1,789	286	796	2,061	32	113	74	14	5,165	515
1986	1,841	271	762	2,233	24	157	83	14	5,385	450
1987	1,703	280	723	2,206	15	111	75	12	5,125	466
1988	1,753	227	670	2,142	17	146	73	24	5,052	462
1989	1,706	294	683	2,426	20	144	82	18	5,373	440
1990	1,694	256	659	2,371	19	129	67	22	5,217	417
1991	1,496	242	548	2,053	25	119	65	20	4,568	377
1992	1,347	204	469	1,978	19	117	70	25	4,229	310
1993	1,241	186	427	1,760	35	91	59	15	3,814	306
1994	1,124	172	444	1,764	21	64	41	20	3,650	299
1995	1,038	213	445	1,749	35	69	57	15	3,621	270
1996	997	203	440	1,806	11	61	63	17	3,598	270
1997	973	183	509	1,795	14	64	45	16	3,599	255
1998	906	158	498	1,696	18	67	60	18	3,421	206
1999	870	172	547	1,687	11	65	52	19	3,423	221
2000	857	127	605	1,665	15	66	55	19	3,409	191
2001	826	138	583	1,749	14	64	54	22	3,450	219
2002	775	130	609	1,747	19	70	63	18	3,431	179
2003	774	114	693	1,769	11	72	44	31	3,508	171
2004	671	134	585	1,671	20	62	47	31	3,221	166
2005	671	148	569	1,675	9	54	55	20	3,201	141
2006	675	146	599	1,612	19	52	39	30	3,172	169
2007	646	136	588	1,432	12	58	52	22	2,946	121
2008	572	115	493	1,257	6	43	23	29	2,538	124
2009	500	104	472	1,059	14	36	14	23	2,222	81
2010	405	111	403	835	9	34	28	25	1,850	55
2011	453	107	362	883	7	34	28	27	1,901	60
2012	420	118	328	801	11	33	29	14	1,754	61
2013	398	109	331	785	10	37	21	22	1,713	48
2014	446	113	339	797	7	33	14	26	1,775	53
2015	408	100	365	754	5	32	31	35	1,730	54

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Source: DfT STATS19

The figures in this table are National Statistics

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 Next update: September 2016

RAS30061

Reported killed or seriously injured casualties by road user type, Great Britain 1979 - 2015

	Pedestrians	Pedal cyclists	Motorcycle rider/passenger	Car occupant	Bus or coach occupant	Van/Light goods veh occupant	HGV Occupant	Other vehicle occupant	All road users	
									All	of which children
2010-14 average	5,679	3,214	5,389	9,053	340	367	190	225	24,456	2,250
1979	20,447	5,240	21,277	34,963	1,071	2,517	1,013	368	86,896	12,458
1980	19,035	5,536	22,697	33,241	952	2,243	850	305	84,859	12,087
1981	18,487	5,504	22,329	33,625	961	2,146	745	308	84,105	11,674
1982	18,964	5,968	22,689	33,987	962	2,054	746	312	85,682	11,819
1983	18,779	6,396	20,317	27,046	969	1,549	734	278	76,068	11,743
1984	19,461	6,595	20,009	28,997	929	1,560	794	313	78,658	12,041
1985	19,470	5,652	18,173	29,107	1,036	1,684	770	253	76,145	11,129
1986	19,058	5,252	16,467	29,690	859	1,783	770	263	74,142	10,071
1987	17,660	5,131	13,896	29,086	826	1,810	780	229	69,418	9,553
1988	17,880	4,879	12,654	29,346	892	1,845	792	255	68,543	9,371
1989	17,474	5,130	12,488	29,684	835	1,827	846	247	68,531	9,405
1990	17,360	4,600	11,121	29,120	807	1,627	772	251	65,658	9,287
1991	15,024	4,189	8,502	25,395	725	1,427	695	229	56,186	8,061
1992	14,195	3,992	7,338	25,124	655	1,308	659	214	53,485	7,744
1993	12,663	3,797	6,882	22,833	725	1,082	635	217	48,834	6,976
1994	12,930	4,001	6,666	23,892	815	1,101	571	214	50,190	7,525
1995	12,297	3,967	6,615	23,461	836	1,106	635	237	49,154	7,253
1996	11,612	3,789	6,208	24,048	695	989	555	201	48,097	6,989
1997	11,026	3,592	6,446	23,191	601	928	573	226	46,583	6,452
1998	10,481	3,312	6,442	21,676	631	949	560	204	44,255	6,079
1999	9,825	3,176	6,908	20,368	611	867	540	250	42,545	5,699
2000	9,498	2,770	7,374	19,719	578	813	571	241	41,564	5,202
2001	9,064	2,678	7,305	19,424	562	811	500	216	40,560	4,988
2002	8,631	2,450	7,500	18,728	551	780	524	243	39,407	4,596
2003	7,933	2,411	7,652	17,291	500	765	429	234	37,215	4,100
2004	7,478	2,308	6,648	16,144	488	631	406	248	34,351	3,905
2005	7,129	2,360	6,508	14,617	363	587	395	196	32,155	3,472
2006	7,051	2,442	6,484	14,254	426	564	383	241	31,845	3,294
2007	6,924	2,564	6,737	12,967	455	494	363	216	30,720	3,090
2008	6,642	2,565	6,049	11,968	432	445	240	231	28,572	2,807
2009	6,045	2,710	5,822	11,112	370	417	189	247	26,912	2,671
2010	5,605	2,771	5,183	9,749	401	359	212	230	24,510	2,502
2011	5,907	3,192	5,609	9,225	332	340	195	223	25,023	2,412
2012	5,979	3,340	5,328	9,033	323	363	198	229	24,793	2,272
2013	5,396	3,252	5,197	8,426	342	371	168	218	23,370	1,980
2014	5,509	3,514	5,628	8,832	300	400	176	223	24,582	2,082
2015	5,348	3,339	5,407	8,642	280	417	193	248	23,874	1,964

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RAS30062

Reported children (aged 0-15) killed or seriously injured by road user type, Great Britain 1979 - 2015

	Pedestrians	Pedal cyclists	Car users	Other road users	Males	Females	Age 0-4	Age 5-8	Age 9-11	Age 12-15	All
2010-14 average	1,900	485	534	147	1,984	1,082	359	576	664	1,469	3,067
1979	7,794	2,445	1,621	598	8,136	4,317	1,464	3,610	2,827	4,557	12,458
1980	7,318	2,525	1,670	574	7,986	4,098	1,351	3,245	2,825	4,666	12,087
1981	6,982	2,457	1,649	586	7,600	4,072	1,286	3,038	2,729	4,621	11,674
1982	7,140	2,417	1,681	581	7,699	4,120	1,345	2,774	2,887	4,813	11,819
1983	7,167	2,683	1,431	462	7,841	3,902	1,403	2,725	2,741	4,874	11,743
1984	7,319	2,667	1,543	512	7,954	4,087	1,435	2,856	2,722	5,028	12,041
1985	7,131	2,025	1,533	440	7,306	3,822	1,429	2,766	2,404	4,530	11,129
1986	6,459	1,643	1,592	377	6,640	3,429	1,290	2,579	2,163	4,039	10,071
1987	5,887	1,757	1,570	339	6,311	3,242	1,277	2,553	1,988	3,735	9,553
1988	5,897	1,576	1,596	302	6,113	3,257	1,339	2,459	2,004	3,569	9,371
1989	5,836	1,623	1,598	348	6,147	3,257	1,342	2,450	2,015	3,598	9,405
1990	5,914	1,490	1,600	283	5,962	3,325	1,363	2,502	2,136	3,286	9,287
1991	5,097	1,345	1,371	248	5,191	2,870	1,211	2,150	1,815	2,885	8,061
1992	4,901	1,195	1,404	244	4,926	2,817	1,141	2,042	1,773	2,788	7,744
1993	4,231	1,146	1,301	298	4,433	2,543	1,010	1,694	1,516	2,756	6,976
1994	4,610	1,234	1,378	303	4,784	2,741	993	1,901	1,684	2,947	7,525
1995	4,400	1,249	1,324	280	4,665	2,588	968	1,727	1,648	2,910	7,253
1996	4,132	1,231	1,329	297	4,493	2,496	831	1,703	1,606	2,849	6,989
1997	3,954	1,016	1,271	211	4,221	2,231	826	1,510	1,578	2,538	6,452
1998	3,737	915	1,215	212	3,849	2,230	823	1,446	1,446	2,364	6,079
1999	3,457	950	1,056	236	3,621	2,078	718	1,384	1,350	2,247	5,699
2000	3,226	758	1,003	215	3,338	1,864	600	1,148	1,272	2,182	5,202
2001	3,144	674	938	232	3,268	1,718	531	1,060	1,216	2,181	4,988
2002	2,828	594	939	235	3,009	1,584	502	979	1,043	2,072	4,596
2003	2,381	595	885	239	2,699	1,400	489	853	908	1,850	4,100
2004	2,339	577	759	230	2,562	1,343	408	749	785	1,963	3,905
2005	2,134	527	595	216	2,233	1,238	382	656	774	1,660	3,472
2006	2,025	503	596	170	2,107	1,187	378	627	653	1,636	3,294
2007	1,899	522	526	143	2,007	1,083	372	540	689	1,489	3,090
2008	1,784	417	490	116	1,818	986	347	543	619	1,298	2,807
2009	1,660	458	463	90	1,757	914	314	512	584	1,261	2,671
2010	1,646	398	360	98	1,628	874	324	504	595	1,079	2,502
2011	1,602	398	336	76	1,519	893	328	514	561	1,009	2,412
2012	1,545	324	346	57	1,483	789	308	460	515	989	2,272
2013	1,358	282	286	54	1,278	701	273	418	462	827	1,980
2014	1,379	279	337	87	1,358	724	286	413	492	891	2,082
2015	1,283	278	334	69	1,243	720	258	391	469	846	1,964

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Source: DfT STATS19

The figures in this table are National Statistics

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RAS30063

Reported slightly injured casualties by road user type, Great Britain 1979 - 2015

	Pedestrians	Rate ¹	Pedal cyclists	Rate ²	Motorcycle users	Rate ²	Car users	Rate ²	All road users ³	Rate ⁴
2010-14 average	23,206	2,005	13,934	5,036	16,452	5,079	147,683	601	216,010	690
1979	46,267	..	18,405	6,467	45,878	11,555	114,548	915	247,617	1,530
1980	44,264	..	19,252	6,087	48,141	10,101	110,276	825	241,873	1,405
1981	42,263	..	19,802	5,848	46,800	8,491	112,692	826	240,735	1,372
1982	42,458	..	22,170	5,584	49,242	8,595	115,917	821	248,649	1,376
1983	42,895	..	24,180	6,099	44,177	8,597	103,379	720	232,516	1,271
1984	44,013	..	24,344	6,141	43,812	8,694	114,627	756	245,656	1,278
1985	41,920	..	21,346	5,669	38,419	8,389	120,345	773	241,379	1,230
1986	41,819	..	20,878	6,154	35,818	8,153	129,516	788	247,347	1,204
1987	39,793	..	21,063	5,906	31,905	7,652	130,382	737	242,055	1,094
1988	40,963	..	20,970	6,453	30,182	8,055	141,359	745	253,762	1,072
1989	42,606	..	23,383	7,223	30,142	8,161	155,004	753	273,061	1,066
1990	42,870	..	21,822	6,689	27,927	8,070	161,438	774	275,483	1,066
1991	39,006	..	20,628	6,424	22,249	6,637	153,988	739	255,182	985
1992	37,417	..	20,777	7,065	19,553	6,951	160,538	764	257,268	993
1993	35,465	..	20,290	8,149	18,212	7,782	164,646	784	257,301	995
1994	35,765	3,172	20,838	8,350	17,688	7,540	171,262	799	265,169	1,003
1995	34,786	3,058	20,978	8,151	16,909	7,257	170,566	782	261,533	970
1996	34,838	3,145	20,795	8,214	16,925	7,245	181,288	811	272,481	985
1997	34,575	3,286	21,044	8,298	18,046	7,331	188,257	828	281,220	996
1998	34,405	3,064	19,611	7,982	18,168	7,116	188,798	820	280,957	978
1999	33,063	3,057	19,664	7,758	19,284	6,904	185,367	790	277,765	949
2000	32,535	2,995	17,842	6,930	20,838	7,350	187,080	801	278,719	954
2001	31,513	2,914	16,436	6,300	21,505	7,220	183,378	774	272,749	921
2002	30,153	2,649	14,657	5,414	20,853	6,655	178,697	736	263,198	868
2003	28,472	2,447	14,622	5,307	20,759	6,018	171,051	706	253,392	830
2004	27,403	2,321	14,340	5,605	18,993	6,003	167,714	685	246,489	796
2005	26,152	2,268	14,201	5,298	18,316	5,513	163,685	671	238,862	772
2006	23,931	2,027	13,754	4,917	16,842	5,305	156,746	635	226,559	721
2007	23,267	2,066	13,631	5,343	16,722	4,921	148,466	600	217,060	686
2008	21,840	1,896	13,732	4,835	15,501	4,959	137,220	559	202,333	645
2009	20,842	1,771	14,354	4,839	14,881	4,684	132,300	540	195,234	628
2010	20,240	1,829	14,414	4,799	13,503	4,727	123,456	515	184,138	601
2011	20,291	1,779	16,023	5,219	14,541	5,041	115,699	481	178,927	583
2012	19,239	1,722	15,751	5,067	13,982	4,944	110,675	461	170,930	559
2013	18,637	1,599	16,186	5,173	13,555	5,040	101,361	422	160,300	522
2014	19,239	1,692	17,773	5,474	14,738	5,318	106,698	436	169,895	541
2015	18,713	1,608	15,505	4,773	14,511	5,233	103,065	416	162,315	507

1 Rate per billion miles walked, based on England only resident sample.

2 Rate per billion vehicle miles.

3 Includes other vehicles.

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

Source: DfT STATS19, DfT National Travel Survey, DfT National Road Traffic Survey

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RAS30064

Reported pedestrian casualties by age, Great Britain 1979 - 2015

Number/rate per million population

	Children (0-15)				Adults (16-59)				Adults (60+)				All ¹				Rate		
	Killed	Serious	Slight	All	Killed	Serious	Slight	All	Killed	Serious	Slight	All	Killed	Serious	Slight	All	KSI	Slight	All
2010-14 average	27	1,479	5,616	7,122	226	2,566	10,870	13,662	172	1,140	2,562	3,874	424	5,255	19,529	25,208	92	317	409
1979	396	7,398	20,167	27,961	706	6,646	17,825	25,177	1,015	4,167	6,593	11,775	2,118	18,329	46,267	66,714	374	846	1219
1980	329	6,989	19,209	26,527	604	5,971	16,707	23,282	1,005	3,999	6,753	11,757	1,941	17,094	44,264	63,299	347	808	1155
1981	341	6,641	18,375	25,357	582	5,941	15,948	22,471	947	3,912	6,334	11,193	1,874	16,613	42,263	60,750	337	771	1108
1982	329	6,811	18,311	25,451	641	6,222	16,721	23,584	887	3,975	6,412	11,274	1,869	17,095	42,458	61,422	346	776	1122
1983	396	6,771	18,507	25,674	614	6,155	17,079	23,848	896	3,836	6,436	11,168	1,914	16,865	42,895	61,674	343	783	1126
1984	357	6,962	19,141	26,460	610	6,534	17,494	24,638	879	3,955	6,458	11,292	1,868	17,593	44,013	63,474	355	802	1157
1985	323	6,808	17,889	25,020	595	6,778	17,099	24,472	869	3,866	6,060	10,795	1,789	17,681	41,920	61,390	354	762	1116
1986	279	6,180	16,937	23,396	659	6,904	17,741	25,304	902	3,949	6,212	11,063	1,841	17,217	41,819	60,877	346	759	1105
1987	264	5,623	15,620	21,507	582	6,626	17,526	24,734	853	3,502	5,925	10,280	1,703	15,957	39,793	57,453	320	721	1040
1988	282	5,615	15,942	21,839	589	6,690	17,951	25,230	865	3,637	6,276	10,778	1,753	16,127	40,963	58,843	323	740	1063
1989	254	5,582	16,318	22,154	597	6,422	18,884	25,903	842	3,599	6,476	10,917	1,706	15,768	42,606	60,080	315	768	1083
1990	242	5,672	16,946	22,860	595	6,377	18,649	25,621	839	3,417	6,441	10,697	1,694	15,666	42,870	60,230	312	770	1082
1991	225	4,872	15,611	20,708	509	5,387	16,633	22,529	754	3,083	5,863	9,700	1,496	13,528	39,006	54,030	269	699	968
1992	180	4,721	15,223	20,124	485	5,166	15,880	21,531	678	2,796	5,349	8,823	1,347	12,848	37,417	51,612	254	669	922
1993	165	4,066	14,019	18,250	440	4,597	15,295	20,332	632	2,591	5,195	8,418	1,241	11,422	35,465	48,128	226	632	858
1994	160	4,450	14,653	19,263	427	4,666	15,106	20,199	526	2,495	4,909	7,930	1,124	11,806	35,765	48,695	230	636	866
1995	132	4,268	14,190	18,590	386	4,516	14,931	19,833	511	2,303	4,531	7,345	1,038	11,259	34,786	47,083	218	617	835
1996	131	4,001	14,378	18,510	400	4,338	15,170	19,908	458	2,104	4,357	6,919	997	10,615	34,838	46,450	206	617	822
1997	138	3,816	14,453	18,407	398	4,140	14,911	19,449	437	1,950	4,387	6,774	973	10,053	34,575	45,601	195	610	805
1998	103	3,634	14,234	17,971	381	3,930	14,962	19,273	422	1,859	4,273	6,554	906	9,575	34,405	44,886	185	606	790
1999	107	3,350	13,419	16,876	382	3,760	14,598	18,740	378	1,701	3,987	6,066	870	8,955	33,063	42,888	172	580	752
2000	107	3,119	12,958	16,184	384	3,700	14,565	18,649	366	1,662	3,804	5,832	857	8,641	32,535	42,033	166	569	735
2001	107	3,037	12,675	15,819	382	3,504	14,104	17,990	330	1,529	3,614	5,473	826	8,238	31,513	40,577	158	549	707
2002	79	2,749	11,403	14,231	381	3,562	14,094	18,037	307	1,394	3,520	5,221	775	7,856	30,153	38,784	150	523	673
2003	74	2,307	10,163	12,544	388	3,425	13,672	17,485	307	1,302	3,437	5,046	774	7,159	28,472	36,405	137	492	629
2004	77	2,262	9,895	12,234	323	3,203	13,256	16,782	266	1,213	3,143	4,622	671	6,807	27,403	34,881	129	471	600
2005	63	2,071	9,116	11,250	337	3,082	12,877	16,296	267	1,161	3,001	4,429	671	6,458	26,152	33,281	122	447	569
2006	71	1,954	8,106	10,131	334	3,121	12,060	15,515	268	1,171	2,820	4,259	675	6,376	23,931	30,982	120	407	526
2007	57	1,842	7,628	9,527	304	3,093	11,965	15,362	281	1,222	2,811	4,314	646	6,278	23,267	30,191	117	393	510
2008	57	1,727	6,864	8,648	272	3,003	11,557	14,832	243	1,206	2,732	4,181	572	6,070	21,840	28,482	111	366	478
2009	37	1,623	6,323	7,983	256	2,678	11,317	14,251	207	1,154	2,636	3,997	500	5,545	20,842	26,887	101	347	448
2010	26	1,620	6,283	7,929	224	2,475	11,019	13,718	155	1,020	2,427	3,602	405	5,200	20,240	25,845	93	335	427
2011	33	1,569	6,205	7,807	236	2,661	10,992	13,889	184	1,146	2,583	3,913	453	5,454	20,291	26,198	97	333	430
2012	20	1,525	5,454	6,999	217	2,790	10,730	13,737	183	1,184	2,585	3,952	420	5,559	19,239	25,218	97	311	408
2013	26	1,332	5,038	6,396	226	2,501	10,622	13,349	146	1,096	2,534	3,776	398	4,998	18,637	24,033	87	299	386
2014	29	1,350	5,102	6,481	226	2,401	10,989	13,616	191	1,256	2,680	4,127	446	5,063	19,239	24,748	88	307	394
2015	25	1,258	5,034	6,317	210	2,429	10,588	13,227	173	1,181	2,659	4,013	408	4,940	18,713	24,061	85	296	380

¹ Includes cases where age not reported.

Source: DfT STATS19, ONS

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Source: DfT STATS19
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RAS30065

Reported pedal cycle casualties by age, Great Britain, 1979 - 2015

Number/rate per billion miles

	Children (0-15)				Adults (16-59)				Adults (60+)				All ¹				Casualty rate ²			Pedal cycle traffic
	Killed	Serious	Slight	All	Killed	Serious	Slight	All	Killed	Serious	Slight	All	Killed	Serious	Slight	All	KSI	Slight	All	
2010-14 average	18	467	3,153	3,639	85	1,685	9,586	11,356	26	205	726	957	130	2,398	13,934	16,463	914	5036	5950	2.77
1979	116	2,329	8,765	11,210	118	2,112	8,276	10,506	86	459	1,005	1,550	320	4,920	18,405	23,645	1841	6467	8309	2.85
1980	100	2,425	8,740	11,265	131	2,330	9,120	11,581	71	464	1,032	1,567	302	5,234	19,252	24,788	1750	6087	7837	3.16
1981	104	2,353	8,676	11,133	130	2,424	9,733	12,287	76	402	1,030	1,508	310	5,194	19,802	25,306	1626	5848	7474	3.39
1982	93	2,324	8,967	11,384	154	2,847	11,792	14,793	47	487	1,086	1,620	294	5,674	22,170	28,138	1503	5584	7087	3.97
1983	102	2,581	9,944	12,627	166	3,041	12,733	15,940	55	430	1,155	1,640	323	6,073	24,180	30,576	1613	6099	7713	3.96
1984	110	2,557	9,782	12,449	162	3,204	13,086	16,452	72	465	1,137	1,674	345	6,250	24,344	30,939	1664	6141	7804	3.96
1985	79	1,946	7,641	9,666	148	2,968	12,324	15,440	59	414	1,051	1,524	286	5,366	21,346	26,998	1501	5669	7170	3.77
1986	58	1,585	6,986	8,629	150	2,933	12,547	15,630	62	423	1,033	1,518	271	4,981	20,878	26,130	1548	6154	7702	3.39
1987	79	1,678	7,253	9,010	138	2,772	12,499	15,409	63	366	1,025	1,454	280	4,851	21,063	26,194	1439	5906	7344	3.57
1988	62	1,514	7,040	8,616	122	2,703	12,578	15,403	43	404	1,072	1,519	227	4,652	20,970	25,849	1501	6453	7954	3.25
1989	73	1,550	7,704	9,327	140	2,853	14,059	17,052	80	404	1,213	1,697	294	4,836	23,383	28,513	1585	7223	8808	3.24
1990	59	1,431	7,230	8,720	139	2,530	13,036	15,705	58	348	1,200	1,606	256	4,344	21,822	26,422	1410	6689	8099	3.26
1991	50	1,295	6,837	8,182	141	2,260	12,347	14,748	51	348	1,054	1,453	242	3,947	20,628	24,817	1304	6424	7728	3.21
1992	48	1,147	6,530	7,725	112	2,277	12,728	15,117	44	319	1,008	1,371	204	3,788	20,777	24,769	1357	7065	8422	2.94
1993	37	1,109	6,240	7,386	102	2,163	12,610	14,875	46	287	907	1,240	186	3,611	20,290	24,087	1525	8149	9674	2.49
1994	42	1,192	6,841	8,075	89	2,284	12,523	14,896	40	297	864	1,201	172	3,829	20,838	24,839	1603	8350	9953	2.50
1995	48	1,201	6,884	8,133	115	2,237	12,635	14,987	49	272	832	1,153	213	3,754	20,978	24,945	1541	8151	9693	2.57
1996	54	1,177	6,986	8,217	113	2,097	12,387	14,597	35	272	874	1,181	203	3,586	20,795	24,584	1496	8209	9705	2.53
1997	33	983	6,883	7,899	107	2,095	12,730	14,932	43	297	909	1,249	183	3,409	21,044	24,636	1416	8298	9714	2.54
1998	32	883	6,015	6,930	95	1,992	12,098	14,185	31	227	883	1,141	158	3,154	19,611	22,923	1348	7982	9330	2.46
1999	36	914	6,340	7,290	100	1,814	11,807	13,721	35	223	855	1,113	172	3,004	19,664	22,840	1253	7758	9011	2.53
2000	27	731	5,502	6,260	76	1,668	10,869	12,613	22	188	807	1,017	127	2,643	17,842	20,612	1076	6930	8006	2.57
2001	25	649	4,777	5,451	74	1,632	10,209	11,915	37	208	814	1,059	138	2,540	16,436	19,114	1027	6300	7327	2.61
2002	22	572	4,215	4,809	78	1,503	9,182	10,763	29	191	729	949	130	2,320	14,657	17,107	905	5414	6320	2.71
2003	18	577	4,174	4,769	68	1,473	9,169	10,710	27	208	698	933	114	2,297	14,622	17,033	875	5307	6182	2.76
2004	25	552	4,105	4,682	77	1,399	8,969	10,445	32	189	700	921	134	2,174	14,340	16,648	902	5605	6507	2.56
2005	20	507	3,759	4,286	98	1,465	9,137	10,700	29	195	713	937	148	2,212	14,201	16,561	880	5298	6178	2.68
2006	31	472	3,262	3,765	83	1,576	9,296	10,955	32	207	717	956	146	2,296	13,754	16,196	873	4917	5790	2.80
2007	13	509	3,111	3,633	98	1,683	9,330	11,111	24	189	726	939	136	2,428	13,631	16,195	1,005	5,343	6,349	2.55
2008	12	405	2,889	3,306	81	1,802	9,726	11,609	22	196	719	937	115	2,450	13,732	16,297	903	4,835	5,739	2.84
2009	14	444	2,746	3,204	67	1,898	10,441	12,406	23	237	754	1,014	104	2,606	14,354	17,064	914	4,839	5,753	2.97
2010	7	391	2,430	2,828	75	1,986	10,944	13,005	29	243	693	965	111	2,660	14,414	17,185	923	4,799	5,721	3.00
2011	6	392	2,483	2,881	73	2,383	12,396	14,852	28	266	762	1,056	107	3,085	16,023	19,215	1,040	5,219	6,258	3.07
2012	13	311	1,874	2,198	78	2,580	12,634	15,292	27	291	836	1,154	118	3,222	15,751	19,091	1,074	5,067	6,142	3.11
2013	6	276	1,676	1,958	78	2,531	13,344	15,953	25	281	830	1,136	109	3,143	16,186	19,438	1,039	5,173	6,212	3.13
2014	6	273	1,726	2,005	75	2,753	14,736	17,564	32	337	948	1,317	113	3,401	17,773	21,287	1,082	5,474	6,556	3.25
2015	6	272	1,651	1,929	69	2,600	12,702	15,371	25	333	806	1,164	100	3,239	15,505	18,844	1,028	4,773	5,801	3.25

1 Includes cases where age not reported.
 2 Rate per billion vehicle miles. Revised rates from 2000.
 3 Billion vehicle miles. Revised traffic from 2000.

Source: DfT STATS19, ONS

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RAS30066

Reported motorcycle user casualties, Great Britain, 1979 - 2015

	Killed	Serious	Slight	Total	Casualty rate ¹			Motorcycle traffic ²
					KSI	Slight	All severities	
2010-14 average	544	5,776	16,452	22,772	1,951	5,079	7,029	3.24
1979	1,160	20,117	45,878	67,155	5,359	11,555	16,913	3.97
1980	1,163	21,534	48,141	70,838	4,762	10,101	14,863	4.77
1981	1,131	21,198	46,800	69,129	4,051	8,491	12,543	5.51
1982	1,091	21,598	49,242	71,931	3,960	8,595	12,556	5.73
1983	963	19,354	44,177	64,494	3,954	8,597	12,551	5.14
1984	967	19,042	43,812	63,821	3,971	8,694	12,665	5.04
1985	796	17,377	38,419	56,592	3,968	8,389	12,358	4.58
1986	762	15,705	35,818	52,285	3,748	8,153	11,902	4.39
1987	723	13,173	31,905	45,801	3,333	7,652	10,985	4.17
1988	670	11,984	30,182	42,836	3,377	8,055	11,432	3.75
1989	683	11,805	30,142	42,630	3,381	8,161	11,542	3.69
1990	659	10,462	27,927	39,048	3,214	8,070	11,284	3.46
1991	548	7,954	22,249	30,751	2,536	6,637	9,173	3.35
1992	469	6,869	19,553	26,891	2,609	6,951	9,560	2.81
1993	427	6,455	18,212	25,094	2,941	7,782	10,723	2.34
1994	444	6,222	17,688	24,354	2,842	7,540	10,382	2.35
1995	445	6,170	16,909	23,524	2,839	7,257	10,097	2.33
1996	440	5,768	16,925	23,133	2,657	7,245	9,903	2.34
1997	509	5,937	18,046	24,492	2,619	7,331	9,949	2.46
1998	498	5,944	18,168	24,610	2,523	7,116	9,639	2.55
1999	547	6,361	19,284	26,192	2,473	6,904	9,377	2.79
2000	605	6,769	20,838	28,212	2,595	7,333	9,929	2.84
2001	583	6,722	21,505	28,810	2,453	7,220	9,673	2.98
2002	609	6,891	20,853	28,353	2,393	6,655	9,048	3.13
2003	693	6,959	20,759	28,411	2,218	6,018	8,237	3.45
2004	585	6,063	18,993	25,641	2,101	6,003	8,105	3.16
2005	569	5,939	18,316	24,824	1,959	5,513	7,472	3.32
2006	599	5,885	16,842	23,326	2,042	5,305	7,347	3.17
2007	588	6,149	16,722	23,459	1,983	4,921	6,904	3.40
2008	493	5,556	15,501	21,550	1,935	4,959	6,894	3.13
2009	472	5,350	14,881	20,703	1,833	4,684	6,516	3.18
2010	403	4,780	13,503	18,686	1,814	4,727	6,541	2.86
2011	362	5,247	14,541	20,150	1,945	5,041	6,986	2.88
2012	328	5,000	13,982	19,310	1,884	4,944	6,828	2.83
2013	331	4,866	13,555	18,752	1,932	5,040	6,972	2.69
2014	339	5,289	14,738	20,366	2,031	5,318	7,349	2.77
2015	365	5,042	14,511	19,918	1,950	5,233	7,182	2.77

1 Rate per billion vehicle miles.

Source: DfT STATS19, DfT National Road Traffic Survey

2 Billion vehicle miles.

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RAS30067

Reported car user casualties, Great Britain, 1979 - 2015

	Drivers				Passengers				All				Casualty rate ²			Car traffic ¹
	Killed	Serious	Slight	Total	Killed	Serious	Slight	Total	Killed	Serious	Slight	Total	KSI	Slight	All	
2010-14 average	936	7,588	99,662	108,186	471	3,989	48,021	52,481	1,407	11,577	147,683	160,667	53	601	654	246
1979	1,479	18,491	62,666	82,636	950	14,043	51,882	66,875	2,429	32,534	114,548	149,511	279	915	1194	125
1980	1,339	17,593	60,861	79,793	939	13,370	49,415	63,724	2,278	30,963	110,276	143,517	249	825	1074	134
1981	1,346	17,803	61,930	81,079	941	13,535	50,762	65,238	2,287	31,338	112,692	146,317	247	826	1073	136
1982	1,472	17,990	64,811	84,273	971	13,554	51,106	65,631	2,443	31,544	115,917	149,904	241	821	1061	141
1983	1,198	14,274	57,667	73,139	821	10,753	45,712	57,286	2,019	25,027	103,379	130,425	188	720	908	144
1984	1,237	15,293	64,400	80,930	942	11,525	50,227	62,694	2,179	26,818	114,627	143,624	191	756	947	152
1985	1,253	15,469	67,480	84,202	808	11,577	52,865	65,250	2,061	27,046	120,345	149,452	187	773	960	156
1986	1,340	15,794	74,038	91,172	893	11,663	55,478	68,034	2,233	27,457	129,516	159,206	181	788	969	164
1987	1,327	15,840	74,843	92,010	879	11,040	55,539	67,458	2,206	26,880	130,382	159,468	164	737	902	177
1988	1,280	16,296	82,011	99,587	862	10,908	59,348	71,118	2,142	27,204	141,359	170,705	155	745	900	190
1989	1,498	16,336	91,345	109,179	928	10,922	63,659	75,509	2,426	27,258	155,004	184,688	144	753	897	206
1990	1,432	15,971	95,445	112,848	939	10,778	65,993	77,710	2,371	26,749	161,438	190,558	140	774	913	209
1991	1,261	14,369	93,023	108,653	792	8,973	60,966	70,731	2,053	23,342	153,989	179,384	122	739	861	208
1992	1,228	14,178	97,946	113,352	750	8,968	62,592	72,310	1,978	23,146	160,538	185,662	120	764	884	210
1993	1,099	13,181	101,106	115,386	661	7,892	63,540	72,093	1,760	21,073	164,646	187,479	109	784	892	210
1994	1,102	13,775	106,456	121,333	662	8,353	64,806	73,821	1,764	22,128	171,262	195,154	111	799	910	214
1995	1,086	13,471	106,066	120,623	663	8,241	64,500	73,404	1,749	21,712	170,566	194,027	108	782	889	218
1996	1,146	13,869	113,907	128,922	660	8,373	67,381	76,414	1,806	22,242	181,288	205,336	108	811	918	224
1997	1,171	13,710	119,244	134,125	624	7,686	69,013	77,323	1,795	21,396	188,257	211,448	102	828	930	227
1998	1,134	12,707	120,948	134,789	562	7,273	67,850	75,685	1,696	19,980	188,798	210,474	94	820	914	230
1999	1,082	11,913	119,072	132,067	605	6,768	66,295	73,668	1,687	18,681	185,367	205,735	87	790	877	235
2000	1,087	11,608	121,233	133,928	578	6,446	65,847	72,871	1,665	18,054	187,080	206,799	84	801	885	234
2001	1,164	11,391	119,763	132,318	585	6,284	63,615	70,484	1,749	17,675	183,378	202,802	82	774	856	237
2002	1,146	10,884	116,994	129,024	601	6,097	61,703	68,401	1,747	16,981	178,697	197,425	77	736	814	243
2003	1,169	9,871	112,746	123,786	600	5,651	58,305	64,556	1,769	15,522	171,051	188,342	71	706	777	242
2004	1,106	9,296	111,643	122,045	565	5,177	56,071	61,813	1,671	14,473	167,714	183,858	66	685	751	245
2005	1,109	8,388	110,070	119,567	566	4,554	53,615	58,735	1,675	12,942	163,685	178,302	60	671	731	244
2006	1,066	8,239	105,698	115,003	546	4,403	51,048	55,997	1,612	12,642	156,746	171,000	58	635	693	247
2007	942	7,537	100,621	109,100	490	3,998	47,845	52,333	1,432	11,535	148,466	161,433	52	600	653	247
2008	861	7,106	92,985	100,952	396	3,605	44,235	48,236	1,257	10,711	137,220	149,188	49	559	608	245
2009	700	6,670	88,937	96,307	359	3,383	43,363	47,105	1,059	10,053	132,300	143,412	45	540	586	245
2010	574	5,932	83,281	89,787	261	2,982	40,175	43,418	835	8,914	123,456	133,205	41	515	556	240
2011	613	5,594	78,133	84,340	270	2,748	37,566	40,584	883	8,342	115,699	124,924	38	481	519	241
2012	542	5,487	74,812	80,841	259	2,745	35,863	38,867	801	8,232	110,675	119,708	38	461	498	240
2013	548	5,144	69,369	75,061	237	2,497	31,992	34,726	785	7,641	101,361	109,787	35	422	458	240
2014	568	5,486	72,629	78,683	229	2,549	34,069	36,847	797	8,035	106,698	115,530	36	436	473	244
2015	534	5,335	70,563	76,432	220	2,553	32,502	35,275	754	7,888	103,065	111,707	35	416	451	248

1 Billion vehicle miles.

2 Rate per billion vehicle miles.

Source: DfT STATS19, DfT National Road Traffic Survey

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RAS30068

Reported other road user casualties by road user type and severity, Great Britain, 1979 - 2015

	Bus or Coach						Van / Light goods vehicle						Heavy goods vehicle					
	Killed	Serious	Slight	Total	Casualty rate ¹	Traffic ²	Killed	Serious	Slight	Total	Casualty rate ¹	Traffic ²	Killed	Serious	Slight	Total	Casualty rate ¹	Traffic ²
2010-14 average	12	397	6,690	7,100	2,212	3.2	49	453	4,890	5,392	133	41	37	277	1,946	2,260	128	18
1979	34	1,037	10,073	11,144	5,386	2.1	158	2,359	8,203	10,720	688	16	108	905	3,116	4,129	339	12
1980	29	923	9,469	10,421	4,764	2.2	140	2,103	7,123	9,366	578	16	70	780	2,381	3,231	264	12
1981	20	941	8,925	9,886	4,546	2.2	141	2,005	6,965	9,111	560	16	62	683	2,299	3,044	259	12
1982	33	929	8,987	9,949	4,549	2.2	117	1,937	6,591	8,645	534	16	67	679	2,266	3,012	264	11
1983	38	931	9,382	10,351	4,502	2.3	102	1,447	5,372	6,921	427	16	59	675	2,223	2,957	253	12
1984	37	892	9,544	10,473	4,366	2.4	111	1,449	5,872	7,432	434	17	75	719	2,364	3,158	260	12
1985	32	1,004	9,215	10,251	4,507	2.3	113	1,571	6,703	8,387	472	18	74	696	2,544	3,314	272	12
1986	24	835	8,659	9,518	4,151	2.3	157	1,626	7,208	8,991	483	19	83	687	2,550	3,320	265	13
1987	15	811	8,262	9,088	3,585	2.5	111	1,699	7,032	8,842	435	20	75	705	2,707	3,487	251	14
1988	17	875	8,609	9,501	3,548	2.7	146	1,699	7,824	9,669	430	22	73	719	2,878	3,670	249	15
1989	20	815	9,365	10,200	3,624	2.8	144	1,683	8,274	10,101	410	25	82	764	3,217	4,063	257	16
1990	19	788	9,147	9,954	3,502	2.8	129	1,498	8,101	9,728	392	25	67	705	3,072	3,844	248	15
1991	25	700	8,150	8,875	2,987	3.0	119	1,308	7,246	8,673	335	26	65	630	2,908	3,603	237	15
1992	19	636	8,448	9,103	3,185	2.9	117	1,191	6,821	8,129	318	26	70	589	2,667	3,326	225	15
1993	35	690	8,582	9,307	3,242	2.9	91	991	6,338	7,420	287	26	59	576	2,698	3,333	221	15
1994	21	794	9,275	10,090	3,508	2.9	64	1,037	6,457	7,558	281	27	41	530	2,799	3,370	219	15
1995	35	801	8,442	9,278	3,048	3.0	69	1,037	6,094	7,200	260	28	57	578	2,696	3,331	211	16
1996	11	684	8,650	9,345	3,001	3.1	61	928	6,226	7,215	251	29	63	492	2,690	3,245	199	16
1997	14	587	8,838	9,439	2,947	3.2	64	864	6,548	7,476	248	30	45	528	2,729	3,302	198	17
1998	18	613	9,208	9,839	3,017	3.3	67	882	6,723	7,672	243	32	60	500	2,884	3,444	200	17
1999	11	600	9,641	10,252	3,111	3.3	65	802	6,257	7,124	222	32	52	488	2,944	3,484	199	17
2000	15	563	9,510	10,088	3,157	3.2	66	747	6,194	7,007	216	32	55	516	3,026	3,597	205	18
2001	14	548	9,322	9,884	3,102	3.2	64	747	6,493	7,304	220	33	54	446	2,888	3,388	194	17
2002	19	532	8,454	9,005	2,808	3.2	70	710	6,227	7,007	206	34	63	461	2,654	3,178	181	18
2003	11	489	8,568	9,068	2,739	3.3	72	693	6,132	6,897	193	36	44	385	2,632	3,061	173	18
2004	20	468	8,332	8,820	2,756	3.2	62	569	5,535	6,166	165	37	47	359	2,477	2,883	158	18
2005	9	354	7,557	7,920	2,508	3.2	54	533	5,461	6,048	157	38	55	340	2,448	2,843	158	18
2006	19	407	6,827	7,253	2,210	3.3	52	512	5,350	5,914	148	40	39	344	2,147	2,530	140	18
2007	12	443	6,624	7,079	2,110	3.4	58	436	4,846	5,340	128	42	52	311	2,113	2,476	136	18
2008	6	426	6,497	6,929	2,209	3.1	43	402	4,468	4,913	118	42	23	217	1,690	1,930	109	18
2009	14	356	5,947	6,317	2,026	3.1	36	381	4,326	4,743	117	41	14	175	1,330	1,519	93	16
2010	9	392	5,867	6,268	2,000	3.1	34	325	4,135	4,494	109	41	28	184	1,366	1,578	96	16
2011	7	325	5,845	6,177	2,133	2.9	34	306	4,159	4,499	109	41	28	167	1,220	1,415	89	16
2012	11	312	4,911	5,234	1,923	2.7	33	330	4,170	4,533	110	41	29	169	1,141	1,339	86	16
2013	10	332	4,531	4,873	1,740	2.8	37	334	4,055	4,426	104	43	21	147	1,128	1,296	83	16
2014	7	293	4,898	5,198	1,856	2.8	33	367	4,515	4,915	109	45	14	162	1,177	1,353	85	16
2015	5	275	4,346	4,626	1,730	2.7	32	385	4,333	4,750	101	47	31	162	1,010	1,203	72	17

1 Rate per billion vehicle miles.

2 Billion vehicle miles.

Source: DfT STATS19, DfT National Road Traffic Survey

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[Notes & Definitions](#)

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RAS30069

Reported casualties by road user type and severity, Great Britain, 2005 - 2015

	Number of casualties										
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Pedestrians											
Killed	671	675	646	572	500	405	453	420	398	446	408
KSI ¹	7,129	7,051	6,924	6,642	6,045	5,605	5,907	5,979	5,396	5,509	5,348
All severities	33,281	30,982	30,191	28,482	26,887	25,845	26,198	25,218	24,033	24,748	24,061
of which, children ²											
Killed	63	71	57	57	37	26	33	20	26	29	25
KSI	2,134	2,025	1,899	1,784	1,660	1,646	1,602	1,545	1,358	1,379	1,283
All severities	11,250	10,131	9,527	8,648	7,983	7,929	7,807	6,999	6,396	6,481	6,317
Pedal cyclists											
Killed	148	146	136	115	104	111	107	118	109	113	100
KSI	2,360	2,442	2,564	2,565	2,710	2,771	3,192	3,340	3,252	3,514	3,339
All severities	16,561	16,196	16,195	16,297	17,064	17,185	19,215	19,091	19,438	21,287	18,844
of which, children											
Killed	20	31	13	12	14	7	6	13	6	6	6
KSI	527	503	522	417	458	398	398	324	282	279	278
All severities	4,286	3,765	3,633	3,306	3,204	2,828	2,881	2,198	1,958	2,005	1,929
Motorcyclists users ³											
Killed	569	599	588	493	472	403	362	328	331	339	365
KSI	6,508	6,484	6,737	6,049	5,822	5,183	5,609	5,328	5,197	5,628	5,407
All severities	24,824	23,326	23,459	21,550	20,703	18,686	20,150	19,310	18,752	20,366	19,918
Car occupants											
Killed	1,675	1,612	1,432	1,257	1,059	835	883	801	785	797	754
KSI	14,617	14,254	12,967	11,968	11,112	9,749	9,225	9,033	8,426	8,832	8,642
All severities	178,302	171,000	161,433	149,188	143,412	133,205	124,924	119,708	109,787	115,530	111,707
Bus and coach occupants											
Killed	9	19	12	6	14	9	7	11	10	7	5
KSI	363	426	455	432	370	401	332	323	342	300	280
All severities	7,920	7,253	7,079	6,929	6,317	6,268	6,177	5,234	4,873	5,198	4,626
Van occupants											
Killed	54	52	58	43	36	34	34	33	37	33	32
KSI	587	564	494	445	417	359	340	363	371	400	417
All severities	6,048	5,914	5,340	4,913	4,743	4,494	4,499	4,533	4,426	4,915	4,750
HGV occupants											
Killed	55	39	52	23	14	28	28	29	21	14	31
KSI	395	383	363	240	189	212	195	198	168	176	193
All severities	2,843	2,530	2,476	1,930	1,519	1,578	1,415	1,339	1,296	1,353	1,203
All road users ⁴											
Killed	3,201	3,172	2,946	2,538	2,222	1,850	1,901	1,754	1,713	1,775	1,730
KSI	32,155	31,845	30,720	28,572	26,912	24,510	25,023	24,793	23,370	24,582	23,874
All severities	271,017	258,404	247,780	230,905	222,146	208,648	203,950	195,723	183,670	194,477	186,189

1. Killed and seriously injured.

2. Casualties aged 0 -15.

3. Includes mopeds and scooters.

4. Includes other motor or non-motor vehicle users, and unknown road user type and casualty age.

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Source: DfT STATS19
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Table RAS30070

Relative risk of different forms of transport, Great Britain, 2015

Casualty rate per billion vehicle miles

	Killed	Killed or seriously injured
Car driver	2	24
Pedal cyclist	31	1,025
Pedestrian ¹	35	460
Motorcycle rider	127	1,875

1 2014 National Travel Survey data used to calculate 2014 pedestrian rates. NTS data based on England only resident sample.

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Notes & Definitions

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Table RAS30071
Reported killed and seriously injured casualty rates,
by type of rider/driver, Great Britain: 2000 to 2015

KSI per billion vehicle miles			
Year	Motorcycle riders	Pedal cyclists	Car drivers
2000	2,428	1,066	54
2001	2,311	1,019	53
2002	2,243	897	50
2003	2,089	869	46
2004	1,977	896	42
2005	1,849	875	39
2006	1,937	868	38
2007	1,876	999	34
2008	1,845	899	32
2009	1,748	909	30
2010	1,730	919	27
2011	1,868	1,035	26
2012	1,805	1,070	25
2013	1,853	1,036	24
2014	1,940	1,080	25
2015	1,875	1,025	24

1 Killed or Seriously injured

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Table RAS30072

Reported motorcyclist casualties: Injuries by type of vehicle and age of casualty, Great Britain, 2015

	Killed or seriously injured				Slight injury			
	Motorcycle 50cc and under	Motorcycle 51- 500cc	Motorcycle over 500cc	All motorcycles ¹	Motorcycle 50cc and under	Motorcycle 51-500cc	Motorcycle over 500cc	All motorcycles ¹
Under 16	7	19	4	35	17	23	14	58
16-19	176	488	43	722	769	1,595	70	2,464
20-29	81	963	563	1,627	493	3,471	1,034	5,039
30-39	21	337	464	827	166	1,429	926	2,540
40-49	22	276	597	910	130	886	1,031	2,081
50-59	27	195	606	834	61	542	851	1,471
60-69	5	73	218	302	24	154	281	465
70 and over	5	40	61	109	19	49	59	127
Total²	349	2,416	2,566	5,407	1,705	8,310	4,341	14,511

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

2 Includes unknown age

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The figures in this table are National Statistics

Source: Road Accident Statistics, DfT

Last updated: 29 September 2016

Next update: September 2017

Table RAS30073

Reported KSI motorcyclist casualties by age and sex, Great Britain, 2005 to 2015

	Number										
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Under 16	142	94	86	61	45	42	40	22	25	35	35
16	416	363	357	281	272	240	196	190	136	133	134
17	398	375	393	345	297	241	273	243	244	197	205
18	230	251	242	252	226	209	237	209	240	211	172
19	219	224	231	194	165	159	222	215	194	217	211
20 to 24	814	776	853	753	702	616	742	816	869	940	937
25 to 29	653	693	755	617	605	511	543	518	527	667	690
30 to 34	708	670	659	564	514	458	488	470	441	530	467
35 to 39	881	827	769	671	618	510	499	430	350	414	360
40 to 49	1,249	1,328	1,395	1,357	1,333	1,206	1,271	1,073	1,038	996	910
50 to 59	543	564	626	621	660	634	719	739	743	870	834
60 to 69	138	173	203	179	246	252	270	276	289	288	302
70 and over	27	48	61	65	58	58	67	78	57	84	109
Male	6,000	5,964	6,150	5,508	5,333	4,748	5,169	4,881	4,770	5,152	4,998
Female	508	520	586	538	489	435	440	447	427	476	409
All age groups (inc. age & gender unknown)	6,508	6,484	6,737	6,049	5,822	5,183	5,609	5,328	5,197	5,628	5,407

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Notes & Definitions

*Source: Road Accident Statistics, DfT
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The figures in this table are National Statistics

Table RAS30074

Reported KSI motorcyclist casualties by area type and road class, Great Britain, 2005 to 2015

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	Number 2015
Urban roads¹:											
A roads	1,495	1,538	1,578	1,415	1,329	1,198	1,364	1,309	1,269	1,324	1,276
B roads	374	402	400	375	353	284	343	352	341	371	346
Other roads	1,444	1,412	1,453	1,296	1,133	1,034	1,121	1,157	1,086	1,153	1,126
All urban roads	3,313	3,352	3,431	3,086	2,815	2,516	2,828	2,818	2,696	2,848	2,748
Rural roads¹:											
A roads	1,734	1,744	1,826	1,556	1,640	1,497	1,552	1,377	1,423	1,553	1,492
B roads	573	566	596	548	564	486	505	472	461	520	475
Other roads	728	672	728	722	687	556	600	560	525	610	593
All rural roads	3,035	2,982	3,150	2,826	2,891	2,539	2,657	2,409	2,409	2,683	2,560
Total²:											
Motorways	156	150	155	136	116	128	124	101	92	97	99
A roads	3,230	3,282	3,405	2,972	2,969	2,695	2,916	2,686	2,692	2,877	2,768
B roads	948	968	996	923	917	770	848	824	802	891	821
Other roads	2,174	2,084	2,181	2,018	1,820	1,590	1,721	1,717	1,611	1,763	1,719
All roads	6,508	6,484	6,737	6,049	5,822	5,183	5,609	5,328	5,197	5,628	5,407

1. Excluding motorways

2. Includes cases where area type was not reported

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Notes & Definitions

The figures in this table are National Statistics

Source: Road Accident Statistics, DfT

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Table RAS30075**Reported KSI motorcyclist casualties by day of week (indexed), Great Britain, 2015**

Index: average day=100

	Motorcyclists	All road users
Monday - Thursday	96.4	97.6
Friday	108.1	110.1
Saturday	101.2	104.2
Sunday	105.0	95.5

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Source: Road Accident Statistics, DfT

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The figures in this table are National Statistics

Table RAS30076

Reported motorcyclist KSI casualties by time of day (indexed), Great Britain, 2015

Index: Average hour=100

	Motorcyclists	All road users
Midnight - 6am	14.9	32.7
6am - Midday	96.2	99.8
Midday - 6pm	184.6	164.8
6pm - Midnight	104.2	102.7

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Source: Road Accident Statistics, DfT

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Next update: September 2017

The figures in this table are National Statistics

Table RAS30077

Reported motorcyclist KSI casualties, number and rate by month of year (indexed), Great Britain, 2015

Index: Mean=100

	KSI number	KSI rate ¹
January	64	107
February	58	83
March	87	83
April	115	92
May	111	84
June	120	83
July	123	96
August	123	103
September	122	106
October	117	119
November	83	121
December	77	124

1 per billion vehicle miles travelled

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Source: Road Accident Statistics, DfT

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Table RAS30078

Reported motorcyclist casualties by severity, type of accident and other party involved in accident with the motorcycle, Great Britain, 2015

	Number					
	Motorcyclist casualties			Motorcyclist KSI		
	Motorcycle 50cc and under	Motorcycle 51-500cc	Motorcycle over 500cc	Motorcycle 50cc and under	Motorcycle 51-500cc	Motorcycle over 500cc
Single vehicle accidents						
Involving pedestrian casualties	22	182	65	5	22	13
No pedestrian casualties	316	1,606	1,409	67	512	678
Two vehicle accidents involving:						
Pedal cycle	14	68	40	1	7	13
Motorcycle 50cc and under	24	10	4	2	1	2
Motorcycle 51-500cc	10	134	29	1	21	4
Motorcycle over 500cc	6	36	93	1	5	41
Car	1,406	7,145	4,041	230	1,439	1,298
Bus or Coach	8	74	42	2	16	13
LGV	119	643	393	13	120	124
HGV	18	127	97	3	44	43
Other vehicle	15	77	61	5	17	32
Accidents involving three or more vehicles	96	616	630	19	210	304
All accidents	2,054	10,726	6,907	349	2,416	2,566

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Source: Road Accident Statistics, DfT
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RAS30080

Reported weather-adjusted fatalities¹ by road user type, Great Britain 1991 - 2015

	Pedestrians		Pedal cyclists		Motorcycle rider/passenger		Car occupant ²		Other ³	All road users	
	Published	Weather-adjusted	Published	Weather-adjusted	Published	Weather-adjusted	Published	Weather-adjusted	Published	Published	Weather-adjusted
1991	1,496	1,513	242	244	548	549	2,053	2,053	229	4,568	4,589
1992	1,347	1,354	204	206	469	487	1,978	1,978	231	4,229	4,256
1993	1,241	1,236	186	187	427	423	1,760	1,760	200	3,814	3,807
1994	1,124	1,113	172	172	444	463	1,764	1,764	146	3,650	3,658
1995	1,038	1,042	213	214	445	433	1,749	1,749	176	3,621	3,614
1996	997	1,012	203	207	440	430	1,806	1,806	152	3,598	3,606
1997	973	960	183	179	509	473	1,795	1,795	139	3,599	3,546
1998	906	909	158	159	498	491	1,696	1,696	163	3,421	3,417
1999	870	859	172	172	547	538	1,687	1,687	147	3,423	3,402
2000	857	848	127	127	605	594	1,665	1,665	155	3,409	3,389
2001	826	836	138	142	583	589	1,749	1,749	154	3,450	3,470
2002	775	766	130	127	609	562	1,747	1,747	170	3,431	3,372
2003	774	780	114	111	693	627	1,769	1,769	158	3,508	3,444
2004	671	675	134	134	585	553	1,671	1,671	160	3,221	3,192
2005	671	678	148	148	569	546	1,675	1,675	138	3,201	3,186
2006	675	671	146	146	599	580	1,612	1,612	140	3,172	3,148
2007	646	645	136	128	588	559	1,432	1,432	144	2,946	2,909
2008	572	577	115	113	493	499	1,257	1,257	101	2,538	2,547
2009	500	505	104	104	472	457	1,059	1,059	87	2,222	2,213
2010	405	411	111	112	403	415	835	835	96	1,850	1,870
2011	453	446	107	105	362	337	883	883	96	1,901	1,867
2012	420	417	118	118	328	329	801	801	87	1,754	1,751
2013	398	394	109	110	331	329	785	785	90	1,713	1,708
2014	446	441	113	111	339	304	797	797	80	1,775	1,733
2015 ⁵	408	409	100	99	365	362	754	754	103	1,730	1,726

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Source: DfT STATS19

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1. The temperature and rainfall adjusted road fatalities series can be interpreted as the number of road fatalities we would have expected each year had the temperature and rainfall in each month of each year been at the long term average.

