



Department
for Transport



Reported Road Casualties Great Britain: 2012

Annual Report

THINK BIKE. THINK BIKER.

TOM
SHY RETIRING TYPE

LET'S LOOK OUT FOR EACH OTHER

DRIVERS AND CYCLISTS ARE MORE ALIKE THAN YOU THINK

WITH 80% OF CYCLISTS HOLDING A DRIVING LICENCE, AND 1 IN 5 DRIVERS CYCLING AT LEAST ONCE A MONTH¹, THEY'RE OFTEN THE SAME PEOPLE.

1. SOURCE: SAVI'S MOUNT #THINKCYCLIST, 2012

THINK

DIRECT.GOV.UK/THINKCYCLIST

GET CAUGHT DRINKING AND YOU'LL BE PROCESSED LIKE ANY OTHER CRIMINAL

YOU COULD RECEIVE A 12 MONTH CRIMINAL BAN AND A CRIMINAL RECORD

THINK
Don't drink. Also drive



DEPARTMENT FOR TRANSPORT
SCOTTISH GOVERNMENT
WELSH ASSEMBLY GOVERNMENT

REPORTED ROAD CASUALTIES GREAT BRITAIN 2012

Published : September 2013

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Department for Transport Statistics

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Reported Road Casualties Great Britain: 2012 Annual Report

The Reported Road Casualties in Great Britain (RRCGB) Annual Report: 2012 presents detailed statistics (headline figures were first published in June 2013) 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 four articles containing further analysis on specific road safety topics.

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

The key findings from the RRCGB 2012 report include:

- In 2012, there were a **total of 195,723 casualties** of all severities in road accidents reported to the police, 4 per cent lower than in 2011. There were **1,754 people killed**, an 8 per cent decrease from 2011 and **23,039 were seriously injured**, down 0.4 per cent. Vehicle traffic levels remained broadly stable for the second year running, though there was a small fall of 0.4 per cent between 2011 and 2012.
- The number of fatalities fell for all road user types except pedal cyclists (up from 107 in 2011 to 118 in 2012) and bus and coach occupants. Pedestrian fatalities fell by 7 per cent, motorcycle fatalities fell by 9 per cent, car occupant fatalities fell by 9 per cent, and goods vehicle occupant fatalities remained the same as in 2011.
- Our best current estimate derived from NTS data is that the total of number of road casualties in Great Britain annually, including those not reported to the police, is within the range 630 thousand to 790 thousand with a central estimate of **710 thousand**. This is based on data for the five year period from 2008 to 2012
- The total value of prevention of reported road accidents in 2012 was estimated to be **£15.1 billion** - this includes an estimate of the cost of damage only accidents but does not allow for unreported injury accidents. This represents a decrease of £0.5 billion compared with the same estimate made in 2011.
- Provisional estimates for 2012 suggest that **280 people were killed** in **drink drive** accidents, an increase of around 17 per cent compared with 2011 and accounting for 16 per cent of all road deaths in Great Britain.

Introduction

The Reported Road Casualties in Great Britain: 2012 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 happening. Most of the statistics in the publication are based on information about accidents reported to the police (using 'STATS 19' forms). However, other sources such as mortality, survey and hospital data are also used as well as population and traffic data to provide a wider context.

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

- an overview and trends in reported road casualties
- a valuation of road accidents and casualties
- drinking and driving
- an estimate of the total number of casualties in accidents, including those not reported to the police

This publication summarises key points from each article.

1. Overview and trends in reported road casualties

Summary

This article reviews the main trends in the number of reported road accident casualties in Great Britain in 2012 compared with recent years. Figures are primarily derived from information about accidents reported to the police. In 2012:

- There were a total of 195,723 casualties of all severities in road accidents reported to the police. This was 4 per cent lower than in 2011. Of these, 1,754 people were killed in 2012, down 8 per cent from 2011 and a new record low. There were 23,039 seriously injured casualties (down by less than 1 per cent from 2011, but up from 2010) and 170,930 slightly injured casualties.
- The number of fatalities in 2012 fell for all road user groups except pedal cyclists (up from 107 in 2011 to 118 in 2012) and bus and coach occupants. Pedestrian fatalities fell by 7 per cent, motorcycle fatalities fell by 9 per cent, car occupant fatalities fell by 9 per cent, and goods vehicle occupant fatalities remained the same as in 2011.

Changes in comparison with the 2005-09 average

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

Compared with the 2005-2009 average:

- The total number of fatalities in 2012 was 38 per cent lower than the 2005-09 average. The number of people killed or seriously injured was down by 17 per cent and the total

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

number of casualties across all severities was down by 20 per cent.

- A total of 61 children (aged under 15 years old) were killed in reported road traffic accidents in 2012, up slightly from 60 in 2010, but down 52 per cent from the 2005-09 average.

Figures for the Strategic Framework for Road Safety outcome indicators can be found in table [RAS41001](#). In addition a table summarising key figures showing long term trends in road accident casualties compared with traffic is in table [RAS40006](#).

The article **Overview and trends in reported road casualties** can be found at:

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012>

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

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

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

2. Valuation of road accidents and casualties

Summary

This article provides the latest Department for Transport estimates of the values for prevention² of road accidents and casualties for use in the appraisal of transport schemes and gives an estimate of the total value of road accidents in Great Britain in 2012.

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

- The total value of prevention of reported road accidents in 2012 was estimated to be **£15.1 billion** - this includes an estimate of the cost of damage only accidents but does not allow for unreported injury accidents. This represents a decrease of £0.5 billion compared with the same estimate made in 2011. This is proportional to the 4 per cent decrease in the number of accidents reported in 2011 compared with 2012.
- A number of assumptions have been made to produce a broad illustrative figure which suggests that allowing for accidents not reported to the police could increase the total value of prevention of road accidents to around **£34.3 billion**.

It is important to highlight that the values in this report have been based on the road accident data 2012, and computed at 2012 prices and values.

The article **Valuation of road accidents** can be found at:

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012>

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

<https://www.gov.uk/government/statistical-data-sets/ras60-average-value-of-preventing-road-accidents>
in tables [RAS60001-RAS6004](#)

² Prevention can be interpreted in two ways here: on the one hand it is the amount of money the Government should spend to likely prevent all road accidents. On the other hand it can be considered as the loss to society due to the current level of road accidents.

3. Drinking and Driving

Summary

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

- Provisional estimates for 2012 suggest that 280 people were killed in drink drive accidents, an increase of around 17 per cent compared with 2011 and accounting for 16 per cent of all road deaths in Great Britain.
- There was a 5 per cent decrease in seriously injured drink drive casualties in 2012, to around 1,200 (5 per cent of all seriously injured road casualties).
- Final estimates for 2011 show that there were 220 fatal drink drive accidents in 2011, resulting in 240 deaths, unchanged from 2010 and jointly the lowest number of drink drive deaths since detailed reporting began in 1979.
- Amongst those killed in drink drive accidents in 2011, the majority (71 per cent) were drivers and riders over the legal alcohol limit. The remaining 29 per cent were other road users, involved in the accident but not necessarily over the legal limit themselves.
- Since 1979, when detailed reporting began, there has been an almost six-fold reduction in the number killed in drink drive accidents and a similar drop in seriously injured casualties.
- During 2012, 55,300 people in England and Wales were convicted of driving after consuming alcohol or taking drugs, broadly in line with the number for 2011.

The article **Drinking and driving** can be found at:

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012>

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

<https://www.gov.uk/government/statistical-data-sets/ras51-reported-drinking-and-driving> in tables RAS51001-RAS51019.

4. Survey data on road accidents

Summary

This article provides an estimate of the total number of casualties from all road traffic accidents in Great Britain. This estimate includes accidents that were not reported to the police as well as the accidents which were recorded by the police.

- It has long been known that police data does not provide a complete record of all injury accidents and resulting casualties, as the estimates illustrate. 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 of number of road casualties in Great Britain annually, including those not reported to the police, is within the range 630 thousand to 790 thousand with a central estimate of **710 thousand**. This is based on data for the five year period from 2008 to 2012.
- Results of the NTS follow-up study suggest around 10 per cent of accidents reported by the respondents are outside the scope of STATS19. Adjustments were made to exclude these casualties from the above figures.
- The under reporting of road traffic accidents to the police should be borne in mind when using and analysing STATS19 data. However, STATS19 remains the most detailed, complete and reliable single source of information on road casualties covering the whole of Great Britain.

The article **Survey data on road accidents** can be found at:

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012>

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

<https://www.gov.uk/government/statistical-data-sets/ras54-survey-data> in tables RAS54001-RAS54004.

Changes in article coverage from 2011

There have been some changes in the articles included in the annual report this year from the 2011 annual report.

- a) The article on survey data on road accidents has been reintroduced after being omitted in 2011. It was not included in the 2011 annual report as the National Travel Survey data was not ready in time. Now the 2011 and 2012 NTS data are available, the estimate of all casualties from both reported and unreported road traffic accidents has been updated.
- b) The article using hospital episode statistics (**HES**) has been delayed. This is partially due to personnel changes and HES access and system changes. Secondly, the European Commission (EC) has commissioned some work into the standardisation of maximum abbreviated injury scale (**MAIS**) data, using hospital records. In order to ensure that we are adhering to an international agreed methodology, MAIS statistics are not being developed until the EC research is completed.

Once HES access has been regained and the EC research is completed, both of which are expected in autumn / winter 2013, we will update the hospital admissions table and produce a new article. We intend to include estimates of the total number of casualties from road traffic accidents with a score of MAIS3+.

-
- c) The data used for the self-reported drink and drug driving article were not available in time for this year's annual report. As with the hospital admissions article, this article will be released later in the year once it has been completed.
- d) As the proportions of accidents with each contributory factor do not change much from year to year, we have decided to remove this article this year. Our current expectation is to produce the article every two or three years allowing us to highlight what has changed. We seek any views users have on this proposal.

Despite not including the article, we have continued to maintain and update the contributory factor tables (tables [RAS50001 to RAS50015](#)).

Reported Road Casualties in Great Britain 2012: 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 ([RAS10001-RAS10015](#))
- drivers and vehicles involved ([RAS20001-RAS20010](#))
- casualties ([RAS30001-RAS30078](#))
- combined accidents, casualties, vehicles ([RAS40001-RAS40007](#))
- area comparisons ([RAS30038-RAS30058](#), [RAS10014-RAS10015](#), [RAS41002-RAS41004](#))
- international comparisons ([RAS52001](#))
- inter modal comparisons ([RAS53001](#))
- Strategic Framework for Road Safety outcome indicators ([RAS41001-RAS41004](#))
- reported drink driving ([RAS51001-RAS51104](#))
- contributory factors ([RAS50001-RAS50015](#))
- survey data on road accidents ([RAS54001-RAS54004](#))
- hospital admissions as a result of road accidents ([RAS55001-RAS55016](#)) (to be updated at a later date)
- accident and casualty costs ([RAS60001-RAS6004](#))

A full list of tables in the road safety series and an index linking 2009 RRCGB report table numbers with 2012 RRCGB web tables can be found here

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

Detailed tables can be found on Reported road casualties Great Britain – 2012 annual report web page at:

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

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** article and tables [RAS54001-RAS54004](#).

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

We also continue to look at other sources of data on road accidents. Although the RRCGB 2012 annual report does not contain any new analyses of hospital data, an article can be found in the 2011 annual report and in tables [RAS55001-RAS55016](#). This article and the tables will be updated later in 2013 or early 2014. Further information on complementary sources of data on road accidents and casualties, can be found in Reported Road Casualties Great Britain 2008, 2009, 2010 and 2011 annual reports, which are available through:

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

Background notes

1. Further information about the Reported Road Casualties Great Britain Annual Report can be found <https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012>.
2. On 17 December 2011, the United Kingdom Statistics Authority designated these statistics as National Statistics, in accordance with the Statistics and Registration Service Act 2007, signifying their compliance with the Code of Practice for Official Statistics.

Designation can be broadly interpreted to mean that the statistics:

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

Once statistics have been designated as National Statistics it is a statutory requirement that the Code of Practice shall continue to be observed.

The statistics were reassessed in 2013 and the report (number 258) was published on 25th July 2013 <http://www.statisticsauthority.gov.uk/assessment/assessment/assessment-reports/index.html>. This assessment designated the statistics as National Statistics again, subject to a number of requirements. The Department will respond to the assessment in October 2013.

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3. Details of Ministers and officials who receive pre-release access to these statistics up to 24 hours before release can be found here:
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/48829/reported-road-casualties-gb-prerelease.pdf
 4. A full list of the definitions used in this publication can be found here:
https://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:
<https://www.gov.uk/transport-statistics-notes-and-guidance-road-accident-and-safety>
 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 on the data.gov website <http://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 2013 on 7 November 2013.

Key definitions

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

Accident: Involves personal injury occurring on the public highway (including footways) in which at least one road vehicle or a vehicle in collision with a pedestrian is involved and which becomes known to the police within 30 days of its occurrence. Damage-only accidents, with no human casualties or accidents on private roads or car parks are not included. The data are collected by police at the scene of an accident or in some cases reported by a member of the public at a police station.

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

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

Killed: Human casualties who sustained injuries which caused death less than 30 days (before 1954, about two months) after the accident. Confirmed suicides are excluded.

Serious accident: One in which at least one person is seriously injured but no person (other than a confirmed suicide) is killed.

Serious injury: An injury for which a person is detained in hospital as an "in-patient", or any of the following injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushings, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries causing death 30 or more days after the accident. An injured casualty is recorded as seriously or slightly injured by the police on the basis of information available within a short time of the accident. This generally will not reflect the results of a medical examination, but may be influenced according to whether the casualty is hospitalised or not. Hospitalisation procedures will vary regionally.

Slight accident: One in which at least one person is slightly injured but no person is killed or seriously injured.

Slight injury: An injury of a minor character such as a sprain (including neck whiplash injury), bruise or cut which are not judged to be severe, or slight shock requiring roadside attention. This definition includes injuries not requiring medical treatment.



Reported Road Casualties in Great Britain: 2012 Annual Report

Overview and trends in reported road casualties

Summary

This article reviews the main trends in the number of reported road accident casualties in Great Britain in 2012 compared with recent years. Figures are primarily derived from information about accidents reported to the police. In 2012:

- There were a total of 195,723 casualties of all severities in road accidents reported to the police. This was 4 per cent lower than in 2011. Of these, 1,754 people were killed in 2012, down 8 per cent from 2011 and a new record low. There were 23,039 seriously injured casualties (down by less than 1 per cent from 2011, but up from 2010) and 170,930 slightly injured casualties.
- The number of fatalities in 2012 fell for all road user groups except pedal cyclists (up from 107 in 2011 to 118 in 2012) and bus and coach occupants. Pedestrian fatalities fell by 7 per cent, motorcycle fatalities fell by 9 per cent, car occupant fatalities fell by 9 per cent, and goods vehicle occupant fatalities remained the same as in 2011.

Changes in comparison to the 2005-09 average

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

Compared with the 2005-2009 average:

- The total number of fatalities in 2012 was 38 per cent lower than the 2005-09 average. The number of people killed or seriously injured was down by 17 per cent and the total number of casualties across all severities was down by 20 per cent.
- A total of 61 children (aged under 15 years old) were killed in reported road traffic accidents in 2012, up slightly from 60 in 2010, but down 52 per cent from the 2005-09 average.

Figures for the Strategic Framework for Road Safety outcome indicators can be found in table [RAS41001](#). In addition a table summarising key figures showing long term trends in road accident casualties compared with traffic is in table [RAS40006](#).

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

Part 1: Trends in reported road accident casualties

This article is based on information about accidents reported to the police. However, it has long been known that a significant proportion of non fatal accidents are not reported and this should be borne in mind when using and analysing the data throughout this publication. We have released a new estimate, derived from survey data, of the total number of road casualties, with a range between 630– 790 thousand and a central estimate of 710 thousand. More details on this estimate and other sources of data on road casualties, in particular hospital admissions can be found in other articles in this report.

Table [RAS30059](#): Reported road accident casualties by severity, Great Britain: 2010 to 2012

	Number				2012 Percentage change over:	
	2005-09 average	2010	2011	2012	2011	2005-09 average
Killed	2,816	1,850	1,901	1,754	-8	-38
of which children	127	55	60	61	2	-52
Seriously injured	27,225	22,660	23,122	23,039	0	-15
Killed or seriously injured	30,041	24,510	25,023	24,793	-1	-17
of which children	3,067	2,502	2,412	2,272	-6	-26
Slightly injured	216,010	184,138	178,927	170,930	-4	-21
All severities	246,050	208,648	203,950	195,723	-4	-20
Traffic ¹	313	306	307	306	0	-2
KSI rate ¹	96	80	82	81	-1	-15
Slight casualty rate ¹	690	601	583	559	-4	-19

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

Chart 1 shows the trends in reported fatal, serious and slight casualties. In the early part of this series, between 1990 and 1995, fatalities fell more quickly than serious injuries (at around 7 per cent per year for fatalities and 5 per cent per year for serious injuries). In the latter half of the 1990s and through to 2005, this trend reversed with serious injuries falling by around 4 per cent by year in comparison with a 1 per cent per year average for fatalities.

After 2006, though, the pattern reversed once again and more markedly than before. Since 2006, the number of people killed each year has fallen on average by 9 per cent per year. The number of serious injuries, however, has only fallen by 4 per cent per year on average.

In comparison with this, the number of slightly injured casualties rose until 2000 and has fallen every year since.

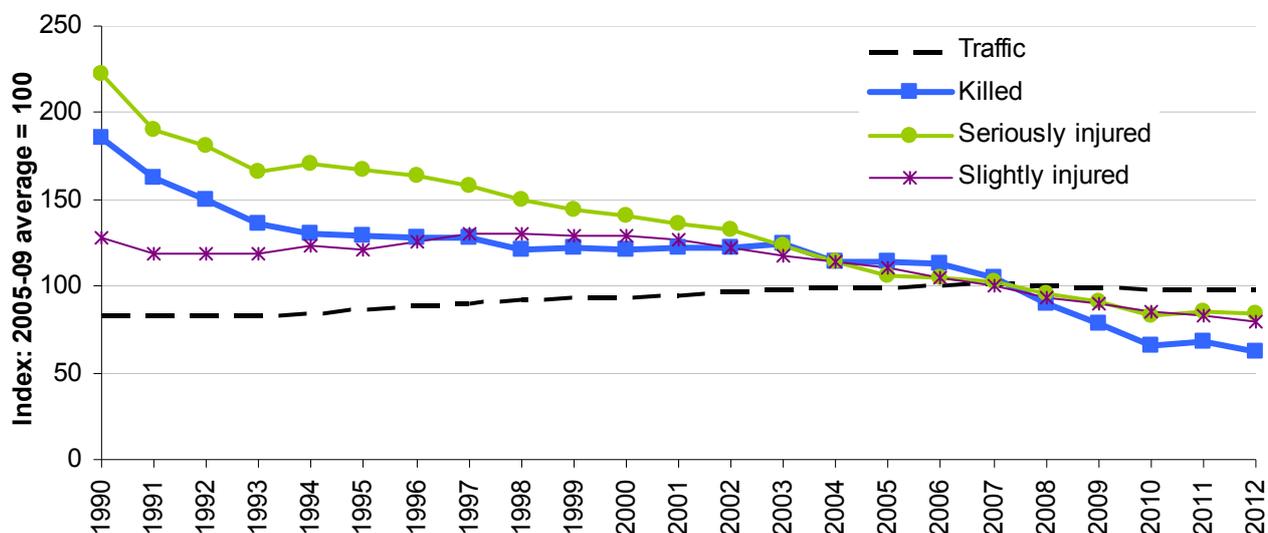
The reasons behind the differences between the different severity types have not yet been fully explained.² This is a potential area of work which might be addressed in a future annual report.

Between 2011 and 2012 the number of people seriously injured in reported road traffic accidents fell by just under 0.5 per cent, from 23,122 to 23,039. Aside from the rise from 2010

² Some work has been completed in the area. See, for instance, Lloyd, L, et al, 2013, *Investigating the reduction in fatal accidents in Great Britain from 2007-2010*, TRL Report PPR663.

to 2011, this was the lowest fall in the number of serious injuries since 1994. Although the number of seriously injured casualties fell in 2012, the 2010 total of 22,660 still remains the record low.

Chart 1: Traffic and reported casualties by severity, Great Britain: 1990 to 2012



Car occupants still make up the largest single road user group of seriously and slightly injured casualties (36 per cent of serious and 65 per cent of slight). However, the vulnerable road user groups, and especially motorcyclists and pedal cyclists make up considerably larger proportions of the seriously injured casualties. This is covered in more detail in the section on **vulnerable road users** later on.

Further details of the number of casualties of each severity by road user type can be found in table [RAS30001](#).

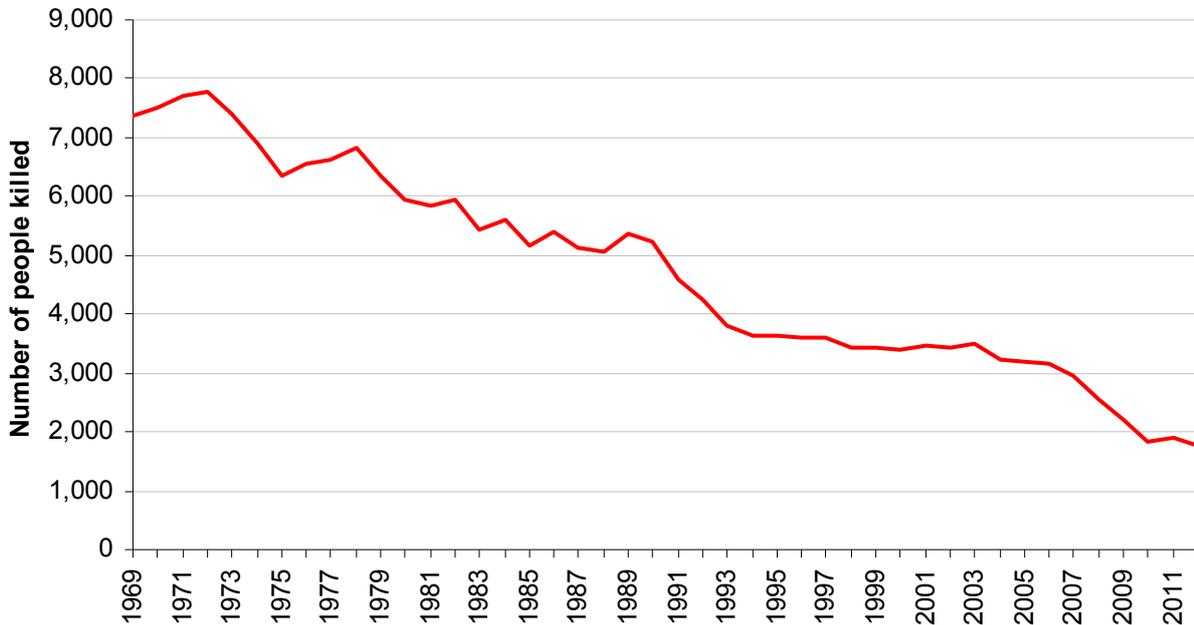
Fatalities

Facts about fatalities

- There were a total of 1,754 fatalities in road accidents in 2012, 147 fewer than 2011 (an 8 per cent decrease). This is the lowest number of deaths since records began and is a return to the long term downward trend.
- The number of deaths works out at an average of almost five a day and 34 a week.
- In 2012, the number of fatalities were between 38 and 43 per cent below the 2005-09 average for the main road user groups (pedestrians, motorcycle users and car occupants), except for pedal cyclists, which was 9 per cent lower than the 2005-09 average.
- Between 2011 and 2012 fatalities fell for all of the main road user groups except for pedal cyclists, which rose by 10 per cent. Car occupant and motorcyclist fatalities each fell by 9 per cent, pedestrian fatalities fell by 7 per cent, pedal cyclists by 4 per cent and 22 per cent for bus and coach occupants.
- The number of children killed in reported road accidents has fallen by considerably more than the overall fatalities figure, by 52 per cent from the 2005-09 average. However, between 2011 and 2012, the number of children killed rose by 1.

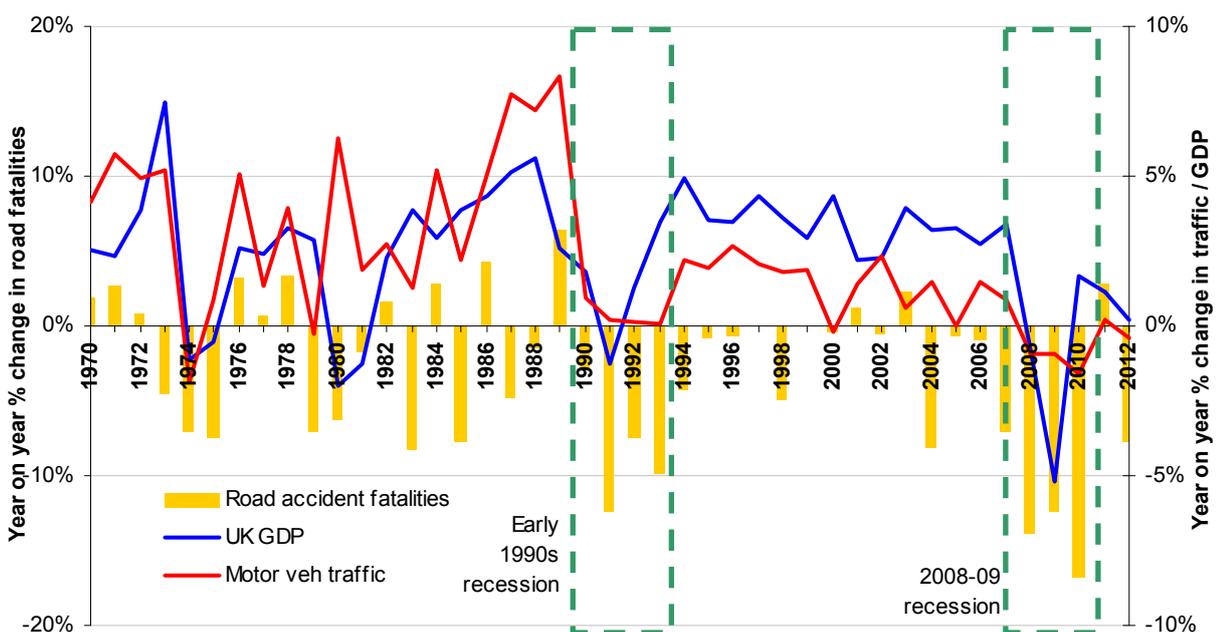
Over the long term, as shown in Chart 2, the number of fatalities in reported road accidents on British roads has fallen significantly. Since 1979 there have been two main periods of marked falls: 1990 to 1994, and 2006 to 2010. Within each of these five year periods, the number of people killed fell by over 30 per cent.

Chart 2: Number of people killed in reported road accidents, Great Britain: 1969 to 2012



It is notable, as shown in Chart 3, that the two periods with strong falls in the number of deaths coincided with recessions (1990-92 and 2008-09). Although they are not always directly linked, there is a relationship between the performance of the economy in Great Britain and the level of traffic on the roads, especially for commercial vehicles. Furthermore, there is a relationship (albeit, again, not direct) between volumes of traffic and the number of road traffic accidents.

Chart 3: Annual percentage change in number of reported road accident fatalities, GB motor vehicle traffic and UK GDP: 1970 to 2012



However, as the number of fatalities has been falling even during periods when both GDP and traffic were growing, the relationship between the economy and road accident fatalities is neither simple nor linear. What can be concluded, though, is that although there are other reasons for the large drop in fatalities over the last forty years, economic recessions have seemingly accelerated decreases in road accident deaths.

There are a number of factors which are likely to have contributed to falling numbers of people killed or injured in reported road traffic accidents. As well as economic factors mentioned above, there is evidence that the average traffic speed in free-flow areas as well as the proportion of drivers exceeding the speed limit has decreased over the last decade³. This might not only help drivers to avoid accidents altogether, but also might reduce the severity and number of casualties when they do occur. Technological and engineering improvements to vehicles and highways will have played a similar rôle in both avoiding accidents and minimising their consequences. Improved education and training will have produced better and safer drivers. And finally improvements in trauma care (and in particular the creation of major trauma centres in England) will have helped to save lives once an accident has taken place.

The return to the long term downward trend in fatalities in 2012 after the increase between 2010 and 2011 reinforces the hypothesis that the 2010 figures were affected by the weather. This, along with effect weather patterns had on the 2012 figures, is discussed later in this article. Further details on the weather in 2010 can be found in the 2011 annual report⁴.

Many of the general trends found in previous years hold true for 2012. For instance, most fatalities (almost 60 per cent) occur on rural roads, with 38 per cent occurring on rural A roads and a further 21 per cent on other rural roads. This is considerably higher than the 42 per cent of traffic which is found on these roads.

In contrast with this, urban roads carried 38 per cent of traffic, but had 36 per cent of fatalities and 61 per cent of all casualties.

Only 5 per cent of fatalities and casualties occurred on motorways, despite them carrying 20 per cent of traffic.

Similarly, as in previous years, around 46 per cent of all fatalities were of car occupants (801). Of the remaining 953 deaths, 420 were pedestrians (24 per cent), 328 were motorcycle users (19 per cent), 118 were pedal cyclists (7 per cent), and 87 were goods vehicle, bus & coach or other vehicle occupants (5 per cent). A full breakdown of fatalities by road user type can be found in table [RAS30060](#).

Further information on similar trends can be found in historical annual reports.

Road traffic in 2012 was 0.4 per cent lower than in 2011⁵. Given that traffic only increased by 0.2 per cent between 2010 and 2011, this suggests that there has been relatively little change in the volume of traffic on the roads over the past couple of years.

³ <https://www.gov.uk/government/organisations/department-for-transport/series/speeds-statistics>

⁴ <https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2011>

⁵ Table [TRA0101](#) and <https://www.gov.uk/government/organisations/department-for-transport/series/road-traffic-statistics>

As traffic volumes decreased slightly and the number of fatalities fell, the fatality rate fell by 7 per cent to 6 deaths per billion vehicle miles in 2012. However, the rate varies considerably for different road user groups, from 2.3 deaths per billion miles for car drivers⁶ to 112 deaths per billion miles for motorcycle riders.

Killed or seriously injured (KSI) casualties

Facts about KSI casualties

- The number of people killed or seriously injured (KSI) in accidents reported to the police fell by 1 per cent between 2011 and 2012. This figure is now 17 percent lower than the 2005-09 average.
- Between 2011 and 2012 KSI casualties increased for pedestrians, pedal cyclists and goods vehicles by 1, 5 and 5 per cent respectively.
- The number of KSI casualties fell for other road users, including car occupants which were 2 per cent lower in 2012 and motorcycle users which were 5 per cent lower.
- Compared with the 2005-09 average, there have been reductions in the number of reported KSI casualties (of between 12 and 31 per cent) for all of the main road user types, with the exception of pedal cyclists.
- Pedal cycle KSI casualties have risen steadily since 2004 as have cycling traffic levels. In 2012 the number was 32 per cent higher than the 2005-09 average; over the same period pedal cycle traffic increased by 12 per cent⁷.
- Around 3 out of every 8 people killed or seriously injured are car occupants.

⁶ The rate for bus & coach, van and HGV drivers are all lower than car drivers, but account for a very small proportion of the fatalities. See table [RAS30013](#) for further details.

⁷ The 12% figure is based on traffic estimates, though the National Travel Survey ([NTS0305](#)) suggests that the average distance cycled per person increased by 30% between 2005-09 and 2012.

Part 2: Reported casualties by road user type

Car occupants make up the largest group of road accident casualties across all severities, as shown in Chart 4. However, there is a marked difference in the distribution of casualties for each road user type between the three separate severities. The three vulnerable road user groups (pedestrians, pedal cyclists and motorcyclists) between them account for almost 50 per cent of all deaths and 60 per cent of all seriously injured casualties.

Chart 4: Proportion of reported casualties by road user type and severity, Great Britain: 2012

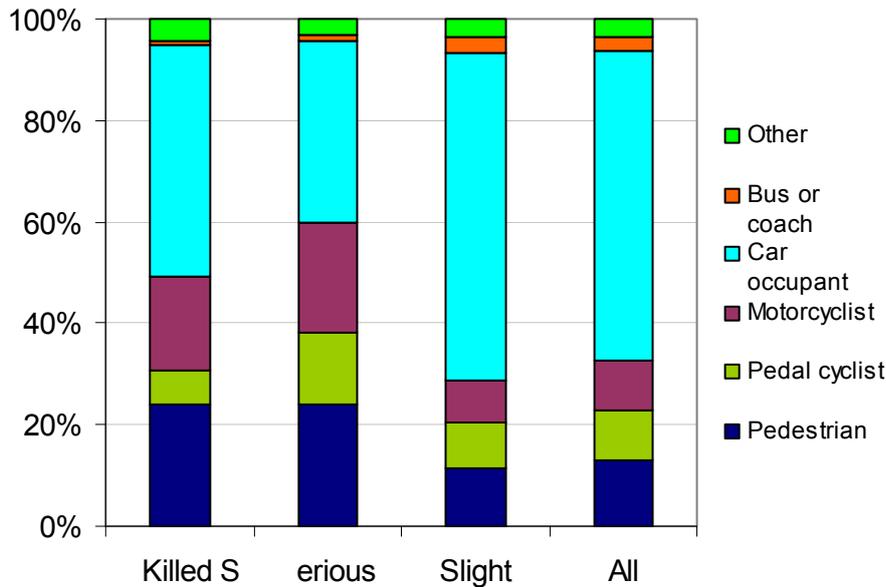
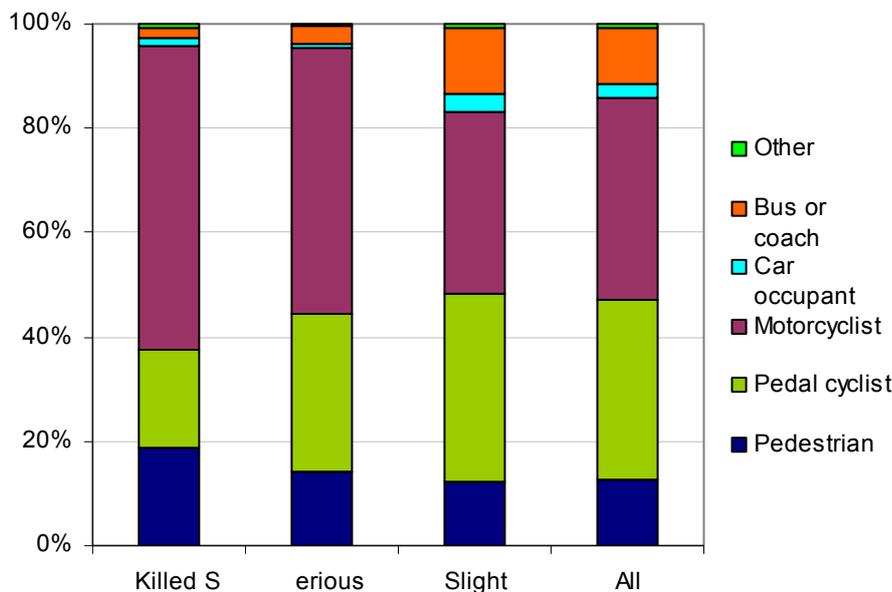


Chart 5: Proportion of reported casualties by road user type and severity, adjusted for distance travelled per year, Great Britain: 2012



However, vulnerable road users only account for around 29 per cent of slightly injured casualties. This might not be indicative of anything to do with accidents and casualties, but rather an artefact of underreporting. Pedal cyclists and pedestrians, especially slightly injured casualties, are both road user groups who are more likely to be underreported in the road accident data collected by the police. Therefore the data held in the database might under-

represent these groups.

Chart 5 adjusts the casualty proportions to take into account the relative distance driven, cycled or walked for each mode.⁸ The net effect of making this adjustment is that the road user types at higher risk account for a greater proportion of the casualties. This is a similar way of regarding casualties as looking at rates (i.e. number of casualties per mile driven).

Once distance travelled is taken into account, the vulnerable road users account for about 95 per cent of KSI casualties. Of these, motorcycle users make up the greatest block.

Relative risk for vulnerable road users

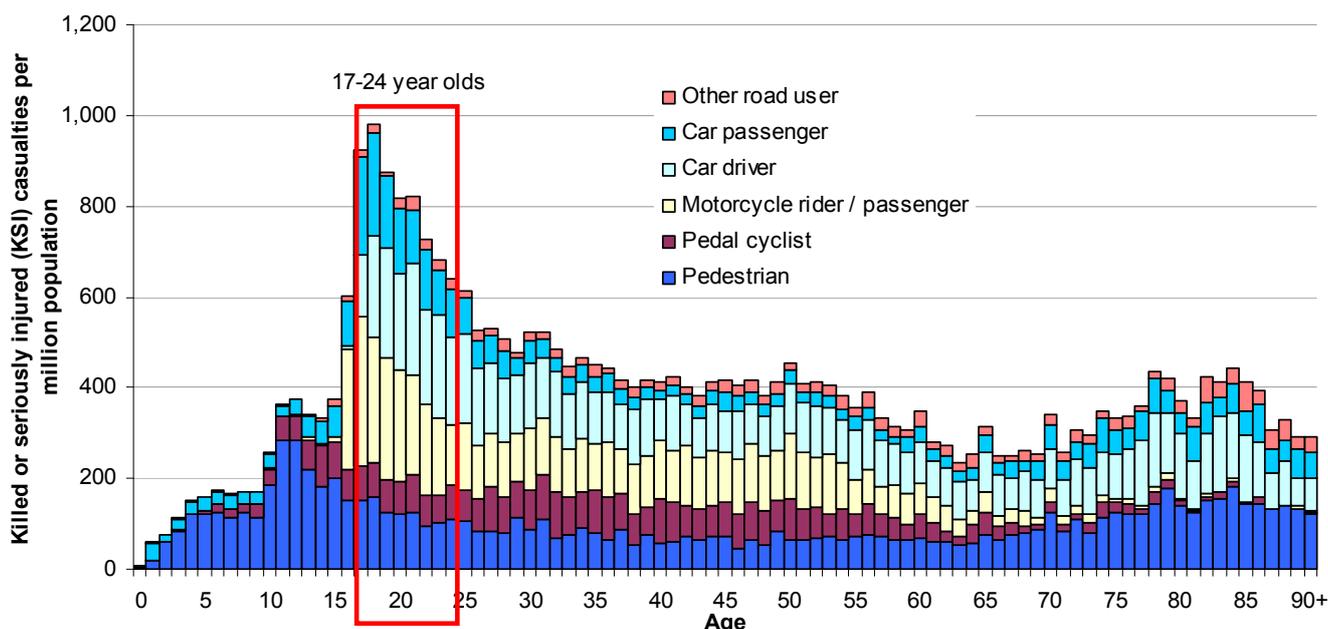
- Motorcycle users, per mile ridden, are roughly 35 times more likely to be killed in a road traffic accident than car occupants.
- Pedestrians and pedal cyclists, per mile walked and cycled respectively, are roughly 11 times more likely to be killed in a road accident than car occupants.
- Motorcyclists are over 50 times and pedal cyclists 30 times more likely to be seriously injured in a reported road accident than a car occupant.

Chart 6 shows the number of KSI casualties by age in 2012 per million population. The patterns which stand out are the step jumps in casualties at 15, 16 and 17, followed by a high rate of casualties for people aged between 17 and their mid-twenties. The three ages with highest rates are 17 to 19, typically ages when people are first learning to drive and passing their driving tests.

The KSI casualty rate drops off quite sharply during the mid-twenties, and then gradually decreases until it flattens out in the sixties and seventies. There is then a smaller spike for people in their late-seventies and eighties.

More information on **car drivers aged between 17 and 24** can be found later in this article.

Chart 6: Number of KSI casualties per million population by age, Great Britain: 2012



⁸ Using National Travel Survey data, table [NTS0305](#)

Child casualties (aged 0 to 15)

Facts about child casualties

- In 2012, the number of children aged 0-15 killed or seriously injured was 2,352 – 6 per cent down from 2011 and 26 per cent lower than the 2005-09 average.
- Around two out of every three child KSI casualties were male. Fifty-six per cent of all child casualties were male.
- Pedestrians made up around 41 per cent of child casualties and 68 per cent of child KSI casualties. The number of pedestrian KSI casualties fell by 4 per cent to 1,545 in comparison with 2011.
- Compared with 2011, the number of child cyclist KSI casualties fell by 19 per cent to 324, though the number of deaths rose to 13.
- There were 346 car occupant child KSI casualties in 2012, up 3 per cent from 336 in 2011.
- In comparison with the 2005-09 average, the number of child KSI casualties fell for all road user types: by 35 per cent for car occupants, 33 per cent for pedal cyclists, 19 per cent for pedestrians and 61 per cent for all other road vehicles.
- The number of children aged 12-15 killed or seriously injured has fallen more than other child age groups, by 33 per cent since the 2005-09 average.

Table RAS30062: Reported child casualties killed or seriously injured by road user type and age group, Great Britain: 2010 to 2012

	Number				2012 Percentage change over:	
	2005-09 average	2010	2011	2012	2011	2005-09 average
Pedestrians	1,900	1,646	1,602	1,545	-4	-19
Pedal cyclists	485	398	398	324	-19	-33
Car users	534	360	336	346	3	-35
Other road users	147	98	76	57	-25	-61
Males 1,98	4	1,628	1,519	1,483	-2	-25
Females	1,082	874	893	789	-12	-27
Age 0-4	359	324	328	308	-6	-14
Age 5-8	576	504	514	460	-11	-20
Age 9-11	664	595	561	515	-8	-22
Age 12-15	1,469	1,079	1,009	989	-2	-33
All children (aged 0-15)	3,067	2,502	2,412	2,272	-6	-26

Pedestrian casualties

Facts about pedestrian casualties

- Total reported pedestrian casualties decreased by 4 per cent to 25,218 in 2012. This is 16 per cent below the 2005-09 average.
- Pedestrian fatalities fell by 7 per cent to 420 in 2012, though the number of pedestrian KSI casualties rose by 1 per cent between 2011 and 2012. The overall number of pedestrians killed in 2012 was 31 per cent below the 2005-09 average; the total number of pedestrian KSI casualties was 10 per cent below the 2005-09 average.
- The total number of child pedestrian casualties across all severities fell in 2012.
- Although the number of adult pedestrian fatalities fell (by 8 per cent for adults aged 16 to 59 and 1 per cent for adults aged 60 and over), the number of KSI casualties increased for adults (up 5 per cent for 16 to 59 year olds and up 3 per cent for people aged 60 and over).
- The pedestrian KSI casualty rate remained roughly level at 97 casualties per million population between 2011 and 2012. This is higher than the low of 93 casualties per million population in 2010. That year still remains the record low for the number of pedestrian fatalities and KSI casualties.

Table [RAS30064](#): Reported pedestrian casualties by age, Great Britain: 2010 to 2012

		Number				2012 Percentage change over:	
		2005-09 average	2010	2011	2012	2011	2005-09 average
Children (0-15)	Killed	57	26	33	20	-39	-65
	Serious	1,843	1,620	1,569	1,525	-3	-17
	Slight	7,607	6,283	6,205	5,454	-12	-28
	All	9,508	7,929	7,807	6,999	-10	-26
Adults (16-59)	Killed	301	224	236	217	-8	-28
	Serious	2,995	2,475	2,661	2,790	5	-7
	Slight	11,955	11,019	10,992	10,730	-2	-10
	All	15,251	13,718	13,889	13,737	-1	-10
Adults (60+)	Killed	253	155	184	183	-1	-28
	Serious	1,183	1,020	1,146	1,184	3	0
	Slight	2,800	2,427	2,583	2,585	0	-8
	All	4,236	3,602	3,913	3,952	1	-7
All ¹	Killed	613	405	453	420	-7	-31
	Serious	6,145	5,200	5,454	5,559	2	-10
	Slight	23,206	20,240	20,291	19,239	-5	-17
	All	29,965	25,845	26,198	25,218	-4	-16
Casualty rate per million population							
KSI	114	93	97	97	0	-15	
Slight	392	335	333	311	-7	-21	
All	506	427	430	408	-5	-19	

¹ Includes cases where age was not reported.

Tables [RAS30024-RAS30028](#) provide further breakdowns of pedestrian casualties.

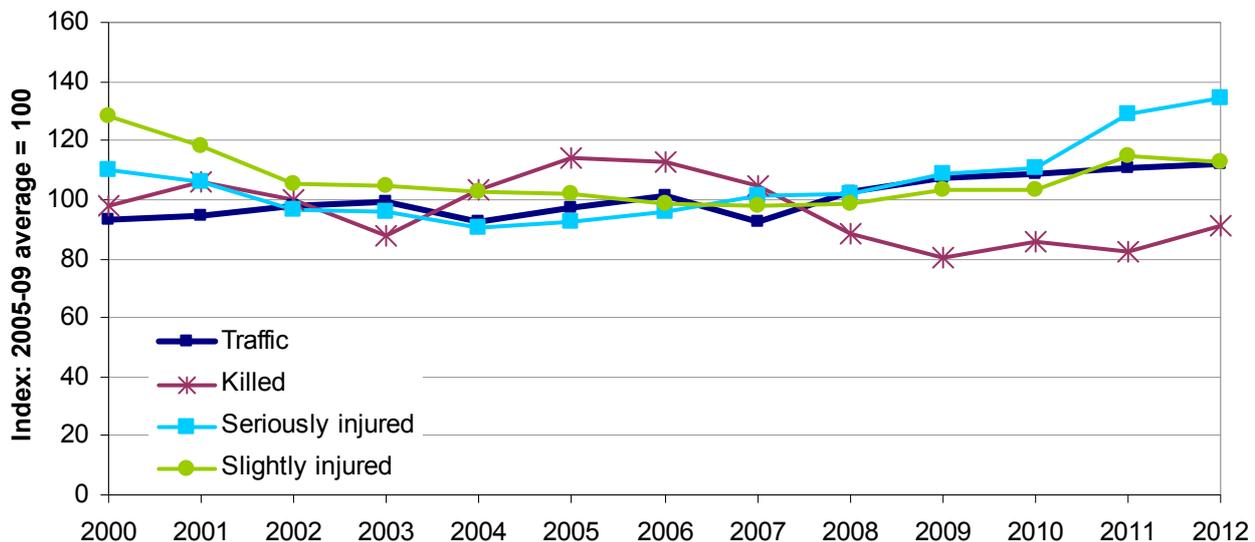
Pedal cycle casualties

Facts about pedal cycle casualties

- The overall number of reported pedal cycle casualties decreased by 1 per cent to 19,091 from 2011 to 2012. The 2012 total is 16 per cent higher than the 2005-09 average.
- A total of 118 pedal cyclists were killed in reported road accidents in 2012, nine more than in 2011. This is still 9 per cent lower than the 2005-09 average.
- The number of pedal cyclists who were seriously injured in 2011 rose by 4 per cent to 3,222 in 2012. The total number of pedal cyclists killed or seriously injured rose by 5 per cent between 2011 and 2012 and now stands at 32 per cent more than the 2005-09 average. This marks the eighth consecutive annual rise in pedal cyclist serious injuries.
- The number of pedal cyclists killed or seriously injured per billion miles cycled has risen by 18 per cent from the 2005-09 average to 1,074 casualties per billion vehicle miles. This is 3 per cent higher than in 2011.

Although the number of pedal cycle KSI casualties has been increasing since 2004, pedal cycle traffic has also been on a general increase. Road traffic estimates have shown gradual increases in the distance cycled in Great Britain, with a 1.2 per cent rise between 2011 and 2012 to 3.1 billion vehicle miles. This figure is over 12 per cent higher than the 2005-09 average. The National Travel Survey ([NTS0305](#)) suggests that the growth over this period is actually closer to 23 per cent. We intend to carry out more work to assess whether NTS mileages are more suitable for assessing casualties rates and distance travelled for pedal cyclists than the traffic estimates.

Chart 7: Pedal cycle traffic and reported casualties by severity, Great Britain: 2000 to 2012



Other trends regarding pedal cyclist casualties are similar to those found in previous years (e.g. 92 per cent of all pedal cyclist deaths and 81 per cent of all casualties in 2012 were male). Further details on pedal cycle casualties are provided in any [casualty table](#) containing road user type breakdowns and specifically in [RAS30065](#). Table [RAS40004](#) provides further information about the types of vehicles involved in accidents with pedal cycles.

Motorcycle user casualties

Facts about motorcycle user casualties

- A total of 328 motorcycle users were killed in reported road traffic accidents in 2012. This represents a decrease of 9 per cent from 2011 and 40 per cent from the 2005-09 average. It is also the lowest number of motorcycle user deaths on record.
- The number of motorcycle users seriously injured fell by 5 per cent from 2011 to 2012 and the total number of casualties fell by 4 per cent between the two years.
- Motorcycle traffic decreased by almost 2 per cent between 2011 and 2012 and by almost 13 per cent from the 2005-09 average.
- The number of motorcycle users who were killed or seriously injured per billion vehicle miles fell by 3 per cent to 1,884 in 2012. Motorcycle users remain the road user group with the highest rate of accidents and casualties per mile travelled.
- Over two thirds of motorcycle fatalities occurred in rural areas, compared with under half for serious motorcycle casualties and under a third for slight motorcycle casualties.
- Men make up around 92 per cent of all motorcycle user casualties.
- A significant number (around 30 per cent) of non-fatal motorcyclist casualties are younger riders (aged up to 25 years old) on smaller-engined motorcycles (up to 125 cc). However, the peak age of motorcyclist fatalities are older riders (aged between 31 and 55) on large motorcycles with engine sizes over 125 cc (accounting for around 45 per cent of all fatalities).

Table [RAS30066](#): Reported motorcycle casualties, Great Britain 2012

	Number				2012 Percentage change over:	
	2005-09 average	2010	2011	2012	2011	2005-09 average
Killed	544	403	362	328	-9	-40
Serious	5,776	4,780	5,247	5,000	-5	-13
Slight	16,452	13,503	14,541	13,982	-4	-15
Total	22,772	18,686	20,150	19,310	-4	-15
Motorcycle traffic ¹	3.3	2.9	2.9	2.8	-2	-14
Casualty rate ²						
KSI	1,951	1,814	1,945	1,884	-3	-3
Slight	5,079	4,727	5,041	4,944	-2	-3
All	7,029	6,541	6,986	6,828	-2	-3

¹ Billion vehicle miles.

² Rate per billion vehicle miles.

Further details on motorcycle user casualties are provided in any [casualty table](#) containing road user type breakdowns and specifically in [RAS30066](#). Table [RAS40004](#) provides further information about the types of vehicles involved in accidents with motorcycles. [RAS50015](#) provides information on contributory factors to motorcycle accidents and [RAS51021](#) provides information on breath alcohol tests.

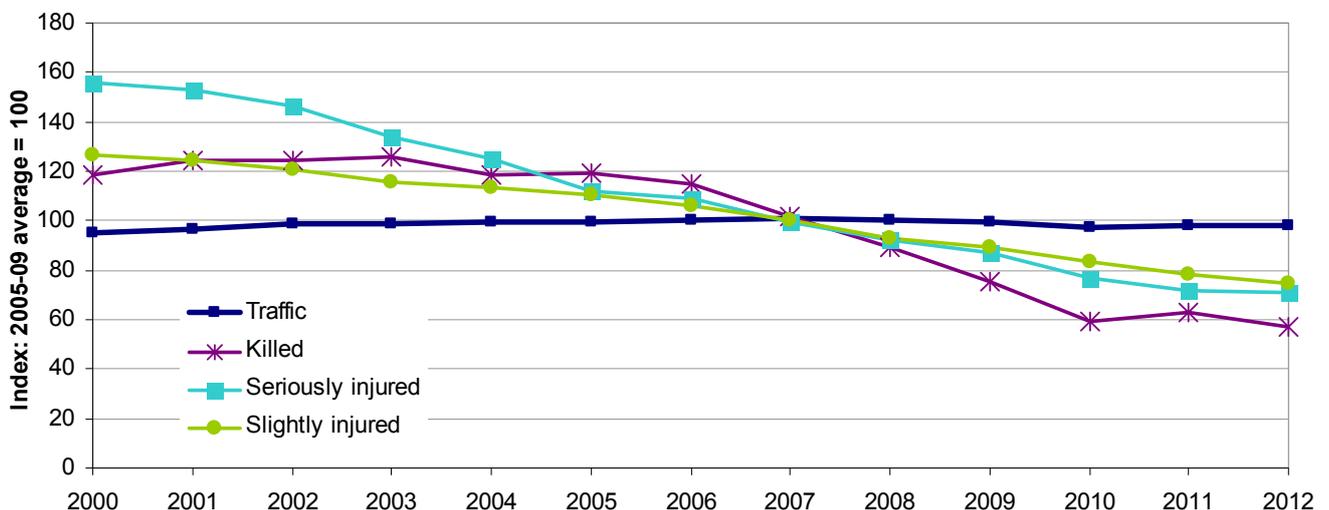
Car occupant casualties

Facts about car occupant casualties

- There was a 9 per cent fall to 801 in the number of car occupants killed in 2012 in comparison with 2011. This figure is 43 per cent lower than the 2005-09 average.
- The number of car occupants seriously injured in 2012 was 1 per cent lower than in 2011 and 29 per cent lower than the 2005-09 average. The number of seriously injured casualties has fallen in every year since 1996.
- The total number of car occupant casualties fell by 4 per cent to 119,708 in 2012.
- Around 68 per cent of car occupant fatalities were car drivers. Car drivers make up a very similar proportion of the other severities as well.
- The number of casualties has been dropping against a background of relatively flat car traffic. Cars drove around 240 billion vehicle miles in Great Britain during 2012, almost unchanged from 2011 and 2010. Today, car traffic is around 2 per cent lower than it was in the 2005-09 average.
- In 2012, there were around 38 KSI casualties per billion vehicle miles and an overall rate of 498 casualties per billion vehicle miles. These figures make travelling in a car one of the safest forms of road transport in comparison with other modes.

Chart 8 shows the decreasing number of car occupant casualties since 2000. One of the most notable patterns is the sharp decline in the number of fatalities in 2007 through to 2010 and very slight decrease since then. One hypothesis for the rapid decrease over this period is the economic downturn and recession from 2007 and heavy snowfall in 2010.

Chart 8: Car traffic and reported casualties by severity, Great Britain: 2000 to 2012



One other point of interest is that the almost half of the fatality reductions between 2007 and 2010 came within the 16 to 25 year old group (see the 2011 annual report and table [RAS20002](#) for more details). As is discussed briefly in the section on **young car drivers** later on, there is evidence from the NTS that the number of young people (and especially young males) who hold a full driving licence and how far they drive on average each year has been falling over recent years. This might be a reason for the falls in fatalities (and casualties of all severities) within this age group.

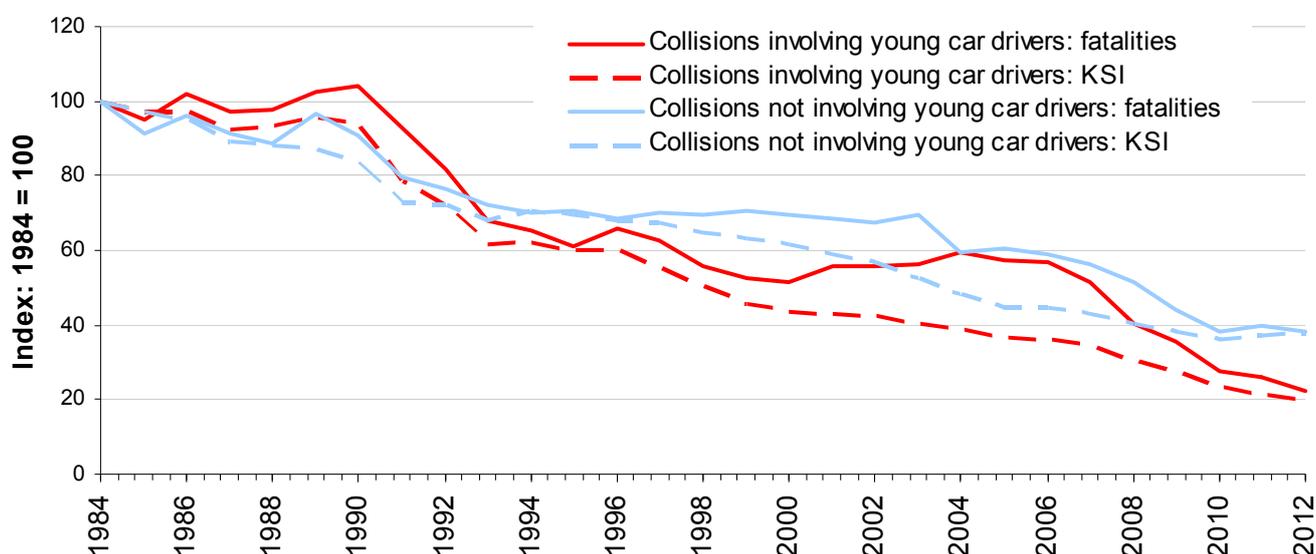
Young car drivers (aged 17 to 24)

Facts about young car drivers

- A fifth of people killed or seriously injured in a reported road accident in Great Britain during 2012 were involved in a collision where at least one of the cars was driven by a young driver.
- Around 22 per cent of all accidents involved at least one young driver. The 32,400 accidents involving at least one young car driver resulted in 350 deaths and more than 4,100 seriously injured casualties.
- Nearly a quarter of all car drivers (133 out of 542 drivers) who died in 2012 were young drivers themselves.
- People aged between 17 and 24 make up around 8 per cent of all full driving licence holders in Great Britain. They also drive, on average, about half the distance of older drivers each year.⁹
- Young car drivers account for an estimated 3 to 5 per cent of all car miles driven each year. Therefore the rate they are involved in accidents is considerably higher than would be expected given the distance they drive.

As shown in Chart 9, the number of KSI casualties from accidents involving at least one young car driver has fallen much quicker than KSI casualties from accidents involving no young car drivers over recent years. In particular, the number of fatalities in accidents involving young car drivers has dropped significantly since the start of the 2007 economic downturn and recession.

Chart 9: Number of KSI casualties in accidents involving and not involving young car drivers, Great Britain: 1984 to 2012



More information on young car drivers is available in the [factsheet on young drivers](#). In addition, further details, analyses and discussion about accidents involving young car drivers will appear in the forthcoming **green paper on young drivers**. This is due to be published by the Department for Transport later in 2013.

⁹ National Travel Survey - <https://www.gov.uk/government/organisations/department-for-transport/series/national-travel-survey-statistics>

Other road user casualties

Reported bus and coach occupant casualties decreased by 15 per cent compared with 2011, and were 26 per cent lower in 2012 than the 2005-09 average. The number of fatalities increased from 7 in 2011 to 11 in 2012. The number of serious injuries fell by 4 per cent in 2012 from 2011 and was 21 per cent lower than the 2005-09 average. Care should be exercised when comparing these percentage changes with other road user types since these numbers are small and are therefore liable to fluctuations.

In 2012, bus and coach traffic fell by 6 per cent from the 2011 level. This is 15 per cent lower than the 2005-09 average.

Reported light goods vehicle occupant casualties in 2012 were less than 1 per cent higher than in 2011, but were still 16 per cent lower than the 2005-09 average. Light goods traffic remained almost the same in 2012 as 2011, and was around 2 per cent higher than the 2005-09 average.