Next update: September 2017

2. No statistically significant rainfall or temperature effects were found for car occupant fatalities so the weather-adjusted figures are unchanged.

3. Other consists mainly of bus or coach, light goods vehicles and heavy goods vehicles. Weather-adjusted figures have not been produced for this group.

4. Details on the methodology used to produce weather-adjusted road casualty figures can be found at: www.gov.uk/government/publications/road-accidents-and-safety-statistics-guidance

5. All statistical models work within reasonable operating parameters. The model used here is based on long-term trends in temperature and precipitation. It does not take into account events that are considerably more extreme than have been recorded before, and similarly it cannot take into account consequences such as flooding and road closures. As a result we do not believe that the model produces a reliable adjustment of the casualty figures for December 2015. It is impossible to say what the outcome would have been had the weather in December been closer to the long term average. The adjusted December 2015 figures have therefore not been included in the 2015 weather-adjusted figures.

RAS30080

Reported weather-adjusted seriously injured casualties¹ by road user type, Great Britain 1991 - 2015

	Pedestrians		Pedal cyclists		Motorcycle rider/passenger		Car occupant		Other ^c	All road users	
	Published	Weather-adjusted	Published	Weather-adjusted	Published	Weather-adjusted	Published	Weather-adjusted	Published	Published	Weather-adjusted
1991	13,528	13,521	3,947	4,004	7,954	7,916	23,342	23,302	2,847	51,618	51,590
1992	12,848	12,893	3,788	3,770	6,869	6,930	23,146	22,922	2,605	49,256	49,119
1993	11,422	11,411	3,611	3,672	6,455	6,469	21,073	21,157	2,459	45,020	45,169
1994	11,806	11,715	3,829	3,836	6,222	6,234	22,128	22,143	2,555	46,540	46,483
1995	11,259	11,299	3,754	3,722	6,170	6,030	21,712	22,157	2,638	45,533	45,846
1996	10,615	10,831	3,586	3,667	5,768	5,759	22,242	22,516	2,288	44,499	45,061
1997	10,053	10,029	3,409	3,349	5,937	5,735	21,396	21,398	2,189	42,984	42,699
1998	9,575	9,488	3,154	3,111	5,944	5,980	19,980	19,757	2,181	40,834	40,517
1999	8,955	8,900	3,004	2,973	6,361	6,297	18,681	18,627	2,121	39,122	38,919
2000	8,641	8,592	2,643	2,645	6,769	6,787	18,054	17,865	2,048	38,155	37,936
2001	8,238	8,313	2,540	2,598	6,722	6,758	17,675	17,745	1,935	37,110	37,349
2002	7,856	7,753	2,320	2,277	6,891	6,813	16,981	16,923	1,928	35,976	35,694
2003	7,159	7,154	2,297	2,224	6,959	6,724	15,522	15,688	1,770	33,707	33,559
2004	6,807	6,749	2,174	2,137	6,063	6,076	14,473	14,345	1,613	31,130	30,920
2005	6,458	6,452	2,212	2,168	5,939	5,850	12,942	12,947	1,403	28,954	28,819
2006	6,376	6,410	2,296	2,219	5,885	5,884	12,642	12,621	1,474	28,673	28,609
2007	6,278	6,222	2,428	2,358	6,149	6,085	11,535	11,475	1,384	27,774	27,523
2008	6,070	6,024	2,450	2,430	5,556	5,699	10,711	10,648	1,247	26,034	26,047
2009	5,545	5,583	2,606	2,599	5,350	5,364	10,053	9,951	1,136	24,690	24,633
2010	5,200	5,326	2,660	2,675	4,780	4,871	8,914	8,988	1,106	22,660	22,965
2011	5,454	5,429	3,085	3,048	5,247	5,047	8,342	8,333	994	23,122	22,851
2012	5,559	5,550	3,222	3,259	5,000	5,198	8,232	8,037	1,026	23,039	23,070
2013	4,998	5,026	3,143	3,154	4,866	4,929	7,641	7,706	1,009	21,657	21,824
2014	5,063	4,965	3,401	3,271	5,289	5,079	8,035	8,071	1,019	22,807	22,405
2015 ⁴	4,940	4,930	3,239	3,274	5,042	5,023	7,888	7,868	1,035	22,144	22,131

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[Notes & Definitions](#)

Source: DfT STATS19

The figures in this table are National Statistics

Last updated: 29 September 2016

1. The temperature and rainfall adjusted road fatalities series can be interpreted as the number of road fatalities we would have expected each year had the temperature and rainfall in each month of each year been at the long term average.
2. Other consists mainly of bus or coach, light goods vehicles and heavy goods vehicles. Weather-adjusted figures have not been produced for this group.
3. Details on the methodology used to produce weather-adjusted road casualty figures can be found at: www.gov.uk/government/publications/road-accidents-and-safety-statistics-guidance.
4. All statistical models work within reasonable operating parameters. The model used here is based on long-term trends in temperature and precipitation. It does not take into account events that are considerably more extreme than have been recorded before, and similarly it cannot take into account consequences such as flooding and road closures. As a result we do not believe that the model produces a reliable adjustment of the casualty figures for December 2015. It is impossible to say what the outcome would have been had the weather in December been closer to the long term average. The adjusted December 2015 figures have therefore not been included in the 2015 weather-adjusted figures.

Next update: September 2017

RAS30080

Reported weather-adjusted slightly injured casualties¹ by road user type, Great Britain 1991 - 2015

	Pedestrians		Pedal cyclists		Motorcycle rider/passenger		Car occupant		Other ²	All road users	
	Published	Weather-adjusted	Published	Weather-adjusted	Published	Weather-adjusted	Published	Weather-adjusted	Published	Published	Weather-adjusted
1991	39,006	39,073	20,628	20,825	22,249	22,095	153,989	154,357	19,310	255,182	255,660
1992	37,417	37,500	20,777	20,665	19,553	19,587	160,538	158,724	18,983	257,268	255,459
1993	35,465	35,263	20,290	20,462	18,212	18,110	164,646	163,753	18,688	257,301	256,276
1994	35,765	35,586	20,838	20,795	17,688	17,704	171,262	171,790	19,616	265,169	265,492
1995	34,786	34,841	20,978	20,612	16,909	16,833	170,566	173,478	18,294	261,533	264,057
1996	34,838	35,135	20,795	21,276	16,925	17,116	181,288	183,009	18,635	272,481	275,170
1997	34,575	34,761	21,044	20,710	18,046	17,807	188,257	189,338	19,298	281,220	281,915
1998	34,405	34,354	19,611	19,497	18,168	18,181	188,798	186,691	19,975	280,957	278,698
1999	33,063	32,798	19,664	19,227	19,284	19,073	185,367	184,217	20,387	277,765	275,703
2000	32,535	32,405	17,842	17,576	20,838	20,702	187,080	183,625	20,424	278,719	274,732
2001	31,513	31,853	16,436	16,662	21,505	21,658	183,378	184,708	19,917	272,749	274,797
2002	30,153	30,041	14,657	14,207	20,853	20,603	178,697	177,347	18,838	263,198	261,035
2003	28,472	28,452	14,622	13,848	20,759	20,156	171,051	173,515	18,488	253,392	254,459
2004	27,403	27,417	14,340	13,978	18,993	18,934	167,714	166,864	18,039	246,489	245,233
2005	26,152	26,210	14,201	13,792	18,316	18,156	163,685	164,030	16,508	238,862	238,697
2006	23,931	23,991	13,754	13,091	16,842	16,693	156,746	156,602	15,286	226,559	225,662
2007	23,267	23,203	13,631	13,329	16,722	16,522	148,466	147,748	14,974	217,060	215,777
2008	21,840	21,774	13,732	13,655	15,501	15,603	137,220	136,327	14,040	202,333	201,399
2009	20,842	20,718	14,354	14,295	14,881	14,748	132,300	131,542	12,857	195,234	194,160
2010	20,240	20,548	14,414	14,988	13,503	13,525	123,456	123,844	12,525	184,138	185,431
2011	20,291	20,265	16,023	15,607	14,541	14,230	115,699	115,738	12,373	178,927	178,213
2012	19,239	19,034	15,751	16,066	13,982	13,979	110,675	108,303	11,283	170,930	168,664
2013	18,637	18,693	16,186	16,333	13,555	13,610	101,361	102,274	10,561	160,300	161,471
2014	19,239	18,984	17,773	16,997	14,738	14,433	106,698	106,712	11,447	169,895	168,573
2015 ⁴	18,713	18,527	15,505	15,664	14,511	14,535	103,065	103,574	10,521	162,315	162,821

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[Notes & Definitions](#)

Source: DfT STATS19

The figures in this table are National Statistics

Last updated: 29 September 2016

Next update: September 2017

1. The temperature and rainfall adjusted road fatalities series can be interpreted as the number of road fatalities we would have expected each year had the temperature and rainfall in each month of each year been at the long term average.
2. Other consists mainly of bus or coach, light goods vehicles and heavy goods vehicles. Weather-adjusted figures have not been produced for this group.
3. Details on the methodology used to produce weather-adjusted road casualty figures can be found at: www.gov.uk/government/publications/road-accidents-and-safety-statistics-guidance
4. All statistical models work within reasonable operating parameters. The model used here is based on long-term trends in temperature and precipitation. It does not take into account events that are considerably more extreme than have been recorded before, and similarly it cannot take into account consequences such as flooding and road closures. As a result we do not believe that the model produces a reliable adjustment of the casualty figures for December 2015. It is impossible to say what the outcome would have been had the weather in December been closer to the long term average. The adjusted December 2015 figures have therefore not been included in the 2015 weather-adjusted figures.

RAS30081**Reported road casualties on the 2010 strategic road network by road class and severity
England 2013 - 2015 and comparison of 2015 with 2010 - 2014 average and 2014**

Road Class	2010-14 average	2013	2014	2015	Number of casualties	
					2015 percentage change on 10-14 avg	2015 percentage change on 2014
Motorway						
Killed	90	87	84	92	2	10
Seriously injured	636	596	636	637	0	0
Killed or seriously injured	726	683	720	729	0	1
Slightly injured	7,748	7,154	7,471	7,252	-6	-3
All casualties	8,474	7,837	8,191	7,981	-6	-3
A Road						
Killed	145	157	127	132	-9	4
Seriously injured	924	868	1,006	923	0	-8
Killed or seriously injured	1,069	1,025	1,133	1,055	-1	-7
Slightly injured	7,521	7,226	7,490	7,335	-2	-2
All casualties	8,590	8,251	8,623	8,390	-2	-3

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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, 1930-2015

Year	Population (millions)	Motor vehicles currently licensed (m'lns)	Index of vehicle traffic ¹ 1949=100		Reported casualties from road accidents							
			Motor traffic	All traffic	Killed					Injured	All severities	
					Accidents ('000s)	Pedestrians	Pedal cyclists ²	M/cycle users ²	Others ³	All	('000s)	('000s)
1930	44.6	2.3	..	..	157	3,722	887	1,832	864	7,305	178	185
1935	45.6	2.6	..	..	196	3,073	1,400	1,277	752	6,502	222	228
1940	46.9	2.3	..	..	..	4,724	1,363	1,270	1,252	8,609	..	..
1945	47.8	2.6	..	..	..	2,602	918	553	1,183	5,256	133	138
1950	49.2	4.4	114	104	167	2,251	805	1,129	827	5,012	196	201
1955	49.6	6.5	166	136	217	2,287	708	1,362	1,169	5,526	262	268
1960	51.0	9.4	242	177	272	2,708	679	1,743	1,840	6,970	341	348
1965	52.9	12.9	350	242	299	3,105	543	1,244	3,060	7,952	390	398
1970	54.1	15.0	431	292	267	2,925	373	761	3,440	7,499	356	363
1975	54.7	17.5	499	337	246	2,344	278	838	2,906	6,366	319	325
1980 ⁺	54.8	19.2	584	394	252	1,941	302	1,163	2,547	5,953	321	327
1985	55.1	21.2	666	450	246	1,789	286	796	2,294	5,165	312	318
1986 ⁴	55.3	21.7	700	472	248	1,841	271	762	2,511	5,385	316	321
1987	55.4	22.2	754	508	239	1,703	280	723	2,419	5,125	306	311
1988	55.6	23.3	809	544	247	1,753	227	670	2,402	5,052	317	322
1989	55.8	24.2	874	588	261	1,706	294	683	2,690	5,373	336	342
1990	56.0	24.7	884	594	258	1,694	256	659	2,608	5,217	336	341
1991 ⁵	56.2	24.5	886	595	236	1,496	242	548	2,282	4,568	307	311
1992	55.9	24.9	883	592	233	1,347	204	469	2,209	4,229	307	311
1993	56.0	24.8	887	594	229	1,241	186	427	1,960	3,814	302	306
1994	56.2	25.2	907	607	234	1,124	172	444	1,910	3,650	312	315
1995	56.3	25.4	925	619	231	1,038	213	445	1,925	3,621	307	311
1996	56.4	26.3	949	635	236	997	203	440	1,958	3,598	317	321
1997	56.5	27.0	969	648	240	973	183	509	1,934	3,599	324	328
1998	56.6	27.5	987	660	239	906	158	498	1,859	3,421	322	325
1999	56.8	28.4	1,005	672	235	870	172	547	1,834	3,423	317	320
2000	57.0	28.9	1,005	672	234	857	127	605	1,820	3,409	317	320
2001	57.4	29.7	1,017	680	229	826	138	583	1,903	3,450	310	313
2002	57.6	30.6	1,041	696	222	775	130	609	1,917	3,431	299	303
2003	57.8	31.2	1,047	701	214	774	114	693	1,927	3,508	287	291
2004	58.1	32.3	1,063	711	207	671	134	585	1,831	3,221	278	281
2005	58.5	32.9	1,063	711	199	671	148	569	1,813	3,201	268	271
2006	58.8	33.4	1,078	721	189	675	146	599	1,752	3,172	255	258
2007	59.2	34.0	1,088	727	182	646	136	588	1,576	2,946	245	248
2008	59.6	34.2	1,077	721	171	572	115	493	1,358	2,538	228	231
2009	60.0	34.2	1,067	714	164	500	104	472	1,146	2,222	220	222
2010	60.5	34.2	1,050	703	154	405	111	403	931	1,850	207	209
2011	60.9	34.2	1,052	704	151	453	107	362	979	1,901	202	204
2012	61.9	34.5	1,048	702	146	420	118	328	888	1,754	194	196
2013	62.3	35.0	1,052	704	139	398	109	331	875	1,713	182	184
2014	62.8	35.6	1,077	721	146	446	113	339	877	1,775	193	194
2015	63.3	36.5	1,097	735	140	408	100	365	857	1,730	184	186

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 sidcar passengers and second riders of tandems.
- 3 Includes cases where road user type was not reported.
- 4 Casualty data has been revised.
- 5 Population figures have been revised by ONS so there is a break in the series at this point.

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

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Last updated: 29 September 2016

[Notes & Definitions](#)

Next update: September 2017

The figures in this table are National Statistics

RAS40002

Reported accidents, vehicles and casualties by severity, road class, built-up and non built-up roads, Great Britain, 2015

	Number of accidents/vehicles/casualties					
	Accidents	Vehicles involved	Casualties involved, by severity			
			Killed	Seriously injured	Slightly injured	All severities
Motorways						
Fatal	96	228	108	31	75	214
Serious	616	1,392	..	695	556	1,251
Slight	4,838	11,006	..	..	7,600	7,600
All severities	5,550	12,626	108	726	8,231	9,065
Built-up A roads						
Fatal	354	562	365	69	84	518
Serious	5,551	9,419	..	5,864	1,394	7,258
Slight	39,929	75,720	..	..	51,357	51,357
All severities	45,834	85,701	365	5,933	52,835	59,133
Built-up other roads¹						
Fatal	367	565	382	85	111	578
Serious	8,358	13,473	..	8,752	1,802	10,554
Slight	51,011	91,360	..	..	63,488	63,488
All severities	59,736	105,398	382	8,837	65,401	74,620
All built-up roads²						
Fatal	721	1,127	747	154	195	1,096
Serious	13,909	22,892	..	14,616	3,196	17,812
Slight	90,940	167,080	..	..	114,845	114,845
All severities	105,570	191,099	747	14,770	118,236	133,753
Non built-up A roads						
Fatal	565	1,136	619	207	261	1,087
Serious	3,301	6,266	..	3,831	1,711	5,542
Slight	14,580	29,271	..	..	21,445	21,445
All severities	18,446	36,673	619	4,038	23,417	28,074
Non built-up other roads¹						
Fatal	234	408	256	78	109	443
Serious	2,212	3,655	..	2,532	1,038	3,570
Slight	8,044	13,384	..	..	11,284	11,284
All severities	10,490	17,447	256	2,610	12,431	15,297
All non built-up roads²						
Fatal	799	1,544	875	285	370	1,530
Serious	5,513	9,921	..	6,363	2,749	9,112
Slight	22,624	42,655	..	..	32,729	32,729
All severities	28,936	54,120	875	6,648	35,848	43,371
All speed limits³						
Fatal	1,616	2,899	1,730	470	640	2,840
Serious	20,038	34,205	..	21,674	6,501	28,175
Slight	118,402	220,741	..	..	155,174	155,174
All severities	140,056	257,845	1,730	22,144	162,315	186,189

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

2 Excludes motorways.

3 Includes cases where speed limit was not reported.

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[Notes & Definitions](#)

Source: DfT STATS19

Last updated: 29 September 2016

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The figures in this table are National Statistics

RAS40003

Reported accidents and casualties by severity, road type and speed limit, Great Britain, 2015

	Number of accidents/casualties							
	Accidents				Casualties			
	Fatal	Serious	Slight	All	Killed	Seriously injured	Slightly injured	All
Roundabout								
Speed limit								
20 mph ^{1,2}	0	18	108	126	0	18	123	141
30 mph	16	592	5,509	6,117	16	607	6,851	7,474
40 mph	3	150	1,288	1,441	3	157	1,659	1,819
50 mph	2	53	451	506	2	55	569	626
60 mph	6	119	825	950	6	126	1,088	1,220
70 mph	1	47	401	449	1	49	515	565
All limits ³	28	979	8,582	9,589	28	1,012	10,805	11,845
One way street								
Speed limit								
20 mph ^{1,2}	0	39	276	315	0	40	310	350
30 mph	21	316	2,152	2,489	22	340	2,626	2,988
40 mph	1	7	24	32	2	7	38	47
50 mph	1	1	4	6	1	1	7	9
60 mph	1	8	22	31	1	8	33	42
All limits ³	24	371	2,478	2,873	26	396	3,014	3,436
Single carriageway								
Speed limit								
20 mph ^{1,2}	9	557	3,009	3,575	11	576	3,675	4,262
30 mph	444	9,802	64,421	74,667	459	10,317	82,457	93,233
40 mph	127	1,158	5,406	6,691	131	1,339	8,326	9,796
50 mph	83	630	2,338	3,051	91	773	3,855	4,719
60 mph	548	3,697	12,836	17,081	608	4,541	20,717	25,866
All limits ³	1,211	15,844	88,011	105,066	1,300	17,546	119,031	137,877
Slip road								
Speed limit								
20 mph ^{1,2}	0	0	17	17	0	0	22	22
30 mph	0	30	324	354	0	30	420	450
40 mph	2	15	126	143	2	16	172	190
50 mph	0	13	136	149	0	13	212	225
60 mph	0	23	162	185	0	25	235	260
70 mph	2	65	541	608	2	67	820	889
All limits ³	4	146	1,306	1,456	4	151	1,881	2,036
Dual carriageway								
Speed limit								
20 mph ^{1,2}	1	16	77	94	1	16	94	111
30 mph	39	691	4,794	5,524	39	733	6,545	7,317
40 mph	56	442	2,970	3,468	59	490	4,419	4,968
50 mph	30	171	1,696	1,897	32	184	2,590	2,806
60 mph	20	118	618	756	21	136	948	1,105
70 mph	193	1,160	7,174	8,527	210	1,368	12,123	13,701
All limits ³	339	2,598	17,329	20,266	362	2,927	26,719	30,008
All roads⁴								
Speed limit								
20 mph ^{1,2}	12	645	3,635	4,292	14	666	4,400	5,080
30 mph	523	11,497	77,607	89,627	539	12,098	99,390	112,027
40 mph	189	1,776	9,839	11,804	197	2,015	14,646	16,858
50 mph	118	869	4,638	5,625	128	1,030	7,248	8,406
60 mph	576	3,975	14,530	19,081	637	4,847	23,124	28,608
70 mph	198	1,276	8,152	9,626	215	1,488	13,506	15,209
All limits ³	1,616	20,038	118,402	140,056	1,730	22,144	162,315	186,189

1 Includes residential 20 mph zones plus areas where by-laws restrict the speed limit to 20mph.

2 The amount of road under each speed limit changes between years as highways authorities manage their network. Some of the year-on-year changes in this table will relate to increases / decreases in the length of the road with the given speed limit. This is particularly the case with roads limited to 20 mph which are likely to have increased significantly in recent years. The Department is considering the best way to measure the change in the amount of roads limited to 20 mph.

3 Includes unknown and other speed limits.

4 Includes unknown and other road types.

The figures in this table are National Statistics

Source: DfT STATS19

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[Notes & Definitions](#)

RAS40004

Reported accidents, vehicle user and pedestrian casualties by area type and combination of vehicles involved, Great Britain, 2015

Urban areas	Accidents/Casualties											All accidents with three or more vehicles	All accidents with vehs of type 'A'
	Single vehicle		Two vehicle accidents by vehicle type B										
	No pedestrian	With pedestrian	Pedal cycle	M/cycle 50cc & under	M/cycle over 50cc ¹	Car	Bus or coach	Van / Light goods	Heavy goods vehicle	Any other vehicle	All two vehicle accidents ²		
Pedal cycle													
Accidents involving	438	385	82	37	237	12,450	262	1,060	243	107	14,481	367	15,671
User casualties	440	100	105	28	210	12,411	247	1,056	243	103	14,406	395	15,341
of which: killed	7	0	2	0	1	19	3	3	12	1	41	1	49
seriously injured	136	17	20	4	32	1,698	38	162	48	17	2,021	91	2,265
Pedestrians hit by cycles	1	394	0	0	1	18	4	1	0	0	24	0	419
of which: killed	0	2	0	0	0	0	0	0	0	0	0	0	2
seriously injured	0	75	0	0	0	4	2	0	0	0	6	0	81
Motorcycle 50cc and under													
Accidents involving	179	96	37	14	14	1,189	10	92	10	9	1,375	77	1,727
User casualties	182	20	11	17	10	1,163	7	90	9	9	1,316	74	1,592
of which: killed	0	0	0	0	0	1	0	0	0	0	1	1	2
seriously injured	41	3	1	1	0	166	2	11	3	1	185	15	244
Ped'n's hit by m/cs to 50cc	0	98	0	0	0	6	1	0	2	0	9	0	107
of which: killed	0	0	0	0	0	0	0	0	0	0	0	0	0
seriously injured	0	16	0	0	0	1	0	0	1	0	2	0	18
Motorcycle over 50cc ¹													
Accidents involving	1,275	791	237	14	126	8,335	91	768	132	69	9,775	693	12,534
User casualties	1,310	226	93	9	173	8,332	91	769	131	65	9,666	686	11,888
of which: killed	31	3	0	0	2	46	4	8	4	4	68	15	117
seriously injured	376	28	15	2	19	1,579	17	134	30	12	1,808	193	2,405
Ped'n's hit by m/cs +50cc	0	818	1	0	3	43	1	4	3	1	56	7	881
of which: killed	0	8	0	0	0	0	0	0	0	0	0	0	8
seriously injured	0	148	0	0	1	12	1	3	2	0	19	3	170
Car													
Accidents involving	3,634	15,572	12,450	1,189	8,335	25,774	1,241	2,998	1,103	626	53,728	7,650	80,584
User casualties	4,650	166	156	73	564	37,435	696	2,972	1,247	387	43,545	11,115	59,476
of which: killed	56	0	0	0	0	43	2	3	8	1	57	28	141
seriously injured	635	12	4	4	17	1,233	35	107	67	15	1,482	536	2,665
Pedestrians hit by cars	0	16,086	12	1	9	653	73	74	20	27	870	129	17,085
of which: killed	0	156	0	0	0	15	2	3	0	0	20	5	181
seriously injured	0	3,221	3	1	0	123	20	15	6	5	173	35	3,429
Bus or coach													
Accidents involving	1,660	909	262	10	91	1,241	48	90	34	27	1,805	266	4,640
User casualties	2,029	32	22	2	11	1,257	90	120	51	26	1,581	221	3,863
of which: killed	2	0	0	0	0	0	1	0	0	0	1	1	4
seriously injured	126	1	5	0	0	48	4	2	2	0	61	12	200
Pedestrians hit by buses	0	930	0	0	0	13	6	1	1	0	21	1	952
of which: killed	0	25	0	0	0	0	1	0	0	0	1	0	26
seriously injured	0	183	0	0	0	2	4	1	0	0	7	0	190
Van / Light goods vehicle													
Accidents involving	143	1,064	1,060	92	768	2,998	90	131	75	35	5,249	1,311	7,767
User casualties	158	3	5	3	15	1,002	34	164	66	10	1,299	423	1,883
of which: killed	2	0	0	0	0	1	0	0	2	0	3	1	6
seriously injured	24	0	1	0	0	33	3	1	4	0	42	22	88
Pedestrians hit by vans	0	1,092	1	0	1	50	4	8	4	0	68	12	1,172
of which: killed	0	19	0	0	0	0	0	0	0	0	0	0	19
seriously injured	0	221	0	0	0	9	2	2	1	0	14	3	238
Heavy goods vehicle													
Accidents involving	45	303	243	10	132	1,103	34	75	28	12	1,637	371	2,356
User casualties	45	3	0	0	1	94	7	19	29	0	150	75	273
of which: killed	1	0	0	0	0	1	0	0	1	0	2	1	4
seriously injured	9	1	0	0	0	4	0	0	5	0	9	16	35
Pedestrians hit by HGVs	0	311	0	0	0	17	1	3	2	1	24	6	341
of which: killed	0	34	0	0	0	2	0	0	0	0	2	2	38
seriously injured	0	80	0	0	0	2	0	0	1	0	3	2	85
Any other vehicle A													
Accidents involving	60	187	107	9	69	626	27	35	12	17	902	170	1,319
User casualties	62	0	7	1	11	359	10	25	11	20	444	36	542
of which: killed	3	0	0	0	0	9	1	0	3	0	13	0	16
seriously injured	18	0	2	0	1	59	3	4	4	3	76	5	99
Ped'n's hit by these vehs	0	192	0	0	0	7	1	3	0	1	12	0	204
of which: killed	0	5	0	0	0	0	0	0	0	0	0	0	5
seriously injured	0	31	0	0	0	0	0	0	0	0	0	0	31
All vehicles ²													
Accidents involving	7,434	19,320	14,481	1,375	9,775	53,728	1,805	5,249	1,637	902	57,596	7,730	92,080
All vehicle user casualties	8,877	550	14,700	1,432	10,488	68,163	2,673	6,351	1,908	1,045	72,408	13,025	94,859
of which: killed	102	3	41	1	69	134	11	17	31	19	186	48	339
seriously injured	1,365	62	2,049	195	1,858	5,069	159	462	167	121	5,684	890	8,001
Pedestrian casualties	1	19,934	38	10	67	1,024	106	154	54	41	1,084	155	21,174
of which: killed	0	249	0	0	0	22	3	3	2	0	23	7	279
seriously injured	0	3,978	9	3	19	203	32	33	13	5	224	43	4,245

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, 2015

Rural areas	Accidents/Casualties											All accidents with three or more vehicles	All accidents with vehs of type 'A'	
	Single vehicle		Two vehicle accidents by vehicle type B											
	Vehicle A	No pedestrian	With pedestrian	Pedal cycle	M/cycle 50cc & under	M/cycle over 50cc ¹	Car	Bus or coach	Van / Light goods	Heavy goods vehicle	Any other vehicle			All two vehicle accidents ²
Pedal cycle														
Accidents involving	295	21	31	3	37	2,514	32	254	105	50	3,028	157	3,501	
User casualties	295	7	42	2	35	2,494	30	254	104	49	3,012	189	3,503	
of which: killed	9	0	1	0	0	25	1	4	6	1	38	4	51	
seriously injured	168	1	16	0	11	597	7	72	33	15	751	54	974	
Pedestrians hit by cycles	0	22	0	0	0	3	0	0	0	0	3	0	25	
of which: killed	0	0	0	0	0	0	0	0	0	0	0	0	0	
seriously injured	0	14	0	0	0	1	0	0	0	0	1	0	15	
Motorcycle 50cc and under														
Accidents involving	133	9	3	5	8	249	1	29	10	7	312	24	478	
User casualties	134	2	3	7	6	243	1	29	9	6	304	22	462	
of which: killed	1	0	0	0	0	3	0	0	0	0	3	2	6	
seriously injured	25	2	0	1	2	60	0	2	0	4	69	1	97	
Ped'n's hit by m/cs to 50cc	0	9	0	0	0	0	0	0	0	0	0	0	9	
of which: killed	0	0	0	0	0	0	0	0	0	0	0	0	0	
seriously injured	0	3	0	0	0	0	0	0	0	0	0	0	3	
Motorcycle over 50cc ¹														
Accidents involving	1,679	49	37	8	98	2,950	27	272	92	79	3,564	538	5,830	
User casualties	1,749	21	16	5	135	3,002	25	277	95	74	3,630	576	5,976	
of which: killed	52	0	0	0	6	99	3	8	7	5	128	60	240	
seriously injured	750	4	6	1	49	1,057	5	97	47	29	1,291	251	2,296	
Ped'n's hit by m/cs +50cc	0	53	0	0	1	2	2	1	0	0	6	1	60	
of which: killed	0	1	0	0	1	0	0	0	0	0	1	0	2	
seriously injured	0	15	0	0	0	1	0	0	0	0	1	1	17	
Car														
Accidents involving	8,928	1,982	2,514	249	2,950	14,438	273	2,248	1,884	637	25,201	6,457	42,568	
User casualties	11,649	40	52	16	375	23,612	196	2,299	2,300	613	29,472	11,060	52,221	
of which: killed	194	0	0	0	3	189	7	21	77	10	307	112	613	
seriously injured	1,672	2	5	0	25	2,071	32	196	233	68	2,630	916	5,220	
Pedestrians hit by cars	0	2,061	7	0	0	150	22	10	12	9	210	41	2,312	
of which: killed	0	77	0	0	0	8	0	0	1	0	9	6	92	
seriously injured	0	478	2	0	0	41	11	3	1	2	60	16	554	
Bus or coach														
Accidents involving	122	47	32	1	27	273	5	33	24	12	407	92	668	
User casualties	236	0	4	0	0	244	19	46	85	8	406	121	763	
of which: killed	1	0	0	0	0	0	0	0	0	0	0	0	1	
seriously injured	33	0	1	0	0	7	1	1	13	0	23	19	75	
Pedestrians hit by buses	0	48	0	0	0	4	0	0	2	0	6	0	54	
of which: killed	0	1	0	0	0	0	0	0	1	0	1	0	2	
seriously injured	0	11	0	0	0	1	0	0	0	0	1	0	12	
Van / Light goods vehicle														
Accidents involving	413	225	254	29	272	2,248	33	159	184	68	3,247	1,514	5,399	
User casualties	492	3	2	0	13	1,092	13	239	190	47	1,596	774	2,865	
of which: killed	6	0	0	0	0	4	0	1	6	1	12	8	26	
seriously injured	98	0	0	0	1	82	1	24	26	6	140	59	297	
Pedestrians hit by vans	0	234	0	0	0	15	0	3	1	2	21	8	263	
of which: killed	0	9	0	0	0	2	0	0	0	0	2	3	14	
seriously injured	0	42	0	0	0	3	0	0	0	0	3	3	48	
Heavy goods vehicle														
Accidents involving	215	78	105	10	92	1,884	24	184	126	36	2,461	931	3,685	
User casualties	241	0	1	1	1	237	9	51	161	17	478	211	930	
of which: killed	9	0	0	0	0	1	0	1	9	0	11	7	27	
seriously injured	49	0	1	0	0	13	0	5	28	3	50	28	127	
Pedestrians hit by HGVs	0	79	1	0	0	7	0	0	1	0	9	4	92	
of which: killed	0	10	1	0	0	0	0	0	0	0	1	1	12	
seriously injured	0	25	0	0	0	0	0	0	0	0	0	3	28	
Any other vehicle A														
Accidents involving	103	56	50	7	79	637	12	68	36	28	917	269	1,345	
User casualties	127	0	1	1	6	231	6	37	24	34	340	71	538	
of which: killed	2	0	0	0	0	6	1	1	1	2	11	6	19	
seriously injured	46	0	0	0	1	39	1	13	5	4	63	5	114	
Ped'n's hit by these vehs	0	57	0	0	0	6	0	0	0	1	7	1	65	
of which: killed	0	5	0	0	0	1	0	0	0	0	1	0	6	
seriously injured	0	14	0	0	0	0	0	0	0	0	0	0	14	
All vehicles ²														
Accidents involving	11,888	2,474	3,028	312	3,564	25,201	407	3,247	2,461	917	27,019	6,595	47,976	
All vehicle user casualties	14,929	73	3,091	329	4,068	37,016	686	4,592	3,286	1,154	39,242	13,025	67,269	
of which: killed	274	0	38	3	131	445	12	47	108	28	510	199	983	
seriously injured	2,843	9	764	70	1,332	4,485	69	527	407	188	5,018	1,333	9,203	
Pedestrian casualties	0	2,570	11	0	6	247	30	32	24	18	262	55	2,887	
of which: killed	0	104	1	0	1	12	1	2	3	1	15	10	129	
seriously injured	0	606	3	0	1	66	12	6	1	2	66	23	695	

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, 2015

All areas	Accidents/Casualties											All accidents with three or more vehicles	All accidents with vehs of type 'A'
	Single vehicle		Two vehicle accidents by vehicle type B										
	No pedestrian	With pedestrian	Pedal cycle	M/cycle & under 50cc	M/cycle over 50cc ¹	Car	Bus or coach	Van / Light goods	Heavy goods vehicle	Any other vehicle	All two vehicle accidents ²		
Pedal cycle													
Accidents involving	733	406	113	40	274	14,964	294	1,314	348	157	17,509	524	19,172
User casualties	735	107	147	30	245	14,905	277	1,310	347	152	17,418	584	18,844
of which: killed	16	0	3	0	1	44	4	7	18	2	79	5	100
seriously injured	304	18	36	4	43	2,295	45	234	81	32	2,772	145	3,239
Pedestrians hit by cycles	1	416	0	0	1	21	4	1	0	0	27	0	444
of which: killed	0	2	0	0	0	0	0	0	0	0	0	0	2
seriously injured	0	89	0	0	0	5	2	0	0	0	7	0	96
Motorcycle 50cc and under													
Accidents involving	312	105	40	19	22	1,438	11	121	20	16	1,687	101	2,205
User casualties	316	22	14	24	16	1,406	8	119	18	15	1,620	96	2,054
of which: killed	1	0	0	0	0	4	0	0	0	0	4	3	8
seriously injured	66	5	1	2	2	226	2	13	3	5	254	16	341
Ped'n's hit by m/cs to 50cc	0	107	0	0	0	6	1	0	2	0	9	0	116
of which: killed	0	0	0	0	0	0	0	0	0	0	0	0	0
seriously injured	0	19	0	0	0	1	0	0	1	0	2	0	21
Motorcycle over 50cc ¹													
Accidents involving	2,954	840	274	22	224	11,285	118	1,040	224	148	13,339	1,231	18,364
User casualties	3,059	247	109	14	308	11,334	116	1,046	226	139	13,296	1,262	17,864
of which: killed	83	3	0	0	8	145	7	16	11	9	196	75	357
seriously injured	1,126	32	21	3	68	2,636	22	231	77	41	3,099	444	4,701
Ped'n's hit by m/cs +50cc	0	871	1	0	4	45	3	5	3	1	62	8	941
of which: killed	0	9	0	0	1	0	0	0	0	0	1	0	10
seriously injured	0	163	0	0	1	13	1	3	2	0	20	4	187
Car													
Accidents involving	12,562	17,554	14,964	1,438	11,285	40,212	1,514	5,246	2,987	1,263	78,929	14,107	123,152
User casualties	16,299	206	208	89	939	61,047	892	5,271	3,547	1,000	73,017	22,175	111,697
of which: killed	250	0	0	0	3	232	9	24	85	11	364	140	754
seriously injured	2,307	14	9	4	42	3,304	67	303	300	83	4,112	1,452	7,885
Pedestrians hit by cars	0	18,147	19	1	9	803	95	84	32	36	1,080	170	19,397
of which: killed	0	233	0	0	0	23	2	3	1	0	29	11	273
seriously injured	0	3,699	5	1	0	164	31	18	7	7	233	51	3,983
Bus or coach													
Accidents involving	1,782	956	294	11	118	1,514	53	123	58	39	2,212	358	5,308
User casualties	2,265	32	26	2	11	1,501	109	166	136	34	1,987	342	4,626
of which: killed	3	0	0	0	0	0	1	0	0	0	1	1	5
seriously injured	159	1	6	0	0	55	5	3	15	0	84	31	275
Pedestrians hit by buses	0	978	0	0	0	17	6	1	3	0	27	1	1,006
of which: killed	0	26	0	0	0	0	1	0	1	0	2	0	28
seriously injured	0	194	0	0	0	3	4	1	0	0	8	0	202
Van / Light goods vehicle													
Accidents involving	556	1,289	1,314	121	1,040	5,246	123	290	259	103	8,496	2,825	13,166
User casualties	650	6	7	3	28	2,094	47	403	256	57	2,895	1,197	4,748
of which: killed	8	0	0	0	0	5	0	1	8	1	15	9	32
seriously injured	122	0	1	0	1	115	4	25	30	6	182	81	385
Pedestrians hit by vans	0	1,326	1	0	1	65	4	11	5	2	89	20	1,435
of which: killed	0	28	0	0	0	2	0	0	0	0	2	3	33
seriously injured	0	263	0	0	0	12	2	2	1	0	17	6	286
Heavy goods vehicle													
Accidents involving	260	381	348	20	224	2,987	58	259	154	48	4,098	1,302	6,041
User casualties	286	3	1	1	2	331	16	70	190	17	628	286	1,203
of which: killed	10	0	0	0	0	2	0	1	10	0	13	8	31
seriously injured	58	1	1	0	0	17	0	5	33	3	59	44	162
Pedestrians hit by HGVs	0	390	1	0	0	24	1	3	3	1	33	10	433
of which: killed	0	44	1	0	0	2	0	0	0	0	3	3	50
seriously injured	0	105	0	0	0	2	0	0	1	0	3	5	113
Any other vehicle A													
Accidents involving	163	243	157	16	148	1,263	39	103	48	45	1,819	439	2,664
User casualties	189	0	8	2	17	590	16	62	35	54	784	107	1,080
of which: killed	5	0	0	0	0	15	2	1	4	2	24	6	35
seriously injured	64	0	2	0	2	98	4	17	9	7	139	10	213
Ped'n's hit by these vehs	0	249	0	0	0	13	1	3	0	2	19	1	269
of which: killed	0	10	0	0	0	1	0	0	0	0	1	0	11
seriously injured	0	45	0	0	0	0	0	0	0	0	0	0	45
All vehicles ²													
Accidents involving	19,322	21,794	17,509	1,687	13,339	78,929	2,212	8,496	4,098	1,819	84,615	14,325	140,056
All vehicle user casualties	23,806	623	17,791	1,761	14,556	105,179	3,359	10,943	5,194	2,199	111,650	26,050	162,128
of which: killed	376	3	79	4	200	579	23	64	139	47	696	247	1,322
seriously injured	4,208	71	2,813	265	3,190	9,554	228	989	574	309	10,702	2,223	17,204
Pedestrian casualties	1	22,504	49	10	73	1,271	136	186	78	59	1,346	210	24,061
of which: killed	0	353	1	0	1	34	4	5	5	1	38	17	408
seriously injured	0	4,584	12	3	20	269	44	39	14	7	290	66	4,940

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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RAS40005

Reported accidents, vehicles and casualties by vehicle type and left hand drive, Great Britain, 2015

	Number of vehicles/accidents/casualties								
	Vehicles	Accidents, by severity				Casualties involved ¹ , by severity			
		Fatal	Serious	Slight	All severities	Killed	Serious	Slight	All severities
Pedal cycles	19,440	106	3,360	15,706	19,172	106	3,411	16,318	19,835
Motorcycles	20,996	369	5,170	15,002	20,541	381	5,378	16,938	22,697
Cars and taxis	188,374	1,234	16,085	105,616	122,935	1,342	17,990	147,315	166,647
of which LHD	708	10	82	538	630	11	97	790	898
Minibuses	498	8	75	411	494	9	91	800	900
of which LHD	7	1	4	2	7	2	6	21	29
Buses or coaches	5,381	63	629	4,616	5,308	68	706	6,797	7,571
of which LHD	26	0	2	24	26	0	2	30	32
Vans / Light goods vehicles	13,876	160	1,657	11,349	13,166	166	1,878	16,278	18,322
of which LHD	71	0	10	61	71	0	11	89	100
Heavy goods vehicles	6,470	262	890	4,889	6,041	282	1,071	6,997	8,350
of which LHD	473	18	48	401	467	19	63	564	646
Other vehicles	2,752	75	462	2,127	2,664	82	522	2,807	3,411
of which LHD	55	0	6	49	55	0	6	70	76
All vehicles ²	257,845	1,616	20,038	118,402	140,056	1,730	22,144	162,315	186,189
of which LHD ³	1,344	28	149	1,063	1,240	30	181	1,534	1,745

Note: LHD = Left Hand Drive

1 Includes all casualties in accidents involving the relevant vehicle type.

2 Includes cases where vehicle type was unknown.

3 Includes cases where there is conflicting data (eg. Motorcycles coded as "left hand drive").

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RAS40006
Summary statistics, Great Britain, 2015

	Number			2015 Percentage change over:	
	2010-14 average	2014	2015	2014	2010-14 average
Casualties					
Killed	2,816	1,775	1,730	-3	-39
Killed or seriously injured (KSI)	30,041	24,582	23,874	-3	-21
All casualties	246,050	194,477	186,189	-4	-24
Vehicle traffic (billion vehicle miles) (inc pedal cycles)	313.1	314.3	320.0	2	2
Population (million)	59.2	62.8	63.3	1	7
Accidents					
Fatal	2,590	1,658	1,616	-3	-38
Fatal or serious	26,473	22,334	21,654	-3	-18
All accidents	180,831	146,322	140,056	-4	-23
Casualties per accident					
Fatal	1.94	1.75	1.76	1	-9
Fatal or serious	1.54	1.43	1.43	0	-7
All accidents	1.36	1.33	1.33	0	-2
Accident type					
Fatal accidents					
Single vehicle (no pedestrian)	659	379	353	-7	-46
Single vehicle (with pedestrian)	515	389	348	-11	-32
Two vehicle	1,023	657	681	4	-33
Three or more vehicles	394	233	234	0	-41
All accidents					
Single vehicle (no pedestrian)	27,691	20,650	19,322	-6	-30
Single vehicle (with pedestrian)	27,208	22,521	21,794	-3	-20
Two vehicle	106,794	88,592	84,615	-4	-21
Three or more vehicles	19,138	14,559	14,325	-2	-25
Casualties by road type					
Fatalities on					
Motorways	173	96	108	13	-38
Built-up roads	1,147	783	747	-5	-35
Non built-up roads	1,496	896	875	-2	-42
KSI on					
Motorways	1,140	814	834	2	-27
Built-up roads	18,373	15,835	15,517	-2	-16
Non built-up roads	10,528	7,933	7,523	-5	-29
All casualties on					
Motorways	12,423	9,205	9,065	-2	-27
Built-up roads	168,749	139,561	133,752	-4	-21
Non built-up roads	64,879	45,711	43,371	-5	-33
Car occupants					
Fatalities	1,407	797	754	-5	-46
Seriously injured	11,577	8,035	7,888	-2	-32
Slightly injured	147,683	106,698	103,065	-3	-30
Total	160,667	115,530	111,707	-3	-30
Car traffic (billion vehicle miles)	244.7	244.5	247.7	1	1
Fatalities in accidents involving car drivers aged 17-24					
of which: Driver aged 17-24	286	120	120	0	-58
Passenger of driver aged 17-24	200	86	66	-23	-67
Other road user	278	136	151	11	-46
Pedestrians					
Fatalities	613	446	408	-9	-33
of which: Children (0-15)	57	29	25	-14	-56
Adults (16-59)	301	226	210	-7	-30
Elderly (60+)	253	191	173	-9	-32
Seriously injured	6,145	5,063	4,940	-2	-20
Slightly injured	23,206	19,239	18,713	-3	-19
Total	29,965	24,748	24,061	-3	-20
Motorcyclists					
Fatalities	544	339	365	8	-33
Seriously injured	5,776	5,289	5,042	-5	-13
Slightly injured	16,452	14,738	14,511	-2	-12
Total	22,772	20,366	19,918	-2	-13
Motorcycle traffic (billion vehicle miles)	3.2	2.8	2.8	0	-14

RAS40006
Summary statistics, Great Britain, 2015

		Number			2015 Percentage change over:	
		2010-14 average	2014	2015	2014	2010-14 average
Fatalities on	Motorways	17	5	8	60	-52
	Built-up roads	208	124	152	23	-27
	Non built-up roads	320	210	205	-2	-36
KSI on	Motorways	143	97	99	2	-31
	Built-up roads	3,865	3,519	3,444	-2	-11
	Non built-up roads	2,312	2,012	1,864	-7	-19
Motorcycles with engine size up to 125 cc	Fatalities	82	67	83	24	1
	Seriously injured	2,059	2,164	2,081	-4	1
	Slightly injured	8,259	8,471	8,562	1	4
Motorcycles with engine size over 125 cc	Fatalities	462	269	280	4	-39
	Seriously injured	3,716	3,067	2,887	-6	-22
	Slightly injured	8,194	6,148	5,794	-6	-29
Pedal cyclists						
	Fatalities	130	113	100	-12	-23
	Seriously injured	2,398	3,401	3,239	-5	35
	Slightly injured	13,934	17,773	15,505	-13	11
	Total	16,463	21,287	18,844	-11	14
	Child (0-15) KSI	485	279	278	0	-43
	Adult (16+) KSI	2,001	3,197	3,027	-5	51
	Pedal cycle traffic (billion vehicle miles)	2.8	3.2	3.2	0	17
Vans/Light Goods Vehicles (LGV)						
	Fatalities	49	33	32	-3	-34
	Seriously injured	453	367	385	5	-15
	Slightly injured	4,890	4,515	4,333	-4	-11
	Casualties in accidents involving at least one LGV					
	Fatalities	246	177	166	-6	-33
	KSI	2,154	2,064	2,044	-1	-5
	All casualties	19,409	18,505	18,322	-1	-6
	LGV traffic (billion vehicle miles)	40.5	45.0	46.9	4	16
Heavy Goods Vehicles (HGV)						
	Fatalities	37	14	31	121	-15
	Seriously injured	277	162	162	0	-42
	Slightly injured	1,946	1,177	1,010	-14	-48
	Casualties in accidents involving at least one HGV					
	Fatalities	395	268	282	5	-29
	KSI	1,910	1,319	1,353	3	-29
	All casualties	13,092	8,906	8,350	-6	-36
	HGV traffic (billion vehicle miles)	17.7	16.0	16.7	4	-6
Children (aged 0-15)						
	Fatalities	127	53	54	2	-58
	Male	80	28	33	18	-59
	Female	47	25	21	-16	-56
	KSI	3,067	2,082	1,964	-6	-36
	All casualties	24,021	16,727	16,103	-4	-33

The figures in this table are National Statistics

Source: DfT STATS19

Last updated: 29 September 2016

Next update: September 2017

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[Notes & Definitions](#)

Department for Transport Statistics

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

RAS40007

Reported road accidents and casualties, Great Britain, 1950-2015

Number/rate per billion vehicle miles

Year	Casualties										Casualty rate per Billion vehicle miles	All traffic billion vehicle miles
	Accidents '000	Killed (number)					Injured (thousands)					
		Pedestrians no.	Pedal cyclists no.	Motor cyclists no.	All road users no.	Other road users no.	All killed no.	Serious '000	Slight '000	All injured '000			All casualties '000
1950	167	2,251	805	1,129	827	5,012	49	148	196	201	4,438	45
1951	178	2,398	800	1,175	877	5,250	52	159	211	216	4,372	50
1952	172	2,063	743	1,142	758	4,706	50	153	203	208	3,998	52
1953	186	2,233	720	1,237	900	5,090	57	165	222	227	4,262	53
1954	196	2,226	696	1,148	940	5,010	57	176	233	238	4,333	55
1955	217	2,287	708	1,362	1,169	5,526	62	200	262	268	4,529	59
1956	216	2,270	650	1,250	1,197	5,367	61	201	263	268	4,441	60
1957	219	2,225	663	1,425	1,237	5,550	64	205	268	274	4,571	60
1958	237	2,408	668	1,421	1,473	5,970	69	225	294	300	4,502	67
1959	261	2,520	738	1,680	1,582	6,520	81	246	327	333	4,556	73
1960	272	2,708	679	1,743	1,840	6,970	84	256	341	348	4,498	77
1961	270	2,717	645	1,544	2,002	6,908	85	258	343	350	4,222	83
1962	264	2,681	583	1,323	2,122	6,709	84	251	335	342	3,994	86
1963	272	2,740	589	1,279	2,314	6,922	88	261	349	356	3,966	90
1964	292	2,986	583	1,445	2,806	7,820	95	282	378	385	3,870	100
1965	299	3,105	543	1,244	3,060	7,952	98	292	390	398	3,774	105
1966	292	3,153	514	1,134	3,184	7,985	100	285	384	392	3,527	111
1967	277	2,964	463	920	2,972	7,319	94	269	363	370	3,209	115
1968	264	2,762	391	877	2,780	6,810	89	254	342	349	2,917	120
1969	262	2,955	402	791	3,217	7,365	91	255	346	353	2,880	123
1970	267	2,925	373	761	3,440	7,499	93	262	356	363	2,855	127
1971	259	2,939	411	800	3,549	7,699	91	253	344	352	2,620	134
1972	265	3,083	367	729	3,584	7,763	91	261	352	360	2,557	141
1973	262	2,806	336	750	3,514	7,406	89	257	346	354	2,395	148
1974	244	2,642	282	797	3,162	6,883	82	236	318	325	2,236	145
1975	246	2,344	278	838	2,906	6,366	77	241	319	325	2,214	147
1976	259	2,335	300	990	2,945	6,570	80	254	333	340	2,200	154
1977	266	2,313	301	1,182	2,818	6,614	82	260	341	348	2,214	157
1978	265	2,427	316	1,163	2,925	6,831	83	260	343	350	2,152	163
1979	255	2,118	320	1,160	2,754	6,352	80	248	328	335	2,067	162
1980	252	1,941	302	1,163	2,547	5,953	79	243	323	329	1,909	172
1981	248	1,874	310	1,131	2,531	5,846	78	241	319	325	1,852	175
1982	256	1,869	294	1,091	2,683	5,937	80	249	328	334	1,850	181
1983	243	1,914	323	963	2,245	5,445	71	233	303	309	1,687	183
1984	253	1,868	345	967	2,419	5,599	73	246	319	324	1,687	192
1985	246	1,789	286	796	2,294	5,165	71	241	312	318	1,618	196
1986	248	1,841	271	762	2,511	5,385	69	247	316	321	1,564	206
1987	239	1,703	280	723	2,419	5,125	64	242	306	311	1,407	221
1988	247	1,753	227	670	2,402	5,052	63	254	317	322	1,362	237
1989	261	1,706	294	683	2,690	5,373	63	273	336	342	1,334	256
1990	258	1,694	256	659	2,608	5,217	60	275	336	341	1,319	259
1991	236	1,496	242	548	2,282	4,568	52	255	307	311	1,202	259
1992	233	1,347	204	469	2,209	4,229	49	257	307	311	1,200	259
1993 ¹	229	1,241	186	427	1,960	3,814	45	257	302	306	1,183	259
1994	234	1,124	172	444	1,910	3,650	47	265	312	315	1,193	264
1995	231	1,038	213	445	1,925	3,621	46	262	307	311	1,152	270
1996	236	997	203	440	1,958	3,598	44	272	317	321	1,159	277
1997	240	973	183	509	1,934	3,599	43	281	324	328	1,161	282
1998	239	906	158	498	1,859	3,421	41	281	322	325	1,132	287
1999	235	870	172	547	1,834	3,423	39	278	317	320	1,094	293
2000	234	857	127	605	1,820	3,409	38	279	317	320	1,094	293
2001	229	826	138	583	1,903	3,450	37	273	310	313	1,053	297
2002	222	775	130	609	1,917	3,431	36	263	299	303	992	305
2003	214	774	114	693	1,927	3,508	34	253	287	291	945	308
2004	207	671	134	585	1,831	3,221	31	246	278	281	899	312
2005	199	671	148	569	1,813	3,201	29	239	268	271	866	313
2006	189	675	146	599	1,752	3,172	29	227	255	258	812	318
2007	182	646	136	588	1,576	2,946	28	217	245	248	771	321
2008	171	572	115	493	1,358	2,538	26	202	228	231	723	319
2009	164	500	104	472	1,146	2,222	25	195	220	222	702	316
2010	154	405	111	403	931	1,850	23	184	207	209	670	311
2011	151	453	107	362	979	1,901	23	179	202	204	665	307
2012	146	420	118	328	888	1,754	23	171	194	196	640	306
2013	139	398	109	331	875	1,713	22	160	182	184	599	307
2014	146	446	113	339	877	1,775	23	170	193	194	619	314
2015	140	408	100	365	857	1,730	22	162	184	186	582	320

¹ See Notes and Definitions in Section 7 for details of discontinuity in road traffic figures from 1993 onwards.