There were 33 deaths among light goods vehicles in 2012, almost the same as the 34 deaths in 2011. This represents a 32 per cent decrease compared to the 2005-09 average.

A total of 12,575 light goods vehicles were involved accidents in 2012, 170 of which resulted in at least one death. The 11,942 accidents involving light goods vehicles resulted in 170 deaths, 1,757 seriously injured casualties and 15,040 slightly injured casualties.

Reported heavy goods vehicle occupant casualties decreased by 5 per cent from 2010 and 41 per cent compared with the 2005-09 average. Fatalities increased by one death to 29, 21 per cent below the 2005-09 average.

Heavy goods vehicle traffic has decreased by 2 per cent from 2011. Traffic was 12 per cent lower than the 2005-09 average, resulting in the overall reduction in casualty rate for heavy goods vehicle occupants.

Heavy good vehicles were involved in 6,305 accidents in 2011, which was a 6 per cent decrease from 6,709 accidents in 2011. These accidents resulted in 271 fatalities (5 per cent more than 2011), 1,077 serious injuries (the same as 2011) and 7,350 slight injuries (8 per cent fewer).

Left hand drive heavy goods vehicles were involved in 558 accidents in 2012, an increase of 3.7 per cent compared with 2011. These accidents resulted in 16 fatalities, 56 serious injuries and 707 slight injuries.

Further information on other road user casualties is provided in table [RAS30068](#). Table [RAS40004](#) provides a breakdown of the number of each type of vehicle involved in each severity of accident and the number of casualties these accidents resulted in.

Part 3 – The effect of weather patterns on road accidents and casualties

As the number of accidents and casualties on Britain's roads decrease, the trends and patterns observed become more susceptible to external events.

In recent years, there have been two main large-scale weather events that have affected the number of road casualties. In 2010 there were two periods of significant and extended snowfall throughout Britain. The net effect of the snow was probably to reduce the number of reported road casualties that year. The year 2010 still remains the year with the record low number of serious injuries and KSI casualties.

Secondly to this, 2012 was an unusually wet year. As discussed in [Reported Road Casualties Great Britain: 2012 main results](#), 2012 was the second wettest year on record and the second quarter, during the months of April, May and June, was the wettest quarter 2 on record. Again, the effect of the heavy rainfall, especially as it fell during late spring and most of summer, would have been to discourage people from using the road, thereby lowering the number of casualties.

It is unlikely that 2013 will be immune from weather effects. As reported in the [quarter 1 2013 provisional results](#), the contrasting conditions between January to March 2012 and the same period in 2013 helped to produce a fall across every road user group for every severity type. Despite the rain that came later in 2012, the first three months of the year, and especially March, were unseasonably warm. These conditions would probably have led to more road users, and especially pedal- and motorcyclists, travelling on the roads. In contrast, the first three months of 2013 were much colder with March 2013 actually being colder, on average, than both January and February. This would probably have had the opposite effect of discouraging vulnerable road users from travelling. The overall result of these year-on-year changes will have been to reduce the number of casualties in the first quarter of 2013 in comparison with the first quarter of 2012.

Although the behaviour of all road user groups are likely to be influenced by the weather, by the very nature of how exposed to the elements pedestrians, pedal cyclists and motorcyclists are, these groups are likely to be more sensitive to abnormal weather.

In order to better explain how the weather patterns and casualty trends interact, we have started providing commentary using Met Office data, where applicable. This will continue in future publications where analysis shows unusual or abnormal weather patterns have occurred. In addition, work has been undertaken by a Masters degree student to study the relationship between unusual periods of weather and the road casualty figures. Due to university dissertation timings, this work has not been completed and released in time to include in the annual report. However, we intend to publish something more detailed using the analysis and any resulting model in late 2013 or early 2014. Furthermore, if the model proves to be useful we intend to share it with external bodies and other countries so it can help with others' understanding of weather relationships.

Background notes

Detailed statistics (tables and charts) and articles on reported road accidents and casualties, the valuation of accidents and casualties, and accidents with drivers over the drink drive limit can be found in the 2012 annual report at:

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012> and <https://www.gov.uk/government/organisations/department-for-transport/series/road-accidents-and-safety-statistics>

1. The data in this article refer to accidents involving personal injury occurring on the public highway (including footways) in which at least one road vehicle or a vehicle in collision with a pedestrian is involved and which becomes known to the police within 30 days of its occurrence. The data are collected by police at the scene of an accident or in some cases reported by a member of the public at a police station.
2. **Strengths and weaknesses of the data.** Comparisons of road accident reports with death registrations show that very few, if any; road accident fatalities are not reported to the police. However, it has long been known that a considerable proportion of non-fatal casualties are not known to the police. The data used as the basis for these statistics are therefore not a complete record of all personal injury road accidents, and this should be borne in mind when using and analysing the figures.

The 2012 annual report includes an estimate of the total number of road casualties in Great Britain each year derived primarily from National Travel Survey (NTS) data. Our best estimate is within the range 630 thousand to 690 thousand with a central estimate of 710 thousand. See the article entitled **Survey data on road accidents** at <https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012> for further details.

3. Further information about road accidents and safety statistics, including technical information and Notes & Definitions used in STATS19, and links to earlier material can be found at: <https://www.gov.uk/transport-statistics-notes-and-guidance-road-accident-and-safety>
4. 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 <http://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. The Department will respond to the assessment in autumn 2013.
5. Details of Ministers and officials who receive pre-release access to these statistics up to 24 hours before release can be found here: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/48829/reported-road-casualties-gb-prerelease.pdf

Annex: Table [RAS40006](#): Summary statistics, 2005-09 average, 2011 and 2012

Summary statistics: GB 2012

	Number			2012 Percentage change over:	
	2005-09 average	2011	2012	2010	2005-09 average
Casualties					
Killed	2,816	1,901	1,754	-8	-38
Killed or seriously injured (KSI)	30,041	25,023	24,793	-1	-17
All casualties	246,050	203,950	195,723	-4	-20
Vehicle traffic (billion vehicle miles) (inc pedal cycles)	313.1	306.8	305.7	0	-2
Population (million)	59.2	61.4	61.9	1	4
Accidents					
Fatal	2,590	1,797	1,637	-9	-37
Fatal or serious	26,473	22,783	22,538	-1	-15
All accidents	180,831	151,474	145,571	-4	-19
Casualties per accident					
Fatal	1.94	1.84	1.79	-3	-7
Fatal or serious	1.54	1.44	1.44	0	-6
All accidents	1.36	1.35	1.34	0	-1
Accident type					
Fatal accidents					
Single vehicle (no pedestrian)	659	437	376	-14	-43
Single vehicle (with pedestrian)	515	385	366	-5	-29
Two vehicle	1,023	690	675	-2	-34
Three or more vehicles	394	285	220	-23	-44
All accidents					
Single vehicle (no pedestrian)	27,691	22,501	21,155	-6	-24
Single vehicle (with pedestrian)	27,208	23,811	22,931	-4	-16
Two vehicle	106,794	90,305	87,152	-3	-18
Three or more vehicles	19,138	14,857	14,333	-4	-25
Casualties by road type					
Fatalities on					
Motorways	173	106	88	-17	-49
Built-up roads	1,147	816	777	-5	-32
Non built-up roads	1,496	979	889	-9	-41
KSI on					
Motorways	1,140	846	742	-12	-35
Built-up roads	18,373	16,245	16,387	1	-11
Non built-up roads	10,528	7,932	7,664	-3	-27
All casualties on					
Motorways	12,423	9,742	9,163	-6	-26
Built-up roads	168,749	145,530	139,899	-4	-17
Non built-up roads	64,879	48,678	46,661	-4	-28
Car occupants					
Fatalities	1,407	883	801	-9	-43
Seriously injured	11,577	8,342	8,232	-1	-29
Slightly injured	147,683	115,699	110,675	-4	-25
Total	160,667	124,924	119,708	-4	-25
Car traffic (billion vehicle miles)	244.7	240.7	240.3	0	-2
Fatalities in accidents involving car drivers aged 17-24					
of which: Driver aged 17-24	286	148	133	-10	-53
Passenger of driver aged 17-24	200	93	71	-24	-65
Other road user	278	171	146	-15	-48
Pedestrians					
Fatalities					
of which: Children (0-15)	57	33	20	-39	-65
Adults (16-59)	301	236	217	-8	-28
Elderly (60+)	253	184	183	-1	-28
Seriously injured	6,145	5,454	5,559	2	-10
Slightly injured	23,206	20,291	19,239	-5	-17
Total	29,965	26,198	25,218	-4	-16

Summary statistics: GB 2012 (continued)

	Number			2012 Percentage change over:	
	2005-09 average	2011	2012	2011	2005-09 average
Motorcyclists					
Fatalities	544	362	328	-9	-40
Seriously injured	5,776	5,247	5,000	-5	-13
Slightly injured	16,452	14,541	13,982	-4	-15
Total	22,772	20,150	19,310	-4	-15
Motorcycle traffic (billion vehicle miles)	3.2	2.9	2.8	-2	-13
Fatalities on					
Motorways	17	8	4	-50	-76
Built-up roads	208	153	149	-3	-28
Non built-up roads	320	201	175	-13	-45
KSI on					
Motorways	143	124	101	-19	-29
Built-up roads	3,865	3,444	3,442	0	-11
Non built-up roads	2,312	2,041	1,785	-13	-23
Motorcycles with engine size up to 125 cc					
Fatalities	82	60	57	-5	-30
Seriously injured	2,059	1,984	1,983	0	-4
Slightly injured	8,259	7,881	7,843	0	-5
Motorcycles with engine size over 125 cc					
Fatalities	462	302	271	-10	-41
Seriously injured	3,716	3,263	3,011	-8	-19
Slightly injured	8,194	6,660	6,131	-8	-25
Pedal cyclists					
Fatalities	130	107	118	10	-9
Seriously injured	2,398	3,085	3,222	4	34
Slightly injured	13,934	16,023	15,751	-2	13
Total	16,463	19,215	19,091	-1	16
Child (0-15) KSI	485	398	324	-19	-33
Adult (16+) KSI	2,001	2,750	2,976	8	49
Pedal cycle traffic (billion vehicle miles)	2.8	3.1	3.1	1	12
Vans/Light Goods Vehicles (LGV)					
Fatalities	49	34	33	-3	-32
Seriously injured	453	306	330	8	-27
Slightly injured	4,890	4,159	4,170	0	-15
Casualties in accidents involving at least one LGV					
Fatalities	246	191	170	-11	-31
KSI	2,154	1,872	1,927	3	-11
All casualties	19,409	17,359	16,967	-2	-13
LGV traffic (billion vehicle miles)	40.5	41.4	41.3	0	2
Heavy Goods Vehicles (HGV)					
Fatalities	37	28	29	4	-21
Seriously injured	277	167	169	1	-39
Slightly injured	1,946	1,220	1,142	-6	-41
Casualties in accidents involving at least one HGV					
Fatalities	395	257	271	5	-31
KSI	1,910	1,334	1,348	1	-29
All casualties	13,092	9,350	8,723	-7	-33
HGV traffic (billion vehicle miles)	17.7	15.9	15.5	-2	-12
Children (aged 0-15)					
Fatalities	127	60	61	2	-52
Male	80	40	41	3	-49
Female	47	20	20	0	-58
KSI	3,067	2,412	2,272	-6	-26
All casualties	24,021	19,474	17,251	-11	-28



Reported Road Casualties in Great Britain: 2012 Annual Report

A valuation of road accidents and casualties in Great Britain in 2012

This article provides the latest Department for Transport estimates of the values for prevention¹ of road accidents and casualties for use in the appraisal of transport schemes and gives an estimate of the total value of road accidents in Great Britain in 2012.

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

- The total value of prevention of reported road accidents in 2012 was estimated to be **£15.1 billion** - this includes an estimate of the cost of damage only accidents but does not allow for unreported injury accidents. This represents a decrease of £0.5 billion compared with the same estimate made in 2011. This is proportional to the 4 per cent decrease in the number of accidents reported in 2011 compared with 2012.
- A number of assumptions have been made to produce a broad illustrative figure which suggests that allowing for accidents not reported to the police could increase the total value of prevention of road accidents to around **£34.3 billion**.

It is important to highlight that the values in this report have been based on the road accident data 2012, and computed at 2012 prices and values.

¹ Prevention can be interpreted in two ways here: on the one hand it is the amount of money the Government should spend to likely prevent all road accidents. On the other hand it can be considered as the loss to society due to the current level of road accidents.

Casualties

The values for the prevention of fatal, serious and slight casualties include the following elements of cost:

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

Accidents

The average value of preventing a fatal accident is greater than the value of preventing a fatality. This applies for each level of severity. This is for two reasons, the first being that an injury accident is classified according to the most severe casualty but will on average involve more than one casualty. For example, in 2012 a fatal accident on average involved 1.07 fatalities, 0.29 serious casualties and 0.43 slight casualties. The second reason is that there are some costs which are part of the valuation of an injury accident but which are not specific to casualties. These are:

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

Valuation of the benefits of prevention of accidents

[RAS60001](#) presents the average values of prevention of road accidents and casualties by severity based on 2012 prices and values. [RAS60002](#) presents the average value of prevention of injury accidents by road type.

[RAS60001](#): Average value of prevention¹ per reported casualty and per reported road accident²: GB 2012

Accident/casualty type	£ 2012	
	Cost per casualty	Cost per accident
Fatal	1,703,822	1,917,766
Serious	191,462	219,043
Slight	14,760	23,336
Average for all severities	50,698	72,739
Damage only	-	2,048

[RAS60002](#): Average value of prevention¹ of reported road accidents² by road type: GB 2012

£ 2012

Accident Type	Road Type			All Roads
	Built-up roads ³	Non Built-up roads ⁴	Motorways ⁵	
Fatal	1,914,229	1,920,372	1,924,341	1,917,766
Serious	218,109	220,524	229,358	219,043
Slight	22,773	24,559	27,857	23,336
All injury accidents	62,250	109,415	74,471	72,739
Damage only	1,935	2,830	2,720	2,048
All accidents	5,160	14,942	11,063	6,409

The total value of prevention of road accidents in GB in 2012

Estimates of the total value of prevention of road casualties and road accidents in Great Britain during 2012 are provided below. The estimates were derived using the values for prevention of casualties and accidents listed above, and are cost benefit values that represent the benefits which would be obtained by prevention of road accidents. The estimates do not represent actual costs incurred as the result of road accidents.

In 2012, the numbers of reported accidents were: 1,637 fatal (-10% from 2011), 20,901 serious (-0.4%) and 123,033 slight (-5%). In cost-benefit terms the value of prevention of these 145,571 injury accidents is estimated to have been £10,589m in 2012 prices and values. In addition, there were an estimated 2.2 million damage-only accidents valued at a further £4,533m. The total value of prevention of all reported road accidents in 2012 was therefore estimated to have been £15,122m.

This estimate relates to the total value to the community of the benefits of prevention of road accidents. The incidence of costs will, of course, vary between groups of road users and also between road users and other members of society. In other words some costs, such as lost output, will not be borne exclusively by casualties themselves, since the taxation and social security systems will ensure that the burden of lost output will be shared by the population at large. Whereas some elements of cost, e.g. property damage, represent direct costs that will be incurred as the result of road accidents, others like human costs represent the benefit of avoidance of risk of a road accident, rather than values of the consequences of an accident. The tables below give the total value of prevention of road accidents by severity and element of cost ([RAS60003](#)), and by severity and category of road ([RAS60004](#)), without attempting to allocate costs by responsibility or final incidence.

RAS60003: Total value of prevention¹ of reported accidents by severity² and cost element: GB 2012

£ million

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	1,040	9	2,042	29	1	19	3,139
Serious	526	315	3,582	44	4	108	4,578
Slight	389	165	1,854	67	15	381	2,871
All injury accidents	1,955	490	7,478	139	19	508	10,589
Damage only accidents	0	0	0	77	124	4,332	4,533
All accidents	1,955	490	7,478	217	143	4,840	15,122

1 The number of reported road accidents were based on 2012 data

2 The costs were based on 2012 prices and values

RAS60004: Total value of prevention¹ of reported accidents² by severity and road type: GB 2012

£ million

Accident severity	Road Type			All roads
	Built-up roads ³	Non built-up roads ⁴	Motorways ⁵	
Fatal	1,431	1,555	153	3,139
Serious	3,244	1,214	120	4,578
Slight	2,181	573	116	2,871
All reported injury accidents	7,931	2,249	408	10,589
Damage only accidents	3,952	494	87	4,533
All accidents⁶	11,883	2,743	496	15,122

1 The costs were based on 2012 prices and values

2 The number of reported road accidents were based on 2012 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

During 2012, 86 per cent of reported and damage only accidents occurred on built-up roads. Non built-up roads accounted for 12 per cent of accidents, and 2 per cent of accidents occurred on motorways. The lesser severity of accidents on built-up roads is shown in Table [RAS60004](#); the total value of prevention per accident on built-up roads is over 4 times the total value on non built-up roads, however there are **over 7 times** more accidents occurring on built-up roads (table [RAS60002](#) shows that the average value of prevention on built-up roads is **less than half** of that on non-built up roads).

Under Reporting

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

Article 5 in this publication presents broad estimates of total road casualties, including

those not reported to police, using survey data. The current best estimate based on the data available is that there are around 710,000 non-fatal road casualties in Great Britain each year, 80,000 of which are seriously injured the remainder slightly injured (refer to article 5 for further details of how these figures have been produced and their limitations).

Therefore, based on these estimates, the numbers of serious and slightly injured casualties that are unreported each year are estimated to be around 57,000 and 459,000 respectively. Using these numbers to reach an estimate of accidents suggests around 52,000 serious and 308,000 slight accidents that do not appear in the police data. Taking these unreported accidents into consideration, assuming a similar average cost per accident for reported and unreported accidents would increase the total value of prevention of road accidents to around £34.3 billion. However, it is also known that within each severity category, the more serious accidents are more likely to be reported. Therefore the average cost of unreported accidents is likely to be a little lower, and the figure of £34.3 billion should be treated as an upper bound.

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

Background notes

Detailed statistics on “Valuation of road accidents and casualties in Great Britain” can be found on Reported Road Casualties in Great Britain - 2012 Annual Report web page at: <https://www.gov.uk/government/statistical-data-sets/ras60-average-value-of-preventing-road-accidents>

Table numbers RAS60001 – RAS60004

1. Further information about the Reported Road Casualties Great Britain Annual Report can be found at: <https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012>
2. Notes & Definitions used in STATS19 can be found at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/48822/reported-road-casualties-gb-notes-definitions.pdf
3. The methodology used to value the cost of casualties was described in an article in Road Accidents Great Britain 1994 (Kate McMahon, Road Safety Division, Department for Transport). For a copy the article, please contact roadacc.stats@dft.gsi.gov.uk. A brief methodology note is also available at: <https://www.gov.uk/transport-statistics-notes-and-guidance-road-accident-and-safety>
4. More detailed information on the method used to derive the values of preventing road accidents and casualties, together with guidance on how to apply them can be found in Transport Analysis Guidance Unit 3.4.1, The Accident Sub-Objective, which is available at: <http://www.dft.gov.uk/webtag/documents/expert/unit3.4.1.php>
5. In the event that additional information is required, please contact a member of the Transport Appraisal and Strategic Modelling division by telephone on 020 7944 4517 or by e-mail at: TASM@dft.gsi.gov.uk



Reported Road Casualties in Great Britain: 2012 Annual Report

Drinking and Driving

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

Summary

- Provisional estimates for 2012 suggest that 280 people were killed in drink drive accidents, an increase of around 17 per cent compared with 2011 and accounting for 16 per cent of all road deaths in Great Britain.
- There was a 5 per cent decrease in seriously injured drink drive casualties in 2012, to around 1,200 (5 per cent of all seriously injured road casualties).
- Final estimates for 2011 show that there were 220 fatal drink drive accidents in 2011, resulting in 240 deaths, unchanged from 2010 and jointly the lowest number of drink drive deaths since detailed reporting began in 1979.
- Amongst those killed in drink drive accidents in 2011, the majority (71 per cent) were drivers and riders over the legal alcohol limit. The remaining 29 per cent were other road users, involved in the accident but not necessarily over the legal limit themselves.
- Since 1979, when detailed reporting began, there has been an almost six-fold reduction in the number killed in drink drive accidents and a similar drop in seriously injured casualties.
- During 2012, 55,300 people in England and Wales were convicted of driving after consuming alcohol or taking drugs, broadly in line with the number for 2011.

Revisions to figures published in August 2013

On 1 August 2013, estimates for the total number of drink drive accidents in 2011 (final figures) and 2012 (provisional figures) were published. Since then, there have been small revisions to the datasets underlying these estimates, resulting in small revisions to the published estimates. The revisions affected the figures for the number of fatal drink drive casualties and were small (approx 3 to 4 per cent) in both cases – an upward revision of 10 to the 2011 estimate and a downward revision of 10 to the 2012 estimate.

The revisions do not change the direction of the observed trend in fatal drink drive casualties between 2011 and 2012.

Similar revisions were made to the 2010 dataset. Although these do not affect the estimates for the total number of drink drive casualties and accidents, there are slight changes to some of the detailed breakdowns in this report, compared to those published in last year's [Reported Road Casualties Annual Report](#).

Trends in the number of drink drive accidents and casualties

Provisional figures for 2012

- In 2012, there were 280 fatalities resulting from drink drive accidents in Great Britain, **around 17 per cent (40 fatalities) higher than in 2011** and accounting for **16 per cent of all reported road fatalities** in 2012.
- The number of seriously injured casualties in drink drive accidents **decreased by 5 per cent compared with 2011**, to 1,210 (5 per cent of all seriously injured casualties).
- The total number of reported drink drive accidents in 2012 is estimated to have been 6,670, broadly in line with last year and corresponding to **4 per cent of all reported road accidents**. However, there was around a 15 per cent increase in the number of **fatal drink drive** accidents, to 250.
- The figures for 2012 are based on a limited sample of data and are **provisional** until more complete information is available in 2014. For more details on the methodology and revisions, see the Background Notes section at the end of this article.

Final figures for 2011

- Final figures for 2011 show that there were **240 fatal casualties** resulting from drink drive accidents, unchanged from 2010 and, jointly with 2010, the lowest ever since detailed reporting began in 1979.
- There was a **slight rise in seriously injured casualties in 2011**, to 1,270 (a rise of 2 per cent from 2010) and in slightly injured casualties, to 8,420 (a 3 per cent rise), although given the estimation methodology used, changes of this magnitude are unlikely to be statistically significant.
- In 2011, drink drive accidents accounted for **13 per cent of all those killed on the roads** and 5 per cent of those seriously and slightly injured.

Longer term trends

- Detailed reporting on drink drive accidents and casualties began in 1979. There were 1,640 fatalities due to drink drive accidents during 1979. The figures for 2010 - 2012 are around **six times lower** than this.
- Although the total number killed on the roads has fallen over the same period, **drink drive fatalities have seen a bigger fall** – in 1979, drink drive accidents accounted for around a quarter of those killed on the roads; for the last five years, they have accounted for around 15 per cent.
- The number of seriously injured casualties in drink drive accidents has fallen by a similar factor, from 8,300 in 1979 (10 per cent of all seriously injured road casualties) to 1,210 in 2012 (5 per cent). The **total** number of drink drive casualties has seen a three-fold

reduction since 1979.

- Although the provisional figures suggest an increase between 2011 and 2012, the number of drink drive fatalities is still **around 25 per cent lower than in 2009** and almost **40 per cent lower than the 2005 – 2009 average**. The number of seriously injured drink drive casualties for 2012 is around 30 per cent lower than the 2005 to 2009 average.

Table RAS51001: Estimated number of casualties killed in reported drink drive accidents: Great Britain 2000 – 2011 (final); 2012 (provisional).

Year	Accidents				Casualties			
	Fatal	Serious	Slight	Total	Killed	Serious	Slight	Total
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	530	2,540	14,990	18,060
2001	470	2,020	9,780	12,270	530	2,700	15,550	18,780
2002	480	2,050	10,620	13,150	550	2,790	16,760	20,100
2003	500	1,970	9,930	12,400	580	2,590	15,820	18,990
2004	520	1,790	8,900	11,210	580	2,340	14,060	16,980
2005	470	1,550	8,060	10,080	550	2,090	12,760	15,400
2006	490	1,480	7,430	9,400	560	1,970	11,850	14,370
2007	370	1,400	7,520	9,290	410	1,760	11,850	14,020
2008	350	1,280	6,980	8,620	400	1,620	10,970	12,990
2009	340	1,180	6,530	8,050	380	1,500	10,150	12,030
2010 ^R	220	990	5,420	6,620	240	1,240	8,210	9,690
2011 ^R	220	1,040	5,430	6,690	240	1,270	8,420	9,930
2012 ^{P, R}	250	960	5,460	6,670	280	1,210	8,500	9,990

Source: STATS19, coroners and procurators fiscal

R = Estimates for 2010 to 2012 have been revised from those published previously following the discovery of a small error in the underlying data.

P = Provisional. The sample of data from coroners for 2011 has been finalised but 2012 estimates are based on a reduced sample and remain provisional until more complete information is available.

Estimates are rounded to the nearest ten to reflect the uncertainty in making estimates based on incomplete data sources. See Background Notes section for more information.

Chart RAS51001a: Estimated number of casualties killed in reported drink drive accidents: Great Britain 2000 – 2011 (final); 2012 (provisional).

Pale blue ticks show previous provisional estimates for each year 2000 to 2011.

Grey ticks for 2012 show the 95 per cent confidence interval for the provisional estimate¹.

Source: STATS19, coroners and procurators fiscal

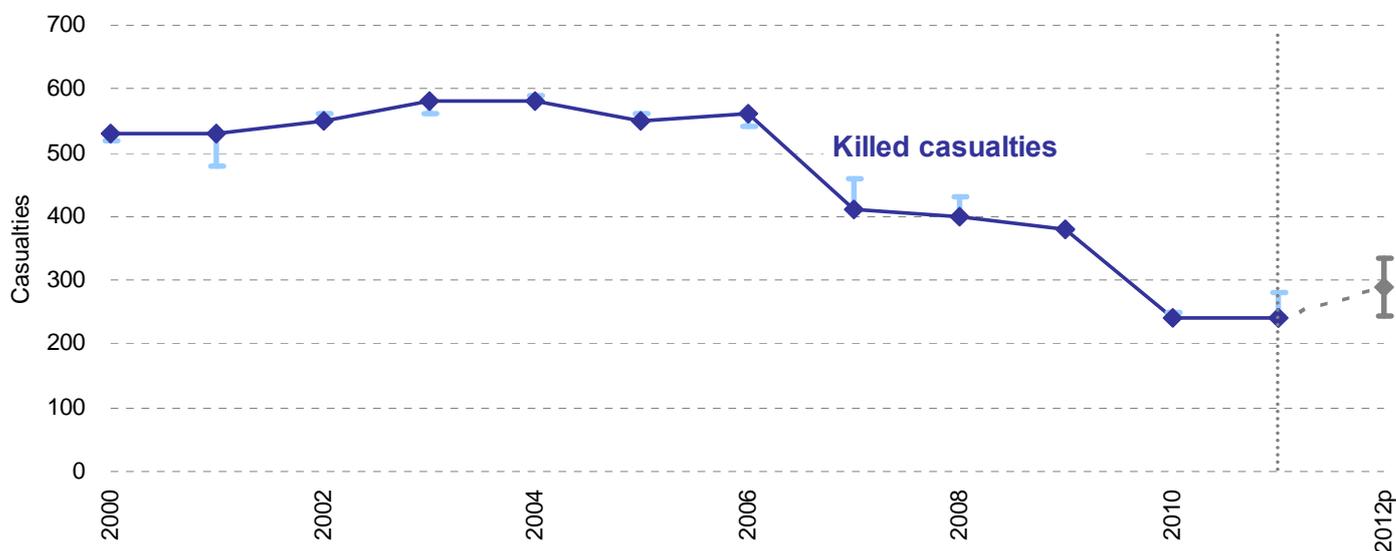
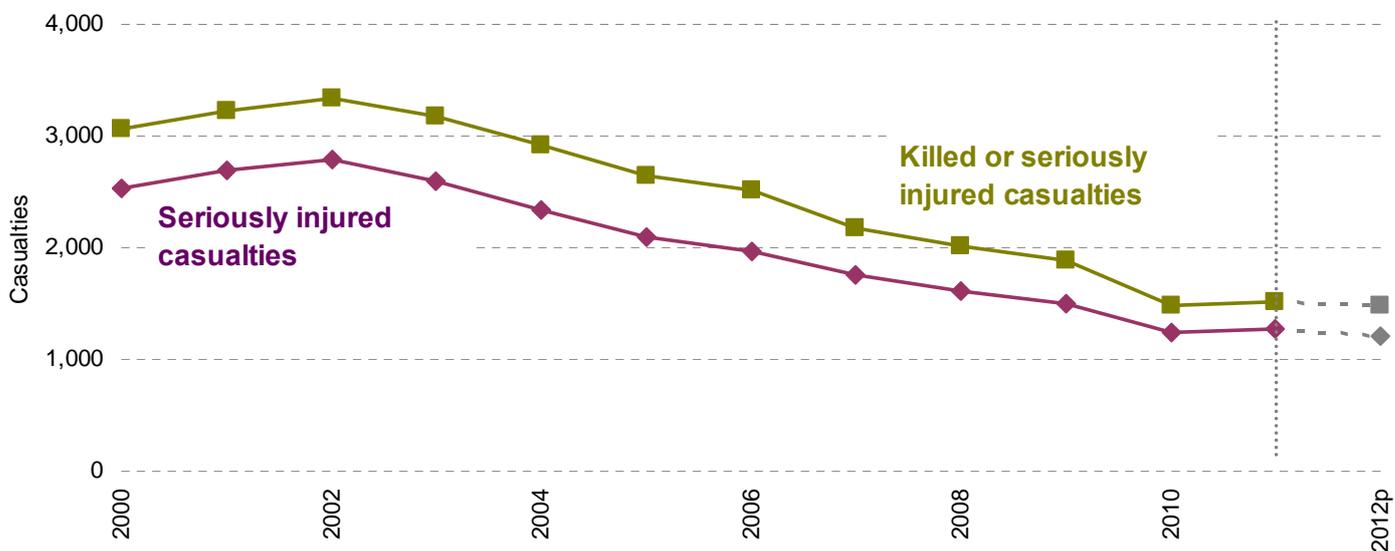


Chart RAS51001b: Estimated number of casualties killed or seriously injured in reported drink drive accidents: Great Britain 2000 – 2011 (final); 2012 (provisional).

Source: STATS19, coroners and procurators fiscal



¹ The 95 per cent confidence interval for the 2012 provisional estimate is calculated assuming the sample of available data is randomly distributed, although in practice it may be exposed to bias. For more detail about the sample and methodology used to produce the estimate, see “Background Notes”.

Casualties in drink drive accidents: characteristics

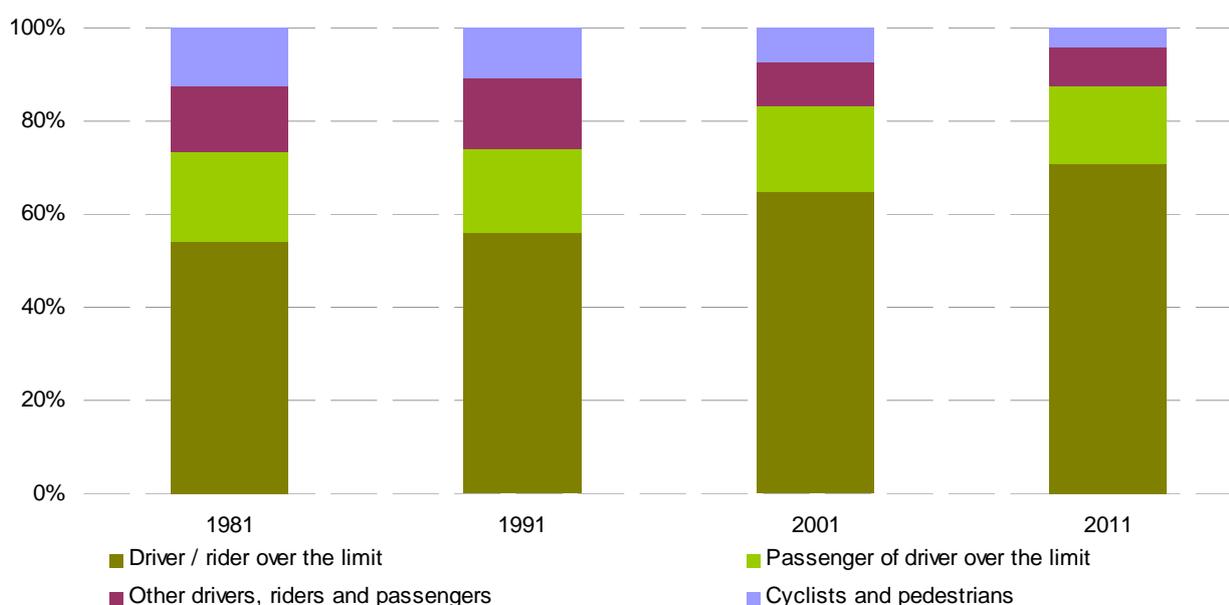
Most analyses in this section are restricted to 2011 and earlier. The provisional estimates for 2012 are based on a limited sample of data, which is insufficient to allow detailed analysis.

Drink drive casualties – drink drivers and other road users

- Of the 240 people killed in drink drive accidents during 2011, the majority (71 per cent) were **drivers and riders who were over the legal alcohol limit**. Of the remaining 29 per cent, more than half were the **passengers of drink drivers**.
- These figures suggest that the highest risk of **death** from driving whilst over the legal limit is to the driver themselves and their passengers, rather than to other road users.
- This finding reflects the nature of drink drive accidents – **more than half of fatal drink drive accidents involved only one vehicle** (i.e. the one being driven by the drink driver) and no pedestrians².
- Amongst those who suffered **serious injuries** in drink drive accidents, 50 per cent were drink drivers and riders. A further 22 per cent were passengers of drink drivers.
- The split of drink drive fatalities between different road user types has evolved over the last three decades – **in 1981, 54 per cent (770) of those killed were drink drivers and riders**. By 2011, although the number of drink drivers and riders killed had fallen more than four-fold, they accounted for more than 70 per cent of all drink drive fatalities.
- In contrast, thirty years ago, **pedestrians** accounted for more than 10 per cent of casualties in drink drive accidents. This has fallen to less than 5 per cent today.

Chart [RAS51005](#): casualties killed in reported drink drive accidents: breakdown by road user type: GB, selected years 1981 to 2011.

Source: STATS19, coroners and procurators fiscal



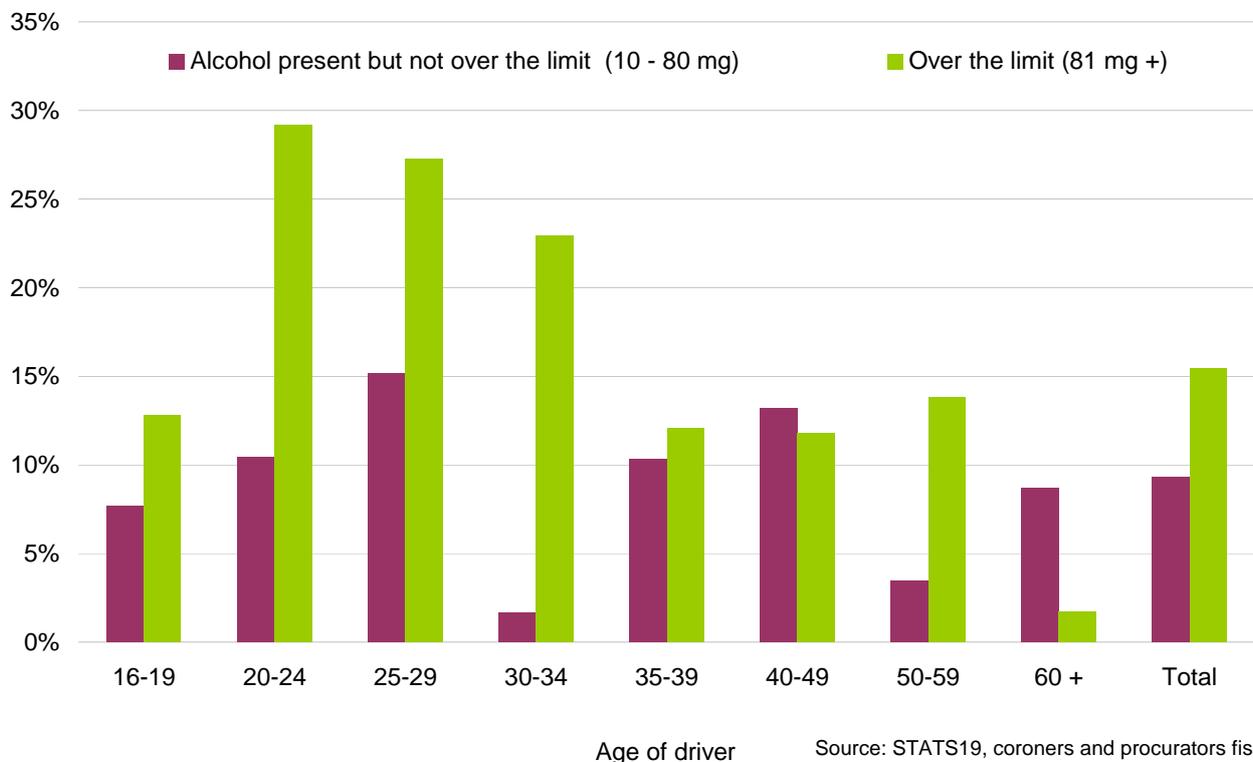
² By comparison, for **all** fatal accidents, 25 per cent involve only one vehicle and no pedestrians.

- Men are far more likely to be drink drive casualties than women. In 2011, around **two thirds of all drink drive casualties and three quarters of those killed and seriously injured** were male.
- Younger road users are also disproportionately likely to be involved in a drink drive accident - around **one third of those killed or seriously injured** were aged between 16 and 24, almost 80 per cent of whom were male.

Drivers and riders killed whilst over the limit

- 15 per cent of drivers and riders killed on the roads during 2011 were subsequently found to have a **blood alcohol content (BAC) over the legal limit**. This proportion is similar to that seen over the past decade. Two thirds of those who were over the legal limit were at least twice over it.
- In the late 1970s, around **one third of drivers killed were over the legal limit**. The proportion fell steadily until the early 1990s but thereafter fluctuated between 15 and 20 per cent, without any sustained long term trend.
- The proportion of killed drivers and riders over the limit is **highest amongst 20 to 35 year olds**. In 2011, around a quarter of those killed from this age group were found to be over the limit, compared to less than 15 per cent for older age groups.

Chart [RAS51007](#): Proportion of killed drivers and riders by BAC category: GB 2011



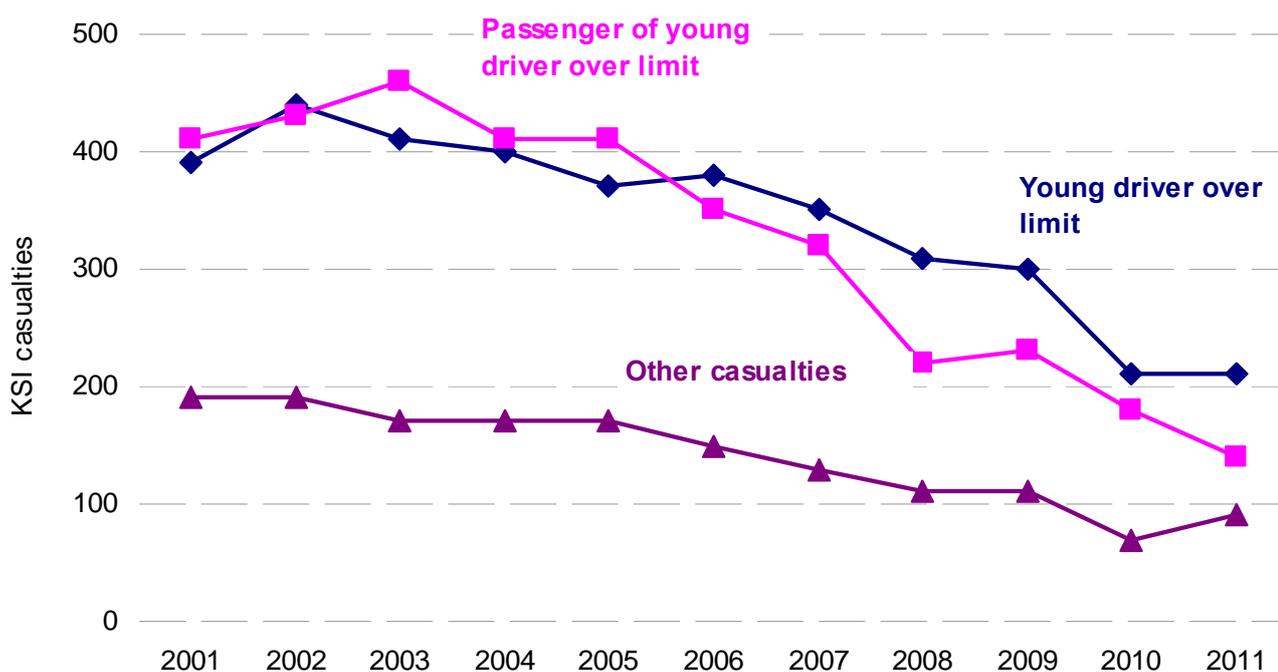
Source: STATS19, coroners and procurators fiscal

Young drink drivers

- Drink drive accidents in which a **young driver** (aged 17 to 24) was over the limit accounted for 60 deaths and 380 seriously injured casualties during 2011, broadly unchanged from 2010.
- In common with other drink drive accidents, the majority (80 per cent) of those killed or seriously injured were the **young drink drivers and their passengers**.
- Although the number of casualties from young drink drive accidents saw little change between 2010 and 2011, they remain **well below the levels seen previously**: since 2002, killed or seriously injured casualties from young drink drive accidents have fallen by more than 50 per cent.
- However, young drink drive accidents still account for a **disproportionate** number of drink drive casualties – around a quarter of drink drive fatalities and a third of seriously injured drink drive fatalities casualties are arise from accidents in which a young driver was over the limit.

Chart [RAS51008](#): Killed and seriously injured casualties in reported accidents involving young drivers (17-24 years old) over the legal alcohol limit: GB 2001-2011

Source: STATS19, coroners and procurators fiscal



Other casualties with alcohol involvement

Previous sections considered accidents in which the driver or rider of a motorised vehicle was over the legal alcohol limit, based either on a breath test performed at the accident scene or, if the driver or rider is killed, toxicology data from coroners / procurators fiscal. However, coroners' data is also available for pedestrian, pedal cyclist and passenger fatalities. Although these fatalities may not necessarily have been killed in drink drive accidents, the data nonetheless allows us to look at the extent to which alcohol may be a factor for these casualty types.

Coroners' data is available for 64 per cent of drivers and riders, but only 40 per cent of pedestrians and 50 per cent of cyclists. Therefore, the figures may be an overestimate for these groups, since they are more likely to be tested only if there is a suspicion of alcohol use.

Table [RAS51009](#) below shows the proportion of fatalities by blood alcohol content and when they were killed, for 2011.

- Almost **three quarters of pedestrians** who died in road accidents "overnight" (between 2200 and 0400) were over the legal alcohol limit for driving, broadly in line with previous years.
- A similar proportion of **pedal cyclists** killed overnight were over the legal limit for driving, although it should be noted that only 11 cyclists aged 16 or over in total were killed overnight (13 per cent of all cyclist fatalities aged 16 or over).

Table [RAS51009](#): Blood alcohol levels of reported fatalities aged 16 and over: GB 2011

Source: STATS19, coroners and procurators fiscal

	Cumulative percentage over blood alcohol levels (mg/100ml)						Sample size	Percentage over 80mg/100ml time of accident	
	Below limit		Above limit					22:00-03:59	04:00-21:59
	9	50	80	100	150	200			
Motorcycle riders	20	10	10	10	7	3	239	42	6
Car drivers	28	21	19	18	13	7	382	43	11
Other vehicle drivers/riders	21	19	17	17	9	2	47	67	14
Passengers	28	24	23	20	12	4	105	42	14
Pedestrians	45	39	37	35	29	22	179	74	27
Cyclists	21	19	19	17	9	8	53	86	9

Characteristics of reported drink drive accidents

Drink drive accident rates

- Table [RAS51010](#) compares the **rates** of drink drive accidents for different groups of car drivers. In accordance with the findings earlier in this article, the highest rates are found amongst young drivers (17 to 24 years olds). Comparing the rates by mileage, these groups are between four and five times more likely to be in a drink drive accident than drivers taken as a whole.
- All age groups have seen a reduction in rates compared to the period 2005 to 2009, with around a 40 per cent reduction in the overall rate.

Table [RAS51010](#): Estimated number of car drivers in drink drive road injury accidents: accidents per licence holder and per mile driven, GB 2005 – 2009 and 2011

	Number / Rate					
	Car driver drink drive accidents		Drink drive accidents per 100 thousand licence holders		Drink drive accidents per billion miles driven	
	2005 to 2009	2011	2005 to 2009	2011	2005 to 2009	2011
Under 17	40	10	..	..	..	..
17 - 19 ¹	940	400	60	26	230	117
20 - 24	1,860	1,110	61	33	138	93
25 - 29	1,340	840	42	24	69	45
30 - 34	920	670	27	20	38	30
35 - 39	870	490	22	14	28	19
40 - 49	1,200	790	16	10	19	12
50 - 59	580	410	9	6	12	8
60 or over	300	250	4	3	7	5
All ages ²	8,170	5,040	22	13	33	21

Source: DfT National Road Traffic Survey, DfT National Travel Survey, STATS19, coroners and procurators fiscal

1 Figures based on a small NTS sample.

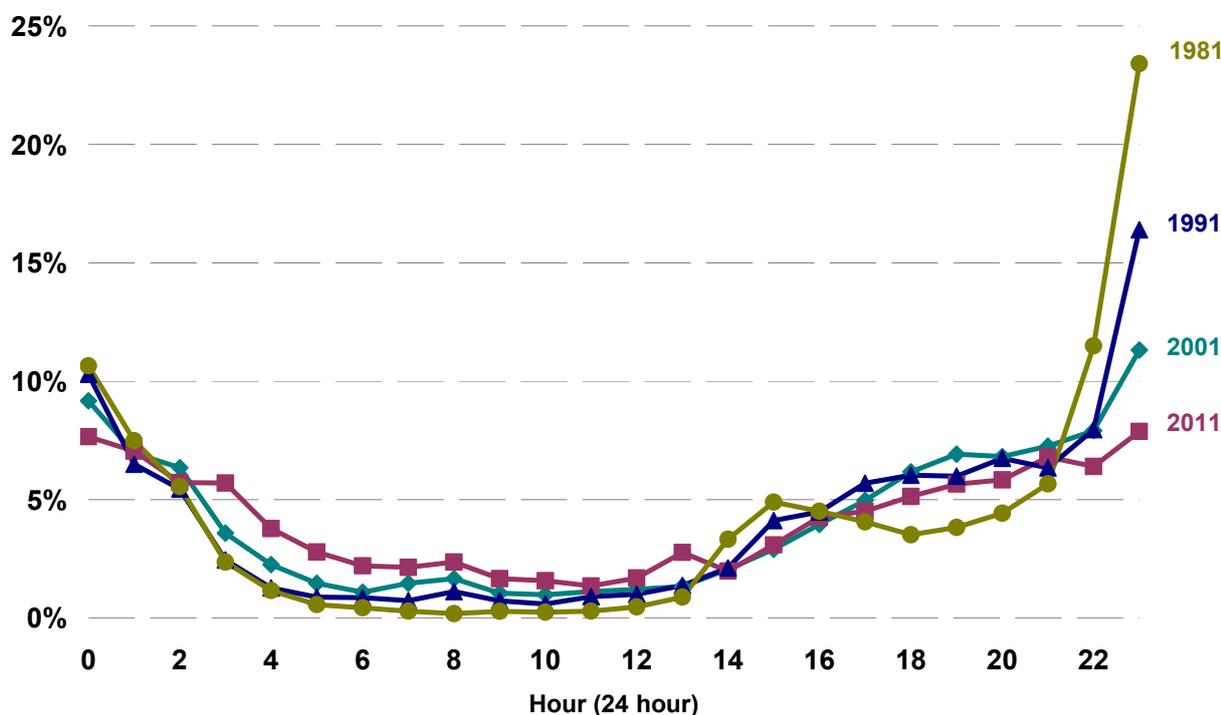
2 Includes age not known.

When do drink drive accidents occur?

- Drinking and driving is a **year-round problem**, rather than being strongly associated with the Christmas / New Year or summer periods. Data for the past few years show **no significant seasonal variation** in the distribution of drink drive accidents across the year.
- Around **60 per cent** of drink drive accidents in 2011 occurred on a **Friday, Saturday or Sunday**. For comparison, only 40 per cent of **all** reported accidents occurred on these days.
- Chart [RAS51012](#) below shows the distribution of drink drive accidents across the day and the changes over the last 30 years. In 1981, almost two thirds (64 per cent) of drink drive accidents occurred between 2100 and 0300. This late night peak has gradually reduced – by 2001, just under half (49 per cent) of drink drive accidents occurred then and today the corresponding figure stands at 42 per cent.

Chart [RAS51012](#): Reported drink drive accidents by time of day: GB, selected years since 1981

Source: STATS19, coroners and procurators fiscal



Types of drink drive accident

- In 2011, 42 per cent of reported drink drive accidents were **single vehicle accidents, with no pedestrian casualties**³. Typically these accidents involved the vehicle being driven whilst over the limit leaving the carriageway and hitting an object such as a tree or road sign. For comparison, just 15 per cent of **all** reported road accidents were single vehicle accidents with no pedestrian casualties.
- Only 4 per cent of drink drive accidents during 2011 involved a pedestrian casualty, compared to 17 per cent for all accidents.
- For **fatal** drink drive accidents alone, over half (55 per cent) were single vehicle accidents with no pedestrians involved. Only 3 per cent involved pedestrian casualties.
- The nature of fatal drink drive accidents has changed over the last 30 years: in 1981, 43 per cent of fatal drink drive accidents involved just one vehicle and no pedestrians. By 2011 this had risen to 55 per cent.
- By contrast, in 1981, 14 per cent of fatal drink drive accidents **involved at least one pedestrian casualty**, which had fallen to just 5 per cent in 2011.

³ It is worth noting that there is likely to be some under-reporting for accidents where only one vehicle is involved and the injuries suffered are minor.

Breath testing

This section makes use of three data sources on roadside breath screening tests administered by police forces:

- 1. Home Office data:** on the number of roadside tests (and failures) administered by the police in England and Wales.
- 2. Department for Transport data on the number of breath tests administered by the police in England and Wales:** includes the reason for the test and detailed results, using digital breath screening devices, introduced in 2008. Data are not received from all police forces, so is incomplete, but are nonetheless useful for looking at proportions and distributions.
- 3. Department for Transport data on breath tests administered following reported road accidents (“Stats19”):** this source covers all police forces in Great Britain, but only includes breath tests administered following personal injury accidents that are reported to the police.

A breath test failure corresponds to a breath alcohol content (BrAC) of **more than 35 micrograms of alcohol per 100ml of breath**, which is the legal limit for drink driving.

Number of breath tests administered and reasons⁴

- According to Home Office figures, police forces in England and Wales administered **686 thousand breath screening tests during 2011**, 7 per cent down from 2010.
- **12 per cent of these tests were failed / refused**, broadly in line with the previous few years. Failure rates fell for a number of years from 20 per cent in 2003, but have been remained at 11 to 12 per cent for the last three years.
- According to DfT data from digital breath screening devices, the most common reasons for requesting breath tests during both 2011 and 2012 was **following a moving traffic offence** (38 per cent of tests in 2012) or a **road traffic collision**⁵ (36 per cent), of which 7 per cent failed. However, the highest rate of breath test **failure** (19 per cent) was for tests carried out due to **“suspicion of alcohol”**.

Table RAS51017: Screening test results, by reason for test: England Wales, 2012⁶

Source: Department for Transport data from digital breath screening devices; as supplied by police forces

Reason for test							Percent	
	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	84	6	3	2	3	2	93	7
Road Traffic Collision	88	2	2	2	3	3	92	8
Suspicion of Alcohol	62	12	7	5	8	5	81	19
Other/ unknown	83	3	3	3	4	3	90	10
All	81	6	3	3	4	3	90	10

⁴ The figures in this section are outside the scope of National Statistics and unlike other data presented in this article, are not exclusively collected following a personal injury road accident.

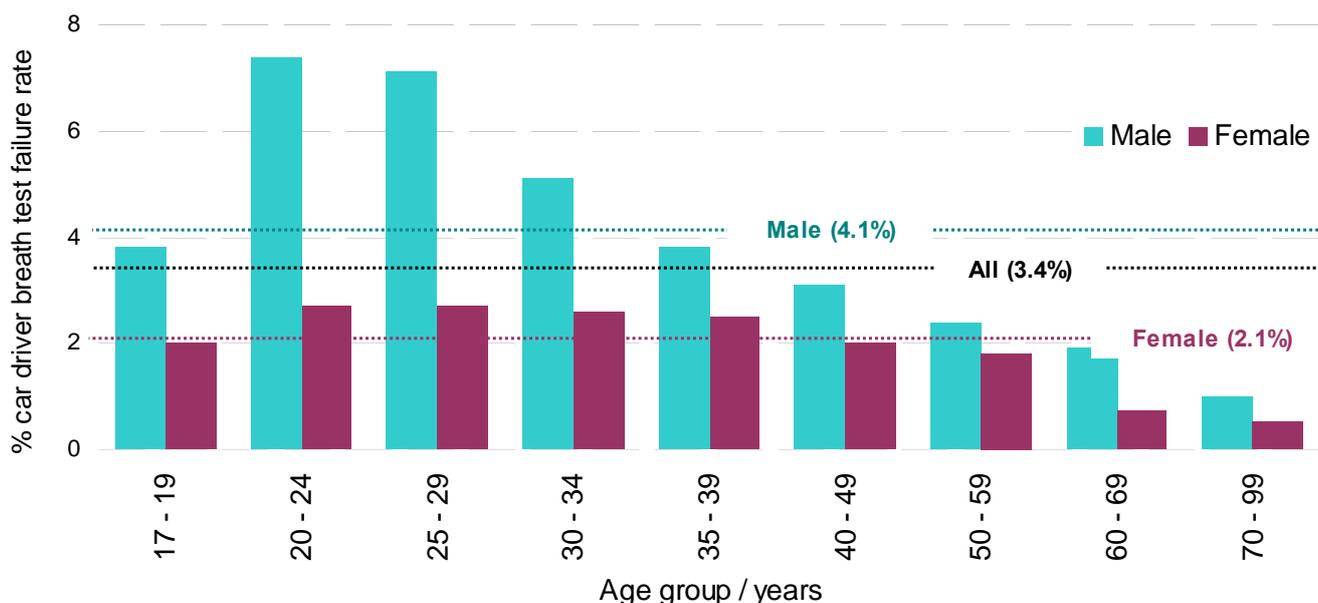
⁵ “Road traffic collisions” include damage-only incidents, as well as those involving personal injury.

⁶ Multiple reasons can occur at the same incident. The devices do not allow recording of multiple reasons and the reason recorded is at the discretion of the reporting police officer. Care should therefore be taken interpreting table RAS51017.

Breath tests following reported personal injury road accidents

- Around 246 thousand drivers and riders were involved in personal injury accidents reported to the police in 2012 in Great Britain. Just over half (54 per cent) of these drivers and riders were breath tested by the police, unchanged since 2009.
- Of those requested, around **4,100 (3.1 per cent) failed or refused the test**, broadly in line with 2010 and 2011 and below that for earlier years (the average failure rate for 2005 – 2009 was 3.6 per cent).
- As a proportion of **all** drivers and riders⁷ involved in road accidents, 1.7 per cent failed or refused a breath screening test in 2012, unchanged from 2011.
- As in previous years, failure / refusal rates amongst **car drivers** in 2012 were highest for **males aged 20 to 24** years - 7.4 per cent failed or refused, more than double the average for all drivers.
- By contrast, the highest failure / refusal rate for females was 2.7 per cent, amongst 20 to 29 year olds, below the average for all drivers.

Chart RAS51015: Car drivers in reported injury road accidents: breath tests and failures by age: GB 2012. Dashed lines denote average across all age groups for each sex. Source: Stats19



Convictions for drink driving

- According to the [Ministry of Justice](#), 55,300 people in England and Wales were convicted of driving after consuming alcohol or taking drugs during 2012, broadly unchanged from 2011 and accounting for around 9 per cent of motoring-related convictions. More than 80 per cent of those convicted were male.
- The annual number of convictions has fallen over the last decade and is now 40 per cent lower than it was in 2002 (90,500).

⁷ Including those not tested.

Background notes

1. Drink drive limits and definitions

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

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

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

2. Data sources

Two sources of data are used to compile these statistics. These are:

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

A methodology note describing how the estimates are compiled from these sources can be found here: www.gov.uk/transport-statistics-notes-and-guidance-road-accident-and-safety

3. Provisional estimates and revisions

As it takes some time for information to be gathered from coroners and procurators fiscal, the estimates published in each year for the previous year are based on a reduced sample of returns, which may be exposed to bias. They are finalised the following year, when a more complete set of returns is available. For example, in August 2012, provisional figures for 2011 were published. These were finalised in August 2013 and provisional estimates for 2012 were released alongside them.

Finalising the figures mainly affects the estimates for fatalities and fatal accidents. As discussed elsewhere in this article, around 70 per cent of those killed in drink drive accidents are drivers or riders who are over the legal alcohol limit. Therefore the estimated number of fatalities is highly dependent on information from coroners about these casualties.

The table overleaf shows the scale of recent revisions to the number of drink drive fatalities and the number of coroners' returns they are based on.

Table 1: Comparison of provisional and final drink drive fatality estimates

Year	Drink drive fatality estimates			Number of returns ²	
	Provisional	Final	% change ¹	Provisional	Final
2003	560	580	+ 4	875	1,348
2004	590	580	- 2	710	1,225
2005	560	550	- 2	774	1,288
2006	540	560	+ 4	709	1,297
2007	460	410	-11	634	1,175
2008	430	400	- 7	555	1,024
2009	380	380	- 0	491	834
2010	250	240	- 4	398	652
2011	280	240	-14	329	666
2012	280	..	..	264	..

1. Percentage change from provisional to final figures.

2. Returns received from coroners and procurators fiscal with blood alcohol content for drivers / riders killed in road accidents.

In recent years the provisional estimate has been based on a relatively small number of returns, reflecting the overall reduction in drivers and riders killed on the roads. The small sample size increases the uncertainty around the estimate and thus there is scope for a large change when it is finalised, as seen for the 2011 figures.

Given the small sample sizes, for future years, we are considering delaying the publication of provisional drink drive estimates until later in the year. This would enable a larger sample to be gathered and improve the robustness of the provisional estimate.

We welcome users' views on this proposal, by email on roadacc.stats@dft.gsi.gov.uk or using the contact details on the front of this release.