From 1993 the data has been estimated using the expansion factors and the new methodology for measuring road lengths, they are not directly comparable with the figures for 1992 and earlier.

Source: DfT STATS19

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[Notes & Definitions](#)

The figures in this table are National Statistics

RAS41

Key road safety indicators (formerly part of the Strategic Framework for Road Safety)

Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-in-great-britain-main-results-2015>

RAS41001:

Summary indicators (formerly the Key Outcome Indicators - Strategic Framework for Road Safety: Great Britain)

Area/Indicator	2010-14											2015 Percentage ¹		
	baseline	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2014	2010-2014 average	
1	Casualties													
1.1	Fatalities													
1.1.1	All	1,799	3,172	2,946	2,538	2,222	1,850	1,901	1,754	1,713	1,775	1,730	-3%	-4%
1.1.2	Children (0-15)	55	169	121	124	81	55	60	61	48	53	54	2%	-3%
1.1.3	Adults (16-59)	1,249	2,305	2,154	1,835	1,632	1,326	1,328	1,197	1,206	1,187	1,184	0%	-5%
1.1.4	Older people (60+)	494	689	663	578	509	469	513	496	459	535	492	-8%	0%
1.1.5	- Car occupants	820	1,612	1,432	1,257	1,059	835	883	801	785	797	754	-5%	-8%
1.1.6	- Motorcyclists	353	599	588	493	472	403	362	328	331	339	365	8%	4%
1.1.7	- Pedal cyclists	112	146	136	115	104	111	107	118	109	113	100	-12%	-10%
1.1.8	- Pedestrians	424	675	646	572	500	405	453	420	398	446	408	-9%	-4%
1.1.9	In accidents involving HGVs	263	419	435	368	268	263	257	271	258	268	282	5%	7%
1.1.10	In accidents involving LGVs	174	280	303	203	174	169	191	170	162	177	166	-6%	-4%
1.2	Serious injuries													
1.2.1	All	22,657	28,673	27,774	26,034	24,690	22,660	23,122	23,039	21,657	22,807	22,144	-3%	-2%
1.2.2	Children (0-15)	2,194	3,125	2,969	2,683	2,590	2,447	2,352	2,211	1,932	2,029	1,910	-6%	-13%
1.2.3	Adults (16-59)	16,467	21,347	20,899	19,240	18,093	16,380	16,814	16,762	15,844	16,535	16,036	-3%	-3%
1.2.4	Older people (60+)	3,735	3,710	3,586	3,658	3,665	3,511	3,688	3,626	3,623	4,026	3,950	-2%	6%
1.2.5	- Car occupants	8,233	12,642	11,535	10,711	10,053	8,914	8,342	8,232	7,641	8,035	7,888	-2%	-4%
1.2.6	- Motorcyclists	5,036	5,885	6,149	5,556	5,350	4,780	5,247	5,000	4,866	5,289	5,042	-5%	0%
1.2.7	- Pedal cyclists	3,102	2,296	2,428	2,450	2,606	2,660	3,085	3,222	3,143	3,401	3,239	-5%	4%
1.2.8	- Pedestrians	5,255	6,376	6,278	6,070	5,545	5,200	5,454	5,559	4,998	5,063	4,940	-2%	-6%
1.2.9	In accidents involving HGVs	1,083	1,700	1,574	1,344	1,171	1,116	1,077	1,077	1,096	1,051	1,071	2%	-1%
1.2.10	In accidents involving LGVs	1,729	2,042	1,971	1,755	1,731	1,666	1,681	1,757	1,653	1,887	1,878	0%	9%
1.3	Disadvantage													
1.3.1	Disadvantage (KSI): Pedestrians, Cyclists, Cars & Motorcyclists	1.33	1.45	1.35	1.39	1.30	1.32	1.29	1.35	1.42	1.28	1.43	12%	7%
1.3.2	Disadvantage (KSI): Pedestrians, Cyclists & Cars	1.39	1.53	1.45	1.50	1.41	1.44	1.38	1.42	1.48	1.24	1.39	12%	0%
1.3.3	Disadvantage (KSI): Pedestrians & Cyclists	2.05	3.00	2.48	2.50	2.37	2.24	2.10	2.05	2.03	1.81	1.78	-2%	-13%
1.4	Fatality rates per billion vehicle miles²													
1.4.1	All	6	10	9	8	7	6	6	6	6	6	5	-4%	-7%
1.4.2	- Car occupants	3	7	6	5	4	3	4	3	3	3	3	-7%	-11%
1.4.3	- Motorcyclists	126	189	173	158	149	141	125	116	123	122	132	8%	5%
1.4.4	- Pedal cyclists	36	52	53	40	35	37	35	38	35	35	31	-12%	-14%
1.4.5	- Pedestrians	37	57	57	50	42	37	40	38	34	39	35	-11%	-6%
1.5	Fatality rate per million population													
1.5.1	All	29.2	53.9	49.7	42.6	37.0	30.6	31.2	28.3	27.5	28.3	27.3	-3%	-6%
1.5.2	Children (0-15)	4.8	15.2	10.9	11.1	7.3	4.9	5.3	5.3	4.1	4.5	4.5	1%	-6%
1.5.3	Adults (16-59)	34.8	65.7	61.3	52.0	46.2	37.3	37.2	33.1	33.2	33.2	32.3	-3%	-7%
1.5.4	Elderly (60+)	35.0	54.7	51.3	43.7	37.8	34.2	36.9	35.2	32.1	36.8	24.0	-35%	-31%
1.5.5	- Car occupants	13.3	27.4	24.2	21.1	17.6	13.8	14.5	12.9	12.6	12.7	11.9	-6%	-10%
1.5.6	- Motorcyclists	5.7	10.2	9.9	8.3	7.9	6.7	5.9	5.3	5.3	5.4	5.8	7%	1%
1.5.7	- Pedal cyclists	1.8	2.5	2.3	1.9	1.7	1.8	1.8	1.9	1.8	1.8	1.6	-12%	-13%
1.5.8	- Pedestrians	6.9	11.5	10.9	9.6	8.3	6.7	7.4	6.8	6.4	7.1	6.4	-9%	-6%
1.6	Number fatalities and KSI on the English trunk road network													
1.6.1	Fatalities	234	389	370	350	255	249	251	217	244	211	224	6%	-4%
1.6.2	KSI	1,794	2,440	2,405	2,103	1,967	1,886	1,829	1,696	1,708	1,853	1,784	-4%	-1%
1.7	Road deaths as percentage of all accidental deaths													
1.7.1	Percentage	14%	26%	24%	22%	18%	17%	15%	14%	13%	14%	n/a ⁴	n/a	n/a
1.8	Cost of road traffic casualties³													
1.8.1	millions (based on market prices in each respective year)	£ 15,411	£18,079	£19,104	£17,920	£15,820	£15,358	£15,557	£15,122	£14,713	£16,307	£15,287	-6%	-1%
1.8.2	millions (based on market prices in 2015)	£ 16,006	£21,157	£21,801	£19,885	£17,292	£16,533	£16,417	£15,716	£15,005	£16,362	£15,287	-7%	-4%
1.9	Road casualties admitted to hospital (England)													
1.9.1	- all admissions	38,125	40,533	40,327	37,970	38,755	37,665	38,584	n/a ⁴	n/a ⁴	n/a ⁴	n/a ⁴	n/a	n/a
1.9.2	- admissions for 2+ days	15,087	18,380	18,229	16,540	16,200	14,643	15,531	n/a ⁴	n/a ⁴	n/a ⁴	n/a ⁴	n/a	n/a
2	Learning to drive													
2.1	Number of fatalities and KSIs in collisions involving car drivers (aged 17-24).													
2.1.1	Fatalities	376	899	817	635	564	437	412	350	337	342	337	-1%	-10%
2.1.2	KSI	4,605	8,184	7,828	6,855	6,329	5,297	4,894	4,480	4,139	4,214	4,224	0%	-8%
2.2	Number of single vehicle accidents involving a young car driver (aged 17-24)													
2.2.1	Fatal	144	353	295	240	221	153	167	131	139	128	116	-9%	-19%
2.2.2	KSI	1,496	2,677	2,407	2,282	2,100	1,765	1,616	1,456	1,290	1,352	1,226	-9%	-18%
2.3	Number and proportion of new drivers that pass their driving test on the first attempt^{5,6}													
2.3.1	Proportions	47%		44%	44%	46%	45%	47%	48%	48%	48%	48%	0%	1%
2.3.2	Numbers (thousands)	327		342	345	321	336	333	310	320	335	348	4%	6%
3	Remedial education													
3.1	Number of people taking courses (thousands) ^{3,6,7}	930					468	794	964	1,071	1,354	1,404	4%	51%
4	Enforcement													
4.1	Number and percentage of people killed in collisions with a driver over the legal blood alcohol limit													
4.1.1	Number	238	560	410	400	380	240	240	230	240	240	.. ⁴	..	..
4.1.2	Percentage	0	18%	14%	16%	17%	13%	13%	13%	14%	14%	.. ⁴	..	..
4.2	Number and percentage of people KSI in collisions with a driver over the legal blood alcohol limit													
4.2.1	Number	1,414	2,520	2,170	2,020	1,880	1,480	1,510	1,430	1,340	1,310	.. ⁴	..	..
4.2.2	Percentage	0	8%	7%	7%	7%	6%	6%	6%	6%	5%	.. ⁴	..	..
4.3	Proportion of drivers tested failing a breath test after collision	3%	3.70%	3.50%	3.40%	3.40%	3.00%	3.10%	3.10%	3.00%	2.90%	2.92%	1%	-3%

Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-in-great-britain-main-results-2015>

RAS41001:

Summary indicators (formerly the Key Outcome Indicators - Strategic Framework for Road Safety: Great Britain)

Area/Indicator	2010-14 baseline	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2015 Percentage ¹ change over:		
												2014	2010-2014 average	
4.4 Prevalence of drug-drive incidents/collisions														
4.4.1 Number and percentage of KSI casualties resulting from a road collision with a driver under the influence of an illegal drug														
4.4.2 Proportion of drivers admitting to have driven while under the influence of an illegal drug at least once in 12 months ^{5,6}	0.9%	..	..	..	..	1.3%	1%	0.5%	0.7%	0.9%	0.6%	n/a	n/a	
4.5 Percentage of fatalities and KSIs in collisions with 'exceeding the speed limit' or 'travelling too fast for conditions' as a contributory factor														
4.5.1 Fatal	24%	29%	26%	25%	27%	24%	23%	21%	24%	25%	22%	-10%	-5%	
4.5.2 KSI	15%	21%	19%	18%	17%	16%	15%	15%	15%	15%	14%	-4%	-4%	
4.6 Proportion of vehicles exceeding the speed limit														
4.6.1 Car - 30mph	54%						54%	54%	53%	53%	52%	-2%	-3%	
4.6.2 Car - motorways (70mph)	48%						49%	47%	47%	47%	46%	-2%	-3%	
4.6.3 Motorcycle - 30mph												..	..
4.6.4 Motorcycle - motorways (70mph)												..	..
4.6.5 Articulated HGV - single carriageway (40mph)	76%						74%	77%	75%	76%	16% ¹²	..	..
4.6.6 Articulated HGV - dual carriageway (50mph)												..	..
4.6.7 Rigid HGV - 30mph roads	46%						47%	45%	46%	45%	44%	-2%	-4%	
4.6.8 Rigid HGV - 40mph roads												..	..
4.6.9 Car - 20 mph	..	..	..	..	..	..	..	..	..	..	84%	..	..
4.7 Percentage of car occupants killed who were not wearing a seat belt	..	..	..	..	..	..	..	..	19%	21%	22% ¹¹	..	..
4.8 Number of motoring offences														
4.8.1 Total number of motoring offences (thousands) ⁹	1,954	3,814	3,330	2,933	2,679	2,426	1,966	1,799	1,625	.. ⁴	..	..	..
5 Vehicle Safety														
5.1.1 Proportion of drivers injured among those involved in collisions by vehicle mileage														
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 ⁸							45%	48%	48%	.. ⁴	.. ⁴	n/a	n/a	
6.1.2 Percentage of cyclists who said that they felt fairly or very confident cycling on the roads ⁸							58%	n/a ¹⁰	n/a ¹⁰	n/a ¹⁰	n/a ¹⁰	n/a	n/a	
6.2 Whether people feel safe walking														

1 Where indicator is a percentage, percentage point change is displayed.

2 Rates per billion vehicle miles, rounded to the nearest whole number; rates for pedestrians are rates per billion miles walked.

3 Outside the scope of National Statistics.

4 Data will be updated once available.

5 Figures are based on financial years (April to March).

6 Complete series of figures not available.

7 Figures are the aggregate of driving offenders taking one of the following courses: Driver Alertness Course (DAC), Rider Intervention

Developing Experience (RIDE), National Speed Awareness Course (NSAC), Driving 4 Change, What's Driving Us and Your Belt Your Life.

8 Incomplete data. Data collection started in 2013 for some Police force areas and therefore only available for this subset of police forces.

9 Motoring offences include: dangerous, careless or drunken driving, accident and speed limit offences, unauthorised taking or theft

of motor vehicle, license and insurance offences, vehicle test and condition offences, traffic and other offences.

10 Question no longer included in the survey.

11 Data collection began in 2011, but too few cases were recorded in 2011 and 2012 to be robust. 2014 figure was calculated from a total of 336 killed

car occupants for which these data was recorded, out of 797 total car occupant deaths.

12 Speed limit changed for articulated HGVs in England and Wales in 2015

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

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[Notes & Definitions](#)

Last updated: 29 September 2016
Next update: September 2017

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 2015
1.2	Number of casualties sustaining serious injuries in a road accident, reported to Police Authorities	STATS19 (DfT)	Yes	Great Britain	Calender Years: upto 2015
1.3	Number of killed or serious injured (KSI) casualties in the most deprived decile group of areas as a fraction of the number of KSI casualties in the least deprived decile group of areas	STATS19 (DfT), Indices of Multiple Deprivation (DCLG)	Yes	England	Calender Years: upto 2015
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 2015
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 2015
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 2015
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 - 2014
1.8	Valuation of both fatal and non-fatal road casualties, which is an accumulation of human costs, reflecting pain, grief, suffering; the direct economic costs of lost of output, insurance, medical and health care costs.	STATS19 (DfT), Integrated Transport Economic Appraisal (DfT), nominal GDP estimates per capita (ONS)	Yes	Great Britain	Calender Years: 1968 - 2015
1.9	Number of road casualties admitted to hospitals	Hospital Episode Statistics	Yes	England	Calender Years: 2000 -
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 2015
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 2015
2.3	Number of new drivers that pass their practical driving test on the first attempt as a proportion of the total number of the new drivers passing their practical driving test (regardless of the number of attempts)	Driver License Database (DSA)	Yes	Great Britain	Financial Years: 2007/08-2015/16
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 Online Reporting System (DORS)	No	England, Wales and Northern Ireland	Calender Years: 2010 - 2015
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 - 2014
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 - 2014
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 - 2015

Key Outcome Indicators - Definitions

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.	Yes	(1) Great Britain and (2) England and Wales for Crime Survey Results	(1) Calendar Years: currently under development and (2) Financial Year for Crime Survey Results
4.5	Proportion of fatalities and KSI casualties from road collisions where 'exceeding the speed limit' and 'travelling too fast for conditions' was a contributory factor leading to the accident	STATS19 (DfT)	Yes	Great Britain	Calendar Years: 2005 - 2015
4.6	Proportion of vehicles that were exceeding the speed limit on the road, for each vehicle type. NB a number of the entries were withdrawn in 2015 as the sample was not robust. Historic data for all vehicles are not available before 2011 as the reference speeds have been updated.	Traffic Estimates Data (DfT)	Yes	Great Britain	Calendar Years: 2011 - 2015
4.7	Proportion of car occupants killed, following a road accident, who were not wearing a seat belt	STATS19 (DfT)	Yes	Great Britain	Calendar years: 2013 - 2015
4.8	Number of motoring offences (including dangerous, careless or drunken driving, accident, speed limit, license, insurance and vehicle theft offences). This does not include any parking, waiting or road obstruction offences	Police Powers and Procedures (Home Office), Criminal Statistics (MoJ)	Yes	England and Wales	Calendar Years: 1999 - 2014
5. Vehicle Safety					
5.1	Proportions of drivers/riders/passengers injured from a road accident, by vehicle mileage and propensity of vehicle defectiveness	STATS19 (DfT), Motor Testing Database (VOSA), Driver License Database (DVLA)	Yes	Great Britain	Calendar Years: currently under development
6 Perceptions of road safety					
6.1.1	Percentage of cyclists who agreed that it was too dangerous for them to cycle on the roads ⁶	British Social Attitudes Survey 2011: public attitudes towards transport	Yes	Great Britain	Calendar Years: 2011 - 2014
6.1.2	Percentage of cyclists who said that they felt fairly or very confident cycling on the roads	British Social Attitudes Survey 2011: public attitudes towards transport	Yes	Great Britain	Calendar year: 2011, this question has now been dropped from survey.
6.2	Attitudes of pedestrians on the perception of road safety	National Travel Survey (DfT), Active People Survey (APS)	Yes	Great Britain	Calendar/Academic Years: walking indicator currently under development

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Key Outcome Indicators - Strategic Framework for Road Safety

Reported Killed and Seriously Injured (KSI) casualties by local authority, England, 2011 - 2015 and 2010-14 average

Number of casualties/Percentage

ONS Code	Region/Local Authority	2010-14 average	2011	2012	2013	2014	2015	2015 percentage change over:	
								2014	2010-14 average
E12000001	North East	851	854	919	802	820	922	12	8
E06000047	County Durham	192	195	198	201	182	211	16	10
E06000005	Darlington	34	36	35	41	26	32	23	-6
E08000037	Gateshead	69	67	78	61	57	64	12	-7
E06000001	Hartlepool	26	33	27	19	25	38	52	44
E06000002	Middlesbrough	35	27	40	40	36	53	47	53
E08000021	Newcastle upon Tyne	85	84	87	77	79	104	32	23
E08000022	North Tyneside	47	47	50	49	47	53	13	12
E06000057	Northumberland	155	161	166	137	159	153	-4	-1
E06000003	Redcar and Cleveland	39	34	39	34	48	50	4	28
E08000023	South Tyneside	32	34	34	23	36	27	-25	-17
E06000004	Stockton-on-Tees	55	62	69	50	50	66	32	20
E08000024	Sunderland	81	74	96	70	75	71	-5	-12
E12000002	North West	2,844	2,922	2,764	2,697	2,968	2,776	-6	-2
E06000008	Blackburn with Darwen	69	68	71	69	76	78	3	13
E06000009	Blackpool	63	72	54	73	51	59	16	-6
E08000001	Bolton	82	79	68	79	91	81	-11	-1
E08000002	Bury	47	54	41	52	31	34	10	-28
E06000049	Cheshire East	232	242	245	205	225	189	-16	-19
E06000050	Cheshire West and Chester	191	228	214	136	191	170	-11	-11
E10000006	Cumbria	230	249	196	239	231	231	0	1
E06000006	Halton	42	40	40	40	51	32	-37	-25
E08000011	Knowsley	56	41	64	62	58	47	-19	-16
E10000017	Lancashire	655	650	570	642	732	690	-6	5
E08000012	Liverpool	225	195	243	204	254	231	-9	3
E08000003	Manchester	172	174	195	158	169	134	-21	-22
E08000004	Oldham	65	73	52	54	68	68	0	4
E08000005	Rochdale	52	55	43	42	71	56	-21	9
E08000006	Salford	69	60	78	70	63	50	-21	-27
E08000014	Sefton	87	87	89	92	94	121	29	39
E08000013	St. Helens	66	73	70	73	67	47	-30	-28
E08000007	Stockport	56	65	49	46	64	53	-17	-6
E08000008	Tameside	54	57	47	55	53	49	-8	-9
E08000009	Trafford	45	45	51	35	45	55	22	22
E06000007	Warrington	96	107	111	80	81	89	10	-8
E08000010	Wigan	69	82	74	65	62	73	18	6
E08000015	Wirral	120	126	99	126	140	139	-1	16
E12000003	Yorkshire and The Humber	2,393	2,366	2,434	2,399	2,387	2,246	-6	-6
E08000016	Barnsley	81	80	96	81	82	68	-17	-16
E08000032	Bradford	208	216	221	190	204	188	-8	-10
E08000033	Calderdale	91	90	96	90	99	92	-7	1
E08000017	Doncaster	127	143	117	118	108	106	-2	-17
E06000011	East Riding of Yorkshire	189	184	185	193	188	166	-12	-12
E06000010	Kingston upon Hull, City of	120	115	130	123	115	105	-9	-13
E08000034	Kirklees	151	160	151	140	168	159	-5	5
E08000035	Leeds	306	297	303	294	334	338	1	10
E06000012	North East Lincolnshire	83	80	81	94	86	59	-31	-29
E06000013	North Lincolnshire	102	95	101	110	98	92	-6	-10
E10000023	North Yorkshire	465	454	473	476	431	429	0	-8
E08000018	Rotherham	87	85	86	113	93	85	-9	-3
E08000019	Sheffield	172	163	180	169	186	142	-24	-17
E08000036	Wakefield	148	141	163	150	120	143	19	-3
E06000014	York	62	63	51	58	75	74	-1	20

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Key Outcome Indicators - Strategic Framework for Road Safety

Reported Killed and Seriously Injured (KSI) casualties by local authority, England, 2011 - 2015 and 2010-14 average

Number of casualties/Percentage

ONS Code	Region/Local Authority	2010-14						2015 percentage change over:	
		average	2011	2012	2013	2014	2015	2014	2010-14 average
E12000004	East Midlands	2,052	2,167	2,076	1,879	2,061	1,891	-8	-8
E06000015	Derby	89	92	81	76	106	75	-29	-16
E10000007	Derbyshire	340	330	333	302	416	324	-22	-5
E06000016	Leicester	92	95	89	92	100	106	6	15
E10000018	Leicestershire	221	237	196	186	250	242	-3	9
E10000019	Lincolnshire	437	485	426	415	398	319	-20	-27
E10000021	Northamptonshire	319	305	348	330	317	335	6	5
E06000018	Nottingham	130	152	135	118	107	139	30	7
E10000024	Nottinghamshire	400	453	443	345	343	320	-7	-20
E06000017	Rutland	22	18	25	15	24	31	29	41
E12000005	West Midlands	1,905	2,020	1,932	1,798	1,916	2,094	9	10
E08000025	Birmingham	416	465	401	402	393	444	13	7
E08000026	Coventry	114	137	115	106	122	115	-6	1
E08000027	Dudley	95	90	102	102	88	90	2	-5
E06000019	Herefordshire, County of	72	75	80	61	83	99	19	38
E08000028	Sandwell	110	116	111	97	122	116	-5	5
E06000051	Shropshire	130	121	146	119	140	142	1	9
E08000029	Solihull	56	64	61	43	47	46	-2	-17
E10000028	Staffordshire	196	202	221	165	179	262	46	34
E06000021	Stoke-on-Trent	51	71	45	48	44	45	2	-11
E06000020	Telford and Wrekin	38	45	33	36	40	41	3	7
E08000030	Walsall	78	68	63	81	102	86	-16	11
E10000031	Warwickshire	303	313	299	288	315	320	2	6
E08000031	Wolverhampton	79	78	93	64	76	77	1	-2
E10000034	Worcestershire	168	175	162	186	165	211	28	25
E12000006	East of England	2,437	2,412	2,460	2,369	2,399	2,385	-1	-2
E06000055	Bedford	60	60	54	54	75	61	-19	2
E10000003	Cambridgeshire	320	337	297	305	320	286	-11	-11
E06000056	Central Bedfordshire	113	94	108	115	110	140	27	23
E10000012	Essex	617	630	602	572	621	633	2	3
E10000015	Hertfordshire	391	356	414	385	391	404	3	3
E06000032	Luton	53	49	55	50	50	58	16	9
E10000020	Norfolk	366	355	352	392	379	385	2	5
E06000031	Peterborough	84	76	84	88	75	66	-12	-21
E06000033	Southend-on-Sea	66	65	61	57	82	72	-12	9
E10000029	Suffolk	303	326	362	291	242	207	-14	-32
E06000034	Thurrock	64	64	71	60	54	73	35	14

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Key Outcome Indicators - Strategic Framework for Road Safety

Reported Killed and Seriously Injured (KSI) casualties by local authority, England, 2011 - 2015 and 2010-14 average

Number of casualties/Percentage

ONS Code	Region/Local Authority	2010-14					2015 percentage change over:		2010-14 average
		average	2011	2012	2013	2014	2015	2014	
E12000007	London	2,640	2,805	3,018	2,324	2,167	2,092	-3	-21
E09000002	Barking and Dagenham	46	49	47	45	40	30	-25	-34
E09000003	Barnet	123	141	112	131	98	92	-6	-25
E09000004	Bexley	45	49	55	31	24	30	25	-34
E09000005	Brent	82	72	86	84	85	81	-5	-1
E09000006	Bromley	76	81	90	70	50	77	54	1
E09000007	Camden	100	100	114	105	70	76	9	-24
E09000001	City of London	53	49	58	60	55	43	-22	-18
E09000008	Croydon	89	109	107	71	71	65	-8	-27
E09000009	Ealing	80	66	88	81	81	63	-22	-21
E09000010	Enfield	81	98	86	72	52	70	35	-14
E09000011	Greenwich	68	94	73	28	40	54	35	-20
E09000012	Hackney	100	108	147	83	60	82	37	-18
E09000013	Hammersmith and Fulham	71	77	80	53	69	62	-10	-12
E09000014	Haringey	91	78	107	106	85	62	-27	-32
E09000015	Harrow	42	37	46	38	51	46	-10	9
E09000016	Havering	62	74	78	51	46	67	46	7
E09000017	Hillingdon	77	74	83	59	84	66	-21	-14
E09000018	Hounslow	74	73	73	64	62	67	8	-9
E09000019	Islington	93	100	122	71	93	89	-4	-5
E09000020	Kensington and Chelsea	78	82	94	64	69	52	-25	-33
E09000021	Kingston upon Thames	40	44	34	37	39	29	-26	-28
E09000022	Lambeth	141	169	151	133	98	99	1	-30
E09000023	Lewisham	88	102	102	64	63	53	-16	-40
E09000024	Merton	46	46	65	32	50	36	-28	-22
E09000025	Newham	71	74	77	57	64	72	13	2
E09000026	Redbridge	69	76	93	51	48	55	15	-20
E09000027	Richmond upon Thames	59	69	52	48	54	38	-30	-36
E09000028	Southwark	113	126	117	87	69	89	29	-21
E09000029	Sutton	39	45	42	31	29	22	-24	-44
E09000030	Tower Hamlets	107	103	168	87	88	68	-23	-37
E09000031	Waltham Forest	64	68	69	54	61	48	-21	-25
E09000032	Wandsworth	101	112	109	99	81	74	-9	-26
E09000033	Westminster	171	160	193	177	138	135	-2	-21
E12000008	South East	4,136	4,221	3,951	4,131	4,558	4,373	-4	6
E06000036	Bracknell Forest	28	30	29	28	26	36	38	30
E06000043	Brighton and Hove	154	172	160	145	158	152	-4	-1
E10000002	Buckinghamshire	222	212	218	221	236	257	9	16
E10000011	East Sussex	331	301	305	339	390	351	-10	6
E10000014	Hampshire	712	764	684	706	773	722	-7	1
E06000046	Isle of Wight	84	96	89	86	69	83	20	-2
E10000016	Kent	568	519	524	594	658	632	-4	11
E06000035	Medway	57	64	51	56	57	75	32	31
E06000042	Milton Keynes	92	93	99	88	105	89	-15	-3
E10000025	Oxfordshire	352	355	307	327	378	361	-4	2
E06000044	Portsmouth	114	143	123	116	97	110	13	-4
E06000038	Reading	45	51	40	51	44	35	-20	-23
E06000039	Slough	46	47	41	52	49	48	-2	4
E06000045	Southampton	127	154	110	123	124	125	1	-1
E10000030	Surrey	602	582	574	599	735	679	-8	13
E06000037	West Berkshire	68	77	79	55	68	56	-18	-17
E10000032	West Sussex	434	455	420	438	482	459	-5	6
E06000040	Windsor and Maidenhead	56	60	60	54	60	60	0	7
E06000041	Wokingham	45	46	38	53	49	43	-12	-4

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Key Outcome Indicators - Strategic Framework for Road Safety

Reported Killed and Seriously Injured (KSI) casualties by local authority, England, 2011 - 2015 and 2010-14 average

Number of casualties/Percentage

ONS Code	Region/Local Authority	2010-14 average	2011	2012	2013	2014	2015	2015 percentage change over:	
								2014	2010-14 average
E1200009	South West	2,022	1,945	2,072	1,985	2,146	2,148	0	6
E0600022	Bath and North East Somerset	39	22	33	52	49	61	24	56
E0600028	Bournemouth	80	73	108	72	70	72	3	-10
E0600023	Bristol, City of	132	158	147	106	120	124	3	-6
E0600052	Cornwall	221	223	213	220	253	228	-10	3
E1000008	Devon	297	234	308	310	339	336	-1	13
E1000009	Dorset	219	202	219	222	239	279	17	27
E1000013	Gloucestershire	225	244	255	213	224	253	13	13
E0600053	Isles of Scilly	0	0	0	0	1	0	-100	-100
E0600024	North Somerset	56	46	57	67	51	49	-4	-12
E0600026	Plymouth	69	74	61	64	85	78	-8	13
E0600029	Poole	65	54	66	68	81	64	-21	-2
E1000027	Somerset	222	224	212	218	218	210	-4	-5
E0600025	South Gloucestershire	58	32	51	60	59	50	-15	-13
E0600030	Swindon	70	75	75	69	69	74	7	5
E0600027	Torbay	39	30	39	53	43	37	-14	-6
E0600054	Wiltshire	229	254	228	191	245	233	-5	2
E9200001	England ¹	21,283	21,717	21,630	20,387	21,425	20,929	-2	-2

1 Includes London Airport (Heathrow)

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[Notes & Definitions](#)

Source: DfT STATS19

Last updated: 29 September 2016

Next update: September 2017

The figures in this table are National Statistics

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Key Outcome Indicators - Strategic Framework for Road Safety

**Reported Killed and Seriously Injured (KSI) casualty rate per billion vehicle miles
by local authority, England, 2011 - 2015 and 2010-14 average**

Rate per billion vehicle miles/Percentage

ONS Code	Region/Local Authority	2010-14 average	2011	2012	2013	2014	2015	2015 percentage change over:	
								2014	2010-14 average
E1200001	North East	74	74	80	70	70	77	11	5
E0600047	County Durham	80	82	83	84	74	84	14	5
E0600005	Darlington	70	74	71	84	52	63	21	-10
E0800037	Gateshead	65	63	74	57	53	62	18	-4
E0600001	Hartlepool	69	89	70	49	64	96	49	38
E0600002	Middlesbrough	48	38	55	55	48	70	44	46
E0800021	Newcastle upon Tyne	79	78	81	72	73	95	31	21
E0800022	North Tyneside	59	59	63	61	57	64	12	8
E0600057	Northumberland	96	99	104	85	96	90	-6	-6
E0600003	Redcar and Cleveland	71	61	71	62	86	90	5	27
E0800023	South Tyneside	70	75	73	48	77	57	-26	-19
E0600004	Stockton-on-Tees	62	69	77	57	54	71	30	15
E0800024	Sunderland	76	70	91	67	69	65	-7	-16
E1200002	North West	83	85	81	79	85	79	-8	-5
E0600008	Blackburn with Darwen	156	155	163	156	167	171	2	10
E0600009	Blackpool	186	210	159	220	150	174	16	-7
E0800001	Bolton	65	62	54	62	70	62	-11	-4
E0800002	Bury	47	53	41	52	31	34	10	-28
E0600049	Cheshire East	83	87	89	74	78	66	-16	-21
E0600050	Cheshire West and Chester	80	95	91	57	78	68	-12	-14
E1000006	Cumbria	68	74	58	70	66	65	-2	-4
E0600006	Halton	69	66	65	65	81	50	-38	-27
E0800011	Knowsley	64	47	74	71	65	52	-20	-19
E1000017	Lancashire	96	95	85	94	105	97	-8	1
E0800012	Liverpool	168	144	182	154	189	171	-10	2
E0800003	Manchester	105	105	119	97	101	80	-21	-24
E0800004	Oldham	98	111	79	82	99	98	-1	0
E0800005	Rochdale	49	51	40	40	69	54	-22	10
E0800006	Salford	47	41	54	48	44	34	-22	-28
E0800014	Sefton	123	124	124	129	131	167	28	36
E0800013	St. Helens	81	89	88	91	80	55	-31	-31
E0800007	Stockport	49	57	43	40	55	45	-18	-8
E0800008	Tameside	75	79	65	77	73	67	-8	-11
E0800009	Trafford	49	49	55	38	48	59	24	20
E0600007	Warrington	61	68	71	51	51	55	8	-11
E0800010	Wigan	58	69	62	55	52	60	17	4
E0800015	Wirral	115	121	96	123	133	129	-2	12
E1200003	Yorkshire and The Humber	93	92	95	93	90	83	-7	-10
E0800016	Barnsley	70	69	83	70	70	57	-19	-19
E0800032	Bradford	139	144	149	129	135	123	-9	-12
E0800033	Calderdale	99	97	106	99	104	96	-8	-2
E0800017	Doncaster	67	77	62	62	55	52	-4	-22
E0600011	East Riding of Yorkshire	92	91	92	95	89	77	-13	-16
E0600010	Kingston upon Hull, City of	154	147	166	159	144	133	-8	-14
E0800034	Kirklees	93	99	95	88	100	94	-5	1
E0800035	Leeds	80	78	80	78	86	84	-2	5
E0600012	North East Lincolnshire	134	128	130	152	135	92	-32	-32
E0600013	North Lincolnshire	99	94	99	106	92	85	-7	-15
E1000023	North Yorkshire	95	93	99	97	86	84	-2	-12
E0800018	Rotherham	61	59	61	79	65	58	-11	-5
E0800019	Sheffield	104	98	110	104	113	85	-24	-18
E0800036	Wakefield	86	82	97	88	68	79	16	-9
E0600014	York	79	81	66	74	94	91	-2	16

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Key Outcome Indicators - Strategic Framework for Road Safety

**Reported Killed and Seriously Injured (KSI) casualty rate per billion vehicle miles
by local authority, England, 2011 - 2015 and 2010-14 average**

Rate per billion vehicle miles/Percentage

ONS Code	Region/Local Authority	2010-14 average	2011	2012	2013	2014	2015	2015 percentage change over:	
								2014	2010-14 average
E12000004	East Midlands	80	85	81	73	78	71	-10	-11
E06000015	Derby	84	86	76	72	98	69	-30	-18
E10000007	Derbyshire	72	70	70	64	87	67	-23	-7
E06000016	Leicester	104	107	100	105	111	117	6	13
E10000018	Leicestershire	49	52	44	41	53	51	-3	6
E10000019	Lincolnshire	119	132	117	113	106	83	-22	-30
E10000021	Northamptonshire	62	60	68	64	60	62	3	0
E06000018	Nottingham	136	158	140	125	112	145	30	7
E10000024	Nottinghamshire	92	105	102	79	76	70	-9	-24
E06000017	Rutland	59	47	68	41	64	76	19	29
E12000005	West Midlands	63	67	65	60	62	67	8	6
E08000025	Birmingham	115	128	110	112	107	121	13	5
E08000026	Coventry	101	121	102	96	105	98	-7	-3
E08000027	Dudley	91	87	99	99	83	84	2	-8
E06000019	Herefordshire, County of	65	68	73	56	73	86	18	32
E08000028	Sandwell	89	95	89	79	95	91	-4	2
E06000051	Shropshire	71	66	80	65	74	74	0	5
E08000029	Solihull	40	45	43	31	33	31	-5	-22
E10000028	Staffordshire	34	36	39	29	31	44	45	29
E06000021	Stoke-on-Trent	58	82	52	56	50	51	1	-13
E06000020	Telford and Wrekin	47	54	40	44	48	48	1	4
E08000030	Walsall	84	74	69	88	107	92	-14	9
E10000031	Warwickshire	55	57	54	52	56	55	-1	0
E08000031	Wolverhampton	108	107	127	88	103	104	1	-4
E10000034	Worcestershire	41	43	41	46	40	50	26	21
E12000006	East of England	70	70	71	68	67	65	-3	-8
E06000055	Bedford	80	83	73	71	94	74	-21	-7
E10000003	Cambridgeshire	70	74	66	67	68	59	-13	-16
E06000056	Central Bedfordshire	62	53	59	61	57	70	23	13
E10000012	Essex	71	74	70	66	69	69	0	-3
E10000015	Hertfordshire	54	50	57	53	52	53	1	-3
E06000032	Luton	105	96	111	99	97	110	14	5
E10000020	Norfolk	72	71	70	78	73	73	0	1
E06000031	Peterborough	74	68	76	78	64	55	-14	-25
E06000033	Southend-on-Sea	158	156	147	136	192	170	-12	8
E10000029	Suffolk	82	89	99	79	64	53	-17	-36
E06000034	Thurrock	63	63	71	60	52	69	33	10

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Key Outcome Indicators - Strategic Framework for Road Safety

Reported Killed and Seriously Injured (KSI) casualty rate per billion vehicle miles by local authority, England, 2011 - 2015 and 2010-14 average

Rate per billion vehicle miles/Percentage

ONS Code	Region/Local Authority	2010-14 average	2011	2012	2013	2014	2015	2015 percentage change over:	
								2014	2010-14 average
E12000007	London	143	152	165	127	116	113	-3	-21
E09000002	Barking and Dagenham	126	134	135	124	107	80	-25	-36
E09000003	Barnet	120	142	110	127	94	89	-6	-26
E09000004	Bexley	80	87	98	56	42	52	24	-35
E09000005	Brent	150	132	158	159	155	151	-2	1
E09000006	Bromley	101	108	120	93	66	101	54	0
E09000007	Camden	330	324	385	356	233	254	9	-23
E09000001	City of London	483	447	541	566	503	394	-22	-18
E09000008	Croydon	122	150	148	98	97	89	-8	-27
E09000009	Ealing	106	87	120	104	106	82	-23	-22
E09000010	Enfield	84	106	88	76	53	68	29	-19
E09000011	Greenwich	103	139	111	43	61	82	34	-20
E09000012	Hackney	322	344	478	278	197	268	36	-17
E09000013	Hammersmith and Fulham	208	223	246	159	209	188	-10	-10
E09000014	Haringey	263	224	311	310	245	179	-27	-32
E09000015	Harrow	118	104	127	107	142	129	-9	9
E09000016	Havering	67	80	85	54	48	69	46	4
E09000017	Hillingdon	58	58	63	44	61	49	-19	-15
E09000018	Hounslow	78	77	77	68	65	71	10	-9
E09000019	Islington	345	365	452	270	348	337	-3	-3
E09000020	Kensington and Chelsea	236	242	291	202	210	161	-23	-32
E09000021	Kingston upon Thames	70	77	60	66	70	52	-26	-26
E09000022	Lambeth	297	347	322	289	208	211	1	-29
E09000023	Lewisham	183	208	213	137	133	111	-16	-39
E09000024	Merton	126	125	177	88	138	100	-27	-21
E09000025	Newham	124	129	137	107	113	125	11	0
E09000026	Redbridge	102	110	137	75	70	81	16	-21
E09000027	Richmond upon Thames	120	142	105	98	109	77	-30	-36
E09000028	Southwark	238	258	251	191	149	195	31	-18
E09000029	Sutton	102	117	109	81	75	57	-24	-44
E09000030	Tower Hamlets	188	177	303	157	160	126	-21	-33
E09000031	Waltham Forest	148	167	166	126	130	106	-18	-28
E09000032	Wandsworth	200	220	216	203	168	152	-9	-24
E09000033	Westminster	309	288	354	330	247	239	-3	-23
E12000008	South East	79	81	76	79	85	80	-6	1
E06000036	Bracknell Forest	64	69	67	66	60	81	36	28
E06000043	Brighton and Hove	183	205	189	173	185	178	-4	-3
E10000002	Buckinghamshire	58	57	57	58	60	63	6	10
E10000011	East Sussex	127	116	119	132	147	130	-11	2
E10000014	Hampshire	77	83	75	77	82	75	-9	-3
E06000046	Isle of Wight	217	246	231	223	175	208	19	-4
E10000016	Kent	64	58	59	67	73	68	-7	7
E06000035	Medway	67	75	60	65	65	84	31	26
E06000042	Milton Keynes	62	65	67	58	68	57	-16	-8
E10000025	Oxfordshire	77	78	68	72	81	75	-7	-3
E06000044	Portsmouth	147	185	157	150	124	139	12	-5
E06000038	Reading	136	153	121	154	132	103	-22	-24
E06000039	Slough	85	87	75	96	90	87	-3	2
E06000045	Southampton	186	225	161	182	180	181	0	-3
E10000030	Surrey	71	69	68	71	85	77	-10	8
E06000037	West Berkshire	38	42	45	31	37	29	-22	-22
E10000032	West Sussex	98	102	96	101	108	101	-7	3
E06000040	Windsor and Maidenhead	50	53	53	49	53	52	-1	4
E06000041	Wokingham	44	44	36	52	48	41	-15	-7

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Key Outcome Indicators - Strategic Framework for Road Safety

Reported Killed and Seriously Injured (KSI) casualty rate per billion vehicle miles by local authority, England, 2011 - 2015 and 2010-14 average

Rate per billion vehicle miles/Percentage

ONS Code	Region/Local Authority	2010-14 average	2011	2012	2013	2014	2015	2015 percentage change over:	
								2014	2010-14 average
E12000009	South West	65	63	68	65	68	67	-1	2
E06000022	Bath and North East Somerset	55	31	47	73	67	82	23	50
E06000028	Bournemouth	155	144	209	140	134	138	3	-11
E06000023	Bristol, City of	92	111	103	75	82	85	3	-8
E06000052	Cornwall	76	75	74	76	86	76	-11	1
E10000008	Devon	61	48	64	64	68	67	-2	10
E10000009	Dorset	92	85	94	94	98	113	15	23
E10000013	Gloucestershire	57	63	66	55	55	62	11	7
E06000053	Isles of Scilly	120	0	0	0	587	0	-100	-100
E06000024	North Somerset	39	33	40	47	35	33	-4	-14
E06000026	Plymouth	78	84	69	74	96	88	-8	12
E06000029	Poole	124	102	125	131	152	120	-21	-3
E10000027	Somerset	57	58	55	56	55	52	-6	-8
E06000025	South Gloucestershire	25	14	22	26	24	20	-18	-18
E06000030	Swindon	58	63	63	58	54	58	6	-1
E06000027	Torbay	93	71	92	126	100	86	-14	-8
E06000054	Wiltshire	67	74	67	56	69	65	-6	-3
E92000001	England ¹	81	83	83	78	79	76	-4	-5

1 Includes London (Heathrow) Airport

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[Notes & Definitions](#)

Source: DfT STATS19, DfT National Road Traffic Survey
 Last updated: 29 September 2016
 Next update: September 2017

The figures in this table are National Statistics

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Key Outcome Indicators - Strategic Framework for Road Safety

Reported Killed and Seriously Injured (KSI) casualty rate per billion vehicle kilometres by local authority, England, 2011 - 2015 and 2010-14 average

Rate per billion vehicle kilometres/Percentage

ONS Code	Region/Local Authority	2010-14 average	2011	2012	2013	2014	2015	2015 percentage change over:	
								2014	2010-14 average
E1200001	North East	46	46	50	43	43	48	11	5
E0600047	County Durham	50	51	51	52	46	52	14	5
E0600005	Darlington	43	46	44	52	32	39	21	-10
E0800037	Gateshead	40	39	46	36	33	38	18	-4
E0600001	Hartlepool	43	55	44	31	40	60	49	38
E0600002	Middlesbrough	30	23	34	34	30	43	44	46
E0800021	Newcastle upon Tyne	49	49	51	45	45	59	31	21
E0800022	North Tyneside	37	37	39	38	35	40	12	8
E0600057	Northumberland	59	61	64	53	60	56	-6	-6
E0600003	Redcar and Cleveland	44	38	44	39	53	56	5	27
E0800023	South Tyneside	43	47	45	30	48	35	-26	-19
E0600004	Stockton-on-Tees	38	43	48	35	34	44	30	15
E0800024	Sunderland	47	44	57	41	43	40	-7	-16
E1200002	North West	52	53	51	49	53	49	-8	-5
E0600008	Blackburn with Darwen	97	96	101	97	104	106	2	10
E0600009	Blackpool	116	131	99	137	93	108	16	-7
E0800001	Bolton	40	38	33	39	43	39	-11	-4
E0800002	Bury	29	33	26	32	19	21	10	-28
E0600049	Cheshire East	52	54	55	46	49	41	-16	-21
E0600050	Cheshire West and Chester	50	59	57	36	48	43	-12	-14
E1000006	Cumbria	42	46	36	44	41	40	-2	-4
E0600006	Halton	43	41	40	40	50	31	-38	-27
E0800011	Knowsley	40	29	46	44	40	32	-20	-19
E1000017	Lancashire	59	59	53	58	65	60	-8	1
E0800012	Liverpool	104	90	113	96	118	106	-10	2
E0800003	Manchester	65	66	74	60	63	50	-21	-24
E0800004	Oldham	61	69	49	51	62	61	-1	0
E0800005	Rochdale	30	32	25	25	43	33	-22	10
E0800006	Salford	29	26	33	30	27	21	-22	-28
E0800014	Sefton	76	77	77	80	81	104	28	36
E0800013	St. Helens	50	55	55	57	50	34	-31	-31
E0800007	Stockport	31	36	27	25	34	28	-18	-8
E0800008	Tameside	47	49	40	48	45	41	-8	-11
E0800009	Trafford	31	31	34	24	30	37	24	20
E0600007	Warrington	38	42	44	32	32	34	8	-11
E0800010	Wigan	36	43	39	34	32	37	17	4
E0800015	Wirral	72	75	60	76	82	80	-2	12
E1200003	Yorkshire and The Humber	58	57	59	58	56	52	-7	-10
E0800016	Barnsley	43	43	52	44	43	35	-19	-19
E0800032	Bradford	86	90	93	80	84	76	-9	-12
E0800033	Calderdale	61	60	66	62	65	60	-8	-2
E0800017	Doncaster	42	48	38	38	34	33	-4	-22
E0600011	East Riding of Yorkshire	57	56	57	59	55	48	-13	-16
E0600010	Kingston upon Hull, City of	95	92	103	99	89	83	-8	-14
E0800034	Kirklees	58	61	59	55	62	59	-5	1
E0800035	Leeds	50	48	50	48	53	52	-2	5
E0600012	North East Lincolnshire	83	79	81	95	84	57	-32	-32
E0600013	North Lincolnshire	62	58	61	66	57	53	-7	-15
E1000023	North Yorkshire	59	58	62	60	53	52	-2	-12
E0800018	Rotherham	38	37	38	49	40	36	-11	-5
E0800019	Sheffield	65	61	69	65	70	53	-24	-18
E0800036	Wakefield	54	51	60	55	42	49	16	-9
E0600014	York	49	51	41	46	58	57	-2	16

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Key Outcome Indicators - Strategic Framework for Road Safety

Reported Killed and Seriously Injured (KSI) casualty rate per billion vehicle kilometres by local authority, England, 2011 - 2015 and 2010-14 average

Rate per billion vehicle kilometres/Percentage

ONS Code	Region/Local Authority	2010-14 average	2011	2012	2013	2014	2015	2015 percentage change over:	
								2014	2010-14 average
E12000004	East Midlands	49	53	50	45	49	44	-10	-11
E06000015	Derby	52	53	47	45	61	43	-30	-18
E10000007	Derbyshire	44	43	43	40	54	41	-23	-7
E06000016	Leicester	65	67	62	65	69	73	6	13
E10000018	Leicestershire	30	33	27	25	33	32	-3	6
E10000019	Lincolnshire	74	82	73	70	66	51	-22	-30
E10000021	Northamptonshire	38	37	42	40	37	39	3	0
E06000018	Nottingham	84	98	87	78	69	90	30	7
E10000024	Nottinghamshire	57	65	64	49	47	43	-9	-24
E06000017	Rutland	37	29	42	25	40	47	19	29
E12000005	West Midlands	39	42	40	37	39	42	8	6
E08000025	Birmingham	71	80	68	70	66	75	13	5
E08000026	Coventry	63	75	63	60	65	61	-7	-3
E08000027	Dudley	56	54	61	61	51	52	2	-8
E06000019	Herefordshire, County of	40	42	45	35	45	53	18	32
E08000028	Sandwell	55	59	56	49	59	56	-4	2
E06000051	Shropshire	44	41	50	40	46	46	0	5
E08000029	Solihull	25	28	27	19	20	19	-5	-22
E10000028	Staffordshire	21	22	24	18	19	28	45	29
E06000021	Stoke-on-Trent	36	51	32	35	31	31	1	-13
E06000020	Telford and Wrekin	29	34	25	27	30	30	1	4
E08000030	Walsall	52	46	43	55	66	57	-14	9
E10000031	Warwickshire	34	36	34	32	35	34	-1	0
E08000031	Wolverhampton	67	66	79	55	64	64	1	-4
E10000034	Worcestershire	26	27	25	29	25	31	26	21
E12000006	East of England	44	43	44	42	41	40	-3	-8
E06000055	Bedford	50	52	45	44	59	46	-21	-7
E10000003	Cambridgeshire	44	46	41	42	42	37	-13	-16
E06000056	Central Bedfordshire	38	33	37	38	35	43	23	13
E10000012	Essex	44	46	44	41	43	43	0	-3
E10000015	Hertfordshire	34	31	36	33	32	33	1	-3
E06000032	Luton	65	59	69	62	60	68	14	5
E10000020	Norfolk	45	44	44	48	45	46	0	1
E06000031	Peterborough	46	42	47	48	40	34	-14	-25
E06000033	Southend-on-Sea	98	97	91	85	120	106	-12	8
E10000029	Suffolk	51	55	62	49	40	33	-17	-36
E06000034	Thurrock	39	39	44	37	32	43	33	10

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Key Outcome Indicators - Strategic Framework for Road Safety

Reported Killed and Seriously Injured (KSI) casualty rate per billion vehicle kilometres by local authority, England, 2011 - 2015 and 2010-14 average

Rate per billion vehicle kilometres/Percentage

ONS Code	Region/Local Authority	2010-14 average	2011	2012	2013	2014	2015	2015 percentage change over:	
								2014	2010-14 average
E12000007	London	89	95	102	79	72	70	-3	-21
E09000002	Barking and Dagenham	78	83	84	77	66	50	-25	-36
E09000003	Barnet	75	88	68	79	59	55	-6	-26
E09000004	Bexley	50	54	61	35	26	33	24	-35
E09000005	Brent	93	82	98	99	96	94	-2	1
E09000006	Bromley	63	67	75	58	41	63	54	0
E09000007	Camden	205	201	239	221	145	158	9	-23
E09000001	City of London	300	278	336	352	312	245	-22	-18
E09000008	Croydon	76	93	92	61	60	55	-8	-27
E09000009	Ealing	66	54	74	65	66	51	-23	-22
E09000010	Enfield	52	66	55	47	33	43	29	-19
E09000011	Greenwich	64	86	69	27	38	51	34	-20
E09000012	Hackney	200	214	297	173	122	167	36	-17
E09000013	Hammersmith and Fulham	130	139	153	99	130	117	-10	-10
E09000014	Haringey	163	139	193	193	152	111	-27	-32
E09000015	Harrow	73	65	79	66	88	80	-9	9
E09000016	Havering	42	50	53	34	30	43	46	4
E09000017	Hillingdon	36	36	39	27	38	31	-19	-15
E09000018	Hounslow	48	48	48	42	40	44	10	-9
E09000019	Islington	215	227	281	168	216	209	-3	-3
E09000020	Kensington and Chelsea	146	150	181	125	131	100	-23	-32
E09000021	Kingston upon Thames	43	48	37	41	43	32	-26	-26
E09000022	Lambeth	185	216	200	179	129	131	1	-29
E09000023	Lewisham	113	129	132	85	83	69	-16	-39
E09000024	Merton	78	78	110	55	86	62	-27	-21
E09000025	Newham	77	80	85	67	70	78	11	0
E09000026	Redbridge	63	68	85	47	43	50	16	-21
E09000027	Richmond upon Thames	75	88	65	61	68	48	-30	-36
E09000028	Southwark	148	160	156	119	93	121	31	-18
E09000029	Sutton	63	72	68	51	46	35	-24	-44
E09000030	Tower Hamlets	117	110	188	98	99	78	-21	-33
E09000031	Waltham Forest	92	104	103	78	81	66	-18	-28
E09000032	Wandsworth	124	137	134	126	104	95	-9	-24
E09000033	Westminster	192	179	220	205	154	149	-3	-23
E12000008	South East	49	50	47	49	53	50	-6	1
E06000036	Bracknell Forest	39	43	41	41	37	50	36	28
E06000043	Brighton and Hove	114	127	117	107	115	110	-4	-3
E10000002	Buckinghamshire	36	35	36	36	37	39	6	10
E10000011	East Sussex	79	72	74	82	91	81	-11	2
E10000014	Hampshire	48	51	46	48	51	46	-9	-3
E06000046	Isle of Wight	135	153	143	139	109	129	19	-4
E10000016	Kent	40	36	36	42	45	42	-7	7
E06000035	Medway	41	46	38	40	40	52	31	26
E06000042	Milton Keynes	38	40	41	36	42	35	-16	-8
E10000025	Oxfordshire	48	48	42	45	50	47	-7	-3
E06000044	Portsmouth	91	115	97	93	77	86	12	-5
E06000038	Reading	85	95	75	96	82	64	-22	-24
E06000039	Slough	53	54	46	60	56	54	-3	2
E06000045	Southampton	116	140	100	113	112	112	0	-3
E10000030	Surrey	44	43	42	44	53	48	-10	8
E06000037	West Berkshire	23	26	28	19	23	18	-22	-22
E10000032	West Sussex	61	64	60	63	67	63	-7	3
E06000040	Windsor and Maidenhead	31	33	33	30	33	32	-1	4
E06000041	Wokingham	27	28	23	33	30	25	-15	-7

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, 2011 - 2015 and 2010-14 average

Rate per billion vehicle kilometres/Percentage

ONS Code	Region/Local Authority	2010-14 average	2011	2012	2013	2014	2015	2015 percentage change over:	
								2014	2010-14 average
E12000009	South West	41	39	42	40	42	42	-1	2
E06000022	Bath and North East Somerset	34	19	29	46	42	51	23	50
E06000028	Bournemouth	97	90	130	87	83	86	3	-11
E06000023	Bristol, City of	57	69	64	46	51	53	3	-8
E06000052	Cornwall	47	47	46	47	54	48	-11	1
E10000008	Devon	38	30	40	40	42	41	-2	10
E10000009	Dorset	57	53	59	58	61	70	15	23
E10000013	Gloucestershire	36	39	41	34	34	38	11	7
E06000053	Isles of Scilly	74	0	0	0	365	0	-100	-100
E06000024	North Somerset	24	20	25	29	22	21	-4	-14
E06000026	Plymouth	49	52	43	46	59	54	-8	12
E06000029	Poole	77	64	77	81	94	74	-21	-3
E10000027	Somerset	35	36	34	35	34	32	-6	-8
E06000025	South Gloucestershire	15	8	14	16	15	12	-18	-18
E06000030	Swindon	36	39	39	36	34	36	6	-1
E06000027	Torbay	58	44	57	78	62	53	-14	-8
E06000054	Wiltshire	42	46	42	35	43	40	-6	-3
E92000001	England ¹	50	51	51	48	49	47	-4	-5

1 Includes London (Heathrow) Airport

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[Notes & Definitions](#)

Source: DfT STATS19, DfT National Road Traffic Survey
 Last updated: 29 September 2016
 Next update: September 2017

The figures in this table are National Statistics

RAS41004

Key Outcome Indicators - Strategic Framework for Road Safety

**Reported Killed and Seriously Injured (KSI) casualty rate per million population
by local authority, England, 2011 - 2015 and 2010-14 average**

Rate per million population/Percentage

ONS Code	Region/Local Authority	2010-14 average	2011	2012	2013	2014	2015	2015 percentage change over:	
								2014	2010-14 average
E1200001	North East	326	329	353	307	313	351	12	8
E0600047	County Durham	374	383	385	390	352	406	16	9
E0600005	Darlington	330	356	333	389	247	304	23	-8
E0800037	Gateshead	350	348	390	305	284	318	12	-9
E0600001	Hartlepool	287	360	293	205	270	411	52	43
E0600002	Middlesbrough	247	191	288	288	259	380	47	54
E0800021	Newcastle upon Tyne	295	296	308	268	273	355	30	20
E0800022	North Tyneside	235	235	248	242	232	262	13	11
E0600057	Northumberland	492	515	525	434	503	485	-4	-1
E0600003	Redcar and Cleveland	288	248	289	252	355	370	4	28
E0800023	South Tyneside	216	224	229	155	242	182	-25	-16
E0600004	Stockton-on-Tees	285	320	359	259	258	339	32	19
E0800024	Sunderland	290	262	348	254	271	256	-5	-12
E1200002	North West	404	419	390	380	416	387	-7	-4
E0600008	Blackburn with Darwen	475	478	481	468	518	531	3	12
E0600009	Blackpool	446	507	380	516	363	423	16	-5
E0800001	Bolton	298	290	244	282	324	288	-11	-4
E0800002	Bury	254	290	220	279	165	181	9	-29
E0600049	Cheshire East	628	658	658	550	601	503	-16	-20
E0600050	Cheshire West and Chester	578	693	648	411	575	509	-11	-12
E1000006	Cumbria	461	499	393	480	464	464	0	1
E0600006	Halton	343	333	318	318	404	253	-37	-26
E0800011	Knowsley	380	274	439	424	396	319	-19	-16
E1000017	Lancashire	555	548	485	544	618	579	-6	4
E0800012	Liverpool	489	441	517	433	537	483	-10	-1
E0800003	Manchester	342	364	382	307	325	253	-22	-26
E0800004	Oldham	290	330	230	238	297	295	-1	2
E0800005	Rochdale	246	267	203	198	333	261	-22	6
E0800006	Salford	291	257	329	293	260	204	-22	-30
E0800014	Sefton	319	316	325	337	344	442	29	39
E0800013	St. Helens	370	408	397	414	378	265	-30	-29
E0800007	Stockport	197	227	173	161	223	184	-18	-7
E0800008	Tameside	246	260	213	249	240	221	-8	-10
E0800009	Trafford	200	206	223	152	194	236	22	18
E0600007	Warrington	474	526	545	390	392	429	9	-10
E0800010	Wigan	219	263	232	203	193	227	17	4
E0800015	Wirral	379	406	309	393	436	433	-1	14
E1200003	Yorkshire and The Humber	450	448	458	449	445	417	-6	-7
E0800016	Barnsley	349	349	411	344	345	284	-18	-19
E0800032	Bradford	399	424	421	361	386	354	-8	-11
E0800033	Calderdale	445	443	468	436	477	441	-8	-1
E0800017	Doncaster	425	489	386	389	355	348	-2	-18
E0600011	East Riding of Yorkshire	560	541	551	574	558	493	-12	-12
E0600010	Kingston upon Hull, City of	464	443	505	478	446	405	-9	-13
E0800034	Kirklees	359	390	355	327	390	366	-6	2
E0800035	Leeds	396	376	400	386	436	437	0	10
E0600012	North East Lincolnshire	525	509	507	588	538	370	-31	-30
E0600013	North Lincolnshire	615	580	600	652	579	542	-6	-12
E1000023	North Yorkshire	775	763	785	790	716	712	-1	-8
E0800018	Rotherham	339	332	333	437	358	326	-9	-4
E0800019	Sheffield	308	298	323	302	330	249	-24	-19
E0800036	Wakefield	449	427	498	455	362	428	18	-5
E0600014	York	307	317	255	287	367	358	-2	17

RAS41004

Key Outcome Indicators - Strategic Framework for Road Safety

**Reported Killed and Seriously Injured (KSI) casualty rate per million population
by local authority, England, 2011 - 2015 and 2010-14 average**

Rate per million population/Percentage

ONS Code	Region/Local Authority	2010-14 average	2011	2012	2013	2014	2015	2015 percentage change over:	
								2014	2010-14 average
E12000004	East Midlands	450	478	454	409	444	404	-9	-10
E06000015	Derby	357	368	323	302	420	295	-30	-17
E10000007	Derbyshire	440	429	430	389	533	414	-22	-6
E06000016	Leicester	286	312	268	276	296	309	4	8
E10000018	Leicestershire	336	360	298	281	374	358	-4	7
E10000019	Lincolnshire	607	671	593	573	544	433	-20	-29
E10000021	Northamptonshire	456	438	497	467	444	463	4	2
E06000018	Nottingham	421	498	437	380	340	436	28	4
E10000024	Nottinghamshire	506	575	561	433	428	397	-7	-21
E06000017	Rutland	581	471	675	399	631	815	29	40
E12000005	West Midlands	340	366	342	317	335	364	9	7
E08000025	Birmingham	388	446	369	368	357	400	12	3
E08000026	Coventry	349	419	356	321	362	333	-8	-5
E08000027	Dudley	303	292	325	324	279	284	2	-6
E06000019	Herefordshire, County of	391	407	433	328	443	526	19	35
E08000028	Sandwell	360	388	357	309	385	363	-6	1
E06000051	Shropshire	429	408	474	386	451	456	1	6
E08000029	Solihull	267	309	294	206	224	219	-2	-18
E10000028	Staffordshire	231	241	259	193	208	304	46	31
E06000021	Stoke-on-Trent	205	291	180	192	175	179	2	-13
E06000020	Telford and Wrekin	230	272	197	214	236	240	1	4
E08000030	Walsall	291	263	233	298	372	311	-16	7
E10000031	Warwickshire	556	576	546	525	571	578	1	4
E08000031	Wolverhampton	319	323	371	254	300	303	1	-5
E10000034	Worcestershire	297	312	285	325	287	365	27	23
E12000006	East of England	413	414	416	398	399	392	-2	-5
E06000055	Bedford	371	369	339	335	458	367	-20	-1
E10000003	Cambridgeshire	512	555	473	483	500	442	-12	-14
E06000056	Central Bedfordshire	433	360	415	435	409	511	25	18
E10000012	Essex	436	448	428	404	434	439	1	1
E10000015	Hertfordshire	346	321	367	338	339	346	2	0
E06000032	Luton	260	246	267	240	237	270	14	4
E10000020	Norfolk	422	413	407	450	432	435	1	3
E06000031	Peterborough	456	427	451	467	394	340	-14	-25
E06000033	Southend-on-Sea	385	397	349	324	461	403	-13	5
E10000029	Suffolk	416	453	494	395	328	279	-15	-33
E06000034	Thurrock	398	404	445	373	331	442	34	11

RAS41004

Key Outcome Indicators - Strategic Framework for Road Safety

**Reported Killed and Seriously Injured (KSI) casualty rate per million population
by local authority, England, 2011 - 2015 and 2010-14 average**

Rate per million population/Percentage

ONS Code	Region/Local Authority	2010-14 average	2011	2012	2013	2014	2015	2015 percentage change over:	
								2014	2010-14 average
E12000007	London	321	348	363	276	254	241	-5	-25
E09000002	Barking and Dagenham	241	262	247	232	202	149	-26	-38
E09000003	Barnet	338	394	308	355	261	242	-7	-28
E09000004	Bexley	194	212	235	131	100	124	24	-36
E09000005	Brent	277	261	273	265	265	250	-6	-10
E09000006	Bromley	241	255	287	220	156	237	52	-1
E09000007	Camden	432	425	507	457	298	315	6	-27
E09000001	City of London	5,717	4,455	7,628	7,845	6,814	4,909	-28	-14
E09000008	Croydon	245	311	290	190	189	171	-9	-30
E09000009	Ealing	241	204	258	237	237	184	-22	-24
E09000010	Enfield	259	319	271	225	160	213	33	-18
E09000011	Greenwich	270	402	281	106	149	197	32	-27
E09000012	Hackney	411	476	583	322	228	305	34	-26
E09000013	Hammersmith and Fulham	402	447	445	297	387	346	-11	-14
E09000014	Haringey	362	322	413	402	318	227	-28	-37
E09000015	Harrow	176	158	190	156	207	186	-10	6
E09000016	Havering	259	310	325	211	187	269	44	4
E09000017	Hillingdon	273	270	295	206	287	222	-23	-19
E09000018	Hounslow	291	297	282	244	233	249	7	-14
E09000019	Islington	446	485	578	329	421	391	-7	-12
E09000020	Kensington and Chelsea	486	501	603	411	442	330	-25	-32
E09000021	Kingston upon Thames	237	253	207	222	229	167	-27	-30
E09000022	Lambeth	465	578	487	423	308	305	-1	-34
E09000023	Lewisham	313	371	362	224	216	178	-17	-43
E09000024	Merton	225	217	321	157	246	176	-28	-22
E09000025	Newham	239	267	245	179	197	216	10	-10
E09000026	Redbridge	243	274	327	177	164	185	13	-24
E09000027	Richmond upon Thames	308	355	275	251	279	195	-30	-37
E09000028	Southwark	381	423	399	291	228	288	26	-24
E09000029	Sutton	200	227	217	158	146	110	-25	-45
E09000030	Tower Hamlets	409	403	639	319	310	230	-26	-44
E09000031	Waltham Forest	253	287	263	203	228	177	-22	-30
E09000032	Wandsworth	332	379	354	319	259	235	-9	-29
E09000033	Westminster	723	655	862	780	592	557	-6	-23
E12000008	South East	476	493	453	470	514	489	-5	3
E06000036	Bracknell Forest	236	254	252	240	220	303	37	28
E06000043	Brighton and Hove	570	666	580	521	562	533	-5	-7
E10000002	Buckinghamshire	434	422	426	428	452	486	8	12
E10000011	East Sussex	626	578	574	634	723	645	-11	3
E10000014	Hampshire	538	585	514	528	574	534	-7	-1
E06000046	Isle of Wight	606	685	641	621	496	595	20	-2
E10000016	Kent	386	359	354	398	436	415	-5	7
E06000035	Medway	215	244	190	207	208	271	30	26
E06000042	Milton Keynes	367	383	392	344	405	340	-16	-7
E10000025	Oxfordshire	535	550	465	491	562	533	-5	0
E06000044	Portsmouth	552	706	595	559	464	519	12	-6
E06000038	Reading	291	352	255	320	274	216	-21	-26
E06000039	Slough	332	357	289	364	339	329	-3	-1
E06000045	Southampton	528	654	459	508	506	501	-1	-5
E10000030	Surrey	526	513	502	520	633	581	-8	10
E06000037	West Berkshire	438	498	511	354	437	359	-18	-18
E10000032	West Sussex	532	563	515	533	582	549	-6	3
E06000040	Windsor and Maidenhead	385	416	411	369	407	406	0	6
E06000041	Wokingham	278	279	243	336	308	268	-13	-4

RAS41004

Key Outcome Indicators - Strategic Framework for Road Safety

Reported Killed and Seriously Injured (KSI) casualty rate per million population by local authority, England, 2011 - 2015 and 2010-14 average

Rate per million population/Percentage

ONS Code	Region/Local Authority	2010-14 average	2011	2012	2013	2014	2015	2015 percentage change over:	
								2014	2010-14 average
E12000009	South West	379	368	388	369	396	393	-1	4
E06000022	Bath and North East Somerset	217	124	186	289	269	330	23	52
E06000028	Bournemouth	443	433	578	381	366	370	1	-16
E06000023	Bristol, City of	303	367	340	242	271	276	2	-9
E06000052	Cornwall	410	413	396	406	464	415	-11	1
E10000008	Devon	392	311	409	409	443	435	-2	11
E10000009	Dorset	532	496	528	533	571	663	16	25
E10000013	Gloucestershire	373	410	423	352	366	410	12	10
E06000053	Isles of Scilly	92	0	0	0	439	0	-100	-100
E06000024	North Somerset	266	216	279	325	245	233	-5	-12
E06000026	Plymouth	266	290	236	247	325	297	-9	12
E06000029	Poole	444	373	444	456	540	425	-21	-4
E10000027	Somerset	415	421	396	405	403	385	-4	-7
E06000025	South Gloucestershire	215	119	192	223	217	182	-16	-15
E06000030	Swindon	335	369	354	322	320	341	7	2
E06000027	Torbay	296	224	297	401	323	277	-14	-6
E06000054	Wiltshire	485	548	478	398	507	479	-5	-1
E92000001	England ¹	399	412	404	378	394	382	-3	-4

1 Includes London (Heathrow) Airport

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[Notes & Definitions](#)

Source: DfT STATS19, ONS mid-year population estimates
 Last updated: 29 September 2016
 Next update: September 2017

The figures in this table are National Statistics

RAS50

Contributory factors in reported accidents

RAS50001

Contributory factors in reported accidents by severity, Great Britain, 2015

Number/ percentage

Contributory factor reported in accident ^{1,2}	Fatal accidents		Serious accidents		Slight accidents		All accidents	
	Number	Per	Number	Per	Number	Per	Number	Per
		cent ³		cent ³		cent ³		cent ³
Road environment contributed	131	9	1,999	12	10,562	12	12,692	12
Poor or defective road surface	12	1	164	1	473	1	649	1
Deposit on road (eg. oil, mud, chippings)	5	0	282	2	1,100	1	1,387	1
Slippery road (due to weather)	66	4	1,068	6	6,754	8	7,888	7
Inadequate or masked signs or road markings	0	0	64	0	348	0	412	0
Defective traffic signals	1	0	11	0	126	0	138	0
Traffic calming (eg. road humps, chicane)	3	0	18	0	109	0	130	0
Temporary road layout (eg. contraflow)	2	0	30	0	220	0	252	0
Road layout (eg. bend, hill, narrow road)	45	3	512	3	2,100	2	2,657	2
Animal or object in carriageway	8	1	161	1	840	1	1,009	1
Slippery inspection cover or road marking	1	0	10	0	33	0	44	0
Vehicle defects	35	2	324	2	1,471	2	1,830	2
Tyres illegal, defective or under inflated	14	1	112	1	472	1	598	1
Defective lights or indicators	5	0	30	0	96	0	131	0
Defective brakes	10	1	113	1	565	1	688	1
Defective steering or suspension	3	0	47	0	231	0	281	0
Defective or missing mirrors	0	0	2	0	11	0	13	0
Overloaded or poorly loaded vehicle or trailer	3	0	34	0	153	0	190	0
Injudicious action	417	28	3,576	21	20,729	23	24,722	23
Disobeyed automatic traffic signal	8	1	225	1	1,683	2	1,916	2
Disobeyed 'Give Way' or 'Stop' sign or markings	24	2	412	2	3,105	3	3,541	3
Disobeyed double white lines	14	1	58	0	131	0	203	0
Disobeyed pedestrian crossing facility	11	1	114	1	414	0	539	0
Illegal turn or direction of travel	15	1	105	1	579	1	699	1
Exceeding speed limit	222	15	1,152	7	3,898	4	5,272	5
Travelling too fast for conditions	167	11	1,380	8	5,814	6	7,361	7
Following too close	26	2	443	3	6,554	7	7,023	6
Vehicle travelling along pavement	5	0	53	0	219	0	277	0
Cyclist entering road from pavement	8	1	152	1	626	1	786	1
Driver/Rider error or reaction	1,000	68	11,297	66	65,830	73	78,127	72
Junction overshoot	28	2	295	2	1,951	2	2,274	2
Junction restart (moving off at junction)	5	0	187	1	1,461	2	1,653	2
Poor turn or manoeuvre	201	14	2,601	15	14,896	17	17,698	16
Failed to signal or misleading signal	13	1	234	1	1,707	2	1,954	2
Driver/Rider failed to look properly	400	27	6,256	36	40,587	45	47,243	44
Driver/Rider failed to judge other person's path or speed	204	14	2,909	17	20,484	23	23,597	22
Too close to cyclist, horse rider or pedestrian	15	1	325	2	1,889	2	2,229	2
Sudden braking	39	3	743	4	6,145	7	6,927	6
Swerved	70	5	663	4	3,130	3	3,863	4
Loss of control	457	31	2,935	17	10,515	12	13,907	13
Impairment or distraction	374	25	2,637	15	10,793	12	13,804	13
Driver/Rider impaired by alcohol	126	9	1,120	7	3,522	4	4,768	4
Driver/Rider impaired by drugs (illicit or medicinal)	62	4	259	2	560	1	881	1
Fatigue	58	4	331	2	1,395	2	1,784	2
Uncorrected, defective eyesight	10	1	48	0	174	0	232	0
Driver/Rider illness or disability, mental or physical	112	8	486	3	1,691	2	2,289	2
Not displaying lights at night or in poor visibility	8	1	85	0	253	0	346	0
Rider wearing dark clothing	8	1	93	1	384	0	485	0
Driver using mobile phone	22	1	75	0	343	0	440	0
Distraction in vehicle	61	4	384	2	2,475	3	2,920	3
Distraction outside vehicle	18	1	197	1	1,311	1	1,526	1

RAS50001

Contributory factors in reported accidents by severity, Great Britain, 2015

Number/ percentage

Contributory factor reported in accident ^{1,2}	Fatal accidents		Serious accidents		Slight accidents		All accidents	
	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³
Behaviour or inexperience	404	28	4,103	24	22,784	25	27,291	25
Aggressive driving	113	8	676	4	2,762	3	3,551	3
Driver/Rider careless, reckless or in a hurry	285	19	2,811	16	16,512	18	19,608	18
Driver/Rider nervous, uncertain or panic	16	1	218	1	1,602	2	1,836	2
Driving too slow for conditions or slow veh (eg tractor)	2	0	18	0	69	0	89	0
Learner or inexperienced driver/rider	55	4	781	5	3,647	4	4,483	4
Inexperience of driving on the left	5	0	86	1	328	0	419	0
Unfamiliar with model of vehicle	16	1	165	1	551	1	732	1
Vision affected by external factors	111	8	1,666	10	9,027	10	10,804	10
Stationary or parked vehicle(s)	21	1	496	3	2,912	3	3,429	3
Vegetation	3	0	81	0	220	0	304	0
Road layout (eg. bend, winding road, hill crest)	17	1	206	1	975	1	1,198	1
Buildings, road signs, street furniture	2	0	39	0	186	0	227	0
Dazzling headlights	2	0	58	0	249	0	309	0
Dazzling sun	17	1	403	2	2,155	2	2,575	2
Rain, sleet, snow, or fog	24	2	260	2	1,505	2	1,789	2
Spray from other vehicles	1	0	20	0	144	0	165	0
Visor or windscreen dirty, scratched or frosted etc.	1	0	22	0	103	0	126	0
Vehicle blind spot	25	2	205	1	1,237	1	1,467	1
Pedestrian only (casualty or uninjured)	264	18	3,236	19	9,607	11	13,107	12
Crossing road masked by stationary or parked vehicle	26	2	607	4	1,719	2	2,352	2
Pedestrian failed to look properly	157	11	2,439	14	7,418	8	10,014	9
Pedestrian failed to judge vehicle's path or speed	86	6	766	4	2,281	3	3,133	3
Pedestrian wrong use of pedestrian crossing facility	29	2	245	1	917	1	1,191	1
Dangerous action in carriageway (eg. playing)	27	2	242	1	620	1	889	1
Pedestrian impaired by alcohol	57	4	478	3	1,028	1	1,563	1
Pedestrian impaired by drugs (illicit or medicinal)	11	1	73	0	139	0	223	0
Pedestrian careless, reckless or in a hurry	63	4	1,091	6	3,869	4	5,023	5
Pedestrian wearing dark clothing at night	53	4	242	1	453	1	748	1
Pedestrian disability or illness, mental or physical	30	2	149	1	304	0	483	0
Special Codes	100	7	857	5	4,144	5	5,101	5
Stolen vehicle	11	1	131	1	437	0	579	1
Vehicle in course of crime	5	0	63	0	414	0	482	0
Emergency vehicle on a call	4	0	45	0	426	0	475	0
Vehicle door opened or closed negligently	3	0	58	0	519	1	580	1
Other	80	5	587	3	2,514	3	3,181	3
Total number of accidents¹	1,469	100	17,176	100	89,566	100	108,211	100

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

2 Counts the number of accidents in which a contributory factor is reported. If two participants in an accident have the same contributory factor, this will only be counted once.

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

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

RAS50002

Contributory factors allocated to vehicles or pedestrians in reported accidents, Great Britain, 2011-2015

Contributory factor reported for vehicle or pedestrian ^{1,2,3}	Number/percentage									
	2011		2012		2013		2014		2015	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Driver/Rider failed to look properly	51,946	44	51,168	45	48,038	44	53,259	46	49,982	46
Driver/Rider failed to judge other person's path or speed	27,106	23	26,566	23	25,411	23	27,551	24	25,302	23
Driver/Rider careless, reckless or in a hurry	19,797	17	18,219	16	18,594	17	20,883	18	20,022	19
Poor turn or manoeuvre	17,101	14	17,306	15	16,542	15	18,916	16	18,400	17
Loss of control	17,091	14	16,282	14	15,260	14	15,350	13	13,971	13
Pedestrian failed to look properly	11,631	10	11,055	10	10,462	10	10,888	9	10,129	9
Slippery road (due to weather)	10,014	8	11,565	10	10,218	9	9,802	8	8,336	8
Travelling too fast for conditions	8,868	7	8,896	8	7,677	7	7,921	7	7,542	7
Following too close	8,658	7	8,413	7	7,934	7	8,330	7	7,532	7
Sudden braking	9,517	8	8,938	8	8,271	8	8,768	8	7,459	7
Total number of accidents¹	118,403	100	114,696	100	108,934	100	115,673	100	108,211	100

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

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

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

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Source: STATS19

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RAS50003

Contributory factors in reported accidents by road class, Great Britain, 2015

Number/ percentage

Contributory factor reported in accident ¹	Motorways		A roads		B roads		Other roads ³		All roads	
	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²
Road environment contributed	564	12	5,157	10	2,073	15	4,898	13	12,692	12
Poor or defective road surface	15	0	208	0	101	1	325	1	649	1
Deposit on road (eg. oil, mud, chippings)	35	1	504	1	271	2	577	1	1,387	1
Slippery road (due to weather)	434	9	3,373	7	1,260	9	2,821	7	7,888	7
Inadequate or masked signs or road markings	3	0	119	0	52	0	238	1	412	0
Defective traffic signals	2	0	92	0	12	0	32	0	138	0
Traffic calming (eg. road humps, chicane)	2	0	20	0	19	0	89	0	130	0
Temporary road layout (eg. contraflow)	31	1	149	0	18	0	54	0	252	0
Road layout (eg. bend, hill, narrow road)	31	1	886	2	525	4	1,215	3	2,657	2
Animal or object in carriageway	45	1	437	1	191	1	336	1	1,009	1
Slippery inspection cover or road marking	0	0	15	0	5	0	24	0	44	0
Vehicle defects	148	3	813	2	216	2	653	2	1,830	2
Tyres illegal, defective or under inflated	83	2	278	1	62	0	175	0	598	1
Defective lights or indicators	6	0	58	0	17	0	50	0	131	0
Defective brakes	24	1	259	1	81	1	324	1	688	1
Defective steering or suspension	22	0	130	0	43	0	86	0	281	0
Defective or missing mirrors	1	0	2	0	2	0	8	0	13	0
Overloaded or poorly loaded vehicle or trailer	16	0	112	0	19	0	43	0	190	0
Injudicious action	1,197	26	12,208	24	3,069	23	8,248	21	24,722	23
Disobeyed automatic traffic signal	7	0	1,372	3	184	1	353	1	1,916	2
Disobeyed 'Give Way' or 'Stop' sign or markings	13	0	1,388	3	431	3	1,709	4	3,541	3
Disobeyed double white lines	6	0	139	0	34	0	24	0	203	0
Disobeyed pedestrian crossing facility	0	0	299	1	94	1	146	0	539	0
Illegal turn or direction of travel	19	0	385	1	66	0	229	1	699	1
Exceeding speed limit	134	3	2,226	4	809	6	2,103	5	5,272	5
Travelling too fast for conditions	470	10	3,076	6	1,047	8	2,768	7	7,361	7
Following too close	740	16	4,324	8	657	5	1,302	3	7,023	6
Vehicle travelling along pavement	0	0	93	0	26	0	158	0	277	0
Cyclist entering road from pavement	0	0	275	1	84	1	427	1	786	1
Driver/Rider error or reaction	3,534	76	38,783	76	9,679	72	26,131	68	78,127	72
Junction overshoot	31	1	830	2	292	2	1,121	3	2,274	2
Junction restart (moving off at junction)	13	0	870	2	208	2	562	1	1,653	2
Poor turn or manoeuvre	476	10	9,261	18	2,188	16	5,773	15	17,698	16
Failed to signal or misleading signal	41	1	1,037	2	239	2	637	2	1,954	2
Driver/Rider failed to look properly	1,620	35	24,017	47	5,613	42	15,993	41	47,243	44
Driver/Rider failed to judge other person's path or speed	1,476	32	12,628	25	2,727	20	6,766	17	23,597	22
Too close to cyclist, horse rider or pedestrian	2	0	1,081	2	260	2	886	2	2,229	2
Sudden braking	576	12	3,964	8	727	5	1,660	4	6,927	6
Swerved	329	7	1,866	4	504	4	1,164	3	3,863	4
Loss of control	831	18	6,113	12	2,067	15	4,896	13	13,907	13
Impairment or distraction	788	17	6,314	12	1,882	14	4,820	12	13,804	13
Driver/Rider impaired by alcohol	150	3	1,868	4	715	5	2,035	5	4,768	4
Driver/Rider impaired by drugs (illicit or medicinal)	37	1	343	1	107	1	394	1	881	1
Fatigue	276	6	1,000	2	176	1	332	1	1,784	2
Uncorrected, defective eyesight	2	0	103	0	35	0	92	0	232	0
Driver/Rider illness or disability, mental or physical	126	3	1,066	2	324	2	773	2	2,289	2
Not displaying lights at night or in poor visibility	6	0	141	0	44	0	155	0	346	0
Rider wearing dark clothing	3	0	196	0	82	1	204	1	485	0
Driver using mobile phone	21	0	225	0	68	1	126	0	440	0
Distraction in vehicle	193	4	1,465	3	385	3	877	2	2,920	3
Distraction outside vehicle	76	2	781	2	182	1	487	1	1,526	1

RAS50003

Contributory factors in reported accidents by road class, Great Britain, 2015

Number/ percentage

Contributory factor reported in accident ¹	Motorways		A roads		B roads		Other roads ³		All roads	
	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²
Behaviour or inexperience	727	16	13,324	26	3,371	25	9,869	25	27,291	25
Aggressive driving	90	2	1,509	3	427	3	1,525	4	3,551	3
Driver/Rider careless, reckless or in a hurry	479	10	9,963	19	2,302	17	6,864	18	19,608	18
Driver/Rider nervous, uncertain or panic	79	2	859	2	231	2	667	2	1,836	2
Driving too slow for conditions or slow veh (eg tractor)	8	0	44	0	13	0	24	0	89	0
Learner or inexperienced driver/rider	95	2	1,821	4	669	5	1,898	5	4,483	4
Unexperience of driving on the left	23	0	226	0	64	0	106	0	419	0
Unfamiliar with model of vehicle	31	1	333	1	85	1	283	1	732	1
Vision affected by external factors	357	8	4,474	9	1,419	10	4,554	12	10,804	10
Stationary or parked vehicle(s)	8	0	1,484	3	374	3	1,563	4	3,429	3
Vegetation	0	0	75	0	47	0	182	0	304	0
Road layout (eg. bend, winding road, hill crest)	6	0	371	1	222	2	599	2	1,198	1
Buildings, road signs, street furniture	0	0	76	0	26	0	125	0	227	0
Dazzling headlights	1	0	123	0	65	0	120	0	309	0
Dazzling sun	52	1	1,008	2	388	3	1,127	3	2,575	2
Rain, sleet, snow, or fog	91	2	814	2	273	2	611	2	1,789	2
Spray from other vehicles	38	1	94	0	13	0	20	0	165	0
Visor or windscreen dirty, scratched or frosted etc.	3	0	39	0	12	0	72	0	126	0
Vehicle blind spot	186	4	646	1	115	1	520	1	1,467	1
Pedestrian only (casualty or uninjured)	24	1	5,160	10	1,505	11	6,418	17	13,107	12
Crossing road masked by stationary or parked vehicle	0	0	846	2	241	2	1,265	3	2,352	2
Pedestrian failed to look properly	10	0	4,009	8	1,163	9	4,832	12	10,014	9
Pedestrian failed to judge vehicle's path or speed	6	0	1,346	3	360	3	1,421	4	3,133	3
Pedestrian wrong use of pedestrian crossing facility	0	0	801	2	138	1	252	1	1,191	1
Dangerous action in carriageway (eg. playing)	6	0	286	1	90	1	507	1	889	1
Pedestrian impaired by alcohol	10	0	742	1	188	1	623	2	1,563	1
Pedestrian impaired by drugs (illicit or medicinal)	3	0	97	0	21	0	102	0	223	0
Pedestrian careless, reckless or in a hurry	5	0	2,349	5	542	4	2,127	5	5,023	5
Pedestrian wearing dark clothing at night	3	0	291	1	98	1	356	1	748	1
Pedestrian disability or illness, mental or physical	6	0	188	0	63	0	226	1	483	0
Special Codes	177	4	2,337	5	568	4	2,019	5	5,101	5
Stolen vehicle	6	0	202	0	59	0	312	1	579	1
Vehicle in course of crime	7	0	133	0	50	0	292	1	482	0
Emergency vehicle on a call	10	0	304	1	60	0	101	0	475	0
Vehicle door opened or closed negligently	4	0	283	1	56	0	237	1	580	1
Other	153	3	1,479	3	359	3	1,190	3	3,181	3
Total number of accidents	4,675	100	51,305	100	13,520	100	38,711	100	108,211	100

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

2 Columns may not add up to 100 per cent as accidents can have more than 1 contributory factor.

3 Other roads includes C roads and unclassified roads.

The figures in this table are National Statistics

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[Notes & Definitions](#)

Source: STATS19

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RAS50004

Reported accidents involving pedestrians with contributory factors, Great Britain, 2015

Number/ percentage

Contributory factor attributed to pedestrian ¹	Accidents ^{2,3} where contributory factor assigned to injured or killed pedestrian		Accidents ^{2,3} where contributory factor assigned to uninjured pedestrian	
	Number	Per cent ⁴	Number	Per cent ⁴
Pedestrian failed to look properly	9,773	58	124	44
Pedestrian careless, reckless or in a hurry	4,871	29	109	38
Pedestrian failed to judge vehicle's path or speed	3,048	18	28	10
Crossing road masked by stationary or parked vehicle	2,309	14	26	9
Pedestrian impaired by alcohol	1,517	9	11	4
Pedestrian wrong use of pedestrian crossing facility	1,154	7	27	10
Dangerous action in carriageway (eg. playing)	858	5	15	5
Pedestrian wearing dark clothing at night	734	4	7	2
Pedestrian disability or illness, mental or physical	461	3	1	0
Pedestrian impaired by drugs (illicit or medicinal)	214	1	3	1
Total number of accidents	16,765	100	284	100

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

Factors not shown may also have been reported.

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

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

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

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Source: STATS19

Last updated: 29 September 2016

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The figures in this table are National Statistics

RAS50005

Vehicles in reported accidents by contributory factor and vehicle type, Great Britain, 2015

Number/ percentage

Contributory factor attributed to vehicle ^{1,2}	Pedal cycle		Motorcycle		Car		Bus or Coach		Van/Light goods		HGV		All vehicles ³	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Road environment contributed	451	4	2,059	11	9,896	7	73	2	619	6	282	5	13,495	7
Poor or defective road surface	86	1	172	1	363	0	1	0	20	0	5	0	657	0
Deposit on road (eg. oil, mud, chippings)	48	0	432	2	858	1	8	0	62	1	22	0	1,442	1
Slippery road (due to weather)	215	2	1,170	7	6,306	4	26	1	366	3	122	2	8,252	4
Inadequate or masked signs or road markings	16	0	34	0	333	0	1	0	32	0	10	0	429	0
Defective traffic signals	3	0	4	0	159	0	2	0	8	0	2	0	180	0
Traffic calming (eg. road humps, chicane)	7	0	28	0	88	0	4	0	3	0	2	0	134	0
Temporary road layout (eg. contraflow)	10	0	24	0	204	0	3	0	16	0	24	0	282	0
Road layout (eg. bend, hill, narrow road)	85	1	310	2	2,192	1	22	1	164	2	97	2	2,915	1
Animal or object in carriageway	23	0	162	1	762	1	9	0	48	0	23	0	1,034	1
Slippery inspection cover or road marking	9	0	21	0	13	0	0	0	0	0	0	0	43	0
Vehicle defects	228	2	164	1	1,131	1	15	0	147	1	97	2	1,832	1
Tyres illegal, defective or under inflated	12	0	39	0	495	0	2	0	25	0	19	0	598	0
Defective lights or indicators	45	0	25	0	47	0	0	0	7	0	1	0	133	0
Defective brakes	164	1	69	0	364	0	10	0	53	0	19	0	688	0
Defective steering or suspension	10	0	29	0	213	0	3	0	17	0	5	0	281	0
Defective or missing mirrors	0	0	3	0	6	0	0	0	2	0	2	0	13	0
Overloaded or poorly loaded vehicle or trailer	7	0	6	0	49	0	0	0	49	0	53	1	190	0
Injudicious action	1,700	13	2,634	15	19,244	13	188	5	1,501	14	486	9	25,937	13
Disobeyed automatic traffic signal	178	1	119	1	1,647	1	24	1	118	1	31	1	2,135	1
Disobeyed 'Give Way' or 'Stop' sign or markings	152	1	131	1	3,003	2	11	0	220	2	31	1	3,566	2
Disobeyed double white lines	1	0	32	0	153	0	1	0	11	0	7	0	208	0
Disobeyed pedestrian crossing facility	96	1	46	0	355	0	10	0	20	0	5	0	543	0
Illegal turn or direction of travel	66	1	49	0	516	0	3	0	46	0	16	0	707	0
Exceeding speed limit	31	0	853	5	4,210	3	8	0	191	2	29	1	5,350	3
Travelling too fast for conditions	281	2	908	5	5,741	4	34	1	376	3	134	2	7,529	4
Following too close	186	1	725	4	5,516	4	101	3	664	6	272	5	7,515	4
Vehicle travelling along pavement	132	1	34	0	90	0	2	0	8	0	5	0	284	0
Cyclist entering road from pavement	742	6	1	0	38	0	2	0	1	0	0	0	786	0
Driver/Rider error or reaction	4,481	35	7,983	44	65,187	44	1,493	40	5,010	46	2,390	45	87,343	44
Junction overshoot	177	1	120	1	1,814	1	12	0	111	1	24	0	2,288	1
Junction restart (moving off at junction)	24	0	74	0	1,431	1	46	1	78	1	28	1	1,691	1
Poor turn or manoeuvre	774	6	1,923	11	13,642	9	208	6	1,045	10	600	11	18,368	9
Failed to signal or misleading signal	122	1	81	0	1,530	1	16	0	141	1	54	1	1,975	1
Driver/Rider failed to look properly	2,966	23	3,123	17	38,082	26	544	14	3,169	29	1,527	28	49,846	25
Driver/Rider failed to judge other person's path or speed	1,215	10	2,356	13	18,700	13	282	8	1,640	15	810	15	25,236	13
Too close to cyclist, horse rider or pedestrian	93	1	110	1	1,618	1	104	3	188	2	78	1	2,236	1
Sudden braking	182	1	1,050	6	5,003	3	651	17	386	4	139	3	7,449	4
Swerved	170	1	427	2	2,989	2	25	1	178	2	100	2	3,920	2
Loss of control	586	5	2,499	14	10,114	7	45	1	427	4	158	3	13,957	7
Impairment or distraction	820	6	591	3	11,292	8	101	3	744	7	219	4	13,867	7
Driver/Rider impaired by alcohol	220	2	265	1	3,995	3	3	0	224	2	16	0	4,751	2
Driver/Rider impaired by drugs (illicit or medicinal)	39	0	62	0	718	0	5	0	43	0	5	0	879	0
Fatigue	25	0	34	0	1,514	1	12	0	119	1	70	1	1,788	1
Uncorrected, defective eyesight	2	0	4	0	219	0	0	0	4	0	1	0	232	0
Driver/Rider illness or disability, mental or physical	32	0	47	0	2,035	1	19	1	89	1	39	1	2,285	1
Not displaying lights at night or in poor visibility	230	2	33	0	72	0	0	0	5	0	1	0	348	0
Rider wearing dark clothing	405	3	63	0	17	0	0	0	0	0	0	0	487	0
Driver using mobile phone	10	0	7	0	355	0	3	0	47	0	12	0	441	0
Distraction in vehicle	17	0	21	0	2,543	2	25	1	237	2	68	1	2,929	1
Distraction outside vehicle	43	0	101	1	1,220	1	48	1	91	1	42	1	1,552	1

RAS50005

Vehicles in reported accidents by contributory factor and vehicle type, Great Britain, 2015

Number/ percentage

Contributory factor attributed to vehicle ^{1,2}	Pedal cycle		Motorcycle		Car		Bus or Coach		Van/Light goods		HGV		All vehicles ³	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Behaviour or inexperience	1,228	10	3,399	19	20,939	14	220	6	1,483	14	510	10	28,007	14
Aggressive driving	43	0	382	2	3,004	2	12	0	141	1	34	1	3,651	2
Driver/Rider careless, reckless or in a hurry	1,070	8	1,817	10	15,054	10	196	5	1,301	12	408	8	19,998	10
Driver/Rider nervous, uncertain or panic	60	0	196	1	1,517	1	9	0	40	0	14	0	1,848	1
Driving too slow for conditions or slow veh (eg tractor)	0	0	12	0	59	0	0	0	4	0	4	0	90	0
Learner or inexperienced driver/rider	85	1	1,318	7	3,014	2	3	0	51	0	12	0	4,511	2
Inexperience of driving on the left	8	0	22	0	306	0	3	0	18	0	54	1	418	0
Unfamiliar with model of vehicle	6	0	187	1	488	0	5	0	23	0	8	0	732	0
Vision affected by external factors	495	4	960	5	9,002	6	93	2	701	6	532	10	11,900	6
Stationary or parked vehicle(s)	331	3	547	3	2,953	2	25	1	180	2	23	0	4,084	2
Vegetation	27	0	17	0	247	0	3	0	21	0	6	0	328	0
Road layout (eg. bend, winding road, hill crest)	41	0	129	1	1,051	1	10	0	78	1	31	1	1,352	1
Buildings, road signs, street furniture	10	0	3	0	208	0	4	0	12	0	2	0	240	0
Dazzling headlights	3	0	20	0	268	0	4	0	13	0	5	0	315	0
Dazzling sun	37	0	115	1	2,247	2	8	0	172	2	38	1	2,640	1
Rain, sleet, snow, or fog	38	0	115	1	1,629	1	8	0	70	1	37	1	1,910	1
Spray from other vehicles	2	0	13	0	144	0	1	0	10	0	4	0	174	0
Visor or windscreen dirty, scratched or frosted etc.	0	0	8	0	111	0	0	0	6	0	1	0	126	0
Vehicle blind spot	15	0	22	0	799	1	35	1	170	2	397	7	1,477	1
Pedestrian only (casualty or uninjured)	4	0	5	0	33	0	1	0	2	0	1	0	49	0
Crossing road masked by stationary or parked vehicle	0	0	1	0	1	0	0	0	0	0	0	0	2	0
Pedestrian failed to look properly	2	0	3	0	17	0	0	0	0	0	0	0	25	0
Pedestrian failed to judge vehicle's path or speed	1	0	1	0	8	0	1	0	1	0	0	0	13	0
Pedestrian wrong use of pedestrian crossing facility	0	0	1	0	1	0	0	0	0	0	0	0	2	0
Dangerous action in carriageway (eg. playing)	0	0	0	0	4	0	0	0	0	0	0	0	4	0
Pedestrian impaired by alcohol	0	0	1	0	1	0	0	0	0	0	1	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	2	0	0	0	11	0	0	0	1	0	0	0	14	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	178	1	359	2	3,127	2	128	3	249	2	127	2	4,323	2
Stolen vehicle	3	0	111	1	430	0	1	0	24	0	2	0	573	0
Vehicle in course of crime	6	0	40	0	411	0	1	0	21	0	1	0	482	0
Emergency vehicle on a call	0	0	7	0	334	0	3	0	37	0	13	0	480	0
Vehicle door opened or closed negligently	6	0	2	0	474	0	26	1	42	0	11	0	561	0
Other	163	1	214	1	1,592	1	100	3	131	1	101	2	2,367	1
Vehicles with no contributory factor	6,500	51	6,772	38	61,588	42	1,975	53	4,319	40	2,247	42	84,261	42
Total number of vehicles	12,714	100	17,962	100	148,045	100	3,753	100	10,823	100	5,361	100	200,645	100

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

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

2 Due to recording errors some vehicle specific factors may have been allocated to the wrong vehicle in some accidents.

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

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Source: STATS19
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RAS50006

**Most common pairs of contributory factors reported together^{1,2}
Great Britain, 2015**

		Number/ <i>percentage</i>	
Factor with lower code ³	Factor with higher code ³	Number	Per cent
		Vehicles	
Driver/Rider failed to look properly	Driver/Rider failed to judge other person's path or speed	14,003	7
Poor turn or manoeuvre	Driver/Rider failed to look properly	10,533	5
Driver/Rider failed to look properly	Driver/Rider careless, reckless or in a hurry	10,229	5
Poor turn or manoeuvre	Driver/Rider failed to judge other person's path or speed	4,892	2
Driver/Rider failed to judge other person's path or speed	Driver/Rider careless, reckless or in a hurry	4,587	2
Poor turn or manoeuvre	Driver/Rider careless, reckless or in a hurry	4,281	2
Following too close	Driver/Rider failed to look properly	3,160	2
Disobeyed 'Give Way' or 'Stop' sign or markings	Driver/Rider failed to look properly	2,657	1
Slippery road (due to weather)	Loss of control	2,562	1
Loss of control	Driver/Rider careless, reckless or in a hurry	2,520	1
Following too close	Driver/Rider failed to judge other person's path or speed	2,459	1
Travelling too fast for conditions	Loss of control	2,224	1
Driver/Rider failed to look properly	Stationary or parked vehicle(s)	1,918	1
Slippery road (due to weather)	Travelling too fast for conditions	1,878	1
Poor turn or manoeuvre	Loss of control	1,699	1
Exceeding speed limit	Driver/Rider careless, reckless or in a hurry	1,690	1
Travelling too fast for conditions	Driver/Rider careless, reckless or in a hurry	1,683	1
Swerved	Loss of control	1,632	1
Travelling too fast for conditions	Driver/Rider failed to look properly	1,531	1
Exceeding speed limit	Loss of control	1,488	1
All vehicles in accidents		200,645	100
		Pedestrian casualties	
Pedestrian failed to look properly	Pedestrian careless, reckless or in a hurry	4,002	23
Pedestrian failed to look properly	Pedestrian failed to judge vehicle's path or speed	2,428	14
Crossing road masked by stationary or parked vehicle	Pedestrian failed to look properly	1,812	10
Pedestrian failed to judge vehicle's path or speed	Pedestrian careless, reckless or in a hurry	1,235	7
Crossing road masked by stationary or parked vehicle	Pedestrian careless, reckless or in a hurry	1,030	6
All pedestrian casualties in accidents		17,391	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.