3. Digital breath screening data sources

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

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

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

4. Strengths and weaknesses of the data

The sample of fatality data from coroners for 2011 has now been finalised. 2012 estimates are based on a reduced sample of coroners' returns and may be biased. They remain provisional until more complete information for 2012 is available next year.

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

The 2012 annual report includes an estimate of the total number of road casualties in Great Britain each year derived primarily from National Travel Survey (NTS) data. Our best estimate is within the range 630 thousand to 690 thousand with a central estimate of 710 thousand. See the article entitled **Survey data on road accidents** at www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012 for further details.

In addition, an article on **self-reported drink and drug driving: findings from the Crime Survey and England and Wales (CSEW)**, was included in the Reported Road Casualties in Great Britain 2011 report, published in September 2012. The article presented data on people's own admissions of driving whilst being under the influence of drugs or over the legal alcohol limit, and can be found at:

www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2011

The data used for the self-reported drink and drug driving article were not available in time for this year's annual report. This article will be released later in the year once it has been completed.

5. Further information

Further information about the Reported Road Casualties Great Britain 2011 Annual Report can be found at: www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012.

Notes & Definitions used in STATS19 can be found at: www.gov.uk/transport-statistics-notes-and-guidance-road-accident-and-safety

Detailed statistics on **drink driving, including estimates of accident numbers, casualty types involved and breath test numbers and rates** can be found in web tables ras51001 to ras51021 on the Department for Transport website:

www.gov.uk/government/statistical-data-sets/ras51-reported-drinking-and-driving

Statistics on **prosecutions, convictions and sentences** for drink and drug driving are published by the Ministry of Justice:

www.gov.uk/government/publications/criminal-justice-statistics-quarterly-update-to-december-2012



Reported Road Casualties in Great Britain: 2012 Annual Report

Survey data on road accidents

Summary

This article provides the latest Department for Transport estimates of the total number of road casualties in Great Britain annually, including those not reported to the police, using information recorded in the National Travel Survey (NTS).

- It has long been known that police data does not provide a complete record of all injury accidents and resulting casualties, as the estimates illustrate. To help address this, the 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 of number of road casualties in Great Britain annually, including those not reported to the police, is within the range 630 thousand to 790 thousand with a central estimate of **710 thousand**. This is based on data for the five year period from 2008 to 2012.
- Results of the NTS follow-up study suggest around 10 per cent of accidents reported by the respondents are outside the scope of STATS19. Adjustments were made to exclude these casualties from the above figures.
- The under reporting of road traffic accidents to the police should be borne in mind when using and analysing STATS19 data. However, STATS19 remains the most detailed, complete and reliable single source of information on road casualties covering the whole of Great Britain.

Introduction

For many years the police have provided data on road accidents reported to them involving casualties under the STATS19 system. This source provides almost all the data in Reported Road Casualties Great Britain. In recent years, questions about involvement in road accidents have been added to the National Travel Survey (NTS)¹. The NTS

¹ National Travel Survey webpage: [https://www.gov.uk/government/organisations/department-for-](https://www.gov.uk/government/organisations/department-for-transport)

interviews just approximately 17,000 people in Great Britain each year. Questions about road accidents were added to the survey for the first time in 2007.

This article summarises the data on road accidents from the three years of data (2010-2012) available from NTS, briefly describes some of the issues relating to the use of these data to estimate the total number of road casualties in Great Britain, and presents broad brush estimates of total casualties (updating those included in article 5 of the 2010 annual report).

National Travel Survey on road accidents

Involvement in road accidents (taken from table [NTS0623²](#))

- 11.8 per cent of adults (aged 16 years or over) reported that they were involved in at least one road accident in the past three years, with 5.7 per cent reporting being involved in an accident in the past 12 months.
- Questions about child (under 16 years) road accident involvement have been included in the NTS since 2010. In the last three years 5.5 per cent of children reported being involved in at least one road accident and 2.8 per cent reported being involved in an accident in the past 12 months. The figures for children involved in road accidents were around half of those reported by adults.

Injury in road accidents

Table 1 represents the proportion of NTS respondents injured in road accidents compared with the proportion of the population injured in road accidents based on STATS19 figures.

- In the last three years, 3.8 per cent of adults reported that they were injured in at least one road accident, with 1.6 per cent saying that they were injured in the previous 12 months.
- Comparing the number of adult casualties recorded in STATS19 with population estimates would suggest around 0.3 per cent of Great Britain's population are recorded in STATS19³.
- Men were more likely to report being injured in a road accident than women in the survey data, consistent with the greater number of male casualties recorded in STATS19.
- The NTS data show that injury in road accidents tends to decline with age, from age group 25-29 onwards, However, STATS19 data show a relatively higher proportion of those in younger age groups (16-19 and 20-24) being injured than the survey data. It is possible that these differences may be due to lower response rates among the young adult group in the NTS, a general survey issue that is known to affect this age group.

[transport/series/national-travel-survey-statistics](#)

² Three year average (2010-2012)

³ Assuming that each person reported as a casualty in STATS19 is unique.

- The proportion of injuries in road accidents reported by children (aged under 16 years) in the NTS was approximately a half of the proportion reported by adults – 1.6 per cent of adults reported being injured in at least one road accident in the 12 months, and 0.7 per cent of children reported injury in the last 12 months. This is broadly similar to STATS19, where the casualty rate for children (0.17) is approximately half of the rate for adults (0.31).

Table 1: Injuries in road accidents, NTS compared to STATS19
(RAS web table [RAS54001](#), NTS web tables [NTS0623](#) and [NTS0625](#))

	National Travel Survey (2010/12): Proportion of individuals injured in road accidents			STATS19: GB 2008/12 average	
	Sample size (unweighted)	Last 3 years	Last 12 months	Injured casualties	as a % the of population ⁴
All adults ¹²	49,756	3.8	1.6	186,521	0.3
Males	23,732	4.1	1.8	108,249	0.4
Females	26,024	3.6	1.5	78,251	0.3
Age 16-19	2,996	3.8	2.1	24,345	0.8
Age 20-24	3,406	6.7	2.8	28,318	0.7
Age 25-29	3,454	5.8	2.9	22,247	0.5
Age 30-39	7,567	5.0	1.9	35,331	0.4
Age 40-49	8,967	4.4	1.8	32,493	0.4
Age 50-59	7,856	3.0	1.3	20,350	0.3
Age 60+	15,510	1.8	0.7	23,438	0.2
Children ³	11,806	1.6	0.7	19,713	0.2

1 Includes casualties aged 16 years or over only

2 Includes casualties where the age/gender were not recorded in STATS19

3 Aged < 16 years

4 Based on 2008/12 population average

Source: National Travel Survey (NTS0623 and NTS0625), STATS19 and Office for National Statistics population estimates

Reporting to police

- NTS respondents reported around 55 per cent of personal injury road accidents to the police.
- Of injury accidents which the police became aware according to NTS respondents, the majority (73 per cent) were cases where the police attended the scene. This is comparable to 81 per cent of police attendance recorded in STATS19.

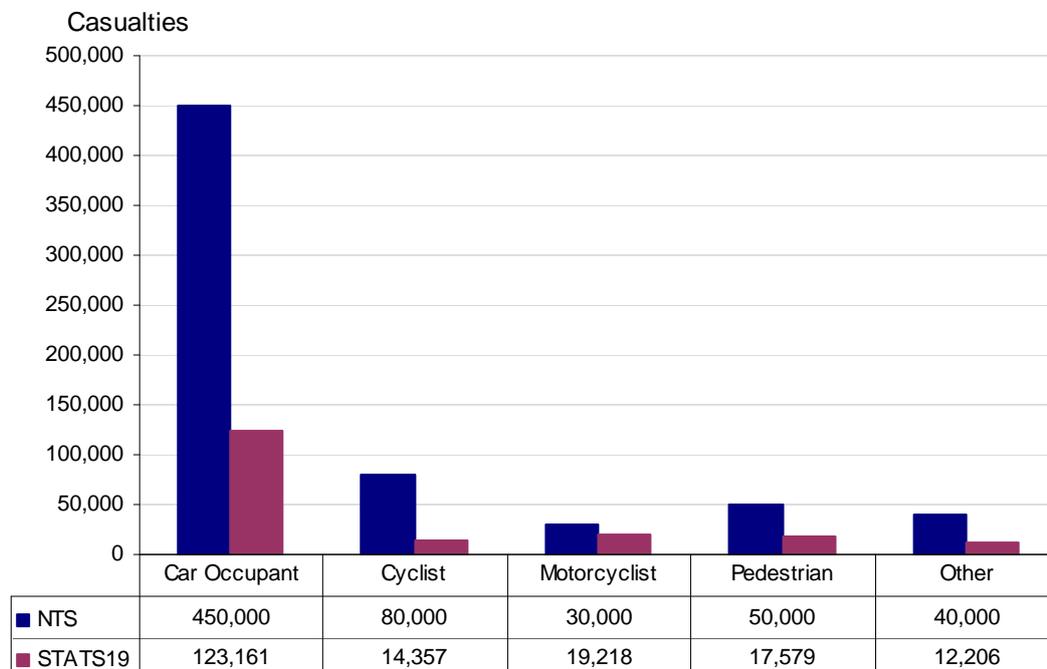
Road user type

Chart 1 presents the main road user groups of adults injured in road accidents comparing NTS estimates and casualties recorded in STATS19.

- The majority of NTS respondents reporting involvement in injury road accidents were car occupants, consistent with STATS19. Chart 1 shows the estimates of the different levels of under reporting for each road user type, suggesting that the user groups with

the highest levels of under reporting are pedal cyclists and car occupants – with estimates of 18 per cent and 27 per cent of casualties reported in STATS19. This corresponds to lower levels of accidents reported to the police for these user groups as suggested in the hospital admissions data article in the 2011 annual report⁴.

Chart 1: Road user type of adults injured in road accidents: NTS estimates (2010/12) based on the details of road accidents in the past three years and STATS19 (2008/12 average)



Source: STATS19, National Travel Survey.

Injuries sustained and medical treatment

- Whiplash was the most commonly reported injury experienced by 57 per cent of NTS respondents who were injured in a road accident in the previous three years (Table 2).
- Most respondents who reported injuries sustained in road accidents sought some form of medical attention (77 per cent), with 38 per cent of respondents having treatment at Accident and Emergency departments.
- Around a third of NTS (35 per cent) respondents injured in an accident in the past three years reported having a serious⁵ injury. This includes respondents who reported having a slight⁵ injury but also had an overnight stay in hospital. The proportion of adult casualties classified as serious is lower in the STATS19 data (around 12 per cent of injuries are coded serious).

⁴ Hospital admissions data on road accidents in England:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/9279/rrcgb2011-06.pdf

⁵ STATS19 definition of a serious/slight injury available at:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/48822/reported-road-casualties-gb-notes-definitions.pdf

Table 2: Injuries sustained in road accident in the last three years: NTS (2010/12)
(RAS web table [RAS54003](#) or NTS web table [NTS0624](#))

Type of injury experienced ¹	per cent	Medical attention ¹	per cent
Slight		No medical attention	23
Whiplash	57	First aid at roadside	15
Minor bruising or cuts	38	At GP surgery	36
Slight shock	28	At a minor injuries unit	7
Sprains	11	At Accident and Emergency	38
		As an inpatient in hospital	6
		Other	9
Serious			
Fracture/broken bones	11		
Severe shock	7		
Concussion	6		
Severe cuts	6		
Internal injuries	4		
Crushing	2		
Burns	1		
Other	10		

¹ Percentages sum to more than 100 as more than one answer may be given.

Source: National Travel Survey (sample size 1,427)

Estimating the total number of road casualties

The methodology used to produce the estimates of the total number of road casualties is broadly the same as described in the 2009⁶ and 2010⁷ annual reports.

The 2010 annual report includes a discussion on understanding survey data and the possible errors which may be associated with such data. The report also includes an overview of the NTS follow-up survey – including a summary of further issues highlighted by this follow-up survey and a discussion of how these findings are used when calculating estimates of the total number of road casualties in Great Britain.

Estimates of total number of road casualties

Updated estimates of the total number of road casualties in Great Britain are shown in Table 3, with the estimates rounded to the nearest 10 thousand. **The figures may be broadly interpreted as an average annual total number of non-fatal road casualties between 2008 and 2012.**

- Based on the data currently available, our best estimate of the total number of road casualties occurring each year is around 710 thousand, with a range (approximate 95% confidence interval) of 630 thousand to 790 thousand. This estimate is a reduction on the previous estimate of 730 thousand, which is in keeping with the reductions in reported road accidents in the STATS19 data.
- The estimated number of adult casualties is 640 thousand - with an estimate of 450 thousand car occupant casualties, and 80 thousand pedal cyclist casualties.

⁶ Available on National Archives at: <http://tinyurl.com/rrcgb2009>

⁷ Available on National Archives at: <http://tinyurl.com/rrcgb2010>

- The principle reason for the estimated high levels of under reporting of the number of pedal cyclist casualties, compared with those recorded in STATS19, is the number of casualties in accidents involving no motor vehicle (of which very few are recorded in the police data) – 42 per cent of pedal cycle casualty respondents in the NTS reported involvement in a single vehicle accident compared with 3 per cent of pedal cycle casualties reported as being in a single vehicle accident in STATS19.
- These estimates have been derived as outlined in Article 5 of RRCGB 2008⁸, which contains details of the simple methodology and limitations.

Table 3: Estimates of the annual non-fatal road casualties in Great Britain using National Travel Survey data, compared with casualties recorded in STATS19 (2008/12)
(RAS web table [RAS54004](#))

Number (thousands, estimates rounded to nearest 10 thousand)

	Central estimate ¹	Approx. 95% Confidence Limits		STATS19
		Lower	Upper	Injured casualties (08/12 avg)
All road casualties	710	630	790	206
Adults	640	570	720	187
Children	60	40	90	20
Seriously injured	80	50*	110*	24
Slightly injured	630	550*	710*	186
Adult casualties:				
Car occupants	450	390	510	146
Pedal cyclists	80	50	100	12
Motorcyclists	30	20	50	21
Pedestrians	50	30	70	19
Others	40	20	50	14

¹ Some figures may not add up to the total due to rounding

* these estimates are not approximate confidence limits, but a range to illustrate the uncertainty around the estimate.

Use and limitations of the estimates

These estimates act as a broad indication of the total number of road casualties in Great Britain, which very roughly illustrates the possible extent to which the STATS19 data are incomplete. However, the limitations of this approximation need to be made clear:

- The overall figure is based on survey data. Whilst we can calculate approximate confidence intervals to allow for sampling variation, it is hard to know the extent to which non-sampling errors affect the figures. If these are large, the estimates presented will be misleading.
- Where there are reasons to suspect that there are non sampling errors affecting the survey data (for example, in the reporting of severity) we have produced illustrative figures loosely based on previous research studies, which may not be representative.
- The nature of these estimates, the way in which they have been produced, the assumptions made and the considerable margin for error all mean that it is not appropriate to produce figures for individual years or to look at trends over time at present, although this may be possible in future.

⁸Available on National Archives at: <http://tinyurl.com/rrcgb2008>

Background notes

Detailed statistics (tables and charts) on “survey data on road accidents” can be found on the Reported Road Casualties in Great Britain web page at:

<https://www.gov.uk/government/statistical-data-sets/ras54-survey-data>

Table numbers RAS54001 - RAS54004.

1. Further information about the Reported Road Casualties Great Britain Annual Report can be found at: <https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012>
2. Notes & Definitions used in STATS19 can be found at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/48822/reported-road-casualties-gb-notes-definitions.pdf
3. Further information about the National Travel Survey, including a copy of the questionnaire, can be found at: <https://www.gov.uk/government/organisations/department-for-transport/series/national-travel-survey-statistics>
4. For a discussion of alternative sources of data on road casualties, including their strengths and limitations, please see article 5 in Reported Road Casualties, Great Britain: 2008 Annual Report - Comparing police data on road accidents with other sources: <http://webarchive.nationalarchives.gov.uk/20110503151558/http://www.dft.gov.uk/adobe/pdf/162469/221412/221549/227755/rrcgb2008articles.pdf>
5. For more details of the methods used to estimate the annual number of road casualties in Great Britain, please see the Survey data on road accidents Methodology note: <https://www.gov.uk/transport-statistics-notes-and-guidance-road-accident-and-safety>

TABLES

Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-main-results-2012>

Table RAS10001

Reported accidents by speed limit, road class and severity, Great Britain, 2012

Type of road	Number/percentage change compared to 2011								
	Fatal		Serious		Slight		All accidents		Road traffic ¹
	Number	% change	Number	% change	Number	% change	Number	% change	% change
Motorways	80	-13	546	-10	4,989	-3	5,615	-4	1
Built-up roads									
20 mph	9	29	333	19	1,906	16	2,248	16	..
30 mph	582	-5	12,684	1	81,662	-5	94,928	-4	..
40 mph	155	-5	1,795	1	9,910	-5	11,860	-4	..
All built-up roads	746	-5	14,812	1	93,478	-5	109,036	-4	..
Non built-up roads									
50 mph	92	-21	744	-6	4,136	0	4,972	-2	..
60 mph	599	-9	4,152	-3	16,322	-5	21,073	-5	..
70 mph	120	-18	647	-10	4,108	-2	4,875	-4	..
All non built-up roads	811	-12	5,543	-4	24,566	-4	30,920	-4	..
Major roads ²	976	-14	10,037	-3	61,768	-4	72,781	-4	0
Minor roads ³	661	0	10,864	2	61,265	-5	72,790	-4	-1
All roads ⁴	1,637	-9	20,901	0	123,033	-4	145,571	-4	0

1 Motor vehicle traffic only.

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

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

4 Includes unknown road class and speed limit.

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[Notes & Definitions](#)

Source: STATS19, DfT National Road Traffic Survey

Last updated: 27 June 2013

Next update: June 2014

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-2012>

RAS10002

Reported accidents and accident rates by road class and severity, Great Britain, 2005-09 average, 2005 - 2012

	Number of accidents/rate per billion miles								
	2005-09 average	2005	2006	2007	2008	2009	2010	2011	2012
Urban roads^{2,3}									
A roads									
Fatal	456	489	526	469	420	374	307	328	283
Fatal and serious	6,258	6,440	6,615	6,430	6,149	5,656	5,391	5,687	5,639
All severities	49,121	53,780	50,483	48,661	47,207	45,473	43,697	44,179	42,338
<i>Rate</i>	966	1,052	977	956	941	902	875	889	865
Other roads⁴									
Fatal	444	510	500	452	412	347	265	288	323
Fatal and serious	8,237	8,699	8,682	8,404	7,952	7,448	6,943	7,159	7,415
All severities	64,587	71,570	68,173	64,731	60,354	58,108	54,853	53,622	51,596
<i>Rate</i>	941	1,039	994	928	882	861	841	817	780
All urban roads⁵									
Fatal	900	999	1,026	921	832	721	572	616	606
Fatal and serious	14,495	15,139	15,297	14,834	14,101	13,104	12,334	12,846	13,054
All severities	113,708	125,350	118,656	113,392	107,561	103,581	98,550	97,801	93,934
<i>Rate</i>	952	1,044	986	940	907	879	856	848	816
Rural roads^{2,3}									
A roads									
Fatal	983	1,123	1,127	1,018	858	790	657	713	613
Fatal and serious	6,056	6,616	6,381	6,119	5,604	5,559	4,931	5,067	4,748
All severities	31,857	34,780	33,555	32,649	29,627	28,676	26,577	25,710	24,828
<i>Rate</i>	359	396	376	366	334	325	306	293	284
Other roads⁴									
Fatal	558	615	609	621	515	432	389	376	338
Fatal and serious	5,000	5,167	5,239	5,093	4,907	4,593	4,125	4,168	4,110
All severities	27,466	29,899	28,546	28,085	26,144	24,654	22,787	22,144	21,194
<i>Rate</i>	637	724	668	635	591	573	530	529	518
All rural roads⁵									
Fatal	1,542	1,738	1,736	1,639	1,373	1,222	1,046	1,089	951
Fatal and serious	11,056	11,783	11,620	11,212	10,511	10,152	9,056	9,235	8,858
All severities	59,323	64,679	62,101	60,734	55,771	53,330	49,364	47,854	46,022
<i>Rate</i>	450	501	470	455	419	406	380	369	359
All roads⁵									
Motorways									
Fatal	149	176	164	154	136	114	113	92	80
Fatal and serious	919	1,007	953	989	848	798	781	702	626
All severities	7,773	8,619	8,379	7,976	7,249	6,643	6,500	5,819	5,615
<i>Rate</i>	126	143	136	128	117	107	107	94	90
A roads									
Fatal	1,439	1,612	1,653	1,487	1,278	1,164	964	1,041	896
Fatal and serious	12,316	13,063	12,997	12,550	11,755	11,215	10,322	10,754	10,387
All severities	80,991	88,599	84,050	81,316	76,839	74,149	70,274	69,889	67,166
<i>Rate</i>	580	637	596	580	553	534	513	508	493
Other roads⁴									
Fatal	1,003	1,125	1,109	1,073	927	779	654	664	661
Fatal and serious	13,238	13,872	13,922	13,497	12,859	12,041	11,068	11,327	11,525
All severities	92,067	101,517	96,732	92,823	86,503	82,762	77,640	75,766	72,790
<i>Rate</i>	824	921	869	815	768	749	717	705	680
Total⁵									
Fatal	2,590	2,913	2,926	2,714	2,341	2,057	1,731	1,797	1,637
Fatal and serious	26,473	27,942	27,872	27,036	25,462	24,054	22,171	22,783	22,538
All severities	180,831	198,735	189,161	182,115	170,591	163,554	154,414	151,474	145,571
<i>Rate</i>	578	642	602	575	543	526	504	494	476

1 Figures have been rounded to the nearest whole number.

2 Excludes motorways.

3 See urban and rural definitions.

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

5 Includes cases where road class was not reported

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[Notes & Definitions](#)

Source: DfT STATS19, DfT National Road Traffic Survey
Last updated: 26 September 2013
Next update: September 2014

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-2012>

RAS10002

Reported accidents and accident rates by road class and severity, Great Britain, 2005-09 average, 2005 - 2012

	Number of accidents/rate per billion kilometres								
	2005-09 average	2005	2006	2007	2008	2009	2010	2011	2012
Urban roads^{2,3}									
A roads									
Fatal	456	489	526	469	420	374	307	328	283
Fatal and serious	6,258	6,440	6,615	6,430	6,149	5,656	5,391	5,687	5,639
All severities	49,121	53,780	50,483	48,661	47,207	45,473	43,697	44,179	42,338
<i>Rate</i>	600	653	607	594	585	561	544	552	537
Other roads⁴									
Fatal	444	510	500	452	412	347	265	288	323
Fatal and serious	8,237	8,699	8,682	8,404	7,952	7,448	6,943	7,159	7,415
All severities	64,587	71,570	68,173	64,731	60,354	58,108	54,853	53,622	51,596
<i>Rate</i>	585	645	617	577	548	535	522	508	485
All urban roads⁵									
Fatal	900	999	1,026	921	832	721	572	616	606
Fatal and serious	14,495	15,139	15,297	14,834	14,101	13,104	12,334	12,846	13,054
All severities	113,708	125,350	118,656	113,392	107,561	103,581	98,550	97,801	93,934
<i>Rate</i>	591	649	613	584	564	546	532	527	507
Rural roads^{2,3}									
A roads									
Fatal	983	1,123	1,127	1,018	858	790	657	713	613
Fatal and serious	6,056	6,616	6,381	6,119	5,604	5,559	4,931	5,067	4,748
All severities	31,857	34,780	33,555	32,649	29,627	28,676	26,577	25,710	24,828
<i>Rate</i>	223	246	233	227	207	202	190	182	177
Other roads⁴									
Fatal	558	615	609	621	515	432	389	376	338
Fatal and serious	5,000	5,167	5,239	5,093	4,907	4,593	4,125	4,168	4,110
All severities	27,466	29,899	28,546	28,085	26,144	24,654	22,787	22,144	21,194
<i>Rate</i>	396	450	415	395	367	356	329	329	322
All rural roads⁵									
Fatal	1,542	1,738	1,736	1,639	1,373	1,222	1,046	1,089	951
Fatal and serious	11,056	11,783	11,620	11,212	10,511	10,152	9,056	9,235	8,858
All severities	59,323	64,679	62,101	60,734	55,771	53,330	49,364	47,854	46,022
<i>Rate</i>	280	311	292	283	260	252	236	229	223
All roads⁵									
Motorways									
Fatal	149	176	164	154	136	114	113	92	80
Fatal and serious	919	1,007	953	989	848	798	781	702	626
All severities	7,773	8,619	8,379	7,976	7,249	6,643	6,500	5,819	5,615
<i>Rate</i>	78	89	84	79	72	67	66	58	56
A roads									
Fatal	1,439	1,612	1,653	1,487	1,278	1,164	964	1,041	896
Fatal and serious	12,316	13,063	12,997	12,550	11,755	11,215	10,322	10,754	10,387
All severities	80,991	88,599	84,050	81,316	76,839	74,149	70,274	69,889	67,166
<i>Rate</i>	361	396	370	360	344	332	319	316	306
Other roads⁴									
Fatal	1,003	1,125	1,109	1,073	927	779	654	664	661
Fatal and serious	13,238	13,872	13,922	13,497	12,859	12,041	11,068	11,327	11,525
All severities	92,067	101,517	96,732	92,823	86,503	82,762	77,640	75,766	72,790
<i>Rate</i>	512	572	540	506	477	465	446	438	423
Total⁵									
Fatal	2,590	2,913	2,926	2,714	2,341	2,057	1,731	1,797	1,637
Fatal and serious	26,473	27,942	27,872	27,036	25,462	24,054	22,171	22,783	22,538
All severities	180,831	198,735	189,161	182,115	170,591	163,554	154,414	151,474	145,571
<i>Rate</i>	359	399	374	357	338	327	313	307	296

1 Figures have been rounded to the nearest whole number.

2 Excludes motorways.

3 See urban and rural definitions.

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

5 Includes cases where road class was not reported

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Source: DfT STATS19, DfT National Road Traffic Survey
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RAS10003

Reported accidents by road class, speed limit and severity, Great Britain, 2005-09 average, 2005-2012

	Number of accidents								
	2005-09 average ¹	2005	2006	2007	2008	2009	2010	2011	2012
Motorways									
Fatal	149	176	164	154	136	114	113	92	80
Fatal and serious	919	1,007	953	989	848	798	781	702	626
All severities	7,773	8,619	8,379	7,976	7,249	6,643	6,500	5,819	5,615
A roads									
20 mph									
Fatal	1	2	0	1	2	2	1	2	2
Fatal and serious	23	20	23	19	26	28	39	31	51
All severities	145	131	119	116	167	191	294	262	342
30 mph									
Fatal	355	389	370	369	336	309	232	281	216
Fatal and serious	5,574	5,648	5,745	5,792	5,509	5,174	4,852	5,220	5,106
All severities	43,992	47,838	44,733	43,572	42,637	41,180	39,731	40,454	38,803
40 mph									
Fatal	159	155	212	159	132	135	121	114	103
Fatal and serious	1,431	1,494	1,533	1,450	1,377	1,300	1,221	1,309	1,296
All severities	10,276	10,868	10,571	10,487	9,959	9,496	8,815	8,676	8,347
50 mph									
Fatal	99	96	102	98	98	100	74	93	79
Fatal and serious	680	655	683	700	665	697	630	723	683
All severities	4,146	4,083	4,299	4,203	3,982	4,165	4,016	4,190	4,117
60 mph									
Fatal	627	749	742	643	530	470	387	406	378
Fatal and serious	3,541	3,992	3,880	3,539	3,191	3,104	2,666	2,619	2,494
All severities	15,952	18,485	17,292	16,236	14,222	13,525	12,107	11,358	10,788
70 mph									
Fatal	199	221	227	217	180	148	149	145	118
Fatal and serious	1,067	1,254	1,133	1,050	987	912	914	852	757
All severities	6,479	7,194	7,036	6,702	5,872	5,592	5,311	4,949	4,769
Other roads²									
20 mph									
Fatal	9	6	15	8	11	7	5	5	7
Fatal and serious	148	113	146	126	178	179	173	255	291
All severities	1,044	846	877	1,038	1,138	1,320	1,257	1,673	1,906
30 mph									
Fatal	489	553	539	495	458	399	313	331	366
Fatal and serious	9,149	9,637	9,517	9,348	8,869	8,372	7,759	7,940	8,160
All severities	70,485	77,674	73,741	70,624	66,302	64,086	60,443	58,663	56,125
40 mph									
Fatal	80	84	79	84	78	75	42	49	52
Fatal and serious	684	671	739	702	678	630	575	629	654
All severities	4,431	4,809	4,663	4,551	4,168	3,963	3,698	3,658	3,513
50 mph									
Fatal	18	16	15	18	25	15	24	24	13
Fatal and serious	137	91	122	149	147	174	176	186	153
All severities	762	679	800	753	745	833	846	860	855
60 mph									
Fatal	404	462	459	465	351	282	269	253	221
Fatal and serious	3,100	3,336	3,376	3,160	2,965	2,665	2,372	2,303	2,257
All severities	15,171	17,279	16,455	15,704	13,985	12,434	11,264	10,800	10,285
70 mph									
Fatal	3	4	2	3	4	1	1	2	2
Fatal and serious	20	24	22	12	22	21	13	14	10
All severities	174	230	196	153	165	126	132	112	106

1 Figures have been rounded to the nearest whole number.

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

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RAS10004

Reported accidents by severity, number of casualties involved, built-up and non built-up roads and road class, Great Britain, 2012

	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	16	8	25	32	239	11	34	206	891	4,990	8,710	32,329	47,492
B roads	0	0	0	6	3	9	18	74	5	10	88	334	1,583	2,563	9,613	14,306
Other roads	0	0	0	7	11	25	52	220	2	22	185	828	5,623	6,980	33,283	47,238
All built-up roads ²	0	0	1	29	22	59	102	533	18	66	479	2,053	12,196	18,253	75,225	109,036
Non built-up roads¹																
A roads	0	1	7	36	41	104	113	273	40	60	331	909	2,019	4,854	10,886	19,674
B roads	0	1	1	9	4	22	18	66	6	17	70	274	531	983	2,487	4,489
Other roads	0	0	0	11	6	16	22	60	13	22	117	315	819	1,555	3,801	6,757
All non built-up roads ²	0	2	8	56	51	142	153	399	59	99	518	1,498	3,369	7,392	17,174	30,920
All speed limits³																
Motorways	0	0	1	6	5	6	25	37	3	5	55	209	274	1,768	3,221	5,615
A roads	0	1	8	52	49	129	145	512	51	94	537	1,800	7,009	13,564	43,215	67,166
B roads	0	1	1	15	7	31	36	140	11	27	158	608	2,114	3,546	12,100	18,795
Other roads	0	0	0	18	17	41	74	280	15	44	302	1,143	6,442	8,535	37,084	53,995
Total ³	0	2	10	91	78	207	280	969	80	170	1,052	3,760	15,839	27,413	95,620	145,571

1 Excludes motorways.

2 Includes cases where road class was not reported

3 Includes cases where speed limit was not reported.

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[Notes & Definitions](#)

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RAS10005

Reported accidents by daylight and darkness, road surface condition, built-up and non built-up roads and severity, Great Britain, 2012

	Number of accidents								
	Daylight				Darkness				All ² accidents
	Dry	Wet or flood	Snow or ice	All ¹	Dry	Wet or flood	Snow or ice	All ¹	
Motorways									
Fatal	27	8	1	36	22	21	1	44	80
Serious	255	99	5	359	95	81	10	187	546
Slight	2,413	1,081	46	3,544	698	674	70	1,445	4,989
All severities	2,695	1,188	52	3,939	815	776	81	1,676	5,615
Built-up roads³									
Fatal	354	106	3	464	154	120	8	282	746
Serious	7,819	2,189	107	10,132	2,650	1,880	141	4,680	14,812
Slight	51,595	16,556	995	69,279	13,682	9,622	851	24,199	93,478
All severities	59,768	18,851	1,105	79,875	16,486	11,622	1,000	29,161	109,036
Non built-up roads³									
Fatal	355	119	12	486	160	153	11	325	811
Serious	2,668	1,181	116	3,972	723	737	109	1,571	5,543
Slight	10,835	6,597	749	18,210	2,562	3,189	595	6,356	24,566
All severities	13,858	7,897	877	22,668	3,445	4,079	715	8,252	30,920
All speed limits⁴									
Fatal	736	233	16	986	336	294	20	651	1,637
Serious	10,742	3,469	228	14,463	3,468	2,698	260	6,438	20,901
Slight	64,843	24,234	1,790	91,033	16,942	13,485	1,516	32,000	123,033
All severities	76,321	27,936	2,034	106,482	20,746	16,477	1,796	39,089	145,571

1 Includes cases where road surface condition was not reported.

2 Includes cases where lighting condition was not reported

3 Excludes motorways.

4 Includes cases where speed limit was not reported.

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RAS10006

Reported accidents by daylight and darkness, weather condition, built-up and non built-up roads and severity, Great Britain, 2012

	Number of accidents								All ¹ accidents
	Daylight				Darkness				
	Fine	Raining	Snowing	Fog	Fine	Raining	Snowing	Fog	
Motorways									
Fatal	28	5	0	3	30	12	0	2	80
Serious	291	60	1	0	123	50	4	4	546
Slight	2,815	614	18	23	973	368	23	24	4,989
All severities	3,134	679	19	26	1,126	430	27	30	5,615
Built-up roads²									
Fatal	413	40	0	2	218	48	1	6	746
Serious	8,773	1,021	12	16	3,489	901	28	36	14,812
Slight	57,783	8,645	150	170	17,589	5,004	188	169	93,478
All severities	66,969	9,706	162	188	21,296	5,953	217	211	109,036
Non built-up roads²									
Fatal	427	45	3	5	254	52	0	10	811
Serious	3,293	517	21	39	1,150	294	21	28	5,543
Slight	14,087	3,194	103	199	4,296	1,424	117	169	24,566
All severities	17,807	3,756	127	243	5,700	1,770	138	207	30,920
All speed limits³									
Fatal	868	90	3	10	502	112	1	18	1,637
Serious	12,357	1,598	34	55	4,762	1,245	53	68	20,901
Slight	74,685	12,453	271	392	22,858	6,796	328	362	123,033
All severities	87,910	14,141	308	457	28,122	8,153	382	448	145,571

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

2 Excludes motorways.

3 Includes cases where speed limit was not reported.

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[Notes & Definitions](#)

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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, 2012

	Number of accidents					
	Daylight	Darkness			All	All accidents ²
		Street lights lit	No street lights/ Street lights unlit	Lighting not reported		
Motorways						
Dry	2,695	411	317	87	815	3,510
Wet or flood	1,188	384	366	26	776	1,964
Snow or ice	52	29	47	5	81	133
All ¹	3,939	827	730	119	1,676	5,615
Built-up roads³						
Speed limit 20 mph						
Dry	1,305	282	22	14	318	1,623
Wet or flood	346	218	8	9	235	581
Snow or ice	25	17	1	0	18	43
All ¹	1,677	517	31	23	571	2,248
Speed limit 30 mph						
Dry	52,533	12,380	587	1,493	14,460	66,993
Wet or flood	16,086	8,960	577	362	9,899	25,985
Snow or ice	931	729	64	39	832	1,763
All ¹	69,686	22,105	1,231	1,906	25,242	94,928
Speed limit 40 mph						
Dry	5,930	1,236	302	170	1,708	7,638
Wet or flood	2,419	1,122	301	65	1,488	3,907
Snow or ice	149	95	42	13	150	299
All ¹	8,512	2,453	645	250	3,348	11,860
All built-up roads						
Dry	59,768	13,898	911	1,677	16,486	76,254
Wet or flood	18,851	10,300	886	436	11,622	30,473
Snow or ice	1,105	841	107	52	1,000	2,105
All ¹	79,875	25,075	1,907	2,179	29,161	109,036
Non built-up roads³						
Speed limit 50 mph						
Dry	2,325	367	215	49	631	2,956
Wet or flood	1,212	366	270	19	655	1,867
Snow or ice	73	27	42	3	72	145
All ¹	3,612	760	528	72	1,360	4,972
Speed limit 60 mph						
Dry	9,251	423	1,615	108	2,146	11,397
Wet or flood	5,598	437	2,278	45	2,760	8,358
Snow or ice	726	55	486	13	554	1,280
All ¹	15,604	918	4,384	167	5,469	21,073
Speed limit 70 mph						
Dry	2,282	281	350	37	668	2,950
Wet or flood	1,087	276	374	14	664	1,751
Snow or ice	78	28	56	5	89	167
All ¹	3,452	587	780	56	1,423	4,875
All non built-up roads						
Dry	13,858	1,071	2,180	194	3,445	17,303
Wet or flood	7,897	1,079	2,922	78	4,079	11,976
Snow or ice	877	110	584	21	715	1,592
All ¹	22,668	2,265	5,692	295	8,252	30,920
All speed limits⁴						
Dry	76,321	15,380	3,408	1,958	20,746	97,067
Wet or flood	27,936	11,763	4,174	540	16,477	44,413
Snow or ice	2,034	980	738	78	1,796	3,830
All ¹	106,482	28,167	8,329	2,593	39,089	145,571

1 Includes cases where road surface condition was not reported.

2 Includes cases where light condition was not reported

3 Excludes motorways.

4 Includes motorways.

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[Notes & Definitions](#)

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RAS10008

Reported accidents by daylight and darkness, lighting conditions, special conditions and carriageway hazards, Great Britain, 2012

	Number of accidents					
	Daylight	Darkness				All ¹ accidents
		Street lights lit	No street lighting or street lights unlit	Street lighting unknown	All darkness	
Special conditions at site						
Automatic traffic signal out or defective	259	69	14	4	87	346
Permanent road sign/markings defective or obscured	144	41	12	1	54	198
Roadworks	1,090	264	87	25	376	1,466
Road surface defective	256	40	32	6	78	334
Oil or diesel	414	42	19	8	69	483
Mud	362	18	138	0	156	518
Total	2,525	474	302	44	820	3,345
Carriageway hazards						
Dislodged vehicle load in carriageway	127	9	19	4	32	159
Other object in carriageway	713	160	144	12	316	1,029
Involvement with previous accident	107	31	47	1	79	186
Uninjured pedestrian in carriageway	251	97	5	3	105	356
Animal in carriageway (except ridden horses)	355	126	306	17	449	804
Total	1,553	423	521	37	981	2,534
All accidents²	106,482	28,167	8,329	2,593	39,089	145,571

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](#)

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RAS10009

Reported accidents by junction type, built-up and non built-up roads and severity, Great Britain, 2012

	Number of accidents							
	Roundabout ¹	T or staggered ²	Crossroads	Junction with more than 4 arms ³	Private drive/entrance	Other junction	All metres junctions	Not at or within 20 metres of junction ⁴
Motorways								
Fatal	0	3	0	0	0	0	3	77
Serious	15	49	0	2	0	6	72	474
Slight	299	601	5	17	1	45	968	4,021
All Severities	314	653	5	19	1	51	1,043	4,572
Built-up roads⁵								
Fatal	33	272	61	14	30	21	431	315
Serious	1,055	5,945	1,585	234	572	317	9,708	5,104
Slight	10,444	36,158	11,540	1,582	3,831	2,418	65,973	27,505
All Severities	11,532	42,375	13,186	1,830	4,433	2,756	76,112	32,924
Non built-up roads⁵								
Fatal	10	124	26	2	27	19	208	603
Serious	303	1,025	239	33	193	119	1,912	3,631
Slight	2,801	4,683	1,054	160	849	462	10,009	14,557
All Severities	3,114	5,832	1,319	195	1,069	600	12,129	18,791
All speed limits⁶								
Fatal	43	399	87	16	57	40	642	995
Serious	1,373	7,019	1,824	269	765	442	11,692	9,209
Slight	13,544	41,442	12,599	1,759	4,681	2,925	76,950	46,083
All Severities	14,960	48,860	14,510	2,044	5,503	3,407	89,284	56,287

1 Includes mini-roundabouts

2 Includes slip roads

3 Excludes roundabouts

4 Includes cases where junction detail was not reported

5 Excludes motorways.

6 Includes cases where speed limit was not reported.

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RAS10010

Reported single vehicle accidents¹ by object hit off carriageway, built-up and non built-up roads and severity, Great Britain, 2012

					Number of accidents				
(a) Built-up roads ²					(b) Non built-up roads ²				
All one vehicle accidents					All one vehicle accidents				
Object hit	Fatal	Serious	Slight	All	Object hit	Fatal	Serious	Slight	All
None	302	5,906	21,550	27,758	None	99	893	2,649	3,641
Road sign or traffic signal	9	76	437	522	Road sign or traffic signal	10	66	411	487
Lamp post	23	152	640	815	Lamp post	5	50	228	283
Telegraph pole or electricity pole	7	44	172	223	Telegraph pole or electricity pole	6	42	229	277
Tree	27	169	486	682	Tree	86	408	1,199	1,693
Bus stop or shelter	2	25	58	85	Bus stop or shelter	0	3	10	13
Crash barrier	6	35	262	303	Crash barrier	13	121	600	734
Submerged	6	1	3	10	Submerged	3	2	6	11
Entered ditch	0	26	143	169	Entered ditch	16	178	834	1,028
Wall or fence	4	28	86	118	Wall or fence	7	33	145	185
Other permanent objects	49	358	1,432	1,839	Other permanent objects	34	321	1,560	1,915
Total ³	435	6,820	25,269	32,524	Total ³	279	2,117	7,871	10,267

(c) Motorways					(d) All roads ⁴				
All one vehicle accidents					All one vehicle accidents				
Object hit	Fatal	Serious	Slight	All	Object hit	Fatal	Serious	Slight	All
None	12	64	262	338	None	413	6,863	24,461	31,737
Road sign or traffic signal	0	5	22	27	Road sign or traffic signal	19	147	870	1,036
Lamp post	0	3	14	17	Lamp post	28	205	882	1,115
Telegraph pole or electricity pole	0	1	0	1	Telegraph pole or electricity pole	13	87	401	501
Tree	4	22	79	105	Tree	117	599	1,764	2,480
Bus stop or shelter	0	0	0	0	Bus stop or shelter	2	28	68	98
Crash barrier	8	85	569	662	Crash barrier	27	241	1,431	1,699
Submerged	0	0	1	1	Submerged	9	3	10	22
Entered ditch	0	8	36	44	Entered ditch	16	212	1,013	1,241
Wall or fence	1	1	6	8	Wall or fence	12	62	237	311
Other permanent objects	3	13	76	92	Other permanent objects	86	692	3,068	3,846
Total ³	28	202	1,065	1,295	Total ³	742	9,139	34,205	44,086

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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RAS10011

Reported accidents by number of vehicles involved, built-up and non built-up roads, road class and severity, Great Britain, 2012

	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	32	22	72	52	23	90	25	5	321
Serious	288	448	1,479	449	653	2,436	296	83	6,132
All severities	1,998	2,217	5,904	1,808	14,123	16,884	3,690	868	47,492
B roads									
Fatal	15	8	29	6	17	25	5	5	110
Serious	135	142	476	106	249	780	101	31	2,020
All severities	827	610	2,118	427	4,405	4,714	1,001	204	14,306
Other roads									
Fatal	48	29	72	50	26	68	15	7	315
Serious	403	492	2,029	373	666	2,313	295	89	6,660
All severities	2,559	2,028	10,259	1,769	13,234	14,376	2,459	554	47,238
All built-up roads⁴									
Fatal	95	59	173	108	66	183	45	17	746
Serious	826	1,082	3,984	928	1,568	5,529	692	203	14,812
All severities	5,384	4,855	18,281	4,004	31,762	35,974	7,150	1,626	109,036
Non built-up roads³									
A roads									
Fatal	80	31	43	16	117	181	79	28	575
Serious	619	401	103	29	688	1,023	368	128	3,359
All severities	4,080	1,206	259	74	6,250	4,480	2,453	872	19,674
B roads									
Fatal	34	9	8	2	17	31	14	6	121
Serious	216	122	23	7	201	246	62	21	898
All severities	1,474	353	69	16	1,263	890	340	84	4,489
Other roads									
Fatal	34	16	5	1	25	22	9	3	115
Serious	355	186	43	13	248	359	73	9	1,286
All severities	2,018	516	160	42	2,097	1,568	305	51	6,757
All non built-up roads⁴									
Fatal	148	56	56	19	159	234	102	37	811
Serious	1,190	709	169	49	1,137	1,628	503	158	5,543
All severities	7,572	2,075	488	132	9,610	6,938	3,098	1,007	30,920
All speed limits⁵									
Motorways									
Fatal	12	6	3	7	10	23	10	9	80
Serious	143	51	7	1	93	122	64	65	546
All severities	1,067	202	16	10	1,535	1,333	899	553	5,615
A roads									
Fatal	112	53	115	68	140	271	104	33	896
Serious	907	849	1,582	478	1,341	3,459	664	211	9,491
All severities	6,078	3,423	6,163	1,882	20,373	21,364	6,143	1,740	67,166
B roads									
Fatal	49	17	37	8	34	56	19	11	231
Serious	351	264	499	113	450	1,026	163	52	2,918
All severities	2,301	963	2,187	443	5,668	5,604	1,341	288	18,795
Other roads									
Fatal	82	45	77	51	51	90	24	10	430
Serious	758	678	2,072	386	914	2,672	368	98	7,946
All severities	4,577	2,544	10,419	1,811	15,331	15,944	2,764	605	53,995
Total⁴									
Fatal	255	121	232	134	235	440	157	63	1,637
Serious	2,159	1,842	4,160	978	2,798	7,279	1,259	426	20,901
All severities	14,023	7,132	18,785	4,146	42,907	44,245	11,147	3,186	145,571

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

4 Includes cases where road class was not reported.

2 Includes accidents in which pedestrians were injured.

5 Includes cases where speed limit was not reported.

3 Excludes motorways.

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RAS10012

Reported accidents involving pedestrians and one vehicle by severity and vehicle type, Great Britain, 2012

	Number of accidents			
	Fatal	Serious	Slight	All severities
Single vehicle accidents				
Pedal cycle	2	97	290	389
Motorcycle 50cc and under	0	24	83	107
Motorcycle 51cc - 125cc	2	95	271	368
Motorcycle 126cc - 500cc	1	33	77	111
Motorcycle over 500cc	7	76	165	248
All motorcycles ¹	10	228	597	835
Car	212	3,907	13,488	17,607
Taxi / Private hire car	17	234	836	1,087
Minibus	3	19	69	91
Bus or coach	30	223	779	1,032
Van / Light goods vehicle	32	255	904	1,191
Heavy goods vehicle ² of which:	56	120	238	414
Rigid ³	38	103	199	340
Articulated	18	17	39	74
Mobility scooter ⁴	0	6	15	21
Other vehicle	4	49	203	256
Any vehicle ⁵	366	5,138	17,427	22,931
Accidents involving pedestrian and two or more vehicles	58	383	1,009	1,450

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, 1979-2012

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

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RAS10014

Reported accidents by region, local authority and road class, England, 2012

Number of accidents

ONS Code	Region/Local Authority	Motorway	A Trunk	A Principal	All A roads ¹	Minor	All
E12000001	North East	66	403	1,947	2,350	3,076	5,492
E06000047	County Durham	27	44	324	368	614	1,009
E06000005	Darlington	6	15	62	77	156	239
E08000020	Gateshead	4	42	159	201	288	493
E06000001	Hartlepool	0	6	47	53	97	150
E06000002	Middlesbrough	0	36	72	108	203	311
E08000021	Newcastle upon Tyne	26	37	255	292	388	706
E08000022	North Tyneside	0	24	205	229	206	435
E06000048	Northumberland	0	109	301	410	350	760
E06000003	Redcar and Cleveland	0	10	99	109	114	223
E08000023	South Tyneside	0	12	100	112	149	261
E06000004	Stockton-on-Tees	0	50	121	171	166	337
E08000024	Sunderland	3	18	202	220	345	568
E12000002	North West	904	341	6,258	6,599	7,933	15,436
E06000008	Blackburn with Darwen	11	0	157	157	261	429
E06000009	Blackpool	0	0	161	161	302	463
E08000001	Bolton	27	0	237	237	221	485
E08000002	Bury	30	0	143	143	153	326
E06000049	Cheshire East	130	21	459	480	444	1,054
E06000050	Cheshire West and Chester	58	33	398	431	392	881
E10000006	Cumbria	45	154	441	595	605	1,245
E06000006	Halton	11	0	79	79	188	278
E08000011	Knowsley	28	0	108	108	191	327
E10000017	Lancashire	204	74	1,039	1,113	1,730	3,047
E08000012	Liverpool	2	0	639	639	683	1,324
E08000003	Manchester	32	5	512	517	584	1,133
E08000004	Oldham	3	8	136	144	186	333
E08000005	Rochdale	42	0	151	151	116	309
E08000006	Salford	60	0	199	199	136	395
E08000014	Sefton	2	28	194	222	295	519
E08000013	St. Helens	20	9	122	131	188	339
E08000007	Stockport	27	0	154	154	172	353
E08000008	Tameside	17	4	122	126	170	313
E08000009	Trafford	17	0	125	125	173	315
E06000007	Warrington	95	0	252	252	264	611
E08000010	Wigan	18	0	205	205	193	416
E08000015	Wirral	25	5	225	230	286	541
E12000003	Yorkshire and The Humber	520	367	5,176	5,543	7,194	13,257
E08000016	Barnsley	23	25	217	242	259	524
E08000032	Bradford	7	0	559	559	741	1,307
E08000033	Calderdale	29	0	218	218	197	444
E08000017	Doncaster	71	10	320	330	454	855
E06000011	East Riding of Yorkshire	22	25	303	328	445	795
E06000010	Kingston upon Hull, City of	0	55	226	281	522	803
E08000034	Kirklees	51	5	429	434	528	1,013
E08000035	Leeds	125	10	724	734	1,073	1,932
E06000012	North East Lincolnshire	0	22	200	222	287	509
E06000013	North Lincolnshire	28	11	164	175	277	480
E10000023	North Yorkshire	50	152	662	814	812	1,676
E08000018	Rotherham	47	0	221	221	316	584
E08000019	Sheffield	24	5	469	474	694	1,192
E08000036	Wakefield	43	22	296	318	358	719
E06000014	York	0	25	168	193	231	424
E12000004	East Midlands	320	722	4,275	4,997	6,014	11,331
E06000015	Derby	0	45	251	296	362	658
E10000007	Derbyshire	111	123	709	832	924	1,867
E06000016	Leicester	0	0	422	422	566	988
E10000018	Leicestershire	118	89	407	496	782	1,396
E10000019	Lincolnshire	0	88	970	1,058	1,234	2,292
E10000021	Northamptonshire	56	143	438	581	560	1,197
E06000018	Nottingham	0	52	380	432	447	879
E10000024	Nottinghamshire	35	171	658	829	1,110	1,974
E06000017	Rutland	0	11	40	51	29	80

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RAS10014

Reported accidents by region, local authority and road class, England, 2012

Number of accidents

<u>ONS Code</u>	<u>Region/Local Authority</u>	<u>Motorway</u>	<u>A Trunk</u>	<u>A Principal</u>	<u>All A roads¹</u>	<u>Minor</u>	<u>All</u>
E12000005	West Midlands	560	601	4,167	4,768	6,424	11,752
E08000025	Birmingham	53	6	766	772	1,391	2,216
E08000026	Coventry	0	10	143	153	447	600
E08000027	Dudley	5	0	195	195	222	422
E06000019	Herefordshire, County of	0	63	149	212	214	426
E08000028	Sandwell	31	4	198	202	241	474
E06000051	Shropshire	6	91	238	329	332	667
E08000029	Solihull	25	9	60	69	221	315
E10000028	Staffordshire	144	188	843	1,031	1,023	2,198
E06000021	Stoke-on-Trent	0	75	308	383	277	660
E06000020	Telford and Wrekin	9	2	63	65	229	303
E08000030	Walsall	34	5	108	113	199	346
E10000031	Warwickshire	174	126	419	545	769	1,488
E08000031	Wolverhampton	0	0	218	218	247	465
E10000034	Worcestershire	79	22	459	481	612	1,172
E12000006	East of England	598	1,008	4,564	5,572	7,793	13,963
E06000055	Bedford	0	37	158	195	185	380
E10000003	Cambridgeshire	27	199	533	732	901	1,660
E06000056	Central Bedfordshire	93	72	148	220	323	636
E10000012	Essex	118	178	890	1,068	1,947	3,133
E10000015	Hertfordshire	312	44	947	991	1,339	2,642
E06000032	Luton	21	0	107	107	334	462
E10000020	Norfolk	0	147	636	783	987	1,770
E06000031	Peterborough	0	73	198	271	388	659
E06000033	Southend-on-Sea	0	0	179	179	215	394
E10000029	Suffolk	0	201	620	821	998	1,819
E06000034	Thurrock	27	57	148	205	176	408
E12000007	London ²	206	15	15,471	15,486	8,405	24,097
E09000002	Barking and Dagenham	0	0	242	242	194	436
E09000003	Barnet	18	2	707	709	293	1,020
E09000004	Bexley	0	0	257	257	179	436
E09000005	Brent	0	0	526	526	294	820
E09000006	Bromley	0	0	366	366	308	674
E09000007	Camden	0	0	515	515	234	749
E09000001	City of London	0	0	241	241	135	376
E09000008	Croydon	0	0	544	544	408	952
E09000009	Ealing	0	0	547	547	378	925
E09000010	Enfield	45	3	495	498	258	801
E09000011	Greenwich	0	0	417	417	215	632
E09000012	Hackney	0	0	597	597	281	878
E09000013	Hammersmith and Fulham	0	0	456	456	182	638
E09000014	Haringey	0	0	528	528	221	749
E09000015	Harrow	0	0	191	191	201	392
E09000016	Havering	31	4	228	232	329	592
E09000017	Hillingdon	76	3	350	353	372	801
E09000018	Hounslow	35	3	500	503	193	731
E09000019	Islington	0	0	597	597	193	790
E09000020	Kensington and Chelsea	0	0	406	406	255	661
E09000021	Kingston upon Thames	0	0	218	218	125	343
E09000022	Lambeth	0	0	854	854	215	1,069
E09000023	Lewisham	0	0	578	578	260	838
E09000024	Merton	0	0	271	271	178	449
E09000025	Newham	0	0	499	499	248	747
E09000026	Redbridge	1	0	406	406	274	681
E09000027	Richmond upon Thames	0	0	286	286	136	422
E09000028	Southwark	0	0	672	672	264	936
E09000029	Sutton	0	0	156	156	224	380
E09000030	Tower Hamlets	0	0	667	667	328	995
E09000031	Waltham Forest	0	0	409	409	200	609
E09000032	Wandsworth	0	0	734	734	261	995
E09000033	Westminster	0	0	1,011	1,011	531	1,542

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RAS10014

Reported accidents by region, local authority and road class, England, 2012

Number of accidents

ONS Code	Region/Local Authority	Motorway	A Trunk	A Principal	All A roads ¹	Minor	All
E12000008	South East	1,637	1,366	8,500	9,866	11,309	22,812
E06000036	Bracknell Forest	3	0	104	104	108	215
E06000043	Brighton and Hove	0	41	320	361	429	790
E10000002	Buckinghamshire	154	38	446	484	531	1,169
E10000011	East Sussex	0	141	473	614	661	1,275
E10000014	Hampshire	262	181	925	1,106	1,706	3,074
E06000046	Isle of Wight	0	0	159	159	242	401
E10000016	Kent	369	380	1,485	1,865	1,929	4,163
E06000035	Medway	20	0	245	245	350	615
E06000042	Milton Keynes	42	22	145	167	465	674
E10000025	Oxfordshire	84	106	684	790	737	1,611
E06000044	Portsmouth	25	20	286	306	303	634
E06000038	Reading	5	0	184	184	144	333
E06000039	Slough	63	0	158	158	193	414
E06000045	Southampton 15		0	267	267	350	632
E10000030	Surrey	434	208	1,577	1,785	1,748	3,967
E06000037	West Berkshire	47	27	113	140	160	347
E10000032	West Sussex	23	180	671	851	969	1,843
E06000040	Windsor and Maidenhead	59	22	137	159	167	385
E06000041	Wokingham	32	0	121	121	117	270
E12000009	South West	305	699	4,295	4,994	6,488	11,787
E06000022	Bath and North East Somerset	0	20	138	158	175	333
E06000028	Bournemouth	0	0	194	194	324	518
E06000023	Bristol, City of	20	0	442	442	615	1,077
E06000052	Cornwall	0	167	456	623	678	1,301
E10000008	Devon	27	152	651	803	989	1,819
E10000009	Dorset	0	110	301	411	551	962
E10000013	Gloucestershire	48	53	432	485	545	1,078
E06000053	Isles of Scilly	0	0	0	0	2	2
E06000024	North Somerset	30	0	127	127	259	416
E06000026	Plymouth	0	32	120	152	435	587
E06000029	Poole	0	1	129	130	251	381
E10000027	Somerset	44	46	492	538	493	1,075
E06000025	South Gloucestershire	80	8	163	171	238	489
E06000030	Swindon	14	18	122	140	292	446
E06000027	Torbay	0	0	91	91	213	304
E06000054	Wiltshire	42	92	437	529	428	999
E92000001	England	5,116	5,522	54,653	60,175	64,636	129,927

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

2 Includes London (Heathrow) Airport

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RAS10015

Reported accidents by region, local authority, road surface condition and severity, England, 2012

ONS Code	Region/Local Authority	Road surface condition			Severity			All
		Dry	Wet or flood	Snow or ice	Fatal	Serious	Slight	
E12000001	North East	3,492	1,754	246	71	759	4,662	5,492
E06000047	County Durham	618	347	44	20	156	833	1,009
E06000005	Darlington	165	67	7	3	31	205	239
E08000020	Gateshead	315	154	24	3	67	423	493
E06000001	Hartlepool	108	36	6	2	22	126	150
E06000002	Middlesbrough	219	83	9	0	39	272	311
E08000021	Newcastle upon Tyne	442	241	23	3	83	620	706
E08000022	North Tyneside	266	142	27	2	47	386	435
E06000048	Northumberland	433	265	62	19	123	618	760
E06000003	Redcar and Cleveland	153	61	9	5	32	186	223
E08000023	South Tyneside	165	89	7	3	31	227	261
E06000004	Stockton-on-Tees	228	97	12	5	56	276	337
E08000024	Sunderland	380	172	16	6	72	490	568
E12000002	North West	9,725	5,293	405	157	2,409	12,870	15,436
E06000008	Blackburn with Darwen	263	157	9	3	62	364	429
E06000009	Blackpool	322	135	5	2	50	411	463
E08000001	Bolton	300	171	14	7	61	417	485
E08000002	Bury	189	127	10	4	36	286	326
E06000049	Cheshire East	617	402	34	11	209	834	1,054
E06000050	Cheshire West and Chester	601	260	16	11	187	683	881
E10000006	Cumbria	742	417	86	29	143	1,073	1,245
E06000006	Halton	179	91	8	4	35	239	278
E08000011	Knowsley	210	108	9	2	57	268	327
E10000017	Lancashire	1,906	1,043	92	28	508	2,511	3,047
E08000012	Liverpool	892	422	10	11	219	1,094	1,324
E08000003	Manchester	715	407	11	12	169	952	1,133
E08000004	Oldham	200	128	5	3	43	287	333
E08000005	Rochdale	186	113	10	3	39	267	309
E08000006	Salford	242	144	9	2	68	325	395
E08000014	Sefton	337	172	10	4	77	438	519
E08000013	St. Helens	210	122	7	1	60	278	339
E08000007	Stockport	233	114	6	0	45	308	353
E08000008	Tameside	214	91	8	4	41	268	313
E08000009	Trafford	204	103	8	3	47	265	315
E06000007	Warrington	364	235	11	2	103	506	611
E08000010	Wigan	253	148	15	8	62	346	416
E08000015	Wirral	346	183	12	3	88	450	541
E12000003	Yorkshire and The Humber	9,123	3,744	390	137	2,057	11,063	13,257
E08000016	Barnsley	343	166	15	5	79	440	524
E08000032	Bradford	916	366	25	13	193	1,101	1,307
E08000033	Calderdale	296	139	9	2	83	359	444
E08000017	Doncaster	555	274	26	11	100	744	855
E06000011	East Riding of Yorkshire	499	249	47	12	138	645	795
E06000010	Kingston upon Hull, City of	574	220	9	2	125	676	803
E08000034	Kirklees	732	260	21	6	135	872	1,013
E08000035	Leeds	1,507	405	20	14	275	1,643	1,932
E06000012	North East Lincolnshire	341	152	16	5	70	434	509
E06000013	North Lincolnshire	325	116	39	9	80	391	480
E10000023	North Yorkshire	1,044	537	95	31	365	1,280	1,676
E08000018	Rotherham	383	192	9	6	76	502	584
E08000019	Sheffield	813	349	30	7	161	1,024	1,192
E08000036	Wakefield	516	187	16	10	132	577	719
E06000014	York	279	132	13	4	45	375	424
E12000004	East Midlands	6,990	3,723	427	158	1,667	9,506	11,331
E06000015	Derby	442	195	21	4	75	579	658
E10000007	Derbyshire	1,141	620	106	19	275	1,573	1,867
E06000016	Leicester	695	279	14	5	78	905	988
E10000018	Leicestershire	825	531	40	24	142	1,230	1,396
E10000019	Lincolnshire	1,312	810	99	38	331	1,923	2,292
E10000021	Northamptonshire	773	383	41	32	267	898	1,197
E06000018	Nottingham	571	243	13	1	127	751	879
E10000024	Nottinghamshire	1,185	633	88	31	357	1,586	1,974
E06000017	Rutland	46	29	5	4	15	61	80

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RAS10015

Reported accidents by region, local authority, road surface condition and severity, England, 2012

ONS Code	Region/Local Authority	Road surface condition			Severity			All
		Dry	Wet or flood	Snow or ice	Fatal	Serious	Slight	
E12000005	West Midlands	7,452	3,959	341	160	1,564	10,028	11,752
E08000025	Birmingham	1,432	739	45	22	351	1,843	2,216
E08000026	Coventry	403	187	10	3	102	495	600
E08000027	Dudley	261	147	14	5	84	333	422
E06000019	Herefordshire, County of	255	154	17	4	60	362	426
E08000028	Sandwell	295	170	9	6	102	366	474
E06000051	Shropshire	414	223	30	16	103	548	667
E08000029	Solihull	211	98	6	6	53	256	315
E10000028	Staffordshire	1,376	756	66	28	158	2,012	2,198
E06000021	Stoke-on-Trent	433	199	28	7	32	621	660
E06000020	Telford and Wrekin	188	105	10	5	22	276	303
E08000030	Walsall	212	123	11	1	56	289	346
E10000031	Warwickshire	956	493	39	26	232	1,230	1,488
E08000031	Wolverhampton	284	171	10	10	80	375	465
E10000034	Worcestershire	732	394	46	21	129	1,022	1,172
E12000006	East of England	9,104	4,467	375	172	2,039	11,752	13,963
E06000055	Bedford	258	115	7	1	53	326	380
E10000003	Cambridgeshire	1,106	504	37	26	234	1,400	1,660
E06000056	Central Bedfordshire	420	192	24	9	94	533	636
E10000012	Essex	2,018	1,042	71	37	505	2,591	3,133
E10000015	Hertfordshire	1,692	871	79	30	348	2,264	2,642
E06000032	Luton	311	132	19	2	52	408	462
E10000020	Norfolk	1,130	595	45	34	269	1,467	1,770
E06000031	Peterborough	467	181	9	4	74	581	659
E06000033	Southend-on-Sea	281	110	3	1	55	338	394
E10000029	Suffolk	1,132	613	74	23	299	1,497	1,819
E06000034	Thurrock	289	112	7	5	56	347	408
E12000007	London	18,866	4,960	271	134	2,793	21,170	24,097
E09000002	Barking and Dagenham	337	93	6	2	42	392	436
E09000003	Barnet	778	221	21	7	102	911	1,020
E09000004	Bexley	309	121	6	4	49	383	436
E09000005	Brent	702	111	7	4	79	737	820
E09000006	Bromley	472	185	17	7	78	589	674
E09000007	Camden	579	166	4	6	106	637	749
E09000001	City of London	312	61	3	3	55	318	376
E09000008	Croydon	696	239	17	5	96	851	952
E09000009	Ealing	760	151	14	8	78	839	925
E09000010	Enfield	667	124	10	6	74	721	801
E09000011	Greenwich	447	169	16	3	66	563	632
E09000012	Hackney	677	195	6	5	141	732	878
E09000013	Hammersmith and Fulham	521	113	4	2	77	559	638
E09000014	Haringey	606	135	8	3	100	646	749
E09000015	Harrow	290	93	9	3	42	347	392
E09000016	Havering	438	140	14	7	63	522	592
E09000017	Hillingdon	620	171	10	5	75	721	801
E09000018	Hounslow	578	146	7	2	69	660	731
E09000019	Islington	634	149	7	1	118	671	790
E09000020	Kensington and Chelsea	544	113	4	1	93	567	661
E09000021	Kingston upon Thames	270	69	4	1	32	310	343
E09000022	Lambeth	841	216	12	6	143	920	1,069
E09000023	Lewisham	629	205	4	3	96	739	838
E09000024	Merton	366	80	3	3	58	388	449
E09000025	Newham	594	143	10	5	72	670	747
E09000026	Redbridge	536	137	8	4	84	593	681
E09000027	Richmond upon Thames	332	83	7	1	51	370	422
E09000028	Southwark	718	216	2	4	110	822	936
E09000029	Sutton	286	87	7	2	40	338	380
E09000030	Tower Hamlets	822	170	3	5	156	834	995
E09000031	Waltham Forest	447	155	7	1	65	543	609
E09000032	Wandsworth	775	211	9	5	100	890	995
E09000033	Westminster	1,251	286	5	9	180	1,353	1,542
	London Airport (Heathrow)	32	6	0	1	3	34	38

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RAS10015

Reported accidents by region, local authority, road surface condition and severity, England, 2012

ONS Code	Region/Local Authority	Road surface condition			Severity			All
		Dry	Wet or flood	Snow or ice	Fatal	Serious	Slight	
E12000008	South East	15,369	6,879	536	219	3,412	19,181	22,812
E06000036	Bracknell Forest	137	74	4	1	26	188	215
E06000043	Brighton and Hove	608	175	7	5	147	638	790
E10000002	Buckinghamshire	804	315	50	20	167	982	1,169
E10000011	East Sussex	910	330	35	12	270	993	1,275
E10000014	Hampshire	2,056	957	61	31	589	2,454	3,074
E06000046	Isle of Wight	265	120	16	4	75	322	401
E10000016	Kent	2,812	1,236	112	49	422	3,692	4,163
E06000035	Medway	417	188	10	2	48	565	615
E06000042	Milton Keynes	434	230	9	9	81	584	674
E10000025	Oxfordshire	989	579	43	25	259	1,327	1,611
E06000044	Portsmouth	469	161	4	3	117	514	634
E06000038	Reading	233	93	7	2	37	294	333
E06000039	Slough	327	85	2	2	39	373	414
E06000045	Southampton 463		164	5	1	108	523	632
E10000030	Surrey	2,560	1,280	103	16	525	3,426	3,967
E06000037	West Berkshire	211	124	12	8	62	277	347
E10000032	West Sussex	1,269	533	41	25	353	1,465	1,843
E06000040	Windsor and Maidenhead	241	135	9	2	56	327	385
E06000041	Wokingham	164	100	6	2	31	237	270
E12000009	South West	7,711	3,866	210	187	1,664	9,936	11,787
E06000022	Bath and North East Somerset	197	127	9	4	27	302	333
E06000028	Bournemouth	404	104	10	3	99	416	518
E06000023	Bristol, City of	714	347	16	7	132	938	1,077
E06000052	Cornwall	773	505	23	24	166	1,111	1,301
E10000008	Devon	1,100	683	36	31	243	1,545	1,819
E10000009	Dorset	678	263	21	15	178	769	962
E10000013	Gloucestershire	699	357	22	31	196	851	1,078
E06000053	Isles of Scilly	2	0	0	0	0	2	2
E06000024	North Somerset	286	129	1	6	49	361	416
E06000026	Plymouth	413	172	2	6	53	528	587
E06000029	Poole	279	96	6	4	56	321	381
E10000027	Somerset	702	357	16	27	156	892	1,075
E06000025	South Gloucestershire	351	132	6	7	37	445	489
E06000030	Swindon	311	125	10	3	66	377	446
E06000027	Torbay	213	90	1	2	30	272	304
E06000054	Wiltshire	589	379	31	17	176	806	999
E92000001	England	87,832	38,645	3,201	1,395	18,364	110,168	129,927

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

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RAS20001

Vehicles involved in reported accidents and involvement rates by vehicle type and severity of accident, Great Britain, 2002 - 2012

	Number of vehicles/rate per billion vehicle miles										
	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Pedal cycles											
Fatal	141	124	144	158	163	146	127	111	119	119	125
Rate	52	45	56	59	58	57	45	37	40	39	40
Fatal or serious	2,583	2,544	2,416	2,497	2,584	2,698	2,727	2,875	2,962	3,411	3,529
Rate	954	923	944	931	924	1058	960	969	986	1111	1135
All severities	17,532	17,472	17,084	17,039	16,611	16,607	16,797	17,599	17,811	19,883	19,708
Rate	6,477	6,342	6,678	6,356	5,938	6,510	5,915	5,933	5,930	6,476	6,340
Motorcycle riders											
Fatal	694	783	659	620	667	676	539	512	446	411	363
Rate	221	227	208	187	210	199	172	161	156	142	128
Fatal or serious	7,920	8,102	7,059	6,854	6,863	7,087	6,389	6,105	5,446	5,920	5,628
Rate	2527	2349	2231	2063	2162	2086	2044	1922	1906	2052	1990
All severities	29,503	29,523	26,857	25,870	24,323	24,381	22,427	21,590	19,534	21,059	20,171
Rate	9,415	8,559	8,489	7,787	7,661	7,175	7,175	6,796	6,838	7,301	7,133
Cars											
Fatal	3,728	3,773	3,520	3,465	3,483	3,141	2,724	2,340	1,944	2,067	1,775
Rate	15	16	14	14	14	13	11	9.6	8.1	8.6	7.4
Fatal or serious	39,563	36,912	34,416	32,129	31,892	30,302	28,403	26,731	24,236	24,511	24,189
Rate	163	152	140	132	129	123	116	109	101	102	101
All severities	314,568	299,933	291,842	281,810	267,991	255,891	236,923	227,244	212,685	204,720	197,388
Rate	1,296	1,238	1,191	1,155	1,085	1,035	965	928	887	851	822
Buses or coaches											
Fatal	125	119	121	108	118	120	98	85	60	71	70
Rate	39	36	38	34	36	36	31	27	19	25	26
Fatal or serious	1,392	1,319	1,237	1,131	1,159	1,138	1,090	962	930	872	872
Rate	434	398	387	358	353	339	347	309	297	301	320
All severities	10,781	10,939	10,573	9,988	9,133	8,559	8,375	7,831	7,462	7,223	6,318
Rate	3,362	3,305	3,304	3,163	2,782	2,551	2,669	2,512	2,381	2,494	2,321
Vans / Light goods vehicles											
Fatal	296	320	267	261	274	306	202	185	175	197	170
Rate	8.7	9.0	7.1	6.8	6.9	7.3	4.9	4.5	4.3	4.8	4.1
Fatal or serious	2,554	2,509	2,207	2,080	2,092	2,087	1,822	1,745	1,709	1,733	1,793
Rate	75	70	59	54	52	50	44	43	42	42	43
All severities	17,755	17,486	15,728	16,078	15,593	14,620	13,621	13,214	12,866	12,886	12,575
Rate	523	490	420	419	390	349	328	325	313	311	305
Heavy goods vehicles											
Fatal	570	533	472	520	458	461	379	284	303	272	292
Rate	32	30	26	29	25	25	21	17	19	17	19
Fatal or serious	2,692	2,456	2,142	2,168	2,071	1,951	1,639	1,388	1,372	1,283	1,301
Rate	153	139	118	121	115	107	92	85	84	81	84
All severities	13,480	13,173	12,516	12,120	11,336	10,688	9,040	7,487	7,615	7,126	6,720
Rate	767	746	688	674	628	588	509	459	465	447	433
All vehicles¹											
Fatal	5,647	5,753	5,276	5,204	5,253	4,930	4,171	3,587	3,119	3,221	2,850
Rate	19	19	17	17	17	16	13	12	10	10	9.3
Fatal or serious	57,509	54,516	50,277	47,380	47,278	45,939	42,807	40,433	37,237	38,334	37,866
Rate	190	179	162	153	150	145	136	130	122	125	124
All severities	408,325	392,022	379,845	366,236	348,059	334,966	311,604	298,687	281,401	276,155	265,877
Rate	1,346	1,285	1,227	1,183	1,108	1,058	993	960	919	900	870

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, 2002 - 2012

	Number of vehicles/rate per billion vehicle kilometres										
	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Pedal cycles											
Fatal	141	124	144	158	163	146	127	111	119	119	125
Rate	32	28	35	37	36	36	28	23	25	24	25
Fatal or serious	2,583	2,544	2,416	2,497	2,584	2,698	2,727	2,875	2,962	3,411	3,529
Rate	593	574	587	579	574	657	597	602	613	690	705
All severities	17,532	17,472	17,084	17,039	16,611	16,607	16,797	17,599	17,811	19,883	19,708
Rate	4,024	3,940	4,149	3,950	3,690	4,045	3,675	3,687	3,685	4,024	3,940
Motorcycle riders											
Fatal	694	783	659	620	667	676	539	512	446	411	363
Rate	138	141	129	116	131	124	107	100	97	89	80
Fatal or serious	7,920	8,102	7,059	6,854	6,863	7,087	6,389	6,105	5,446	5,920	5,628
Rate	1570	1460	1386	1282	1343	1296	1270	1194	1185	1275	1237
All severities	29,503	29,523	26,857	25,870	24,323	24,381	22,427	21,590	19,534	21,059	20,171
Rate	5,850	5,318	5,275	4,839	4,760	4,459	4,458	4,223	4,249	4,536	4,432
Cars											
Fatal	3,728	3,773	3,520	3,465	3,483	3,141	2,724	2,340	1,944	2,067	1,775
Rate	9.5	9.7	8.9	8.8	8.8	7.9	6.9	5.9	5.0	5.3	4.6
Fatal or serious	39,563	36,912	34,416	32,129	31,892	30,302	28,403	26,731	24,236	24,511	24,189
Rate	101	95	87	82	80	76	72	68	63	63	63
All severities	314,568	299,933	291,842	281,810	267,991	255,891	236,923	227,244	212,685	204,720	197,388
Rate	805	769	740	718	674	643	600	577	551	529	510
Buses or coaches											
Fatal	125	119	121	108	118	120	98	85	60	71	70
Rate	24	22	23	21	22	22	19	17	12	15	16
Fatal or serious	1,392	1,319	1,237	1,131	1,159	1,138	1,090	962	930	872	872
Rate	270	248	240	223	219	211	216	192	184	187	199
All severities	10,781	10,939	10,573	9,988	9,133	8,559	8,375	7,831	7,462	7,223	6,318
Rate	2,089	2,053	2,053	1,966	1,729	1,585	1,659	1,561	1,480	1,550	1,442
Vans / Light goods vehicles											
Fatal	296	320	267	261	274	306	202	185	175	197	170
Rate	5.4	5.6	4.4	4.2	4.3	4.5	3.0	2.8	2.6	3.0	2.6
Fatal or serious	2,554	2,509	2,207	2,080	2,092	2,087	1,822	1,745	1,709	1,733	1,793
Rate	47	44	37	34	33	31	27	27	26	26	27
All severities	17,755	17,486	15,728	16,078	15,593	14,620	13,621	13,214	12,866	12,886	12,575
Rate	325	305	261	260	243	217	204	202	195	193	189
Heavy goods vehicles											
Fatal	570	533	472	520	458	461	379	284	303	272	292
Rate	20	19	16	18	16	16	13	11	12	11	12
Fatal or serious	2,692	2,456	2,142	2,168	2,071	1,951	1,639	1,388	1,372	1,283	1,301
Rate	95	86	73	75	71	67	57	53	52	50	52
All severities	13,480	13,173	12,516	12,120	11,336	10,688	9,040	7,487	7,615	7,126	6,720
Rate	477	463	427	419	390	365	316	285	289	278	269
All vehicles¹											
Fatal	5,647	5,753	5,276	5,204	5,253	4,930	4,171	3,587	3,119	3,221	2,850
Rate	12	12	11	10	10	9.7	8.3	7.2	6.3	6.5	5.8
Fatal or serious	57,509	54,516	50,277	47,380	47,278	45,939	42,807	40,433	37,237	38,334	37,866
Rate	118	111	101	95	94	90	85	81	76	78	77
All severities	408,325	392,022	379,845	366,236	348,059	334,966	311,604	298,687	281,401	276,155	265,877
Rate	837	798	763	735	688	657	617	597	571	559	540

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, 2012

	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	60	37	62	11	5	45	72	42	58
17-19	5,998	3,039	51	4,225	2,719	64	10,235	5,758	56
20-24	13,242	6,295	48	9,484	5,879	62	22,805	12,174	53
25-29	12,504	5,353	43	8,192	4,770	58	20,772	10,123	49
30-34	11,826	4,601	39	7,643	4,035	53	19,680	8,636	44
35-39	10,171	3,972	39	6,798	3,535	52	17,089	7,507	44
40-49	20,911	7,892	38	14,226	7,484	53	35,315	15,376	44
50-59	14,711	5,380	37	8,999	4,729	53	23,799	10,109	42
60-69	9,201	3,271	36	4,752	2,336	49	14,011	5,607	40
70 and over	7,540	3,088	41	3,363	1,794	53	10,927	4,882	45
Age not reported	8,026	388	5	2,777	238	9	22,683	627	3
All ages	114,190	43,316	38	70,470	37,524	53	197,388	80,841	41
Motorcycle riders									
50cc and under									
Under 16	18	17	94	0	0	0	18	17	94
16	795	757	95	83	81	98	878	838	95
17	362	341	94	62	60	97	424	401	95
18	149	141	95	32	31	97	181	172	95
19	115	113	98	30	30	100	145	143	99
20-24	310	293	95	65	63	97	375	356	95
25-29	163	151	93	32	32	100	195	183	94
30-39	220	211	96	65	63	97	286	274	96
40-49	156	145	93	58	54	93	214	199	93
50-59	85	83	98	23	22	96	109	105	96
60 and over	41	40	98	25	23	92	66	63	95
Age not reported	70	36	51	10	8	80	121	44	36
All ages	2,484	2,328	94	485	467	96	3,012	2,795	93
Motorcycle riders over 50cc									
Under 16	16	13	81	1	1	100	17	14	82
16	101	95	94	7	7	100	108	102	94
17	745	709	95	33	33	100	778	742	95
18	718	690	96	42	41	98	760	731	96
19	722	680	94	48	46	96	770	726	94
20-24	2,670	2,525	95	186	180	97	2,859	2,705	95
25-29	1,922	1,817	95	151	144	95	2,074	1,961	95
30-39	2,885	2,704	94	233	226	97	3,121	2,930	94
40-49	3,015	2,810	93	230	224	97	3,246	3,034	93
50-59	1,880	1,759	94	108	103	95	1,989	1,862	94
60 and over	807	755	94	23	21	91	830	776	93
Age not reported	374	215	57	18	14	78	586	229	39
All ages	15,855	14,772	93	1,080	1,040	96	17,138	15,812	92
All Motorcycle riders²									
Under 16	35	31	89	1	1	100	36	32	89
16	896	852	95	90	88	98	986	940	95
17	1,108	1,051	95	95	93	98	1,203	1,144	95
18	867	831	96	74	72	97	941	903	96
19	838	794	95	78	76	97	916	870	95
20-24	2,984	2,822	95	251	243	97	3,238	3,065	95
25-29	2,087	1,970	94	183	176	96	2,271	2,146	94
30-39	3,107	2,916	94	298	289	97	3,409	3,205	94
40-49	3,171	2,955	93	288	278	97	3,460	3,233	93
50-59	1,965	1,842	94	131	125	95	2,098	1,967	94
60 and over	849	796	94	48	44	92	897	840	94
Age not reported	446	251	56	28	22	79	716	273	38
All ages	18,353	17,111	93	1,565	1,507	96	20,171	18,618	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, 2012

	Number of vehicles			
	Number of vehicles involved in			
	Fatal accidents	Serious accidents	Slight accidents	All accidents
Pedal cycles	125	3,404	16,179	19,708
Motorcycles ¹				
Motorcycles 50cc and under	13	551	2,448	3,012
Motorcycles 51cc - 125cc	51	1,580	5,838	7,469
Motorcycles 126cc - 500cc	34	694	1,771	2,499
Motorcycles over 500cc	265	2,434	4,471	7,170
All motorcycles ²	363	5,265	14,543	20,171
Taxis/Private hire cars	43	620	4,384	5,047
Cars ³	1,722	21,692	168,190	191,604
Minibuses	10	102	625	737
All cars ⁴	1,775	22,414	173,199	197,388
Buses or coaches	70	802	5,446	6,318
Trams	0	1	14	15
Vans / Light goods vehicles	170	1,623	10,782	12,575
Heavy goods vehicles				
Rigid	166	669	3,426	4,261
Articulated	126	340	1,993	2,459
Total ⁵	292	1,009	5,419	6,720
Agricultural vehicles	23	126	451	600
Ridden horses	5	26	104	135
Mobility scooters	1	17	66	84
Other vehicles	26	329	1,772	2,127
All vehicles ⁶	2,850	35,016	228,011	265,877

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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RAS20004

Vehicles involved in reported accidents by vehicle type, built-up and non built-up roads, road class and accident severity, Great Britain, 2012

	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	37	67	276	32	33	49	500
Fatal or serious	1,314	1,689	6,319	398	479	276	10,586
All severities	7,947	7,888	63,320	3,021	4,101	1,678	88,724
B roads							
Fatal	6	21	124	4	7	9	177
Fatal or serious	374	538	2,259	92	159	72	3,545
All severities	2,288	2,098	19,341	686	1,085	329	26,091
Other roads							
Fatal	26	75	284	21	27	24	464
Fatal or serious	1,363	1,463	7,101	293	487	151	11,012
All severities	7,921	5,748	60,611	2,174	3,400	818	81,600
All built-up roads³							
Fatal	69	163	684	57	67	82	1,141
Fatal or serious	3,051	3,690	15,679	783	1,125	499	25,143
All severities	18,156	15,734	143,272	5,881	8,586	2,825	196,415
Non built-up roads²							
A roads							
Fatal	32	141	718	8	75	134	1,127
Fatal or serious	234	1,179	4,903	55	394	486	7,385
All severities	803	2,725	29,848	246	2,166	1,993	38,309
B roads							
Fatal	13	31	144	0	13	10	217
Fatal or serious	70	318	1,185	4	90	52	1,756
All severities	227	642	5,926	54	395	222	7,595
Other roads							
Fatal	11	24	132	2	5	4	189
Fatal or serious	173	341	1,507	23	100	55	2,257
All severities	519	812	8,593	101	604	270	11,189
All non built-up roads³							
Fatal	56	196	994	10	93	148	1,533
Fatal or serious	477	1,838	7,595	82	584	593	11,398
All severities	1,549	4,179	44,367	401	3,165	2,485	57,093
All speed limits⁴							
Motorways							
Fatal	0	4	97	3	10	62	176
Fatal or serious	1	100	915	7	84	209	1,325
All severities	3	258	9,749	36	824	1,410	12,369
A roads							
Fatal	69	208	994	40	108	183	1,627
Fatal or serious	1,548	2,868	11,222	453	873	762	17,971
All severities	8,750	10,613	93,168	3,267	6,267	3,671	127,033
B roads							
Fatal	19	52	268	4	20	19	394
Fatal or serious	444	856	3,444	96	249	124	5,301
All severities	2,515	2,740	25,267	740	1,480	551	33,686
Other roads							
Fatal	37	99	416	23	32	28	653
Fatal or serious	1,536	1,804	8,608	316	587	206	13,269
All severities	8,440	6,560	69,204	2,275	4,004	1,088	92,789
Total³							
Fatal	125	363	1,775	70	170	292	2,850
Fatal or serious	3,529	5,628	24,189	872	1,793	1,301	37,866
All severities	19,708	20,171	197,388	6,318	12,575	6,720	265,877

1 Includes other non-motor vehicles and cases where vehicle type was not reported. 3 Includes cases where road class was not reported.
2 Excludes motorways. 4 Includes cases where speed limit was not reported.

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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, 2012

	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	77	119	6.0	40	4.1	28	8.9
Fatal or serious	2,764	2,872	136	498	71	145	187
All severities	17,136	14,204	1,412	3,794	603	907	1,613
Other roads³							
Fatal	12	75	5.8	25	3.1	40	7.3
Fatal or serious	793	1,736	143	367	58	236	178
All severities	4,827	7,151	1,263	2,801	416	1,229	1,366
All urban roads⁴							
Fatal	25	91	5.9	32	3.5	32	8.0
Fatal or serious	1,164	2,143	140	426	63	173	182
All severities	7,139	9,677	1,326	3,247	493	1,005	1,471
Rural roads^{2,5}							
A roads							
Fatal	326	225	11	17	6.8	25	14
Fatal or serious	3,355	2,150	85	140	37	94	101
All severities	13,119	5,209	545	741	215	395	550
Other roads³							
Fatal	45	156	12	18	4.0	24	14
Fatal or serious	710	2,048	138	326	52	213	166
All severities	2,825	5,314	849	1,910	297	1,007	885
All rural roads⁴							
Fatal	82	194	11	18	5.9	24	13.7
Fatal or serious	1,057	2,104	102	193	42	108	122
All severities	4,178	5,256	643	1,072	243	469	657
All roads							
Motorways							
Fatal	..	18	2.1	12	1.2	9.1	2.8
Fatal or serious	..	441	19	28	10	31	21
All severities	..	1,138	207	143	101	207	198
A roads							
Fatal	129	179	9.2	30	5.9	25	11.9
Fatal or serious	2,886	2,463	104	343	48	105	132
All severities	16,310	9,115	864	2,472	345	506	932
Other roads³							
Fatal	22	105	8.0	24	3.5	32	9.8
Fatal or serious	770	1,851	141	359	56	224	174
All severities	4,259	6,472	1,106	2,626	366	1,112	1,182
Total⁴							
Fatal	40	128	7.4	26	4.1	19	9.3
Fatal or serious	1,135	1,990	101	320	43	84	124
All severities	6,340	7,133	822	2,321	305	433	870
Estimated vehicle miles (billion)							
Urban roads ^{2,5}	2.3	1.4	93	1.7	15	2.3	115
Rural roads ^{2,5}	0.8	1.2	101	0.8	18	6.4	128
Motorways	..	0.2	47	0.3	8.1	6.8	62
Total	3.1	2.8	240	2.7	41	16	306

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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RAS20005

Vehicle involvement rates for reported accidents, by vehicle type, urban and rural roads, road class, accident severity and traffic, Great Britain, 2012

	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	48	74	3.7	25	2.6	17	5.5
Fatal or serious	1,718	1,784	85	309	44	90	116
All severities	10,648	8,826	877	2,358	374	564	1,002
Other roads³							
Fatal	7.8	47	3.6	16	1.9	25	4.5
Fatal or serious	493	1,079	89	228	36	147	111
All severities	2,999	4,443	785	1,741	259	763	849
All urban roads⁴							
Fatal	15	56	3.6	20	2.2	20	5.0
Fatal or serious	723	1,331	87	264	39	107	113
All severities	4,436	6,013	824	2,017	306	625	914
Rural roads^{2,5}							
A roads							
Fatal	203	140	6.9	11	4.3	15	8.5
Fatal or serious	2,084	1,336	53	87	23	58	63
All severities	8,152	3,237	339	460	134	245	342
Other roads³							
Fatal	28	97	7.2	11	2.5	15	8.6
Fatal or serious	441	1,273	86	203	33	132	103
All severities	1,756	3,302	528	1,187	185	626	550
All rural roads⁴							
Fatal	51	121	7.0	11	3.7	15	8.5
Fatal or serious	657	1,308	64	120	26	67	76
All severities	2,596	3,266	400	666	151	291	408
All roads							
Motorways							
Fatal	..	11	1.3	7.4	0.8	5.7	1.8
Fatal or serious	..	274	12	17	6.4	19	13
All severities	..	707	129	89	63	129	123
A roads							
Fatal	80	111	5.7	19	3.7	16	7.4
Fatal or serious	1,793	1,531	65	213	30	65	82
All severities	10,135	5,664	537	1,536	214	315	579
Other roads³							
Fatal	14	65	5.0	15	2.2	20	6.1
Fatal or serious	478	1,150	88	223	35	139	108
All severities	2,647	4,022	687	1,631	228	691	734
Total⁴							
Fatal	25	80	4.6	16	2.6	12	5.8
Fatal or serious	705	1,237	63	199	27	52	77
All severities	3,940	4,432	510	1,442	189	269	540
Estimated vehicle kilometres (billion)							
Urban roads ^{2,5}	3.7	2.3	149	2.7	24	3.7	185
Rural roads ^{2,5}	1.4	1.9	162	1.3	30	10	206
Motorways	..	0.4	76	0.4	13	11	100
Total	5.0	4.6	387	4.4	66	25	492

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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RAS20006

Vehicles involved in reported accidents by junction type, vehicle type, built-up and non built-up roads, Great Britain, 2012

		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	2,575	7,672	2,149	256	80	434	959	4,031
	Non built-up roads	269	291	55	9	27	31	54	813
	Motorways	2	0	0	0	0	0	0	1
	All roads ²	2,846	7,963	2,204	265	107	465	1,013	4,845
Motorcycles	Built-up roads	1,611	7,016	1,781	201	83	344	929	3,769
	Non built-up roads	532	728	159	30	99	107	195	2,329
	Motorways	26	0	0	3	24	0	0	205
	All roads ²	2,169	7,744	1,940	234	206	451	1,124	6,303
Cars	Built-up roads	15,808	54,148	18,498	2,513	887	3,689	5,997	41,732
	Non built-up roads	4,515	7,831	2,269	321	1,520	909	1,734	25,268
	Motorways	540	61	11	28	1,097	74	3	7,935
	All roads ²	20,863	62,040	20,778	2,862	3,504	4,672	7,734	74,935
Buses or coaches	Built-up roads	467	2,260	703	137	27	126	93	2,068
	Non built-up roads	28	78	17	5	7	9	20	237
	Motorways	1	1	0	1	3	1	0	29
	All roads ²	496	2,339	720	143	37	136	113	2,334
Vans / Light good vehicles	Built-up roads	770	3,310	1,159	120	44	174	401	2,608
	Non built-up roads	300	508	143	19	98	78	156	1,863
	Motorways	40	4	0	3	88	6	0	683
	All roads ²	1,110	3,822	1,302	142	230	258	557	5,154
Heavy goods vehicles									
Articulated	Built-up roads	142	166	53	10	11	10	33	224
	Non built-up roads	119	103	22	8	52	18	29	662
	Motorways	17	4	0	1	82	9	0	684
	All roads ²	278	273	75	19	145	37	62	1,570
Rigid	Built-up roads	257	693	231	41	13	65	105	771
	Non built-up roads	128	223	66	6	74	19	71	885
	Motorways	23	0	0	3	49	5	0	533
	All roads ²	408	916	297	50	136	89	176	2,189
All HGVs	Built-up roads	399	859	284	51	24	75	138	995
	Non built-up roads	247	326	88	14	126	37	100	1,547
	Motorways	40	4	0	4	131	14	0	1,217
	All roads ²	686	1,189	372	69	281	126	238	3,759
Other vehicles ³	Built-up roads	156	643	219	47	11	72	88	725
	Non built-up roads	26	145	31	6	14	42	69	614
	Motorways	5	0	0	1	7	0	0	76
	All roads ²	187	788	250	54	32	114	157	1,415
All vehicles ³	Built-up roads	21,786	75,908	24,793	3,325	1,156	4,914	8,605	55,928
	Non built-up roads	5,917	9,907	2,762	404	1,891	1,213	2,328	32,671
	Motorways	654	70	11	40	1,350	95	3	10,146
	All roads ²	28,357	85,885	27,566	3,769	4,397	6,222	10,936	98,745

1 Excludes roundabouts

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

3 Includes cases where vehicle type was unknown

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RAS20007

Vehicles involved in reported accidents skidding or overturning, and towing by road surface condition, special conditions at site and vehicle type, Great Britain, 2012

	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	15,152	4,330	186	21	9	19,708
Skidded	467	220	16	10	4	704
Motorcycles						
Involved	14,317	5,499	336	157	99	20,171
Skidded	2,612	1,803	191	123	71	4,610
Cars						
Involved	129,115	62,852	5,070	498	592	197,388
Skidded	7,735	9,424	2,068	247	306	19,248
Overturned ³	3,017	2,768	550	44	91	6,341
Towing caravan	98	24	0	0	0	122
Other tow	286	125	4	0	2	418
Vans / Light goods vehicles						
Involved	8,565	3,663	324	41	35	12,575
Skidded	559	505	130	14	15	1,194
Overturned ³	215	129	37	3	4	381
Towing caravan	11	2	0	0	0	13
Other tow	102	58	4	1	0	164
Heavy goods vehicles						
Rigid⁴						
Involved	2,961	1,199	97	17	15	4,261
Skidded	210	114	31	2	8	355
Jack-knifed	2	1	0	0	0	3
Overturned ³	80	31	7	1	1	118
Articulated						
Involved	1,649	752	52	8	4	2,459
Skidded	154	53	12	1	0	220
Jack-knifed	32	23	7	2	0	64
Overturned ³	94	42	2	0	0	138
All HGVs⁵						
Involved	4,610	1,951	149	25	19	6,720
Skidded	364	167	43	3	8	575
Jack-knifed	34	24	7	2	0	67
Overturned ³	174	73	9	1	1	256
Buses or coaches						
Involved	4,904	1,316	75	8	8	6,318
Skidded	62	68	20	3	2	150
Overturned ³	7	4	1	0	0	12
Other vehicles⁶						
Involved	2,131	779	77	9	21	2,997
Skidded	92	66	21	2	2	179
Overturned ³	112	45	8	0	1	165
All⁶	178,794	80,390	6,217	759	783	265,877

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, 2012

	Number of vehicles					
	Pedal cycles	Motorcycles 50cc and under	Motorcycles 51 - 125cc	Motorcycles 126 - 500cc	Motorcycles over 500cc	All motorcycles ¹
Reversing	17	2	7	2	6	17
Parked	35	8	20	4	21	53
Waiting to go ahead but held up	215	82	191	60	189	522
Slowing or stopping	346	240	479	148	387	1,254
Moving off	478	54	125	46	147	373
U turning	17	9	11	5	11	36
Turning left	357	86	174	48	149	458
Waiting to turn left	22	15	21	4	23	63
Turning right	1,151	178	334	114	231	859
Waiting to turn right	136	22	43	8	35	108
Changing lane to left	84	9	34	9	45	97
Changing lane to right	154	15	43	12	53	123
Overtaking a moving vehicle - offside	150	125	436	179	707	1,448
Overtaking a stationary vehicle - offside	461	105	359	115	285	865
Overtaking - nearside	466	74	182	63	124	443
Going ahead on a left-hand bend	333	108	288	109	544	1,049
Going ahead on a right-hand bend	564	130	330	125	438	1,023
Going ahead other	14,722	1,750	4,392	1,448	3,775	11,380
All known manoeuvres	19,708	3,012	7,469	2,499	7,170	20,171
Number of vehicles involved in accidents ²	19,708	3,012	7,469	2,499	7,170	20,171
of which - at a junction	14,863	2,045	5,482	1,752	4,574	13,868

	Number of vehicles					
	Cars	Buses or coaches	Vans / Light goods vehicles	Heavy goods vehicles		All vehicles other than two-wheelf ⁴
				HGVs involved	of which LHD ³	
Reversing	3,094	19	456	123	5	3,763
Parked	8,259	392	746	347	22	9,923
Waiting to go ahead but held up	14,137	337	681	210	7	15,492
Slowing or stopping	16,779	1,045	1,044	448	19	19,451
Moving off	8,488	772	484	246	14	10,132
U turning	1,815	5	157	38	6	2,035
Turning left	7,099	211	561	229	11	8,226
Waiting to turn left	1,239	11	49	13	0	1,323
Turning right	22,205	310	1,334	408	38	24,524
Waiting to turn right	3,645	34	166	52	2	3,933
Changing lane to left	1,599	32	172	312	14	2,136
Changing lane to right	1,702	45	138	406	201	2,325
Overtaking a moving vehicle - offside	2,911	80	265	132	15	3,457
Overtaking a stationary vehicle - offside	1,745	67	119	53	2	2,014
Overtaking - nearside	751	26	68	29	1	896
Going ahead on a left-hand bend	7,078	117	385	258	7	7,947
Going ahead on a right-hand bend	7,847	168	406	290	14	8,839
Going ahead other	86,993	2,647	5,344	3,126	186	99,579
All known manoeuvres	197,386	6,318	12,575	6,720	564	225,995
Number of vehicles involved in accidents ²	197,388	6,318	12,575	6,720	564	225,998
of which - at a junction	122,453	3,984	7,421	2,961	183	138,401

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, 1979-2012

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

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, 2012

Journey purpose		Number of vehicles/percentage						
		Pedal cycle	Motorcycle	Car	Bus or coach	Vans / Light goods vehicles	Heavy goods vehicles	All vehicles ¹
Work	No. of vehicles	1,437	1,873	23,008	5,405	6,086	5,509	44,702
	Percentage	7	9	12	86	48	82	17
Commuting	No. of vehicles	2,933	2,986	18,723	35	971	97	25,840
	Percentage	15	15	9	1	8	1	10
Taking Pupil to School	No. of vehicles	45	26	2,587	72	17	4	2,755
	Percentage	0	0	1	1	0	0	1
Pupil Riding to School	No. of vehicles	469	180	308	6	4	0	970
	Percentage	2	1	0	0	0	0	0
Other / Unknown	No. of vehicles	14,824	15,106	152,762	800	5,497	1,110	191,610
	Percentage	75	75	77	13	44	17	72
Total	No. of vehicles	19,708	20,171	197,388	6,318	12,575	6,720	265,877
	Percentage	100	100	100	100	100	100	100

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

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Table RAS30001

Reported road casualties by road user type and severity, Great Britain comparison of 2012 with 2005 - 2009 average and 2011

							Number/percentage change	
	2005-09 average	2008	2009	2010	2011	2012	% change over 2005-09 average	% change from 2011
Pedestrians								
Killed	613	572	500	405	453	420	-31	-7
Seriously injured	6,145	6,070	5,545	5,200	5,454	5,559	-10	2
KSI ¹	6,758	6,642	6,045	5,605	5,907	5,979	-12	1
Slightly injured	23,206	21,840	20,842	20,240	20,291	19,239	-17	-5
All casualties	29,965	28,482	26,887	25,845	26,198	25,218	-16	-4
Pedal cyclists								
Killed	130	115	104	111	107	118	-9	10
Seriously injured	2,398	2,450	2,606	2,660	3,085	3,222	34	4
KSI	2,528	2,565	2,710	2,771	3,192	3,340	32	5
Slightly injured	13,934	13,732	14,354	14,414	16,023	15,751	13	-2
All casualties	16,463	16,297	17,064	17,185	19,215	19,091	16	-1
Motorcycle users								
Killed	544	493	472	403	362	328	-40	-9
Seriously injured	5,776	5,556	5,350	4,780	5,247	5,000	-13	-5
KSI	6,320	6,049	5,822	5,183	5,609	5,328	-16	-5
Slightly injured	16,452	15,501	14,881	13,503	14,541	13,982	-15	-4
All casualties	22,772	21,550	20,703	18,686	20,150	19,310	-15	-4
Car occupants								
Killed	1,407	1,257	1,059	835	883	801	-43	-9
Seriously injured	11,577	10,711	10,053	8,914	8,342	8,232	-29	-1
KSI	12,984	11,968	11,112	9,749	9,225	9,033	-30	-2
Slightly injured	147,683	137,220	132,300	123,456	115,699	110,675	-25	-4
All casualties	160,667	149,188	143,412	133,205	124,924	119,708	-25	-4
Bus and coach occupants								
Killed	12	6	14	9	7	11	-8	57
Seriously injured	397	426	356	392	325	312	-21	-4
KSI	409	432	370	401	332	323	-21	-3
Slightly injured	6,690	6,497	5,947	5,867	5,845	4,911	-27	-16
All casualties	7,100	6,929	6,317	6,268	6,177	5,234	-26	-15
Goods vehicle occupants								
Killed	85	66	50	62	62	62	-27	0
Seriously injured	730	619	556	509	473	499	-32	5
KSI	815	685	606	571	535	561	-31	5
Slightly injured	6,836	6,158	5,656	5,501	5,379	5,312	-22	-1
All casualties	7,651	6,843	6,262	6,072	5,914	5,873	-23	-1
All road users²								
Killed	2,816	2,538	2,222	1,850	1,901	1,754	-38	-8
Seriously injured	27,225	26,034	24,690	22,660	23,122	23,039	-15	0
KSI	30,041	28,572	26,912	24,510	25,023	24,793	-17	-1
Slightly injured	216,010	202,333	195,234	184,138	178,927	170,930	-21	-4
All casualties	246,050	230,905	222,146	208,648	203,950	195,723	-20	-4
of whom children: 0 - 15 years								
Killed	127	124	81	55	60	61	-52	2
Seriously injured	2,940	2,683	2,590	2,447	2,352	2,211	-25	-6
KSI	3,067	2,807	2,671	2,502	2,412	2,272	-26	-6
Slightly injured	20,955	19,189	17,984	17,067	17,062	14,979	-29	-12
All casualties	24,021	21,996	20,655	19,569	19,474	17,251	-28	-11
Casualty rates³								
Killed	9	8	7	6	6	6	-36	-7
Seriously injured	87	83	79	74	75	75	-13	0
KSI	96	91	87	80	82	81	-15	-1
Slightly injured	690	645	628	601	583	559	-19	-4
All casualties	786	736	714	681	665	640	-19	-4

1 Killed or seriously injured.

2 Includes other vehicles.

3 Casualties per billion vehicle miles.

Source: STATS19, DfT National Road Traffic Survey

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Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-main-results-2012>

Table RAS30002

Reported casualties by road user type, age and severity, Great Britain, 2012

	Number/percentage change compared to 2011								
	Killed		Seriously injured		Slightly injured		All casualties		Road traffic
	Number	% change	Number	% change	Number	% change	Number	% change	% change
Pedestrians									
Children: 0-15 years	20	-39	1,525	-3	5,454	-12	6,999	-10	..
Young people: 0-17 years	26	-45	1,739	-3	6,308	-12	8,073	-11	..
Adults: 18-59 years	211	-5	2,576	6	9,876	-1	12,663	0	..
60 and over	183	-1	1,184	3	2,585	0	3,952	1	..
All casualties ¹	420	-7	5,559	2	19,239	-5	25,218	-4	..
Pedal cyclists									
Children: 0-15 years	13	117	311	-21	1,874	-25	2,198	-24	..
Young people: 0-17 years	16	60	412	-16	2,469	-22	2,897	-21	..
Adults: 18-59 years	75	9	2,479	8	12,039	3	14,593	4	..
60 and over	27	-4	291	9	836	10	1,154	9	..
All casualties ¹	118	10	3,222	4	15,751	-2	19,091	-1	1
Car occupants									
Children: 0-15 years	27	29	319	1	6,800	-6	7,146	-6	..
Young people: 0-17 years	56	4	626	-4	10,061	-9	10,743	-9	..
Adults: 18-59 years	517	-13	5,807	-2	86,162	-4	92,486	-4	..
60 and over	228	-3	1,721	3	12,999	-3	14,948	-2	..
All casualties ¹	801	-9	8,232	-1	110,675	-4	119,708	-4	0
Motorcycle users	328	-9	5,000	-5	13,982	-4	19,310	-4	-2
Bus and coach	11	57	312	-4	4,911	-16	5,234	-15	-6
Van/Light goods veh	33	-3	330	8	4,170	0	4,533	1	0
HGV	29	4	169	1	1,141	-6	1,339	-5	-2
All road users									
Children: 0-15 years	61	2	2,211	-6	14,979	-12	17,251	-11	..
Young people: 0-17 yrs	116	-7	3,267	-6	21,646	-13	25,029	-12	..
Adults: 18-59 years	1,142	-10	15,706	0	127,286	-3	144,134	-3	..
60 and over	496	-3	3,826	4	19,035	-4	23,357	-3	..
All casualties ¹	1,754	-8	23,039	0	170,930	-4	195,723	-4	0 ²

1 Includes cases where age was not reported.

2 Includes pedal cycles.

Source: STATS19, DfT National Road Traffic Survey

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Table RAS30003

Reported casualties by severity, Great Britain, 2002 - 2012

		Number/billion miles					
<u>Year and quarter</u>		<u>Killed</u>	<u>Seriously injured</u>	<u>Killed or seriously injured</u>	<u>Slightly injured</u>	<u>All casualties</u>	<u>Motor traffic billion vehicle miles</u>
2005-09 average		2,816	27,225	30,041	216,010	246,050	310
2002		3,431	35,976	39,407	263,198	302,605	301
2003		3,508	33,707	37,215	253,392	290,607	302
2004		3,221	31,130	34,351	246,489	280,840	307
2005		3,201	28,954	32,155	238,862	271,017	307
2006		3,172	28,673	31,845	226,559	258,404	311
2007		2,946	27,774	30,720	217,060	247,780	314
2008		2,538	26,034	28,572	202,333	230,905	311
2009		2,222	24,690	26,912	195,234	222,146	308
2010		1,850	22,660	24,510	184,138	208,648	303
2011		1,901	23,122	25,023	178,927	203,950	304
2012		1,754	23,039	24,793	170,930	195,723	303
2009	Q1	555	5,510	6,065	44,571	50,636	73
	Q2	558	6,498	7,056	47,859	54,915	79
	Q3	596	6,519	7,115	49,820	56,935	81
	Q4	513	6,163	6,676	52,984	59,660	76
2010	Q1	414	4,841	5,255	42,207	47,462	71
	Q2	467	6,143	6,610	46,311	52,921	79
	Q3	512	6,267	6,779	48,326	55,105	80
	Q4	457	5,409	5,866	47,294	53,160	73
2011	Q1	445	5,149	5,594	41,641	47,235	72
	Q2	487	5,886	6,373	45,207	51,580	77
	Q3	494	6,146	6,640	45,596	52,236	79
	Q4	475	5,941	6,416	46,483	52,899	75
2012	Q1	414	5,443	5,857	40,733	46,590	72 ^P
	Q2	402	5,579	5,981	41,385	47,366	76 ^P
	Q3	470	6,221	6,691	44,154	50,845	79 ^P
	Q4	468	5,796	6,264	44,658	50,922	75 ^P

Change on same quarter of previous year

2010	Q1	-25	-12	-13	-5	-6	-2
	Q2	-16	-5	-6	-3	-4	-1
	Q3	-14	-4	-5	-3	-3	-1
	Q4	-11	-12	-12	-11	-11	-3
2011	Q1	7	6	6	-1	0	1
	Q2	4	-4	-4	-2	-3	-2
	Q3	-4	-2	-2	-6	-5	-1
	Q4	4	10	9	-2	0	3
2012	Q1	-7	6	5	-2	-1	0 ^P
	Q2	-17	-5	-6	-8	-8	-1 ^P
	Q3	-5	1	1	-3	-3	-1 ^P
	Q4	-1	-2	-2	-4	-4	0 ^P

P Provisional

Source: STATS19, DfT National Road Traffic Survey

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Table RAS30004

All reported casualties by road user type, Great Britain, 2002 - 2012

							Number		
		<u>Pedestrians</u>		<u>Pedal cyclists</u>	<u>Motorcycle users</u>	<u>Car occupants</u>	<u>Other vehicle users</u>	<u>All casualties</u>	
<u>Year and quarter</u>		<u>All ages</u>	<u>Children¹</u>					<u>All ages</u>	<u>Children¹</u>
2005-09 average		29,965	9,508	16,463	22,772	160,667	16,184	246,050	24,021
2002		38,784	14,231	17,107	28,353	197,425	20,936	302,605	34,689
2003		36,405	12,544	17,033	28,411	188,342	20,416	290,607	31,988
2004		34,881	12,234	16,648	25,641	183,858	19,812	280,840	31,000
2005		33,281	11,250	16,561	24,824	178,302	18,049	271,017	28,126
2006		30,982	10,131	16,196	23,326	171,000	16,900	258,404	25,523
2007		30,191	9,527	16,195	23,459	161,433	16,502	247,780	23,807
2008		28,482	8,648	16,297	21,550	149,188	15,388	230,905	21,996
2009		26,887	7,983	17,064	20,703	143,412	14,080	222,146	20,655
2010		25,845	7,929	17,185	18,686	133,205	13,727	208,648	19,569
2011		26,198	7,807	19,215	20,150	124,924	13,463	203,950	19,474
2012		25,218	6,999	19,091	19,310	119,708	12,396	195,723	17,251
2009	Q1	6,739	1,906	3,118	3,807	33,553	3,419	50,636	4,309
	Q2	6,453	2,166	4,845	5,987	34,281	3,349	54,915	5,589
	Q3	6,175	2,010	5,136	6,144	35,849	3,631	56,935	5,913
	Q4	7,520	1,901	3,965	4,765	39,729	3,681	59,660	4,844
2010	Q1	6,298	1,846	2,961	3,375	31,588	3,240	47,462	4,117
	Q2	6,417	2,189	5,098	5,660	32,297	3,449	52,921	5,442
	Q3	6,203	2,013	5,466	5,666	34,082	3,688	55,105	5,544
	Q4	6,927	1,881	3,660	3,985	35,238	3,350	53,160	4,466
2011	Q1	6,617	1,949	3,775	3,946	29,627	3,270	47,235	4,332
	Q2	6,273	2,165	5,405	5,539	31,036	3,327	51,580	5,521
	Q3	6,058	1,931	5,470	5,630	31,580	3,498	52,236	5,317
	Q4	7,250	1,762	4,565	5,035	32,681	3,368	52,899	4,304
2012	Q1	6,473	1,772	4,169	4,254	28,553	3,141	46,590	3,989
	Q2	5,711	1,818	4,451	4,870	29,314	3,020	47,366	4,556
	Q3	5,867	1,813	5,902	5,722	30,110	3,244	50,845	4,840
	Q4	7,167	1,596	4,569	4,464	31,731	2,991	50,922	3,866

Change on same quarter of previous year

2010	Q1	-7	-3	-5	-11	-6	-5	-6	-4
	Q2	-1	1	5	-5	-6	3	-4	-3
	Q3	0	0	6	-8	-5	2	-3	-6
	Q4	-8	-1	-8	-16	-11	-9	-11	-8
2011	Q1	5	6	27	17	-6	1	0	5
	Q2	-2	-1	6	-2	-4	-4	-3	1
	Q3	-2	-4	0	-1	-7	-5	-5	-4
	Q4	5	-6	25	26	-7	1	0	-4
2012	Q1	-2	-9	10	8	-4	-4	-1	-8
	Q2	-9	-16	-18	-12	-6	-9	-8	-17
	Q3	-3	-6	8	2	-5	-7	-3	-9
	Q4	-1	-9	0	-11	-3	-11	-4	-10

¹ Aged 0 - 15 years.