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RAS50007

Casualties in reported accidents by contributory factor and severity, Great Britain, 2015

Number/ percentage

Contributory factor reported in accident ¹	Killed		Seriously injured		Slightly injured		All casualties	
	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²
Road environment contributed	140	9	2,214	12	15,327	12	17,681	12
Poor or defective road surface	14	1	171	1	683	1	868	1
Deposit on road (eg. oil, mud, chippings)	5	0	303	2	1,528	1	1,836	1
Slippery road (due to weather)	71	5	1,195	6	9,633	8	10,899	7
Inadequate or masked signs or road markings	0	0	68	0	564	0	632	0
Defective traffic signals	1	0	11	0	224	0	236	0
Traffic calming (eg. road humps, chicane)	3	0	20	0	137	0	160	0
Temporary road layout (eg. contraflow)	2	0	31	0	345	0	378	0
Road layout (eg. bend, hill, narrow road)	49	3	567	3	3,264	3	3,880	3
Animal or object in carriageway	8	1	179	1	1,176	1	1,363	1
Slippery inspection cover or road marking	1	0	10	0	42	0	53	0
Vehicle defects	38	2	383	2	2,209	2	2,630	2
Tyres illegal, defective or under inflated	16	1	146	1	746	1	908	1
Defective lights or indicators	6	0	34	0	127	0	167	0
Defective brakes	10	1	126	1	864	1	1,000	1
Defective steering or suspension	3	0	54	0	323	0	380	0
Defective or missing mirrors	0	0	2	0	12	0	14	0
Overloaded or poorly loaded vehicle or trailer	3	0	38	0	223	0	264	0
Injudicious action	461	29	4,177	22	32,294	25	36,932	25
Disobeyed automatic traffic signal	8	1	252	1	2,685	2	2,945	2
Disobeyed 'Give Way' or 'Stop' sign or markings	26	2	476	2	4,675	4	5,177	3
Disobeyed double white lines	17	1	81	0	298	0	396	0
Disobeyed pedestrian crossing facility	12	1	118	1	455	0	585	0
Illegal turn or direction of travel	17	1	128	1	869	1	1,014	1
Exceeding speed limit	244	16	1,438	8	6,653	5	8,335	6
Travelling too fast for conditions	188	12	1,634	9	9,380	7	11,202	8
Following too close	27	2	478	3	10,250	8	10,755	7
Vehicle travelling along pavement	5	0	64	0	248	0	317	0
Cyclist entering road from pavement	8	1	156	1	663	1	827	1
Driver/Rider error or reaction	1,068	68	12,695	66	95,479	75	109,242	74
Junction overshoot	29	2	343	2	3,065	2	3,437	2
Junction restart (moving off at junction)	5	0	199	1	2,026	2	2,230	2
Poor turn or manoeuvre	219	14	2,913	15	21,015	16	24,147	16
Failed to signal or misleading signal	13	1	251	1	2,339	2	2,603	2
Driver/Rider failed to look properly	421	27	6,769	35	57,674	45	64,864	44
Driver/Rider failed to judge other person's path or speed	213	14	3,202	17	31,158	24	34,573	23
Too close to cyclist, horse rider or pedestrian	15	1	330	2	2,002	2	2,347	2
Sudden braking	40	3	822	4	9,424	7	10,286	7
Swerved	77	5	824	4	4,829	4	5,730	4
Loss of control	495	32	3,552	19	15,659	12	19,706	13
Impairment or distraction	405	26	3,201	17	17,179	13	20,785	14
Driver/Rider impaired by alcohol	137	9	1,325	7	5,440	4	6,902	5
Driver/Rider impaired by drugs (illicit or medicinal)	67	4	350	2	997	1	1,414	1
Fatigue	68	4	435	2	2,279	2	2,782	2
Uncorrected, defective eyesight	10	1	54	0	281	0	345	0
Driver/Rider illness or disability, mental or physical	121	8	611	3	2,735	2	3,467	2
Not displaying lights at night or in poor visibility	8	1	92	0	287	0	387	0
Rider wearing dark clothing	8	1	93	0	397	0	498	0
Driver using mobile phone	22	1	99	1	585	0	706	0
Distraction in vehicle	66	4	504	3	4,370	3	4,940	3
Distraction outside vehicle	19	1	226	1	1,965	2	2,210	1
Behaviour or inexperience	444	28	4,774	25	33,500	26	38,718	26
Aggressive driving	132	8	886	5	4,265	3	5,283	4
Driver/Rider careless, reckless or in a hurry	316	20	3,254	17	24,066	19	27,636	19
Driver/Rider nervous, uncertain or panic	16	1	247	1	2,266	2	2,529	2
Driving too slow for conditions or slow veh (eg tractor)	2	0	22	0	109	0	133	0
Learner or inexperienced driver/rider	63	4	868	5	5,497	4	6,428	4
Inexperience of driving on the left	5	0	113	1	566	0	684	0
Unfamiliar with model of vehicle	16	1	181	1	885	1	1,082	1

RAS50007

Casualties in reported accidents by contributory factor and severity, Great Britain, 2015

Number/ percentage

Contributory factor reported in accident ¹	Killed		Seriously injured		Slightly injured		All casualties	
	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²
Vision affected by external factors	114	7	1,758	9	12,276	10	14,148	10
Stationary or parked vehicle(s)	22	1	514	3	3,642	3	4,178	3
Vegetation	3	0	88	0	319	0	410	0
Road layout (eg. bend, winding road, hill crest)	18	1	221	1	1,522	1	1,761	1
Buildings, road signs, street furniture	2	0	40	0	237	0	279	0
Dazzling headlights	2	0	60	0	341	0	403	0
Dazzling sun	17	1	423	2	3,118	2	3,558	2
Rain, sleet, snow, or fog	25	2	290	2	2,192	2	2,507	2
Spray from other vehicles	1	0	21	0	225	0	247	0
Visor or windscreen dirty, scratched or frosted etc.	1	0	23	0	137	0	161	0
Vehicle blind spot	25	2	208	1	1,465	1	1,698	1
Pedestrian only (casualty or uninjured)	267	17	3,285	17	10,405	8	13,957	9
Crossing road masked by stationary or parked vehicle	27	2	619	3	1,871	1	2,517	2
Pedestrian failed to look properly	159	10	2,470	13	8,001	6	10,630	7
Pedestrian failed to judge vehicle's path or speed	87	6	774	4	2,506	2	3,367	2
Pedestrian wrong use of pedestrian crossing facility	29	2	254	1	1,022	1	1,305	1
Dangerous action in carriageway (eg. playing)	27	2	244	1	662	1	933	1
Pedestrian impaired by alcohol	58	4	483	3	1,090	1	1,631	1
Pedestrian impaired by drugs (illicit or medicinal)	11	1	73	0	148	0	232	0
Pedestrian careless, reckless or in a hurry	64	4	1,105	6	4,171	3	5,340	4
Pedestrian wearing dark clothing at night	53	3	245	1	498	0	796	1
Pedestrian disability or illness, mental or physical	30	2	149	1	327	0	506	0
Special codes	104	7	1,010	5	5,706	4	6,820	5
Stolen vehicle	12	1	167	1	639	1	818	1
Vehicle in course of crime	5	0	78	0	645	1	728	0
Emergency vehicle on a call	4	0	53	0	687	1	744	1
Vehicle door opened or closed negligently	3	0	58	0	538	0	599	0
Other	83	5	688	4	3,457	3	4,228	3
Total number of casualties¹	1,566	100	19,115	100	127,704	100	148,385	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.

The figures in this table are National Statistics

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RAS50008

Reported accidents and casualties where speed was reported as a contributory factor, by severity, Great Britain, 2015

Number/ percentage

Contributory factor in accident	Accidents							
	Fatal		Serious		Slight		Total	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Exceeding speed limit	222	15	1,152	7	3,898	4	5,272	5
Travelling too fast for conditions ²	120	8	1,123	7	5,181	6	6,424	6
Exceeding speed limit or travelling too fast for conditions	342	23	2,275	13	9,079	10	11,696	11
Total number of accidents	1,469	100	17,176	100	89,566	100	108,211	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	244	16	1,438	8	6,653	5	8,335	6
Travelling too fast for conditions ²	136	9	1,306	7	8,276	6	9,718	7
Exceeding speed limit or travelling too fast for conditions	380	24	2,744	14	14,929	12	18,053	12
Total number of casualties	1,566	100	19,115	100	127,704	100	148,385	100

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

2 Excluding accidents and casualties in accidents which had *exceeding the speed limit* reported as a contributory factor. These figures will therefore differ from those shown in other tables in this article.

The figures in this table are National Statistics

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RAS50009

Vehicles with speed factors reported by vehicle type, Great Britain, 2015

Contributory factor attributed to vehicle ²	Number/ percentage									
	Motorcycles		Cars		Light goods vehicles		Heavy goods vehicles		All vehicles ¹	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Exceeding speed limit	853	5	4,210	3	191	2	29	1	5,350	3
Travelling too fast for conditions ³	799	4	4,968	3	344	3	125	2	6,595	3
Exceeding speed limit or travelling too fast for conditions	1,652	9	9,178	6	535	5	154	3	11,945	6
All vehicles in accidents	17,962	100	148,045	100	10,823	100	5,361	100	200,645	100

1 Includes all other vehicle types.

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

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

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RAS50010

Percentage of vehicles with selected contributory factors which also had a speed, factor reported, Great Britain, 2015

Contributory factor attributed to vehicle ¹	Percentage	
	Percentage of vehicles with the following speed factors	
	Exceeding speed limit	Travelling too fast for conditions ²
All vehicles	3%	3%
Spray from other vehicles	2%	18%
Rain, sleet, snow, or fog	3%	13%
Deposit on road (eg. oil, mud, chippings)	4%	14%
Slippery road (due to weather)	6%	20%
Poor or defective road surface	6%	12%
Driver vision affected by road layout (eg. winding road, hill crest)	5%	9%
Road layout contributed (eg. bend, hill, narrow carriageway)	12%	12%
Learner or inexperienced driver/rider	7%	11%
Loss of control	11%	13%
Tyres illegal, defective or under inflated	12%	12%
Driver using mobile phone	12%	5%
Traffic calming (eg. road humps/chicanes)	13%	11%
Disobeyed double white lines	19%	5%
Impaired by alcohol	15%	7%
Impaired by drugs (illicit or medicinal)	20%	6%
Vehicle in course of crime	19%	7%
Aggressive driving	21%	9%
Stolen vehicle	19%	9%

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

2 Excluding vehicles in accidents which had exceeding the speed limit reported as a contributory factor.

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Source: STATS19

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RAS50011

Reported accidents and vehicles included in the contributory factor analysis, Great Britain, 2015

Number/ percentage			
Category	Number included in analysis ¹	Total number of accidents	Per cent included in analysis ¹
Accidents: severity			
Fatal	1,469	1,616	91
Serious	17,176	20,038	86
Slight	89,566	118,402	76
Accidents: road class			
Motorways	4,675	5,550	84
A roads	51,305	64,280	80
B roads	13,520	17,217	79
Other roads ²	38,711	53,009	73
Accidents included in analysis	108,211	140,056	77
Category	Number included in analysis ¹	Total number of vehicles	Per cent included in analysis ¹
Vehicles: type			
Pedal cycles	12,714	19,440	65
Motorcycles	17,962	20,996	86
Cars	148,045	188,872	78
Buses or coaches	3,753	5,381	70
Light goods vehicles	10,823	13,876	78
Heavy goods vehicles	5,361	6,470	83
Other vehicles ³	1,987	2,810	71
Vehicles included in analysis	200,645	257,845	78

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

2 Other roads includes C roads and unclassified roads.

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

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RAS0012
Reported road accidents by contributory factor, region and country, Great Britain, 2015

Number/ percentage

Contributory factor reported in accident ^{1,2}	North East		North West		Yorkshire and the Humber		East Midlands		West Midlands		East of England		South East		London		South West		England		Wales		Scotland		Great Britain	
	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³
Road environment contributed	416	11	1,146	11	1,091	11	1,192	16	1,052	13	1,404	14	2,094	12	600	3	1,477	18	10,472	11	864	18	1,356	19	12,692	12
Poor or defective road surface	19	1	66	1	48	0	61	1	46	1	65	1	162	1	22	0	55	1	544	1	43	1	62	1	649	1
Deposit on road (eg. oil, mud, chippings)	65	2	113	1	140	1	129	2	76	1	160	2	268	2	36	0	178	2	1,165	1	77	2	145	2	1,387	1
Slippery road (due to weather)	273	7	713	7	640	7	837	11	658	8	898	9	1,271	7	362	2	903	11	6,555	7	425	9	908	13	7,888	7
Inadequate or masked signs or road markings	8	0	69	1	40	0	28	0	22	0	44	0	71	0	20	0	40	0	342	0	21	0	49	1	412	0
Defective traffic signals	8	0	16	0	19	0	12	0	15	0	8	0	20	0	20	0	6	0	124	0	3	0	11	0	138	0
Traffic calming (eg. road humps, chicane)	4	0	16	0	9	0	9	0	10	0	9	0	24	0	18	0	19	0	118	0	5	0	7	0	130	0
Temporary road layout (eg. contraflow)	12	0	33	0	22	0	24	0	15	0	24	0	26	0	30	0	29	0	215	0	8	0	29	0	252	0
Road layout (eg. bend, hill, narrow road)	52	1	190	2	227	2	186	2	342	4	277	3	314	2	58	0	396	5	2,042	2	377	8	238	3	2,657	2
Animal or object in carriageway	33	1	75	1	88	1	58	1	55	1	126	1	211	1	63	0	133	2	842	1	73	2	94	1	1,009	1
Slippery inspection cover or road marking	2	0	0	0	8	0	9	0	0	0	3	0	10	0	0	0	7	0	39	0	1	0	4	0	44	0
Vehicle defects	63	2	197	2	155	2	144	2	160	2	190	2	341	2	163	1	199	2	1,612	2	127	3	91	1	1,830	2
Tyres illegal, defective or under inflated	19	1	63	1	38	0	50	1	59	1	66	1	125	1	36	0	68	1	524	1	41	1	33	0	598	1
Defective lights or indicators	3	0	13	0	12	0	9	0	18	0	13	0	19	0	10	0	19	0	116	0	11	0	4	0	131	0
Defective brakes	30	1	76	1	76	1	57	1	51	1	67	1	115	1	69	0	71	1	612	1	49	1	27	0	688	1
Defective steering or suspension	11	0	30	0	22	0	21	0	17	0	29	0	57	0	32	0	27	0	246	0	15	0	20	0	281	0
Defective or missing mirrors	0	0	2	0	0	0	0	0	3	0	2	0	2	0	3	0	1	0	13	0	0	0	0	0	13	0
Overloaded or poorly loaded vehicle or trailer	4	0	18	0	11	0	14	0	25	0	24	0	31	0	19	0	23	0	169	0	13	0	8	0	190	0
Injudicious action	734	20	2,387	22	1,910	19	1,605	21	2,102	26	2,185	22	3,167	19	5,902	28	2,374	28	22,366	23	1,011	21	1,345	19	24,722	23
Disobeyed automatic traffic signal	62	2	294	3	164	2	121	2	166	2	131	1	201	1	513	2	119	1	1,771	2	51	1	94	1	1,916	2
Disobeyed 'Give Way' or 'Stop' sign or markings	77	2	343	3	227	2	154	2	216	3	229	2	335	2	1,413	7	287	3	3,281	3	92	2	168	2	3,541	3
Disobeyed double white lines	9	0	22	0	28	0	17	0	17	0	13	0	28	0	5	0	32	0	171	0	21	0	11	0	203	0
Disobeyed pedestrian crossing facility	8	0	50	0	23	0	29	0	40	0	37	0	53	0	229	1	38	0	507	1	11	0	21	0	539	0
Illegal turn or direction of travel	25	1	71	1	60	1	37	0	73	1	57	1	85	0	154	1	56	1	618	1	35	1	46	1	699	1
Exceeding speed limit	219	6	506	5	433	4	551	7	706	9	542	6	696	4	604	3	537	6	4,794	5	225	5	253	4	5,272	5
Travelling too fast for conditions	207	6	797	7	620	6	444	6	672	8	685	7	1,071	6	1,004	5	929	11	6,429	7	383	8	549	8	7,361	7
Following too close	197	5	525	5	491	5	373	5	535	7	637	6	919	5	2,139	10	594	7	6,410	7	286	6	327	5	7,023	6
Vehicle travelling along pavement	9	0	36	0	17	0	25	0	33	0	29	0	37	0	47	0	25	0	258	0	9	0	10	0	277	0
Cyclist entering road from pavement	29	1	102	1	73	1	70	1	78	1	104	1	103	1	128	1	53	1	740	1	19	0	27	0	786	1
Driver/Rider error or reaction	2,640	71	7,438	69	6,679	68	5,038	67	5,993	73	7,291	74	12,184	71	16,827	80	5,986	72	70,076	73	3,377	70	4,674	66	78,127	72
Junction overshoot	120	3	268	2	177	2	209	3	256	3	180	2	352	2	296	1	175	2	2,032	2	101	2	140	2	2,274	2
Junction restart (moving off at junction)	60	2	182	2	140	1	115	2	158	2	113	1	194	1	413	2	169	2	1,544	2	67	1	42	1	1,653	2
Poor turn or manoeuvre	553	15	1,509	14	1,250	13	824	11	1,488	18	1,301	13	2,116	12	5,885	28	1,297	16	16,223	17	602	12	873	12	17,698	16
Failed to signal or misleading signal	47	1	218	2	161	2	129	2	187	2	178	2	284	2	433	2	155	2	1,792	2	65	1	97	1	1,954	2
Driver/Rider failed to look properly	1,666	45	4,506	42	4,012	41	2,678	36	3,649	45	4,301	44	6,725	39	12,698	61	3,232	39	43,467	45	1,580	33	2,196	31	47,243	44
Driver/Rider failed to judge other person's path or speed	892	24	2,198	20	2,116	22	1,586	21	2,226	27	2,264	23	3,840	22	4,375	21	1,693	20	21,190	22	1,034	21	1,373	19	23,597	22
Too close to cyclist, horse rider or pedestrian	37	1	147	1	104	1	100	1	102	1	110	1	208	1	1,137	5	130	2	2,075	2	56	1	98	1	2,229	2
Sudden braking	208	6	449	4	542	6	471	6	524	6	760	8	1,100	6	1,649	8	576	7	6,279	7	291	6	357	5	6,927	6
Swerved	97	3	274	3	254	3	296	4	316	4	470	5	642	4	701	3	374	4	3,424	4	196	4	243	3	3,863	4
Loss of control	367	10	1,129	10	1,003	10	953	13	1,377	17	1,428	15	2,199	13	2,027	10	1,366	16	11,849	12	882	18	1,176	16	13,907	13
Impairment or distraction	505	14	1,370	13	1,287	13	1,101	15	1,226	15	1,514	15	2,602	15	1,311	6	1,458	17	12,374	13	641	13	789	11	13,804	13
Driver/Rider impaired by alcohol	201	5	466	4	442	5	437	6	508	6	484	5	900	5	340	2	485	6	4,263	4	246	5	259	4	4,768	4
Driver/Rider impaired by drugs (illicit or medicinal)	77	2	107	1	66	1	51	1	88	1	87	1	168	1	38	0	84	1	766	1	50	1	65	1	881	1
Fatigue	46	1	144	1	164	2	157	2	140	2	193	2	348	2	179	1	214	3	1,585	2	87	2	112	2	1,784	2
Uncorrected, defective eyesight	12	0	24	0	22	0	13	0	13	0	38	0	51	0	11	0	25	0	209	0	9	0	14	0	232	0
Driver/Rider illness or disability, mental or physical	72	2	249	2	233	2	158	2	177	2	251	3	442	3	165	1	271	3	2,018	2	117	2	154	2	2,289	2
Not displaying lights at night or in poor	10	0	35	0	28	0	28	0	27	0	34	0	56	0	51	0	44	1	313	0	9	0	24	0	346	0
Rider wearing dark clothing	12	0	49	0	42	0	55	1	46	1	59	1	71	0	51	0	61	1	446	0	13	0	26	0	485	0
Driver using mobile phone	9	0	38	0	24	0	38	1	44	1																

RAS50012
Reported road accidents by contributory factor, region and country, Great Britain, 2015

Number/ percentage

Contributory factor reported in accident ^{1,2}	North East		North West		Yorkshire and the Humber		East Midlands		West Midlands		East of England		South East		London		South West		England		Wales		Scotland		Great Britain	
	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³
Vision affected by external factors	398	11	1,050	10	1,054	11	822	11	960	12	1,009	10	1,507	9	1,763	8	1,028	12	9,591	10	477	10	736	10	10,804	10
Stationary or parked vehicle(s)	98	3	345	3	293	3	227	3	279	3	229	2	384	2	1,115	5	215	3	3,185	3	90	2	154	2	3,429	3
Vegetation	9	0	23	0	30	0	24	0	30	0	47	0	63	0	7	0	36	0	269	0	17	0	18	0	304	0
Road layout (eg. bend, winding road, hill)	48	1	103	1	115	1	102	1	138	2	108	1	195	1	45	0	182	2	1,036	1	72	1	90	1	1,198	1
Buildings, road signs, street furniture	6	0	25	0	23	0	25	0	15	0	15	0	39	0	16	0	35	0	199	0	13	0	15	0	227	0
Dazzling headlights	9	0	29	0	31	0	28	0	16	0	46	0	51	0	19	0	42	1	271	0	21	0	17	0	309	0
Dazzling sun	141	4	237	2	253	3	232	3	235	3	295	3	409	2	110	1	298	4	2,210	2	145	3	220	3	2,575	2
Rain, sleet, snow, or fog	59	2	208	2	207	2	133	2	174	2	187	2	249	1	91	0	177	2	1,485	2	107	2	197	3	1,789	2
Spray from other vehicles	2	0	18	0	25	0	10	0	18	0	19	0	33	0	2	0	17	0	144	0	13	0	8	0	165	0
Visor or windscreen dirty, scratched or frosted etc.	2	0	19	0	15	0	13	0	6	0	19	0	24	0	3	0	12	0	113	0	5	0	8	0	126	0
Vehicle blind spot	53	1	137	1	141	1	87	1	136	2	134	1	192	1	394	2	95	1	1,369	1	35	1	63	1	1,467	1
Pedestrian only (casualty or uninjured)	424	11	1,531	14	1,210	12	696	9	991	12	821	8	1,469	9	3,756	18	763	9	11,661	12	452	9	994	14	13,107	12
Crossing road masked by stationary or parked vehicle	63	2	259	2	217	2	94	1	183	2	91	1	210	1	838	4	119	1	2,074	2	103	2	175	2	2,352	2
Pedestrian failed to look properly	333	9	1,113	10	862	9	508	7	790	10	624	6	1,009	6	3,226	15	546	7	9,011	9	326	7	677	9	10,014	9
Pedestrian failed to judge vehicle's path or speed	88	2	306	3	201	2	147	2	249	3	202	2	307	2	1,159	6	177	2	2,836	3	99	2	198	3	3,133	3
Pedestrian wrong use of pedestrian crossing facility	29	1	92	1	76	1	53	1	69	1	50	1	84	0	590	3	54	1	1,097	1	13	0	81	1	1,191	1
Dangerous action in carriageway (eg. playing)	32	1	130	1	89	1	55	1	78	1	61	1	139	1	133	1	56	1	773	1	43	1	73	1	889	1
Pedestrian impaired by alcohol	88	2	224	2	163	2	86	1	126	2	105	1	184	1	241	1	117	1	1,334	1	64	1	165	2	1,563	1
Pedestrian impaired by drugs (illicit or medicinal)	16	0	35	0	26	0	14	0	13	0	16	0	33	0	15	0	22	0	190	0	12	0	21	0	223	0
Pedestrian careless, reckless or in a hurry	139	4	361	3	341	3	199	3	285	3	227	2	353	2	2,527	12	211	3	4,643	5	123	3	257	4	5,023	5
Pedestrian wearing dark clothing at night	24	1	96	1	64	1	49	1	105	1	64	1	116	1	80	0	56	1	654	1	26	1	68	1	748	1
Pedestrian disability or illness, mental or physical	14	0	87	1	50	1	39	1	37	0	43	0	85	0	28	0	50	1	433	0	12	0	38	1	483	0
Special Codes	193	5	480	4	502	5	402	5	641	8	269	3	524	3	1,291	6	387	5	4,689	5	195	4	217	3	5,101	5
Stolen vehicle	21	1	110	1	98	1	35	0	76	1	34	0	50	0	63	0	31	0	518	1	31	1	30	0	579	1
Vehicle in course of crime	17	0	66	1	66	1	33	0	64	1	37	0	54	0	78	0	30	0	445	0	15	0	22	0	482	0
Emergency vehicle on a call	31	1	38	0	56	1	26	0	37	0	48	0	68	0	121	1	33	0	458	0	5	0	12	0	475	0
Vehicle door opened or closed negligently	10	0	29	0	18	0	12	0	18	0	17	0	48	0	392	2	13	0	557	1	9	0	14	0	580	1
Other	119	3	267	2	290	3	308	4	467	6	146	1	323	2	682	3	294	4	2,896	3	141	3	144	2	3,181	3
Total number of accidents¹	3,738	100	10,841	100	9,814	100	7,498	100	8,164	100	9,845	100	17,072	100	20,938	100	8,340	100	96,250	100	4,832	100	7,129	100	108,211	100

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

2 Differences between regions may reflect different reporting practices between police forces as well as genuine differences in the accidents that occur there.

3 Columns may not add up to 100 per cent as accidents can have more than 1 contributory factor.

The figures in this table are National Statistics

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[Notes & Definitions](#)

Source: STATS19
 Last updated: 29 September 2016
 Next update: September 2017

RAS50013

Reported road casualties resulting from accidents, by contributory factor, region and country, Great Britain, 2015

Number/ percentage

Contributory factor reported in accident ^{1,2}	North East		North West		Yorkshire and the Humber		East Midlands		West Midlands		East of England		South East		London		South West		England		Wales		Scotland		Great Britain	
	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³
Road environment contributed	613	11	1,654	11	1,590	11	1,657	16	1,545	13	1,947	14	2,784	12	751	3	2,123	18	14,664	11	1,236	18	1,781	19	17,681	12
Poor or defective road surface	29	1	84	1	60	0	82	1	73	1	97	1	192	1	29	0	77	1	723	1	69	1	76	1	868	1
Deposit on road (eg. oil, mud, chippings)	92	2	150	1	181	1	171	2	106	1	209	2	332	1	40	0	247	2	1,528	1	110	2	198	2	1,836	1
Slippery road (due to weather)	416	8	1,006	6	911	6	1,142	11	956	8	1,243	9	1,701	7	435	2	1,312	11	9,122	7	596	9	1,181	12	10,899	7
Inadequate or masked signs or road markings	11	0	127	1	67	0	37	0	31	0	58	0	110	0	22	0	59	1	522	0	29	0	81	1	632	0
Defective traffic signals	11	0	31	0	32	0	22	0	31	0	12	0	32	0	37	0	9	0	217	0	5	0	14	0	236	0
Traffic calming (eg. road humps, chicane)	4	0	18	0	12	0	10	0	15	0	12	0	30	0	20	0	22	0	143	0	10	0	7	0	160	0
Temporary road layout (eg. contraflow)	14	0	58	0	38	0	35	0	28	0	32	0	40	0	32	0	41	0	318	0	18	0	42	0	378	0
Road layout (eg. bend, hill, narrow road)	68	1	280	2	352	2	282	3	521	4	391	3	443	2	92	0	583	5	3,012	2	560	8	308	3	3,880	3
Animal or object in carriageway	42	1	111	1	140	1	84	1	70	1	177	1	262	1	80	0	177	2	1,143	1	96	1	124	1	1,363	1
Slippery inspection cover or road marking	5	0	0	0	10	0	9	0	0	0	3	0	10	0	0	0	7	0	44	0	4	0	5	0	53	0
Vehicle defects	100	2	263	2	222	2	216	2	227	2	287	2	494	2	193	1	294	3	2,296	2	195	3	139	1	2,630	2
Tyres illegal, defective or under inflated	39	1	90	1	61	0	78	1	93	1	102	1	183	1	44	0	97	1	787	1	72	1	49	1	908	1
Defective lights or indicators	3	0	16	0	13	0	14	0	21	0	15	0	25	0	11	0	31	0	149	0	13	0	5	0	167	0
Defective brakes	46	1	99	1	108	1	89	1	73	1	112	1	169	1	79	0	109	1	884	1	72	1	44	0	1,000	1
Defective steering or suspension	12	0	43	0	29	0	29	0	26	0	41	0	73	0	41	0	35	0	329	0	25	0	26	0	380	0
Defective or missing mirrors	0	0	2	0	0	0	0	0	4	0	2	0	2	0	3	0	1	0	14	0	0	0	0	0	14	0
Overloaded or poorly loaded vehicle or trailer	7	0	24	0	16	0	18	0	26	0	32	0	55	0	23	0	31	0	232	0	15	0	17	0	264	0
Injudicious action	1,179	21	3,848	25	3,105	22	2,471	23	3,299	28	3,275	24	4,802	21	7,871	31	3,617	31	33,467	25	1,577	23	1,891	20	36,935	25
Disobeyed automatic traffic signal	108	2	495	3	250	2	198	2	292	3	191	1	308	1	701	3	190	2	2,733	2	75	1	137	1	2,945	2
Disobeyed 'Give Way' or 'Stop' sign or markings	127	2	558	4	365	3	259	2	366	3	346	3	548	2	1,797	7	415	4	4,781	4	140	2	256	3	5,177	3
Disobeyed double white lines	17	0	41	0	50	0	25	0	41	0	24	0	55	0	5	0	76	1	334	0	40	1	22	0	396	0
Disobeyed pedestrian crossing facility	8	0	54	0	25	0	31	0	42	0	43	0	56	0	250	1	41	0	550	0	13	0	22	0	585	0
Illegal turn or direction of travel	38	1	94	1	96	1	70	1	104	1	80	1	134	1	197	1	95	1	908	1	48	1	58	1	1,014	1
Exceeding speed limit	347	6	878	6	715	5	861	8	1,133	10	821	6	1,070	5	907	4	822	7	7,554	6	387	6	394	4	8,335	6
Travelling too fast for conditions	338	6	1,288	8	992	7	708	7	1,061	9	1,031	8	1,636	7	1,365	5	1,428	12	9,847	7	587	9	768	8	11,202	8
Following too close	337	6	921	6	871	6	555	5	830	7	1,017	7	1,436	6	2,924	11	948	8	9,839	7	469	7	450	5	10,758	7
Vehicle travelling along pavement	12	0	42	0	24	0	28	0	37	0	31	0	41	0	52	0	27	0	294	0	10	0	13	0	317	0
Cyclist entering road from pavement	32	1	105	1	77	1	73	1	81	1	113	1	108	0	136	1	54	0	779	1	20	0	28	0	827	1
Driver/Rider error or reaction	4,003	72	11,076	71	10,057	70	7,334	69	8,740	75	10,397	76	16,985	73	20,816	82	8,507	73	97,915	74	4,927	72	6,400	68	109,242	74
Junction overshoot	174	3	417	3	289	2	333	3	395	3	285	2	555	2	390	2	249	2	3,087	2	150	2	200	2	3,437	2
Junction restart (moving off at junction)	88	2	258	2	195	1	153	1	230	2	162	1	263	1	499	2	240	2	2,088	2	87	1	55	1	2,230	2
Poor turn or manoeuvre	805	15	2,273	15	1,888	13	1,269	12	2,192	19	1,803	13	2,968	13	7,038	28	1,841	16	22,077	17	879	13	1,191	13	24,147	16
Failed to signal or misleading signal	73	1	297	2	218	2	173	2	266	2	252	2	383	2	503	2	220	2	2,385	2	97	1	121	1	2,603	2
Driver/Rider failed to look properly	2,489	45	6,614	42	5,989	42	3,866	36	5,303	45	6,006	44	9,245	40	15,635	61	4,481	38	59,628	45	2,255	33	2,981	32	64,864	44
Driver/Rider failed to judge other person's path or speed	1,431	26	3,442	22	3,424	24	2,375	22	3,379	29	3,396	25	5,688	24	5,487	22	2,480	21	31,102	24	1,548	23	1,923	20	34,573	23
Too close to cyclist, horse rider or pedestrian	42	1	150	1	106	1	109	1	105	1	115	1	215	1	1,206	5	137	1	2,185	2	60	1	102	1	2,347	2
Sudden braking	369	7	713	5	925	6	713	7	792	7	1,227	9	1,595	7	2,140	8	848	7	9,322	7	455	7	509	5	10,286	7
Swerved	160	3	430	3	398	3	438	4	476	4	736	5	930	4	913	4	563	5	5,044	4	305	4	381	4	5,730	4
Loss of control	555	10	1,709	11	1,460	10	1,401	13	2,025	17	2,036	15	3,035	13	2,553	10	2,021	17	16,795	13	1,298	19	1,613	17	19,706	13
Impairment or distraction	794	14	2,175	14	2,030	14	1,652	16	1,900	16	2,265	16	3,893	17	1,780	7	2,226	19	18,715	14	984	14	1,086	11	20,785	14
Driver/Rider impaired by alcohol	298	5	698	4	678	5	614	6	772	7	702	5	1,283	5	458	2	678	6	6,181	5	374	5	347	4	6,902	5
Driver/Rider impaired by drugs (illicit or medicinal)	117	2	183	1	112	1	81	1	166	1	137	1	251	1	56	0	128	1	1,231	1	84	1	99	1	1,414	1
Fatigue	69	1	215	1	267	2	259	2	220	2	312	2	526	2	242	1	371	3	2,481	2	136	2	165	2	2,782	2
Uncorrected, defective eyesight	24	0	37	0	32	0	17	0	19	0	55	0	78	0	16	0	38	0	316	0	15	0	14	0	345	0
Driver/Rider illness or disability, mental or physical	106	2	409	3	369	3	227	2	259	2	353	3	712	3	225	1	418	4	3,078	2	175	3	214	2	3,467	2
Not displaying lights at night or in poor	11	0	41	0	31	0	29	0	31	0	41	0	60	0	54	0	50	0	348	0	10	0	29	0	387	0
Rider wearing dark clothing	12	0	50	0	45	0	56	1	48	0	61	0	73	0	52	0	62	1	459							

RAS50013

Reported road casualties resulting from accidents, by contributory factor, region and country, Great Britain, 2015

Number/ percentage

Contributory factor reported in accident ^{1,2}	North East		North West		Yorkshire and the Humber		East Midlands		West Midlands		East of England		South East		London		South West		England		Wales		Scotland		Great Britain	
	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³
	Vision affected by external factors	556	10	1,467	9	1,446	10	1,078	10	1,260	11	1,353	10	1,992	9	2,019	8	1,397	12	12,568	10	643	9	937	10	14,148	10
Stationary or parked vehicle(s)	136	2	466	3	380	3	271	3	359	3	291	2	467	2	1,261	5	253	2	3,884	3	119	2	175	2	4,178	3
Vegetation	11	0	36	0	35	0	30	0	33	0	62	0	88	0	7	0	54	0	356	0	28	0	26	0	410	0
Road layout (eg. bend, winding road, hill)	69	1	153	1	190	1	149	1	208	2	158	1	273	1	60	0	271	2	1,531	1	104	2	126	1	1,761	1
Buildings, road signs, street furniture	7	0	36	0	27	0	33	0	17	0	20	0	47	0	18	0	43	0	248	0	14	0	17	0	279	0
Dazzling headlights	13	0	36	0	40	0	38	0	19	0	55	0	67	0	28	0	56	0	352	0	32	0	19	0	403	0
Dazzling sun	214	4	349	2	358	2	313	3	329	3	419	3	538	2	140	1	428	4	3,088	2	187	3	283	3	3,558	2
Rain, sleet, snow, or fog	78	1	299	2	293	2	184	2	230	2	260	2	385	2	116	0	245	2	2,090	2	149	2	268	3	2,507	2
Spray from other vehicles	3	0	33	0	33	0	11	0	20	0	34	0	49	0	2	0	33	0	218	0	19	0	10	0	247	0
Visor or windscreen dirty, scratched or frosted etc.	2	0	26	0	27	0	14	0	6	0	21	0	30	0	3	0	17	0	146	0	6	0	9	0	161	0
Vehicle blind spot	65	1	166	1	171	1	108	1	154	1	157	1	231	1	428	2	111	1	1,591	1	40	1	67	1	1,698	1
Pedestrian only (casualty or uninjured)	451	8	1,620	10	1,261	9	731	7	1,050	9	865	6	1,548	7	4,088	16	826	7	12,440	9	477	7	1,040	11	13,957	9
Crossing road masked by stationary or parked vehicle	70	1	274	2	223	2	100	1	192	2	99	1	219	1	923	4	128	1	2,228	2	108	2	181	2	2,517	2
Pedestrian failed to look properly	357	6	1,170	8	888	6	537	5	829	7	655	5	1,065	5	3,498	14	580	5	9,579	7	345	5	706	7	10,630	7
Pedestrian failed to judge vehicle's path or speed	94	2	325	2	207	1	155	1	264	2	212	2	326	1	1,268	5	203	2	3,054	2	106	2	207	2	3,367	2
Pedestrian wrong use of pedestrian crossing facility	31	1	96	1	81	1	57	1	73	1	54	0	88	0	666	3	57	0	1,203	1	13	0	89	1	1,305	1
Dangerous action in carriageway (eg. playing)	32	1	134	1	94	1	59	1	82	1	66	0	146	1	141	1	57	0	811	1	44	1	78	1	933	1
Pedestrian impaired by alcohol	95	2	236	2	169	1	88	1	133	1	109	1	189	1	255	1	122	1	1,396	1	66	1	169	2	1,631	1
Pedestrian impaired by drugs (illicit or medicinal)	17	0	35	0	26	0	14	0	13	0	17	0	33	0	15	0	29	0	199	0	12	0	21	0	232	0
Pedestrian careless, reckless or in a hurry	145	3	377	2	349	2	209	2	293	3	232	2	367	2	2,735	11	230	2	4,937	4	133	2	270	3	5,340	4
Pedestrian wearing dark clothing at night	26	0	102	1	70	0	51	0	113	1	70	1	122	1	82	0	59	1	695	1	30	0	71	1	796	1
Pedestrian disability or illness, mental or physical	14	0	97	1	53	0	40	0	38	0	45	0	87	0	28	0	51	0	453	0	14	0	39	0	506	0
Special Codes	273	5	667	4	735	5	525	5	873	7	399	3	723	3	1,466	6	556	5	6,217	5	294	4	309	3	6,820	5
Stolen vehicle	29	1	153	1	150	1	49	0	101	1	48	0	74	0	71	0	46	0	721	1	58	1	39	0	818	1
Vehicle in course of crime	31	1	118	1	111	1	43	0	91	1	57	0	76	0	105	0	44	0	676	1	26	0	26	0	728	0
Emergency vehicle on a call	51	1	57	0	100	1	33	0	57	0	75	1	108	0	187	1	46	0	714	1	13	0	17	0	744	1
Vehicle door opened or closed negligently	11	0	32	0	18	0	13	0	19	0	17	0	48	0	404	2	13	0	575	0	10	0	14	0	599	0
Other	159	3	363	2	405	3	400	4	635	5	225	2	447	2	752	3	427	4	3,813	3	197	3	218	2	4,228	3
Total number of accidents¹	5,529	100	15,599	100	14,362	100	10,600	100	11,673	100	13,728	100	23,404	100	25,438	100	11,733	100	132,066	100	6,868	100	9,451	100	148,385	100

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

2 Differences between regions may reflect different reporting practices between police forces as well as genuine differences in the accidents that occur there.

3 Columns may not add up to 100 per cent as accidents can have more than 1 contributory factor.

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[Notes & Definitions](#)

The figures in this table are National Statistics

Source: STATS19

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Next update: September 2017

Table RAS50015

Contributory factors to motorcycle accidents by engine size, Great Britain, 2015

Contributory factor attributed to motorcycle ²	50cc and under		51 -500 cc		500cc and over		All motorcycles ¹	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Driver/Rider failed to look properly	336	18	1,774	18	982	16	3,123	17
Loss of control	245	13	1,219	13	1,001	16	2,499	14
Driver/Rider failed to judge other person's path or speed	212	12	1,272	13	844	14	2,356	13
Poor turn or manoeuvre	175	10	1,018	10	709	11	1,923	11
Driver/Rider careless, reckless or in a hurry	171	9	1,017	10	603	10	1,817	10
Learner or inexperienced driver/rider	281	15	895	9	127	2	1,318	7
Slippery road (due to weather)	188	10	709	7	258	4	1,170	7
Sudden braking	105	6	541	6	390	6	1,050	6
Travelling too fast for conditions	64	3	472	5	356	6	908	5
Exceeding speed limit	45	2	352	4	439	7	853	5
Following too close	89	5	386	4	246	4	725	4
Stationary or parked vehicle(s)	52	3	365	4	125	2	547	3
No factor reported for vehicle	641	35	3,774	39	2,307	37	6,772	38
All vehicles involved in accidents	1,838	100	9,751	100	6,174	100	17,962	100

1 Includes electric motorcycles and motorcycles with an unknown engine size

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

Includes only the 10 most frequently reported contributory factors for each engine size category. Factors not shown may also have been reported.

A vehicle involved in an accident may have more than one contributory factor assigned to it. Therefore columns may add up to more than the total.