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Source: STATS19

The figures in this table are National Statistics

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Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-main-results-2012>

Table RAS30005

Reported killed or seriously injured casualties, by road user type, Great Britain, 2002 - 2012

							Number		
		Pedestrians		Pedal	Motorcycle	Car	Other	All casualties	
Year and quarter		All ages	Children ¹	cyclists	users	occupants	vehicle users	All ages	Children ¹
2005-09 average		6,758	1,900	2,528	6,320	12,984	1,451	30,041	3,067
2002		8,631	2,828	2,450	7,500	18,728	2,098	39,407	4,596
2003		7,933	2,381	2,411	7,652	17,291	1,928	37,215	4,100
2004		7,478	2,339	2,308	6,648	16,144	1,773	34,351	3,905
2005		7,129	2,134	2,360	6,508	14,617	1,541	32,155	3,472
2006		7,051	2,025	2,442	6,484	14,254	1,614	31,845	3,294
2007		6,924	1,899	2,564	6,737	12,967	1,528	30,720	3,090
2008		6,642	1,784	2,565	6,049	11,968	1,348	28,572	2,807
2009		6,045	1,660	2,710	5,822	11,112	1,223	26,912	2,671
2010		5,605	1,646	2,771	5,183	9,749	1,202	24,510	2,502
2011		5,907	1,602	3,192	5,609	9,225	1,090	25,023	2,412
2012		5,979	1,545	3,340	5,328	9,033	1,113	24,793	2,272
2009	Q1	1,562	395	496	995	2,731	281	6,065	577
	Q2	1,431	469	809	1,850	2,664	302	7,056	775
	Q3	1,385	430	832	1,810	2,765	323	7,115	731
	Q4	1,667	366	573	1,167	2,952	317	6,676	588
2010	Q1	1,376	368	447	860	2,289	283	5,255	515
	Q2	1,348	465	856	1,784	2,333	289	6,610	743
	Q3	1,333	437	905	1,652	2,549	340	6,779	737
	Q4	1,548	376	563	887	2,578	290	5,866	507
2011	Q1	1,455	360	621	1,024	2,227	267	5,594	522
	Q2	1,365	487	861	1,644	2,232	271	6,373	708
	Q3	1,315	390	976	1,698	2,365	286	6,640	658
	Q4	1,772	365	734	1,243	2,401	266	6,416	524
2012	Q1	1,581	409	712	1,111	2,166	287	5,857	561
	Q2	1,306	395	791	1,419	2,190	275	5,981	606
	Q3	1,399	420	1,065	1,691	2,233	303	6,691	659
	Q4	1,693	321	772	1,107	2,444	248	6,264	446

Change on same quarter of previous year

2010	Q1	-12	-7	-10	-14	-16	1	-13	-11
	Q2	-6	-1	6	-4	-12	-4	-6	-4
	Q3	-4	2	9	-9	-8	5	-5	1
	Q4	-7	3	-2	-24	-13	-9	-12	-14
2011	Q1	6	-2	39	19	-3	-6	6	1
	Q2	1	5	1	-8	-4	-6	-4	-5
	Q3	-1	-11	8	3	-7	-16	-2	-11
	Q4	14	-3	30	40	-7	-8	9	3
2012	Q1	9	14	15	8	-3	7	5	7
	Q2	-4	-19	-8	-14	-2	1	-6	-14
	Q3	6	8	9	0	-6	6	1	0
	Q4	-4	-12	5	-11	2	-7	-2	-15

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Source: STATS19

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Department for Transport statistics

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Table RAS30006

Reported casualties by speed limit, road class and severity, Great Britain, 2012

Type of road	Number/percentage change compared to 2011								
	Killed		Seriously injured		Slightly injured		All casualties		Road traffic ¹
	Number	% change	Number	% change	Number	% change	Number	% change	% change
Motorways	88	-17	654	-12	8,421	-5	9,163	-6	1
Built-up roads									
20 mph	9	29	339	17	2,286	16	2,634	16	..
30 mph	595	-6	13,279	1	106,234	-5	120,108	-4	..
40 mph	173	0	1,992	1	14,992	-4	17,157	-3	..
All built-up roads	777	-5	15,610	1	123,512	-4	139,899	-4	..
Non built-up roads									
50 mph	102	-18	897	-8	6,472	-2	7,471	-3	..
60 mph	656	-6	5,091	-1	26,172	-4	31,919	-4	..
70 mph	131	-15	787	-8	6,353	-5	7,271	-6	..
All non built-up roads	889	-9	6,775	-3	38,997	-4	46,661	-4	..
Major roads ²	1,055	-13	11,339	-3	89,051	-4	101,445	-4	1
Minor roads ³	699	2	11,700	2	81,879	-5	94,278	-4	-1
All roads ⁴	1,754	-8	23,039	0	170,930	-4	195,723	-4	0

1 Motor vehicle traffic only.

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

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

4 Includes unknown road class and speed limit.

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Source: STATS19, DfT National Road Traffic Survey

Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-main-results-2012>

Table RAS30007

Reported casualties by severity, by police force area, Great Britain, 2012

Police force area	Number				
	Killed	Seriously injured	Killed or seriously injured	Slightly injured	All casualties
Avon and Somerset	59	441	500	4,031	4,531
Bedfordshire	13	204	217	1,771	1,988
Cambridgeshire	31	350	381	2,699	3,080
Cheshire	29	581	610	3,380	3,990
City of London	3	55	58	365	423
Cleveland	12	163	175	1,276	1,451
Cumbria	30	166	196	1,511	1,707
Derbyshire	25	389	414	3,134	3,548
Devon and Cornwall	67	554	621	4,925	5,546
Dorset	24	369	393	2,022	2,415
Durham	27	206	233	1,655	1,888
Essex	45	689	734	4,511	5,245
Gloucestershire	33	222	255	1,191	1,446
Greater Manchester	49	649	698	5,360	6,058
Hampshire	42	964	1,006	5,005	6,011
Hertfordshire	35	379	414	3,190	3,604
Humberside	31	466	497	3,185	3,682
Kent	52	523	575	6,005	6,580
Lancashire	36	659	695	4,796	5,491
Leicestershire	38	272	310	2,977	3,287
Lincolnshire	39	387	426	2,816	3,242
Merseyside	21	544	565	3,996	4,561
Metropolitan Police	132	2,832	2,964	25,435	28,399
Norfolk	39	313	352	2,010	2,362
North Yorkshire	35	489	524	2,366	2,890
Northamptonshire	35	313	348	1,241	1,589
Northumbria	38	473	511	3,949	4,460
Nottinghamshire	33	545	578	3,217	3,795
South Yorkshire	29	450	479	3,967	4,446
Staffordshire	40	226	266	3,745	4,011
Suffolk	24	338	362	2,143	2,505
Surrey	18	556	574	4,991	5,565
Sussex	43	842	885	4,198	5,083
Thames Valley	78	833	911	6,615	7,526
Warwickshire	28	271	299	1,756	2,055
West Mercia	51	370	421	3,155	3,576
West Midlands	57	889	946	5,773	6,719
West Yorkshire	49	885	934	6,913	7,847
Wiltshire	21	282	303	1,678	1,981
England	1,491	20,139	21,630	152,953	174,583
Dyfed-Powys	27	306	333	1,717	2,050
Gwent	14	95	109	932	1,041
North Wales	24	302	326	1,880	2,206
South Wales	28	238	266	3,002	3,268
Wales	93	941	1,034	7,531	8,565

Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-main-results-2012>

Table RAS30007

Reported casualties by severity, by police force area, Great Britain, 2012

Police force area	Number				
	Killed	Seriously injured	Killed or seriously injured	Slightly injured	All casualties
Central	14	138	152	579	731
Dumfries and Galloway	6	83	89	337	426
Fife	7	100	107	442	549
Grampian	24	354	378	912	1,290
Lothian and Borders	32	361	393	2,393	2,786
Northern	20	109	129	668	797
Strathclyde	48	634	682	4,396	5,078
Tayside	19	180	199	719	918
Scotland	170	1,959	2,129	10,446	12,575
Great Britain	1,754	23,039	24,793	170,930	195,723

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Source: STATS19

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Table RAS30008

Reported casualties by severity, by local authority area, Great Britain, 2012

						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	2	45	47	529	576
Barnet	E09000003	7	105	112	1,150	1,262
Barnsley	E08000016	5	91	96	630	726
Bath and North East Somerset	E06000022	4	29	33	407	440
Bedford	E06000055	1	53	54	443	497
Bexley	E09000004	4	51	55	476	531
Birmingham	E08000025	24	377	401	2,670	3,071
Blackburn with Darwen	E06000008	4	67	71	567	638
Blackpool	E06000009	2	52	54	565	619
Bolton	E08000001	7	61	68	623	691
Bournemouth	E06000028	4	104	108	503	611
Bracknell Forest	E06000036	1	28	29	282	311
Bradford	E08000032	15	206	221	1,745	1,966
Brent	E09000005	4	82	86	872	958
Brighton and Hove	E06000043	5	155	160	819	979
Bristol, City of	E06000023	7	140	147	1,189	1,336
Bromley	E09000006	7	83	90	731	821
Buckinghamshire	E10000002	21	197	218	1,395	1,613
Bury	E08000002	5	36	41	400	441
Calderdale	E08000033	2	94	96	520	616
Cambridgeshire	E10000003	27	270	297	1,911	2,208
Camden	E09000007	6	108	114	726	840
Central Bedfordshire	E06000056	10	98	108	757	865
Cheshire East	E06000049	12	233	245	1,310	1,555
Cheshire West and Chester	E06000050	11	203	214	1,017	1,231
City of London	E09000001	3	55	58	365	423
Cornwall (excluding Isles of Scilly)	E06000052	24	189	213	1,617	1,830
County Durham	E06000047	24	174	198	1,346	1,544
Coventry	E08000026	3	112	115	707	822
Croydon	E09000008	5	102	107	1,033	1,140
Cumbria	E10000006	30	166	196	1,511	1,707
Darlington	E06000005	3	32	35	309	344
Derby	E06000015	4	77	81	806	887
Derbyshire	E10000007	21	312	333	2,328	2,661
Devon	E10000008	34	274	308	2,266	2,574
Doncaster	E08000017	11	106	117	1,081	1,198
Dorset	E10000009	16	203	219	1,128	1,347
Dudley	E08000027	6	96	102	499	601
Ealing	E09000009	8	80	88	1,076	1,164
East Riding of Yorkshire	E06000011	14	171	185	972	1,157
East Sussex	E10000011	13	292	305	1,403	1,708
Enfield	E09000010	6	80	86	952	1,038
Essex	E10000012	38	564	602	3,561	4,163
Gateshead	E08000020	3	75	78	659	737
Gloucestershire	E10000013	33	222	255	1,191	1,446
Greenwich	E09000011	3	70	73	698	771
Hackney	E09000012	5	142	147	842	989
Halton	E06000006	4	36	40	337	377
Hammersmith and Fulham	E09000013	2	78	80	645	725
Hampshire	E10000014	33	651	684	3,235	3,919
Haringey	E09000014	3	104	107	783	890
Harrow	E09000015	3	43	46	451	497
Hartlepool	E06000001	2	25	27	190	217
Havering	E09000016	8	70	78	685	763
Herefordshire, County of	E06000019	5	75	80	529	609

Table RAS30008
Reported casualties by severity, by local authority area, Great Britain, 2012

<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	35	379	414	3,190	3,604
Hillingdon	E09000017	5	78	83	972	1,055
Hounslow	E09000018	2	71	73	825	898
Isle of Wight	E06000046	5	84	89	486	575
Isles of Scilly	E06000053	0	0	0	2	2
Islington	E09000019	1	121	122	750	872
Kensington and Chelsea	E09000020	1	93	94	638	732
Kent	E10000016	50	474	524	5,231	5,755
Kingston upon Hull, City of	E06000010	2	128	130	925	1,055
Kingston upon Thames	E09000021	1	33	34	388	422
Kirklees	E08000034	7	144	151	1,305	1,456
Knowsley	E08000011	2	62	64	427	491
Lambeth	E09000022	6	145	151	1,085	1,236
Lancashire	E10000017	30	540	570	3,664	4,234
Leeds	E08000035	15	288	303	2,445	2,748
Leicester	E06000016	6	83	89	1,195	1,284
Leicestershire	E10000018	27	169	196	1,682	1,878
Lewisham	E09000023	3	99	102	896	998
Lincolnshire	E10000019	39	387	426	2,816	3,242
Liverpool	E08000012	11	232	243	1,819	2,062
London Airport (Heathrow)		1	3	4	38	42
Luton	E06000032	2	53	55	571	626
Manchester	E08000003	13	182	195	1,349	1,544
Medway	E06000035	2	49	51	774	825
Merton	E09000024	3	62	65	471	536
Middlesbrough	E06000002	0	40	40	383	423
Milton Keynes	E06000042	10	89	99	961	1,060
Newcastle upon Tyne	E08000021	3	84	87	845	932
Newham	E09000025	5	72	77	847	924
Norfolk	E10000020	39	313	352	2,010	2,362
North East Lincolnshire	E06000012	5	76	81	690	771
North Lincolnshire	E06000013	10	91	101	598	699
North Somerset	E06000024	6	51	57	516	573
North Tyneside	E08000022	2	48	50	544	594
North Yorkshire	E10000023	31	442	473	1,893	2,366
Northamptonshire	E10000021	35	313	348	1,241	1,589
Northumberland	E06000048	20	146	166	903	1,069
Nottingham	E06000018	1	134	135	987	1,122
Nottinghamshire	E10000024	32	411	443	2,230	2,673
Oldham	E08000004	3	49	52	412	464
Oxfordshire	E10000025	28	279	307	1,856	2,163
Peterborough	E06000031	4	80	84	788	872
Plymouth	E06000026	6	55	61	675	736
Poole	E06000029	4	62	66	391	457
Portsmouth	E06000044	3	120	123	617	740
Reading	E06000038	2	38	40	392	432
Redbridge	E09000026	4	89	93	801	894
Redcar and Cleveland	E06000003	5	34	39	291	330
Richmond upon Thames	E09000027	1	51	52	421	473
Rochdale	E08000005	3	40	43	386	429
Rotherham	E08000018	6	80	86	766	852
Rutland	E06000017	5	20	25	100	125
Salford	E08000006	2	76	78	484	562
Sandwell	E08000028	6	105	111	511	622
Sefton	E08000014	4	85	89	675	764
Sheffield	E08000019	7	173	180	1,490	1,670
Shropshire	E06000051	17	129	146	797	943
Slough	E06000039	2	39	41	539	580
Solihull	E08000029	6	55	61	385	446
Somerset	E10000027	35	177	212	1,317	1,529

Table RAS30008
Reported casualties by severity, by local authority area, Great Britain, 2012

						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>
South Gloucestershire	E06000025	7	44	51	602	653
South Tyneside	E08000023	3	31	34	302	336
Southampton E06000045		1	109	110	667	777
Southend-on-Sea	E06000033	2	59	61	432	493
Southwark	E09000028	4	113	117	936	1,053
St. Helens	E08000013	1	69	70	440	510
Staffordshire	E10000028	32	189	221	2,877	3,098
Stockport	E08000007	0	49	49	435	484
Stockton-on-Tees	E06000004	5	64	69	412	481
Stoke-on-Trent	E06000021	8	37	45	868	913
Suffolk	E10000029	24	338	362	2,143	2,505
Sunderland	E08000024	7	89	96	696	792
Surrey	E10000030	18	556	574	4,991	5,565
Sutton	E09000029	2	40	42	449	491
Swindon	E06000030	3	72	75	515	590
Tameside	E08000008	4	43	47	390	437
Telford and Wrekin	E06000020	6	27	33	376	409
Thurrock	E06000034	5	66	71	518	589
Torbay	E06000027	3	36	39	365	404
Tower Hamlets	E09000030	5	163	168	1,027	1,195
Trafford	E08000009	3	48	51	382	433
Wakefield	E08000036	10	153	163	898	1,061
Walsall	E08000030	1	62	63	463	526
Waltham Forest	E09000031	1	68	69	661	730
Wandsworth	E09000032	5	104	109	1,013	1,122
Warrington	E06000007	2	109	111	716	827
Warwickshire	E10000031	28	271	299	1,756	2,055
West Berkshire	E06000037	9	70	79	406	485
West Sussex	E10000032	25	395	420	1,976	2,396
Westminster	E09000033	9	184	193	1,568	1,761
Wigan	E08000010	9	65	74	499	573
Wiltshire	E06000054	18	210	228	1,163	1,391
Windsor and Maidenhead	E06000040	2	58	60	455	515
Wirral	E08000015	3	96	99	635	734
Wokingham	E06000041	3	35	38	329	367
Wolverhampton	E08000031	11	82	93	538	631
Worcestershire	E10000034	23	139	162	1,453	1,615
York	E06000014	4	47	51	473	524
England	E92000001	1,491	20,139	21,630	152,953	174,583
Blaenau Gwent	W06000019	1	11	12	134	146
Bridgend	W06000013	4	26	30	318	348
Caerphilly	W06000018	1	32	33	231	264
Cardiff	W06000015	3	53	56	746	802
Carmarthenshire	W06000010	6	109	115	598	713
Ceredigion	W06000008	0	33	33	248	281
Conwy	W06000003	2	56	58	329	387
Denbighshire	W06000004	5	39	44	297	341
Flintshire	W06000005	5	55	60	417	477
Gwynedd	W06000002	8	80	88	307	395
Isle of Anglesey	W06000001	2	31	33	115	148
Merthyr Tydfil	W06000024	2	18	20	127	147
Monmouthshire	W06000021	4	22	26	153	179
Neath Port Talbot	W06000012	2	28	30	367	397
Newport	W06000022	6	23	29	300	329

Table RAS30008
Reported casualties by severity, by local authority area, Great Britain, 2012

						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>
Pembrokeshire	W06000009	5	59	64	402	466
Powys	W06000023	16	105	121	469	590
Rhondda, Cynon, Taff	W06000016	7	49	56	572	628
Swansea	W06000011	9	42	51	609	660
The Vale of Glamorgan	W06000014	1	22	23	263	286
Torfaen	W06000020	2	7	9	114	123
Wrexham	W06000006	2	41	43	415	458
Wales	W92000004	93	941	1,034	7,531	8,565
Aberdeen City	S12000033	8	107	115	324	439
Aberdeenshire	S12000034	14	203	217	468	685
Angus	S12000041	5	45	50	213	263
Argyll & Bute	S12000035	4	63	67	230	297
Clackmannanshire	S12000005	0	19	19	93	112
Dumfries & Galloway	S12000006	6	83	89	337	426
Dundee City	S12000042	2	47	49	216	265
East Ayrshire	S12000008	3	43	46	187	233
East Dunbartonshire	S12000009	0	26	26	117	143
East Lothian	S12000010	0	23	23	195	218
East Renfrewshire	S12000011	2	12	14	107	121
Edinburgh, City of	S12000036	13	188	201	1,171	1,372
Falkirk	S12000014	10	64	74	270	344
Fife	S12000015	7	100	107	442	549
Glasgow City	S12000043	7	189	196	1,440	1,636
Highland	S12000017	14	90	104	592	696
Inverclyde	S12000018	0	26	26	144	170
Midlothian	S12000019	4	23	27	281	308
Moray	S12000020	2	44	46	120	166
Na h-Eileanan an Iar (Western Isles)	S12000013	1	8	9	31	40
North Ayrshire	S12000021	2	36	38	221	259
North Lanarkshire	S12000044	6	73	79	623	702
Orkney Islands	S12000023	5	5	10	14	24
Perth and Kinross	S12000024	12	88	100	290	390
Renfrewshire	S12000038	8	46	54	377	431
Scottish Borders	S12000026	10	69	79	291	370
Shetland Islands	S12000027	0	6	6	31	37
South Ayrshire	S12000028	4	29	33	247	280
South Lanarkshire	S12000029	9	72	81	559	640
Stirling	S12000030	4	55	59	216	275
West Dunbartonshire	S12000039	3	19	22	144	166
West Lothian	S12000040	5	58	63	455	518
Scotland	S92000003	170	1,959	2,129	10,446	12,575
Great Britain	K03000001	1,754	23,039	24,793	170,930	195,723

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[Notes & Definitions](#)

The figures in this table are National Statistics

Source: STATS19

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Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012>

RAS30009

Reported casualties by gender, built-up and non built-up roads, road class and severity, Great Britain, 2005-09 average, 2005 - 2012

	Number of casualties								
	2005-09 average ¹	2005	2006	2007	2008	2009	2010	2011	2012
Male									
Built-up roads²									
A roads									
Killed	390	415	451	383	366	335	263	309	262
KSI ³	5,340	5,504	5,577	5,502	5,191	4,927	4,510	4,878	4,868
All severities	41,580	44,816	42,149	41,651	40,336	38,946	37,395	38,181	36,773
B roads									
Killed	130	135	135	138	116	125	81	91	86
KSI	1,701	1,715	1,779	1,777	1,636	1,598	1,316	1,586	1,568
All severities	12,490	13,455	12,954	12,425	11,927	11,687	10,892	11,095	10,880
Other roads									
Killed	307	342	349	308	289	248	181	196	249
KSI	5,675	5,992	6,000	5,832	5,430	5,122	4,687	4,845	5,096
All severities	43,375	47,840	45,707	43,503	40,451	39,372	36,826	36,255	34,453
All built-up roads⁴									
Killed	827	892	935	829	771	708	525	596	597
KSI	12,716	13,211	13,356	13,111	12,257	11,647	10,513	11,309	11,532
All severities	97,444	106,111	100,810	97,579	92,714	90,005	85,113	85,531	82,106
Non-built-up roads²									
A roads									
Killed	794	942	924	818	687	601	512	518	467
KSI	4,664	5,299	5,093	4,663	4,233	4,031	3,556	3,540	3,294
All severities	24,065	27,483	25,996	24,543	21,346	20,959	18,969	18,352	17,499
B roads									
Killed	172	203	186	200	149	123	122	128	107
KSI	1,226	1,345	1,316	1,233	1,173	1,065	939	978	813
All severities	5,753	6,578	6,162	6,067	5,215	4,741	4,343	4,208	3,827
Other roads									
Killed	186	216	220	220	154	120	118	100	99
KSI	1,548	1,675	1,706	1,606	1,417	1,335	1,179	1,078	1,134
All severities	8,535	9,715	9,543	8,760	7,613	7,045	6,170	5,918	5,747
All non built-up roads⁴									
Killed	1,153	1,361	1,330	1,238	990	844	752	746	673
KSI	7,438	8,319	8,115	7,502	6,823	6,431	5,674	5,596	5,241
All severities	38,353	43,776	41,701	39,370	34,174	32,745	29,482	28,478	27,073
All speed limits⁵									
Motorways									
Killed	134	163	136	150	121	101	89	81	68
KSI	801	912	816	893	709	673	613	573	494
All severities	7,115	7,910	7,701	7,414	6,590	5,961	5,895	5,489	5,260
A roads									
Killed	1,184	1,357	1,375	1,201	1,053	936	775	827	729
KSI	10,004	10,803	10,670	10,165	9,424	8,958	8,066	8,418	8,162
All severities	65,645	72,299	68,145	66,194	61,682	59,905	56,364	56,533	54,272
B roads									
Killed	302	338	321	338	265	248	203	219	193
KSI	2,927	3,060	3,095	3,010	2,809	2,663	2,255	2,564	2,381
All severities	18,242	20,033	19,116	18,492	17,142	16,428	15,235	15,303	14,707
Other roads									
Killed	493	558	569	528	443	368	299	296	348
KSI	7,223	7,667	7,706	7,438	6,847	6,457	5,866	5,923	6,230
All severities	51,910	57,555	55,250	52,263	48,064	46,417	42,996	42,173	40,200
Total⁵									
Killed	2,114	2,416	2,401	2,217	1,882	1,653	1,366	1,423	1,338
KSI	20,955	22,442	22,287	21,506	19,789	18,751	16,800	17,478	17,267
All severities	142,912	157,797	150,212	144,363	133,478	128,711	120,490	119,498	114,439

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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Department for Transport statistics

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RAS30009

Reported casualties by gender, built-up and non built-up roads, road class and severity, Great Britain, 2005-09 average, 2005 - 2012

	Number of casualties								
	2005-09 average ¹	2005	2006	2007	2008	2009	2010	2011	2012
Female									
Built-up roads²									
A roads									
Killed	153	165	168	167	126	139	106	111	77
KSI ³	2,333	2,381	2,407	2,455	2,297	2,127	1,995	2,101	1,964
All severities	30,346	32,922	31,159	30,072	29,384	28,193	27,041	26,459	25,336
B roads									
Killed	47	48	47	54	41	43	26	25	30
KSI	744	765	748	740	767	702	723	653	712
All severities	9,529	10,206	9,754	9,630	9,200	8,856	8,418	8,082	7,916
Other roads									
Killed	120	150	131	110	118	91	82	84	73
KSI	2,576	2,707	2,705	2,602	2,551	2,313	2,220	2,182	2,178
All severities	31,353	34,242	32,893	31,418	29,530	28,683	26,719	25,454	24,534
All built-up roads⁴									
Killed	320	363	346	331	285	273	214	220	180
KSI	5,653	5,853	5,860	5,797	5,615	5,142	4,938	4,936	4,854
All severities	71,228	77,370	73,806	71,120	68,114	65,732	62,178	59,995	57,786
Non-built-up roads²									
A roads									
Killed	242	275	272	243	229	192	169	171	161
KSI	1,962	2,259	2,117	1,908	1,780	1,746	1,553	1,507	1,525
All severities	16,943	19,022	18,256	17,070	15,300	15,068	14,059	13,228	12,670
B roads									
Killed	52	56	48	62	53	39	36	27	28
KSI	501	544	542	492	501	424	387	382	382
All severities	3,801	4,271	4,116	3,870	3,590	3,158	3,062	2,814	2,764
Other roads									
Killed	50	50	54	60	51	34	36	35	27
KSI	625	697	688	653	557	531	526	446	516
All severities	5,753	6,557	6,251	5,848	5,370	4,737	4,344	4,155	4,154
All non built-up roads⁴									
Killed	344	381	374	365	333	265	241	233	216
KSI	3,088	3,500	3,347	3,053	2,838	2,701	2,466	2,335	2,423
All severities	26,497	29,850	28,623	26,788	24,260	22,963	21,465	20,197	19,588
All speed limits⁵									
Motorways									
Killed	39	41	51	33	37	31	29	25	20
KSI	339	355	349	358	318	317	303	273	248
All severities	5,301	5,867	5,682	5,384	4,876	4,695	4,474	4,253	3,903
A roads									
Killed	395	440	440	410	355	331	275	282	238
KSI	4,295	4,640	4,524	4,363	4,077	3,873	3,548	3,608	3,489
All severities	47,289	51,944	49,415	47,142	44,684	43,261	41,100	39,687	38,006
B roads									
Killed	98	104	95	116	94	82	62	52	58
KSI	1,245	1,309	1,290	1,232	1,268	1,126	1,110	1,035	1,094
All severities	13,330	14,477	13,870	13,500	12,790	12,014	11,480	10,896	10,680
Other roads									
Killed	170	200	185	170	169	125	118	119	100
KSI	3,201	3,404	3,393	3,255	3,108	2,844	2,746	2,628	2,694
All severities	37,106	40,799	39,144	37,266	34,900	33,420	31,063	29,609	28,688
Total⁵									
Killed	702	785	771	729	655	569	484	478	416
KSI	9,081	9,708	9,556	9,208	8,771	8,160	7,707	7,544	7,525
All severities	103,026	113,087	108,111	103,292	97,250	93,390	88,117	84,445	81,277

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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RAS30009

Reported casualties by gender, built-up and non built-up roads, road class and severity, Great Britain, 2005-09 average, 2005 - 2012

	Number of casualties								
	2005-09 average ¹	2005	2006	2007	2008	2009	2010	2011	2012
All Casualties									
Built-up roads²									
A roads									
Killed	543	580	619	550	492	474	369	420	339
KSI ³	7,675	7,886	7,985	7,958	7,490	7,055	6,506	6,979	6,833
All severities	71,950	77,765	73,324	71,751	69,764	67,146	64,449	64,641	62,113
B roads									
Killed	176	183	182	192	157	168	107	116	116
KSI	2,446	2,480	2,527	2,519	2,403	2,300	2,040	2,239	2,280
All severities	22,029	23,673	22,715	22,066	21,144	20,547	19,314	19,178	18,796
Other roads									
Killed	427	492	480	418	408	339	263	280	322
KSI	8,252	8,700	8,705	8,434	7,987	7,435	6,908	7,027	7,274
All severities	74,770	82,139	78,624	74,969	70,051	68,067	63,560	61,711	58,990
All built-up roads ⁴									
Killed	1,147	1,255	1,281	1,160	1,057	981	739	816	777
KSI	18,373	19,066	19,217	18,911	17,880	16,790	15,454	16,245	16,387
All severities	168,749	183,577	174,663	168,786	160,959	155,760	147,323	145,530	139,899
Non-built-up roads²									
A roads									
Killed	1,037	1,217	1,196	1,061	916	793	681	689	628
KSI	6,627	7,561	7,211	6,572	6,016	5,777	5,109	5,048	4,819
All severities	41,028	46,526	44,272	41,621	36,676	36,047	33,033	31,582	30,169
B roads									
Killed	224	259	234	262	202	162	158	155	135
KSI	1,727	1,889	1,858	1,725	1,675	1,489	1,326	1,360	1,195
All severities	9,557	10,853	10,283	9,942	8,809	7,899	7,407	7,022	6,591
Other roads									
Killed	236	266	274	280	205	154	154	135	126
KSI	2,173	2,372	2,394	2,259	1,974	1,866	1,705	1,524	1,650
All severities	14,293	16,279	15,798	14,614	12,990	11,784	10,516	10,074	9,901
All non built-up roads ⁴									
Killed	1,496	1,742	1,704	1,603	1,323	1,109	993	979	889
KSI	10,528	11,822	11,463	10,556	9,665	9,132	8,140	7,932	7,664
All severities	64,879	73,658	70,353	66,177	58,475	55,730	50,956	48,678	46,661
All speed limits⁵									
Motorways									
Killed	173	204	187	183	158	132	118	106	88
KSI	1,140	1,267	1,165	1,253	1,027	990	916	846	742
All severities	12,423	13,782	13,388	12,817	11,471	10,656	10,369	9,742	9,163
A roads									
Killed	1,580	1,797	1,815	1,611	1,408	1,267	1,050	1,109	967
KSI	14,302	15,447	15,196	14,530	13,506	12,832	11,615	12,027	11,652
All severities	112,978	124,291	117,596	113,372	106,440	103,193	97,482	96,223	92,282
B roads									
Killed	400	442	416	454	359	330	265	271	251
KSI	4,173	4,369	4,385	4,244	4,078	3,789	3,366	3,599	3,475
All severities	31,586	34,526	32,998	32,008	29,953	28,446	26,721	26,200	25,387
Other roads									
Killed	663	758	754	698	613	493	417	415	448
KSI	10,425	11,072	11,099	10,693	9,961	9,301	8,613	8,551	8,924
All severities	89,063	98,418	94,422	89,583	83,041	79,851	74,076	71,785	68,891
Total⁵									
Killed	2,816	3,201	3,172	2,946	2,538	2,222	1,850	1,901	1,754
KSI	30,041	32,155	31,845	30,720	28,572	26,912	24,510	25,023	24,793
All severities	246,050	271,017	258,404	247,780	230,905	222,146	208,648	203,950	195,723

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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Department for Transport statistics

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RAS30010

Reported casualties by gender, road user type and severity, Great Britain, 2005-09 average, 2005 - 2012

	Number of casualties								
	2005-09 average ¹	2005	2006	2007	2008	2009	2010	2011	2012
Male									
Pedestrians									
Killed	396	421	452	422	362	324	275	308	290
KSI ²	4,109	4,310	4,319	4,260	3,988	3,668	3,390	3,519	3,635
All severities	17,238	19,338	17,824	17,452	16,266	15,311	14,839	15,047	14,371
Pedal cyclists									
Killed	109	131	122	112	97	83	85	85	109
KSI	2,079	1,942	2,020	2,090	2,106	2,239	2,247	2,621	2,759
All severities	13,266	13,300	13,063	13,036	13,118	13,811	13,935	15,511	15,452
Motorcycle Riders									
Killed	507	537	558	541	459	441	375	338	307
KSI	5,652	5,822	5,804	5,998	5,399	5,236	4,660	5,076	4,799
All severities	19,851	21,574	20,284	20,468	18,774	18,154	16,400	17,858	17,111
Passengers									
Killed	11	13	13	13	9	9	7	5	1
KSI	139	178	160	152	109	97	88	93	82
All severities	466	591	533	475	394	335	269	303	228
Car Drivers									
Killed	723	873	840	731	646	526	420	462	420
KSI	5,781	6,529	6,349	5,737	5,395	4,893	4,158	4,022	3,789
All severities	60,139	67,442	64,276	60,809	55,506	52,663	48,925	45,580	43,316
Car Passengers									
Killed	261	321	298	266	222	197	125	146	141
KSI	2,137	2,490	2,445	2,127	1,851	1,773	1,426	1,396	1,430
All severities	21,514	23,830	23,269	21,399	19,569	19,502	17,493	16,739	15,913
Bus or coach Drivers									
Killed	1	0	2	0	0	1	2	0	1
KSI	31	25	37	33	38	24	34	14	18
All severities	616	737	654	579	587	523	487	445	398
Bus or coach Passengers ³									
Killed	7	5	8	8	4	8	2	3	5
KSI	114	111	103	147	109	99	108	99	89
All severities	1,916	2,109	1,895	1,922	1,937	1,716	1,759	1,745	1,506
Van / Light goods veh Drivers									
Killed	39	45	37	47	36	28	28	27	22
KSI	360	410	405	358	329	299	246	246	256
All severities	3,844	4,260	4,219	3,790	3,518	3,433	3,209	3,276	3,236
Van / Light goods veh Passengers									
Killed	7	6	12	9	5	5	4	5	7
KSI	93	122	109	96	72	68	67	60	70
All severities	939	1,097	1,008	957	843	789	724	722	789
Heavy goods vehicle Drivers									
Killed	31	47	36	41	20	12	26	25	29
KSI	271	341	327	310	213	162	189	168	163
All severities	1,872	2,395	2,084	2,048	1,578	1,255	1,325	1,161	1,095
Heavy goods vehicle Passengers									
Killed	4	5	3	9	2	1	2	2	0
KSI	29	32	43	41	14	16	21	19	28
All severities	258	287	292	312	236	165	187	176	170
All road users ⁴									
Killed	2,114	2,416	2,401	2,217	1,882	1,653	1,366	1,423	1,338
KSI	20,955	22,442	22,287	21,506	19,789	18,751	16,800	17,478	17,267
All severities	142,912	157,797	150,212	144,363	133,478	128,711	120,490	119,498	114,439

1 Figures have been rounded to the nearest whole number.

2 Killed or seriously injured.

3 Includes boarding and alighting.

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

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RAS30010

Reported casualties by gender, road user type and severity, Great Britain, 2005-09 average, 2005 - 2012

	Number of casualties								
	2005-09 average ¹	2005	2006	2007	2008	2009	2010	2011	2012
Female									
Pedestrians									
Killed	217	250	223	224	210	176	130	145	130
KSI ²	2,648	2,818	2,731	2,664	2,649	2,376	2,215	2,388	2,344
All severities	12,709	13,913	13,151	12,717	12,189	11,573	10,995	11,151	10,846
Pedal cyclists									
Killed	21	17	24	24	18	21	26	22	9
KSI	448	416	422	474	459	471	524	571	581
All severities	3,188	3,248	3,127	3,147	3,168	3,250	3,249	3,704	3,639
Motorcycle									
Riders									
Killed	15	12	18	20	13	13	11	13	9
KSI	345	320	347	377	365	318	282	313	305
All severities	1,786	1,904	1,857	1,808	1,744	1,618	1,512	1,525	1,507
Passengers									
Killed	10	7	10	14	11	9	10	6	11
KSI	183	188	173	209	173	171	153	127	142
All severities	665	749	650	705	628	595	505	464	464
Car									
Drivers									
Killed	212	236	226	211	215	174	154	151	122
KSI	2,742	2,968	2,956	2,740	2,571	2,477	2,348	2,184	2,240
All severities	48,020	52,098	50,704	48,268	45,394	43,638	40,856	38,756	37,524
Passengers									
Killed	211	245	248	224	174	162	136	124	118
KSI	2,322	2,628	2,504	2,359	2,148	1,969	1,814	1,622	1,574
All severities	30,928	34,857	32,694	30,887	28,615	27,585	25,909	23,842	22,951
Bus or coach									
Drivers									
Killed	0	0	0	0	0	0	0	0	0
KSI	4	6	3	4	2	3	3	1	4
All severities	67	81	70	59	67	59	63	44	46
Passengers³									
Killed	5	4	9	4	2	5	5	4	5
KSI	260	221	283	271	283	244	256	218	212
All severities	4,490	4,984	4,631	4,509	4,322	4,005	3,954	3,943	3,284
Van / Light goods veh									
Drivers									
Killed	1	1	2	0	0	3	2	1	1
KSI	18	15	23	13	19	20	19	12	9
All severities	260	285	291	263	241	219	229	200	203
Passengers									
Killed	1	2	1	2	2	0	0	1	3
KSI	30	40	26	27	25	30	27	22	27
All severities	347	406	392	326	309	302	330	301	303
Heavy goods vehicle									
Drivers									
Killed	0	1	0	1	0	0	0	1	0
KSI	4	6	3	4	6	3	0	4	3
All severities	45	46	46	48	51	36	31	30	33
Passengers									
Killed	1	2	0	1	1	1	0	0	0
KSI	9	16	10	7	6	8	2	4	4
All severities	82	115	106	66	61	63	35	48	41
All road users⁴									
Killed	702	785	771	729	655	569	484	478	416
KSI	9,081	9,708	9,556	9,208	8,771	8,160	7,707	7,544	7,525
All severities	103,026	113,087	108,111	103,292	97,250	93,390	88,117	84,445	81,277

1 Figures have been rounded to the nearest whole number.

2 Killed or seriously injured.

3 Includes boarding and alighting.

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

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[Notes & Definitions](#)

The figures in this table are National Statistics

Source: DFT STATS19

Last updated: 26 September 2013

Next update: September 2014

Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012>

RAS30010

Reported casualties by gender, road user type and severity, Great Britain, 2005-09 average, 2005 - 2012

	Number of casualties								
	2005-09 average ¹	2005	2006	2007	2008	2009	2010	2011	2012
All casualties									
Pedestrians									
Killed	613	671	675	646	572	500	405	453	420
KSI ²	6,758	7,129	7,051	6,924	6,642	6,045	5,605	5,907	5,979
All severities	29,965	33,281	30,982	30,191	28,482	26,887	25,845	26,198	25,218
Pedal cyclists									
Killed	130	148	146	136	115	104	111	107	118
KSI	2,528	2,360	2,442	2,564	2,565	2,710	2,771	3,192	3,340
All severities	16,463	16,561	16,196	16,195	16,297	17,064	17,185	19,215	19,091
Motorcycle Riders									
Killed	523	549	576	561	473	454	386	351	316
KSI	5,998	6,142	6,151	6,376	5,767	5,554	4,942	5,389	5,104
All severities	21,641	23,484	22,143	22,279	20,528	19,773	17,912	19,383	18,618
Passengers									
Killed	22	20	23	27	20	18	17	11	12
KSI	322	366	333	361	282	268	241	220	224
All severities	1,131	1,340	1,183	1,180	1,022	930	774	767	692
Car Drivers									
Killed	936	1,109	1,066	942	861	700	574	613	542
KSI	8,524	9,497	9,305	8,479	7,967	7,370	6,506	6,207	6,029
All severities	108,186	119,567	115,003	109,100	100,952	96,307	89,787	84,340	80,841
Passengers									
Killed	471	566	546	490	396	359	261	270	259
KSI	4,460	5,120	4,949	4,488	4,001	3,742	3,243	3,018	3,004
All severities	52,481	58,735	55,997	52,333	48,236	47,105	43,418	40,584	38,867
Bus or coach Drivers									
Killed	1	0	2	0	0	1	2	0	1
KSI	35	31	40	37	40	27	37	15	22
All severities	683	818	724	638	654	582	550	489	444
Passengers ³									
Killed	11	9	17	12	6	13	7	7	10
KSI	374	332	386	418	392	343	364	317	301
All severities	6,416	7,102	6,529	6,441	6,275	5,735	5,718	5,688	4,790
Van / Light goods veh Drivers									
Killed	40	46	39	47	36	31	30	28	23
KSI	378	425	429	371	348	319	265	258	266
All severities	4,105	4,545	4,511	4,054	3,761	3,652	3,440	3,476	3,440
Passengers									
Killed	9	8	13	11	7	5	4	6	10
KSI	123	162	135	123	97	98	94	82	97
All severities	1,287	1,503	1,403	1,286	1,152	1,091	1,054	1,023	1,093
Heavy goods vehicle Drivers									
Killed	32	48	36	42	20	12	26	26	29
KSI	275	347	330	315	220	165	189	172	166
All severities	1,919	2,441	2,132	2,098	1,633	1,291	1,356	1,191	1,128
Passengers									
Killed	5	7	3	10	3	2	2	2	0
KSI	39	48	53	48	20	24	23	23	32
All severities	341	402	398	378	297	228	222	224	211
All road users ⁴									
Killed	2,816	3,201	3,172	2,946	2,538	2,222	1,850	1,901	1,754
KSI	30,041	32,155	31,845	30,720	28,572	26,912	24,510	25,023	24,793
All severities	246,050	271,017	258,404	247,780	230,905	222,146	208,648	203,950	195,723

1 Figures have been rounded to the nearest whole number.

2 Killed or seriously injured.

3 Includes boarding and alighting.

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

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[Notes & Definitions](#)

The figures in this table are National Statistics

Source: DFT STATS19

Last updated: 26 September 2013

Next update: September 2014

Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012>

RAS30011

Reported killed or seriously injured casualties by gender, road user type and age, Great Britain, 2005-09 average, 2005 - 2012

		Number of casualties									
		2005-09 average ¹	2005	2006	2007	2008	2009	2010	2011	2012	
Male											
	Pedestrians	0 to 4 ²	151	156	158	172	130	138	155	137	140
		5 to 7	197	207	207	198	202	173	186	167	174
		8 to 11	356	419	357	341	350	312	306	309	301
		12 to 15	489	519	553	494	458	421	386	347	378
		16 to 19	377	410	385	410	359	320	286	271	269
		20 to 24	378	396	388	384	376	347	284	337	313
		25 to 59	1,425	1,438	1,536	1,481	1,396	1,275	1,216	1,282	1,363
		60 to 64	118	104	121	113	110	142	98	128	112
		65 to 69	108	108	114	113	116	91	78	107	120
70 to 74		115	133	108	121	105	106	93	114	131	
75 to 79	113	123	107	112	121	102	88	126	120		
80 and over	205	201	202	250	188	185	154	149	175		
	All age groups ³	4,109	4,310	4,319	4,260	3,988	3,668	3,390	3,519	3,635	
Pedal cyclists	0 to 4 ²	5	9	6	4	4	3	2	7	0	
	5 to 7	35	39	38	33	29	34	26	21	24	
	8 to 11	119	134	119	128	104	111	98	93	68	
	12 to 15	259	266	262	279	231	255	205	216	182	
	16 to 19	158	144	163	154	176	152	156	159	198	
	20 to 24	144	145	153	131	142	149	160	213	258	
	25 to 59	1,146	1,002	1,057	1,156	1,216	1,298	1,367	1,634	1,723	
	60 and over	181	170	189	167	166	214	203	242	269	
		All age groups ³	2,079	1,942	2,020	2,090	2,106	2,239	2,247	2,621	2,759
	Motorcycle riders 50cc and under	Under 16	22	39	28	18	10	14	9	10	4
16		250	299	269	267	207	207	178	150	151	
17		111	105	123	133	100	93	67	60	61	
18		37	40	34	45	32	32	21	34	22	
19		22	23	28	26	19	14	9	24	17	
20 to 24		45	45	46	52	49	33	36	51	57	
25 to 59		112	108	121	132	99	100	94	96	115	
60 and over		13	9	9	12	15	19	5	14	12	
		All age groups ³	617	671	665	697	538	516	423	446	441
Motorcycle riders over 50cc ⁴		Under 16	28	44	31	27	25	14	18	10	5
	16	50	68	50	54	42	36	37	27	23	
	17	218	256	210	224	218	180	150	201	166	
	18	180	172	185	171	198	176	168	174	165	
	19	162	171	174	180	155	129	138	178	180	
	20 to 24	646	668	644	719	609	589	516	614	682	
	25 to 59	3,468	3,557	3,574	3,609	3,333	3,267	2,896	3,101	2,781	
	60 and over	207	142	194	232	210	257	277	297	314	
		All age groups ³	5,034	5,151	5,139	5,301	4,861	4,720	4,237	4,630	4,358
	Car drivers	Under 17	30	41	36	31	31	13	13	7	5
17		184	209	221	191	169	130	105	84	69	
18		304	332	346	316	272	253	171	153	100	
19		283	328	303	283	264	236	183	139	123	
20 to 24		1,017	1,160	1,133	1,025	940	829	681	675	616	
25 to 29		674	748	736	678	650	559	461	440	448	
30 to 39		1,008	1,217	1,122	976	874	850	694	589	603	
40 to 59		1,364	1,502	1,490	1,385	1,280	1,164	1,028	1,085	970	
60 to 69		378	397	407	344	396	348	329	337	314	
70 to 79		281	302	310	255	268	272	234	261	292	
80 and over	191	210	183	177	195	190	214	219	224		
	All age groups ³	5,781	6,529	6,349	5,737	5,395	4,893	4,158	4,022	3,789	
Car passengers	Under 17	345	401	396	336	290	301	256	212	215	
	17	189	240	202	179	174	151	94	87	93	
	18	192	201	236	195	177	150	103	87	99	
	19	143	161	175	126	133	119	86	88	80	
	20 to 24	465	564	506	500	375	382	306	292	309	
	25 to 29	210	234	241	213	189	175	125	148	160	
	30 to 39	205	245	226	203	175	176	157	154	169	
	40 to 59	202	206	235	194	202	175	150	169	168	
	60 to 69	57	65	68	68	39	46	52	51	37	
	70 to 79	45	54	73	29	34	36	39	41	38	
80 and over	33	36	34	33	30	32	27	40	33		
	All age groups ³	2,137	2,490	2,445	2,127	1,851	1,773	1,426	1,396	1,430	

1 Figures have been rounded to the nearest whole number.

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

3 Includes cases where age was not reported.

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

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-2012>

RAS30011

Reported killed or seriously injured casualties by gender, road user type and age, Great Britain, 2005-09 average, 2005 - 2012

		Number of casualties									
		2005-09 average ¹	2005	2006	2007	2008	2009	2010	2011	2012	
Female	Pedestrians										
	0 to 4 ²	83	91	81	81	86	76	66	92	76	
	5 to 7	92	121	101	77	83	80	82	112	77	
	8 to 11	192	218	200	213	168	163	196	188	162	
	12 to 15	339	403	368	323	305	297	269	250	237	
	16 to 19	212	241	227	194	217	182	153	186	170	
	20 to 24	172	181	168	173	180	159	161	158	156	
	25 to 59	731	752	751	755	745	651	599	663	736	
	60 to 64	106	97	105	99	111	117	96	109	108	
	65 to 69	96	93	92	105	94	96	82	92	106	
	70 to 74	119	111	112	124	133	115	105	122	114	
	75 to 79	149	167	152	159	145	120	124	120	149	
	80 and over	307	291	326	307	326	287	257	263	232	
	All age groups ³	2,648	2,818	2,731	2,664	2,649	2,376	2,215	2,388	2,344	
Pedal cyclists	0 to 4 ²	1	1	0	2	1	1	2	2	2	
	5 to 7	8	14	10	7	0	11	10	9	7	
	8 to 11	30	29	40	36	28	18	30	27	21	
	12 to 15	28	35	28	33	20	25	25	23	20	
	16 to 19	24	30	24	28	22	15	21	26	23	
	20 to 24	42	37	29	36	51	56	36	60	46	
	25 to 59	257	205	233	276	276	295	321	364	410	
	60 and over	50	54	50	46	52	46	69	52	49	
		All age groups ³	448	416	422	474	459	471	524	571	581
	Motorcycle riders 50cc and under	Under 16	1	1	2	0	2	1	0	0	0
16		16	23	16	15	15	11	14	15	11	
17		10	9	16	11	8	6	9	1	3	
18		4	5	3	3	7	2	3	4	3	
19		3	4	0	4	3	5	2	2	2	
20 to 24		8	8	7	13	9	4	6	13	8	
25 to 59		35	37	35	41	36	24	19	24	39	
60 and over		5	4	2	7	6	7	5	6	9	
		All age groups ³	84	92	83	95	88	60	58	65	75
Motorcycle riders over 50cc⁴	Under 16	0	0	1	0	0	0	0	0	0	
	16	2	6	2	3	0	1	1	0	2	
	17	7	8	6	6	4	9	7	3	2	
	18	4	3	10	2	2	5	5	14	7	
	19	7	5	6	6	8	9	3	12	6	
	20 to 24	36	33	34	32	44	35	29	29	32	
	25 to 59	198	164	196	226	213	192	167	182	170	
	60 and over	5	5	6	5	4	7	10	7	8	
		All age groups ³	262	228	264	282	277	258	224	248	230
Car drivers	Under 17	2	4	3	1	2	1	1	2	0	
	17	47	47	40	53	48	45	39	31	33	
	18	106	122	116	104	100	90	81	74	70	
	19	106	107	125	107	100	90	92	70	70	
	20 to 24	395	432	413	401	375	353	318	326	297	
	25 to 29	287	317	321	282	269	246	233	230	220	
	30 to 39	486	555	536	487	449	401	390	330	357	
	40 to 59	797	863	862	793	721	748	689	650	668	
	60 to 69	224	224	248	221	211	215	227	202	230	
	70 to 79	174	178	167	177	170	178	152	161	182	
	80 and over	90	88	98	76	98	89	106	97	109	
		All age groups ³	2,742	2,968	2,956	2,740	2,571	2,477	2,348	2,184	2,240
	Car passengers	Under 17	376	400	435	378	360	306	222	206	201
17		132	140	137	147	128	107	77	77	66	
18		122	121	136	132	113	107	96	68	71	
19		98	102	106	90	104	90	67	61	45	
20 to 24		274	313	295	293	251	217	209	190	195	
25 to 29		153	169	179	136	153	127	137	99	92	
30 to 39		199	233	235	196	167	162	161	125	118	
40 to 59		372	454	383	391	321	311	302	272	276	
60 to 69		200	220	198	190	191	199	167	172	157	
70 to 79		202	234	204	198	196	176	194	176	198	
80 and over		146	165	146	158	125	134	151	152	135	
	All age groups ³	2,322	2,628	2,504	2,359	2,148	1,969	1,814	1,622	1,574	

1 Figures have been rounded to the nearest whole number.

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

3 Includes cases where age was not reported.

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The figures in this table are National Statistics

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RAS30011

Reported killed or seriously injured casualties by gender, road user type and age, Great Britain, 2005-09 average, 2005 - 2012

		Number of casualties								
All casualties		2005-09 average ¹	2005	2006	2007	2008	2009	2010	2011	2012
Pedestrians	0 to 4 ²	234	247	239	253	216	214	221	229	216
	5 to 7	290	328	308	275	285	253	268	279	251
	8 to 11	548	637	557	554	518	475	502	497	463
	12 to 15	829	922	921	817	765	718	655	597	615
	16 to 19	589	651	612	604	577	502	439	457	439
	20 to 24	550	577	556	557	556	506	445	495	469
	25 to 59	2,156	2,191	2,287	2,236	2,142	1,926	1,815	1,945	2,099
	60 to 64	224	201	226	212	221	259	194	237	220
	65 to 69	204	201	206	218	210	187	160	199	226
	70 to 74	234	244	220	245	238	221	198	236	245
	75 to 79	262	290	259	271	266	222	212	246	269
80 and over	513	492	528	557	514	472	411	412	407	
	All age groups ³	6,758	7,129	7,051	6,924	6,642	6,045	5,605	5,907	5,979
Pedal cyclists	0 to 4 ²	6	10	6	6	5	4	4	9	2
	5 to 7	43	53	48	40	29	45	36	30	31
	8 to 11	149	163	159	164	132	129	128	120	89
	12 to 15	287	301	290	312	251	280	230	239	202
	16 to 19	182	174	187	182	198	167	177	185	221
	20 to 24	186	182	182	167	193	205	196	273	304
	25 to 59	1,403	1,207	1,290	1,432	1,492	1,593	1,688	1,998	2,133
	60 and over	231	224	239	213	218	260	272	294	318
		All age groups ³	2,528	2,360	2,442	2,564	2,565	2,710	2,771	3,192	3,340
Motorcycle riders 50cc and under	Under 16	23	40	30	18	12	15	9	10	4
	16	266	322	285	282	222	218	192	165	162
	17	121	114	139	144	108	99	76	61	64
	18	41	45	37	48	39	34	24	38	25
	19	25	27	28	30	22	19	11	26	19
	20 to 24	53	53	53	65	58	37	42	64	65
	25 to 59	147	145	156	173	135	124	113	120	154
	60 and over	18	13	11	19	21	26	10	20	21
	All age groups ³	701	763	748	792	626	576	481	511	516
Motorcycle riders over 50cc ⁴	Under 16	28	44	32	27	25	14	18	10	5
	16	52	74	52	57	42	37	38	27	25
	17	224	264	216	230	222	189	157	204	168
	18	185	175	195	173	200	181	173	188	172
	19	169	176	180	186	163	138	141	190	186
	20 to 24	681	701	678	751	653	624	545	643	714
	25 to 59	3,666	3,721	3,770	3,835	3,547	3,459	3,063	3,283	2,951
	60 and over	212	147	200	237	214	264	287	304	322
	All age groups ³	5,297	5,379	5,403	5,584	5,141	4,978	4,461	4,878	4,588
Car drivers	Under 17	33	45	39	32	33	14	14	9	5
	17	231	256	261	244	217	175	144	115	102
	18	410	454	462	420	372	343	252	227	170
	19	389	435	428	390	364	326	275	209	193
	20 to 24	1,412	1,592	1,546	1,426	1,315	1,182	999	1,001	913
	25 to 29	961	1,065	1,057	960	920	805	694	670	668
	30 to 39	1,493	1,772	1,658	1,463	1,323	1,251	1,084	919	960
	40 to 59	2,162	2,365	2,352	2,178	2,001	1,912	1,717	1,735	1,638
	60 to 69	602	621	655	565	607	563	556	539	544
	70 to 79	455	480	477	432	438	450	386	422	474
	80 and over	281	298	281	253	293	279	320	316	333
	All age groups ³	8,524	9,497	9,305	8,479	7,967	7,370	6,506	6,207	6,029
Car passengers	Under 17	721	802	831	714	651	607	478	418	416
	17	321	380	339	326	302	258	171	164	159
	18	314	322	372	327	290	257	200	155	170
	19	241	263	281	216	237	209	153	149	125
	20 to 24	739	877	801	793	626	599	515	482	504
	25 to 29	363	403	420	349	342	302	262	247	252
	30 to 39	404	478	461	400	342	338	318	279	287
	40 to 59	575	660	618	585	524	486	452	441	444
	60 to 69	257	285	266	258	230	245	219	223	194
	70 to 79	247	288	277	227	230	212	233	217	236
	80 and over	179	201	180	191	155	166	178	192	168
	All age groups ³	4,460	5,120	4,949	4,488	4,001	3,742	3,243	3,018	3,004

1 Figures have been rounded to the nearest whole number.

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

3 Includes cases where age was not reported.

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

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-2012>

RAS30012

Reported casualties by time of accident and severity, Great Britain, 2002 - 2012

	Number of casualties										
	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Midnight to 01.59											
Killed	219	246	240	234	218	185	191	172	119	127	99
KSI ¹	1,885	1,898	1,746	1,569	1,591	1,438	1,350	1,236	943	989	921
All severities	9,420	9,299	8,812	8,189	8,103	7,564	6,798	6,529	5,750	5,287	5,074
02.00 to 03.59											
Killed	143	162	174	143	170	138	132	118	84	78	84
KSI	1,280	1,194	1,158	1,017	1,090	839	857	786	684	638	689
All severities	5,907	5,729	5,500	5,023	5,005	4,513	4,193	3,850	3,435	3,425	3,236
04.00 to 05.59											
Killed	94	91	126	110	113	113	91	90	67	66	74
KSI	734	623	754	633	707	700	629	574	534	515	485
All severities	3,464	3,179	3,432	3,212	3,452	3,460	3,192	2,961	2,866	2,684	2,704
06.00 to 07.59											
Killed	228	195	193	191	178	170	171	152	123	136	119
KSI	2,183	2,007	1,900	1,731	1,774	1,774	1,680	1,543	1,449	1,590	1,509
All severities	14,832	14,166	14,242	13,565	13,351	13,439	12,993	11,596	11,310	11,318	11,085
08.00 to 09.59											
Killed	222	239	216	218	206	214	166	181	141	137	123
KSI	3,380	3,152	2,976	2,682	2,642	2,681	2,578	2,548	2,334	2,385	2,378
All severities	33,582	32,265	31,512	30,150	29,452	28,665	27,453	25,493	24,798	24,087	23,206
10.00 to 11.59											
Killed	260	291	227	249	249	250	198	189	180	184	184
KSI	3,096	3,104	2,748	2,613	2,550	2,563	2,356	2,293	2,248	2,319	2,382
All severities	28,911	28,095	27,102	25,769	24,477	23,306	22,086	21,341	20,346	20,175	19,471
12.00 to 13.59											
Killed	343	351	290	299	289	304	231	185	183	180	176
KSI	4,074	3,942	3,385	3,252	3,263	3,175	2,905	2,930	2,737	2,773	2,701
All severities	37,059	36,330	33,817	32,915	31,116	29,757	27,179	27,397	26,033	24,939	23,733
14.00 to 15.59											
Killed	353	415	336	338	360	299	294	231	208	212	238
KSI	4,909	4,679	4,224	4,032	4,006	3,890	3,676	3,550	3,356	3,388	3,414
All severities	40,954	39,700	38,165	36,873	34,937	33,736	32,029	31,169	29,730	28,518	27,905
16.00 to 17.59											
Killed	452	451	430	399	413	367	328	290	258	245	219
KSI	6,174	5,805	5,406	5,118	5,039	4,760	4,540	4,240	3,968	4,105	3,986
All severities	50,392	48,464	46,931	45,726	42,543	41,400	37,947	37,070	34,985	35,296	33,640
18.00 to 19.59											
Killed	421	420	344	382	363	388	260	226	177	201	175
KSI	5,021	4,713	4,234	3,910	3,855	3,977	3,550	3,263	2,906	3,016	3,032
All severities	37,175	35,179	34,067	32,829	31,068	30,281	27,946	26,869	24,681	24,529	23,359
20.00 to 21.59											
Killed	353	308	332	322	303	268	241	206	165	174	132
KSI	3,496	3,249	3,129	3,007	2,914	2,717	2,480	2,179	1,904	1,844	1,928
All severities	23,197	21,742	21,366	20,849	19,823	18,421	17,000	16,122	14,456	13,958	13,195
22.00 to midnight											
Killed	343	339	313	316	310	250	235	182	145	161	131
KSI	3,172	2,845	2,689	2,587	2,413	2,203	1,967	1,765	1,447	1,457	1,365
All severities	17,684	16,433	15,879	15,887	15,054	13,214	12,071	11,728	10,249	9,721	9,110
Total²											
Killed	3,431	3,508	3,221	3,201	3,172	2,946	2,538	2,222	1,850	1,901	1,754
KSI	39,407	37,215	34,351	32,155	31,845	30,720	28,572	26,912	24,510	25,023	24,793
All severities	302,605	290,607	280,840	271,017	258,404	247,780	230,905	222,146	208,648	203,950	195,723

1 Killed or seriously injured.

2 Includes cases where time was not reported.

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Source: DfT STATS19
 Last updated: 26 September 2013
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Department for Transport statistics

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RAS30013

Reported casualty rates by road user type and severity, Great Britain, 2002 - 2012

	<i>Driver/Rider casualty rate per billion vehicle miles/percentage</i>										
	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Pedal cyclists											
Killed	48	41	52	55	52	53	40	35	37	35	38
KSI ¹	897	869	896	875	868	999	899	909	919	1,035	1,070
All severities	6,251	6,121	6,440	6,125	5,744	6,297	5,695	5,713	5,692	6,231	6,114
Motorcycle riders											
Killed	185	193	176	165	181	165	151	143	135	122	112
KSI	2,243	2,089	1,977	1,849	1,937	1,876	1,845	1,748	1,730	1,868	1,805
All severities	8,497	7,750	7,649	7,069	6,974	6,557	6,567	6,224	6,270	6,720	6,584
Car drivers											
Killed	4.7	4.8	4.5	4.5	4.3	3.8	3.5	2.9	2.4	2.5	2.3
KSI	50	46	42	39	38	34	32	30	27	26	25
All severities	532	511	498	490	466	441	411	393	374	350	336
Bus or coach drivers											
Killed	0.6	0.3	0.9	0	0.6	0	0	0.3	0.6	0	0.4
KSI	17	13	14	9.8	12	11	13	8.7	12	5.2	8.1
All severities	272	260	257	259	221	190	208	187	176	169	163
Van / Light goods drivers											
Killed	1.6	1.4	1.3	1.2	1.0	1.1	0.9	0.8	0.7	0.7	0.6
KSI	17	16	13	11	11	9	8	7.8	6.5	6.2	6.4
All severities	153	144	124	118	113	97	90	90	84	84	83
Heavy goods vehicle drivers											
Killed	2.9	2.4	2.3	2.7	2.0	2.3	1.1	0.7	1.6	1.6	1.9
KSI	25	21	20	19	18	17	12	10	12	11	11
All severities	151	147	135	136	118	115	92	79	83	75	73
All drivers and riders²											
Killed	6.5	6.8	6.2	6.2	6.0	5.5	4.9	4.2	3.7	3.8	3.4
KSI	75	71	65	61	60	58	54	52	49	50	49
All severities	602	580	556	543	514	491	462	449	428	421	407
Percentage of all road user casualties accounted for by drivers and riders											
Killed	58	59	59	60	60	59	60	59	62	61	59
KSI	58	59	58	59	59	60	60	61	61	62	61
All severities	60	61	61	62	63	63	63	63	63	63	64

1 Killed or seriously injured.

2 Includes driver and riders of other vehicles.

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RAS30013

Reported casualty rates by road user type and severity, Great Britain, 2002 - 2012

	<i>Driver/Rider casualty rate per billion vehicle kilometres/percentage</i>										
	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Pedal cyclists											
Killed	30	26	33	34	32	33	25	22	23	22	23
KSI ¹	557	540	557	544	539	621	559	565	571	643	665
All severities	3,884	3,803	4,002	3,806	3,569	3,913	3,539	3,550	3,537	3,872	3,799
Motorcycle riders											
Killed	115	120	109	103	113	103	94	89	84	76	69
KSI	1,394	1,298	1,229	1,149	1,204	1,166	1,146	1,086	1,075	1,161	1,121
All severities	5,280	4,816	4,753	4,392	4,334	4,074	4,081	3,867	3,896	4,175	4,091
Car drivers											
Killed	2.9	3.0	2.8	2.8	2.7	2.4	2.2	1.8	1.5	1.6	1.4
KSI	31	28	26	24	23	21	20	19	17	16	16
All severities	330	317	310	304	289	274	256	244	233	218	209
Bus or coach drivers											
Killed	0.4	0.2	0.6	0	0.4	0	0	0.2	0.4	0	0.2
KSI	10	8.3	8.7	6.1	7.6	6.9	7.9	5.4	7.3	3.2	5.0
All severities	169	162	160	161	137	118	130	116	109	105	101
Van / Light goods drivers											
Killed	1.0	0.9	0.8	0.7	0.6	0.7	0.5	0.5	0.5	0.4	0.3
KSI	11	9.9	8.1	6.9	6.7	5.5	5.2	4.9	4.0	3.9	4.0
All severities	95	89	77	74	70	60	56	56	52	52	52
Heavy goods vehicle drivers											
Killed	1.8	1.5	1.4	1.7	1.2	1.4	0.7	0.5	1.0	1.0	1.2
KSI	15	13	12	12	11	11	7.7	6.3	7.2	6.7	6.6
All severities	94	91	84	84	73	72	57	49	51	46	45
All drivers and riders²											
Killed	4.0	4.2	3.8	3.8	3.7	3.4	3.0	2.6	2.3	2.3	2.1
KSI	47	44	40	38	37	36	34	33	30	31	31
All severities	374	360	345	338	319	305	287	279	266	261	253
Percentage of all road user casualties accounted for by drivers and riders											
Killed	58	59	59	60	60	59	60	59	62	61	59
KSI	58	59	58	59	59	60	60	61	61	62	61
All severities	60	61	61	62	63	63	63	63	63	63	64

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, 2012

	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	27	11	1	39	24	24	1	49	88
Serious	298	117	5	420	117	105	10	234	654
Slight	4,051	1,843	78	5,976	1,193	1,110	134	2,445	8,421
All severities	4,376	1,971	84	6,435	1,334	1,239	145	2,728	9,163
Built-up roads³									
Killed	358	109	3	471	170	127	9	306	777
Serious	8,153	2,309	111	10,590	2,819	2,044	147	5,020	15,610
Slight	66,740	22,235	1,310	90,453	18,457	13,364	1,185	33,059	123,512
All severities	75,251	24,653	1,424	101,514	21,446	15,535	1,341	38,385	139,899
Non built-up roads³									
Killed	384	140	12	536	173	167	12	353	889
Serious	3,207	1,426	138	4,779	952	908	133	1,996	6,775
Slight	17,349	10,373	1,040	28,807	4,250	5,087	837	10,190	38,997
All severities	20,940	11,939	1,190	34,122	5,375	6,162	982	12,539	46,661
All speed limits⁴									
Killed	769	260	16	1,046	367	318	22	708	1,754
Serious	11,658	3,852	254	15,789	3,888	3,057	290	7,250	23,039
Slight	88,140	34,451	2,428	125,236	23,900	19,561	2,156	45,694	170,930
All severities	100,567	38,563	2,698	142,071	28,155	22,936	2,468	53,652	195,723

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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RAS30015

Reported casualties by daylight and darkness, weather condition, built-up and non built-up roads and severity, Great Britain, 2012

	Number of casualties								
	Daylight				Darkness				All ¹ casualties
	Fine	Raining	Snowing	Fog	Fine	Raining	Snowing	Fog	
Motorways									
Killed	30	5	0	4	32	15	0	2	88
Serious	337	72	1	2	150	65	4	7	654
Slight	4,721	1,029	30	85	1,663	619	40	33	8,421
All severities	5,088	1,106	31	91	1,845	699	44	42	9,163
Built-up roads²									
Killed	418	42	0	2	241	48	1	7	777
Serious	9,165	1,076	12	16	3,740	963	31	42	15,610
Slight	75,221	11,636	212	219	23,993	6,901	263	235	123,512
All severities	84,804	12,754	224	237	27,974	7,912	295	284	139,899
Non built-up roads²									
Killed	466	54	3	6	278	56	0	10	889
Serious	3,951	641	26	48	1,481	352	32	36	6,775
Slight	22,439	4,986	153	325	7,085	2,175	171	239	38,997
All severities	26,856	5,681	182	379	8,844	2,583	203	285	46,661
All speed limits³									
Killed	914	101	3	12	551	119	1	19	1,754
Serious	13,453	1,789	39	66	5,371	1,380	67	85	23,039
Slight	102,381	17,651	395	629	32,741	9,695	474	507	170,930
All severities	116,748	19,541	437	707	38,663	11,194	542	611	195,723

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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RAS30016

Reported casualties by built-up and non built-up roads and motorways, severity and road user type, Great Britain, 2012

	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	1	17	1,497	6,902	3	48	96	20	1,545	6,999
Adults	17	30	48	291	4,028	16,949	92	316	692	400	4,374	17,689
All ages ⁴	17	30	49	308	5,585	24,373	95	364	796	420	5,979	25,218
Pedal cyclist												
Children	0	0	1	8	297	2,121	5	27	76	13	324	2,198
Adults	0	1	2	59	2,552	15,034	46	423	1,410	105	2,976	16,446
All ages ⁴	0	1	3	67	2,887	17,585	51	452	1,503	118	3,340	19,091
Horse rider												
Children	0	0	0	0	1	10	0	0	6	0	1	16
Adults	0	0	0	1	13	51	3	11	50	4	24	101
All ages ⁴	0	0	0	1	14	64	3	12	57	4	26	121
Motorcycle 50cc and under												
Riders and passengers	0	0	0	7	440	2,520	5	84	308	12	524	2,828
Motorcycle over 50cc⁵												
Riders	4	89	247	137	2,876	11,934	163	1,623	3,642	304	4,588	15,823
Passengers	0	12	19	5	126	435	7	78	205	12	216	659
All casualties	4	101	266	142	3,002	12,369	170	1,701	3,847	316	4,804	16,482
Car and taxi												
Drivers	31	304	5,126	137	2,548	50,231	373	3,165	25,301	541	6,017	80,658
Passengers	15	198	2,687	96	1,300	24,130	148	1,455	11,516	259	2,953	38,333
All casualties	46	502	7,813	233	3,848	74,361	521	4,620	36,817	800	8,970	118,991
Minibuses												
Drivers	0	2	18	0	4	107	1	6	58	1	12	183
Passengers	0	11	71	0	20	306	0	20	157	0	51	534
All casualties	0	13	89	0	24	413	1	26	215	1	63	717
Bus or coach												
Drivers	0	0	5	0	15	349	1	7	90	1	22	444
Passengers	1	4	91	7	285	4,316	2	12	383	10	301	4,790
All casualties	1	4	96	7	300	4,665	3	19	473	11	323	5,234
of whom were passengers boarding or alighting												
Children	0	0	3	0	2	50	0	0	0	0	2	53
Adults	0	0	0	2	49	415	0	0	14	2	49	429
All ages ⁴	0	0	3	2	54	509	0	0	16	2	54	528
Van / Light goods vehicle												
Drivers	4	27	360	2	90	1,781	17	149	1,299	23	266	3,440
Passengers	3	18	147	1	36	591	6	43	355	10	97	1,093
All casualties	7	45	507	3	126	2,372	23	192	1,654	33	363	4,533
Heavy goods vehicle												
Drivers	13	39	244	4	33	335	12	94	549	29	166	1,128
Passengers	0	5	43	0	7	72	0	20	96	0	32	211
All casualties	13	44	287	4	40	407	12	114	645	29	198	1,339
Other vehicle												
Drivers / Riders	0	1	30	5	105	562	4	57	230	9	163	822
Passengers	0	1	23	0	16	208	1	23	116	1	40	347
All casualties	0	2	53	5	121	770	5	80	346	10	203	1,169
All road users⁶												
Children	2	33	424	35	1,984	14,378	24	255	2,449	61	2,272	17,251
Adults	86	706	8,649	742	14,206	122,759	865	7,369	43,861	1,693	22,281	175,269
All ages ⁴	88	742	9,163	777	16,387	139,899	889	7,664	46,661	1,754	24,793	195,723

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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RAS30017

Casualties in reported accidents involving vehicles of different types by built-up and non built-up roads, road class and severity, Great Britain, 2012

	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	37	66	235	32	34	48	6	339
KSI ⁴	1,312	1,711	5,382	417	488	281	117	6,833
All severities	8,171	8,555	54,899	3,978	5,261	2,060	994	62,113
B roads								
Killed	6	20	96	4	7	9	5	116
KSI	370	555	1,888	91	176	75	51	2,280
All severities	2,336	2,281	17,040	935	1,413	415	326	18,796
Other roads								
Killed	26	72	221	20	27	24	7	322
KSI	1,358	1,490	6,013	294	483	155	156	7,274
All severities	8,097	6,190	53,082	2,825	4,203	952	1,087	58,990
All built-up roads⁵								
Killed	69	158	552	56	68	81	18	777
KSI	3,040	3,756	13,283	802	1,147	511	324	16,387
All severities	18,604	17,026	125,021	7,738	10,877	3,427	2,407	139,899
Non built-up roads³								
A roads								
Killed	33	130	522	11	73	127	20	628
KSI	237	1,194	4,023	66	475	519	181	4,819
All severities	834	3,020	27,757	545	3,372	2,662	799	30,169
B roads								
Killed	11	30	114	0	13	13	7	135
KSI	67	314	983	4	102	62	45	1,195
All severities	237	719	5,990	113	551	303	171	6,591
Other roads								
Killed	10	24	101	3	5	4	12	126
KSI	169	346	1,333	28	108	60	67	1,650
All severities	530	881	8,964	185	859	357	370	9,901
All non built-up roads⁵								
Killed	54	184	737	14	91	144	39	889
KSI	473	1,854	6,339	98	685	641	293	7,664
All severities	1,601	4,620	42,711	843	4,782	3,322	1,340	46,661
All speed limits⁶								
Motorways								
Killed	0	4	57	4	11	46	0	88
KSI	1	102	618	10	95	196	9	742
All severities	3	285	8,543	136	1,308	1,949	147	9,163
A roads								
Killed	70	196	757	43	107	175	26	967
KSI	1,549	2,905	9,405	483	963	800	298	11,652
All severities	9,005	11,575	82,656	4,523	8,633	4,722	1,793	92,282
B roads								
Killed	17	50	210	4	20	22	12	251
KSI	437	869	2,871	95	278	137	96	3,475
All severities	2,573	3,000	23,030	1,048	1,964	718	497	25,387
Other roads								
Killed	36	96	322	23	32	28	19	448
KSI	1,527	1,836	7,346	322	591	215	223	8,924
All severities	8,627	7,071	62,046	3,010	5,062	1,309	1,457	68,891
Total^{5,6}								
Killed	123	346	1,346	74	170	271	57	1,754
KSI	3,514	5,712	20,240	910	1,927	1,348	626	24,793
All severities	20,208	21,931	176,275	8,717	16,967	8,698	3,894	195,723

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.

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[Notes & Definitions](#)

The figures in this table are National Statistics

4 Killed or seriously injured.

5 Includes cases where road class was not reported

6 Includes cases where speed limit was not reported.

Source: DFT STATS19

Last updated: 26 September 2013

Next update: September 2014

Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012>

RAS30018

Reported casualty and accident rates by urban and rural roads, road class, road user type, severity and pedestrian involvement, Great Britain, 2012

	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 A rural ³	Motorway	road	Other ²	Total ³
Pedal cycle										
Accidents involving	17,002	4,791	7,085	12,884	2,730	4,063	..	16,155	4,206	6,270
User casualties	16,509	4,694	6,914	12,729	2,739	4,051	..	15,732	4,140	6,142
of whom killed	77	11	24	326	38	76	..	129	19	38
seriously injured	2,518	742	1,075	2,919	629	930	..	2,600	710	1,037
Pedestrians hit by a cycle	514	101	179	73	25	31	..	423	80	139
of whom killed	0	0.5	0.4	0	1.4	1.2	..	0	0.8	0.6
seriously injured	101	23	37	9.1	4.1	4.8	..	82	17	29
Motorcycle										
Accidents involving	13,993	7,043	9,532	4,989	5,159	5,065	1,102	8,899	6,347	6,977
User casualties	13,273	6,775	9,102	5,186	5,235	5,208	1,173	8,698	6,206	6,828
of whom killed	107	65	80	200	149	177	18	160	96	116
seriously injured	2,486	1,576	1,902	1,887	1,837	1,865	428	2,147	1,672	1,768
Pedestrians hit by a motorcycle	1,062	373	620	52	87	67	0	490	267	338
of whom killed	4.0	5.5	5.0	4.6	0	2.5	0	4.3	3.5	3.5
seriously injured	245	97	150	21	32	26	0	119	73	86
Car										
Accidents involving	920	866	889	327	577	407	111	545	756	535
User casualties	751	607	669	424	645	495	168	544	622	498
of whom killed	1.8	1.8	1.8	5.6	6.2	5.8	1.0	4.2	3.5	3.3
seriously injured	29	28	28	43	68	51	10	38	43	34
Pedestrians hit by a car	150	228	194	11	55	26	0.6	62	162	86
of whom killed	2.0	1.8	1.9	0.9	1.0	0.9	0.1	1.3	1.5	1.1
seriously injured	37	46	42	3.3	12	6.1	0.2	16	33	19
Bus or coach										
Accidents involving	3,740	2,768	3,204	725	1,888	1,055	143	2,434	2,594	2,289
User casualties	2,995	2,219	2,567	793	1,743	1,062	381	2,041	2,125	1,923
of whom killed	4.0	4.3	4.2	5.2	0	3.8	4.0	4.5	3.5	4.0
seriously injured	198	129	160	38	88	53	12	129	121	115
Pedestrians hit by a bus or coach	615	595	604	51	225	100	4.0	371	522	400
of whom killed	19	14	16	3.5	4.4	3.8	4.0	12	12	11
seriously injured	136	125	130	16	26	19	0	84	105	85
Van / Light goods vehicle										
Accidents involving	578	404	475	198	284	227	91	325	354	289
User casualties	161	104	128	106	137	116	62	124	118	110
of whom killed	0.5	0	0.2	1.4	1.0	1.3	0.9	1.1	0.4	0.8
seriously injured	5.4	7.0	6.4	9.8	13	11	4.7	8.4	9.4	8.0
Pedestrians hit by an LGV	65	84	76	4.9	22	11	0.9	25	58	32
of whom killed	1.5	1.8	1.7	0.7	0.5	0.6	0	0.9	1.3	0.9
seriously injured	16	16	16	1.2	4.6	2.4	0.2	6.3	11	6.9
Heavy goods vehicle										
Accidents involving	883	1,210	983	362	973	436	185	476	1,085	406
User casualties	103	150	117	101	271	122	42	102	214	86
of whom killed	0	4.3	1.3	2.3	0	2.0	1.9	1.8	2.0	1.9
seriously injured	8.9	14	11	16	31	18	4.5	14	23	11
Pedestrians hit by an HGV	108	273	159	8.6	56	14	1.6	30	159	30
of whom killed	15	23	18	1.8	5.1	2.2	1.3	4.7	14	4.1
seriously injured	36	59	43	2.8	18	4.7	0	10	37	8.2
All vehicles⁴										
Accidents involving	865	780	816	284	518	359	90	493	680	476
User casualties	963	763	848	416	672	497	146	612	728	558
of whom killed	3.4	2.8	3.0	6.7	8.0	7.1	1.1	5.5	4.8	4.4
seriously injured	75	68	71	55	94	67	10	62	78	57
All pedestrian casualties	159	216	192	11	52	24	0.8	64	153	82
of whom killed	2.6	2.2	2.4	1.0	1.0	1.0	0.3	1.6	1.8	1.4
seriously injured	39	44	42	3.3	11	5.8	0.2	16	31	18

1 See urban and rural definitions.

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

3 Includes cases where road class was not reported

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RAS30018

Reported casualty and accident rates by urban and rural roads, road class, road user type, severity and pedestrian involvement, Great Britain, 2012

	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 A rural ³	Motorway	road	Other ²	Total ³
Pedal cycle										
Accidents involving	10,565	2,977	4,402	8,005	1,696	2,525	..	10,039	2,614	3,896
User casualties	10,259	2,917	4,296	7,910	1,702	2,517	..	9,776	2,572	3,816
of whom killed	48	7.1	15	203	24	47	..	80	12	24
seriously injured	1,564	461	668	1,814	391	578	..	1,616	441	644
Pedestrians hit by a cycle	319	63	111	45	15	19	..	263	50	86
of whom killed	0	0.3	0.3	0	0.9	0.7	..	0	0.5	0.4
seriously injured	63	14	23	5.6	2.6	3.0	..	51	11	18
Motorcycle										
Accidents involving	8,695	4,376	5,923	3,100	3,206	3,147	685	5,530	3,944	4,335
User casualties	8,247	4,210	5,656	3,223	3,253	3,236	729	5,405	3,856	4,243
of whom killed	66	40	50	125	93	110	11	99	60	72
seriously injured	1,545	979	1,182	1,173	1,142	1,159	266	1,334	1,039	1,099
Pedestrians hit by a motorcycle	660	232	385	32	54	42	0	305	166	210
of whom killed	2.5	3.4	3.1	2.8	0	1.6	0	2.7	2.2	2.2
seriously injured	152	60	93	13	20	16	0	74	45	53
Car										
Accidents involving	572	538	552	203	358	253	69	339	470	333
User casualties	467	377	415	264	401	308	104	338	386	310
of whom killed	1.1	1.1	1.1	3.5	3.9	3.6	0.6	2.6	2.2	2.1
seriously injured	18	17	18	27	42	32	6.2	23	27	21
Pedestrians hit by a car	93	142	121	7.1	34	16	0.4	39	101	53
of whom killed	1.2	1.1	1.2	0.5	0.6	0.6	0.1	0.8	0.9	0.7
seriously injured	23	28	26	2.1	7.3	3.8	0.1	9.9	20	12
Bus or coach										
Accidents involving	2,324	1,720	1,991	450	1,173	656	89	1,512	1,612	1,422
User casualties	1,861	1,379	1,595	493	1,083	660	237	1,268	1,320	1,195
of whom killed	2.5	2.7	2.6	3.3	0	2.3	2.5	2.8	2.2	2.5
seriously injured	123	80	99	24	55	33	7.4	80	75	71
Pedestrians hit by a bus or coach	382	369	375	31	140	62	2.5	230	324	249
of whom killed	12	8.8	10	2.2	2.7	2.3	2.5	7.5	7.6	7.1
seriously injured	85	78	81	9.8	16	12	0	52	65	53
Van / Light goods vehicle										
Accidents involving	359	251	295	123	176	141	56	202	220	180
User casualties	100	65	79	66	85	72	39	77	73	68
of whom killed	0.3	0	0.1	0.9	0.6	0.8	0.5	0.7	0.2	0.5
seriously injured	3.4	4.3	4.0	6.1	7.9	6.7	2.9	5.2	5.8	5.0
Pedestrians hit by an LGV	41	52	47	3.0	14	6.7	0.5	16	36	20
of whom killed	0.9	1.1	1.1	0.4	0.3	0.4	0	0.6	0.8	0.5
seriously injured	10	9.8	10	0.8	2.9	1.5	0.2	3.9	6.9	4.3
Heavy goods vehicle										
Accidents involving	549	752	611	225	604	271	115	296	674	252
User casualties	64	93	73	63	168	76	26	63	133	54
of whom killed	0	2.7	0.8	1.4	0	1.3	1.2	1.1	1.3	1.2
seriously injured	5.5	8.9	6.6	9.9	19	11	2.8	8.9	14	6.8
Pedestrians hit by an HGV	67	170	99	5.4	35	9.0	1.0	19	99	19
of whom killed	9.4	14	11	1.1	3.2	1.3	0.8	2.9	8.4	2.5
seriously injured	22	37	27	1.8	11	2.9	0	6.3	23	5.1
All vehicles⁴										
Accidents involving	537	485	507	177	322	223	56	306	423	296
User casualties	598	474	527	258	417	309	91	381	452	347
of whom killed	2.1	1.7	1.9	4.2	5.0	4.4	0.7	3.4	3.0	2.7
seriously injured	47	43	44	34	58	42	6.4	39	49	36
All pedestrian casualties	99	134	119	7.0	32	15	0.5	40	95	51
of whom killed	1.6	1.4	1.5	0.6	0.6	0.6	0.2	1.0	1.1	0.9
seriously injured	24	27	26	2.1	6.9	3.6	0.1	10	19	11

1 See urban and rural definitions.

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

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Department for Transport statistics

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RAS30018

Reported casualty and accident rates by urban and rural roads, road class, road user type, severity and pedestrian involvement, Great Britain, 2012

	Number of casualties									
	Urban roads ¹			Rural roads ¹			All roads			
	A road	Other ²	All urban ³	A road	Other ²	All A rural ³	Motorway	road	Other ²	Total ³
Pedal cycle										
Accidents involving	7,246	8,828	16,074	1,421	1,991	3,412	..	8,667	10,819	19,489
User casualties	7,036	8,650	15,686	1,404	1,998	3,402	..	8,440	10,648	19,091
of whom killed	33	21	54	36	28	64	..	69	49	118
seriously injured	1,073	1,367	2,440	322	459	781	..	1,395	1,826	3,222
Pedestrians hit by a cycle	219	187	406	8	18	26	..	227	205	432
of whom killed	0	1	1	0	1	1	..	0	2	2
seriously injured	43	42	85	1	3	4	..	44	45	89
Motorcycle										
Accidents involving	7,075	6,382	13,457	3,286	2,738	6,024	250	10,361	9,120	19,731
User casualties	6,711	6,139	12,850	3,416	2,778	6,194	266	10,127	8,917	19,310
of whom killed	54	59	113	132	79	211	4	186	138	328
seriously injured	1,257	1,428	2,685	1,243	975	2,218	97	2,500	2,403	5,000
Pedestrians hit by a motorcycle	537	338	875	34	46	80	0	571	384	955
of whom killed	2	5	7	3	0	3	0	5	5	10
seriously injured	124	88	212	14	17	31	0	138	105	243
Car										
Accidents involving	36,476	45,926	82,402	22,294	18,670	40,964	5,217	58,770	64,596	128,583
User casualties	29,770	32,204	61,974	28,943	20,889	49,832	7,902	58,713	53,093	119,708
of whom killed	73	95	168	385	202	587	46	458	297	801
seriously injured	1,134	1,478	2,612	2,940	2,211	5,151	469	4,074	3,689	8,232
Pedestrians hit by a car	5,940	12,088	18,028	784	1,786	2,570	29	6,724	13,874	20,627
of whom killed	78	96	174	60	33	93	7	138	129	274
seriously injured	1,482	2,421	3,903	228	382	610	11	1,710	2,803	4,524
Bus or coach										
Accidents involving	2,802	2,551	5,353	415	428	843	36	3,217	2,979	6,232
User casualties	2,244	2,045	4,289	454	395	849	96	2,698	2,440	5,234
of whom killed	3	4	7	3	0	3	1	6	4	11
seriously injured	148	119	267	22	20	42	3	170	139	312
Pedestrians hit by a bus or coach	461	548	1,009	29	51	80	1	490	599	1,090
of whom killed	14	13	27	2	1	3	1	16	14	31
seriously injured	102	115	217	9	6	15	0	111	121	232
Van / Light goods vehicle										
Accidents involving	3,503	3,524	7,027	2,404	1,775	4,179	736	5,907	5,299	11,942
User casualties	979	907	1,886	1,282	858	2,140	507	2,261	1,765	4,533
of whom killed	3	0	3	17	6	23	7	20	6	33
seriously injured	33	61	94	119	79	198	38	152	140	330
Pedestrians hit by an LGV	397	732	1,129	59	139	198	7	456	871	1,334
of whom killed	9	16	25	8	3	11	0	17	19	36
seriously injured	99	138	237	15	29	44	2	114	167	283
Heavy goods vehicle										
Accidents involving	1,395	841	2,236	2,053	758	2,811	1,258	3,448	1,599	6,305
User casualties	162	104	266	575	211	786	287	737	315	1,339
of whom killed	0	3	3	13	0	13	13	13	3	29
seriously injured	14	10	24	90	24	114	31	104	34	169
Pedestrians hit by an HGV	171	190	361	49	44	93	11	220	234	465
of whom killed	24	16	40	10	4	14	9	34	20	63
seriously injured	57	41	98	16	14	30	0	73	55	128
All vehicles⁴										
Accidents involving	42,338	51,596	93,934	24,828	21,194	46,022	5,615	67,166	72,790	145,571
User casualties	47,160	50,438	97,598	36,334	27,459	63,793	9,114	83,494	77,897	170,505
of whom killed	167	183	350	587	326	913	71	754	509	1,334
seriously injured	3,686	4,528	8,214	4,786	3,839	8,625	641	8,472	8,367	17,480
All pedestrian casualties	7,801	14,260	22,061	987	2,121	3,108	49	8,788	16,381	25,218
of whom killed	129	148	277	84	42	126	17	213	190	420
seriously injured	1,923	2,878	4,801	290	455	745	13	2,213	3,333	5,559

1 See urban and rural definitions.

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RAS30019

Reported casualties by accident and casualty severity and road user type, Great Britain, 2012

	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	420	22	14	456	5,537	258	5,795	18,967	25,218
Pedal cyclists	118	1	4	123	3,221	71	3,292	15,676	19,091
Motorcycle 50cc and under ¹ riders and passengers	12	0	0	12	512	16	528	2,288	2,828
Motorcycle 51cc - 125cc ¹ Riders	45	5	0	50	1,432	53	1,485	5,415	6,950
Passengers	0	0	0	0	34	6	40	65	105
Motorcycle 126cc - 500cc ¹ Riders	31	0	1	32	624	17	641	1,592	2,265
Passengers	0	2	0	2	32	9	41	68	111
Motorcycle over 500cc ¹ Riders	228	15	4	247	2,204	102	2,306	4,044	6,597
Passengers	12	14	0	26	120	53	173	241	440
Other motorcycles ² Riders	0	0	0	0	4	0	4	7	11
Passengers	0	0	0	0	2	0	2	1	3
Taxi/Private hire car Drivers	5	1	1	7	52	66	118	1,157	1,282
Passengers	4	5	2	11	89	80	169	1,373	1,553
Car Drivers	536	170	273	979	5,253	2,961	8,214	70,183	79,376
Passengers	255	193	213	661	2,407	2,425	4,832	31,287	36,780
Minibus Drivers	1	1	2	4	10	17	27	152	183
Passengers	0	3	0	3	48	108	156	375	534
Bus or coach Drivers	1	2	9	12	19	32	51	381	444
Passengers	10	4	85	99	287	244	531	4,160	4,790
Van / Light goods vehicle Drivers	23	17	23	63	226	220	446	2,931	3,440
Passengers	10	7	14	31	80	85	165	897	1,093
Heavy goods vehicle Rigid Drivers	12	5	23	40	75	66	141	547	728
Passengers	0	4	6	10	21	33	54	115	179
Articulated Drivers	17	3	21	41	54	28	82	277	400
Passengers	0	0	0	0	7	3	10	22	32
Total ³ Drivers	29	8	44	81	129	94	223	824	1,128
Passengers	0	4	6	10	28	36	64	137	211
Other vehicle Drivers	13	5	7	25	171	35	206	710	941
Passengers	1	2	1	4	37	45	82	263	349
All casualties ⁴	1,754	481	703	2,938	22,558	7,033	29,591	163,194	195,723

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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[Notes & Definitions](#)

Source: DfT STATS19

Last updated: 26 September 2013

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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-2012>

RAS30020

Reported casualties and casualty rates by month, road user type and severity, Great Britain, 2012

	Number of casualties/rate per billion vehicle miles												
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Pedestrians													
Killed	35	37	37	25	25	19	37	34	32	40	38	61	420
KSI ¹	541	500	540	392	498	416	481	414	504	493	578	622	5,979
All severities	2,213	2,026	2,234	1,777	2,115	1,819	2,026	1,766	2,075	2,260	2,524	2,383	25,218
of whom children													
Killed	0	3	2	0	2	1	1	2	2	4	0	3	20
KSI	113	124	172	113	150	132	144	118	158	129	111	81	1,545
All severities	531	540	701	512	726	580	637	492	684	605	578	413	6,999
Pedal cyclists													
Killed	11	4	8	5	12	9	17	12	15	7	13	5	118
KSI	251	195	266	205	327	259	369	344	352	298	290	184	3,340
All severities	1,365	1,143	1,661	1,179	1,768	1,504	1,913	1,916	2,073	1,849	1,640	1,080	19,091
of whom children													
Killed	2	0	2	0	0	2	4	0	3	0	0	0	13
KSI	14	15	31	34	38	33	56	31	38	17	13	4	324
All severities	122	116	191	146	242	225	265	236	305	170	117	63	2,198
Horse riders													
Killed	0	1	0	0	2	0	0	1	0	0	0	0	4
SI	K 2	1	1	1	5	2	1	3	4	2	2	2	26
All severities	9	5	5	12	19	5	8	10	18	8	10	12	121
Motorcycle² users													
Killed	11	15	38	26	46	24	36	37	41	26	18	10	328
KSI	327	281	503	342	636	441	548	530	613	446	383	278	5,328
All severities	1,312	1,168	1,774	1,376	1,947	1,547	1,894	1,794	2,034	1,750	1,595	1,119	19,310
Rate (all m'cycle users)	8,477	7,328	6,994	6,671	6,256	5,518	6,294	5,800	7,010	7,443	8,466	8,089	6,828
Car users													
Killed	69	57	58	62	49	69	67	60	65	61	72	102	791
KSI	724	705	695	705	680	738	765	716	698	722	840	826	8,814
All severities	9,599	9,064	9,117	9,380	9,426	9,592	10,128	9,350	9,777	10,247	10,499	9,977	116,156
Other car³ users													
Killed	1	0	2	0	1	2	1	1	0	0	1	1	10
KSI	10	17	15	16	36	15	18	16	20	22	16	18	219
All severities	253	289	231	275	358	283	292	254	309	344	311	353	3,552
All car users	9,852	9,353	9,348	9,655	9,784	9,875	10,420	9,604	10,086	10,591	10,810	10,330	119,708
Rate (all car users)	544	524	465	498	478	490	489	439	490	490	548	541	498
Bus or coach users													
Killed	4	0	2	0	1	0	0	0	4	0	0	0	11
KSI	32	25	39	17	32	22	23	23	42	22	23	23	323
All severities	406	401	530	356	545	437	431	455	469	470	378	356	5,234
Rate (all bus users)	2,008	1,921	2,251	1,695	2,270	1,927	1,717	1,925	2,045	1,863	1,602	1,837	1,923
Van / Light goods veh users													
Killed	2	4	9	3	4	4	0	0	3	1	1	2	33
KSI	27	27	45	21	37	35	21	27	37	30	31	25	363
All severities	378	380	398	313	398	354	394	396	400	385	415	322	4,533
Heavy goods vehicle users													
Killed	3	2	3	3	4	5	2	2	0	1	2	2	29
KSI	18	16	15	20	17	15	17	21	19	16	16	8	198
All severities	118	113	133	118	104	107	117	120	100	102	106	101	1,339
All goods vehicle users⁴	496	493	531	431	502	461	511	516	500	488	521	423	5,873
Rate (all goods veh users)	116	114	110	98	102	98	100	102	103	93	106	99	103
Agricultural vehicle users													
Killed	0	0	0	0	0	0	0	0	1	0	0	1	2
SI	K 0	2	1	0	7	2	1	0	7	1	0	4	25
All severities	1	6	14	3	8	7	6	7	24	17	3	11	107
All road users													
Killed	136	120	158	124	144	134	161	147	162	136	145	187	1,754
KSI	1,942	1,781	2,134	1,725	2,293	1,963	2,262	2,115	2,314	2,065	2,194	2,005	24,793
All severities	15,722	14,675	16,193	14,849	16,776	15,741	17,290	16,167	17,388	17,544	17,569	15,809	195,723
of whom children													
Killed	4	5	4	2	5	3	8	6	9	5	2	8	61
KSI	158	172	231	184	230	192	243	189	227	179	146	121	2,272
All severities	1,200	1,272	1,517	1,336	1,666	1,554	1,660	1,481	1,699	1,470	1,294	1,102	17,251
Rate (all ages)	684	644	630	610	637	615	634	584	664	634	692	665	640

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: 26 September 2013

Next update: September 2014

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-2012>

RAS30020

Reported casualties and casualty rates by month, road user type and severity, Great Britain, 2012

	Number of casualties/rate per billion vehicle kilometres												
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Pedestrians													
Killed	35	37	37	25	25	19	37	34	32	40	38	61	420
KSI ¹	541	500	540	392	498	416	481	414	504	493	578	622	5,979
All severities	2,213	2,026	2,234	1,777	2,115	1,819	2,026	1,766	2,075	2,260	2,524	2,383	25,218
of whom children													
Killed	0	3	2	0	2	1	1	2	2	4	0	3	20
KSI	113	124	172	113	150	132	144	118	158	129	111	81	1,545
All severities	531	540	701	512	726	580	637	492	684	605	578	413	6,999
Pedal cyclists													
Killed	11	4	8	5	12	9	17	12	15	7	13	5	118
KSI	251	195	266	205	327	259	369	344	352	298	290	184	3,340
All severities	1,365	1,143	1,661	1,179	1,768	1,504	1,913	1,916	2,073	1,849	1,640	1,080	19,091
of whom children													
Killed	2	0	2	0	0	2	4	0	3	0	0	0	13
KSI	14	15	31	34	38	33	56	31	38	17	13	4	324
All severities	122	116	191	146	242	225	265	236	305	170	117	63	2,198
Horse riders													
Killed	0	1	0	0	2	0	0	1	0	0	0	0	4
SI	K 2	1	1	1	5	2	1	3	4	2	2	2	26
All severities	9	5	5	12	19	5	8	10	18	8	10	12	121
Motorcycle² users													
Killed	11	15	38	26	46	24	36	37	41	26	18	10	328
KSI	327	281	503	342	636	441	548	530	613	446	383	278	5,328
All severities	1,312	1,168	1,774	1,376	1,947	1,547	1,894	1,794	2,034	1,750	1,595	1,119	19,310
Rate (all m'cycle users)	5,267	4,554	4,346	4,145	3,887	3,429	3,911	3,604	4,356	4,625	5,261	5,026	4,243
Car users													
Killed	69	57	58	62	49	69	67	60	65	61	72	102	791
KSI	724	705	695	705	680	738	765	716	698	722	840	826	8,814
All severities	9,599	9,064	9,117	9,380	9,426	9,592	10,128	9,350	9,777	10,247	10,499	9,977	116,156
Other car³ users													
Killed	1	0	2	0	1	2	1	1	0	0	1	1	10
KSI	10	17	15	16	36	15	18	16	20	22	16	18	219
All severities	253	289	231	275	358	283	292	254	309	344	311	353	3,552
All car users	9,852	9,353	9,348	9,655	9,784	9,875	10,420	9,604	10,086	10,591	10,810	10,330	119,708
Rate (all car users)	338	326	289	310	297	305	304	273	304	304	340	336	310
Bus or coach users													
Killed	4	0	2	0	1	0	0	0	4	0	0	0	11
KSI	32	25	39	17	32	22	23	23	42	22	23	23	323
All severities	406	401	530	356	545	437	431	455	469	470	378	356	5,234
Rate (all bus users)	1,248	1,194	1,399	1,053	1,411	1,197	1,067	1,196	1,271	1,157	995	1,142	1,195
Van / Light goods veh users													
Killed	2	4	9	3	4	4	0	0	3	1	1	2	33
KSI	27	27	45	21	37	35	21	27	37	30	31	25	363
All severities	378	380	398	313	398	354	394	396	400	385	415	322	4,533
Heavy goods vehicle users													
Killed	3	2	3	3	4	5	2	2	0	1	2	2	29
KSI	18	16	15	20	17	15	17	21	19	16	16	8	198
All severities	118	113	133	118	104	107	117	120	100	102	106	101	1,339
All goods vehicle users⁴	496	493	531	431	502	461	511	516	500	488	521	423	5,873
Rate (all goods veh users)	72	71	69	61	63	61	62	64	64	58	66	62	64
Agricultural vehicle users													
Killed	0	0	0	0	0	0	0	0	1	0	0	1	2
SI	K 0	2	1	0	7	2	1	0	7	1	0	4	25
All severities	1	6	14	3	8	7	6	7	24	17	3	11	107
All road users													
Killed	136	120	158	124	144	134	161	147	162	136	145	187	1,754
KSI	1,942	1,781	2,134	1,725	2,293	1,963	2,262	2,115	2,314	2,065	2,194	2,005	24,793
All severities	15,722	14,675	16,193	14,849	16,776	15,741	17,290	16,167	17,388	17,544	17,569	15,809	195,723
of whom children													
Killed	4	5	4	2	5	3	8	6	9	5	2	8	61
KSI	158	172	231	184	230	192	243	189	227	179	146	121	2,272
All severities	1,200	1,272	1,517	1,336	1,666	1,554	1,660	1,481	1,699	1,470	1,294	1,102	17,251
Rate (all ages)	425	400	392	379	396	382	394	363	413	394	430	413	398

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: 26 September 2013

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Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012>

RAS30021

Reported casualties by day, road user type and hour of day, Great Britain, 2012

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	123	52	74	816	1,121	Midnight	54	14	30	221	337
01:00	70	28	29	484	637	01:00	35	4	11	171	237
02:00	60	20	25	356	510	02:00	22	5	9	111	157
03:00	40	12	23	321	431	03:00	14	7	4	104	155
04:00	21	18	25	237	341	04:00	11	8	5	98	147
05:00	51	121	83	504	853	05:00	18	28	20	138	233
06:00	114	360	289	1,226	2,199	06:00	28	79	65	282	508
07:00	479	1,010	767	3,012	5,652	07:00	116	223	158	654	1,221
08:00	1,482	1,466	1,113	5,539	10,219	08:00	353	317	211	1,263	2,278
09:00	738	710	520	3,760	6,254	09:00	180	161	129	861	1,445
10:00	626	454	386	2,959	5,044	10:00	160	105	95	835	1,326
11:00	717	486	436	3,399	5,707	11:00	216	108	140	926	1,526
12:00	829	458	513	3,800	6,222	12:00	231	131	139	1,071	1,706
13:00	824	474	558	3,923	6,384	13:00	261	158	167	1,241	2,013
14:00	840	543	626	4,051	6,782	14:00	265	156	168	1,239	2,002
15:00	1,924	790	778	5,055	9,277	15:00	520	234	229	1,568	2,740
16:00	1,542	1,024	947	5,476	9,651	16:00	386	281	271	1,651	2,776
17:00	1,488	1,433	1,309	6,707	11,460	17:00	356	301	308	1,693	2,799
18:00	1,086	1,188	946	4,726	8,284	18:00	318	250	263	1,387	2,307
19:00	780	723	644	3,165	5,515	19:00	239	158	170	1,069	1,681
20:00	453	400	499	2,674	4,175	20:00	148	87	135	842	1,264
21:00	331	267	342	2,184	3,216	21:00	118	53	105	615	921
22:00	257	187	268	1,911	2,704	22:00	148	46	88	643	946
23:00	190	123	149	1,247	1,784	23:00	111	43	57	616	849
All hours ²	15,065	12,347	11,350	67,533	114,424	All hours ²	4,309	2,957	2,977	19,300	31,576

(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	125	30	36	490	703	Midnight	141	25	35	541	766
01:00	113	12	25	362	524	01:00	146	11	23	544	749
02:00	82	16	13	328	448	02:00	121	12	21	438	602
03:00	63	8	13	304	402	03:00	102	24	6	376	531
04:00	37	3	13	226	300	04:00	55	3	11	235	316
05:00	28	11	18	172	256	05:00	22	7	12	194	258
06:00	11	25	26	229	355	06:00	13	14	16	246	309
07:00	28	54	52	310	482	07:00	22	38	29	248	359
08:00	53	78	71	508	754	08:00	28	57	34	378	522
09:00	102	134	103	602	997	09:00	46	97	87	476	737
10:00	156	128	130	1,011	1,522	10:00	93	144	126	638	1,053
11:00	238	183	177	1,237	1,961	11:00	105	158	173	856	1,332
12:00	201	181	233	1,246	2,012	12:00	141	149	204	1,095	1,629
13:00	230	170	217	1,323	2,046	13:00	135	160	218	1,140	1,721
14:00	233	142	216	1,187	1,897	14:00	139	134	222	1,169	1,720
15:00	233	142	207	1,170	1,877	15:00	154	121	214	1,060	1,610
16:00	244	121	230	1,129	1,814	16:00	169	146	195	1,146	1,716
17:00	281	157	220	1,120	1,866	17:00	165	122	181	1,027	1,558
18:00	222	143	173	1,003	1,585	18:00	161	103	142	944	1,398
19:00	213	92	149	908	1,391	19:00	120	90	142	815	1,198
20:00	178	76	106	662	1,058	20:00	93	56	78	598	857
21:00	139	51	102	583	909	21:00	69	32	68	606	795
22:00	138	46	75	598	892	22:00	58	26	60	456	615
23:00	148	29	50	609	867	23:00	50	26	31	331	453
All hours ²	3,496	2,032	2,655	17,317	26,918	All hours ²	2,348	1,755	2,328	15,558	22,805

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

2 Includes cases where time was not reported.

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[Notes & Definitions](#)

Source: DfT STATS19
 Last updated: 26 September 2013
 Next update: September 2014

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-2012>

RAS30022

Reported killed or seriously injured casualties by day, road user type and hour of day, Great Britain, 2012

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	34	12	28	98	181	Midnight	22	6	8	25	64
01:00	22	6	7	77	118	01:00	8	0	4	22	38
02:00	18	4	9	68	109	02:00	11	1	2	16	36
03:00	10	5	8	52	84	03:00	4	2	1	16	30
04:00	10	6	8	34	64	04:00	2	4	3	9	21
05:00	24	23	20	64	141	05:00	3	9	7	10	32
06:00	33	70	103	115	347	06:00	8	10	11	29	67
07:00	127	162	183	193	692	07:00	37	45	42	36	167
08:00	237	224	201	273	969	08:00	56	35	49	63	211
09:00	149	116	111	206	629	09:00	30	24	19	62	143
10:00	150	97	95	221	614	10:00	40	24	22	63	168
11:00	152	79	113	234	641	11:00	54	14	54	67	198
12:00	185	76	117	254	682	12:00	62	24	28	53	173
13:00	178	74	146	252	696	13:00	61	25	37	88	220
14:00	181	80	184	294	789	14:00	70	35	44	100	265
15:00	395	123	188	311	1,076	15:00	108	37	62	95	323
16:00	368	172	247	346	1,198	16:00	91	36	73	89	296
17:00	345	237	320	354	1,293	17:00	99	46	86	79	319
18:00	250	199	263	298	1,043	18:00	83	45	72	84	288
19:00	184	145	189	227	762	19:00	62	25	51	84	224
20:00	135	75	150	210	587	20:00	46	16	41	83	190
21:00	92	50	95	224	468	21:00	31	13	28	68	144
22:00	85	37	71	191	394	22:00	48	11	21	71	152
23:00	56	19	49	146	284	23:00	36	11	16	74	139
All hours ²	3,420	2,091	2,906	4,743	13,863	All hours ²	1,072	498	781	1,387	3,909

(c) Saturday						(d) Sunday					
Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users ¹	Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users ¹
Midnight	41	4	13	64	126	Midnight	53	5	18	75	156
01:00	33	2	6	61	104	01:00	48	4	7	72	134
02:00	24	7	3	66	100	02:00	39	4	6	81	131
03:00	24	2	6	54	87	03:00	31	9	4	62	112
04:00	14	0	3	41	61	04:00	15	1	4	41	62
05:00	15	4	10	21	58	05:00	8	3	6	26	46
06:00	4	3	8	28	51	06:00	3	3	4	34	46
07:00	8	10	18	35	76	07:00	8	11	9	34	63
08:00	10	19	26	33	93	08:00	6	17	12	38	77
09:00	35	25	37	50	153	09:00	10	15	33	42	103
10:00	38	32	44	56	178	10:00	26	39	45	41	156
11:00	52	41	62	79	246	11:00	22	31	60	65	181
12:00	35	26	72	78	221	12:00	29	30	91	77	228
13:00	44	30	65	94	245	13:00	18	39	90	83	236
14:00	52	21	57	68	212	14:00	35	29	83	89	244
15:00	49	24	76	105	274	15:00	44	23	74	84	231
16:00	53	15	67	73	208	16:00	34	29	73	74	221
17:00	66	23	69	75	241	17:00	45	25	52	81	210
18:00	61	30	56	80	229	18:00	38	18	38	61	159
19:00	45	18	39	86	193	19:00	34	11	40	46	134
20:00	57	13	28	55	155	20:00	23	7	19	58	110
21:00	42	15	25	70	153	21:00	22	6	22	69	121
22:00	34	10	17	66	130	22:00	18	6	20	37	83
23:00	34	7	12	69	128	23:00	8	5	12	26	55
All hours ²	870	381	819	1,507	3,722	All hours ²	617	370	822	1,396	3,299

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

2 Includes cases where time was not reported.

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Source: DfT STATS19
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Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012>

RAS30023

Reported casualties all days, by severity, road user type and hour of day, Great Britain, 2012

Number of casualties

(a) Killed						(b) Serious					
Hour beginning	Pedestrians	Pedal cyclists	M'cycle users	Car users	All road users ¹	Hour beginning	Pedestrians	Pedal cyclists	M'cycle users	Car users	All road users ¹
Midnight	21	2	6	28	58	Midnight	129	25	61	234	469
01:00	12	0	1	23	41	01:00	99	12	23	209	353
02:00	12	0	2	22	39	02:00	80	16	18	209	337
03:00	13	1	2	27	45	03:00	56	17	17	157	268
04:00	7	2	2	19	31	04:00	34	9	16	106	177
05:00	8	3	6	20	43	05:00	42	36	37	101	234
06:00	9	1	16	12	43	06:00	39	85	110	194	468
07:00	16	14	7	36	76	07:00	164	214	245	262	922
08:00	12	6	11	26	59	08:00	297	289	277	381	1,291
09:00	14	5	14	28	64	09:00	210	175	186	332	964
10:00	27	9	14	37	89	10:00	227	183	192	344	1,027
11:00	25	3	15	42	95	11:00	255	162	274	403	1,171
12:00	20	7	15	36	83	12:00	291	149	293	426	1,221
13:00	18	7	18	45	93	13:00	283	161	320	472	1,304
14:00	19	9	26	59	115	14:00	319	156	342	492	1,395
15:00	29	7	35	44	123	15:00	567	200	365	551	1,781
16:00	24	3	24	40	95	16:00	522	249	436	542	1,828
17:00	37	12	31	40	124	17:00	518	319	496	549	1,939
18:00	23	9	26	29	91	18:00	409	283	403	494	1,628
19:00	17	9	16	38	84	19:00	308	190	303	405	1,229
20:00	16	3	11	35	65	20:00	245	108	227	371	977
21:00	13	4	13	35	67	21:00	174	80	157	396	819
22:00	16	2	9	47	74	22:00	169	62	120	318	685
23:00	12	0	8	33	57	23:00	122	42	81	282	549
All hours ²	420	118	328	801	1,754	All hours ²	5,559	3,222	5,000	8,232	23,039

(c) Slight						(d) All severities					
Hour beginning	Pedestrians	Pedal cyclists	M'cycle users	Car users	All road users ¹	Hour beginning	Pedestrians	Pedal cyclists	M'cycle users	Car users	All road users ¹
Midnight	293	94	108	1,806	2,400	Midnight	443	121	175	2,068	2,927
01:00	253	43	64	1,329	1,753	01:00	364	55	88	1,561	2,147
02:00	193	37	48	1,002	1,341	02:00	285	53	68	1,233	1,717
03:00	150	33	27	921	1,206	03:00	219	51	46	1,105	1,519
04:00	83	21	36	671	896	04:00	124	32	54	796	1,104
05:00	69	128	90	887	1,323	05:00	119	167	133	1,008	1,600
06:00	118	392	270	1,777	2,860	06:00	166	478	396	1,983	3,371
07:00	465	1,097	754	3,926	6,716	07:00	645	1,325	1,006	4,224	7,714
08:00	1,607	1,623	1,141	7,281	12,423	08:00	1,916	1,918	1,429	7,688	13,773
09:00	842	922	639	5,339	8,405	09:00	1,066	1,102	839	5,699	9,433
10:00	781	639	531	5,062	7,829	10:00	1,035	831	737	5,443	8,945
11:00	996	770	637	5,973	9,260	11:00	1,276	935	926	6,418	10,526
12:00	1,091	763	781	6,750	10,265	12:00	1,402	919	1,089	7,212	11,569
13:00	1,149	794	822	7,110	10,767	13:00	1,450	962	1,160	7,627	12,164
14:00	1,139	810	864	7,095	10,891	14:00	1,477	975	1,232	7,646	12,401
15:00	2,235	1,080	1,028	8,258	13,600	15:00	2,831	1,287	1,428	8,853	15,504
16:00	1,795	1,320	1,183	8,820	14,034	16:00	2,341	1,572	1,643	9,402	15,957
17:00	1,735	1,682	1,491	9,958	15,620	17:00	2,290	2,013	2,018	10,547	17,683
18:00	1,355	1,392	1,095	7,537	11,855	18:00	1,787	1,684	1,524	8,060	13,574
19:00	1,027	864	786	5,514	8,472	19:00	1,352	1,063	1,105	5,957	9,785
20:00	611	508	580	4,370	6,312	20:00	872	619	818	4,776	7,354
21:00	470	319	447	3,557	4,955	21:00	657	403	617	3,988	5,841
22:00	416	241	362	3,243	4,398	22:00	601	305	491	3,608	5,157
23:00	365	179	198	2,488	3,347	23:00	499	221	287	2,803	3,953
All hours ²	19,239	15,751	13,982	110,675	170,930	All hours ²	25,218	19,091	19,310	119,708	195,723

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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Department for Transport statistics

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RAS30024

Reported casualties by age band, road user type and severity, Great Britain, 2012

	Number of casualties												
	0-4 ¹	5-7	8-11	12-15	16-19	20-29	30-39	40-49	50-59	60-69	70-79	80 and over	All ² ages
Pedestrians													
Killed	6	4	3	7	23	52	55	53	34	43	71	69	420
KSI ³	216	251	463	615	439	863	619	580	506	446	514	407	5,979
All severities	914	1,080	2,206	2,799	2,138	4,204	2,836	2,594	1,965	1,532	1,350	1,070	25,218
Pedal cyclists													
Killed	0	0	3	10	5	19	13	25	16	12	10	5	118
KSI	2	31	89	202	221	633	663	688	453	207	90	21	3,340
All severities	37	200	659	1,302	1,387	4,256	4,035	3,626	1,988	790	281	83	19,091
Motorcycle 50cc and under													
Killed	0	0	0	0	4	1	1	1	3	0	1	1	12
SI	0	K	0	0	5	271	97	52	42	33	13	7	524
All severities	0	0	3	17	1,567	549	277	200	106	40	19	4	2,828
Motorcycle over 50cc⁴													
Riders													
Killed	0	0	0	0	33	75	52	68	49	20	6	1	304
SI	0	K	0	1	4	551	1,184	818	985	678	255	60	4,588
All severities	0	0	2	13	2,303	4,672	2,931	3,034	1,862	638	121	18	15,823
Passengers													
Killed	0	0	0	1	1	4	3	1	1	1	0	0	12
KSI	0	0	2	10	35	53	30	46	28	8	3	0	216
All severities	2	5	9	27	88	197	94	121	75	26	5	1	659
Car													
Drivers													
Killed	0	0	0	1	57	126	82	55	60	48	54	59	542
SI	0	K	0	0	1	469	1,581	960	864	774	544	474	6,029
All severities	0	0	0	9	5,791	22,297	16,143	15,376	10,109	5,607	3,081	1,801	80,841
Passengers													
Killed	9	4	6	7	47	64	23	18	14	18	24	25	259
KSI	80	61	68	136	525	756	287	249	195	194	236	168	3,004
All severities	1,552	1,288	2,076	2,221	5,709	9,973	4,397	3,591	2,697	2,085	1,512	862	38,867
Bus and coach													
Drivers													
Killed	0	0	0	0	0	0	0	0	0	1	0	0	1
SI	0	K	0	0	0	3	0	4	7	7	1	0	22
All severities	0	0	0	0	1	63	75	135	110	57	1	0	444
Passengers													
Killed	0	0	0	0	1	1	1	0	0	1	3	3	10
SI	6	K	1	1	4	7	20	14	20	39	43	65	301
All severities	231	88	110	239	259	430	457	469	529	627	575	456	4,790
Goods vehicle													
Drivers													
Killed	0	0	0	0	0	3	12	14	14	7	1	1	52
SI	0	K	0	0	7	88	79	112	86	49	6	1	432
All severities	0	0	0	0	80	985	1,054	1,203	835	339	41	5	4,569
Passengers													
Killed	0	0	0	0	1	4	1	1	2	1	0	0	10
SI	2	K	3	1	14	38	26	15	20	6	3	0	129
All severities	14	16	24	33	138	420	247	189	134	39	14	9	1,304
All road users⁵													
Killed	15	8	12	26	172	352	243	236	194	153	174	169	1,754
KSI	308	348	627	989	2,552	5,354	3,570	3,643	2,840	1,802	1,478	1,042	24,793
All severities	2,757	2,682	5,110	6,702	19,556	48,275	32,736	30,789	20,556	11,888	7,075	4,394	195,723

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

2 Includes cases where age was not reported.

3 Killed or seriously injured.

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

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

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[Notes & Definitions](#)

Source: DfT STATS19

Last updated: 26 September 2013

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RAS30025

Reported casualty rates by age band, road user type and severity, Great Britain, 2012

	Rate per million population												
	0-4 ¹	5-7	8-11	12-15	16-19	20-29	30-39	40-49	50-59	60-69	70-79	80 and over	All ² ages
Pedestrians													
Killed	1.6	1.8	1.1	2.4	7.5	6.2	6.8	5.9	4.4	6.3	16	24	6.8
KSI ³	56	116	172	214	144	103	77	65	66	66	117	140	97
All severities	236	497	822	973	699	500	353	289	255	226	306	369	408
Pedal cyclists													
Killed	0	0	1.1	3.5	1.6	2.3	1.6	2.8	2.1	1.8	2.3	1.7	1.9
KSI	0.5	14	33	70	72	75	83	77	59	30	20	7.2	54
All severities	9.6	92	245	453	454	507	502	403	258	116	64	29	309
Motorcycle users 50cc and under													
Killed	0	0	0	0	1.3	0.1	0.1	0.1	0.4	0	0.2	0.3	0.2
KSI	0	0	0	1.7	89	12	6.5	4.7	4.3	1.9	1.6	0.3	8.5
All severities	0	0	1.1	5.9	513	65	34	22	14	5.9	4.3	1.4	46
Motorcycles over 50cc⁴													
Riders													
Killed	0	0	0	0	11	8.9	6.5	7.6	6.4	2.9	1.4	0.3	4.9
KSI	0	0	0.4	1.4	180	141	102	110	88	38	14	2.4	74
All severities	0	0	0.7	4.5	753	556	365	337	242	94	27	6.2	256
Passengers													
Killed	0	0	0	0.3	0.3	0.5	0.4	0.1	0.1	0.1	0	0	0.2
KSI	0	0	0.7	3.5	11	6.3	3.7	5.1	3.6	1.2	0.7	0	3.5
All severities	0.5	2.3	3.4	9.4	29	23	12	13	9.7	3.8	1.1	0.3	11
Car													
Drivers													
Killed	0	0	0	0.3	19	15	10	6.1	7.8	7.1	12	20	8.8
KSI	0	0	0	0.3	153	188	119	96	101	80	108	115	97
All severities	0	0	0	3.1	1,894	2,654	2,009	1,710	1,313	826	699	620	1,306
Passengers													
Killed	2.3	1.8	2.2	2.4	15	7.6	2.9	2.0	1.8	2.7	5.4	8.6	4.2
KSI	21	28	25	47	172	90	36	28	25	29	54	58	49
All severities	401	593	773	772	1,867	1,187	547	399	350	307	343	297	628
Bus and coach													
Drivers													
Killed	0	0	0	0	0	0	0	0	0	0.1	0	0	0
KSI	0	0	0	0	0	0.4	0	0.4	0.9	1.0	0.2	0	0.4
All severities	0	0	0	0	0.3	7.5	9.3	15	14	8.4	0.2	0	7.2
Passengers													
Killed	0	0	0	0	0.3	0.1	0.1	0	0	0.1	0.7	1.0	0.2
KSI	1.6	0.5	0.4	1.4	2.3	2.4	1.7	2.2	5.1	6.3	15	26	4.9
All severities	60	41	41	83	85	51	57	52	69	92	131	157	77
Goods vehicle													
Drivers													
Killed	0	0	0	0	0	0.4	1.5	1.6	1.8	1.0	0.2	0.3	0.8
KSI	0	0	0	0	2.3	10	9.8	12	11	7.2	1.4	0.3	7.0
All severities	0	0	0	0	26	117	131	134	108	50	9.3	1.7	74
Passengers													
Killed	0	0	0	0	0.3	0.5	0.1	0.1	0.3	0.1	0	0	0.2
KSI	0.5	1.4	0.4	0.3	4.6	4.5	3.2	1.7	2.6	0.9	0.7	0	2.1
All severities	3.6	7.4	8.9	11	45	50	31	21	17	5.7	3.2	3.1	21
All road users⁵													
Killed	3.9	3.7	4.5	9.0	56	42	30	26	25	23	39	58	28
KSI	80	160	234	344	835	637	444	405	369	265	335	359	401
All severities	713	1,235	1,903	2,331	6,396	5,746	4,074	3,425	2,671	1,751	1,606	1,514	3,163
Population (thousands)	3,869	2,172	2,685	2,875	3,057	8,401	8,036	8,990	7,697	6,790	4,406	2,903	61,881

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

2 Includes cases where age was not reported.

3 Killed or seriously injured.

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

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

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[Notes & Definitions](#)

Source: DfT STATS19, ONS mid-year population estimates

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RAS30026

Reported pedestrian casualties location by age band and by severity, Great Britain, 2012

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	57	88	8	9	7	215	122	31	335	42	914
5- 7	52	48	3	9	9	303	92	36	470	58	1,080
8-11	92	103	9	31	51	517	213	140	955	95	2,206
12-15	137	198	12	45	73	433	335	211	1,230	125	2,799
16-19	191	199	16	37	55	209	334	172	817	108	2,138
20-24	331	228	6	35	50	161	305	241	833	147	2,337
25-29	290	190	9	24	36	105	284	173	645	111	1,867
30-34	248	201	6	14	36	71	234	123	527	111	1,571
35-39	219	141	8	15	28	80	149	82	455	88	1,265
40-44	238	191	4	13	15	60	170	93	472	91	1,347
45-49	197	168	9	12	16	64	139	86	446	110	1,247
50-54	172	153	6	11	13	43	141	95	405	68	1,107
55-59	109	106	7	12	11	48	104	66	332	63	858
60-64	75	109	3	8	16	40	100	73	326	44	794
65-69	59	112	7	7	9	36	82	65	311	50	738
70-74	34	74	5	9	7	36	89	47	340	35	676
75-79	51	80	5	5	6	44	79	49	323	32	674
80-84	27	66	5	2	6	30	73	56	277	38	580
85+	24	51	5	3	1	23	53	31	264	35	490
All ages ²	2,654	2,556	135	307	456	2,560	3,161	1,906	9,968	1,515	25,218
Percentage	11	10	0.5	1.2	1.8	10	13	7.6	40	6.0	100
All ages ²											
Killed	87	27	3	4	5	17	43	28	177	29	420
Seriously injured	470	430	27	92	131	669	698	511	2,206	325	5,559
Slightly injured	2,097	2,099	105	211	320	1,874	2,420	1,367	7,585	1,161	19,239
Total	2,654	2,556	135	307	456	2,560	3,161	1,906	9,968	1,515	25,218

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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RAS30027

Reported pedestrian casualties by location, age, road crossing type and severity, Great Britain, 2012

	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	7	7	0	3	3
Seriously injured	35	130	165	23	72	100
Slightly injured	157	505	678	86	234	325
All severities	192	642	850	109	309	428
Pelican crossing³						
Killed	3	14	17	0	17	17
Seriously injured	89	237	329	61	200	264
Slightly injured	292	629	937	171	449	630
All severities	384	880	1,283	232	666	911
Light controlled junction (with ped'n phase)						
Killed	2	21	23	0	8	8
Seriously injured	50	224	277	41	192	234
Slightly injured	192	741	964	122	480	622
All severities	244	986	1,264	163	680	864
Crossing with human control⁴						
Killed	0	3	3	0	2	2
Seriously injured	5	21	26	5	7	12
Slightly injured	37	45	82	26	31	58
All severities	42	69	111	31	40	72
All crossings^{5,6}						
Killed	5	44	49	0	33	33
Seriously injured	181	615	802	136	496	641
Slightly injured	691	1,931	2,686	419	1,222	1,679
All severities	877	2,590	3,537	555	1,751	2,353

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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RAS30028