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[Notes & Definitions](#)

Source: Road Accident Statistics, DfT

Last updated: 29 September 2016

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The figures in this table are National Statistics

RAS51

Drink Drive

Table RAS51001: Estimated number of reported drink drive accidents and casualties in Great Britain: 1979 - 2015

Year	Accidents ¹				Casualties ¹						Number
	Fatal	Serious	Slight	Total	95% CI	Killed	95% CI	Serious	Slight	Total	
					lower ²		upper ²				
1979	1,380	5,630	12,460	19,470	:	1,640	:	8,300	21,490	31,430	
1980	1,280	5,430	11,860	18,570	:	1,450	:	7,970	20,420	29,830	
1981	1,200	4,940	10,900	17,040	:	1,420	:	7,370	19,160	27,950	
1982	1,300	5,420	12,070	18,800	:	1,550	:	8,010	20,660	30,220	
1983	950	4,750	11,430	17,130	:	1,110	:	6,800	18,610	26,520	
1984	1,000	4,790	11,540	17,320	:	1,170	:	6,820	19,410	27,390	
1985	900	4,900	11,460	17,260	:	1,040	:	6,810	19,380	27,220	
1986	850	4,590	11,510	16,940	:	990	:	6,440	19,220	26,650	
1987	780	4,220	10,560	15,560	:	900	:	5,900	17,670	24,470	
1988	680	3,660	10,190	14,520	:	790	:	5,100	16,860	22,740	
1989	700	3,390	10,300	14,390	:	810	:	4,790	16,620	22,220	
1990	650	2,910	9,650	13,210	:	760	:	4,090	15,550	20,400	
1991	570	2,590	8,530	11,690	:	660	:	3,610	13,610	17,880	
1992	540	2,360	7,890	10,790	:	660	:	3,280	12,770	16,710	
1993	460	1,870	7,160	9,480	:	540	:	2,660	11,780	14,980	
1994	470	2,090	7,330	9,900	:	540	:	2,840	11,780	15,160	
1995	460	2,140	7,590	10,180	:	540	:	3,000	12,450	16,000	
1996	480	2,150	8,240	10,870	:	580	:	3,010	13,450	17,040	
1997	470	2,140	8,100	10,710	:	550	:	2,940	13,310	16,800	
1998	410	1,860	7,840	10,100	:	460	:	2,520	12,610	15,580	
1999	400	1,850	8,800	11,050	:	460	:	2,470	13,980	16,910	
2000	450	1,950	9,410	11,800	500	530	560	2,540	14,990	18,060	
2001	470	2,020	9,780	12,270	510	530	560	2,700	15,550	18,780	
2002	480	2,050	10,620	13,150	520	550	580	2,790	16,760	20,100	
2003	500	1,970	9,930	12,400	550	580	600	2,590	15,820	18,990	
2004	520	1,790	8,900	11,210	560	580	610	2,340	14,060	16,980	
2005	470	1,550	8,060	10,080	530	550	580	2,090	12,760	15,400	
2006	490	1,480	7,430	9,400	530	560	580	1,970	11,850	14,370	
2007	370	1,400	7,520	9,290	390	410	430	1,760	11,850	14,020	
2008	350	1,280	6,980	8,620	380	400	420	1,620	10,970	12,990	
2009	340	1,180	6,530	8,050	360	380	400	1,500	10,150	12,030	
2010	220	990	5,420	6,620	220	240	260	1,240	8,210	9,690	
2011	220	1,040	5,430	6,690	220	240	250	1,270	8,420	9,930	
2012	210	960	5,460	6,630	210	230	250	1,200	8,510	9,930	
2013	230	880	4,590	5,690	220	240	260	1,100	6,930	8,270	
2014	220	880	4,530	5,620	220	240	260	1,070	6,900	8,210	
2015 (P)		980	4,570	5,770	200		290	1,170	7,110	8,530	

(P) Provisional

Source: Stats19, coroners and procurators fiscal

1. Estimates are rounded to the nearest ten.

The figures in this table are National Statistics

2. Upper and lower range for fatalities based on the 95% confidence interval.

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[Notes & Definitions](#)

Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2015>

RAS51002

Breath tests and breath test failures by drivers and riders involved in reported accidents, 2005-2015

	Number/percentage										
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Car drivers											
Involved in accidents	281,810	267,991	255,891	236,923	227,244	212,685	204,720	197,388	185,769	195,576	188,872
Number breath tested	149,687	146,564	146,024	132,708	124,779	115,674	112,448	107,436	100,197	101,831	94,961
Percentage of drivers involved	53	55	57	56	55	54	55	54	54	52	50
Number failing breath test ¹	6,397	5,873	5,644	4,899	4,594	3,868	3,858	3,655	3,296	3,227	3,450
Percentage of drivers breath tested	4.3	4.0	3.9	3.7	3.7	3.3	3.4	3.4	3.3	3.2	3.6
involved in accidents	2.3	2.2	2.2	2.1	2.0	1.8	1.9	1.9	1.8	1.6	1.8
Motorcycle riders											
Involved in accidents	25,870	24,323	24,381	22,427	21,590	19,534	21,059	20,171	19,538	21,378	20,996
Number breath tested	12,221	11,884	12,648	11,569	10,862	9,765	10,785	10,007	9,639	10,181	9,300
Percentage of riders involved	47	49	52	52	50	50	51	50	49	48	44
Number failing breath test ¹	391	374	337	314	282	222	251	228	234	234	208
Percentage of riders breath tested	3.2	3.1	2.7	2.7	2.6	2.3	2.3	2.3	2.4	2.3	2.2
involved in accidents	1.5	1.5	1.4	1.4	1.3	1.1	1.2	1.1	1.2	1.1	1.0
Other vehicle drivers											
Involved in accidents ²	41,277	38,958	37,894	35,258	32,100	31,198	30,322	28,439	27,402	29,456	28,372
Number breath tested	21,331	20,842	20,900	18,717	16,292	15,825	15,417	14,573	14,120	14,860	14,005
Percentage of drivers involved	52	53	55	53	51	51	51	51	52	50	49
Number failing breath test ¹	328	348	298	308	253	198	257	229	197	220	226
Percentage of drivers breath tested	1.5	1.7	1.4	1.6	1.6	1.3	1.7	1.6	1.4	1.5	1.6
involved in accidents	0.8	0.9	0.8	0.9	0.8	0.6	0.8	0.8	0.7	0.7	0.8
All driver/riders											
Involved in accidents	348,957	331,272	318,166	294,608	280,934	263,417	256,101	245,998	232,709	246,410	238,240
Number breath tested	183,239	179,290	179,572	162,994	151,933	141,264	138,650	132,016	123,956	126,872	118,266
Percentage involved	53	54	56	55	54	54	54	54	53	51	50
Number failing breath test ¹	7,116	6,595	6,279	5,521	5,129	4,288	4,366	4,112	3,727	3,681	3,884
Percentage of driver riders breath tested	3.9	3.7	3.5	3.4	3.4	3.0	3.1	3.1	3.0	2.9	3.3
involved in accidents	2.0	2.0	2.0	1.9	1.8	1.6	1.7	1.7	1.6	1.5	1.6

1 Failed or refused to provide a specimen of breath.

2 May include a very small number of non-motor vehicle drivers/riders

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

RAS51003

Reported breath tests and breath test failures, all drivers and riders involved by day of week and time of day, Great Britain, 2015

(a) All motor vehicles involved in accidents ¹								Number of drivers & riders
Hour beginning	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	All days
Midnight	326	309	236	321	329	670	826	3,017
01:00	222	160	163	223	228	549	614	2,159
02:00	98	125	113	168	176	473	485	1,638
03:00	114	96	114	160	119	361	440	1,404
04:00	122	96	95	146	114	284	324	1,181
05:00	292	288	284	251	275	286	293	1,969
06:00	739	761	861	764	747	348	347	4,567
07:00	1,855	2,118	2,274	2,124	1,696	587	447	11,101
08:00	2,931	3,389	3,588	3,274	2,760	824	483	17,249
09:00	1,773	2,108	2,052	1,771	1,720	1,287	825	11,536
10:00	1,464	1,670	1,598	1,500	1,572	1,570	1,241	10,615
11:00	1,832	1,661	1,750	1,758	1,917	2,243	1,664	12,825
12:00	1,929	1,895	1,862	1,809	2,272	2,495	1,907	14,169
13:00	2,080	1,974	1,949	1,832	2,403	2,421	1,993	14,652
14:00	2,130	1,975	2,023	2,126	2,549	2,224	1,932	14,959
15:00	2,723	2,698	2,674	2,734	3,333	2,056	1,880	18,098
16:00	3,096	3,136	3,279	3,424	3,402	1,982	2,007	20,326
17:00	3,405	3,921	3,742	3,720	3,599	2,120	1,910	22,417
18:00	2,384	2,736	2,568	2,901	2,710	2,017	1,573	16,889
19:00	1,618	1,852	1,803	1,953	2,054	1,613	1,256	12,149
20:00	1,198	1,204	1,183	1,298	1,487	1,173	1,089	8,632
21:00	843	925	928	917	1,168	1,035	859	6,675
22:00	674	782	761	815	1,057	1,050	669	5,808
23:00	438	467	477	577	859	910	477	4,205
All hours ²	34,286	36,346	36,377	36,566	38,546	30,578	25,541	238,240

1 May include a very small number of non-motor vehicle drivers/riders

2 Includes cases where hour of day was not reported.

(b) Required to take breath test ¹								Number of drivers & riders
Hour beginning	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	All days
Midnight	181	175	105	145	173	359	430	1,568
01:00	118	88	87	136	132	268	326	1,155
02:00	63	60	58	88	99	210	243	821
03:00	64	51	57	77	57	168	199	673
04:00	64	59	47	87	60	137	151	605
05:00	161	150	136	128	139	149	141	1,004
06:00	442	412	404	385	411	197	189	2,440
07:00	1,003	1,088	1,175	1,081	913	379	240	5,879
08:00	1,407	1,638	1,666	1,538	1,346	442	268	8,305
09:00	866	995	967	868	836	694	455	5,681
10:00	707	809	828	733	735	817	651	5,280
11:00	913	770	861	858	977	1,143	905	6,427
12:00	1,002	871	896	871	1,143	1,296	979	7,058
13:00	1,008	913	966	874	1,134	1,245	1,014	7,154
14:00	1,067	944	933	979	1,271	1,089	966	7,249
15:00	1,268	1,215	1,224	1,267	1,606	987	1,000	8,567
16:00	1,553	1,557	1,612	1,668	1,763	966	1,094	10,213
17:00	1,760	1,949	1,825	1,876	1,815	1,094	909	11,228
18:00	1,177	1,335	1,192	1,406	1,365	1,038	822	8,335
19:00	754	883	873	969	1,060	806	631	5,976
20:00	605	558	567	619	761	578	535	4,223
21:00	416	459	476	461	564	516	445	3,337
22:00	360	413	401	434	553	498	326	2,985
23:00	233	245	252	279	428	452	214	2,103
All hours ²	17,192	17,637	17,608	17,827	19,341	15,528	13,133	118,266

1 May include a very small number of non-motor vehicle drivers/riders

2 Includes cases where hour of day was not reported.

RAS51003

Reported breath tests and breath test failures, all drivers and riders involved by day of week and time of day, Great Britain, 2015

(c) Failed breath test or refused to provide a specimen of breath ¹								Number of drivers & riders
Hour beginning	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	All days
Midnight	39	21	13	25	32	75	95	300
01:00	27	18	17	20	27	65	78	252
02:00	12	11	14	18	25	66	68	214
03:00	12	8	8	21	11	58	64	182
04:00	8	4	7	11	9	44	54	137
05:00	9	5	9	3	8	33	39	106
06:00	6	8	9	3	12	21	46	105
07:00	10	7	5	9	11	16	22	80
08:00	13	7	11	5	13	16	22	87
09:00	4	12	6	7	7	19	14	69
10:00	7	5	10	6	3	18	19	68
11:00	8	8	10	11	8	11	19	75
12:00	7	9	9	8	4	18	13	68
13:00	11	14	9	12	14	17	28	105
14:00	16	7	12	19	9	20	19	102
15:00	15	11	10	12	15	26	21	110
16:00	10	15	20	24	28	27	28	152
17:00	13	24	18	28	35	46	35	199
18:00	22	27	23	16	48	46	44	226
19:00	21	27	24	33	45	43	42	235
20:00	25	27	19	22	41	34	47	215
21:00	20	26	18	30	50	57	60	261
22:00	22	21	28	32	55	73	35	266
23:00	17	29	25	34	69	67	29	270
All hours ²	354	351	334	409	579	916	941	3,884

1 May include a very small number of non-motor vehicle drivers/riders

2 Includes cases where hour of day was not reported.

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[Notes & Definitions](#)

Source: DfT STATS19
 Last updated: 29 September 2016
 Next update: September 2017

The figures in this table are National Statistics

RAS51004

Reported breath tests and breath test failures by road user type and age, Great Britain, 2015

	Number of drivers or riders/percentage					
	Involved in accident	Tested	Tested as percentage of involved	Failed ¹	Failed as a percentage of	
					Involved	Tested
Car drivers						
Under 17	91	51	56	5	5.5	9.8
17-19	8,390	5,339	64	137	1.6	2.6
20-24	20,538	12,323	60	667	3.2	5.4
25-29	20,637	11,736	57	682	3.3	5.8
30-34	18,914	10,167	54	492	2.6	4.8
35-39	16,327	8,910	55	352	2.2	4.0
40-49	31,867	17,682	55	570	1.8	3.2
50-59	23,602	13,558	57	303	1.3	2.2
60-69	13,394	7,771	58	125	0.9	1.6
70 and over	11,246	6,355	57	51	0.5	0.8
Age not reported	23,866	1,069	4	66	0.3	6.2
All ages	188,872	94,961	50	3,450	1.8	3.6
Motorcycle riders						
Under 17	641	311	49	2	0.3	0.6
17-19	2,649	1,305	49	11	0.4	0.8
20-24	3,967	1,852	47	52	1.3	2.8
25-29	2,895	1,206	42	37	1.3	3.1
30-34	1,979	825	42	32	1.6	3.9
35-39	1,548	654	42	14	0.9	2.1
40-49	3,090	1,400	45	26	0.8	1.9
50-59	2,353	1,130	48	24	1.0	2.1
60-69	784	420	54	5	0.6	1.2
70 and over	240	116	48	1	0.4	0.9
Age not reported	850	81	10	4	0.5	4.9
All ages	20,996	9,300	44	208	1.0	2.2
Bus/coach drivers	5,381	1,879	35	6	0.1	0.3
Van / Light goods vehicle drivers	13,876	7,099	51	181	1.3	2.5
Heavy goods vehicle drivers	6,470	3,974	61	23	0.4	0.6
Other drivers/riders ²	2,645	1,053	40	16	0.6	1.5
All motor vehicle drivers and riders²						
Under 17	770	371	48	7	0.9	1.9
17-19	11,272	6,791	60	148	1.3	2.2
20-24	25,998	15,091	58	736	2.8	4.9
25-29	26,221	14,533	55	763	2.9	5.3
30-34	23,591	12,489	53	552	2.3	4.4
35-39	20,351	10,961	54	392	1.9	3.6
40-49	41,280	22,756	55	650	1.6	2.9
50-59	31,376	17,820	57	363	1.2	2.0
60-69	16,308	9,413	58	139	0.9	1.5
70 and over	11,960	6,686	56	55	0.5	0.8
Age not reported	29,113	1,355	5	79	0.3	5.8
All ages	238,240	118,266	50	3,884	1.6	3.3

1 Failed breath test or refused to provide a specimen of breath.

2 May include a very small number of non-motor vehicle drivers/riders

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Source: DfT STATS19
 Last updated: 29 September 2016
 Next update: September 2017

The figures in this table are National Statistics

Table RAS51005

Estimated number of drink drive casualties by casualty type: GB 2014

Numbers

	<u>Killed or seriously injured casualties</u>							Male	Female	Total
	Pedestrians	Cyclists	Motor-cyclists	Car drivers		Car passenger	Other			
				Over limit	Under limit					
0-15	10	0	0	0	0	30	0	20	20	40
16-24	20	0	60	130	10	150	10	300	90	390
25-59	30	10	140	370	60	140	30	620	150	770
60+	10	0	10	20	20	20	10	50	40	90
All ages¹	70	20	210	520	90	340	60	1,010	300	1,310
<u>Total Casualties</u>										
0-15	30	10	0	0	0	280	10	180	150	330
16-24	60	20	190	900	230	910	60	1,590	790	2,380
25-59	110	70	300	2,080	1,120	960	260	3,350	1,550	4,900
60+	30	0	10	150	180	100	40	310	200	520
All ages¹	230	100	510	3,140	1,530	2,330	370	5,490	2,720	8,210

0 = fewer than 5 casualties

1 Includes age not recorded.

2 May not sum to total due to rounding

3 Estimates are rounded to the nearest ten to reflect the uncertainty in making estimates based on incomplete data sources.

[Notes & Definitions](#)

Source: STATS19, coroners and procurators fiscal

The figures in this table are National Statistics

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Last updated: 4 August 2016

Next update: September 2017

Department for Transport statistics

<https://www.gov.uk/government/statistics/reported-road-casualties-in-great-britain-provisional-estimates-involving-illegal-alcohol-levels-2014>

RAS51006

Drivers and riders killed: percentage over the legal blood alcohol limit: GB 1979 - 2014 (final estimates)

Year/ Age	Percentage										
	Motorcycle riders					Cars and other motor vehicles					All
	16-19	20-29	30-39	40+	Total	16-19	20-29	30-39	40+	Total	
1979	25	40	46	19	31	34	42	47	20	32	32
1980	22	39	38	24	30	33	44	35	23	32	31
1981	16	39	38	29	28	20	45	39	20	31	30
1982	17	43	34	17	29	31	50	52	20	36	33
1983	16	29	30	8	22	34	42	43	14	31	28
1984	24	30	28	22	27	18	39	33	15	26	26
1985	15	27	39	11	22	25	40	38	14	28	26
1986	15	28	33	14	22	19	36	33	13	25	24
1987	16	31	24	16	24	16	32	27	13	22	23
1988	9	33	33	9	23	12	30	27	9	20	21
1989	12	25	19	18	21	12	25	30	8	18	19
1990	8	25	21	9	18	13	22	33	10	18	18
1991	13	16	25	12	17	11	29	24	13	20	19
1992	10	30	34	20	26	13	26	18	10	17	20
1993	16	16	17	10	15	20	28	26	10	20	19
1994	13	17	23	20	18	16	31	30	11	22	21
1995	11	18	12	13	15	18	28	26	13	21	19
1996	16	12	15	9	13	24	38	32	9	23	21
1997	10	14	16	7	13	25	23	26	12	19	17
1998	15	7	18	6	11	17	25	24	9	17	15
1999	23	8	12	2	9	21	31	31	7	20	17
2000	17	10	13	5	10	20	32	34	12	22	18
2001	11	14	12	1	10	18	35	25	14	22	18
2002	27	15	10	2	11	18	31	37	14	23	19
2003	10	20	12	8	13	18	33	28	12	22	19
2004	19	19	13	10	14	26	31	32	16	25	21
2005	26	11	13	11	13	25	33	33	13	24	20
2006	8	18	12	9	13	25	36	31	17	26	22
2007	18	17	7	8	11	18	31	31	13	22	18
2008	9	9	12	7	9	23	36	35	13	24	19
2009	7	17	5	12	11	25	39	33	13	25	20
2010	12	16	16	2	9	15	35	35	12	22	17
2011	7	18	8	8	10	17	32	25	10	19	15
2012	6	4	21	3	6	21	40	41	11	24	18
2013	0	14	17	5	9	19	27	41	12	21	17
2014	10	13	14	6	10	23	31	30	12	20	17

The figures in this table are National Statistics

Source: STATS19, coroners and procurators fiscal

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[Notes & Definitions](#)

Last updated: 4 August 2016

Next update: September 2017

RAS51007

Proportion of killed drivers/riders resulting from reported accidents, by BAC category and age: GB, 2014

A) England and Wales

Blood alcohol Content (BAC) milligrams (mg) per 100 ml of blood	Age	Male	Female	Total	Per cent of age group
No alcohol present (0 - 9 mg)¹	16-19	18	2	20	67%
	20-24	41	10	51	61%
	25-29	33	9	42	61%
	30-34	25	3	28	70%
	35-39	17	5	22	56%
	40-49	52	15	67	77%
	50-59	48	5	53	74%
60 +	62	20	82	86%	
Total		296	69	365	71%
Alcohol present but not over the limit (10 - 80 n	16-19	2	2	4	13%
	20-24	10	3	13	15%
	25-29	7	2	9	13%
	30-34	4	0	4	10%
	35-39	5	0	5	13%
	40-49	6	0	6	7%
	50-59	7	2	9	13%
60 +	10	1	11	12%	
Total		51	10	61	12%
Over the limit (81 mg +)	16-19	5	1	6	20%
	20-24	17	3	20	24%
	25-29	16	2	18	26%
	30-34	8	0	8	20%
	35-39	10	2	12	31%
	40-49	13	1	14	16%
	50-59	8	2	10	14%
60 +	2	0	2	2%	
Total		79	11	90	17%
Of which, over twice the limit (161 mg +)	16-19	2	1	3	10%
	20-24	8	3	11	13%
	25-29	7	1	8	12%
	30-34	5	0	5	13%
	35-39	9	1	10	26%
	40-49	8	1	9	10%
	50-59	7	0	7	10%
60 +	2	0	2	2%	
Total		48	7	55	11%
All categories	16-19	25	5	30	100%
	20-24	68	16	84	100%
	25-29	56	13	69	100%
	30-34	37	3	40	100%
	35-39	32	7	39	100%
	40-49	71	16	87	100%
	50-59	63	9	72	100%
60 +	74	21	95	100%	
Total		426	90	516	100%

B) Scotland - January 2014 to 4th December 2014²

Blood alcohol Content (BAC) milligrams (mg) per 100 ml of blood	Age	Male	Female	Total	Per cent of age group
No alcohol present (0 - 9 mg)¹	16-19	2	0	2	100%
	20-24	2	0	2	100%
	25-29	3	0	3	60%
	30-34	5	0	5	100%
	35-39	4	0	4	80%
	40-49	13	1	14	82%
	50-59	10	2	12	92%
60 +	13	1	14	82%	
Total		52	4	56	85%
Alcohol present but not over the limit (10 - 80 n	16-19	0	0	0	0%
	20-24	0	0	0	0%
	25-29	0	0	0	0%
	30-34	0	0	0	0%
	35-39	0	0	0	0%
	40-49	2	0	2	12%
	50-59	0	0	0	0%
60 +	1	0	1	6%	
Total		3	0	3	5%
Over the limit (81 mg +)	16-19	0	0	0	0%
	20-24	0	0	0	0%
	25-29	0	0	0	0%
	30-34	0	0	0	0%
	35-39	1	0	1	20%
	40-49	1	0	1	6%
	50-59	1	0	1	8%
60 +	2	0	2	12%	
Total		7	0	7	11%
Of which, over twice the limit (161 mg +)	16-19	0	0	0	0%
	20-24	0	0	0	0%
	25-29	1	0	1	20%
	30-34	0	0	0	0%
	35-39	0	0	0	0%
	40-49	0	0	0	0%
	50-59	0	0	0	0%
60 +	2	0	2	12%	
Total		3	0	3	5%
All categories	16-19	2	0	2	100%
	20-24	2	0	2	100%
	25-29	5	0	5	100%
	30-34	5	0	5	100%
	35-39	5	0	5	100%
	40-49	16	1	17	100%
	50-59	11	2	13	100%
60 +	16	1	17	100%	
Total		62	4	66	100%

C) Scotland - After 4th December 2014²

Blood alcohol Content (BAC) milligrams (mg) per 100 ml of blood	Age	Male	Female	Total	Per cent of age group
No alcohol present (0 - 9 mg)¹	16-19	0	0	0	-
	20-24	1	2	3	75%
	25-29	0	0	0	-
	30-34	0	0	0	-
	35-39	0	0	0	-
	40-49	0	0	0	-
	50-59	0	0	0	-
60 +	0	0	0	-	
Total		1	2	3	75%
Alcohol present but not over the limit (10 - 50 n	16-19	0	0	0	-
	20-24	1	0	1	25%
	25-29	0	0	0	-
	30-34	0	0	0	-
	35-39	0	0	0	-
	40-49	0	0	0	-
	50-59	0	0	0	-
60 +	0	0	0	-	
Total		1	0	1	25%
Over the limit (51 mg +)	16-19	0	0	0	-
	20-24	0	0	0	-
	25-29	0	0	0	-
	30-34	0	0	0	-
	35-39	0	0	0	-
	40-49	0	0	0	-
	50-59	0	0	0	-
60 +	0	0	0	-	
Total		0	0	0	-
Of which, over twice the limit (101 mg +)	16-19	0	0	0	-
	20-24	0	0	0	-
	25-29	0	0	0	-
	30-34	0	0	0	-
	35-39	0	0	0	-
	40-49	0	0	0	-
	50-59	0	0	0	-
60 +	0	0	0	-	
Total		0	0	0	-
All categories	16-19	0	0	0	-
	20-24	2	2	4	100%
	25-29	0	0	0	-
	30-34	0	0	0	-
	35-39	0	0	0	-
	40-49	0	0	0	-
	50-59	0	0	0	-
60 +	0	0	0	-	
Total		2	2	4	100%

1 The definition of "no alcohol present" as 0 - 9mg is to account for alcohol which may be naturally present in the body or is due to the consumption of medication or products such as mouthwash.

2 On the 5th December 2014 the limit in Scotland was reduced to 22 micrograms of alcohol per 100ml of breath or 50 milligrams of alcohol per 100ml of blood.

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Notes and definitions see: www.gov.uk/transport-statistics-notes-and-guidance-road-accident-and-safety

Source: STATS19, coroners and procurators fiscal

Last updated: 06 August 2016

Next update: September 2017

RAS51008

Killed and seriously injured casualties in reported accidents involving young drivers and riders (17-24 years old) over the legal alcohol limit: Great Britain 2001 - 2014

Year	Casualty type		
	Young driver over limit ^R	Passenger of young driver over limit ^R	Other casualties ^R
2001	450	420	200
2002	540	450	190
2003	510	490	180
2004	500	430	160
2005	450	410	170
2006	460	360	150
2007	420	330	130
2008	360	230	110
2009	350	240	110
2010	260	180	70
2011	270	150	90
2012	240	140	60
2013	210	150	60
2014	190	130	70

^R Figures have been revised to include young motorcycle riders

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[Notes & Definitions](#)

Source: STATS19, coroners and procurators fiscal

Last updated: 29 September 2016

Next update: TBC

RAS51009

Blood alcohol levels of reported fatalities aged 16 and over: GB 2014

England and Wales

	Cumulative percentage over blood alcohol levels (mg/100ml)							Percentage	
	Below driving limit		Above driving limit				Sample size	Percentage over driving limit time of accident	
	9	50	80	100	150	200		22:00-03:59	04:00-21:59
Motorcycle riders	23	15	10	9	6	3	190	48	5
Car drivers	34	26	23	23	15	9	297	52	15
Other vehicle drivers/riders	24	7	7	7	7	3	29	40	0
Passengers	25	23	21	15	8	3	71	30	16
Pedestrians	42	34	33	32	28	22	144	74	15
Pedal cyclists	14	9	9	9	6	6	35	0	9

Scotland - January 2014 to 4th December 2014

	Cumulative percentage over blood alcohol levels (mg/100ml)							Percentage	
	Below driving limit		Above driving limit				Sample size	Percentage over driving limit time of accident	
	9	50	80	100	150	200		22:00-03:59	04:00-21:59
Motorcycle riders	5	5	5	0	0	0	19	0	5
Car drivers	20	12	12	12	5	5	41	50	8
Other vehicle drivers/riders	17	17	17	17	17	17	6	0	20
Passengers	6	6	6	6	6	6	16	0	7
Pedestrians	57	50	50	50	50	36	14	100	22
Pedal cyclists	0	0	0	0	0	0	4	0	0

Scotland -5th December 2014 - 31st December

	Cumulative percentage over blood alcohol levels (mg/100ml)							Percentage	
	Below driving limit		Above driving limit				Sample size	Percentage over driving limit time of accident	
	9	30	50	80	100	200		22:00-03:59	04:00-21:59
Motorcycle riders	0	0	0	0	0	0	0	0	0
Car drivers	0	0	0	0	0	0	3	0	0
Other vehicle drivers/riders	100	100	0	0	0	0	1	0	0
Passengers	0	0	0	0	0	0	1	0	0
Pedestrians	57	57	57	57	57	43	7	100	40
Pedal cyclists	0	0	0	0	0	0	0	0	0

Source: Coroners and Procurators Fiscal only

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

[Notes & Definitions](#)

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The figures in this table are National Statistics
Last updated: 4 August 2016
Next update: September 2017

RAS51010

Estimated number of reported road accidents involving a car drink driver, by driver age, accidents per licence holder and per mile driven: GB, 2010 to 2014 average and 2014

	Number / Rate					
	Car driver drink drive accidents		Drink drive accidents per 100 thousand licence holders		Drink drive accidents per billion miles driven	
	2010 to 2014	2014	2010 to 2014	2014	2010 to 2014	2014
Under 17	10	0	..	..	..	..
17 - 19 ¹	360	260	27	20	115	91
20 - 24	1,210	1,020	42	36	102	80
25 - 29	990	910	33	30	54	49
30 - 34	730	710	24	23	32	30
35 - 39	530	480	17	16	21	20
40 - 49	870	780	13	12	14	12
50 - 59	470	430	8	7	10	8
60 or over	280	290	3	3	6	6
All ages ²	5,550	4,940	16	14	23	20

Source: National Travel Survey, STATS19, coroners and procurators fiscal

1 Figures based on a small NTS sample.

The figures in this table are National Statistics

2 Includes age not known.

Notes & Definitions

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Last updated: 29 September 2016

Next update: September 2017

RAS51011

Estimated number of reported drink drive accidents and casualties, by month: Great Britain 2010/14 average, 2012 to 2014

	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec	Number Total
2010/14 Average													
Accidents	450	470	510	510	550	530	530	560	510	570	550	500	6,250
Casualties	660	680	740	750	810	770	780	840	770	850	810	740	9,210
2012													
Accidents	560	500	580	540	500	570	570	550	590	590	550	530	6,630
Casualties	850	760	900	790	770	800	830	850	890	900	810	790	9,930
2013													
Accidents	360	410	440	450	510	520	470	490	500	520	550	480	5,690
Casualties	510	570	680	650	730	750	690	700	740	750	800	690	8,270
2014													
Accidents	430	450	470	460	530	430	460	570	410	440	510	470	5,620
Casualties	620	650	650	670	760	630	670	850	620	650	780	660	8,210

1 Totals may not sum due to rounding

Source: STATS19, coroners and procurators fiscal
The figures in this table are National Statistics

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[Notes & Definitions](#)

Last updated: 04 August 2016

Next update: September 2017

RAS51012

Reported drink drive accidents¹, by time of day: 2014

Hour of day	Accidents	Percentage
	2014	2014
0	305	8%
1	262	7%
2	208	6%
3	182	5%
4	132	4%
5	93	2%
6	101	3%
7	82	2%
8	82	2%
9	79	2%
10	71	2%
11	61	2%
12	62	2%
13	65	2%
14	98	3%
15	132	4%
16	163	4%
17	193	5%
18	200	5%
19	204	5%
20	238	6%
21	205	5%
22	257	7%
23	269	7%
All ²	3,744	100%

Source: STATS19, coroners and procurators fiscal

The figures in this table are National Statistics

1 Does not include estimates for accidents where a breath test or blood alcohol test was not available (e.g - hit and run accidents or cases where no coroner data were available).

2 Includes cases where hour of accident is unavailable

[Notes & Definitions](#)

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Last updated: 4 August 2016

Next update: September 2017

RAS51013

Estimated reported drink drive accidents by pedestrian and vehicle involvement: GB 2014

All severities	Number of vehicles involved			Number
	1	2	3 or more	Total
Pedestrian casualties				
No	2,230	2,410	760	5,400
Yes	160	40	10	210
Total	2,390	2,450	770	5,620

Fatal	Number of vehicles involved			Number
	1	2	3 or more	Total
Pedestrian casualties				
No	110	70	20	200
Yes	10	0	0	10
Total	120	70	20	220

Serious	Number of vehicles involved			Number
	1	2	3 or more	Total
Pedestrian casualties				
No	420	300	100	820
Yes	40	10	0	50
Total	460	310	100	880

Slight	Number of vehicles involved			Number
	1	2	3 or more	Total
Pedestrian casualties				
No	1,700	2,040	650	4,390
Yes	100	30	10	140
Total	1,800	2,070	660	4,530

Source: STATS19, coroners and procurators fiscal

0 = fewer than 5 accidents

The figures in this table are National Statistics

1 May not sum to total due to rounding

2 Estimates are rounded to the nearest ten to reflect the uncertainty in making estimates based on incomplete data sources.

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Next update: September 2017

[Notes & Definitions](#)

RAS51014

Motor vehicle drivers and riders involved in personal injury road accidents: breath tests and failures

GB 2002 - 2015

	Number / Percentage					
	a. All drivers / riders involved ¹	b. Tests requested	c. Tests failed / refused	Testing rate (b/a x 100)	Test failure rate (c/b x 100)	Total failure rate (c/a x 100)
2002	390,479	196,253	8,104	50	4.1	2.1
2003	374,278	187,292	8,151	50	4.4	2.2
2004	362,543	183,999	7,430	51	4.0	2.0
2005	348,957	183,239	7,116	53	3.9	2.0
2006	331,272	179,290	6,595	54	3.7	2.0
2007	318,166	179,572	6,279	56	3.5	2.0
2008	294,608	162,994	5,521	55	3.4	1.9
2009	280,934	151,933	5,129	54	3.4	1.8
2010	263,417	141,264	4,288	54	3.0	1.6
2011	256,101	138,650	4,366	54	3.1	1.7
2012	245,998	132,016	4,112	54	3.1	1.7
2013	232,709	123,956	3,727	53	3.0	1.6
2014	246,410	126,872	3,681	51	2.9	1.5
2015	238,240	118,266	3,884	50	3	1.6

¹ May include a small number of non-motorized vehicle drivers

Source: STATS19

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The figures in this table are National Statistics

Last updated: 29 September 2016

Next update: September 2017

RAS51015

Car drivers in reported injury road accidents: breath tests and failures: GB 2015

Number/percentage

	Male						Female					
	a: Involved in accident	b: Tested	c: Failed	b as % of a	c as % of b	c as % of a	a: Involved in accident	b: Tested	c: Failed	b as % of a	c as % of b	c as % of a
<17	82	48	5	59	10.4	6.1	8	3	0	38	0.0	0.0
17 - 19	5,326	3,498	107	66	3.1	2.0	3,033	1,837	30	61	1.6	1.0
20 - 24	12,485	7,740	523	62	6.8	4.2	7,987	4,567	143	57	3.1	1.8
25 - 29	12,426	7,333	552	59	7.5	4.4	8,108	4,386	129	54	2.9	1.6
30 - 34	11,371	6,336	386	56	6.1	3.4	7,284	3,812	105	52	2.8	1.4
35 - 39	9,711	5,491	269	57	4.9	2.8	6,539	3,398	83	52	2.4	1.3
40 - 49	19,014	10,816	392	57	3.6	2.1	12,698	6,843	178	54	2.6	1.4
50 - 59	14,516	8,553	207	59	2.4	1.4	8,976	4,982	94	56	1.9	1.0
60 - 69	8,800	5,281	96	60	1.8	1.1	4,530	2,469	27	55	1.1	0.6
70 - 99	7,601	4,445	36	58	0.8	0.5	3,609	1,902	14	53	0.7	0.4
All ages ¹	109,718	60,243	2,619	55	4.3	2.4	65,602	34,420	815	52	2.4	1.2

¹ Includes age not known

Source: STATS19

The figures in this table are National Statistics

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[Notes & Definitions](#)

Last updated: 29 September 2016

Next update: September 2017

RAS51016

Reported roadside screening breath tests and breath test failures: England and Wales 2001 - 2014

	Number (thousands) / <i>percentage</i>		
	<u>Roadside screening breath tests</u>	<u>Positive/refused breath tests</u>	<u>Percentage</u>
2001	624	100	16
2002	570	103	18
2003	534	106	20
2004	578	103	18
2005	607	104	17
2006	602	104	17
2007	600	98	16
2008	712	92	13
2009	815	93	11
2010	737	84	11
2011	686	81	12
2012	686	76	11
2013	684	72	10
2014	607	67	11

Source: Home Office

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[Notes & Definitions](#)

The figures in this table are National Statistics
Last updated: 4 August 2016
Next update: September 2017

[Source: Home Office, https://www.gov.uk/government/publications/police-powers-and-procedures-england-and-wales-year-ending-31-march-2015/police-powers-and-procedures-england-and-wales-year-ending-31-march-2015](https://www.gov.uk/government/publications/police-powers-and-procedures-england-and-wales-year-ending-31-march-2015/police-powers-and-procedures-england-and-wales-year-ending-31-march-2015)

RAS51017

Screening test results, by reason for test¹: England and Wales², 2015

Number / Per cent

Reason for test	0 - 4 mcg	5 - 20 mcg	21 - 35 mcg	36 - 50 mcg	51 - 80 mcg	81 mcg +	% Under the limit	% Over the limit
Moving Traffic Offence	69,270	4,487	2,376	1,830	2,710	1,839	92	8
Road Traffic Collision ³	86,098	2,205	1,564	1,616	3,280	3,494	91	9
Suspicion of Alcohol	29,627	4,118	2,741	2,195	3,470	2,720	81	19
Other/ unknown	18,735	844	942	901	1,242	1,001	87	13
All	203,730	11,654	7,623	6,542	10,702	9,054	89	11

Source: DfT digital breath test data

1 Multiple reasons can occur at the same incident. The breath test devices do not allow multiple reasons to be recorded and it is at the discretion of the reporting officer which reason is recorded. Care should therefore be taken when comparing the reasons listed in the table.

2 Data is not received from all police forces. As such, these figures do not cover all tests carried out in England and Wales. They can be used to analyze distributions and proportions of tests and results, but are not an accurate reflection of the absolute number of tests.

3 Includes damage-only accidents, as well as those involving personal injury.

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Source: DfT digital breath test data

The figures in this table are outside the scope of National Statistics

Last updated: 29 September 2016

Next update: September 2017

RAS51018

Results of screening breath tests following a road traffic collision¹: England and Wales², 2015

								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	4,525	118	93	93	167	100	4,736	360
	Female	1,631	35	20	27	42	26	1,686	95
20-24	Male	8,888	339	253	282	589	419	9,480	1,290
	Female	3,606	56	50	60	121	108	3,712	289
25-29	Male	7,075	239	210	239	526	434	7,524	1,199
	Female	3,034	36	36	34	107	114	3,106	255
30-39	Male	12,363	534	375	362	699	751	13,272	1,812
	Female	4,940	75	50	76	118	256	5,065	450
40-49	Male	11,318	263	175	173	371	502	11,756	1,046
	Female	4,560	63	47	43	92	234	4,670	369
50-59	Male	8,750	180	97	99	185	258	9,027	542
	Female	3,351	31	29	23	66	105	3,411	194
60-69	Male	5,054	119	70	46	97	96	5,243	239
	Female	1,687	8	7	13	26	41	1,702	80
70+	Male	3,771	90	45	38	52	29	3,906	119
	Female	1,317	14	3	5	15	13	1,334	33
All	Male	61,744	1,882	1,318	1,332	2,686	2,589	64,944	6,607
	Female	24,126	318	242	281	587	897	24,686	1,765
Total		85,870	2,200	1,560	1,613	3,273	3,486	89,630	8,372

1 Includes damage-only accidents, as well as those involving personal injury.

Source: DfT digital breath test data

2 Data is not received from all police forces. As such, these figures do not cover all tests carried out in England and Wales. They can be used to analyze distributions and proportions of tests and results, but are not an accurate reflection of the absolute number of tests.

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RAS51019

Estimated number of reported drink drive accidents and casualties, by region: GB 2014

	Accidents				Casualties				
	Fatal	Serious	Slight	Total	Killed	Seriously injured	Killed or seriously injured	Slightly injured	Total
North East	10	30	190	230	10	30	40	290	330
North West	10	120	500	630	10	140	160	800	960
Yorkshire & the Humber	20	100	390	510	30	120	140	600	740
East Midlands	20	90	430	540	20	110	130	640	770
West Midlands	30	70	500	590	30	90	120	790	910
East	30	90	500	610	30	100	130	760	900
South East	30	170	760	950	30	210	250	1,150	1,400
London	0	30	310	340	0	30	40	440	480
South West	30	80	430	550	40	90	130	630	770
England	190	770	4,000	4,960	210	940	1,160	6,110	7,270
Wales	10	50	250	320	10	60	70	410	480
Scotland	20	50	270	340	20	70	80	380	460
Total	220	880	4,530	5,620	240	1,070	1,310	6,900	8,210

Source: STATS19, coroners and procurators fiscal

1 Totals may not sum due to rounding

The figures in this table are National Statistics

2 Figures rounded to the nearest ten to reflect the uncertainty associated with making estimates from incomplete data sources.

- = Fewer than 5 accidents or casualties

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Next update: September 2017

[Notes & Definitions](#)

RAS51020

Car drivers in reported injury road accidents, breath tests and failures by region, England, 2015

		Number/Percentage				
		(a) Involved in accident	(b) Tested	(c) Failed	(b) as % of (a)	(c) as % of (a)
North East	Under 20	392	254	6	64.8	1.5
	20-24	766	446	30	58.2	3.9
	25-29	786	475	23	60.4	2.9
	30-34	761	447	18	58.7	2.4
	35-39	578	334	15	57.8	2.6
	40-49	1,274	737	24	57.8	1.9
	50-59	966	570	5	59.0	0.5
	60-69	530	323	7	60.9	1.3
	70 or over	421	240	1	57.0	0.2
	Age not reported	887	62	3	7.0	0.3
	All	7,361	3,888	132	52.8	1.8
North West	Under 20	751	539	15	71.8	2.0
	20-24	2,091	1,494	63	71.4	3.0
	25-29	2,080	1,439	69	69.2	3.3
	30-34	2,120	1,275	54	60.1	2.5
	35-39	1,605	1,079	32	67.2	2.0
	40-49	3,208	2,173	63	67.7	2.0
	50-59	2,392	1,648	28	68.9	1.2
	60-69	1,409	932	9	66.1	0.6
	70 or over	1,209	782	6	64.7	0.5
	Age not reported	1,689	56	3	3.3	0.2
	All	18,554	11,417	342	61.5	1.8
Yorkshire and the Humber	Under 20	809	488	15	60.3	1.9
	20-24	2,141	1,225	52	57.2	2.4
	25-29	2,024	1,121	68	55.4	3.4
	30-34	1,727	960	48	55.6	2.8
	35-39	1,570	858	30	54.6	1.9
	40-49	2,996	1,666	50	55.6	1.7
	50-59	2,124	1,207	28	56.8	1.3
	60-69	1,314	724	14	55.1	1.1
	70 or over	992	545	3	54.9	0.3
	Age not reported	1,915	48	3	2.5	0.2
	All	17,612	8,842	311	50.2	1.8
East Midlands	Under 20	741	494	11	66.7	1.5
	20-24	1,677	1,093	71	65.2	4.2
	25-29	1,550	920	73	59.4	4.7
	30-34	1,383	797	42	57.6	3.0
	35-39	1,151	667	28	57.9	2.4
	40-49	2,340	1,362	42	58.2	1.8
	50-59	1,742	1,082	27	62.1	1.5
	60-69	1,042	642	15	61.6	1.4
	70 or over	897	506	2	56.4	0.2
	Age not reported	1,984	106	7	5.3	0.4
	All	14,507	7,669	318	52.9	2.2
West Midlands	Under 20	805	457	15	56.8	1.9
	20-24	2,082	1,055	72	50.7	3.5
	25-29	2,066	995	89	48.2	4.3
	30-34	1,877	851	63	45.3	3.4
	35-39	1,649	779	46	47.2	2.8
	40-49	3,071	1,457	59	47.4	1.9
	50-59	2,081	1,023	29	49.2	1.4
	60-69	1,144	602	10	52.6	0.9
	70 or over	908	474	2	52.2	0.2
	Age not reported	2,725	111	5	4.1	0.2
	All	18,408	7,804	390	42.4	2.1
East of England	Under 20	896	600	16	67.0	1.8
	20-24	2,016	1,320	62	65.5	3.1
	25-29	2,036	1,280	64	62.9	3.1
	30-34	1,758	1,080	54	61.4	3.1
	35-39	1,590	956	43	60.1	2.7
	40-49	3,076	1,886	73	61.3	2.4
	50-59	2,212	1,360	35	61.5	1.6
	60-69	1,308	832	11	63.6	0.8
	70 or over	1,242	758	4	61.0	0.3
	Age not reported	1,966	80	4	4.1	0.2
	All	18,100	10,152	366	56.1	2.0

RAS51020

Car drivers in reported injury road accidents, breath tests and failures by region, England, 2015

		Number/Percentage				
		(a) Involved in accident	(b) Tested	(c) Failed	(b) as % of (a)	(c) as % of (a)
London	Under 20	592	228	6	38.5	1.0
	20-24	2,491	880	24	35.3	1.0
	25-29	2,989	1,046	33	35.0	1.1
	30-34	2,919	954	29	32.7	1.0
	35-39	2,730	895	33	32.8	1.2
	40-49	4,849	1,570	41	32.4	0.8
	50-59	3,316	1,129	18	34.0	0.5
	60-69	1,435	481	11	33.5	0.8
	70 or over	827	247	4	29.9	0.5
	Age not reported	6,579	304	27	4.6	0.4
	All	28,727	7,734	226	26.9	0.8
South East	Under 20	1,539	1,006	23	65.4	1.5
	20-24	3,246	2,177	116	67.1	3.6
	25-29	3,337	2,124	122	63.6	3.7
	30-34	3,012	1,844	78	61.2	2.6
	35-39	2,638	1,640	55	62.2	2.1
	40-49	5,245	3,291	108	62.7	2.1
	50-59	3,982	2,564	74	64.4	1.9
	60-69	2,387	1,492	22	62.5	0.9
	70 or over	2,119	1,296	17	61.2	0.8
	Age not reported	3,703	170	7	4.6	0.2
	All	31,208	17,604	622	56.4	2.0
South West	Under 20	821	537	18	65.4	2.2
	20-24	1,739	1,119	88	64.3	5.1
	25-29	1,670	1,032	68	61.8	4.1
	30-34	1,418	826	36	58.3	2.5
	35-39	1,212	689	33	56.8	2.7
	40-49	2,496	1,497	50	60.0	2.0
	50-59	2,093	1,277	26	61.0	1.2
	60-69	1,274	757	10	59.4	0.8
	70 or over	1,273	686	7	53.9	0.5
	Age not reported	1,271	93	7	7.3	0.6
	All	15,267	8,513	343	55.8	2.2
England	Under 20	7,346	4,603	125	62.7	1.7
	20-24	18,249	10,809	578	59.2	3.2
	25-29	18,538	10,432	609	56.3	3.3
	30-34	16,975	9,034	422	53.2	2.5
	35-39	14,723	7,897	315	53.6	2.1
	40-49	28,555	15,639	510	54.8	1.8
	50-59	20,908	11,860	270	56.7	1.3
	60-69	11,843	6,785	109	57.3	0.9
	70 or over	9,888	5,534	46	56.0	0.5
	Age not reported	22,719	1,030	66	4.5	0.3
	All	169,744	83,623	3,050	49.3	1.8

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[Notes & Definitions](#)

Source: DfT STATS19
 Last updated: 29 September 2016
 Next update: September 2017

The figures in this table are National Statistics

Table RAS51021

Reported motorcyclist breath tests and failure rates by age, Great Britain: 2015

	Number/percentage				
	All motorcyclists			Percentage failure	
	Number involved in accidents	Number tested	Number of failures	Motorcyclists	All vehicles (inc. motorcyclists)
Under 16	48	8	1	12.5	15.4
16-19	3,242	1,608	12	0.7	2.1
20-24	3,967	1,852	52	2.8	4.9
25-29	2,895	1,206	37	3.1	5.3
30-34	1,979	825	32	3.9	4.4
35-39	1,548	654	14	2.1	3.6
40-49	3,090	1,400	26	1.9	2.9
50-59	2,353	1,130	24	2.1	2.0
60-69	784	420	5	1.2	1.5
70 and over	240	116	1	0.9	0.8
All ages¹	20,996	9,300	208	2.2	3.3

1. Includes tests where the age was not known

Source: Road Accident Statistics, DfT

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Last updated: 29 September 2016

[Notes & Definitions](#)

Next update: September 2017

RAS51101: Self-reported drink driving
a. As a proportion of all drivers¹

Percentage

		In the last 12 months how often, if at all, have you driven when you think you may have been over the legal alcohol limit?						
		2009/10 ²	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16
At least once		7.3	6.9	7.4	6.4	5.9	6.2	7.6
	<i>95% confidence: upper limit</i>	7.8	7.5	7.8	6.9	6.4	6.7	8.1
	<i>95% confidence: lower limit</i>	6.9	6.3	6.9	5.9	5.5	5.8	7.1
<i>of which</i>								
	Every day/almost every day	-	-	0.1	0.1	-	-	0.1
	A few times a week	0.3	0.2	0.3	0.2	0.2	0.2	0.3
	Once or twice a week	0.6	0.5	0.5	0.5	0.5	0.5	1.1
	Once or twice a month	0.9	0.8	0.9	0.8	0.7	1.0	1.4
	Once every couple of months	1.0	0.9	1.0	0.9	0.8	0.9	1.0
	Once or twice in the last 12 months	4.6	4.4	4.7	4.0	3.6	3.7	3.7
Not at all		92.7	93.1	92.6	93.6	94.1	93.8	92.4
<i>of which</i>								
	Drunk alcohol in the last 12 months	82.8	83.6	81.8	82.2	81.6	80.6	79.2
	Not drunk alcohol in the last 12 months	9.8	9.5	10.8	11.4	12.5	13.2	13.2
All drivers		100.0	100.0	100.0	100.0	100.0	100.0	100.0

1. A "driver" in this context is a survey respondent who stated they had driven at least once in the last 12 months.

2. Data for 2010/11 onwards is for financial years (Apr - Mar). Data for 2009/10 is for the period Oct 2009 to Sept 2010.

3. Percentages below 0.1% are suppressed and shown as " - "

4. For base sample size, see table ras51102a.

5. Caution is needed when looking at trends and differences involving small sample sizes or very low percentages. Small differences may not be statistically significant.

6. May not sum to totals due to rounding.

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[Crime Survey Technical Note](#)

Source: ONS Crime Survey for England and Wales

Last updated: 29 September 2016

Next update: 2017

RAS51101: Self-reported drink driving

b. As a proportion of all drivers¹ who have drunk alcohol in the last 12 months

Percentage

		In the last 12 months how often, if at all, have you driven when you think you may have been over the legal alcohol limit?						
		2009/10 ²	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16
At least once		8.1	7.6	8.2	7.2	6.8	7.2	8.8
	<i>95% confidence: upper limit</i>	8.6	8.3	8.7	7.8	7.3	7.7	9.4
	<i>95% confidence: lower limit</i>	7.7	7.0	7.8	6.7	6.3	6.6	8.2
<i>of which</i>								
	Every day/almost every day	-	-	0.1	0.1	-	-	0.1
	A few times a week	0.3	0.2	0.3	0.2	0.2	0.2	0.4
	Once or twice a week	0.6	0.5	0.5	0.6	0.6	0.5	1.3
	Once or twice a month	1.0	0.9	1.0	0.9	0.8	1.1	1.6
	Once every couple of months	1.1	1.0	1.1	1.0	0.9	1.0	1.2
	Once or twice in the last 12 months	5.1	4.9	5.2	4.5	4.2	4.3	4.2
Not at all		91.9	92.4	91.8	92.8	93.2	92.8	91.2
All drivers who have drunk alcohol in last 12 months		100.0	100.0	100.0	100.0	100.0	100.0	100.0

1. A "driver" in this context is a survey respondent who stated they had driven at least once in the last 12 months.

2. Data for 2010/11 onwards is for financial years (Apr - Mar). Data for 2009/10 is for the period Oct 2009 to Sept 2010.

3. Percentages below 0.1% are suppressed and shown as " - "

4. For base sample size, see table ras51102B.

5. Caution is needed when looking at trends and differences involving small sample sizes or very low percentages. Small differences may not be statistically significant.

6. May not sum to totals due to rounding.

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[Crime Survey Technical Note](#)

Source: ONS Crime Survey for England and Wales

Last updated: 29 September 2016

Next update: 2017

RAS51102: Self-reported drink driving by age and sex
a. As a proportion of all drivers¹

	Percentage								Unweighted base (sample size)						
	Percentage reporting driving whilst thinking they are over the legal alcohol limit at least once in last 12 months														
	2009/10 ²	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2013/14-2015/16 average	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16
All adults	7.3	6.9	7.4	6.4	5.9	6.2	7.6	6.6	20,156	10,251	20,048	15,674	15,917	14,658	15,603
Males	9.6	9.5	9.5	8.7	8.1	8.1	9.6	8.6	9,797	4,998	9,789	7,468	7,752	7,033	7,425
Females	4.7	3.9	5.0	3.9	3.5	4.2	5.5	4.4	10,359	5,253	10,259	8,206	8,165	7,625	8,178
Age 16-19	12.2	9.2	8.2	4.1	7.7	7.0	9.9	8.2	563	272	457	312	299	257	254
Age 20-24	8.0	7.9	9.8	9.7	8.9	8.8	9.0	8.9	1,162	603	1,191	837	855	754	802
Age 25-29	9.0	7.7	8.6	10.0	7.9	9.3	8.9	8.7	1,892	958	1,967	1,446	1,451	1,386	1,515
Age 30-39	7.2	6.5	7.7	6.1	5.7	5.5	7.6	6.3	5,250	2,663	5,141	4,060	4,048	3,785	3,927
Age 40-49	6.5	6.3	6.8	5.3	5.2	5.7	7.2	6.0	6,147	3,143	6,097	4,756	4,829	4,400	4,717
Age 50 and over	6.3	6.7	6.0	5.6	4.9	5.3	6.8	5.7	5,142	2,612	5,195	4,263	4,435	4,076	4,388

1. A "driver" in this context is a survey respondent who stated they had driven at least once in the last 12 months.
2. Data for 2010/11 onwards is for financial years (Apr - Mar). Data for 2009/10 is for the period Oct 2009 to Sept 2010.
3. Percentages below 0.1% are suppressed and shown as " - "
4. Caution is needed when looking at trends and differences involving small sample sizes or very low percentages. Small differences may not be statistically significant.
 Three year averages have been provided for more robust figures for some variables with small sample sizes.
5. May not sum to totals due to rounding.