Reported casualties by age, road user type and severity, Great Britain, 2012

Age of casualty	Number of casualties														
	Pedestrians			Pedal cyclists			Motorcycle users			Car users			All road users ¹		
	Killed	KSI ²	All	Killed	KSI	All	Killed	KSI	All	Killed	KSI	All	Killed	KSI	All
0 ³	0	2	26	0	0	0	0	0	0	1	3	131	1	6	190
1	1	14	67	0	0	3	0	0	0	5	29	345	6	47	460
2	1	46	187	0	0	5	0	0	1	1	12	316	2	58	571
3	3	65	269	0	2	10	0	0	1	1	17	356	4	87	697
4	1	89	365	0	0	19	0	0	0	1	19	404	2	110	839
5	2	85	352	0	6	42	0	0	1	2	21	414	4	113	847
6	1	87	357	0	13	79	0	0	2	1	19	414	2	120	889
7	1	79	371	0	12	79	0	0	2	1	21	460	2	115	946
8	0	84	417	2	11	111	0	1	1	2	16	494	4	112	1,065
9	1	73	421	1	19	149	0	0	2	0	17	477	2	110	1,078
10	1	119	504	0	24	195	0	1	6	3	20	563	4	166	1,301
11	1	187	864	0	35	204	0	1	5	1	15	542	2	239	1,666
12	3	192	917	2	38	248	0	2	8	0	22	544	5	254	1,789
13	1	153	684	0	44	277	1	4	9	4	32	463	6	235	1,497
14	2	129	608	4	64	381	0	4	11	1	34	584	7	236	1,653
15	1	141	590	4	56	396	0	9	29	3	49	639	8	264	1,763
0-15	20	1,545	6,999	13	324	2,198	1	22	78	27	346	7,146	61	2,272	17,251
16	1	107	545	0	50	330	6	190	959	4	75	977	12	430	2,936
17	5	113	529	3	54	369	10	243	1,176	25	261	2,620	43	681	4,842
0-17	26	1,765	8,073	16	428	2,897	17	455	2,213	56	682	10,743	116	3,383	25,029
18	12	120	539	1	59	339	13	209	934	32	340	3,855	59	743	5,820
19	5	99	525	1	58	349	9	215	889	43	318	4,048	58	698	5,958
16-19	23	439	2,138	5	221	1,387	38	857	3,958	104	994	11,500	172	2,552	19,556
20	9	100	497	1	61	379	9	203	775	21	295	3,926	40	677	5,759
21	4	103	482	6	69	390	6	184	666	25	302	3,947	42	685	5,685
22	6	80	475	2	58	395	10	168	621	18	284	3,765	38	611	5,471
23	4	90	476	4	51	431	10	148	623	29	280	3,440	48	589	5,196
24	9	96	407	0	65	440	12	113	512	25	256	3,294	48	550	4,863
20-24	32	469	2,337	13	304	2,035	47	816	3,197	118	1,417	18,372	216	3,112	26,974
25-29	20	394	1,867	6	329	2,221	33	518	2,221	72	920	13,898	136	2,242	21,301
30-34	23	336	1,571	7	351	2,156	30	470	1,797	53	671	11,261	119	1,894	17,867
35-39	32	283	1,265	6	312	1,879	26	430	1,505	52	576	9,279	124	1,676	14,869
40-44	30	293	1,347	15	346	1,867	32	542	1,746	34	550	9,982	116	1,814	16,063
45-49	23	287	1,247	10	342	1,759	38	531	1,609	39	563	8,985	120	1,829	14,726
50-54	12	263	1,107	10	278	1,222	30	489	1,310	44	527	7,325	106	1,648	11,999
55-59	22	243	858	6	175	766	23	250	733	30	442	5,481	88	1,192	8,557
60-64	19	220	794	10	127	489	14	184	476	34	394	4,403	86	1,011	6,861
65-69	24	226	738	2	80	301	7	92	228	32	344	3,289	67	791	5,027
70-74	28	245	676	3	50	165	5	48	99	32	347	2,501	72	739	3,824
75-79	43	269	674	7	40	116	2	22	46	46	363	2,092	102	739	3,251
80-84	37	220	580	3	15	54	1	6	17	47	291	1,580	90	581	2,522
85+	32	187	490	2	6	29	1	2	6	37	210	1,083	79	461	1,872
All ages ⁴	420	5,979	25,218	118	3,340	19,091	328	5,328	19,310	801	9,033	119,708	1,754	24,793	195,723

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

2 Killed or seriously injured.

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

4 Includes cases where age was not reported.

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[Notes & Definitions](#)

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Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012>

RAS30029

Reported casualties in cars¹, by severity, age, seating position, built-up and non built-up roads, Great Britain, 2012

	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	2	37	1,415	193	3,274	63,190	195	3,346	65,529
Rear seat occupant	7	103	3,156	31	396	5,623	38	507	9,000
All occupants ⁶	9	143	4,619	224	3,686	68,988	233	3,872	74,774
Non built-up roads⁵									
Front seat occupant	5	48	618	467	4,062	32,078	472	4,136	32,909
Rear seat occupant	11	122	1,484	39	367	2,443	50	494	3,982
All occupants ⁶	16	170	2,118	506	4,444	34,634	522	4,646	37,032
Motorways									
Front seat occupant	0	7	87	38	412	6,686	38	421	6,835
Rear seat occupant	2	26	319	6	60	659	8	87	998
All occupants ⁶	2	33	409	44	479	7,409	46	515	7,902
All speed limits⁷									
Front seat occupant	7	92	2,120	698	7,748	101,954	705	7,903	105,273
Rear seat occupant	20	251	4,959	76	823	8,725	96	1,088	13,980
All occupants ⁶	27	346	7,146	774	8,609	111,031	801	9,033	119,708

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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Department for Transport statistics

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RAS30030

Reported child casualties in accidents occurring between 7:30 and 8:59am or between 3:00 and 4:59pm on a school day, by road user type, severity, gender and age, Great Britain, 2012

	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	16	75	0	3	4	106	0	20	20	204
4	22	84	0	5	0	26	1	7	23	122
5	16	80	1	5	4	48	0	5	21	138
6	10	69	4	14	2	47	0	5	16	135
7	16	78	1	10	2	44	1	3	20	139
8	14	79	1	21	0	67	0	4	15	171
9	24	114	2	20	1	62	0	1	27	198
10	28	138	7	45	1	57	0	3	36	246
11	69	299	4	39	3	49	0	10	77	399
12	57	268	9	79	1	48	0	15	67	412
13	45	182	17	100	0	44	0	15	62	344
14	26	130	20	109	1	63	1	9	48	311
15	37	114	15	97	2	40	0	12	55	265
16	18	88	12	69	3	53	0	20	67	419
All boys	398	1,798	93	616	24	754	3	129	554	3,503
Girls										
3 and under ³	11	40	0	2	4	97	0	12	15	153
4	12	42	0	1	0	54	0	8	12	106
5	11	51	0	3	1	51	0	2	12	108
6	8	41	0	3	2	54	0	2	10	101
7	7	41	1	4	1	55	0	2	9	102
8	14	63	0	10	1	62	0	3	15	138
9	5	55	0	8	0	52	0	4	5	120
10	18	83	2	7	0	66	0	4	20	160
11	39	213	2	15	1	78	1	17	43	323
12	40	232	1	13	1	66	0	22	42	334
13	26	160	0	14	2	65	0	20	28	259
14	21	140	0	15	2	80	1	21	25	260
15	18	117	1	19	1	63	0	26	21	227
16	9	87	1	7	3	69	0	19	16	212
All girls	239	1,365	8	121	19	912	2	162	273	2,603
All pupils										
3 and under ³	27	115	0	5	8	203	0	32	35	357
4	34	126	0	6	0	80	1	15	35	228
5	27	131	1	8	5	99	0	7	33	246
6	18	110	4	17	4	101	0	7	26	236
7	23	119	2	14	3	99	1	5	29	241
8	28	142	1	31	1	129	0	7	30	309
9	29	169	2	28	1	114	0	5	32	318
10	46	221	9	52	1	123	0	7	56	406
11	108	512	6	54	4	127	1	27	120	722
12	97	500	10	92	2	114	0	37	109	746
13	71	342	17	114	2	109	0	35	90	603
14	47	270	20	124	3	143	2	30	73	571
15	55	231	16	116	3	103	0	38	76	492
16	27	175	13	76	6	122	0	39	83	631
All children	637	3,163	101	737	43	1,666	5	291	827	6,106

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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Department for Transport statistics

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RAS30032

Reported casualties by region, country and severity, United Kingdom, 2005-09 average, 2005 - 2012

		Number of casualties								
		2005-09 average	2005	2006	2007	2008	2009	2010	2011	2012
North East	Killed	91	108	109	88	76	73	51	58	77
	KSI ¹	1,057	1,093	1,164	1,019	990	1,020	858	854	919
	Total	9,935	10,890	10,364	9,673	9,494	9,254	8,403	8,028	7,799
North West	Killed	292	362	321	271	269	235	194	210	165
	KSI	3,513	4,063	3,740	3,391	3,324	3,045	2,867	2,922	2,764
	Total	31,807	36,426	33,986	31,478	29,461	27,686	25,006	23,485	21,807
Yorkshire and the Humber	Killed	263	302	304	281	224	205	170	173	144
	KSI	3,038	3,227	3,259	3,215	2,890	2,601	2,379	2,366	2,434
	Total	23,470	24,940	24,643	23,759	22,278	21,728	19,803	19,297	18,865
East Midlands	Killed	281	299	327	307	245	227	183	187	170
	KSI	2,512	2,737	2,561	2,550	2,327	2,384	2,076	2,167	2,076
	Total	18,926	20,807	19,588	19,006	17,854	17,376	16,615	16,222	15,461
West Midlands	Killed	259	281	304	262	225	224	156	190	176
	KSI	2,444	2,674	2,582	2,610	2,232	2,122	1,860	2,020	1,932
	Total	23,542	25,681	24,363	24,465	22,028	21,175	19,093	17,645	16,361
East of England	Killed	305	342	350	335	263	235	197	199	187
	KSI	3,125	3,583	3,327	3,178	2,805	2,731	2,546	2,412	2,460
	Total	23,794	27,138	25,025	24,207	21,848	20,750	19,539	19,424	18,784
London Killed	Killed	211	214	231	222	205	185	126	159	135
	KSI	3,630	3,657	3,947	3,785	3,531	3,229	2,889	2,810	3,022
	Total	29,280	31,905	29,831	28,434	28,205	28,023	28,937	29,291	28,822
South East	Killed	412	519	457	437	354	294	284	258	233
	KSI	4,317	4,423	4,478	4,482	4,077	4,124	3,820	4,221	3,951
	Total	35,892	38,414	37,996	36,576	33,805	32,671	30,964	31,684	30,765
South West	Killed	273	308	292	299	262	202	192	160	204
	KSI	2,323	2,488	2,493	2,490	2,193	1,950	1,960	1,945	2,072
	Total	21,246	24,283	22,781	21,866	19,184	18,117	17,009	16,705	15,919
England Killed	Killed	2,387	2,735	2,695	2,502	2,123	1,880	1,553	1,594	1,491
	KSI	25,958	27,945	27,551	26,720	24,369	23,206	21,255	21,717	21,630
	Total	217,892	240,484	228,577	219,464	204,157	196,780	185,369	181,781	174,583
Wales	Killed	155	180	163	162	143	126	89	121	93
	KSI	1,344	1,327	1,373	1,403	1,396	1,221	1,087	1,247	1,034
	Total	11,848	12,738	12,692	12,271	11,185	10,354	9,955	9,406	8,565
Scotland	Killed	274	286	314	282	272	216	208	186	170
	KSI	2,739	2,883	2,921	2,597	2,807	2,485	2,168	2,059	2,129
	Total	16,310	17,795	17,135	16,045	15,563	15,012	13,324	12,763	12,575
Great Britain	Killed	2,816	3,201	3,172	2,946	2,538	2,222	1,850	1,901	1,754
	KSI	30,041	32,155	31,845	30,720	28,572	26,912	24,510	25,023	24,793
	Total	246,050	271,017	258,404	247,780	230,905	222,146	208,648	203,950	195,723
Northern Ireland	Killed	119	135	126	113	107	115	55	59	48
	KSI	1,200	1,208	1,337	1,210	1,097	1,150	947	884	843
	Total	9,219	8,159	9,182	9,436	9,551	9,767	8,957	8,760	9,010
United Kingdom	Killed	2,935	3,336	3,298	3,059	2,645	2,337	1,905	1,960	1,802
	KSI	31,241	33,363	33,182	31,930	29,669	28,062	25,457	25,907	25,636
	Total	255,269	279,176	267,586	257,216	240,456	231,913	217,605	212,710	204,733

1 Killed or seriously injured.

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<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012>

RAS30033

Reported casualties by built-up and non built-up roads, road class, region and severity, Great Britain, 2012

		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	11	20	31	31	12	43	77
	KSI ²	7	175	422	597	195	120	315	919
	Total	110	1,837	3,512	5,349	1,696	644	2,340	7,799
North West	Killed	13	39	57	96	45	11	56	165
	KSI	136	871	1,208	2,079	381	168	549	2,764
	Total	1,541	7,477	9,622	17,099	2,152	1,015	3,167	21,807
Yorkshire and the Humber	Killed	8	32	30	62	49	25	74	144
	KSI	49	661	1,003	1,664	416	305	721	2,434
	Total	866	6,044	8,328	14,372	2,188	1,439	3,627	18,865
East Midlands	Killed	2	16	34	50	82	36	118	170
	KSI	42	418	683	1,101	581	352	933	2,076
	Total	512	3,761	5,902	9,663	3,382	1,904	5,286	15,461
West Midlands	Killed	12	40	48	88	50	26	76	176
	KSI	73	467	887	1,354	297	208	505	1,932
	Total	943	4,619	7,214	11,833	2,139	1,446	3,585	16,361
East of England	Killed	7	19	40	59	76	45	121	187
	KSI	84	429	913	1,342	587	447	1,034	2,460
	Total	962	3,844	7,459	11,303	3,911	2,608	6,519	18,784
London	Killed	3	81	44	125	7	0	7	135
	KSI	15	1,910	1,045	2,955	52	0	52	3,022
	Total	309	17,862	9,865	27,727	773	13	786	28,822
South East	Killed	21	40	53	93	81	38	119	233
	KSI	204	951	1,550	2,501	748	498	1,246	3,951
	Total	2,668	8,211	11,415	19,626	5,413	3,058	8,471	30,765
South West	Killed	9	25	51	76	87	32	119	204
	KSI	59	395	811	1,206	502	305	807	2,072
	Total	488	3,856	6,364	10,220	3,245	1,966	5,211	15,919
England	Killed	78	303	377	680	508	225	733	1,491
	KSI	669	6,277	8,522	14,799	3,759	2,403	6,162	21,630
	Total	8,399	57,511	69,681	127,192	24,899	14,093	38,992	174,583
Wales	Killed	5	16	17	33	46	9	55	93
	KSI	23	173	313	486	382	143	525	1,034
	Total	204	1,997	3,255	5,252	2,127	982	3,109	8,565
Scotland	Killed	5	20	44	64	74	27	101	170
	KSI	50	383	719	1,102	678	299	977	2,129
	Total	560	2,605	4,850	7,455	3,143	1,417	4,560	12,575
Great Britain	Killed	88	339	438	777	628	261	889	1,754
	KSI	742	6,833	9,554	16,387	4,819	2,845	7,664	24,793
	Total	9,163	62,113	77,786	139,899	30,169	16,492	46,661	195,723

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, 2012

Road user type	Number of casualties				
	England	Wales	Scotland	Northern Ireland	United Kingdom
Pedestrians					
Killed	351	15	54	9	429
Serious	4,915	188	456	182	5,741
Slight	16,996	804	1,439	613	19,852
All severities	22,262	1,007	1,949	804	26,022
Pedal cyclists					
Killed	105	4	9	2	120
Serious	2,975	80	167	55	3,277
Slight	14,639	390	722	222	15,973
All severities	17,719	474	898	279	19,370
Horse riders					
Killed	4	0	0	0	4
Serious	22	0	0	1	23
Slight	83	6	6	3	98
All severities	109	6	6	4	125
Motorcycle users					
Killed	281	26	21	4	332
Serious	4,471	187	342	99	5,099
Slight	13,067	414	501	200	14,182
All severities	17,819	627	864	303	19,613
Car users					
Killed	686	43	72	29	830
Serious	6,915	451	866	423	8,655
Slight	98,310	5,492	6,873	6,621	117,296
All severities	105,911	5,986	7,811	7,073	126,781
Others¹					
Killed	64	5	14	4	87
Serious	841	35	128	35	1,039
Slight	9,858	425	905	508	11,696
All severities	10,763	465	1,047	547	12,822
All road users					
Killed	1,491	93	170	48	1,802
Serious	20,139	941	1,959	795	23,834
Slight	152,953	7,531	10,446	8,167	179,097
All severities	174,583	8,565	12,575	9,010	204,733

¹ Includes cases where road user type was not reported.

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RAS30035

Deaths by age and gender, from all causes, all accidental deaths and all road deaths, Great Britain, 2011

	Number/percentage													All ages ²
	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+	
Male														
Deaths from all causes	2,281	179	177	635	2,464	4,235	9,667	18,710	17,721	22,327	29,568	37,283	115,326	260,573
All accidental deaths	47	26	24	211	702	922	1,038	693	336	332	342	486	2,095	7,254
Road deaths (registered)	10	12	12	148	302	228	241	191	87	57	52	60	102	1,514
% of accidental deaths	21	46	50	70	43	25	23	28	26	17	15	12	5	21
% of all deaths	0.4	6.7	6.8	23.3	12.3	5.4	2.5	1.0	0.5	0.3	0.2	0.2	0.1	0.6
Stats 19 fatalities	8	8	17	128	312	223	249	164	65	45	58	54	92	1,423
Female														
Deaths from all causes	1,660	107	137	305	1,133	2,335	6,309	12,767	12,095	15,487	21,228	31,392	172,500	277,455
All accidental deaths	28	9	19	65	160	248	349	339	161	178	234	405	3,367	5,562
Road deaths (registered)	3	4	9	50	63	45	49	48	31	29	29	38	78	483
% of accidental deaths	11	44	47	77	39	18	14	14	19	16	12	9	2	9
% of all deaths	0.2	3.7	6.6	16.4	5.6	1.9	0.8	0.4	0.3	0.2	0.1	0.1	0.0	0.2
Stats 19 fatalities	3	3	11	37	83	48	51	43	21	25	24	38	91	478
All persons³														
Deaths from all causes	3,941	286	314	940	3,597	6,570	15,976	31,477	29,816	37,814	50,796	68,675	287,826	538,028
All accidental deaths	75	35	43	276	862	1,170	1,387	1,032	497	510	576	891	5,462	12,816
Road deaths (registered)	13	16	21	198	365	273	290	239	118	86	81	98	180	1,978
% of accidental deaths	17	46	49	72	42	23	21	23	24	17	14	11	3	15
% of all deaths	0.3	5.6	6.7	21.1	10.1	4.2	1.8	0.8	0.4	0.2	0.2	0.1	0.1	0.4
Stats 19 fatalities	11	11	28	165	395	271	300	207	86	70	82	92	183	1,901

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

2 Includes cases where age was not reported.

3 Includes cases where gender was not reported.

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

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012>

RAS30036

Casualties resulting from reported personal injury road accidents, by age and severity, Great Britain, 1979-2012

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

1 Includes cases where age of the casualty was not reported

2 KSI = Killed or seriously injured.

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RAS30036

Casualties resulting from reported personal injury road accidents, by age and severity, Great Britain, 1979-2012

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

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, 1979-2012

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

1 KSI = Killed or seriously injured

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RAS30037

Reported casualties in accidents, by journey purpose and casualty type, Great Britain, 2007 - 2012

	Number of casualties					
	2007	2008	2009	2010	2011	2012
Driving as part of work						
Driver/rider driving as part of work						
Killed	158	132	95	96	93	87
Seriously injured	1,858	1,646	1,433	1,382	1,384	1,301
Slightly injured	20,249	18,323	16,864	16,305	15,465	14,882
All casualties	22,265	20,101	18,392	17,783	16,942	16,270
Passenger of driver/rider driving for work						
Killed	47	34	32	20	24	30
Seriously injured	706	642	602	541	525	538
Slightly injured	10,536	10,076	9,419	9,079	9,068	8,267
All casualties	11,289	10,752	10,053	9,640	9,617	8,835
Other casualty in accident involving a driver/rider driving for work						
Killed	685	582	465	424	442	422
Seriously injured	4,109	3,862	3,421	3,358	3,288	3,392
Slightly injured	27,380	25,126	23,797	23,484	22,519	21,670
All casualties	32,174	29,570	27,683	27,266	26,249	25,484
All casualties in accidents involving a driver/rider driving for work						
Killed	890	748	592	540	559	539
Seriously injured	6,673	6,150	5,456	5,281	5,197	5,231
Slightly injured	58,165	53,525	50,080	48,868	47,052	44,819
All casualties	65,728	60,423	56,128	54,689	52,808	50,589
Commuting to/from work						
Driver/rider commuting to/from work						
Killed	182	133	143	106	127	85
Seriously injured	1,882	1,834	1,738	1,629	1,718	1,720
Slightly injured	16,897	15,759	14,438	14,441	13,950	14,114
All casualties	18,961	17,726	16,319	16,176	15,795	15,919
Passenger of driver/rider commuting to/from work						
Killed	14	12	6	9	7	6
Seriously injured	142	127	128	108	94	105
Slightly injured	1,977	1,779	1,651	1,686	1,451	1,503
All casualties	2,133	1,918	1,785	1,803	1,552	1,614
Other casualty in accident involving a driver/rider commuting to/from work						
Killed	156	130	92	89	91	78
Seriously injured	1,330	1,217	1,092	1,081	1,043	1,111
Slightly injured	9,077	8,345	8,026	7,795	7,436	7,481
All casualties	10,563	9,692	9,210	8,965	8,570	8,670
All casualties in accidents involving a driver/rider commuting to/from work						
Killed	352	275	241	204	225	169
Seriously injured	3,354	3,178	2,958	2,818	2,855	2,936
Slightly injured	27,951	25,883	24,115	23,922	22,837	23,098
All casualties	31,657	29,336	27,314	26,944	25,917	26,203
Travelling to/from school¹						
Driver/rider travelling to/from school						
Killed	7	9	6	1	3	3
Seriously injured	140	140	143	146	118	130
Slightly injured	1,869	2,029	1,872	1,745	1,793	1,680
All casualties	2,016	2,178	2,021	1,892	1,914	1,813
Passenger of driver/rider travelling to/from school						
Killed	8	2	0	6	1	0
Seriously injured	44	49	47	60	41	27
Slightly injured	1,256	1,273	1,218	1,168	1,128	1,126
All casualties	1,308	1,324	1,265	1,234	1,170	1,153
Other casualty in accident involving a driver/rider travelling to/from school						
Killed	6	15	6	8	12	8
Seriously injured	224	204	197	212	203	217
Slightly injured	1,759	1,732	1,733	1,690	1,700	1,682
All casualties	1,989	1,951	1,936	1,910	1,915	1,907
All casualties in accidents involving a driver/rider travelling to/from school						
Killed	21	26	12	15	16	11
Seriously injured	408	393	387	418	362	374
Slightly injured	4,884	5,034	4,823	4,603	4,621	4,488
All casualties	5,313	5,453	5,222	5,036	4,999	4,873

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

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RAS30059

Reported road accident casualties by severity, Great Britain 1979 - 2012

Year	Killed			KSI ¹				Traffic ^c	Casualty rate ²		
	All	of which children injured	Seriously injured	All	of which children injured	Slightly injured	All severities		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

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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RAS30060

Reported fatalities by road user type, Great Britain 1979 - 2012

	Pedestrians	Pedal cyclists	Motorcycle rider/passenger	Car occupant	Bus or coach occupant	Van/Light goods veh occupant	HGV Occupant	Other vehicle occupant	All road users	
									All	of which children
2005-09 average	613	130	544	1,407	12	49	37	25	2,816	127
1979	2,118	320	1,160	2,429	34	158	108	25	6,352	636
1980	1,941	302	1,163	2,278	29	140	70	30	5,953	533
1981	1,874	310	1,131	2,287	20	141	62	21	5,846	571
1982	1,869	294	1,091	2,443	33	117	67	23	5,937	536
1983	1,914	323	963	2,019	38	102	59	27	5,445	605
1984	1,868	345	967	2,179	37	111	75	17	5,599	588
1985	1,789	286	796	2,061	32	113	74	14	5,165	515
1986	1,841	271	762	2,233	24	157	83	14	5,385	450
1987	1,703	280	723	2,206	15	111	75	12	5,125	466
1988	1,753	227	670	2,142	17	146	73	24	5,052	462
1989	1,706	294	683	2,426	20	144	82	18	5,373	440
1990	1,694	256	659	2,371	19	129	67	22	5,217	417
1991	1,496	242	548	2,053	25	119	65	20	4,568	377
1992	1,347	204	469	1,978	19	117	70	25	4,229	310
1993	1,241	186	427	1,760	35	91	59	15	3,814	306
1994	1,124	172	444	1,764	21	64	41	20	3,650	299
1995	1,038	213	445	1,749	35	69	57	15	3,621	270
1996	997	203	440	1,806	11	61	63	17	3,598	270
1997	973	183	509	1,795	14	64	45	16	3,599	255
1998	906	158	498	1,696	18	67	60	18	3,421	206
1999	870	172	547	1,687	11	65	52	19	3,423	221
2000	857	127	605	1,665	15	66	55	19	3,409	191
2001	826	138	583	1,749	14	64	54	22	3,450	219
2002	775	130	609	1,747	19	70	63	18	3,431	179
2003	774	114	693	1,769	11	72	44	31	3,508	171
2004	671	134	585	1,671	20	62	47	31	3,221	166
2005	671	148	569	1,675	9	54	55	20	3,201	141
2006	675	146	599	1,612	19	52	39	30	3,172	169
2007	646	136	588	1,432	12	58	52	22	2,946	121
2008	572	115	493	1,257	6	43	23	29	2,538	124
2009	500	104	472	1,059	14	36	14	23	2,222	81
2010	405	111	403	835	9	34	28	25	1,850	55
2011	453	107	362	883	7	34	28	27	1,901	60
2012	420	118	328	801	11	33	29	14	1,754	61

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RAS30061

Reported killed or seriously injured casualties by road user type, Great Britain 1979 - 2012

	Pedestrians	Pedal cyclists	Motorcycle rider/ passenger	Car occupant	Bus or coach occupant	Van/Light goods veh occupant	HGV Occupant	Other vehicle occupant	All road users	
									All	of which children
2005-09 average	6,758	2,528	6,320	12,984	409	501	314	226	30,041	3,067
1979	20,447	5,240	21,277	34,963	1,071	2,517	1,013	368	86,896	12,458
1980	19,035	5,536	22,697	33,241	952	2,243	850	305	84,859	12,087
1981	18,487	5,504	22,329	33,625	961	2,146	745	308	84,105	11,674
1982	18,964	5,968	22,689	33,987	962	2,054	746	312	85,682	11,819
1983	18,779	6,396	20,317	27,046	969	1,549	734	278	76,068	11,743
1984	19,461	6,595	20,009	28,997	929	1,560	794	313	78,658	12,041
1985	19,470	5,652	18,173	29,107	1,036	1,684	770	253	76,145	11,129
1986	19,058	5,252	16,467	29,690	859	1,783	770	263	74,142	10,071
1987	17,660	5,131	13,896	29,086	826	1,810	780	229	69,418	9,553
1988	17,880	4,879	12,654	29,346	892	1,845	792	255	68,543	9,371
1989	17,474	5,130	12,488	29,684	835	1,827	846	247	68,531	9,405
1990	17,360	4,600	11,121	29,120	807	1,627	772	251	65,658	9,287
1991	15,024	4,189	8,502	25,395	725	1,427	695	229	56,186	8,061
1992	14,195	3,992	7,338	25,124	655	1,308	659	214	53,485	7,744
1993	12,663	3,797	6,882	22,833	725	1,082	635	217	48,834	6,976
1994	12,930	4,001	6,666	23,892	815	1,101	571	214	50,190	7,525
1995	12,297	3,967	6,615	23,461	836	1,106	635	237	49,154	7,253
1996	11,612	3,789	6,208	24,048	695	989	555	201	48,097	6,989
1997	11,026	3,592	6,446	23,191	601	928	573	226	46,583	6,452
1998	10,481	3,312	6,442	21,676	631	949	560	204	44,255	6,079
1999	9,825	3,176	6,908	20,368	611	867	540	250	42,545	5,699
2000	9,498	2,770	7,374	19,719	578	813	571	241	41,564	5,202
2001	9,064	2,678	7,305	19,424	562	811	500	216	40,560	4,988
2002	8,631	2,450	7,500	18,728	551	780	524	243	39,407	4,596
2003	7,933	2,411	7,652	17,291	500	765	429	234	37,215	4,100
2004	7,478	2,308	6,648	16,144	488	631	406	248	34,351	3,905
2005	7,129	2,360	6,508	14,617	363	587	395	196	32,155	3,472
2006	7,051	2,442	6,484	14,254	426	564	383	241	31,845	3,294
2007	6,924	2,564	6,737	12,967	455	494	363	216	30,720	3,090
2008	6,642	2,565	6,049	11,968	432	445	240	231	28,572	2,807
2009	6,045	2,710	5,822	11,112	370	417	189	247	26,912	2,671
2010	5,605	2,771	5,183	9,749	401	359	212	230	24,510	2,502
2011	5,907	3,192	5,609	9,225	332	340	195	223	25,023	2,412
2012	5,979	3,340	5,328	9,033	323	363	198	229	24,793	2,272

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RAS30062

Reported children (aged 0-15) killed or seriously injured by road user type, Great Britain 1979 - 2012

	Pedestrians	Pedal cyclists	Car users	Other road users	Males	Females	Age 0-4	Age 5-8	Age 9-11	Age 12-15	All
2005-09 average	1,900	485	534	147	1,984	1,082	359	576	664	1,469	3,067
1979	7,794	2,445	1,621	598	8,136	4,317	1,464	3,610	2,827	4,557	12,458
1980	7,318	2,525	1,670	574	7,986	4,098	1,351	3,245	2,825	4,666	12,087
1981	6,982	2,457	1,649	586	7,600	4,072	1,286	3,038	2,729	4,621	11,674
1982	7,140	2,417	1,681	581	7,699	4,120	1,345	2,774	2,887	4,813	11,819
1983	7,167	2,683	1,431	462	7,841	3,902	1,403	2,725	2,741	4,874	11,743
1984	7,319	2,667	1,543	512	7,954	4,087	1,435	2,856	2,722	5,028	12,041
1985	7,131	2,025	1,533	440	7,306	3,822	1,429	2,766	2,404	4,530	11,129
1986	6,459	1,643	1,592	377	6,640	3,429	1,290	2,579	2,163	4,039	10,071
1987	5,887	1,757	1,570	339	6,311	3,242	1,277	2,553	1,988	3,735	9,553
1988	5,897	1,576	1,596	302	6,113	3,257	1,339	2,459	2,004	3,569	9,371
1989	5,836	1,623	1,598	348	6,147	3,257	1,342	2,450	2,015	3,598	9,405
1990	5,914	1,490	1,600	283	5,962	3,325	1,363	2,502	2,136	3,286	9,287
1991	5,097	1,345	1,371	248	5,191	2,870	1,211	2,150	1,815	2,885	8,061
1992	4,901	1,195	1,404	244	4,926	2,817	1,141	2,042	1,773	2,788	7,744
1993	4,231	1,146	1,301	298	4,433	2,543	1,010	1,694	1,516	2,756	6,976
1994	4,610	1,234	1,378	303	4,784	2,741	993	1,901	1,684	2,947	7,525
1995	4,400	1,249	1,324	280	4,665	2,588	968	1,727	1,648	2,910	7,253
1996	4,132	1,231	1,329	297	4,493	2,496	831	1,703	1,606	2,849	6,989
1997	3,954	1,016	1,271	211	4,221	2,231	826	1,510	1,578	2,538	6,452
1998	3,737	915	1,215	212	3,849	2,230	823	1,446	1,446	2,364	6,079
1999	3,457	950	1,056	236	3,621	2,078	718	1,384	1,350	2,247	5,699
2000	3,226	758	1,003	215	3,338	1,864	600	1,148	1,272	2,182	5,202
2001	3,144	674	938	232	3,268	1,718	531	1,060	1,216	2,181	4,988
2002	2,828	594	939	235	3,009	1,584	502	979	1,043	2,072	4,596
2003	2,381	595	885	239	2,699	1,400	489	853	908	1,850	4,100
2004	2,339	577	759	230	2,562	1,343	408	749	785	1,963	3,905
2005	2,134	527	595	216	2,233	1,238	382	656	774	1,660	3,472
2006	2,025	503	596	170	2,107	1,187	378	627	653	1,636	3,294
2007	1,899	522	526	143	2,007	1,083	372	540	689	1,489	3,090
2008	1,784	417	490	116	1,818	986	347	543	619	1,298	2,807
2009	1,660	458	463	90	1,757	914	314	512	584	1,261	2,671
2010	1,646	398	360	98	1,628	874	324	504	595	1,079	2,502
2011	1,602	398	336	76	1,519	893	328	514	561	1,009	2,412
2012	1,545	324	346	57	1,483	789	308	460	515	989	2,272

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RAS30063

Reported slightly injured casualties by road user type, Great Britain 1979 - 2012

	Pedestrians	Rate ¹	Pedal cyclists	Rate ²	Motorcycle users	Rate ²	Car users	Rate ²	All road users ³	Rate ⁴
2005-09 average	23,206	2,005	13,934	5,036	16,452	5,079	147,683	601	216,010	690
1979	46,267	..	18,405	6,467	45,878	11,555	114,548	915	247,617	1,530
1980	44,264	..	19,252	6,087	48,141	10,101	110,276	825	241,873	1,405
1981	42,263	..	19,802	5,848	46,800	8,491	112,692	826	240,735	1,372
1982	42,458	..	22,170	5,584	49,242	8,595	115,917	821	248,649	1,376
1983	42,895	..	24,180	6,099	44,177	8,597	103,379	720	232,516	1,271
1984	44,013	..	24,344	6,141	43,812	8,694	114,627	756	245,656	1,278
1985	41,920	..	21,346	5,669	38,419	8,389	120,345	773	241,379	1,230
1986	41,819	..	20,878	6,154	35,818	8,153	129,516	788	247,347	1,204
1987	39,793	..	21,063	5,906	31,905	7,652	130,382	737	242,055	1,094
1988	40,963	..	20,970	6,453	30,182	8,055	141,359	745	253,762	1,072
1989	42,606	..	23,383	7,223	30,142	8,161	155,004	753	273,061	1,066
1990	42,870	..	21,822	6,689	27,927	8,070	161,438	774	275,483	1,066
1991	39,006	..	20,628	6,424	22,249	6,637	153,988	739	255,182	985
1992	37,417	..	20,777	7,065	19,553	6,951	160,538	764	257,268	993
1993	35,465	..	20,290	8,149	18,212	7,782	164,646	784	257,301	995
1994	35,765	3,172	20,838	8,350	17,688	7,540	171,262	799	265,169	1,003
1995	34,786	3,058	20,978	8,151	16,909	7,257	170,566	782	261,533	970
1996	34,838	3,145	20,795	8,214	16,925	7,245	181,288	811	272,481	985
1997	34,575	3,286	21,044	8,298	18,046	7,331	188,257	828	281,220	996
1998	34,405	3,064	19,611	7,982	18,168	7,116	188,798	820	280,957	978
1999	33,063	3,057	19,664	7,758	19,284	6,904	185,367	790	277,765	949
2000	32,535	2,995	17,842	6,930	20,838	7,350	187,080	801	278,719	954
2001	31,513	2,914	16,436	6,300	21,505	7,220	183,378	774	272,749	921
2002	30,153	2,649	14,657	5,414	20,853	6,655	178,697	736	263,198	868
2003	28,472	2,447	14,622	5,307	20,759	6,018	171,051	706	253,392	830
2004	27,403	2,321	14,340	5,605	18,993	6,003	167,714	685	246,489	796
2005	26,152	2,268	14,201	5,298	18,316	5,513	163,685	671	238,862	772
2006	23,931	2,027	13,754	4,917	16,842	5,305	156,746	635	226,559	721
2007	23,267	2,066	13,631	5,343	16,722	4,921	148,466	600	217,060	686
2008	21,840	1,896	13,732	4,835	15,501	4,959	137,220	559	202,333	645
2009	20,842	1,771	14,354	4,839	14,881	4,684	132,300	540	195,234	628
2010	20,240	1,829	14,414	4,799	13,503	4,727	123,456	515	184,138	601
2011	20,291	1,779	16,023	5,219	14,541	5,041	115,699	481	178,927	583
2012	19,239	1,722	15,751	5,067	13,982	4,944	110,675	461	170,930	559

1 Rate per billion miles walked.

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

2 Rate per billion vehicle miles.

3 Includes other vehicles.

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

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RAS30064

Reported pedestrian casualties by age, Great Britain 1979 - 2012

Number/rate per million population

	Children (0-15)				Adults (16-59)				Adults (60+)				All ¹				Rate		
	Killed	Serious	Slight	All	Killed	Serious	Slight	All	Killed	Serious	Slight	All	Killed	Serious	Slight	All	KSI	Slight	All
2005-09 average	57	1,843	7,607	9,508	301	2,995	11,955	15,251	253	1,183	2,800	4,236	613	6,145	23,206	29,965	114	392	506
1979	396	7,398	20,167	27,961	706	6,646	17,825	25,177	1,015	4,167	6,593	11,775	2,118	18,329	46,267	66,714	374	846	1219
1980	329	6,989	19,209	26,527	604	5,971	16,707	23,282	1,005	3,999	6,753	11,757	1,941	17,094	44,264	63,299	347	808	1155
1981	341	6,641	18,375	25,357	582	5,941	15,948	22,471	947	3,912	6,334	11,193	1,874	16,613	42,263	60,750	337	771	1108
1982	329	6,811	18,311	25,451	641	6,222	16,721	23,584	887	3,975	6,412	11,274	1,869	17,095	42,458	61,422	346	776	1122
1983	396	6,771	18,507	25,674	614	6,155	17,079	23,848	896	3,836	6,436	11,168	1,914	16,865	42,895	61,674	343	783	1126
1984	357	6,962	19,141	26,460	610	6,534	17,494	24,638	879	3,955	6,458	11,292	1,868	17,593	44,013	63,474	355	802	1157
1985	323	6,808	17,889	25,020	595	6,778	17,099	24,472	869	3,866	6,060	10,795	1,789	17,681	41,920	61,390	354	762	1116
1986	279	6,180	16,937	23,396	659	6,904	17,741	25,304	902	3,949	6,212	11,063	1,841	17,217	41,819	60,877	346	759	1105
1987	264	5,623	15,620	21,507	582	6,626	17,526	24,734	853	3,502	5,925	10,280	1,703	15,957	39,793	57,453	320	721	1040
1988	282	5,615	15,942	21,839	589	6,690	17,951	25,230	865	3,637	6,276	10,778	1,753	16,127	40,963	58,843	323	740	1063
1989	254	5,582	16,318	22,154	597	6,422	18,884	25,903	842	3,599	6,476	10,917	1,706	15,768	42,606	60,080	315	768	1083
1990	242	5,672	16,946	22,860	595	6,377	18,649	25,621	839	3,417	6,441	10,697	1,694	15,666	42,870	60,230	312	770	1082
1991	225	4,872	15,611	20,708	509	5,387	16,633	22,529	754	3,083	5,863	9,700	1,496	13,528	39,006	54,030	269	699	968
1992	180	4,721	15,223	20,124	485	5,166	15,880	21,531	678	2,796	5,349	8,823	1,347	12,848	37,417	51,612	254	669	922
1993	165	4,066	14,019	18,250	440	4,597	15,295	20,332	632	2,591	5,195	8,418	1,241	11,422	35,465	48,128	226	632	858
1994	160	4,450	14,653	19,263	427	4,666	15,106	20,199	526	2,495	4,909	7,930	1,124	11,806	35,765	48,695	230	636	866
1995	132	4,268	14,190	18,590	386	4,516	14,931	19,833	511	2,303	4,531	7,345	1,038	11,259	34,786	47,083	218	617	835
1996	131	4,001	14,378	18,510	400	4,338	15,170	19,908	458	2,104	4,357	6,919	997	10,615	34,838	46,450	206	617	822
1997	138	3,816	14,453	18,407	398	4,140	14,911	19,449	437	1,950	4,387	6,774	973	10,053	34,575	45,601	195	610	805
1998	103	3,634	14,234	17,971	381	3,930	14,962	19,273	422	1,859	4,273	6,554	906	9,575	34,405	44,886	185	606	790
1999	107	3,350	13,419	16,876	382	3,760	14,598	18,740	378	1,701	3,987	6,066	870	8,955	33,063	42,888	172	580	752
2000	107	3,119	12,958	16,184	384	3,700	14,565	18,649	366	1,662	3,804	5,832	857	8,641	32,535	42,033	166	569	735
2001	107	3,037	12,675	15,819	382	3,504	14,104	17,990	330	1,529	3,614	5,473	826	8,238	31,513	40,577	158	549	707
2002	79	2,749	11,403	14,231	381	3,562	14,094	18,037	307	1,394	3,520	5,221	775	7,856	30,153	38,784	150	523	673
2003	74	2,307	10,163	12,544	388	3,425	13,672	17,485	307	1,302	3,437	5,046	774	7,159	28,472	36,405	137	492	629
2004	77	2,262	9,895	12,234	323	3,203	13,256	16,782	266	1,213	3,143	4,622	671	6,807	27,403	34,881	129	471	600
2005	63	2,071	9,116	11,250	337	3,082	12,877	16,296	267	1,161	3,001	4,429	671	6,458	26,152	33,281	122	447	569
2006	71	1,954	8,106	10,131	334	3,121	12,060	15,515	268	1,171	2,820	4,259	675	6,376	23,931	30,982	120	407	526
2007	57	1,842	7,628	9,527	304	3,093	11,965	15,362	281	1,222	2,811	4,314	646	6,278	23,267	30,191	117	393	510
2008	57	1,727	6,864	8,648	272	3,003	11,557	14,832	243	1,206	2,732	4,181	572	6,070	21,840	28,482	111	366	478
2009	37	1,623	6,323	7,983	256	2,678	11,317	14,251	207	1,154	2,636	3,997	500	5,545	20,842	26,887	101	347	448
2010	26	1,620	6,283	7,929	224	2,475	11,019	13,718	155	1,020	2,427	3,602	405	5,200	20,240	25,845	93	335	427
2011	33	1,569	6,205	7,807	236	2,661	10,992	13,889	184	1,146	2,583	3,913	453	5,454	20,291	26,198	97	333	430
2012	20	1,525	5,454	6,999	217	2,790	10,730	13,737	183	1,184	2,585	3,952	420	5,559	19,239	25,218	97	311	408

¹ Includes cases where age not reported.

Source: DfT STATS19, ONS

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RAS30065

Reported pedal cycle casualties by age, Great Britain, 1979 - 2012

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	
2005-09 average	18	467	3,153	3,639	85	1,685	9,586	11,356	26	205	726	957	130	2,398	13,934	16,463	914	5036	5950	2.77
1979	116	2,329	8,765	11,210	118	2,112	8,276	10,506	86	459	1,005	1,550	320	4,920	18,405	23,645	1841	6467	8309	2.85
1980	100	2,425	8,740	11,265	131	2,330	9,120	11,581	71	464	1,032	1,567	302	5,234	19,252	24,788	1750	6087	7837	3.16
1981	104	2,353	8,676	11,133	130	2,424	9,733	12,287	76	402	1,030	1,508	310	5,194	19,802	25,306	1626	5848	7474	3.39
1982	93	2,324	8,967	11,384	154	2,847	11,792	14,793	47	487	1,086	1,620	294	5,674	22,170	28,138	1503	5584	7087	3.97
1983	102	2,581	9,944	12,627	166	3,041	12,733	15,940	55	430	1,155	1,640	323	6,073	24,180	30,576	1613	6099	7713	3.96
1984	110	2,557	9,782	12,449	162	3,204	13,086	16,452	72	465	1,137	1,674	345	6,250	24,344	30,939	1664	6141	7804	3.96
1985	79	1,946	7,641	9,666	148	2,968	12,324	15,440	59	414	1,051	1,524	286	5,366	21,346	26,998	1501	5669	7170	3.77
1986	58	1,585	6,986	8,629	150	2,933	12,547	15,630	62	423	1,033	1,518	271	4,981	20,878	26,130	1548	6154	7702	3.39
1987	79	1,678	7,253	9,010	138	2,772	12,499	15,409	63	366	1,025	1,454	280	4,851	21,063	26,194	1439	5906	7344	3.57
1988	62	1,514	7,040	8,616	122	2,703	12,578	15,403	43	404	1,072	1,519	227	4,652	20,970	25,849	1501	6453	7954	3.25
1989	73	1,550	7,704	9,327	140	2,853	14,059	17,052	80	404	1,213	1,697	294	4,836	23,383	28,513	1585	7223	8808	3.24
1990	59	1,431	7,230	8,720	139	2,530	13,036	15,705	58	348	1,200	1,606	256	4,344	21,822	26,422	1410	6689	8099	3.26
1991	50	1,295	6,837	8,182	141	2,260	12,347	14,748	51	348	1,054	1,453	242	3,947	20,628	24,817	1304	6424	7728	3.21
1992	48	1,147	6,530	7,725	112	2,277	12,728	15,117	44	319	1,008	1,371	204	3,788	20,777	24,769	1357	7065	8422	2.94
1993	37	1,109	6,240	7,386	102	2,163	12,610	14,875	46	287	907	1,240	186	3,611	20,290	24,087	1525	8149	9674	2.49
1994	42	1,192	6,841	8,075	89	2,284	12,523	14,896	40	297	864	1,201	172	3,829	20,838	24,839	1603	8350	9953	2.50
1995	48	1,201	6,884	8,133	115	2,237	12,635	14,987	49	272	832	1,153	213	3,754	20,978	24,945	1541	8151	9693	2.57
1996	54	1,177	6,986	8,217	113	2,097	12,387	14,597	35	272	874	1,181	203	3,586	20,795	24,584	1496	8209	9705	2.53
1997	33	983	6,883	7,899	107	2,095	12,730	14,932	43	297	909	1,249	183	3,409	21,044	24,636	1416	8298	9714	2.54
1998	32	883	6,015	6,930	95	1,992	12,098	14,185	31	227	883	1,141	158	3,154	19,611	22,923	1348	7982	9330	2.46
1999	36	914	6,340	7,290	100	1,814	11,807	13,721	35	223	855	1,113	172	3,004	19,664	22,840	1253	7758	9011	2.53
2000	27	731	5,502	6,260	76	1,668	10,869	12,613	22	188	807	1,017	127	2,643	17,842	20,612	1076	6930	8006	2.57
2001	25	649	4,777	5,451	74	1,632	10,209	11,915	37	208	814	1,059	138	2,540	16,436	19,114	1027	6300	7327	2.61
2002	22	572	4,215	4,809	78	1,503	9,182	10,763	29	191	729	949	130	2,320	14,657	17,107	905	5414	6320	2.71
2003	18	577	4,174	4,769	68	1,473	9,169	10,710	27	208	698	933	114	2,297	14,622	17,033	875	5307	6182	2.76
2004	25	552	4,105	4,682	77	1,399	8,969	10,445	32	189	700	921	134	2,174	14,340	16,648	902	5605	6507	2.56
2005	20	507	3,759	4,286	98	1,465	9,137	10,700	29	195	713	937	148	2,212	14,201	16,561	880	5298	6178	2.68
2006	31	472	3,262	3,765	83	1,576	9,296	10,955	32	207	717	956	146	2,296	13,754	16,196	873	4917	5790	2.80
2007	13	509	3,111	3,633	98	1,683	9,330	11,111	24	189	726	939	136	2,428	13,631	16,195	1,005	5,343	6,349	2.55
2008	12	405	2,889	3,306	81	1,802	9,726	11,609	22	196	719	937	115	2,450	13,732	16,297	903	4,835	5,739	2.84
2009	14	444	2,746	3,204	67	1,898	10,441	12,406	23	237	754	1,014	104	2,606	14,354	17,064	914	4,839	5,753	2.97
2010	7	391	2,430	2,828	75	1,986	10,944	13,005	29	243	693	965	111	2,660	14,414	17,185	923	4,799	5,721	3.00
2011	6	392	2,483	2,881	73	2,383	12,396	14,852	28	266	762	1,056	107	3,085	16,023	19,215	1,040	5,219	6,258	3.07
2012	13	311	1,874	2,198	78	2,580	12,634	15,292	27	291	836	1,154	118	3,222	15,751	19,091	1,074	5,067	6,142	3.11

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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Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012>

RAS30066

Reported motorcycle user casualties, Great Britain, 1979 - 2012

	Killed	Serious	Slight	Total	Casualty rate ¹			Motorcycle traffic ²
					KSI	Slight	All severities	
2005-09 average	544	5,776	16,452	22,772	1,951	5,079	7,029	3.30
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	2.99
2002	609	6,891	20,853	28,353	2,393	6,655	9,048	3.16
2003	693	6,959	20,759	28,411	2,218	6,018	8,237	3.48
2004	585	6,063	18,993	25,641	2,101	6,003	8,105	3.20
2005	569	5,939	18,316	24,824	1,959	5,513	7,472	3.38
2006	599	5,885	16,842	23,326	2,042	5,305	7,347	3.23
2007	588	6,149	16,722	23,459	1,983	4,921	6,904	3.47
2008	493	5,556	15,501	21,550	1,935	4,959	6,894	3.19
2009	472	5,350	14,881	20,703	1,833	4,684	6,516	3.25
2010	403	4,780	13,503	18,686	1,814	4,727	6,541	2.92
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

1 Rate per billion vehicle miles.

Source: DfT STATS19, DfT National Road Traffic Survey

2 Billion vehicle miles.

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Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012>

RAS30067

Reported car user casualties, Great Britain, 1979 - 2012

	Drivers				Passengers				All				Casualty rate ²			Car traffic ¹
	Killed	Serious	Slight	Total	Killed	Serious	Slight	Total	Killed	Serious	Slight	Total	KSI	Slight	All	
2005-09 average	936	7,588	99,662	108,186	471	3,989	48,021	52,481	1,407	11,577	147,683	160,667	53	601	654	246
1979	1,479	18,491	62,666	82,636	950	14,043	51,882	66,875	2,429	32,534	114,548	149,511	279	915	1194	125
1980	1,339	17,593	60,861	79,793	939	13,370	49,415	63,724	2,278	30,963	110,276	143,517	249	825	1074	134
1981	1,346	17,803	61,930	81,079	941	13,535	50,762	65,238	2,287	31,338	112,692	146,317	247	826	1073	136
1982	1,472	17,990	64,811	84,273	971	13,554	51,106	65,631	2,443	31,544	115,917	149,904	241	821	1061	141
1983	1,198	14,274	57,667	73,139	821	10,753	45,712	57,286	2,019	25,027	103,379	130,425	188	720	908	144
1984	1,237	15,293	64,400	80,930	942	11,525	50,227	62,694	2,179	26,818	114,627	143,624	191	756	947	152
1985	1,253	15,469	67,480	84,202	808	11,577	52,865	65,250	2,061	27,046	120,345	149,452	187	773	960	156
1986	1,340	15,794	74,038	91,172	893	11,663	55,478	68,034	2,233	27,457	129,516	159,206	181	788	969	164
1987	1,327	15,840	74,843	92,010	879	11,040	55,539	67,458	2,206	26,880	130,382	159,468	164	737	902	177
1988	1,280	16,296	82,011	99,587	862	10,908	59,348	71,118	2,142	27,204	141,359	170,705	155	745	900	190
1989	1,498	16,336	91,345	109,179	928	10,922	63,659	75,509	2,426	27,258	155,004	184,688	144	753	897	206
1990	1,432	15,971	95,445	112,848	939	10,778	65,993	77,710	2,371	26,749	161,438	190,558	140	774	913	209
1991	1,261	14,369	93,023	108,653	792	8,973	60,966	70,731	2,053	23,342	153,989	179,384	122	739	861	208
1992	1,228	14,178	97,946	113,352	750	8,968	62,592	72,310	1,978	23,146	160,538	185,662	120	764	884	210
1993	1,099	13,181	101,106	115,386	661	7,892	63,540	72,093	1,760	21,073	164,646	187,479	109	784	892	210
1994	1,102	13,775	106,456	121,333	662	8,353	64,806	73,821	1,764	22,128	171,262	195,154	111	799	910	214
1995	1,086	13,471	106,066	120,623	663	8,241	64,500	73,404	1,749	21,712	170,566	194,027	108	782	889	218
1996	1,146	13,869	113,907	128,922	660	8,373	67,381	76,414	1,806	22,242	181,288	205,336	108	811	918	224
1997	1,171	13,710	119,244	134,125	624	7,686	69,013	77,323	1,795	21,396	188,257	211,448	102	828	930	227
1998	1,134	12,707	120,948	134,789	562	7,273	67,850	75,685	1,696	19,980	188,798	210,474	94	820	914	230
1999	1,082	11,913	119,072	132,067	605	6,768	66,295	73,668	1,687	18,681	185,367	205,735	87	790	877	235
2000	1,087	11,608	121,233	133,928	578	6,446	65,847	72,871	1,665	18,054	187,080	206,799	84	801	885	234
2001	1,164	11,391	119,763	132,318	585	6,284	63,615	70,484	1,749	17,675	183,378	202,802	82	774	856	237
2002	1,146	10,884	116,994	129,024	601	6,097	61,703	68,401	1,747	16,981	178,697	197,425	77	736	814	243
2003	1,169	9,871	112,746	123,786	600	5,651	58,305	64,556	1,769	15,522	171,051	188,342	71	706	777	242
2004	1,106	9,296	111,643	122,045	565	5,177	56,071	61,813	1,671	14,473	167,714	183,858	66	685	751	245
2005	1,109	8,388	110,070	119,567	566	4,554	53,615	58,735	1,675	12,942	163,685	178,302	60	671	731	244
2006	1,066	8,239	105,698	115,003	546	4,403	51,048	55,997	1,612	12,642	156,746	171,000	58	635	693	247
2007	942	7,537	100,621	109,100	490	3,998	47,845	52,333	1,432	11,535	148,466	161,433	52	600	653	247
2008	861	7,106	92,985	100,952	396	3,605	44,235	48,236	1,257	10,711	137,220	149,188	49	559	608	245
2009	700	6,670	88,937	96,307	359	3,383	43,363	47,105	1,059	10,053	132,300	143,412	45	540	586	245
2010	574	5,932	83,281	89,787	261	2,982	40,175	43,418	835	8,914	123,456	133,205	41	515	556	240
2011	613	5,594	78,133	84,340	270	2,748	37,566	40,584	883	8,342	115,699	124,924	38	481	519	241
2012	542	5,487	74,812	80,841	259	2,745	35,863	38,867	801	8,232	110,675	119,708	38	461	498	240

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 - 2012

	Bus or Coach						Van / Light goods vehicle						Heavy goods vehicle					
	Killed	Serious	Slight	Total	Casualty rate ¹	Traffic ²	Killed	Serious	Slight	Total	Casualty rate ¹	Traffic ²	Killed	Serious	Slight	Total	Casualty rate ¹	Traffic ²
2005-09 average	12	397	6,690	7,100	2,212	3.2	49	453	4,890	5,392	133	41	37	277	1,946	2,260	128	18
1979	34	1,037	10,073	11,144	5,386	2.1	158	2,359	8,203	10,720	688	16	108	905	3,116	4,129	339	12
1980	29	923	9,469	10,421	4,764	2.2	140	2,103	7,123	9,366	578	16	70	780	2,381	3,231	264	12
1981	20	941	8,925	9,886	4,546	2.2	141	2,005	6,965	9,111	560	16	62	683	2,299	3,044	259	12
1982	33	929	8,987	9,949	4,549	2.2	117	1,937	6,591	8,645	534	16	67	679	2,266	3,012	264	11
1983	38	931	9,382	10,351	4,502	2.3	102	1,447	5,372	6,921	427	16	59	675	2,223	2,957	253	12
1984	37	892	9,544	10,473	4,366	2.4	111	1,449	5,872	7,432	434	17	75	719	2,364	3,158	260	12
1985	32	1,004	9,215	10,251	4,507	2.3	113	1,571	6,703	8,387	472	18	74	696	2,544	3,314	272	12
1986	24	835	8,659	9,518	4,151	2.3	157	1,626	7,208	8,991	483	19	83	687	2,550	3,320	265	13
1987	15	811	8,262	9,088	3,585	2.5	111	1,699	7,032	8,842	435	20	75	705	2,707	3,487	251	14
1988	17	875	8,609	9,501	3,548	2.7	146	1,699	7,824	9,669	430	22	73	719	2,878	3,670	249	15
1989	20	815	9,365	10,200	3,624	2.8	144	1,683	8,274	10,101	410	25	82	764	3,217	4,063	257	16
1990	19	788	9,147	9,954	3,502	2.8	129	1,498	8,101	9,728	392	25	67	705	3,072	3,844	248	15
1991	25	700	8,150	8,875	2,987	3.0	119	1,308	7,246	8,673	335	26	65	630	2,908	3,603	237	15
1992	19	636	8,448	9,103	3,185	2.9	117	1,191	6,821	8,129	318	26	70	589	2,667	3,326	225	15
1993	35	690	8,582	9,307	3,242	2.9	91	991	6,338	7,420	287	26	59	576	2,698	3,333	221	15
1994	21	794	9,275	10,090	3,508	2.9	64	1,037	6,457	7,558	281	27	41	530	2,799	3,370	219	15
1995	35	801	8,442	9,278	3,048	3.0	69	1,037	6,094	7,200	260	28	57	578	2,696	3,331	211	16
1996	11	684	8,650	9,345	3,001	3.1	61	928	6,226	7,215	251	29	63	492	2,690	3,245	199	16
1997	14	587	8,838	9,439	2,947	3.2	64	864	6,548	7,476	248	30	45	528	2,729	3,302	198	17
1998	18	613	9,208	9,839	3,017	3.3	67	882	6,723	7,672	243	32	60	500	2,884	3,444	200	17
1999	11	600	9,641	10,252	3,111	3.3	65	802	6,257	7,124	222	32	52	488	2,944	3,484	199	17
2000	15	563	9,510	10,088	3,157	3.2	66	747	6,194	7,007	216	32	55	516	3,026	3,597	205	18
2001	14	548	9,322	9,884	3,102	3.2	64	747	6,493	7,304	220	33	54	446	2,888	3,388	194	17
2002	19	532	8,454	9,005	2,808	3.2	70	710	6,227	7,007	206	34	63	461	2,654	3,178	181	18
2003	11	489	8,568	9,068	2,739	3.3	72	693	6,132	6,897	193	36	44	385	2,632	3,061	173	18
2004	20	468	8,332	8,820	2,756	3.2	62	569	5,535	6,166	165	37	47	359	2,477	2,883	158	18
2005	9	354	7,557	7,920	2,508	3.2	54	533	5,461	6,048	157	38	55	340	2,448	2,843	158	18
2006	19	407	6,827	7,253	2,210	3.3	52	512	5,350	5,914	148	40	39	344	2,147	2,530	140	18
2007	12	443	6,624	7,079	2,110	3.4	58	436	4,846	5,340	128	42	52	311	2,113	2,476	136	18
2008	6	426	6,497	6,929	2,209	3.1	43	402	4,468	4,913	118	42	23	217	1,690	1,930	109	18
2009	14	356	5,947	6,317	2,026	3.1	36	381	4,326	4,743	117	41	14	175	1,330	1,519	93	16
2010	9	392	5,867	6,268	2,000	3.1	34	325	4,135	4,494	109	41	28	184	1,366	1,578	96	16
2011	7	325	5,845	6,177	2,133	2.9	34	306	4,159	4,499	109	41	28	167	1,220	1,415	89	16
2012	11	312	4,911	5,234	1,923	2.7	33	330	4,170	4,533	110	41	29	169	1,141	1,339	86	16

1 Rate per billion vehicle miles.

2 Billion vehicle miles.

Source: DfT STATS19, DfT National Road Traffic Survey

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RAS40001

Reported accidents and casualties, population, vehicle population, index of vehicle mileage, by road user type and severity, Great Britain, 1926-2012

Year	Population (millions)	Motor vehicles currently licensed (m'lns)	Index of vehicle traffic ¹ 1949=100		Reported casualties from road accidents							All severities ('000s)
			Motor traffic	All traffic	Killed					Injured ('000s)		
					Accidents ('000s)	Pedestrians	Pedal cyclists ²	M'cycle users ²	Others ³		All	
1926	44.0	1.7	..	..	124	..	..	..	..	4,886	134	139
1927	44.0	1.9	..	..	134	2,774	644	1,175	736	5,329	149	154
1928	44.3	2.0	..	..	148	3,255	691	1,395	797	6,138	165	171
1929	44.4	2.2	..	..	152	3,523	795	1,582	796	6,696	171	178
1930	44.6	2.3	..	..	157	3,722	887	1,832	864	7,305	178	185
1931	44.8	2.2	..	..	181	3,467	926	1,499	799	6,691	202	209
1932	45.1	2.2	..	..	184	3,385	1,046	1,558	678	6,667	206	213
1933	45.3	2.3	..	..	192	3,504	1,354	1,569	775	7,202	216	224
1934	45.4	2.4	..	..	205	3,529	1,536	1,430	848	7,343	232	239
1935	45.6	2.6	..	..	196	3,073	1,400	1,277	752	6,502	222	228
1936	45.8	2.8	..	..	199	3,068	1,498	1,187	808	6,561	228	234
1937	46.0	2.9	..	..	196	3,002	1,416	1,151	1,064	6,633	226	233
1938	46.2	3.1	..	..	196	3,046	1,401	1,145	1,056	6,648	227	233
1939	46.5	3.1	..	..	..	4,497	1,374	1,231	1,170	8,272	..	..
1940	46.9	2.3	..	..	..	4,724	1,363	1,270	1,252	8,609	..	..
1941	46.9	2.5	..	..	..	4,781	1,355	1,412	1,621	9,169	..	..
1942	47.1	1.8	..	..	..	3,650	1,134	895	1,247	6,926	141	148
1943	47.4	1.5	..	..	..	3,058	1,069	568	1,101	5,796	117	123
1944	47.7	1.6	..	..	..	3,314	1,185	574	1,343	6,416	124	131
1945	47.8	2.6	..	..	..	2,602	918	553	1,183	5,256	133	138
1946	47.9	3.1	..	..	..	2,489	833	772	968	5,062	157	163
1947	48.2	3.5	..	..	..	2,380	812	783	906	4,881	161	166
1948	48.7	3.7	..	..	..	2,377	827	585	724	4,513	149	153
1949	49.0	4.1	100	100	147	2,315	842	818	798	4,773	172	177
1950	49.2	4.4	114	104	167	2,251	805	1,129	827	5,012	196	201
1951	48.9	4.7	127	114	178	2,398	800	1,175	877	5,250	211	216
1952	49.1	5.0	131	119	172	2,063	743	1,142	758	4,706	203	208
1953	49.2	5.3	140	122	186	2,233	720	1,237	900	5,090	222	227
1954	49.4	5.8	150	126	196	2,226	696	1,148	940	5,010	233	238
1955	49.6	6.5	166	136	217	2,287	708	1,362	1,169	5,526	262	268
1956	49.8	7.0	174	139	216	2,270	650	1,250	1,197	5,367	263	268
1957	50.0	7.5	173	138	219	2,225	663	1,425	1,237	5,550	268	274
1958	50.3	8.0	200	153	237	2,408	668	1,421	1,473	5,970	294	300
1959	50.5	8.7	224	168	261	2,520	738	1,680	1,582	6,520	327	333
1960	51.0	9.4	242	177	272	2,708	679	1,743	1,840	6,970	341	348
1961	51.4	10.0	263	190	270	2,717	645	1,544	2,002	6,908	343	350
1962	51.9	10.6	276	196	264	2,681	583	1,323	2,122	6,709	335	342
1963	52.2	11.4	293	206	272	2,740	589	1,279	2,314	6,922	349	356
1964	52.5	12.4	328	229	292	2,986	583	1,445	2,806	7,820	378	385
1965	52.9	12.9	350	242	299	3,105	543	1,244	3,060	7,952	390	398
1966	53.2	13.3	372	255	292	3,153	514	1,134	3,184	7,985	384	392
1967	53.5	14.1	387	265	277	2,964	463	920	2,972	7,319	363	370
1968	53.7	14.4	404	275	264	2,762	391	877	2,780	6,810	342	349
1969	53.9	14.8	415	281	262	2,955	402	791	3,217	7,365	346	353
1970	54.1	15.0	431	292	267	2,925	373	761	3,440	7,499	356	363
1971	54.4	15.5	456	308	259	2,939	411	800	3,549	7,699	344	352
1972	54.6	16.1	479	323	265	3,083	367	729	3,584	7,763	352	360
1973	54.7	17.0	504	339	262	2,806	336	750	3,514	7,406	346	354
1974	54.7	17.3	494	333	244	2,642	282	797	3,162	6,883	318	325
1975	54.7	17.5	499	337	246	2,344	278	838	2,906	6,366	319	325
1975	54.7	17.5	499	337	246	2,344	278	838	2,906	6,366	319	325
1976	54.7	17.8	524	354	259	2,335	300	990	2,945	6,570	333	340
1977	54.7	17.8	531	361	266	2,313	301	1,182	2,818	6,614	341	348
1978	54.7	17.8	552	373	265	2,427	316	1,163	2,925	6,831	343	350
1979	54.7	18.6	551	371	255	2,118	320	1,160	2,754	6,352	328	334
1980 ⁴	54.8	19.2	584	394	252	1,941	302	1,163	2,547	5,953	321	327

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RAS40001

Reported accidents and casualties, population, vehicle population, index of vehicle mileage, by road user type and severity, Great Britain, 1926-2012

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	Accidents ('000s)	Killed				Injured ('000s)	All severities ('000s)	
						Pedestrians	Pedal cyclists ²	M'cycle users ²	Others ³			
1981	54.8	19.4	595	402	248	1,874	310	1,131	2,531	5,846	319	325
1982 ⁴	54.8	19.8	611	414	256	1,869	294	1,091	2,683	5,937	328	334
1983	54.8	20.2	620	420	243	1,914	323	963	2,245	5,445	303	309
1984	55.0	20.8	652	441	253	1,868	345	967	2,419	5,599	319	324
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

Note: Road accident and casualty data was first collected on a national level in 1926. That year there were 4,886 recorded deaths in some 124,000 accidents. The highest record road death figure was 9,196 in 1941, the highest post WW2 fatality figure was 7,985 in 1966

1 Traffic estimates for 1995 onwards have been produced on a new, more accurate basis and are not directly comparable with earlier data.