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Source: ONS Crime Survey for England and Wales
 Last updated: 29 September 2016
 Next update: 2017

RAS51102: Self-reported drink driving by age and sex

b. As a proportion of all drivers¹ who have drunk alcohol in the last 12 months

	Percentage								Unweighted base (sample size)						
	Percentage reporting driving whilst thinking they are over the legal alcohol limit at least once in last 12 months														
	2009/10 ²	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2013/14-2015/16 average	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16
All adults	8.1	7.6	8.2	7.2	6.8	7.2	8.8	7.6	18,344	9,358	18,056	14,019	14,071	12,847	13,680
Males	10.5	10.3	10.5	9.7	9.2	9.2	11.0	9.8	9,016	4,621	8,916	6,764	6,918	6,233	6,562
Females	5.3	4.3	5.7	4.5	4.1	4.9	6.4	5.1	9,328	4,737	9,140	7,255	7,153	6,614	7,118
Age 16-19	13.2	10.1	9.1	4.6	8.6	7.7	10.8	9.0	563	272	457	312	299	257	254
Age 20-24	8.8	8.7	10.8	10.7	10.0	10.0	10.2	10.1	1,162	603	1,191	837	855	754	802
Age 25-29	10.0	8.6	9.9	11.4	9.0	10.7	10.4	10.0	1,892	958	1,967	1,446	1,451	1,386	1,515
Age 30-39	8.1	7.4	8.7	7.0	6.7	6.5	9.0	7.4	5,250	2,663	5,141	4,060	4,048	3,785	3,927
Age 40-49	7.3	6.9	7.5	5.9	5.9	6.5	8.3	6.9	6,147	3,143	6,097	4,756	4,829	4,400	4,717
Age 50 and over	7.0	7.3	6.7	6.3	5.6	6.1	7.8	6.5	5,142	2,612	5,195	4,263	4,435	4,076	4,388

1. A "driver" in this context is a survey respondent who stated they had driven at least once in the last 12 months.

2. Data for 2010/11 onwards is for financial years (Apr - Mar). Data for 2009/10 is for the period Oct 2009 to Sept 2010.

3. Percentages below 0.1% are suppressed and shown as " - "

4. Caution is needed when looking at trends and differences involving small sample sizes or very low percentages. Small differences may not be statistically significant.

Three year averages have been provided for more robust figures for some variables with small sample sizes.

5. May not sum to totals due to rounding.

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[Crime Survey Technical Note](#)

Source: ONS Crime Survey for England and Wales

Last updated: 29 September 2016

Next update: 2017

RAS51103: Self-reported drug driving
a. As a proportion of all drivers¹

Percentage

In the last 12 months how often, if at all, have you driven when you think you may have been affected by or under the influence of illegal drugs?							
	2009/10 ²	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16
At least once	2.3	1.3	1.0	0.5	0.7	0.9	0.6
95% confidence: upper limit	2.6	1.6	1.1	0.7	0.9	1.1	0.8
95% confidence: lower limit	1.9	1.1	0.8	0.4	0.6	0.7	0.5
<i>of which</i>							
Every day/almost every day	0.2	0.1	0.1	-	0.1	0.1	0.1
A few times a week	0.2	0.1	0.1	-	-	0.1	0.1
Once or twice a week	0.1	0.1	0.1	-	0.1	-	-
Once or twice a month	0.4	0.3	0.1	-	0.1	0.2	0.1
Once every couple of months	0.2	0.1	0.1	0.1	0.1	0.1	0.1
Once or twice in the last 12 months	1.2	0.6	0.4	0.3	0.3	0.4	0.3
Not at all	97.7	98.7	99.0	99.5	99.3	99.1	99.4
<i>of which</i>							
Taken drugs in the last 12 months	10.9	5.6	5.7	5.3	5.6	8.8	12.0
Not taken drugs in the last 12 months	86.8	93.1	93.3	94.2	93.7	90.4	87.3
All drivers	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Source: ONS Crime Survey for England and Wales

1. A "driver" in this context is a survey respondent who stated they had driven at least once in the last 12 months.
2. Data for 2010/11 onwards is for financial years (Apr - Mar). Data for 2009/10 is for the period Oct 2009 to Sept 2010.
3. Percentages below 0.1% are suppressed and shown as " - "
4. For base sample size, see table ras51104a.
5. Caution is needed when looking at trends and differences involving small sample sizes or very low percentages. Small differences may not be statistically significant.
6. May not sum to totals due to rounding.

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 Next update: 2017

RAS51103: Self-reported drug driving

b. As a proportion of all drivers¹ who have taken drugs in the last 12 months

Percentage

In the last 12 months how often, if at all, have you driven when you think you may have been affected by or under the influence of illegal drugs?							
	2009/10 ²	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16
At least once	17.2	19.5	14.7	9.0	11.3	9.2	5.0
<i>95% confidence: upper limit</i>	19.7	23.3	17.2	11.3	13.8	11.1	6.3
<i>95% confidence: lower limit</i>	14.6	15.7	12.3	6.6	8.8	7.3	3.8
<i>of which</i>							
Every day/almost every day	1.3	0.9	2.0	0.7	0.8	1.1	0.4
A few times a week	1.8	1.8	1.5	0.7	0.3	0.6	0.5
Once or twice a week	0.8	1.3	1.7	0.5	0.9	0.5	0.4
Once or twice a month	2.7	4.2	1.7	0.4	2.1	1.8	0.7
Once every couple of months	1.5	2.0	1.7	1.6	1.8	1.1	0.6
Once or twice in the last 12 months	9.2	9.3	6.0	5.0	5.4	4.1	2.4
Not at all	82.8	80.5	85.3	91.0	88.7	90.8	95.0
All drivers who have taken drugs in last 12 months	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Source: ONS Crime Survey for England and Wales

1. A "driver" in this context is a survey respondent who stated they had driven at least once in the last 12 months.

2. Data for 2010/11 onwards is for financial years (Apr - Mar). Data for 2009/10 is for the period Oct 2009 to Sept 2010.

3. Percentages below 0.1% are suppressed and shown as " - "

4. For base sample size, see table ras51104b.

5. Caution is needed when looking at trends and differences involving small sample sizes or very low percentages. Small differences may not be statistically significant.

6. May not sum to totals due to rounding.

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Last updated: 29 September 2016

Next update: 2017

RAS51104: Self-reported drug driving by age and sex
a. As a proportion of all drivers¹

	Percentage								<i>Unweighted sample size</i>						
	Percentage reporting driving whilst thinking they are under the influence of illegal drugs at least once in last 12 months														
	2009/10 ²	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2013/14-2015/16 average	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16
All adults	2.3	1.3	1.0	0.5	0.7	0.9	0.6	0.7	10,507	10,221	19,935	15,652	15,805	14,606	15,510
Males	3.4	2.0	1.5	0.8	1.1	1.4	1.0	1.2	5,237	4,977	9,743	7,458	7,689	7,006	7,362
Females	1.0	0.6	0.4	0.2	0.3	0.3	0.2	0.3	5,270	5,244	10,192	8,194	8,116	7,600	8,148
Age 16-19	5.8	4.4	2.7	0.5	1.4	2.6	1.3	1.7	346	269	443	312	295	253	136
Age 20-24	4.9	3.1	2.5	1.0	1.6	2.2	1.9	1.9	666	596	1,188	830	835	749	456
Age 25-29	3.4	2.3	1.9	1.0	1.2	1.1	0.9	1.1	1,032	952	1,942	1,446	1,434	1,373	866
Age 30-39	2.3	1.3	1.0	0.6	0.9	1.2	0.7	0.9	2,765	2,632	5,064	4,041	3,986	3,739	2,204
Age 40-49	1.3	0.7	0.4	0.3	0.4	0.6	0.4	0.5	3,104	3,143	6,076	4,745	4,799	4,387	2,504
Age 50 and over	0.7	0.4	0.3	0.3	0.3	0.2	0.3	0.3	2,594	2,629	5,222	4,278	4,456	4,105	2,294

Source: ONS Crime Survey for England and Wales

1. A "driver" in this context is a survey respondent who stated they had driven at least once in the last 12 months.
2. Data for 2010/11 onwards is for financial years (Apr - Mar). Data for 2009/10 is for the period Oct 2009 to Sept 2010.
3. Percentages below 0.1% are suppressed and shown as " - "
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5. May not sum to totals due to rounding.

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 Next update: 2017

RAS51104: Self-reported drug driving by age and sex

b. As a proportion of all drivers¹ who have taken drugs in the last 12 months

	Percentage								<i>Unweighted base (sample size)</i>						
	Percentage reporting driving whilst thinking they are under the influence of illegal drugs at least once in last 12 months														
	2009/10 ²	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2013/14-2015/16 average	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16
All adults	17.2	19.5	14.7	9.0	11.3	9.2	5.0	7.8	1,211	611	1,156	826	887	1,285	1,829
Males	19.0	20.7	16.6	10.5	13.1	11.5	6.3	9.6	845	435	806	559	584	829	1,118
Females	12.3	15.7	10.0	5.2	7.4	4.2	2.7	4.2	366	176	350	267	303	456	711
Age 16-19	16.4	22.9	16.4	3.2	6.9	11.3	5.3	7.8	124	53	77	49	62	55	133
Age 20-24	17.7	19.2	15.3	7.8	10.7	10.5	7.7	9.5	190	102	174	114	123	142	452
Age 25-29	14.6	17.8	15.3	9.4	11.5	7.4	4.7	7.2	219	110	218	138	145	191	860
Age 30-39	16.1	16.7	13.5	10.5	11.9	11.9	5.3	9.0	384	201	385	249	275	372	2,195
Age 40-49	22.5	25.4	11.7	7.9	10.5	8.6	3.7	6.6	197	100	221	185	199	318	2,495
Age 50 and over	20.1	20.3	21.7	15.4	19.1	3.7	4.2	5.7	97	45	81	91	83	207	2,283

Source: ONS Crime Survey for England and Wales

1. A "driver" in this context is a survey respondent who stated they had driven at least once in the last 12 months.

2. Data for 2010/11 onwards is for financial years (Apr - Mar). Data for 2009/10 is for the period Oct 2009 to Sept 2010.

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Crime Survey Technical Note

Last updated: 29 September 2016

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RAS52

International comparisons

RAS52001

International comparisons of road deaths¹: number and rates for different road users:
by selected countries: 2014 and 2015 (provisional)²

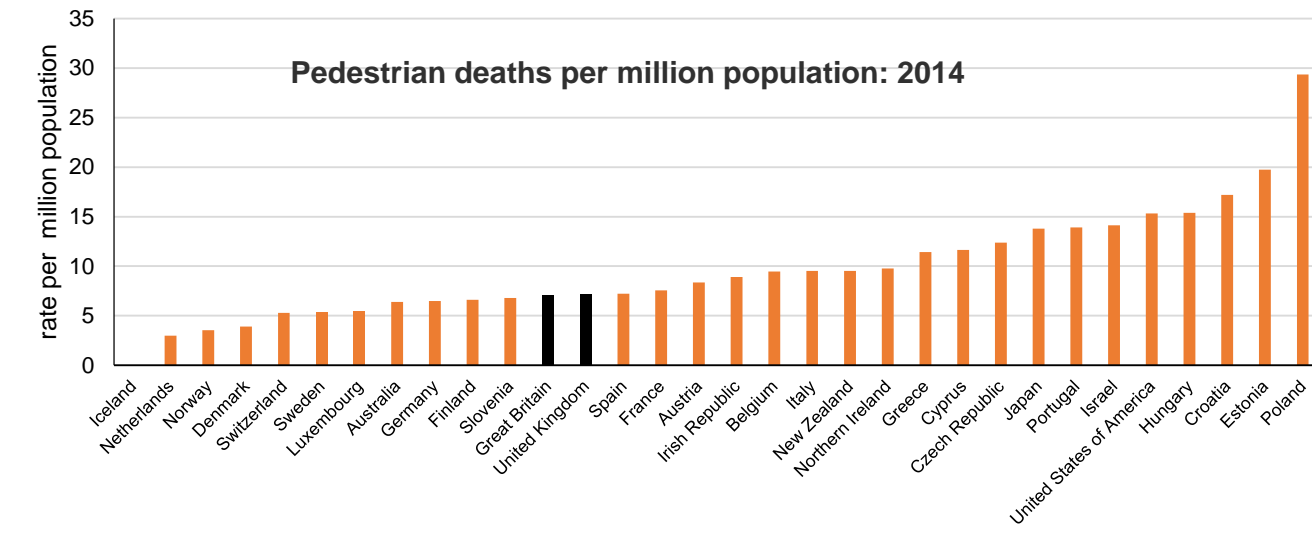
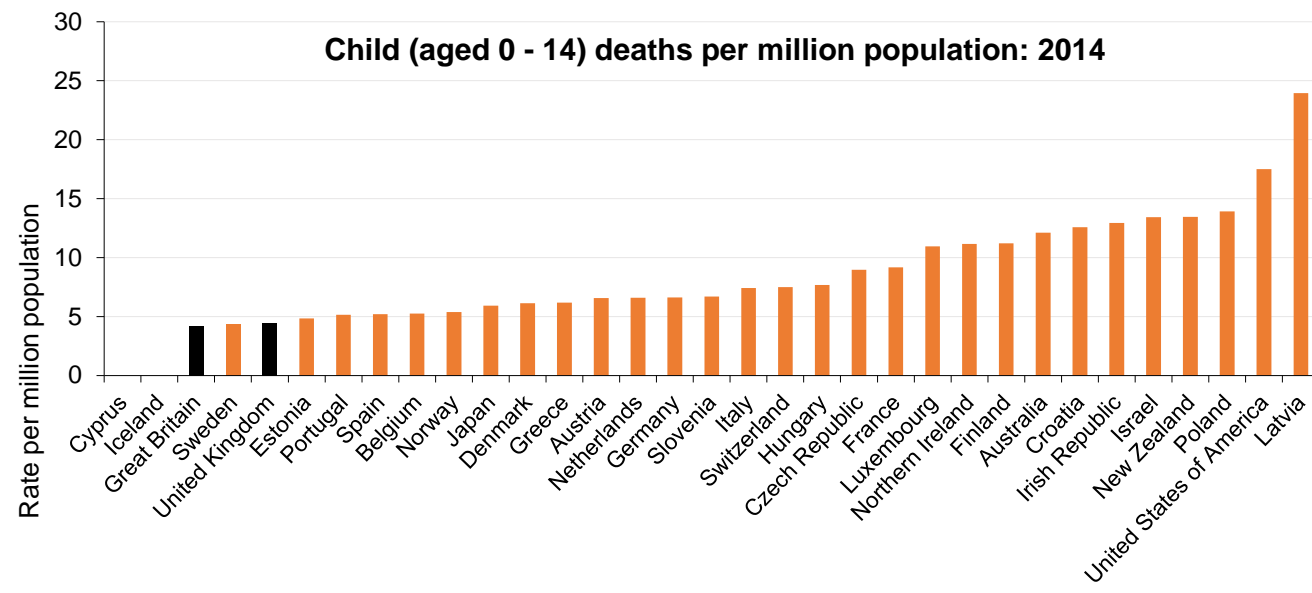
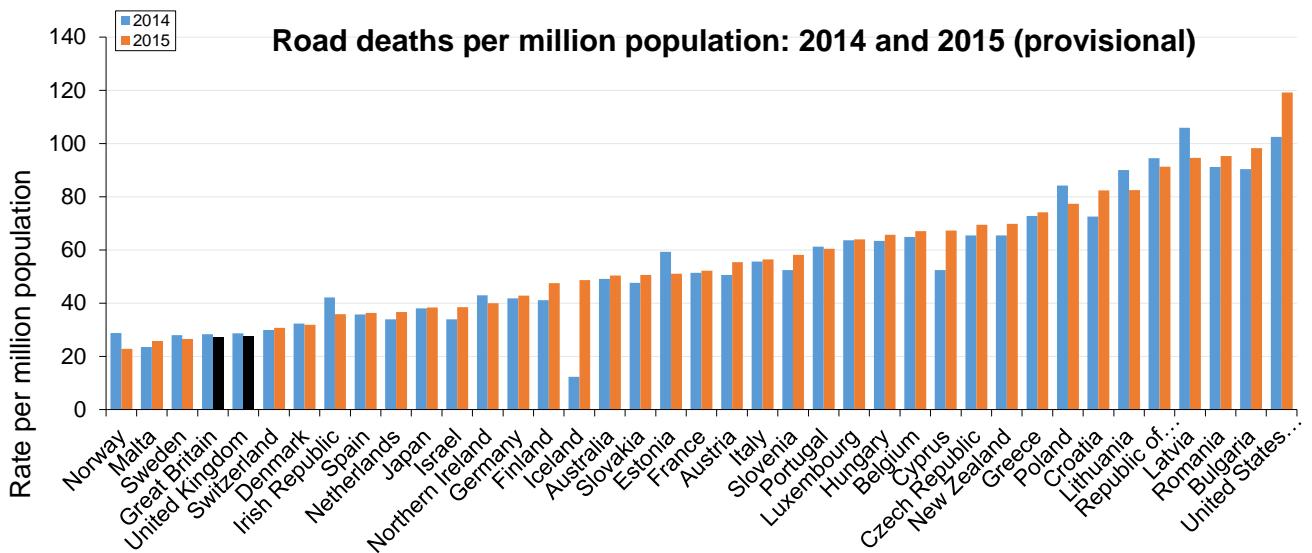
	2014						2015		
	Number of car user deaths	Number of pedestrian deaths	Pedestrian deaths per million population	Pedestrian (aged 0-14) deaths per million population	Children (aged 0-14) deaths per million population	Number of road deaths	Road deaths per million population	Number of road deaths	Road deaths per million population
England	646	377	6.9	2.4	4.1	1,472	27	1,463	27
Wales	56	13	4.2	0.0	0.0	103	33	105	34
Scotland	95	56	10.5	3.5	8.2	200	37	162	30
Great Britain	797	446	7.1	2.4	4.2	1,775	28	1,730	27
Northern Ireland	42	18	9.8	8.4	11.2	79	43	74	40
United Kingdom	839	464	7.2	2.6	4.4	1,854	29	1,804	28
Austria	189	71	8.3	1.6	6.6	430	51	475	55
Belgium	381	106	9.5	0.5	5.3	727	65	755	67
Bulgaria	..	..	..	..	..	655	90	708	98
Croatia	141	73	17.2	6.3	12.6	308	73	348	82
Cyprus	15	10	11.7	0.0	0.0	45	52	57	67
Czech Republic	347	130	12.4	5.1	9.0	688	65	732	69
Denmark	89	22	3.9	0.0	6.1	182	32	180	32
Estonia	33	26	19.8	4.8	4.8	78	59	67	51
Finland	120	36	6.6	2.2	11.2	224	41	260	48
France	1,663	499	7.6	1.6	9.2	3,384	51	3,464	52
Germany	1,575	523	6.5	2.6	6.6	3,377	42	3,475	43
Greece	289	125	11.4	1.9	6.2	795	73	805	74
Hungary	256	152	15.4	0.7	7.7	626	63	647	66
Irish Republic	105	41	8.9	6.0	12.9	194	42	166	36
Italy	1,491	578	9.5	2.4	7.4	3,381	56	3,430	56
Latvia	91	71	35.5	6.8	23.9	212	106	188	95
Lithuania	118	109	37.0	9.2	34.4	265	90	241	82
Luxembourg	24	3	5.5	0.0	11.0	35	64	36	64
Malta	..	..	..	..	..	10	24	11	26
Netherlands	177	50	3.0	1.0	6.6	570	34	620	37
Poland	1,346	1,116	29.4	5.7	13.9	3,202	84	2,938	77
Portugal	223	145	13.9	0.6	5.2	638	61	627	60
Romania	724	697	34.9	13.7	29.0	1,818	91	1,893	95
Slovakia	..	..	..	..	..	258	48	274	51
Slovenia	59	14	6.8	0.0	6.7	108	52	120	58
Spain	722	336	7.2	1.8	5.2	1,661	36	1,688	36
Sweden	122	52	5.4	1.9	4.3	270	28	259	27
Israel	86	116	14.1	8.9	13.4	279	34	322	38
Iceland	3	0	0.0	0.0	0.0	4	12	16	49
Norway	72	18	3.5	1.1	5.4	147	29	118	23
Switzerland	97	43	5.3	3.3	7.5	243	30	253	31
Australia	569	150	6.4	3.2	12.1	1,155	49	1,207	50
Canada	..	..	..	..	..	1,834	52	..	..
Japan	1,053	1,753	13.8	2.8	5.9	4,838	38	4,859	38
New Zealand	182	43	9.5	3.4	13.5	295	65	320	70
Republic of Korea	..	..	..	..	..	4,762	94	4,621	91
United States of America	11,926	4,884	15.3	3.4	17.5	32,675	102	38,300	119

The figures for non United Kingdom countries are outside the scope of National Statistics.

1 In accordance with the commonly agreed international definition, most countries define a fatality as one being due to a road accident where death occurs within 30 days of the accident. The official road accident statistics of some countries however, limit the fatalities to those occurring within shorter periods after the accident. Numbers of deaths and death rates in the above table have been adjusted according to the factors used by the Economic Commission for Europe and the International Transport Forum (ITF) (formerly known as ECMT) to represent standardised 30-day deaths: Italy (7 days) +8%; France (6 days) +5.7%; Portugal (1 day) +14%; Republic of Korea (3 days) +15%.

2 Source: International Road Traffic and Accident Database (OECD), ETSC, EUROSTAT and CARE (EU road accidents database).

International comparisons of road deaths: number and rates for different road users:
by selected countries: 2014 and 2015 (provisional) - Charts



RAS53

Passenger casualty rates for different modes of travel

RAS53001 (alternative number TSGB0107) Passenger casualty rates by mode: 2005-2014¹

Per billion passenger kilometres

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2005-2014 average
Air ²											
Killed	0.00	0.00	0.00	0.01	0.01	0.00	0.01	0.00	0.03	0.01	0.01
KSI ³	0.00	0.00	0.01	0.01	0.01	0.00	0.01	0.00	0.05	0.01	0.01
All ⁴	0.00	0.00	0.01	0.04	0.02	0.00	0.01	0.01	0.10	0.02	0.02
Rail ^{5,6}											
Killed	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0
All	26.0	26.3	23.2	24.5	25.9	26.5	25.4	25.0	26.1	24.1	25.3
Water ⁷											
Killed	0.4	0.4	0.0	1.1	0.5	1.4	0.8	0.0	0.0	0.8	0.5
KSI	39	48	48	89	56	66	93	43	40	47	55.5
Bus or coach ⁸											
Killed	0.2	0.4	0.3	0.1	0.3	0.2	0.2	0.2	0.2	0.2	0.2
KSI	7	9	10	10	8	9	8	7	8	8	9
All	158	152	158	156	138	141	138	118	121	131	147
Car ⁹											
Killed	2.6	2.5	2.2	1.9	1.6	1.3	1.4	1.3	1.2	1.2	1.7
KSI	23	22	20	18	17	15	14	14	13	14	17
All	277	263	251	228	221	209	195	188	172	178	218
Van ⁹											
Killed	0.7	0.6	0.6	0.5	0.4	0.4	0.4	0.4	0.4	0.3	0.5
KSI	7	7	5	5	5	4	4	4	4	4	5
All	73	69	59	55	54	51	51	51	48	51	56
Motorcycles ⁹											
Killed	99	109	100	91	85	81	72	67	71	70	86
KSI	1,127	1,175	1,141	1,113	1,054	1,044	1,119	1,094	1,112	1,168	1,119
All	4,299	4,227	3,972	3,966	3,749	3,764	4,019	3,929	4,011	4,228	4,037
Pedal cycle											
Killed	34	32	33	25	22	23	22	24	22	22	26
KSI	547	542	561	561	568	573	646	668	646	672	607
All	3,839	3,598	3,945	3,566	3,575	3,555	3,889	3,816	3,860	4,074	3,774
Pedestrian											
Killed	36	35	35	31	26	23	24	23	21	24	28
KSI	383	370	380	356	317	312	319	333	288	291	332
All	1,789	1,625	1,657	1,526	1,410	1,441	1,415	1,403	1,281	1,309	1,474

The figures for Air, Rail and Water modes are outside the scope of National Statistics

1 Figures have been revised from those published in previous years. See Notes and Definitions for more details.

[Notes & Definitions](#)

2 Passenger casualties in accidents involving UK registered airline aircraft in UK and foreign airspace.

3 KSI = Killed or seriously injured

4 All = Killed, seriously and slightly injured

5 Financial years and National Rail only.

6 Passenger casualties involved in train accidents and accidents occurring through movement of railway vehicles. Figures up to 2008/09 only include franchised train operators, from 2009/10 they also include the non-franchised operators First Hull Trains, Grand Central and, until it ceased operating in January

7 Passenger casualties on UK registered merchant vessels. From 2010 there are no UK registered Cruise ships.

8 Financial year passenger kilometres data revised from 2004/05. A break in the local bus series (outside London) due to changes in the estimation methodology from 2004/05 mean figures before 2004/05 are not comparable.

9 Driver and passenger casualties.

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Next update: November 2016

RAS54

National Travel Survey Data

RAS54001 Injuries in road accidents, NTS compared to STATS19

Number/percentage

	National Travel Survey (2013/15): Proportion of individuals injured in road accidents ¹			STATS19: GB 2011/15 average	
	Sample size (unweighted)	Last 3 years	Last 12 months	Injured casualties	as a % the of population ⁵
All adults ^{2,3}	43,544	3.8	1.6	170,844	0.3
Males	20,812	4.0	1.8	100,647	0.3
Females	22,732	3.5	1.4	70,190	0.2
Age 16-19	2,417	3.4	1.5	18,171	0.6
Age 20-24	2,936	5.6	2.6	25,608	0.6
Age 25-29	3,158	5.2	2.4	21,035	0.5
Age 30-39	6,687	5.0	2.0	32,431	0.4
Age 40-49	7,460	4.5	1.9	29,785	0.3
Age 50-59	7,028	3.2	1.4	20,715	0.3
Age 60+	13,858	2.0	0.7	23,099	0.2
Children ⁴	10,709	1.5	0.7	17,007	0.1

1 Based on England only resident sample

The figures in this table are National Statistics

2 Includes casualties aged 16 years or over only

3 Includes casualties where the age/gender were not recorded in STATS19

4 Aged < 16 years

5 Based on 2011/15 population average

Source: DfT STATS19, National Travel Survey (Tables NTS0623 and NTS0625) and Office for National Statistics population estimates

[Notes & Definitions](#)

[For details of the estimation methodology, see chapter of 2012 Annual Report:](#)

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RAS54002

Road user type of adults¹ injured in road accidents: NTS (2013/15) based on the details of road accidents in the past three years and STATS19 (2011/15 average)

	Proportion of injured road users	
	National Travel Survey (2013/15) ²	STATS19 (2011/15 average)
Car Occupant	70	63
Cyclist	14	10
Motorcyclist	5	11
Pedestrian	8	10
Other	3	6

1 Includes casualties aged 16 years or over only

2 Based on England only resident sample

Source: DfT STATS19 and National Travel Survey NTS0624

The figures in this table are National Statistics

[Notes & Definitions](#)

For details of the estimation methodology, see chapter of 2012 Annual Report:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/244916/rrcgb2012-04.pdf

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RAS54003 (NTS0624)

Injuries sustained in road accident in the last three years: NTS (2013/15)¹

Type of injury experienced ²	per cent	Medical attention ²	per cent
Slight		No medical attention	25
Whiplash	50	First aid at roadside	12
Minor bruising or cuts	34	At GP surgery	29
Slight shock	25	At a minor injuries unit	7
Sprains	12	At Accident and Emergency	28
		As an inpatient in hospital	4
Serious		Other	11
Fracture/broken bones	9		
Severe shock	5		
Concussion	5		
Severe cuts	5		
Internal injuries	3		
Crushing	2		
Burns	1		
Other	9		

1 Based on England only sample

Source: DfT National Travel Survey (sample size 1,296) Table NTS0624

2 Percentages sum to more than 100 as more than one answer may be given.

3 At least one night spent on a hospital ward

The figures in this table are National Statistics

[Notes & Definitions](#)

For details of the estimation methodology, see chapter of 2012 Annual Report:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/244916/rrcgb2012-04.pdf

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RAS54004

Estimates of the annual non-fatal road casualties in Great Britain using National Travel Survey data compared with casualties recorded in STATS19 (2011/15)

Number (thousands, estimates rounded to nearest 10 thousand)

	Central estimate ^{1,2}	Approx. 95% Confidence Limits		STATS19 Injured casualties (11/15 avg)
		Lower	Upper	
All road casualties	710	630	800	191
Adults	650	560	730	171
Children	70	40	90	17
Seriously injured	80	50*	110*	23
Slightly injured	630	550*	710*	168
Adult casualties:				
Car occupants	440	380	510	107
Pedal cyclists	90	60	120	17
Motorcyclists	30	20	50	19
Pedestrians	50	30	70	17
Others	20	10	40	11

1 Some figures may not add up to the total due to rounding

2 NTS figures are based on England only resident sample but have been multiplied by Great Britain

* these estimates are not approximate confidence limits, but a range to illustrate the uncertainty around

[Notes & Definitions](#)

For details of the estimation methodology, see chapter of 2012 Annual Report:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/244916/rrcgb2012-04.pdf

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Source: STATS19 and National Travel Survey

The figures in this table are outside the scope of National Statistics

The figures in this table are outside the scope of National Statistics

Last updated: 29 September 2016

Next update: September 2017

RAS55

Hospital admissions as a result of road accidents

RAS55050

Estimated number of clinically seriously injured (MAIS3+¹) road casualties and police-reported seriously injured casualties, 1999 - 2015

	England		Great Britain		UK	
	MAIS3+ ²	police-reported	MAIS3+ ²	police-reported	MAIS3+ ²	police-reported
1999	4,019	33,710	4,515	39,122	4,671	40,631
2000	4,055	32,951	4,564	38,155	4,728	39,941
2001	4,025	32,176	4,514	37,110	4,668	38,792
2002	4,188	31,285	4,697	35,976	4,845	37,502
2003	4,311	29,292	4,836	33,707	4,976	34,995
2004	4,267	27,057	4,788	31,130	4,920	32,313
2005	4,399	25,210	4,933	28,954	5,054	30,027
2006	4,453	24,856	5,017	28,673	5,165	29,884
2007	4,541	24,218	5,109	27,774	5,266	28,871
2008	4,287	22,246	4,833	26,034	4,995	27,024
2009	4,386	21,326	4,925	24,690	5,097	25,725
2010	4,092	19,702	4,586	22,660	4,741	23,552
2011	4,368	20,123	4,871	23,122	5,029	23,947
2012 (P)	4,262	20,139	4,759	23,039	4,915	23,834
2013 (P)	4,108	18,957	4,580	21,657	4,741	22,377
2014 (P)	4,436	19,953	4,905	22,807	5,070	23,517
2015 (P)	4,247	19,466	4,692	22,144	4,860	22,855

Source: DfT STATS19, Police Service of Northern Ireland, Hospital Episode Statistics (HES)

1 A casualty is classified as MAIS3+ if it sustains an injury with a score of 3 or higher on the Abbreviated Injury Scale (AIS).

2 The MAIS3+ figures are provisional and subject to revision in future releases. In particular, figures from 2012 onwards are based purely on police-reported figures plus the 2011 correction factor and will be revised in the future.

3 Further information on the methodology used to produce these figures can be found in the MAIS3+ article at:

www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2015

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[Notes & Definitions](#)

Last updated: 29 September 2016

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RAS60

Accident and casualty costs

RAS60001

Average value of prevention¹ per reported casualty and per reported road accident²: GB 2015

Accident/casualty type	£2015	
	Cost per casualty	Cost per accident
Fatal	1,783,556	2,005,664
Serious	200,422	229,757
Slight	15,450	24,194
Average for all severities	53,878	76,466
Damage only	-	2,142

1 The costs were based on 2015 prices and values

The figures in this table are National Statistics

2 The number of reported road accidents were based on 2015 data

[Notes & Definitions](#)

For further information on Transport Analysis Guidance - WebTAG, see: <http://www.dft.gov.uk/webtag/index.php>

For more information on the accident and casualty analysis, see the chapter in the 2012 Annual Report:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/244913/rrcgb2012-02.pdf

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Source: STATS19, Transport Analysis Guidance - WebTAG

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RAS60002

Average value of prevention¹ of reported road accidents² by road type: GB 2015

£ 2015

Accident Type	Road Type			All Roads
	Built-up roads ³	Non Built-up roads ⁴	Motorways ⁵	
Fatal	1,922,917	2,066,360	2,121,965	2,005,664
Serious	221,054	248,472	258,769	229,757
Slight	22,880	27,598	32,964	24,194
All injury accidents	61,966	125,975	94,161	76,466
Damage only	2,027	2,964	2,848	2,142
All accidents	5,233	16,942	13,465	6,715

1 The costs were based on 2015 prices and values

The figures in this table are National Statistics

2 The number of reported road accidents were based on 2015 data

Source: STATS19, Transport Analysis Guidance - WebTAG

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

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

5 Includes motorways and A(M) roads

For further information on Transport Analysis Guidance - WebTAG, see: <http://www.dft.gov.uk/webtag/index.php>

For more information on the accident and casualty analysis, see the chapter in the 2012 Annual Report:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/244913/rrcgb2012-02.pdf

[Notes & Definitions](#)

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Last updated: 29 September 2016

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RAS60003

**Total value of prevention¹ of reported accidents by severity² and cost element:
GB 2015**

£ million (2015 prices)

Accident severity	Cost Elements						Total
	Casualty related costs			Accident related costs			
	Lost output	Medical and Ambulance	Human costs	Police costs	Insurance and admin	Damage to property	
Fatal	1,073	9	2,107	32	1	19	3,241
Serious	528	317	3,599	46	4	110	4,604
Slight	387	164	1,846	70	15	383	2,865
All injury accidents	1,989	491	7,552	147	19	512	10,710
Damage only accidents	0	0	0	81	125	4,370	4,577
Non-fatal accidents not reported to the police ³	2,534	1,323	14,964	0	53	1,388	20,263
All accidents	4,523	1,814	22,516	229	197	6,270	35,550

1 The costs were based on 2015 prices and values

The figures in this table are National Statistics

The costs are based on estimated real costs for lost output, medical and ambulance, police, insurance and admin and damage to property.

The human costs are based on the 'willingness to pay' principle. More information is provided in

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/244913/rrcgb2012-02.pdf

2 The number of reported road accidents were based on 2015 data

3 Produced using the estimated number of non-fatal road casualties that were not reported to the police. See table ras54004.

[Notes & Definitions](#)

For further information on Transport Analysis Guidance - WebTAG, see: <http://www.dft.gov.uk/webtag/index.php>

For more information on the accident and casualty analysis, see the chapter in the 2012 Annual Report:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/244913/rrcgb2012-02.pdf

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Source: STATS19, Transport Analysis Guidance - WebTAG

Last updated: 29 September 2016

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RAS60004

**Total value of prevention¹ of accidents² by severity and road type:
GB 2015**

					£ million
Accident severity	Road Type			All roads	
	Built-up roads ³	Non built-up roads ⁴	Motorways ⁵		
Fatal	1,386	1,651	204	3,241	
Serious	3,075	1,370	159	4,604	
Slight	2,081	624	159	2,865	
All reported injury accidents	6,542	3,645	523	10,710	
Damage only accidents	3,788	669	120	4,577	
Non-fatal injury accidents not reported to the police ⁶	-	-	-	20,263	
All accidents	-	-	-	35,550	

1 The costs were based on 2015 prices and values

2 The number of reported road accidents were based on 2015 data

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

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

5 Includes motorways and A(M) roads

6 Produced using the estimated number of non-fatal road casualties that were not reported to the police. See table ras54004.

Source: STATS19, Transport Analysis Guidance - WebTAG

The figures in this table are National Statistics

[Notes & Definitions](#)

For further information on Transport Analysis Guidance - WebTAG, see: <http://www.dft.gov.uk/webtag/index.php>

For more information on the accident and casualty analysis, see the chapter in the 2012 Annual Report:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/244913/rrcgb2012-02.pdf

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Last updated: 29 September 2016

Next update: September 2017

RAS61

Motor Offences

TSGB0811 (Alternative number RAS61001): Motoring offences

Findings of guilt at all courts: Includes all motoring offences which have resulted in a finding of guilt either after a summary trial at Magistrates' Court or else at the Crown Court. The figures relate to persons for whom these offences were the principal offences for which they were dealt with. When a defendant has been found guilty of two or more offences it is the offence for which the heaviest penalty is imposed. Where the same disposal is imposed for two or more offences, the offence selected is the offence for which the statutory maximum penalty is the most severe. Offences have been aggregated in ras61001 according to the groupings in the 'offences' worksheet.

Fixed penalty notices: A large number of motoring offences are dealt with by fixed penalty notices. Under the extended fixed penalty system introduced by the Transport Act 1982, now incorporated in Part III of the Road Traffic Offenders Act 1988, the police can issue fixed penalty notices for a wide range of offences. The court can automatically register an unpaid notice as a fine without any court appearance.

Written warnings: These include cautions given in lieu of prosecutions for offences where there would have been enough evidence to support a prosecution. Informal warnings and advice, whether oral or written, are not included.

Obstruction, waiting and parking offences are dealt with both by fixed penalty notices and penalty charge notices. Penalty Charge Notices are issued by Local Authorities under Civil Parking Enforcement powers. The fall in fixed penalty notices issued by the police can be attributed mainly to more local authorities issuing Penalty Charge Notices. Further information on decriminalised parking, including data collected from Local Authorities by the Department for Transport can be found at:

<http://www.dft.gov.uk/statistics/releases/civil-parking-enforcement-statistics-200910>

RAS61001 Offence groupings

The following offence groupings have been used to aggregate Ministry of Justice data (from the "Motoring data tool" available at: ["Criminal justice system statistics quarterly: December 2014"](#))

Offence group	Offence type
Dangerous, careless or drunken driving etc	01. Causing death by dangerous driving 02. Causing death by careless driving under influence of drink or drugs 03. Causing death by careless or inconsiderate driving 04. Causing death by driving unlicensed, disqualified or uninsured drivers 05. Causing death by aggravated vehicle taking 06. Causing serious injury by careless driving 07. Causing bodily harm by furious driving 08. Causing danger by interfering with a vehicle, road or traffic equipment 09. Dangerous driving 10. Driving with alcohol in the blood above the prescribed limit 11. Driving and failing to provide specimen for analysis (breath, blood or urine) 12. In charge of motor vehicle with alcohol in the blood above the prescribed limit 13. In charge of motor vehicle while unfit through drink or drugs (impairment) 14. In charge of motor vehicle and failing to provide specimen for analysis (breath, blood or urine) 15. In charge of stolen vehicle while unfit through drink (impairment) 16. In charge of stolen vehicle while unfit through drugs (impairment) 17. Unfit to drive through drink (impairment) 18. Unfit to drive through drugs (impairment) 19. Unfit to drive through drink or drugs (impairment) 20. Failing to provide specimen for initial breath test 21. Failing to allow specimens of blood to be subjected to laboratory test 22. Using or causing others to use a mobile phone whilst driving 23. Careless driving offences (excl. mobile phone offences)
Accident offences	24. Failing to stop after accident, etc 25. Failing to report accident within 24 hours 26. Failing to give name and address after accident
Unauthorised taking or theft of motor vehicle	27. Causing injury and damage by aggravated vehicle taking 28. Summary aggravated vehicle taking 29. Causing criminal damage of £5000 or under by aggravated vehicle taking 30. Theft of a motor vehicle
Licence, insurance and record keeping offences	31. Driving while disqualified 32. Driving or causing or permitting another person to drive other than in accordance with licence 33. Other driving licence related offences 34. Using motor vehicle uninsured against third party risks 35. Keeping vehicle which does not meet insurance requirements 36. Making false statements or withholding material information 37. Other insurance offences (excluding fraud and forgery) 38. Vehicle registration and excise licence offences 39. Work record and employment offences 40. Fraud and forgery: Driving licence 41. Fraud and forgery: Insurance certificate 42. Fraud and forgery: Registration and licensing 43. Fraud and forgery: Other
Vehicle test and condition offences	44. Defective vehicle parts 45. Vehicle test offences
Speed limit offences	46. Speed limit offences
Other offences relating to motor vehicles	47. Neglecting road regulations (other than speeding) 48. Failing to supply information as to identity of driver when required 49. Miscellaneous (other) offences

RAS61001 (TSGB0811)

Motor vehicle offences: findings of guilt at all courts, fixed penalty notices and written warnings by type of offence, England and Wales: 2004-2014

	Thousands of offences										
	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Offence type:											
Dangerous, careless or drunken driving etc	204	249	284	244	239	249	235	226	186	138	111
Accident offences	6	6	6	6	4	6	5	5	4	4	4
Speed limit offences	2,071	2,134	1,977	1,607	1,351	1,201	1,103	851	843	828	891
Unauthorised taking or theft of motor vehicle	12	11	11	10	9	9	8	7	6	5	5
Licence, insurance and record keeping offences	543	476	444	408	376	352	316	278	248	237	219
Vehicle test and condition offences	35	36	39	50	71	83	89	90	86	89	70
Other offences relating to motor vehicles ³	1,462	1,163	1,055	1,005	883	780	670	510	425	325	234
All offences	4,333	4,075	3,814	3,330	2,933	2,679	2,426	1,966	1,799	1,625	1,534

1. For details on vehicle offences dealt with by the courts see Ministry of Justice Statistical Bulletin, "Criminal justice system statistics quarterly: December 2014" and associated "Motoring data tool"
<https://www.gov.uk/government/statistics/criminal-justice-system-statistics-quarterly-december-2014>

2. For details on fixed penalty notices and written warnings see Home Office Statistical Bulletin, "Police powers and procedures England and Wales year ending 31 March 2015".
<https://www.gov.uk/government/statistics/police-powers-and-procedures-england-and-wales-year-ending-31-march-2015>

3. From 2011 onwards this category includes fixed penalty notices for offences relating to the failure of employers to monitor and observe limits on hours of driving, to ensure rest requirements are being met.

4. Data for 2011, 2012, 2013 and 2014 extracted from PentiP are not directly comparable with data from the previous system.

5. The figures in this table have been revised from previous versions as the Ministry of Justice data on findings of guilt at all courts for motoring offences are now published on a principle offence basis.
 In contrast, previous versions of this table contained all offences i.e. principal and secondary.

Contact: statistics.enquiries@justice.gsi.gov.uk
 Source - Ministry of Justice

Last updated: 10 December 2015
 Next update: tbc
 The figures in this table are National Statistics

Reported Road Casualties in Great Britain: notes, definitions, symbols and conventions

Notes

The statistics refer to personal injury accidents on public roads (including footways) which become known to the police within 30 days. In particular, damage-only accidents, with no human casualties or accidents on private roads or car parks are not included. The data are collected by police at the scene of an accident or in some cases reported by a member of the public at a police station. Some 50 data items are collected for each accident, including the time and location of the accident, the types of vehicles involved and what they were doing at the time of the accident, and some information on the drivers and casualties involved. The data are processed and then passed by the police (or their agent) to the Department for final checking and analysis.

The form (STATS19) used to collect the statistics and instructions (STATS20) which give more detail on the definitions used for completion) are published by the Department for Transport, the Scottish Government and the Welsh Assembly Government, on the DfT website at: <https://www.gov.uk/transport-statistics-notes-and-guidance-road-accident-and-safety>.

As noted above, statistics on road safety in Great Britain are mostly based on accidents reported to the police via the STATS19 system. Comparisons with death registration statistics show that very few, if any, road accident fatalities are not reported to the police. However, it has long been known that a considerable proportion of non-fatal casualties are not known to the police, as hospital, survey and compensation claims data all indicate a higher number of casualties than are reported.

The Department produces an annual 'best estimate' of the total number of road casualties in Great Britain each year, including those not reported to police. This is derived primarily from National Travel Survey (NTS) data, which, from 2013 is based on an England only resident sample. The latest such estimates, along with a description of how they have been derived and their limitations, are set out in an annual article published in the Reported Road Casualties Great Britain annual report.

The STATS19 data are therefore not a complete record of all injury accidents and this should be borne in mind when using and analysing the data. However, they remain the most detailed, complete and reliable single source of information on road casualties covering the whole of Great Britain, in particular for monitoring trends over time.

Definitions

Accident: Involves personal injury occurring on the public highway (including footways) in which at least one road *vehicle* or a *vehicle* in collision with a *pedestrian* is involved and which becomes known to the police within 30 days of its occurrence. One accident may give rise to several *casualties*. "Damage-only" accidents are not included in this publication.

Adults: Persons aged 16 years and over (except where otherwise stated).

Agricultural vehicles: Mainly comprises agricultural tractors (whether or not towing) but also includes mobile excavators and front dumpers.

Built-up roads: *Accidents* on "built-up roads" are those which occur on roads with *speed limits* (ignoring temporary limits) of 40 mph or less. "Non built-up roads" refer to speed limits over 40 mph. *Motorway accidents* are shown separately and are excluded from the totals for built-up and non built-up roads.

Buses and coaches: Buses or coaches equipped to carry 17 or more passengers, regardless of use.

Cars: Includes *taxis*, estate cars, three and four wheel cars and minibuses except where otherwise stated. Also includes motor caravans prior to 1999.

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

Children: Persons under 16 years of age (except where otherwise stated).

Darkness: From half an hour after sunset to half an hour before sunrise, i.e. "lighting-up time".

Daylight: All times other than *darkness*.

DfT: Department for Transport

Drivers: Persons in control of *vehicles* other than *pedal cycles*, *motorcycles* and ridden animals (see *riders*). Other occupants of *vehicles* are *passengers*.

Failed breath test: *Drivers* or *riders* who were tested with a positive result, or who failed or refused to provide a specimen of breath (see note on Table RAS51002 in "Notes to individual tables" for the coverage of breath test data).

Fatal accident: An accident in which at least one person is *killed*.

Goods vehicles: These are divided into two groups according to vehicle weight. They include tankers, tractor units without their semi-trailers, trailers, articulated vehicles and pick-up trucks.

Heavy goods vehicles (HGV): Goods vehicles over 3.5 tonnes maximum permissible gross vehicle weight (gvw).

Light goods vehicles: Goods vehicles, mainly vans (including car derived vans), not over 3.5 tonnes maximum permissible gross vehicle weight.

Injury accident: An *accident* involving human injury or death.

Killed: Human casualties who sustained injuries which caused death less than 30 days (before 1954, about two months) after the *accident*. Confirmed suicides are excluded.

KSI: Killed or seriously injured.

Light Goods Vehicle: see *Goods vehicles*

Motorcycles: Two-wheel motor vehicles, including mopeds, motor scooters and motor cycle combinations.

Motorways: Motorway and A(M) roads.

Mobility scooter: A powered wheelchair or scooter with a maximum unladen weight of 150kg and a maximum speed of 8mph.

Other roads: All B, C and unclassified roads, unless otherwise noted (i.e. Table RAS30009).

Other vehicles: Other *vehicles* include ambulances, fire engines, trams, refuse *vehicles*, road rollers, *agricultural vehicles*, excavators, mobile cranes, *mobility scooters* and motorised wheelchairs etc, except where otherwise stated. Also included are non motorised *vehicles* include those drawn by an animal, ridden horse, wheelchairs without a motor, street barrows etc, except where otherwise stated. In certain tables "*other vehicles*" may also include *buses and coaches* and/or *goods vehicles*, as indicated in a footnote.

Passengers: Occupants of *vehicles*, other than the person in control (the *driver* or *rider*). Includes pillion passengers.

Pedal cycles: Includes tandems, tricycles and toy cycles ridden on the carriageway. From 1983 the definition includes a small number of cycles and tricycles with battery assistance with a maximum speed of 15 mph.

Pedal cyclists: *Riders* of *pedal cycles*, including any *passengers*.

Pedestrians: Includes children riding toy cycles on the footway, persons pushing bicycles, pushing or pulling other *vehicles* or operating pedestrian-controlled *vehicles*, those leading or herding animals, children in prams or buggies, and people who alight safely from *vehicles* and are subsequently injured.

Riders: Persons in control of *pedal cycles*, *motorcycles* or ridden animals. Other occupants of these *vehicles* are *passengers*.

Road users: Pedestrians and vehicle riders, drivers and passengers.

Rural Roads: Major roads and minor roads outside urban areas and having a population of less than 10 thousand.

Serious accident: One in which at least one person is seriously injured but no person (other than a confirmed suicide) is *killed*.

Serious injury: An injury for which a person is detained in hospital as an “in-patient”, or any of the following injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushings, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries causing death 30 or more days after the *accident*. An injured *casualty* is recorded as *seriously* or *slightly injured* by the police on the basis of information available within a short time of the *accident*. This generally will not reflect the results of a medical examination, but may be influenced according to whether the casualty is hospitalised or not. Hospitalisation procedures will vary regionally.

Severity: Of an *accident*, the severity of the most severely injured *casualty* (either *fatal*, *serious* or *slight*). Of a *casualty*; *killed*, *seriously injured* or *slightly injured*.

Slight accident: One in which at least one person is *slightly injured* but no person is *killed* or *seriously injured*.

Slight injury: An injury of a minor character such as a sprain (including neck whiplash injury), bruise or cut which are not judged to be severe, or slight shock requiring roadside attention. This definition includes injuries not requiring medical treatment.

Speed limits: Permanent speed limits applicable to the roadway.

Taxi: Any vehicle operating as a hackney carriage, regardless of construction, and bearing the appropriate district council or local authority hackney carriage plates. Also includes private hire cars.

Users of a vehicle: All occupants, i.e. *driver* (or *rider*) and *passengers*, including persons injured while boarding or alighting from the *vehicle*.

Urban Roads: Major and minor roads within an urban area with a population of 10 thousand or more. The definition is based on the 1991 Office of the Deputy Prime Minister definition of urban settlements. The urban areas used for tables in bulletins from 2013 are based on 2011 census data. Earlier bulletins are based on 2001 census data.

Vehicles: Vehicles (except *taxis*) are classified according to their structural type and not according to their employment or category of licence at the time of an *accident*.

Vehicles involved in accidents: *Vehicles* whose *drivers* or *passengers* are injured, which hit and injure a *pedestrian* or another *vehicle* whose *driver* or *passengers* are injured, or which contributes to the *accident*. *Vehicles* which collide, after the initial

accident which caused injury, are not included unless they aggravate the degree of injury or lead to further *casualties*. Includes *pedal cycles* ridden on the footway.

Symbols and conventions used

Rounding of figures: In tables where figures have been rounded, there may be an apparent slight discrepancy between the sum of the constituent items and the total as shown.

Symbols: The following symbols have been used throughout:

0 = nil or negligible (less than half the final digit shown).

.. = not available/applicable.

Conversion factor: 1 mile = 1.6093 kilometres.

Billion = One thousand million = 1000,000,000 = 10^9

Notes to individual tables

A list of the table numbers can be found in the index sheet of all Road Safety Statistics tables

RAS10004 – The total number of accidents is classified according to the number of each severity of injury resulting from them.

RAS10006 – “Raining” includes drizzle, hail and sleet not tending to build up a deposit. “Snowing” includes sleet building up a deposit. “Fog” does not include light mist if it does not constitute a driving hazard on the road where the accident occurred.

RAS10008 – Carriageway hazards are recorded as such, whether or not the animal or object concerned was hit and whether or not its presence is known to have contributed to the accident. “Other object in carriageway” comprises those not expected to be found in the carriageway; it does not include permanent features such as a bollard or pedestrian refuge. “Animal in carriageway” includes led animals, but not ridden horses which are recorded separately on the accident statistics report.

RAS10009 – An accident is considered to be at a junction if it is within 20 metres of an intersection or roundabout. Grade separated crossings (by bridge or underpass) are not junctions. “Roundabout” includes mini-roundabout junctions, “T junction” includes slip roads joining dual carriageways. “Crossroads” includes only junctions where the alignments of both of the roads are uninterrupted, whatever the angle of the crossing, i.e. the arms are not staggered. If there is more than one junction within 20 metres of the accident, the nearest is coded.

RAS10010 – This table only covers accidents where one vehicle is involved. It does not cover accidents involving two or more vehicles.

RAS10011 – In column 6, “other combination” means that at least one of the vehicles involved is not a car.

RAS20003 – This table shows the number of vehicles involved in fatal, serious, and slight accidents and data for other vehicles (i.e. taxis and minibuses) that usually come within the definition of a “car” in this publication.

RAS20005 – Although pedal cycles are occasionally reported as having been involved in accidents on motorways, no attempt is made to estimate cycle traffic on motorways or to calculate corresponding rates. In other cells of the table, the rates are subject to uncertainty because of the small number of involvements (see RAS20004) and because the traffic estimates are based on a small number of counting points.

RAS20007 – “Skidded” does not include vehicles which also jack-knifed. A vehicle which, as a result of the accident, was at any time on its roof, side, front or rear is recorded as having overturned, even though it may have come to rest on its wheels.

RAS20008 – In all cases the manoeuvres are those being performed immediately before the accident. For definition of “at a junction” see note to RAS10009.

RAS20010 – The journey purpose of around three quarters of drivers/riders of non-commercial vehicles is either classified as “other” or “unknown”. These two categories cannot be separated although changes to the collection of data may make this possible

in the future. It is therefore likely that, for example, the number of work trips is under-reported.

RAS30013 – The casualty rates for each type of vehicle have been calculated by dividing the number of user casualties by the total amount of traffic estimated for the particular type of vehicle. For pedal cyclists, an additional rate has been provided, based on the National Travel Survey (NTS).

RAS30017 – The table gives the number of casualties in accidents involving different types of vehicle. As a large proportion of accidents involve two or more vehicles, not necessarily of the same type, many casualties will be counted in two or more columns of this table. Pedestrian casualties are included under each type of vehicle involved in the accident. For example (first row, under the heading “Car”), 249 road users were killed in accidents on built-up A roads in which a car was involved.

RAS30018 – The casualty rates, for a particular type of vehicle, have been calculated by dividing the number of user or pedestrian casualties by the total amount of traffic estimated for the particular type of vehicle on a particular class of road.

RAS30019 – This table shows the number of casualties in fatal, serious, and slight accidents for each of the road user types listed and these are further split by drivers or riders and passengers.

RAS30020 – Casualty rates are calculated by dividing the number of casualties of each road user type by the total number of vehicle miles or kilometres travelled by that vehicle type each month. In calculating rates, no allowance has been made for the number of persons per vehicle, which may vary from month to month.

The table shows separate monthly casualties in respect of motorcycles and passenger car users as distinct from the remainder of the “car” category. Monthly rates are only possible for the groups shown.

RAS30027 – A “zebra” crossing has broad black and white stripes on the road and orange flashing beacons. A “pelican” or “puffin” crossing has lights controlling the traffic including a flashing amber phase, and lights controlling pedestrians (or pedestrians and cyclist/horse riders) including a flashing “green man” phase. This category also includes any crossing with traffic lights which is not a pelican/puffin/toucan crossing but which has an indicator light for pedestrians only. “Light controlled junction (with pedestrian phase)” is any crossing with traffic lights at a junction, with a “green man phase” or other indicator light for pedestrians, this does not include normal traffic signals with pedestrian stud crossing points but no special indicator lights for pedestrians. Crossings with “human control” are those controlled by school crossing (“lollipop”) patrols and other authorised persons (police, traffic wardens).

RAS30030 – This table reports the number of child casualties which occur during term time (based on local authority term dates) and in the hours in which children may be expected to be making a journey to or from school, although the actual reason for the journey cannot be certain.

RAS30035 – This table compares the number of registered road deaths (as published by the Registrars General) with all accidental deaths and with deaths from all causes (both of which include registered road deaths). Road deaths published by the Registrars General are based on the date of death as opposed to the date of death registration.

They differ from the STATS19 figures that are restricted to deaths within 30 days of an accident. Year to year fluctuations occur due to time lags between accident and death and registration of death.

RAS30037 – See note to RAS20010

RAS40001 – The completeness of reporting for slight injuries may vary over such a long time period. The reporting rate is especially influenced by public attitudes about reporting to the police, and the police awareness of the requirement to collect a defined long range of slight injury accidents.

RAS40002 – The casualties in columns 3 to 6 are those resulting from the accidents in column 1. They are classified by severity of injury suffered by the casualty (columns) and by the severity of accident, i.e. of the most severely injured casualty in the accident (rows).

RAS40003 – Provides for each speed limit in common use, the number of accidents and casualties on major roads - motorways (including A(M) roads) and A roads - and on minor roads. An accident on a road with any other limit is included with those of the next higher limit.

RAS40004 – Columns 1 and 2 give, for each vehicle type, the number of accidents in which only one such vehicle was involved, showing the user casualties and any pedestrian casualties involved; e.g. in the All Areas table, 853 accidents involved only a pedal cycle, giving rise to 856 cyclist casualties (riders and passengers); a further 461 accidents also involved 467 pedestrian casualties as well as 132 cyclist casualties.

Columns 3 to 10 analyse two-vehicle accidents according to both vehicle types, also giving, by severity of injury, the casualties for the users of the vehicle class defined on the left (under vehicle A) and pedestrians who were (first) hit by vehicles of that class. Thus 16,932 accidents involved a pedal cycle and a car, resulting in 16,847 pedal cyclist casualties and 23 pedestrian casualties hit by the pedal cycle. The car user casualties and pedestrians hit by cars, in these same accidents, appear in the fourth group of column 3. Where both vehicles are of the same class, the casualties refer to those deriving from both vehicles, e.g. 41,462 accidents involved two cars with 63,272 car occupant casualties, with 807 pedestrians hit by one or other car.

Column 11 shows the total number of two vehicle accidents for the vehicle class defined on the left (under vehicle A).

Column 12 includes all accidents involving 3 or more vehicles, at least one of which is of the class on the left (under vehicle A), together with casualties associated with that class in such accidents; e.g. 659 such accidents involved at least one pedal cycle, with 764 cyclist casualties but with no pedestrians involved. Other casualties in these accidents would appear against the other vehicle classes concerned.

Column 13 is the sum of columns 1, 2, 11, and 12. In multi-vehicle accidents, the accidents (but not casualties) are multi-counted; e.g. the total number of accidents involving goods vehicles is the sum of involving 13,315 light goods vehicles (LGV) and 6,389 heavy goods vehicles (HGV) less the 276 accidents which involved both an HGV and a LGV and less any of the 3 or more vehicle accidents which involved at least one of each.

RAS40005 – This table shows the number of vehicles involved in accidents and (where applicable) the number which were Left Hand Drive, the number of accidents involving these vehicles and casualties arising from these accidents.

RAS51002 – The figures relate to drivers (or riders) of cars, motor vehicles and motorcycles involved in accidents, whether or not the driver was a casualty. The first line gives the number of all such drivers of accident involved vehicles, including those who were not with their vehicles or not contacted by the police, as well as cases where injury or circumstances would have prevented a breath test. The second line gives the number required to take a breath test near the place of the accident, or at a hospital in the case of a casualty admitted there as a patient, provided the doctor in charge of the patient has not objected; it does not include breath tests at a police station following an arrest. The fourth line gives the number of positive tests, which indicated a breath alcohol concentration in excess of 35 micrograms per 100 millilitres of blood, plus the number of drivers required to provide a breath test who either refused or failed to provide a specimen of breath. No account is taken of whether or not a possible second breath test, or blood or urine test, confirmed the results, and whether or not a prosecution followed.

RAS51003 and ras51004 – See note to RAS51002 for the coverage of breath test data. The small number of breath tests which have been recorded as carried out on pedal cyclists have been excluded.

RAS52001 – Provisional 2014 fatality and fatality rates per million population have been included together with 2013 data. Population data used for 2014 are ONS 2011 census - based population estimates.

RAS53001 – There have been a number of small changes due to revisions in road traffic and rail usage data to this table, but these have had little effect on the comparisons of the different modes.

For rail, the figures in this table have been sourced from the Rail Safety and Standards Board (RSSB). In versions of this table published in previous years they were based on casualties recorded by the Office of Rail Regulation (ORR) within a database called SIGNAL. Data from previous years have been revised to the RSSB figures to provide a consistent time series.

For Maritime, the latest table contains revisions to various years data between 2000 and 2006. For further details see the Annual Report by the Marine Accident Investigations Branch at www.maib.gov.uk.

For Pedestrians, exposure is calculated using trip data from the National Travel Survey (NTS) which, from 2013, is based on an England only resident sample. There is an apparent under-recording of short walks in 2002-2003 and in 2007- 2008 compared to other years. See section 1 of National Travel Survey 2008 Bulletin at: <http://www.dft.gov.uk/pgr/statistics/datatablespublications/personal/mainresults/nts2008/> For 2011 data, 2010 NTS data is used together with projected 2011 population data.

Passenger casualty rates given in the table can be interpreted as the risk a traveller runs of being injured, per billion kilometres travelled. The coverage varies for each mode of travel and the definitions of injuries and accidents are different. Thus care should be exercised in drawing comparisons between the rates for different modes. Further information can be found in article 7 of RCGB 2007 (page 79).

The table provides information on passenger casualties and where possible travel by drivers and other crew in the course of their work has been excluded. Exceptions are for private journeys and those in company owned cars and vans where drivers are included. Figures for all modes of transport exclude confirmed suicides and deaths through natural causes. Figures for air, rail and water exclude trespassers and rail excludes attempted suicides. Accidents occurring in airports, seaports and railway stations that do not directly involve the mode of transport concerned are also excluded; for example, injuries sustained on escalators or falling over packages on platforms.

The following definitions are used:

Air: Accidents involving UK registered airline aircraft in UK and foreign airspace. Fixed wing and rotary wing aircraft are included but air taxis are excluded. Accidents cover UK airline aircraft around the world not just in the UK.

Rail: Train accidents and movement accidents involving people on board trains or in the act of boarding or alighting from them in Great Britain. These figures only cover National Rail, and do not cover accidents on Eurotunnel, London Underground, trams, other rail guided systems and trolley vehicle systems.

Water: Figures for travel by water include both domestic and international passenger carrying services of UK registered merchant vessels.

Road: Figures refer to Great Britain and include accidents occurring on the public highway (including footways) in which at least one road vehicle or a vehicle in collision with a pedestrian is involved and which becomes known to the police within 30 days of its occurrence. Figures include both public and private transport. More information and analyses on road accidents and casualties can be found in Part 4: Road traffic, freight, accidents and motor vehicle offences.

Bus or coach: Figures for work buses are included.

Car: Includes taxis, invalid tricycles, three and four wheel cars and minibuses. Prior to 1999 motor caravans were also included.

Van: Vans mainly include vehicles of the van type constructed on a car chassis. These are defined as those vehicles not over 3.5 tonnes maximum permissible gross vehicle weight.

Motorcycles: Mopeds, motor scooters and two-wheeled motor vehicles (including motor cycle combinations).

Pedal cycle: Includes tandems, tricycles and toy cycles ridden on the carriageway.

Pedestrian: Includes persons riding toy cycles on the footway, persons pushing bicycles, pushing or pulling other vehicles or operating pedestrian controlled vehicles, those leading or herding animals, occupants of prams or wheelchairs, and people who alight safely from vehicles and are subsequently injured.

RAS55050 – This table contains provisional estimates of the number of people seriously injured in road traffic accidents in the UK for 1999 to 2015 using a clinical definition. These estimates have been produced using data on road casualties admitted to hospital contained in Hospital Episode Statistics (HES) as well as data on road casualties in road traffic accidents reported to the police (Stats19). This definition is based on the Maximum Abbreviated Injury Scale (MAIS3+). A casualty that sustains an injury with a score of 3 or higher on the Abbreviated Injury Scale (AIS) is classified as MAIS3+. The table also includes seriously injured casualties reported in Stats19 police data for comparison.

RAS61001 – The figures in this table have been revised from previous versions as the Ministry of Justice data on findings of guilt at all courts for motoring offences are now published on a principle offence basis. In contrast, previous versions of this table contained all offences i.e. principal and secondary.

Findings of guilt at all courts: Includes all motoring offences which have resulted in a finding of guilt either after a summary trial at Magistrates' Court or else at the Crown Court. The figures relate to persons for whom these offences were the principal offences for which they were dealt with. When a defendant has been found guilty of two or more offences it is the offence for which the heaviest penalty is imposed. Where the same disposal is imposed for two or more offences, the offence selected is the offence for which the statutory maximum penalty is the most severe.

Fixed penalty notices: A large number of motoring offences are dealt with by fixed penalty notices. Under the extended fixed penalty system introduced by the Transport Act 1982, now incorporated in Part III of the Road Traffic Offenders Act 1988, the police can issue fixed penalty notices for a wide range of offences. The court can automatically register an unpaid notice as a fine without any court appearance.

Written warnings: These include cautions given in lieu of prosecutions for offences where there would have been enough evidence to support a prosecution. Informal warnings and advice, whether oral or written, are not included.

Obstruction, waiting and parking offences are dealt with both by fixed penalty notices and penalty charge notices. Penalty Charge Notices are issued by Local Authorities under Civil Parking Enforcement powers. The fall in fixed penalty notices issued by the police can be attributed mainly to more local authorities issuing Penalty Charge Notices. Further information on decriminalised parking, including data collected from Local Authorities by the Department for Transport can be found at:

<https://www.gov.uk/government/collections/civil-parking-enforcement-statistics>

Traffic Penalty Tribunal may hold information for later years in their annual reports, available: <http://www.trafficpenaltytribunal.gov.uk/publications/>

Calendar of events affecting road safety and traffic

1903-1904: Motor Car Act introduced driving licences. Vehicle braking requirements are introduced for the first time.

1926 Driving whilst unfit through drink became an offence.

1927: First automatic traffic light signals installed.

1930: Speed limit of 20 mph is abolished for cars and cycles. PSVs are limited to 30 mph and maximum working hours for PSV and goods vehicle drivers are introduced. Testing for some driving licences is made compulsory. Third party insurance cover becomes necessary. Minimum driving age set. Driving whilst unfit through drugs became an offence.

1931: Highway Code first issued.

1934-1935: In built-up areas a speed limit of 30 mph is made compulsory. HGV licences are introduced. The first pedestrian crossings appear. Regulations concerning vehicle safety glass and windscreen wipers are introduced. Invention of “cats eyes” reflecting road studs. Compulsory driving tests introduced as part of the Road Traffic Act. “L” plates introduced.

1939-1945: Signposts removed during wartime. Driving tests are suspended with examiners designated as Traffic Officers, supervising fuel rationing.

1946-1948: Wartime lighting restrictions are relaxed and driving tests restored in 1946. Petrol allowance of 180 miles per month is permitted.

1949-1954: New anti-dazzle regulations are introduced. Legislation concerning new lighting and school crossing patrols are introduced. Flashing indicators on motor vehicles are legalised. Brakes on pedal cycles are made compulsory. Introduction of zebra crossings. New Highway Code features first colour illustrations.

1955-1957: Regulations concerning parking without lights in London are introduced. The maximum length allowed for vehicles is increased. Holders of lapsed licences issued over 10 years previously must retake driving test to obtain a new licence. Penalties for drinking and driving are extended to pedal cyclists. Fuel shortages resulting from the Suez crisis in 1956 decrease motor traffic; driving tests are suspended during the crisis. First motorway opened.

1959-1960: Motorway regulations, new vehicle lighting regulations and double white lines are introduced. Speed limit of 40 mph introduced for some roads. Learner motorcyclists are restricted to riding machines of under 250 cc. Annual testing of 10 year old cars and LGVs is introduced. Introduction of parking meters on London streets. Yellow lines denoting waiting restrictions introduced. Stanmore examiner training school opened.

1961-1963: Testing of all vehicles of 30 cwt and under and more than 7 years old is made compulsory. A valid test certificate is required to obtain a vehicle licence. Free copies of the Highway Code are circulated. TV car safety campaign *You Know It Makes Sense* launched, encouraging use of seatbelts. Motorcyclists permitted to ride bikes over 250cc (after passing their test) under the Road Traffic Act 1962.

1964-1965: Introduction of trial speed limit of 70 mph on motorways and other previously derestricted roads. First "Drink and Drive" publicity campaign.

1966-1967: Seat belt fitting is made compulsory for new cars. It becomes an offence to drive with over 80mg of alcohol per 100ml of blood. Breath tests introduced. Permanent maximum speed limit of 70 mph introduced for previously unrestricted roads. HGVs banned from the outside lane of motorways.

1968-1969: Introduction of plating and testing of goods vehicles and voluntary HGV driving tests - Regulations on drivers' working hours are introduced. Test certificate now required for cars more than 3 years old. Pelican crossings are introduced. First UK bus lane introduced in Park Lane, London.

1970-1972: HGV driving test and registration of driving instructors becomes compulsory. 16 year olds are limited to riding mopeds only. Rear markings and long vehicle signs are made compulsory for HGVs. Zig Zag markings introduced at zebra crossings. Child seatbelt TV campaign *Your Seatbelt is their Security* is launched in 1970. The following year sees the introduction of the *Clunk Click Every Trip* seatbelt campaign. The Green Cross Code is launched to promote child pedestrian safety, aimed specifically at children themselves.

1973-1974: Safety helmets are made compulsory for two-wheeled motor vehicle users. Energy crisis leads to petrol shortages and large fuel price increases and to temporary 50 mph national maximum speed limit.

1975-1976: Vehicles now required to be lit when daylight visibility is seriously reduced. Minimum age of trainee HGV drivers reduced to 18.

1977: Mopeds redefined to 30 mph maximum design speed. MOT test widened to include windscreen wipers and washers and exhaust systems. 1977 Christmas drink drive campaign slogan *Think before you drink before you drive* is used by the Brewers and Licensed Retailers Association in later education campaigns.

1978: 60 and 70 mph speed limits are made permanent. New rules on the maximum number of hours that may be worked by goods vehicle drivers are introduced. High intensity rear fog lamps become a mandatory fitment to most vehicles manufactured after 1 October 1979 and used from 1 April 1980.

1979: Regulations are introduced to help prevent lorries hitting overhead bridges. Code of practice issued on vehicle safety defects (arrangements for recall on new vehicles found to be defective). Use of tachograph accepted by Government. Start of long-term drink/driving tracking research.

1980-1981: Reform of bus licensing and removal of advertising restrictions from private car sharing schemes. Reduction in minimum driving age of invalid car drivers to 16.

1982: Two part motorcycle test introduced. Provisional motorcycle licences restricted to two years. Recall code announced for manufacturers to recall potentially defective motorcycles. Tougher written examination for entrants to driving instructor registration scheme.

1983: Seat belt wearing becomes law for drivers and front seat passengers. Learner motorcyclists now only allowed to ride machines of up to 125 cc. First road hump regulations made.

1984: Stiffer driving tests for entrants of driving instructor registration scheme. Tougher internal checks on tuition given by qualified driving instructors. New pedal cycles are required to meet British Standards. Revised Code of Practice on safety of loads on vehicles is issued. Spray reducing devices required to be fitted to lorries and trailers.

1985: Both load and speed performance to be marked on new car tyres. Regulations allowing the use of traffic cones, warning lamps, and triangles in the event of breakdowns come into force. PSV driving tests made compulsory.

1986: Uniform construction standards to apply to minibuses first used from April 1988. Tyres are now required to support maximum axle weights at a vehicle's maximum speed. Seat belt legislation is made permanent. White on brown signs to tourist attractions introduced. European Road Safety Year.

1987: The Secretary of State for Transport sets a target to achieve a one third reduction in road accident casualties by the year 2000. All newly registered cars to be fitted with rear seat belts or child restraints. Use of amber flashing lights on slow moving vehicles is made compulsory. Zig-zag markings extended to Pelican crossings. Closure of 586 emergency crossing points on central reservations of motorways.

1988: Close proximity and wide angle rear view mirrors become a legal requirement on new HGVs. All new cars first used from 1 April must be able to use unleaded petrol. All coaches first used from 1 April 1974 must have 70 mph limiters fitted by 1 April 1992. Driving tests hereafter conducted under the provisions of the Road Traffic Act 1988.

1989: Penalty points increased for careless driving, driving without insurance, and failing to stop after or to report an accident. Accompanied motorcycle testing becomes mandatory. Seat belt wearing by rear child passengers becomes law in cars where appropriate restraints have been fitted and are available. The Booth Report published, assessing motorcycle accidents in the Metropolitan Police area. Motorcycle test revised to include radio contact and accompaniment by examiner.

1990: Compulsory basic training for motorcyclists introduced. Learner motorcyclists banned from carrying pillion passengers. New road hump regulations. High Risk Offenders Scheme for problem drink-drivers extended; introduction of charges for medical examination required before return of licence. New regulations require those accompanying learner drivers to be at least 21 years old and to have held a licence for 3 years. Experimental Red Routes introduced in London.

1991: First 20mph zones introduced. Chevron markings introduced on the M1 to help drivers keep a safe distance from the vehicle in front. First trials of nearside pedestrian signal at junctions. First edition of *Car and Driver: Injury Accident and Casualty Rates* published giving information on comparative accident involvement and injury risks of popular makes and models of car. Seat belt wearing by rear adult passengers becomes law in cars where belts are fitted and available.

1992: Requirement for a minimum tread depth of 1.6mm introduced for cars and light vans. Traffic Calming Act 1992 receives Royal Assent. Launch of road safety campaign *Kill Your Speed, Not A Child*. Government issues *Killing Speed and Saving Lives* consultation paper. Safety helmets made compulsory for child horse riders. Speed enforcement cameras and retesting of dangerous drivers introduced. All new goods vehicles over 7.5 tonnes fitted with

60 mph speed limiters. New emission requirements made 3-way catalytic converters necessary on virtually all new petrol-engined cars.

1993: Experimental scheme begins in the use of rehabilitation courses for drink/drive offenders. MOT test for cars extended to include checks on mirrors, fuel tanks and pipes, body security, seat and door security, additional lighting items, number plates and windscreen condition. Consolidation of seat belt wearing regulations. Bus Advance Areas introduced. Traffic Calming Regulations enable highway authorities to introduce a wider range of traffic calming features.

1994: Publication of *Safer by Design* brochure produced for local councils to encourage traffic calming. London Boroughs take over most parking enforcement in the capital. 100th speed camera site established and 100th 20mph speed limit zone opened. Launch of *Elephant* rear seat belt and *Kill Your Speed* TV publicity campaigns. Major revision of traffic signs regulations introducing modified system of colour coded direction signs, simplification of yellow line system of waiting restrictions and a range of new warning and regulatory signs. Speed limiter settings lowered to 65 mph for new buses and coaches and to 56 mph for HGVs.

1995: Publication of *Road Safety Report 1995*. Pass Plus scheme introduced for new drivers, which encourages new drivers to take more lessons by offering discount on motor insurance. New edition of the Highway Code for young road users. Speed campaign *Don't Look Now* incorporates radio commercials for the first time. New edition of *Choosing Safety* booklet published, giving advice on car safety and security features.

1996: Driving theory test introduced for car and motorcycle learners (1 July). Latest *Kill Your Speed* campaign focuses on children killed near their homes using emotive music, poetry and relatives voices. *Child Pedestrian Safety in the UK* published. Publication of advice booklets on the forthcoming requirement for seat belts in minibuses and coaches carrying children. Publication of consultation document *Targeting the Future* which sets out options for post 2000 casualty targets.

1997: New Zebra, Pelican and Puffin crossing regulations introduced. Road Traffic (New Drivers) Act 1995 comes into force; withdrawal of licence and compulsory retesting for new drivers who accumulate 6 or more penalty points within 2 years of passing their driving test. Written theory test introduced for LGV and PCV drivers.

1998: Transport white paper *A New Deal for Transport: Better for Everyone* published, promoting public transport and safer, more secure transport systems. Drink-drive rehabilitation experiment expanded to cover around one-third of courts in Great Britain and extended for 2 years to the end of 1999. Publication of *Combating Drink-drive: Next Steps* consultation paper. The Continuous Registration scheme came into force. From January 1998 it has been a legal requirement for the registered keeper of a vehicle to ensure that it is, at all times, either licensed or a Statutory off Road Notification (SORN) is in force.

1999: *Kill your Speed* campaign launched (six weeks: £3.5m). GLA Road Network announced (220 miles of trunk roads and 105 miles of borough roads). *Cycle Smart* campaign for child cyclists launched. First BBC simulcast commercial for £2.6m Millennium Drink-Drive campaign. Changes to practical driving test introduced.

2000: The government announced a new road safety strategy and casualty reduction targets for the year 2010 in *Tomorrows Roads - Safer for Everyone*. A review of speed

policy was conducted and reported in *New Directions in Speed Management*. £1.4bn targeted programme of improvements announced in *A New Deal for Trunk Roads in England* following the Roads Review. National Cycle Network officially opened. *Think!* road safety campaign launched. Eight pilot areas to recover costs of operating speed and red light cameras (safety cameras) from fines resulting from enforcement.

2001: The government announced a £10 million pilot of road safety schemes for children in deprived areas. *Road Safety Good Practice Guidance* published. First national campaign launched for fitting child car seats correctly. "Hedgehogs" road safety website launched for children. Legislation introduced that extends the cost recovery system piloted in 2000 to all areas. A national safety camera programme is gradually introduced.

2002: The government seeks views on banning mobile phones whilst driving. £6 million was made available to improve road safety in most deprived cities. A new motorcycle safety campaign is launched, as is a campaign urging parents to check their child's car seat every trip. *Dangerous driving and the Law* report published.

2003: The phased introduction of the hazard perception test into the theory test was completed. As of 1 December the new offence of using a hand held mobile phone while driving is introduced. *Seatbelt campaign THINK! Wear a seatbelt.... You don't get a second chance* features an online interactive crash simulator. Radio drink driving campaign timed to coincide with early morning pub opening during Rugby Union World Cup. Congestion Charging introduced in London.

2004: The first three year review of the Government's road safety strategy published. The World Health Organisation dedicated World Health Day to the issue of road safety. The United Nations issued a resolution on global road safety.

2005: Roads Policing Strategy published jointly by Dept for Transport, Home Office and Association of Chief Police Officers. Publication of Government's Motorcycling Strategy, recognising motorcycling as a "mainstream" mode of transport. *Distractions* campaign, aimed at teenage pedestrians, features *Camera Phone*, first TV commercial shot entirely on a mobile video phone. The police are given the power to seize uninsured vehicles being driven on the road - those which are not reclaimed may be sold off or crushed.

2006: Road Safety Act passed. The act made provision for a wide range of road safety matters including: drink driving, speeding, driver training, driver and vehicle licensing.

2007: New THINK! drink-drive advert launched, emphasising the consequences of a drink-drive conviction. New crash helmet safety rating scheme announced: 'SHARP' - *Safety Helmet Assessment and Rating Programme* giving an independent rating (from 1 to 5 stars) of how much protection a helmet can provide in an impact. The cost recovery system for safety cameras ends. From 1 April cameras to be funded like other safety measures through the Local Transport Plan process.

2008: *Learning to Drive* consultation, reforming car driver training and testing, published. Driver Certificate of Professional Competence (DCPC) was introduced for bus and coach drivers.

2009: The Department evaluated the safety performance of motorcycle helmets and published ratings under the Safety Helmet Assessment and Rating Programme (SHARP).

First national THINK! campaign about drug driving launched. The department introduced Road Casualties Online to its website, a web based tool which allows members of the public to perform their own analysis and examination of Reported Road Accident Statistics. The two part, modular motorcycle test was introduced. Driver Certificate of Professional Competence (DCPC) was introduced for lorries.

2010: Government-commissioned independent North Review of drink and drug driving published. Specific funding for safety cameras abolished and local safety funding mainstreamed. Significant changes to practical car tests with 'independent driving' introduced. Driver Certificate of Professional Competence (DCPC) was introduced for lorry drivers. National Driver and Rider Standards published.

2011: The Strategic Framework for Road Safety was published, setting out the Government's approach to continuing to reduce killed and seriously injured casualties on Britain's roads. Continuous Insurance Enforcement (CIE) scheme introduced making it an offence to keep any vehicle which has no valid insurance unless a valid Statutory Off Road Notification (SORN) declaration has been made to the Driver and Vehicle Licensing Agency (DVLA). National Driver and Rider Training Standards published.

2013: In January 2013 the Department published revised guidance to local authorities on setting local speed limits. This revision will help local authorities implement more consistent speed limits on local roads and incorporates recent changes that create more flexibility for authorities to implement 20mph limits and zones.

Changes giving the police powers to issue fixed penalty notices for careless or inconsiderate driving have come into effect on 16 August 2013. Careless drivers who put other road users at risk by committing offences such as tailgating or poor lane discipline will face on-the-spot penalties. Existing fixed penalty levels for most motoring offences - including using a mobile phone at the wheel and not wearing a seatbelt - rise to £100, bringing them into line with penalties for similar non-motoring fixed penalties.

2014: The car tax disc is being abolished on 1 October this year after 93 years.

50 Years of Drink Driving Campaign. See Montage at: http://assets.dft.gov.uk/think/think-downloads/drink-drive/films/YouTube-Video_montage_long.mp4

In December 2014 the drink drive limit was lowered in Scotland.

2015 New drug driving laws came into force.

2015 The Government published the [Road Safety Statement](#).

2.26 VEHICLE REGISTRATION MARK				
Vehicle 001				
Vehicle 002				
Vehicle 003				
Vehicle 004				

2.35 WAS THE VEHICLE LEFT HAND DRIVE <input checked="" type="checkbox"/>	VEHICLE			
	1	2	3	4
No	1			
Yes	2			

2.5 / 2.5a TYPE OF VEHICLE <input checked="" type="checkbox"/>				
Car	09			
Taxi / Private hire car	08			
Van - Goods vehicle 3.5 tonnes mgw and under	19			
Goods vehicle over 3.5 tonnes mgw and under 7.5 tonnes mgw	20			
Goods vehicle 7.5 tonnes mgw & over	21			
Goods vehicle - unknown weight	98			
M/cycle 50cc and under	02			
M/cycle over 50cc and up to 125cc	03			
M/cycle over 125cc and up to 500cc	04			
Motorcycle over 500cc	05			
Motorcycle - cc unknown	97			
Electric Motorcycle	23			
Pedal cycle	01			
Bus or coach (17 or more passenger seats)	11			
Minibus (8-16 passenger seats)	10			
Agricultural vehicle (include diggers etc)	17			
Ridden horse	16			
Mobility scooter	22			
Tram / Light rail	18			
Other 1	90			
vehicle 2	90			
3	90			
4	90			

2.6 TOWING AND ARTICULATION <input checked="" type="checkbox"/>				
No tow or articulation	0			
Articulated vehicle	1			
Double or multiple trailer	2			
Caravan	3			
Single trailer	4			
Other tow	5			

2.22 AGE OF DRIVER (Estimate if necessary)				
Vehicle 001				
Vehicle 002				
Vehicle 003				
Vehicle 004				

2.27 DRIVER HOME POSTCODE or Code: 1- Unknown 2- Non UK Resident 3 - Parked & unattended				
Vehicle 001				
Vehicle 002				
Vehicle 003				
Vehicle 004				

2.23 BREATH TEST <input checked="" type="checkbox"/>	VEHICLE			
	1	2	3	4
Not applicable	0			
Positive	1			
Negative	2			
Not requested	3			
Refused to provide	4			
Driver not contacted at time of col'	5			
Not provided (medical reasons)	6			

2.24 HIT AND RUN <input checked="" type="checkbox"/>				
Not hit and run	0			
Hit and run	1			
Non-stop vehicle, not hit	2			

2.21 SEX OF DRIVER <input checked="" type="checkbox"/>				
Male	1			
Female	2			
Not known	3			

2.9 VEHICLE LOCATION AT TIME OF ACCIDENT RESTRICTED LANE/ AWAY FROM MAIN C'WAY <input checked="" type="checkbox"/>				
On main carriageway not in restricted lane	00			
Tram / Light rail track	01			
Bus lane	02			
Busway (inc. guided busway)	03			
Cycle lane (on main carriageway)	04			
Cycleway or shared use footway (not part of main carriageway)	05			
On lay-by / hard shoulder	06			
Entering lay-by/ hard shoulder	07			
Leaving lay-by / hard shoulder	08			
Footway (pavement)	09			

2.10 JUNCTION LOCATION OF VEHICLE <input checked="" type="checkbox"/>				
Not at or within 20m of junction	0			
Approaching junction or waiting /parked at junction approach	1			
Cleared junction or waiting/ parked at junction exit	2			
Leaving roundabout	3			
Entering roundabout	4			
Leaving main road	5			
Entering main road	6			
Entering from slip road	7			
Mid junction- on roundabout or on main road	8			

2.7 MANOEUVRES <input checked="" type="checkbox"/>				
Reversing	01			
Parked	02			
Waiting to go ahead but held up	03			
Slowing or stopping	04			
Moving off	05			
U turn	06			
Turning left	07			
Waiting to turn left	08			
Turning right	09			
Waiting to turn right	10			
Changing lane to left	11			
Changing lane to right	12			
O'taking moving veh on its offside	13			
O'taking stationary veh on its offside	14			
Overtaking on nearside	15			
Going ahead left hand bend	16			
Going ahead right hand bend	17			
Going ahead other	18			

2.11 SKIDDING AND OVERTURNING <input checked="" type="checkbox"/>	VEHICLE			
	1	2	3	4
No skidding, jack-knifing or overturning	0			
Skidded	1			
Skidded and overturned	2			
Jack - knifed	3			
Jack - knifed and overturned	4			
Overturned	5			

2.12 HIT OBJECT IN CARRIAGEWAY <input checked="" type="checkbox"/>				
None	00			
Previous accident	01			
Roadworks	02			
Parked vehicle	04			
Bridge - roof	05			
Bridge - side	06			
Bollard / Refuge	07			
Open door of vehicle	08			
Central island of roundabout	09			
Kerb	10			
Any animal (except ridden horse)	12			
Other object	11			

2.13 VEHICLE LEAVING CARRIAGEWAY <input checked="" type="checkbox"/>				
Did not leave carriageway	0			
Left carriageway nearside	1			
Left carriageway nearside and rebounded	2			
Left carriageway straight ahead at junction	3			
Left carriageway offside onto central reservation	4			
Left carriageway offside onto central reserve and rebounded	5			
Left carriageway offside and crossed central reservation	6			
Left carriageway offside	7			
Left carriageway offside and rebounded	8			

2.14 FIRST OBJECT HIT OFF CARRIAGEWAY <input checked="" type="checkbox"/>				
None	00			
Road sign / Traffic signal	01			
Lamp post	02			
Telegraph pole / Electricity pole	03			
Tree	04			
Bus stop / Bus shelter	05			
Central crash barrier	06			
Nearside or offside crash barrier	07			
Submerged in water (completely)	08			
Entered ditch	09			
Wall or fence	11			
Other permanent object	10			

2.16 FIRST POINT OF IMPACT <input checked="" type="checkbox"/>				
Did not impact	0			
Front	1			
Back	2			
Offside	3			
Nearside	4			

2.29 JOURNEY PURPOSE OF DRIVER/RIDER <input checked="" type="checkbox"/>				
Journey as part of work	1			
Commuting to / from work	2			
Taking school pupil to/from school	3			
Pupil riding to / from school	4			
Other	5			
Not known	6			

Subject to local directions, boxes with a grey background need not be completed if already recorded

2.8 DIRECTION OF VEHICLE TRAVEL

1. Using the Example shown complete the FROM and TO boxes for the vehicles concerned, indicating direction of travel FROM and TO

2. If PARKED enter '00'

Vehicle 001

FROM TO

Vehicle 002

FROM TO

Vehicle 003

FROM TO

Vehicle 004

FROM TO

EXAMPLE

FROM TO

CASUALTY RECORD

<p>3.4 VEHICLE REFERENCE NUMBER Enter VEH No. which CASUALTY occupied (for pedestrians, code vehicle that struck them first) e.g. 001,002 etc.</p> <p>Casualty 001 <input type="text" value="0"/> <input type="text"/> <input type="text"/> Casualty 002 <input type="text" value="0"/> <input type="text"/> <input type="text"/></p> <p>Casualty 003 <input type="text" value="0"/> <input type="text"/> <input type="text"/> Casualty 004 <input type="text" value="0"/> <input type="text"/> <input type="text"/></p> <p>Casualty 005 <input type="text" value="0"/> <input type="text"/> <input type="text"/> Casualty 006 <input type="text" value="0"/> <input type="text"/> <input type="text"/></p>	<p>3.7 SEX OF CASUALTY <input checked="" type="checkbox"/></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2"></th> <th colspan="6">CASUALTY</th> </tr> <tr> <th>1</th> <th>2</th> <th>3</th> <th>4</th> <th>5</th> <th>6</th> </tr> </thead> <tbody> <tr> <td>Male</td> <td><input type="text" value="1"/></td> <td><input type="text"/></td> <td><input type="text"/></td> <td><input type="text"/></td> <td><input type="text"/></td> <td><input type="text"/></td> </tr> <tr> <td>Female</td> <td><input type="text" value="2"/></td> <td><input type="text"/></td> <td><input type="text"/></td> <td><input type="text"/></td> <td><input type="text"/></td> <td><input type="text"/></td> </tr> </tbody> </table>		CASUALTY						1	2	3	4	5	6	Male	<input type="text" value="1"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Female	<input type="text" value="2"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<p>3.20 CYCLE HELMET WORN <input checked="" type="checkbox"/></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2"></th> <th rowspan="2"></th> <th colspan="6">CASUALTY</th> </tr> <tr> <th>1</th> <th>2</th> <th>3</th> <th>4</th> <th>5</th> <th>6</th> </tr> </thead> <tbody> <tr> <td>Not a cyclist</td> <td><input type="text" value="0"/></td> <td><input type="text"/></td> <td><input type="text"/></td> <td><input type="text"/></td> <td><input type="text"/></td> <td><input type="text"/></td> <td><input type="text"/></td> </tr> <tr> <td>Yes</td> <td><input type="text" value="1"/></td> <td><input type="text"/></td> <td><input type="text"/></td> <td><input type="text"/></td> <td><input type="text"/></td> <td><input type="text"/></td> <td><input type="text"/></td> </tr> <tr> <td>No</td> <td><input type="text" value="2"/></td> <td><input type="text"/></td> <td><input type="text"/></td> <td><input type="text"/></td> <td><input type="text"/></td> <td><input type="text"/></td> <td><input type="text"/></td> </tr> <tr> <td>Not known</td> <td><input type="text" value="3"/></td> <td><input type="text"/></td> <td><input type="text"/></td> <td><input type="text"/></td> <td><input type="text"/></td> <td><input type="text"/></td> <td><input type="text"/></td> </tr> </tbody> </table>			CASUALTY						1	2	3	4	5	6	Not a cyclist	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Yes	<input type="text" value="1"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	No	<input type="text" value="2"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not known	<input type="text" value="3"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>															
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Serious	<input type="text" value="2"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>																																																																																			
Slight	<input type="text" value="3"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>																																																																																			
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Boarding	<input type="text" value="1"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>																																																																																			
Alighting	<input type="text" value="2"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>																																																																																			
Standing passenger	<input type="text" value="3"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>																																																																																			
Seated passenger	<input type="text" value="4"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>																																																																																			
<p>LOCAL STATISTICS</p>			<p>3.14 SEAT BELT IN USE <input checked="" type="checkbox"/></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td>Not applicable</td> <td><input type="text" value="0"/></td> <td><input type="text"/></td> <td><input type="text"/></td> <td><input type="text"/></td> <td><input type="text"/></td> <td><input type="text"/></td> <td><input type="text"/></td> </tr> <tr> <td>Worn and independently confirmed</td> <td><input type="text" value="1"/></td> <td><input type="text"/></td> <td><input type="text"/></td> <td><input type="text"/></td> <td><input type="text"/></td> <td><input type="text"/></td> <td><input type="text"/></td> </tr> <tr> <td>Worn but not independently confirmed</td> <td><input type="text" value="2"/></td> <td><input type="text"/></td> <td><input type="text"/></td> <td><input type="text"/></td> <td><input type="text"/></td> <td><input type="text"/></td> <td><input type="text"/></td> </tr> <tr> <td>Not worn</td> <td><input type="text" value="3"/></td> <td><input type="text"/></td> <td><input type="text"/></td> <td><input type="text"/></td> <td><input type="text"/></td> <td><input type="text"/></td> <td><input type="text"/></td> </tr> <tr> <td>Unknown</td> <td><input type="text" value="4"/></td> <td><input type="text"/></td> <td><input type="text"/></td> <td><input type="text"/></td> <td><input type="text"/></td> <td><input type="text"/></td> <td><input type="text"/></td> </tr> </tbody> </table>	Not applicable	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Worn and independently confirmed	<input type="text" value="1"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Worn but not independently confirmed	<input type="text" value="2"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Not worn	<input type="text" value="3"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Unknown	<input type="text" value="4"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>																																															
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Standing still	0	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>																																																																																																																																																																																																																																																																																																					
Northbound	1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>																																																																																																																																																																																																																																																																																																					
Northeast bound	2	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>																																																																																																																																																																																																																																																																																																					
Eastbound	3	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>																																																																																																																																																																																																																																																																																																					
Southeast bound	4	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>																																																																																																																																																																																																																																																																																																					
Southbound	5	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>																																																																																																																																																																																																																																																																																																					
Southwest bound	6	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>																																																																																																																																																																																																																																																																																																					
Westbound	7	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>																																																																																																																																																																																																																																																																																																					
Northwest bound	8	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>																																																																																																																																																																																																																																																																																																					
Unknown	9	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>																																																																																																																																																																																																																																																																																																					
No / not applicable	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>																																																																																																																																																																																																																																																																																																					
Yes	<input type="text" value="1"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>																																																																																																																																																																																																																																																																																																					
Not known	<input type="text" value="2"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>																																																																																																																																																																																																																																																																																																					
		CASUALTY																																																																																																																																																																																																																																																																																																										
		1	2	3	4	5	6																																																																																																																																																																																																																																																																																																					
Crossing from driver's nearside	1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>																																																																																																																																																																																																																																																																																																					
Crossing from driver's nearside-masked by parked or stationary veh'	2	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>																																																																																																																																																																																																																																																																																																					
Crossing from driver's offside	3	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>																																																																																																																																																																																																																																																																																																					
Crossing from driver's offside-masked by parked or stationary veh'	4	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>																																																																																																																																																																																																																																																																																																					
In carriageway, stationary - not crossing (standing or playing)	5	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>																																																																																																																																																																																																																																																																																																					
In carriageway, stationary -not crossing (standing or playing), masked by parked or stationary veh'	6	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>																																																																																																																																																																																																																																																																																																					
Walking along in carriageway-facing traffic	7	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>																																																																																																																																																																																																																																																																																																					
Walking along in carriageway-back to traffic	8	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>																																																																																																																																																																																																																																																																																																					
Unknown or other	9	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>																																																																																																																																																																																																																																																																																																					

1. Select up to six factors from the grid, relevant to the accident.
2. Factors may be shown in any order, but an indication must be given of whether each factor is *very likely (A)* or *possible (B)*.
3. Only include factors that you consider contributed to the accident. (i.e. do NOT include "Poor road surface" unless relevant).
4. More than one factor may, if appropriate, be related to the same road user.
5. The same factor may be related to more than one road user.
6. The participant should be identified by the relevant vehicle or casualty ref no. (e.g. 001, 002 etc.), preceded by "V" if the factor applies to a vehicle, driver/rider or the road environment (e.g. V002), or "C" if the factor relates to a pedestrian or passenger casualty (e.g. C001).
7. Enter U000 if the factor relates to an uninjured pedestrian.

	103	102	101	110	108	107	109	104	105	106
Road Environment Contributed	Slippery road (due to weather)	Deposit on road (e.g. oil, mud, chippings)	Poor or defective road surface	Sunken, raised or slippery inspection cover	Road layout (e.g. bend, hill, narrow carriageway)	Temporary road layout (e.g. contraflow)	Animal or object in carriageway	Inadequate or masked signs or road markings	Defective traffic signals	Traffic calming (e.g. speed cushions, road humps, chicanes)
Vehicle Defects	201	202	203	204	205	206				
	Tyres illegal, defective or under-inflated	Defective lights or indicators	Defective brakes	Defective steering or suspension	Defective or missing mirrors	Overloaded or poorly loaded vehicle or trailer				
Injudicious Action	308	306	302	301	307	310	305	304	309	303
	Following too close	Exceeding speed limit	Disobeyed Give Way or Stop sign or markings	Disobeyed automatic traffic signal	Travelling too fast for conditions	Cyclist entering road from pavement	Illegal turn or direction of travel	Disobeyed pedestrian crossing facility	Vehicle travelling along pavement	Disobeyed double white lines
Driver/Rider Error or Reaction	405	406	403	408	409	401	402	404	407	410
	Failed to look properly	Failed to judge other person's path or speed	Poor turn or manoeuvre	Sudden braking	Swerved	Junction overshoot	Junction restart (moving off at junction)	Failed to signal or misleading signal	Too close to cyclist, horse or pedestrian	Loss of control
Impairment or Distraction	501	502	508	503	509	510	505	504	507	506
	Impaired by alcohol	Impaired by drugs (illicit or medicinal)	Driver using mobile phone	Fatigue	Distraction in vehicle	Distraction outside vehicle	Illness or disability, mental or physical	Uncorrected, defective eyesight	Rider wearing dark clothing	Not displaying lights at night or in poor visibility
Behaviour or Inexperience	602	605	601	603	607	606	604			
	Careless, reckless or in a hurry	Learner or inexperienced driver/rider	Aggressive driving	Nervous, uncertain or panic	Unfamiliar with model of vehicle	Inexperience of driving on the left	Driving too slow for conditions or slow vehicle (e.g. tractor)			
Vision Affected by	701	703	706	707	708	705	710	702	704	709
	Stationary or parked vehicle(s)	Road layout (e.g. bend, winding road, hill crest)	Dazzling sun	Rain, sleet, snow or fog	Spray from other vehicles	Dazzling headlights	Vehicle blind spot	Vegetation	Buildings, road signs, street furniture	Visor or windscreen dirty, scratched or frosted etc.
Pedestrian Only (Casualty or Uninjured)	802	808	803	801	806	807	805	804	809	810
	Failed to look properly	Careless, reckless or in a hurry	Failed to judge vehicle's path or speed	Crossing road masked by stationary or parked vehicle	Impaired by alcohol	Impaired by drugs (illicit or medicinal)	Dangerous action in carriageway (e.g. playing)	Wrong use of pedestrian crossing facility	Pedestrian wearing dark clothing at night	Disability or illness, mental or physical
Special Codes	901	902	903	904						*999
	Stolen vehicle	Vehicle in course of crime	Emergency vehicle on a call	Vehicle door opened or closed negligently						Other - Please specify below

Driver/Rider Only (Includes Pedal Cycles and Horse Riders)

	1st	2nd	3rd	4th	5th	6th
Factor in the accident						
Which participant? (e.g. V001, C001, U000)						
Very likely (A) or Possible (B)						

*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 – Transport Scotland</p> <p>Transport Publications Scottish Transport Statistics Transport and Travel in Scotland Reported Road Casualties Scotland Key Reported Road Casualties Scotland</p> <p>Available from : http://www.transportscotland.gov.uk/statistics/statistical-publications</p> <p><i>General enquires on Scottish Transport Statistics:</i> Transport Statistics Branch, Transport Scotland, Victoria Quay, Edinburgh, EH6 6QQ</p> <p>Phone: +44 (0)131-244 7256 E-mail: transtat@transportscotland.gsi.gov.uk Web: http://www.transportscotland.gov.uk/publications-stats</p>	<p>Welsh Government - Llywodraeth Cymru</p> <p>Transport Publications Road Casualties: Wales Welsh Transport Statistics</p> <p>Other publications with transport topics Digest of Welsh Local Area Statistics Digest of Welsh Statistics Statistics for Assembly Constituency Areas Digest of Welsh Historical Statistics</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://wales.gov.uk</p> <p>Northern Ireland Transport Statistics <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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<p>Transport Statistics Users Group</p> <p>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:</p> <ul style="list-style-type: none"> • 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. <p>The group holds regular seminars on topical subjects connected with the provision and/or use of transport statistics. Recent seminars have included:</p> <ul style="list-style-type: none"> • Air Quality • Appraisal of Transport Projects • The Internet and Travel Behaviour • London & Manchester – are the travelling in the same direction? • Using Census Data • Measures of mobility and the road network in London • Transport and Economic Development • <p>We also publish a monthly review looking at developments in statistics and discussing releases.</p> <p>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:</p> <p>Heather Ward Dept Civil, Environmental, & Geomatic Engineering UCL Gower Street London WC1E 6BT</p> <p>Email: admin@tsug.org.uk</p> <p>The TSUG also produces a <i>Transport Yearbook</i> 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).</p>
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CLIP TRANSPORT STATISTICS

Central and Local (Government) Information Partnership (CLIP)

CLIP Transport Statistics (CLIP-TS) is a sub-group of the Central and Local (Government) Information Partnership (CLIP), the main forum for discussion between central and local government on statistical matters.

CLIP-TS comprises of Local Authority representatives and representatives from the Department from Transport. Local Authorities on CLIP-TS represents the Passenger Transport Authorities, Shire Counties, and the Unitary Authorities.

The group fulfils the following aims:

- To act as a forum for consultation between DfT and local authorities on any transport statistics of interest to either side that are not dealt with by other groups; and on any gaps in the Department's coverage.
- To act as a point of contact between local authorities and DfT on statistical matters of common concern, including the statistics needed for the monitoring of Local Transport Plans, Local Indicators, Regional and Local Statistics and other relevant matters.
- To review on-going data collections on the Single Data List on a rolling basis, to identify data returns or elements of data returns that are no longer appropriate.

Dissemination of agendas, minutes and papers presented to the group will be through three channels:

- Published on the LGA Knowledge Hub by DfT within two weeks of the end of the meeting. These can be accessed here: <https://khub.net/web/clip>
- By DfT internally to the statistical community in the Department and interested officials in policy and other analytical professions
- By local authority CLIP representatives to their local contacts. The Department is currently compiling a correspondence list of local authorities to further disseminate useful information from the meetings.

Membership of the group:

Darren Stillwell (Joint Chair, Buses and Local Transport Statistics)

Clare Horton (Joint Chair, Staffordshire)

William Bryans (Vice Chair, Surrey)

Paul Syron (Secretariat, Buses and Local Transport Statistics)

Adam Evans (Secretariat, Buses and Local Transport Statistics)

Steve Berry (Local Roads, Light Rail and Cableways)

John Collins (Local Economics)

Lee Sambrook (Local Transport Funding & Investment Strategy)

Graham Amis (Cambridgeshire)

Gary Beaumont (Hertfordshire)

Keith Dove (Luton)

Gurjit Dulai (Centro)

Tim Harvey (Leeds)

John Horne (North East Combined Authority)

Katie Pettitt (Kent)

Peter Warren (Nottingham)

David Wilby (Transport for London)

Helen Wilkinson (Local Government Association)

Andrew Webster (Leicester)

Tom Ellerton (Urban Transport Group)

For further information contact:

Paul Syron, DfT (Secretary) 020 7944 3077