2 Between 1937 and 1977 the figures excluded sidecar passengers and second riders of tandems

3 Includes cases where road user type was not reported

4 Casualty data has been revised.

5 Population figures have been revised by ONS so there is a break in the series at this point

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

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Last updated: 26 September 2013

[Notes & Definitions](#)

Next update: September 2014

The figures in this table are National Statistics

Department for Transport statistics

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RAS40002

Reported accidents, vehicles and casualties by severity, road class, built-up and non built-up roads, Great Britain, 2012

	Number of accidents/vehicles/casualties					
	Accidents	Vehicles involved	Casualties involved, by severity			
			Killed	Seriously injured	Slightly injured	All severities
Motorways						
Fatal	80	176	88	34	84	206
Serious	546	1,149	..	620	508	1,128
Slight	4,989	11,044	..	..	7,829	7,829
All severities	5,615	12,369	88	654	8,421	9,163
Built-up A roads						
Fatal	321	500	339	51	79	469
Serious	6,132	10,086	..	6,443	1,551	7,994
Slight	41,039	78,138	..	..	53,650	53,650
All severities	47,492	88,724	339	6,494	55,280	62,113
Built-up other roads¹						
Fatal	425	641	438	77	128	643
Serious	8,680	13,916	..	9,039	1,959	10,998
Slight	52,439	93,134	..	..	66,145	66,145
All severities	61,544	107,691	438	9,116	68,232	77,786
All built-up roads²						
Fatal	746	1,141	777	128	207	1,112
Serious	14,812	24,002	..	15,482	3,510	18,992
Slight	93,478	171,272	..	..	119,795	119,795
All severities	109,036	196,415	777	15,610	123,512	139,899
Non built-up A roads						
Fatal	575	1,127	628	244	317	1,189
Serious	3,359	6,258	..	3,947	1,908	5,855
Slight	15,740	30,924	..	..	23,125	23,125
All severities	19,674	38,309	628	4,191	25,350	30,169
Non built-up other roads¹						
Fatal	236	406	261	75	95	431
Serious	2,184	3,607	..	2,509	1,107	3,616
Slight	8,826	14,771	..	..	12,445	12,445
All severities	11,246	18,784	261	2,584	13,647	16,492
All non built-up roads²						
Fatal	811	1,533	889	319	412	1,620
Serious	5,543	9,865	..	6,456	3,015	9,471
Slight	24,566	45,695	..	..	35,570	35,570
All severities	30,920	57,093	889	6,775	38,997	46,661
All speed limits³						
Fatal	1,637	2,850	1,754	481	703	2,938
Serious	20,901	35,016	..	22,558	7,033	29,591
Slight	123,033	228,011	..	..	163,194	163,194
All severities	145,571	265,877	1,754	23,039	170,930	195,723

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: 26 September 2013
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RAS40003

Reported accidents and casualties by severity, road type and speed limit, Great Britain, 2012

	Number of accidents/casualties							
	Accidents				Casualties			
	Fatal	Serious	Slight	All	Killed	Seriously injured	Slightly injured	All
Roundabout								
Speed limit								
20 mph ¹	0	9	58	67	0	9	71	80
30 mph	13	580	5,734	6,327	14	605	7,235	7,854
40 mph	11	143	1,419	1,573	12	151	1,891	2,054
50 mph	1	55	451	507	1	58	611	670
60 mph	4	116	1,018	1,138	4	122	1,366	1,492
70 mph	3	50	508	561	3	60	687	750
All limits ²	32	953	9,188	10,173	34	1,005	11,861	12,900
One way street								
Speed limit								
20 mph ¹	0	27	131	158	0	27	138	165
30 mph	16	335	2,149	2,500	16	355	2,586	2,957
40 mph	0	6	34	40	0	7	44	51
50 mph	1	3	11	15	1	6	18	25
60 mph	1	8	25	34	1	14	30	45
All limits ²	18	379	2,350	2,747	18	409	2,816	3,243
Single carriageway								
Speed limit								
20 mph ¹	9	281	1,626	1,916	9	286	1,970	2,265
30 mph	525	11,032	67,940	79,497	536	11,548	88,411	100,495
40 mph	107	1,186	5,584	6,877	118	1,342	8,736	10,196
50 mph	67	486	2,224	2,777	75	612	3,594	4,281
60 mph	571	3,876	14,456	18,903	626	4,781	23,520	28,927
All limits ²	1,279	16,861	91,830	109,970	1,364	18,569	126,231	146,164
Slip road								
Speed limit								
20 mph ¹	0	0	4	4	0	0	4	4
30 mph	1	29	338	368	1	29	479	509
40 mph	1	13	98	112	1	13	137	151
50 mph	2	10	147	159	2	10	227	239
60 mph	2	29	162	193	2	30	227	259
70 mph	3	70	643	716	3	77	973	1,053
All limits ²	9	151	1,392	1,552	9	159	2,047	2,215
Dual carriageway								
Speed limit								
20 mph ¹	0	12	61	73	0	12	76	88
30 mph	27	673	5,197	5,897	28	706	7,161	7,895
40 mph	36	446	2,793	3,275	42	478	4,222	4,742
50 mph	23	215	1,519	1,757	25	236	2,373	2,634
60 mph	20	121	704	845	22	140	1,094	1,256
70 mph	192	1,036	7,497	8,725	211	1,266	12,416	13,893
All limits ²	298	2,503	17,771	20,572	328	2,838	27,342	30,508
All roads³								
Speed limit								
20 mph ¹	9	333	1,906	2,248	9	339	2,286	2,634
30 mph	582	12,686	81,727	94,995	595	13,281	106,331	120,207
40 mph	155	1,798	9,961	11,914	173	1,995	15,073	17,241
50 mph	94	770	4,356	5,220	104	923	6,827	7,854
60 mph	599	4,157	16,416	21,172	656	5,097	26,312	32,065
70 mph	198	1,157	8,667	10,022	217	1,404	14,101	15,722
All limits ²	1,637	20,901	123,033	145,571	1,754	23,039	170,930	195,723

1 Includes residential 20 mph zones plus areas where by-laws restrict the speed limit to 20mph.

2 Includes unknown and other speed limits.

3 Includes unknown and other road types.

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Source: DfT STATS19
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RAS40004

Reported accidents, vehicle user and pedestrian casualties by area type and combination of vehicles involved, Great Britain, 2012

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	413	366	53	39	202	12,899	355	982	254	124	14,911	384	16,074
User casualties	417	113	62	34	170	12,811	326	974	250	123	14,753	403	15,686
of which: killed	2	0	0	0	1	24	6	1	12	2	46	6	54
seriously injured	148	14	23	1	24	1,864	56	158	57	19	2,202	76	2,440
Pedestrians hit by cycles	0	376	0	0	1	26	1	0	1	0	29	1	406
of which: killed	0	1	0	0	0	0	0	0	0	0	0	0	1
seriously injured	0	78	0	0	0	6	0	0	0	0	6	1	85
Motorcycle 50cc and under													
Accidents involving	293	97	39	25	15	1,529	26	107	23	10	1,774	119	2,283
User casualties	298	25	14	30	9	1,507	26	107	23	9	1,725	117	2,165
of which: killed	1	0	0	0	1	2	0	1	0	0	4	0	5
seriously injured	61	1	1	0	1	241	3	19	3	1	269	30	361
Ped'ns hit by m/cs to 50cc	0	99	0	1	1	7	0	0	0	0	9	2	110
of which: killed	0	0	0	0	0	0	0	0	0	0	0	0	0
seriously injured	0	22	0	0	1	2	0	0	0	0	3	0	25
Motorcycle over 50cc ¹													
Accidents involving	1,215	682	202	15	96	7,507	100	591	136	59	8,708	636	11,241
User casualties	1,256	213	87	9	127	7,529	94	597	137	57	8,639	623	10,731
of which: killed	30	1	0	1	3	47	2	7	3	2	65	12	108
seriously injured	389	37	12	2	12	1,514	17	126	35	10	1,728	182	2,336
Ped'ns hit by m/cs +50cc	0	714	0	0	1	37	4	1	0	2	45	6	765
of which: killed	0	7	0	0	0	0	0	0	0	0	0	0	7
seriously injured	0	173	0	0	0	10	0	0	0	1	11	3	187
Car													
Accidents involving	3,782	16,522	12,899	1,529	7,507	27,189	1,499	2,806	1,058	662	55,154	7,678	83,136
User casualties	4,918	229	249	85	543	40,355	839	2,764	1,214	420	46,476	11,436	63,059
of which: killed	78	1	1	1	0	38	6	6	6	0	58	32	169
seriously injured	649	16	18	3	23	1,242	50	107	59	14	1,516	471	2,652
Pedestrians hit by cars	0	17,021	16	2	8	650	76	69	28	43	892	120	18,033
of which: killed	0	153	0	0	0	18	1	0	0	1	20	3	176
seriously injured	0	3,660	3	0	2	140	28	17	10	12	212	33	3,905
Bus or coach													
Accidents involving	1,891	964	355	26	100	1,499	54	132	38	35	2,240	262	5,357
User casualties	2,161	48	48	1	17	1,487	113	158	60	49	1,934	150	4,293
of which: killed	5	0	0	0	0	2	0	0	0	0	2	0	7
seriously injured	176	0	3	0	0	66	8	5	1	2	85	6	267
Pedestrians hit by buses	0	985	1	0	0	17	3	2	0	0	23	1	1,009
of which: killed	0	26	0	0	0	0	1	0	0	0	1	0	27
seriously injured	0	212	0	0	0	4	0	1	0	0	5	0	217
Van / Light goods vehicle													
Accidents involving	112	1,020	982	107	591	2,806	132	117	73	34	4,842	1,147	7,121
User casualties	130	13	15	0	19	1,056	40	159	72	10	1,371	415	1,929
of which: killed	1	0	0	0	0	1	0	0	1	0	2	0	3
seriously injured	28	1	2	0	0	29	0	8	4	1	44	24	97
Pedestrians hit by vans	0	1,043	4	0	1	49	12	6	6	3	81	5	1,129
of which: killed	0	24	0	0	0	1	0	0	0	0	1	0	25
seriously injured	0	218	1	0	0	7	4	3	2	1	18	1	237
Heavy goods vehicle													
Accidents involving	59	332	254	23	136	1,058	38	73	28	23	1,633	352	2,376
User casualties	61	3	4	0	5	101	8	12	37	7	174	45	283
of which: killed	1	0	0	0	0	1	0	1	0	0	2	0	3
seriously injured	12	0	0	0	0	2	2	0	5	0	9	7	28
Pedestrians hit by HGVs	0	342	0	0	0	12	1	7	0	0	20	2	364
of which: killed	0	40	0	0	0	1	0	0	0	0	1	1	42
seriously injured	0	95	0	0	0	1	1	1	0	0	3	0	98
Any other vehicle A													
Accidents involving	62	224	124	10	59	662	35	34	23	25	972	210	1,468
User casualties	76	4	3	1	14	388	26	29	20	39	520	61	661
of which: killed	0	0	0	0	0	0	1	0	1	0	2	0	2
seriously injured	26	0	1	0	1	48	1	5	5	3	64	3	93
Ped'ns hit by these vehs	0	229	0	0	0	12	1	1	0	2	16	2	247
of which: killed	0	3	0	0	0	0	0	0	0	0	0	0	3
seriously injured	0	46	0	0	0	2	0	0	0	0	2	1	49
All vehicles ²													
Accidents involving	7,827	20,213	14,911	1,774	8,708	55,154	2,240	4,842	1,633	972	58,916	7,753	94,709
All vehicle user casualties	9,317	648	15,173	1,855	9,416	71,355	3,293	6,012	1,950	1,195	75,592	13,250	98,807
of which: killed	118	2	47	6	67	135	17	18	25	6	181	50	351
seriously injured	1,489	69	2,239	275	1,777	5,280	214	464	173	111	5,917	799	8,274
Pedestrian casualties	0	20,815	50	11	56	1,052	118	161	55	64	1,115	139	22,069
of which: killed	0	254	0	0	0	22	2	1	1	1	23	4	281
seriously injured	0	4,504	10	3	14	244	38	37	15	16	260	39	4,803

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

² Includes cases where vehicle type was not reported.

Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012>

RAS40004

Reported accidents, vehicle user and pedestrian casualties by area type and combination of vehicles involved, Great Britain, 2012

Rural areas	Accidents/Casualties												
	Single vehicle		Two vehicle accidents by vehicle type B									All accidents with three or more vehicles	All accidents with type '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	210	23	31	7	32	2,564	41	193	104	58	3,030	152	3,415
User casualties	211	10	45	7	29	2,537	39	192	103	59	3,011	173	3,405
of which: killed	9	0	1	0	1	31	1	6	11	0	51	4	64
seriously injured	89	4	17	2	7	515	10	45	34	18	648	41	782
Pedestrians hit by cycles	0	23	0	0	0	3	0	0	0	0	3	0	26
of which: killed	0	1	0	0	0	0	0	0	0	0	0	0	1
seriously injured	0	4	0	0	0	0	0	0	0	0	0	0	4
Motorcycle 50cc and under													
Accidents involving	229	10	7	5	7	338	7	20	15	12	412	34	685
User casualties	233	1	4	8	4	332	7	19	14	11	400	29	663
of which: killed	3	0	0	0	0	0	0	0	3	0	3	1	7
seriously injured	62	0	2	0	1	63	3	4	2	2	77	12	151
Ped'n's hit by m/cs to 50cc	0	10	0	0	0	1	0	0	0	0	1	0	11
of which: killed	0	0	0	0	0	0	0	0	0	0	0	0	0
seriously injured	0	1	0	0	0	1	0	0	0	0	1	0	2
Motorcycle over 50cc ¹													
Accidents involving	1,707	46	32	7	92	2,744	24	234	122	77	3,334	467	5,554
User casualties	1,794	22	17	6	141	2,800	24	235	125	71	3,421	514	5,751
of which: killed	48	1	1	0	1	79	2	12	9	7	111	48	208
seriously injured	739	8	9	2	63	942	9	79	54	33	1,191	214	2,152
Ped'n's hit by m/cs +50cc	0	53	0	0	1	5	2	0	0	0	8	8	69
of which: killed	0	2	0	0	0	0	0	0	0	0	0	1	3
seriously injured	0	22	0	0	1	1	0	0	0	0	2	5	29
Car													
Accidents involving	10,241	2,263	2,564	338	2,744	15,718	352	2,087	2,033	641	26,486	6,457	45,447
User casualties	13,572	60	79	25	337	25,930	288	2,214	2,444	598	31,924	11,093	56,649
of which: killed	208	0	0	0	2	203	4	21	72	12	314	110	632
seriously injured	1,884	9	6	0	24	2,181	38	221	256	71	2,797	890	5,580
Pedestrians hit by cars	0	2,341	3	0	5	137	19	11	14	9	198	55	2,594
of which: killed	0	79	0	0	0	8	0	1	1	0	10	9	98
seriously injured	0	551	0	0	2	27	8	6	4	1	48	20	619
Bus or coach													
Accidents involving	150	68	41	7	24	352	8	32	39	14	518	139	875
User casualties	219	2	5	0	1	367	12	37	148	29	600	120	941
of which: killed	3	0	0	0	0	0	0	0	1	0	1	0	4
seriously injured	19	0	0	0	0	17	0	2	3	1	23	3	45
Pedestrians hit by buses	0	73	0	0	0	6	1	1	0	0	8	0	81
of which: killed	0	4	0	0	0	0	0	0	0	0	0	0	4
seriously injured	0	12	0	0	0	3	0	0	0	0	3	0	15
Van / Light goods vehicle													
Accidents involving	436	171	193	20	234	2,087	32	146	166	61	2,939	1,275	4,821
User casualties	529	3	4	1	14	1,000	19	218	177	45	1,478	594	2,604
of which: killed	5	0	0	0	0	5	0	3	9	2	19	6	30
seriously injured	67	0	0	0	2	70	3	12	20	5	112	54	233
Pedestrians hit by vans	0	174	0	0	0	9	3	1	1	6	20	11	205
of which: killed	0	8	0	0	0	2	0	0	0	0	2	1	11
seriously injured	0	38	0	0	0	3	1	0	0	0	4	4	46
Heavy goods vehicle													
Accidents involving	244	82	104	15	122	2,033	39	166	123	47	2,649	954	3,929
User casualties	266	4	2	1	3	277	17	53	156	29	538	248	1,056
of which: killed	5	0	0	0	0	1	1	0	9	0	11	10	26
seriously injured	44	0	0	0	0	22	6	5	25	3	61	36	141
Pedestrians hit by HGVs	0	82	0	1	1	6	0	3	4	1	16	3	101
of which: killed	0	16	0	0	0	2	0	0	1	0	3	2	21
seriously injured	0	26	0	0	1	1	0	1	1	0	4	0	30
Any other vehicle A													
Accidents involving	111	53	58	12	77	641	14	61	47	29	939	294	1,397
User casualties	142	1	1	2	13	283	4	36	29	39	407	79	629
of which: killed	10	0	0	0	0	2	0	0	0	0	2	0	12
seriously injured	26	1	0	1	3	61	2	7	4	5	83	12	122
Ped'n's hit by these vehs	0	55	0	0	0	1	0	0	0	1	2	2	59
of which: killed	0	1	0	0	0	0	0	0	0	0	0	0	1
seriously injured	0	10	0	0	0	0	0	0	0	1	1	0	11
All vehicles ²													
Accidents involving	13,328	2,718	3,030	412	3,334	26,486	518	2,939	2,649	939	28,236	6,580	50,862
All vehicle user casualties	16,966	103	3,123	442	3,822	39,520	998	4,264	3,578	1,249	41,779	12,850	71,698
of which: killed	291	1	52	3	114	432	9	58	116	23	512	179	983
seriously injured	2,930	22	665	82	1,228	4,487	94	475	434	216	4,992	1,262	9,206
Pedestrian casualties	0	2,813	6	2	14	230	32	35	31	18	257	79	3,149
of which: killed	0	111	0	0	0	14	0	3	4	0	15	13	139
seriously injured	0	664	0	1	5	57	12	11	8	2	63	29	756

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

² Includes cases where vehicle type was not reported.

Department for Transport statistics

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RAS40004

Reported accidents, vehicle user and pedestrian casualties by area type and combination of vehicles involved, Great Britain, 2012

All areas	Accidents/Casualties												
	Single vehicle		Two vehicle accidents by vehicle type B									All accidents with three or more vehicles	All accidents with type '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	623	389	84	46	234	15,463	396	1,175	358	182	17,941	536	19,489
User casualties	628	123	107	41	199	15,348	365	1,166	353	182	17,764	576	19,091
of which: killed	11	0	1	0	2	55	7	7	23	2	97	10	118
seriously injured	237	18	40	3	31	2,379	66	203	91	37	2,850	117	3,222
Pedestrians hit by cycles	0	399	0	0	1	29	1	0	1	0	32	1	432
of which: killed	0	2	0	0	0	0	0	0	0	0	0	0	2
seriously injured	0	82	0	0	0	6	0	0	0	0	6	1	89
Motorcycle 50cc and under													
Accidents involving	522	107	46	30	22	1,867	33	127	38	22	2,186	153	2,968
User casualties	531	26	18	38	13	1,839	33	126	37	20	2,125	146	2,828
of which: killed	4	0	0	0	1	2	0	1	3	0	7	1	12
seriously injured	123	1	3	0	2	304	6	23	5	3	346	42	512
Ped'n's hit by m/cs to 50cc	0	109	0	1	1	8	0	0	0	0	10	2	121
of which: killed	0	0	0	0	0	0	0	0	0	0	0	0	0
seriously injured	0	23	0	0	1	3	0	0	0	0	4	0	27
Motorcycle over 50cc ¹													
Accidents involving	2,922	728	234	22	188	10,251	124	825	258	136	12,042	1,103	16,795
User casualties	3,050	235	104	15	268	10,329	118	832	262	128	12,060	1,137	16,482
of which: killed	78	2	1	1	4	126	4	19	12	9	176	60	316
seriously injured	1,128	45	21	4	75	2,456	26	205	89	43	2,919	396	4,488
Ped'n's hit by m/cs +50cc	0	767	0	0	2	42	6	1	0	2	53	14	834
of which: killed	0	9	0	0	0	0	0	0	0	0	0	1	10
seriously injured	0	195	0	0	1	11	0	0	0	1	13	8	216
Car													
Accidents involving	14,023	18,785	15,463	1,867	10,251	42,907	1,851	4,893	3,091	1,303	81,640	14,135	128,583
User casualties	18,490	289	328	110	880	66,285	1,127	4,978	3,658	1,018	78,400	22,529	119,708
of which: killed	286	1	1	1	2	241	10	27	78	12	372	142	801
seriously injured	2,533	25	24	3	47	3,423	88	328	315	85	4,313	1,361	8,232
Pedestrians hit by cars	0	19,362	19	2	13	787	95	80	42	52	1,090	175	20,627
of which: killed	0	232	0	0	0	26	1	1	1	1	30	12	274
seriously injured	0	4,211	3	0	4	167	36	23	14	13	260	53	4,524
Bus or coach													
Accidents involving	2,041	1,032	396	33	124	1,851	62	164	77	49	2,758	401	6,232
User casualties	2,380	50	53	1	18	1,854	125	195	208	78	2,534	270	5,234
of which: killed	8	0	0	0	0	2	0	0	1	0	3	0	11
seriously injured	195	0	3	0	0	83	8	7	4	3	108	9	312
Pedestrians hit by buses	0	1,058	1	0	0	23	4	3	0	0	31	1	1,090
of which: killed	0	30	0	0	0	0	1	0	0	0	1	0	31
seriously injured	0	224	0	0	0	7	0	1	0	0	8	0	232
Van / Light goods vehicle													
Accidents involving	548	1,191	1,175	127	825	4,893	164	263	239	95	7,781	2,422	11,942
User casualties	659	16	19	1	33	2,056	59	377	249	55	2,849	1,009	4,533
of which: killed	6	0	0	0	0	6	0	3	10	2	21	6	33
seriously injured	95	1	2	0	2	99	3	20	24	6	156	78	330
Pedestrians hit by vans	0	1,217	4	0	1	58	15	7	7	9	101	16	1,334
of which: killed	0	32	0	0	0	3	0	0	0	0	3	1	36
seriously injured	0	256	1	0	0	10	5	3	2	1	22	5	283
Heavy goods vehicle													
Accidents involving	303	414	358	38	258	3,091	77	239	151	70	4,282	1,306	6,305
User casualties	327	7	6	1	8	378	25	65	193	36	712	293	1,339
of which: killed	6	0	0	0	0	2	1	1	9	0	13	10	29
seriously injured	56	0	0	0	0	24	8	5	30	3	70	43	169
Pedestrians hit by HGVs	0	424	0	1	1	18	1	10	4	1	36	5	465
of which: killed	0	56	0	0	0	3	0	0	1	0	4	3	63
seriously injured	0	121	0	0	1	2	1	2	1	0	7	0	128
Any other vehicle A													
Accidents involving	173	277	182	22	136	1,303	49	95	70	54	1,911	504	2,865
User casualties	218	5	4	3	27	671	30	65	49	78	927	140	1,290
of which: killed	10	0	0	0	0	2	1	0	1	0	4	0	14
seriously injured	52	1	1	1	4	109	3	12	9	8	147	15	215
Ped'n's hit by these vehs	0	284	0	0	0	13	1	1	0	3	18	4	306
of which: killed	0	4	0	0	0	0	0	0	0	0	0	0	4
seriously injured	0	56	0	0	0	2	0	0	0	1	3	1	60
All vehicles ²													
Accidents involving	21,155	22,931	17,941	2,186	12,042	81,640	2,758	7,781	4,282	1,911	87,152	14,333	145,571
All vehicle user casualties	26,283	751	18,296	2,297	13,238	110,875	4,291	10,276	5,528	2,444	117,371	26,100	170,505
of which: killed	409	3	99	9	181	567	26	76	141	29	693	229	1,334
seriously injured	4,419	91	2,904	357	3,005	9,767	308	939	607	327	10,909	2,061	17,480
Pedestrian casualties	0	23,628	56	13	70	1,282	150	196	86	82	1,372	218	25,218
of which: killed	0	365	0	0	0	36	2	4	5	1	38	17	420
seriously injured	0	5,168	10	4	19	301	50	48	23	18	323	68	5,559

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

² Includes cases where vehicle type was not reported.

Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012>

RAS40005

Reported accidents, vehicles and casualties by vehicle type and left hand drive, Great Britain, 2012

	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	19,708	122	3,340	16,027	19,489	123	3,391	16,694	20,208
Motorcycles	20,171	333	5,137	14,261	19,731	346	5,366	16,219	21,931
Cars and taxis	196,651	1,236	16,877	110,121	128,234	1,341	18,808	155,567	175,716
of which LHD	468	9	43	405	457	9	55	620	684
Minibuses	737	10	101	619	730	10	126	1,263	1,399
of which LHD	7	1	2	4	7	1	5	11	17
Buses or coaches	6,318	69	793	5,370	6,232	74	836	7,807	8,717
of which LHD	24	0	0	24	24	0	0	31	31
Vans / Light goods vehicles	12,575	162	1,556	10,224	11,942	170	1,757	15,040	16,967
of which LHD	51	0	12	39	51	0	19	65	84
Heavy goods vehicles	6,720	252	933	5,120	6,305	271	1,077	7,350	8,698
of which LHD	564	15	49	494	558	16	56	707	779
Other vehicles	2,961	53	485	2,327	2,865	57	569	3,268	3,894
of which LHD	27	0	4	22	26	0	4	34	38
All vehicles ²	265,877	1,637	20,901	123,033	145,571	1,754	23,039	170,930	195,723
of which LHD ³	1,141	25	109	983	1,117	26	138	1,461	1,625

Note: LHD = Left Hand Drive

1 Includes all casualties in accidents involving the relevant vehicle type

2 Includes cases where vehicle type was unknown

3 Includes cases where there is conflicting data (eg. Motorcycles coded as "left hand drive")

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[Notes & Definitions](#)

Source: DfT STATS19

Last updated: 26 September 2013

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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-2012>

RAS40006: Summary statistics

	Number			2012 Percentage change over:	
	2005-09 average	2011	2012	2010	2005-09 average
Casualties					
Killed	2,816	1,901	1,754	-8	-38
Killed or seriously injured (KSI)	30,041	25,023	24,793	-1	-17
All casualties	246,050	203,950	195,723	-4	-20
Vehicle traffic (billion vehicle miles) (inc pedal cycles)	313.1	306.8	305.7	0	-2
Population (million)	59.2	61.4	61.9	1	4
Accidents					
Fatal	2,590	1,797	1,637	-9	-37
Fatal or serious	26,473	22,783	22,538	-1	-15
All accidents	180,831	151,474	145,571	-4	-19
Casualties per accident					
Fatal	1.94	1.84	1.79	-3	-7
Fatal or serious	1.54	1.44	1.44	0	-6
All accidents	1.36	1.35	1.34	0	-1
Accident type					
Fatal accidents					
Single vehicle (no pedestrian)	659	437	376	-14	-43
Single vehicle (with pedestrian)	515	385	366	-5	-29
Two vehicle	1,023	690	675	-2	-34
Three or more vehicles	394	285	220	-23	-44
All accidents					
Single vehicle (no pedestrian)	27,691	22,501	21,155	-6	-24
Single vehicle (with pedestrian)	27,208	23,811	22,931	-4	-16
Two vehicle	106,794	90,305	87,152	-3	-18
Three or more vehicles	19,138	14,857	14,333	-4	-25
Casualties by road type					
Fatalities on					
Motorways	173	106	88	-17	-49
Built-up roads	1,147	816	777	-5	-32
Non built-up roads	1,496	979	889	-9	-41
KSI on					
Motorways	1,140	846	742	-12	-35
Built-up roads	18,373	16,245	16,387	1	-11
Non built-up roads	10,528	7,932	7,664	-3	-27
All casualties on					
Motorways	12,423	9,742	9,163	-6	-26
Built-up roads	168,749	145,530	139,899	-4	-17
Non built-up roads	64,879	48,678	46,661	-4	-28
Car occupants					
Fatalities	1,407	883	801	-9	-43
Seriously injured	11,577	8,342	8,232	-1	-29
Slightly injured	147,683	115,699	110,675	-4	-25
Total	160,667	124,924	119,708	-4	-25
Car traffic (billion vehicle miles)	244.7	240.7	240.3	0	-2
Fatalities in accidents involving car drivers aged 17-24					
of which: Driver aged 17-24	286	148	133	-10	-53
Passenger of driver aged 17-24	200	93	71	-24	-65
Other road user	278	171	146	-15	-48
Pedestrians					
Fatalities	613	453	420	-7	-31
of which: Children (0-15)	57	33	20	-39	-65
Adults (16-59)	301	236	217	-8	-28
Elderly (60+)	253	184	183	-1	-28
Seriously injured	6,145	5,454	5,559	2	-10
Slightly injured	23,206	20,291	19,239	-5	-17
Total	29,965	26,198	25,218	-4	-16

RAS40006
Summary statistics: GB 2012 (continued)

	Number			2012 Percentage change over:	
	2005-09 average	2011	2012	2010	2005-09 average
Motorcyclists					
Fatalities	544	362	328	-9	-40
Seriously injured	5,776	5,247	5,000	-5	-13
Slightly injured	16,452	14,541	13,982	-4	-15
Total	22,772	20,150	19,310	-4	-15
Motorcycle traffic (billion vehicle miles)	3.2	2.9	2.8	-2	-13
Fatalities on					
Motorways	17	8	4	-50	-76
Built-up roads	208	153	149	-3	-28
Non built-up roads	320	201	175	-13	-45
KSI on					
Motorways	143	124	101	-19	-29
Built-up roads	3,865	3,444	3,442	0	-11
Non built-up roads	2,312	2,041	1,785	-13	-23
Motorcycles with engine size up to 125 cc					
Fatalities	82	60	57	-5	-30
Seriously injured	2,059	1,984	1,983	0	-4
Slightly injured	8,259	7,881	7,843	0	-5
Motorcycles with engine size over 125 cc					
Fatalities	462	302	271	-10	-41
Seriously injured	3,716	3,263	3,011	-8	-19
Slightly injured	8,194	6,660	6,131	-8	-25
Pedal cyclists					
Fatalities	130	107	118	10	-9
Seriously injured	2,398	3,085	3,222	4	34
Slightly injured	13,934	16,023	15,751	-2	13
Total	16,463	19,215	19,091	-1	16
Child (0-15) KSI	485	398	324	-19	-33
Adult (16+) KSI	2,001	2,750	2,976	8	49
Pedal cycle traffic (billion vehicle miles)	2.8	3.1	3.1	1	12
Vans/Light Goods Vehicles (LGV)					
Fatalities	49	34	33	-3	-32
Seriously injured	453	306	330	8	-27
Slightly injured	4,890	4,159	4,170	0	-15
Casualties in accidents involving at least one LGV					
Fatalities	246	191	170	-11	-31
KSI	2,154	1,872	1,927	3	-11
All casualties	19,409	17,359	16,967	-2	-13
LGV traffic (billion vehicle miles)	40.5	41.4	41.3	0	2
Heavy Goods Vehicles (HGV)					
Fatalities	37	28	29	4	-21
Seriously injured	277	167	169	1	-39
Slightly injured	1,946	1,220	1,142	-6	-41
Casualties in accidents involving at least one HGV					
Fatalities	395	257	271	5	-31
KSI	1,910	1,334	1,348	1	-29
All casualties	13,092	9,350	8,723	-7	-33
HGV traffic (billion vehicle miles)	17.7	15.9	15.5	-2	-12
Children (aged 0-15)					
Fatalities	127	60	61	2	-52
Male	80	40	41	3	-49
Female	47	20	20	0	-58
KSI	3,067	2,412	2,272	-6	-26
All casualties	24,021	19,474	17,251	-11	-28

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[Notes & Definitions](#)

The figures in this table are National Statistics

Source: DfT STATS19

Last updated: 26 September 2013

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Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012>

RAS41001:

Key Outcome Indicators - Strategic Framework for Road Safety: GB

Area/Indicator	2005-09								2012 Percentage ¹ change over:	
	baseline	2006	2007	2008	2009	2010	2011	2012	2011	2005 -2009 average
1 Casualties										
1.1 Fatalities										
1.1.1 All	2,816	3,172	2,946	2,538	2,222	1,850	1,901	1,754	-8%	-38%
1.1.2 Children (0-15)	127	169	121	124	81	55	60	61	2%	-52%
1.1.3 Adults (16-59)	2,057	2,305	2,154	1,835	1,632	1,326	1,328	1,197	-10%	-42%
1.1.4 Elderly (60+)	626	689	663	578	509	469	513	496	-3%	-21%
1.1.5 - Car occupants	1,407	1,612	1,432	1,257	1,059	835	883	801	-9%	-43%
1.1.6 - Motorcyclists	544	599	588	493	472	403	362	328	-9%	-40%
1.1.7 - Pedal cyclists	130	146	136	115	104	111	107	118	10%	-9%
1.1.8 - Pedestrians	613	675	646	572	500	405	453	420	-7%	-31%
1.1.9 In accidents involving HGVs	395	419	435	368	268	263	257	271	5%	-31%
1.1.10 In accidents involving LGVs	246	280	303	203	174	169	191	170	-11%	-31%
1.2 Serious injuries										
1.2.1 All	27,225	28,673	27,774	26,034	24,690	22,660	23,122	23,039	0%	-15%
1.2.2 Children (0-15)	2,940	3,125	2,969	2,683	2,590	2,447	2,352	2,211	-6%	-25%
1.2.3 Adults (16-59)	20,159	21,347	20,699	19,240	18,093	16,380	16,814	16,762	0%	-17%
1.2.4 Elderly (60+)	3,646	3,710	3,586	3,658	3,665	3,511	3,688	3,826	4%	5%
1.2.5 - Car occupants	11,577	12,642	11,535	10,711	10,053	8,914	8,342	8,232	-1%	-29%
1.2.6 - Motorcyclists	6,320	5,885	6,149	5,556	5,350	4,780	5,247	5,000	-5%	-21%
1.2.7 - Pedal cyclists	2,528	2,296	2,428	2,450	2,606	2,660	3,085	3,222	4%	27%
1.2.8 - Pedestrians	6,758	6,376	6,278	6,070	5,545	5,200	5,454	5,559	2%	-18%
1.2.9 In accidents involving HGVs	1,910	1,700	1,574	1,344	1,171	1,116	1,077	1,077	0%	-44%
1.2.10 In accidents involving LGVs	1,908	2,042	1,971	1,755	1,731	1,666	1,681	1,757	5%	-8%
1.3 Disadvantage										
1.3.1 Disadvantage (KSI): Pedestrians, Cyclists, Cars & Motorcyclists	1.39	1.45	1.35	1.39	1.30	1.32	1.29	1.35	5%	-3%
1.3.2 Disadvantage (KSI): Pedestrians, Cyclists & Cars	1.47	1.53	1.45	1.50	1.41	1.44	1.38	1.42	3%	-3%
1.3.3 Disadvantage (KSI): Pedestrians & Cyclists	2.62	3.00	2.48	2.50	2.37	2.24	2.10	2.05	-2%	-22%
1.4 Fatality rates per billion vehicle miles²										
1.4.1 All	9	10	9	8	7	6	6	6	-7%	-36%
1.4.2 - Car occupants	6	7	6	5	4	3	4	3	-9%	-42%
1.4.3 - Motorcyclists	168	189	173	158	149	141	125	116	-8%	-31%
1.4.4 - Pedal cyclists	47	52	53	40	35	37	35	38	9%	-20%
1.4.5 - Pedestrian	53	57	57	50	42	37	40	38	-5%	-29%
1.5 Fatality rate per million population										
1.5.1 All	47.5	53.9	49.7	42.6	37.0	30.6	31.2	28.3	-9%	-40%
1.5.2 Children (0-15)	11.4	15.2	10.9	11.1	7.3	4.9	5.3	5.3	-1%	-54%
1.5.3 Adults (16-59)	58.5	65.7	61.3	52.0	46.2	37.3	37.2	33.1	-11%	-43%
1.5.4 Elderly (60+)	48.4	54.7	51.3	43.7	37.8	34.2	36.9	35.2	-5%	-27%
1.5.5 - Car occupants	23.8	27.4	24.2	21.1	17.6	13.8	14.5	12.9	-11%	-45%
1.5.6 - Motorcyclists	9.2	10.2	9.9	8.3	7.9	6.7	5.9	5.3	-11%	-42%
1.5.7 - Pedal cyclists	2.2	2.5	2.3	1.9	1.7	1.8	1.8	1.9	9%	-13%
1.5.8 - Pedestrians	10.3	11.5	10.9	9.6	8.3	6.7	7.4	6.8	-9%	-34%
1.6 Number fatalities and KSI on the English trunk road network										
1.6.1 Fatalities	357	389	370	350	255	249	251	217	-14%	-39%
1.6.2 KSI	2,321	2,440	2,405	2,103	1,967	1,886	1,829	1,696	-7%	-27%
1.7 Road deaths as percentage of all accidental deaths										
1.7.1 Percentage	23%	26%	24%	22%	18%	15%	15%	14%	-1%	-9%
1.8 Cost of road traffic casualties³										
1.8.1 millions (based on market prices in each respective year)	£17,755	£18,079	£19,104	£17,920	£15,820	£15,358	£15,557	£15,122	-3%	-15%
1.8.2 millions (based on market prices in 2012)	£20,043	£20,884	£21,572	£19,610	£16,934	£15,945	£15,786	£15,122	-4%	-25%
1.9 Road casualties admitted to hospital (England)										
1.9.1 - all admissions	39,824	40,533	40,327	37,970	38,755	37,665	38,584	n/a ⁴	n/a	n/a
1.9.2 - admissions for 2+ days	17,810	18,380	18,229	16,540	16,200	14,643	15,531	n/a ⁴	n/a	n/a
2 Learning to drive										
Number of fatalities and KSIs in collisions involving car drivers (aged 17-24).										
2.1										
2.1.1 Fatalities	765	899	817	635	564	437	412	350	-15%	-54%
2.1.2 KSI	7,516	8,184	7,828	6,855	6,329	5,297	4,894	4,480	-8%	-40%
Number of single vehicle accidents involving a young car driver (aged 17-24)										
2.2										
2.2.1 Fatal 320		353	295	240	221	153	167	131	-22%	-59%
2.2.2 KSI 2,413		2,677	2,407	2,282	2,100	1,765	1,616	1,456	-10%	-40%
Number and proportion of new drivers that pass their driving test on the first attempt ^{5,6}										
2.3										
2.3.1 Proportions			44%	44%	46%	45%	45%	46%	1%	n/a
2.3.2 Numbers (thousands)			342	345	321	336	333	310	-7%	n/a
3 Remedial education										
3.1										
3.1 Number of people taking courses (thousands) ^{3,6}						468	794	964 ^{7,1}	21%	n/a

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RAS41001:

Key Outcome Indicators - Strategic Framework for Road Safety: GB

Area/Indicator	2005-09 baseline	2006	2007	2008	2009	2010	2011	2012	2012 Percentage ¹ change over:	
									2011	2005 -2009 average
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	460	560	410	400	380	250	240	280 ⁷	17%	-39%
4.1.2 Percentage	16%	18%	14%	16%	17%	14%	13%	16% ⁷	3%	0%
4.2 Number and percentage of people KSI in collisions with a driver over the legal blood alcohol limit										
4.2.1 Number	2,344	2,530	2,170	2,020	1,880	1,480	1,510	1,490 ⁷	-1%	-36%
4.2.2 Percentage	8%	8%	7%	7%	7%	6%	6%	6% ⁷	0%	-2%
4.3 Proportion of drivers tested failing a breath test	3%	4%	3%	3%	3%	3%	3%	3%	0%	0%
4.4 Prevalence of drug-drive incidents/collisions										
4.4.1 Number and percentage of KSI casualties resulting from a road collision with a driver under the influence of an illegal drug	Indicator under development									
4.4.2 Proportion of adults (aged 15-59) admitting to have driven while under the influence of an illegal drug at least once in 12 months ^{5,6}					17%	19%	n/a ⁴	n/a ⁴	n/a	n/a
4.5 Percentage of fatalities and KSIs in collisions with 'exceeding the speed limit' or 'travelling too fast for conditions' as a contributory factor										
4.5.1 Fatal	27%	29%	26%	25%	27%	24%	23%	21%	-2%	-6%
4.5.2 KSI	19%	21%	19%	18%	17%	16%	15%	15%	0%	-4%
4.6 Proportion of vehicles exceeding the speed limit										
4.6.1 Car - 30mph	49%	49%	49%	49%	48%	46%	47%	47%	0%	-2%
4.6.2 Car - motorways (70mph)	53%	54%	53%	49%	52%	49%	49%	48%	-1%	-5%
4.6.3 Motorcycle - 30mph	51%	51%	51%	53%	50%	45%	50%	50%	0%	-1%
4.6.4 Motorcycle - motorways (70mph)	53%	54%	54%	48%	51%	48%	49%	48%	-1%	-5%
4.6.5 Articulated HGV - single carriageway (40mph)	76%	76%	74%	78%	76%	70%	71%	73%	2%	-3%
4.6.6 Articulated HGV - dual carriageway (50mph)	84%	83%	83%	86%	83%	83%	83%	82%	-1%	-2%
4.6.7 Rigid two axle HGV - 30mph roads	46%	44%	46%	46%	46%	46%	46%	46%	0%	0%
4.6.8 Rigid two axle HGV - 40mph roads	22%	24%	22%	22%	21%	22%	21%	20%	-1%	-2%
4.7 Percentage of car occupants killed who were not wearing a seat belt	Indicator under development (data collection started in 2013 for some Police force areas and will be available for 2013 based upon this subset)									
4.8 Number of motoring offences										
4.8.1 Total number of motoring offences (thousands) ⁹	3,323	4,059	3,789	3,238	2,892	2,637	2,425	2,055	-15%	-38%
5 Vehicle Safety										
5.1.1 Proportion of drivers injured among those involved in collisions by vehicle mileage	Indicator under development (data will not be available until 2014 at the earliest)									
6 Perceptions of road safety										
6.1 Whether people feel safe cycling										
6.1.1 Percentage of cyclists who agreed that it was too dangerous for them to cycle on the roads ⁸							45%	48%	3%	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	n/a
6.2 Whether people feel safe walking	Indicator under development									

1 Where indicator is a percentage, percentage point change is displayed.

2 Rates per billion vehicle miles, rounded to the nearest whole number.

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 Provisional data - since they are currently based on incomplete data.

8 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.

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. This does not include any parking, waiting or road obstruction offences.

10 Question not asked on this years' survey.

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

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 2012
1.2	Number of casualties sustaining serious injuries in a road accident, reported to Police Authorities	STATS19 (DfT)	Yes	Great Britain	Calender Years: upto 2012
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 2012
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 2012
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 2012
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 2012
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 - 2012
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 - 2012
1.9	Number of road casualties admitted to hospitals	Hospital Episode Statistics (NHS Information Centre)	Yes	England	Calender Years: 2000 - 2011
2. Learning to Drive					
2.1	Number of fatalities and KSI casualties in collisions which involved a young car driver (aged 17 - 24), as reported by Police Authorities. This also includes cases where the casualty was also the young car driver involved in the accident.	STATS19 (DfT)	Yes	Great Britain	Calender Years: upto 2012
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 2012
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: 2007/08-2012/13
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 - 2011
4. Enforcement					
4.1	Number and proportion of people killed in a road collision with a driver over the legal blood alcohol limit (80 milligrams / 100 millilitres of blood), which also includes any fatally injured drivers over the alcohol limit involved in the accident	STATS19 (DfT), Coroners Data provided by England and Wales, Procurators Fiscal in Scotland	Yes	Great Britain	Calender Years: 1968 - 2012
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 - 2012
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 - 2012
4.4	Prevalence of drug-drive incidents and collisions; (1) numbers of casualties resulting from an accident involving a driver under the influence of an illicit or therapeutic drug or (2) those admitting to have driven while being under the influence of a drug	(1) STATS19 (DfT), Coroners Data provided by England and Wales, Procurators Fiscal in Scotland and (2) Results from Crime Survey for England and Wales, provided by Home Office.	Yes	(1) Great Britain and (2) England and Wales for Crime Survey Results	(1) Calender Years: currently under development and (2) Financial Year for Crime Survey Results
4.5	Proportion of fatalities and KSI casualties from road collisions where 'exceeding the speed limit' and 'travelling too fast for conditions' was a contributory factor leading to the accident	STATS19 (DfT)	Yes	Great Britain	Calender Years: 2005 - 2012

Identifier	Description	Data Source	National Statistics?	Geography Coverage	Temporal Coverage
4.6	Proportion of vehicles that were exceeding the speed limit on the road, for each vehicle type	Traffic Estimates Data (DfT)	Yes	Great Britain	Calendar Years: 2006 - 2012
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: currently under development
4.8	Number of motoring offences (including dangerous, careless or drunken driving, accident, speed limit, license, insurance and vehicle theft offences). This does not include any parking, waiting or road obstruction offences	Police Powers and Procedures (Home Office), Criminal Statistics (MoJ)	Yes	England and Wales	Calendar Years: 1999 - 2012
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	Attitudes of cyclists on the perception of road safety	British Social Attitudes Survey 2011: public attitudes towards transport	Yes	Great Britain	Calendar Years: 2011 - 2012
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

Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012>

RAS41002

Key Outcome Indicators - Strategic Framework for Road Safety

Reported Killed and Seriously Injured (KSI) casualties by local authority, England, 2008 - 2012 and 2005-09 average

		Number of casualties/Percentage							
ONS Code	Region/Local Authority	2005-09 average	2008	2009	2010	2011	2012	2012 percentage change over:	
								2011	2005-09 average
E12000001	North East	1,057	990	1,020	858	854	919	8	-13
E06000047	County Durham	216	193	205	184	195	198	2	-8
E06000005	Darlington	43	34	43	33	36	35	-3	-19
E08000020	Gateshead	82	80	90	82	67	78	16	-4
E06000001	Hartlepool	35	29	25	28	33	27	-18	-24
E06000002	Middlesbrough	51	47	38	30	27	40	48	-21
E08000021	Newcastle upon Tyne	104	112	102	97	84	87	4	-17
E08000022	North Tyneside	58	49	60	43	47	50	6	-14
E06000048	Northumberland	189	185	186	151	161	166	3	-12
E06000003	Redcar and Cleveland	54	58	46	41	34	39	15	-28
E08000023	South Tyneside	47	41	47	35	34	34	0	-27
E06000004	Stockton-on-Tees	76	69	78	44	62	69	11	-9
E08000024	Sunderland	102	93	100	90	74	96	30	-6
E12000002	North West	3,513	3,324	3,045	2,867	2,922	2,764	-5	-21
E06000008	Blackburn with Darwen	73	66	80	60	68	71	4	-2
E06000009	Blackpool	75	62	70	65	72	54	-25	-28
E08000001	Bolton	94	82	77	94	79	68	-14	-28
E08000002	Bury	64	48	66	58	54	41	-24	-36
E06000049	Cheshire East	284	318	268	245	242	245	1	-14
E06000050	Cheshire West and Chester	238	218	197	185	228	214	-6	-10
E10000006	Cumbria	323	276	247	233	249	196	-21	-39
E06000006	Halton	54	59	41	41	40	40	0	-26
E08000011	Knowsley	58	57	56	55	41	64	56	11
E10000017	Lancashire	848	801	702	681	650	570	-12	-33
E08000012	Liverpool	218	180	204	229	195	243	25	11
E08000003	Manchester	222	190	187	166	174	195	12	-12
E08000004	Oldham	78	67	68	79	73	52	-29	-33
E08000005	Rochdale	71	84	56	47	55	43	-22	-39
E08000006	Salford	86	92	71	72	60	78	30	-10
E08000014	Sefton	94	100	87	74	87	89	2	-5
E08000013	St. Helens	65	70	63	45	73	70	-4	8
E08000007	Stockport	77	77	71	57	65	49	-25	-37
E08000008	Tameside	64	54	49	58	57	47	-18	-26
E08000009	Trafford	57	54	52	50	45	51	13	-11
E06000007	Warrington	104	129	93	103	107	111	4	6
E08000010	Wigan	103	95	97	62	82	74	-10	-28
E08000015	Wirral	162	145	143	108	126	99	-21	-39
E12000003	Yorkshire and The Humber	3,038	2,890	2,601	2,379	2,366	2,434	3	-20
E08000016	Barnsley	109	112	83	67	80	96	20	-12
E08000032	Bradford	248	274	211	208	216	221	2	-11
E08000033	Calderdale	112	105	120	81	90	96	7	-14
E08000017	Doncaster	145	165	144	149	143	117	-18	-20
E06000011	East Riding of Yorkshire	235	241	195	196	184	185	1	-21
E06000010	Kingston upon Hull, City of	124	118	113	118	115	130	13	5
E08000034	Kirklees	200	198	160	137	160	151	-6	-25
E08000035	Leeds	357	371	321	304	297	303	2	-15
E06000012	North East Lincolnshire	116	102	92	76	80	81	1	-30
E06000013	North Lincolnshire	129	122	100	107	95	101	6	-21
E10000023	North Yorkshire	641	536	538	491	454	473	4	-26
E08000018	Rotherham	99	97	93	59	85	86	1	-13
E08000019	Sheffield	254	211	210	160	163	180	10	-29
E08000036	Wakefield	167	143	161	164	141	163	16	-3
E06000014	York	102	95	60	62	63	51	-19	-50

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Key Outcome Indicators - Strategic Framework for Road Safety

Reported Killed and Seriously Injured (KSI) casualties by local authority, England, 2008 - 2012 and 2005-09 average

Number of casualties/Percentage

ONS Code	Region/Local Authority	2005-09 average	2008	2009	2010	2011	2012	2012 percentage change over:	
								2011	2005-09 average
E12000004	East Midlands	2,512	2,327	2,384	2,076	2,167	2,076	-4	-17
E06000015	Derby	110	113	117	91	92	81	-12	-26
E10000007	Derbyshire	465	425	449	319	330	333	1	-28
E06000016	Leicester	86	97	87	86	95	89	-6	4
E10000018	Leicestershire	278	253	263	238	237	196	-17	-30
E10000019	Lincolnshire	411	337	456	462	485	426	-12	4
E10000021	Northamptonshire	448	435	391	297	305	348	14	-22
E06000018	Nottingham	173	157	148	138	152	135	-11	-22
E10000024	Nottinghamshire	516	480	447	417	453	443	-2	-14
E06000017	Rutland	26	30	26	28	18	25	39	-5
E12000005	West Midlands	2,444	2,232	2,122	1,860	2,020	1,932	-4	-21
E08000025	Birmingham	476	430	423	417	465	401	-14	-16
E08000026	Coventry	114	106	118	90	137	115	-16	1
E08000027	Dudley	124	122	114	91	90	102	13	-18
E06000019	Herefordshire, County of	119	93	105	61	75	80	7	-33
E08000028	Sandwell	115	104	112	106	116	111	-4	-4
E06000051	Shropshire	172	151	144	125	121	146	21	-15
E08000029	Solihull	86	92	88	63	64	61	-5	-29
E10000028	Staffordshire	310	286	261	213	202	221	9	-29
E06000021	Stoke-on-Trent	65	35	53	45	71	45	-37	-31
E06000020	Telford and Wrekin	53	42	62	38	45	33	-27	-38
E08000030	Walsall	94	95	80	74	68	63	-7	-33
E10000031	Warwickshire	372	348	308	301	313	299	-4	-20
E08000031	Wolverhampton	88	79	64	83	78	93	19	5
E10000034	Worcestershire	256	249	190	153	175	162	-7	-37
E12000006	East of England	3,125	2,805	2,731	2,546	2,412	2,460	2	-21
E06000055	Bedford	78	80	60	57	60	54	-10	-31
E10000003	Cambridgeshire	411	372	384	339	337	297	-12	-28
E06000056	Central Bedfordshire	135	125	135	140	94	108	15	-20
E10000012	Essex	840	706	658	662	630	602	-4	-28
E10000015	Hertfordshire	500	459	413	407	356	414	16	-17
E06000032	Luton	58	65	52	62	49	55	12	-5
E10000020	Norfolk	462	388	395	353	355	352	-1	-24
E06000031	Peterborough	112	101	98	95	76	84	11	-25
E06000033	Southend-on-Sea	76	61	102	65	65	61	-6	-20
E10000029	Suffolk	356	372	367	296	326	362	11	2
E06000034	Thurrock	96	76	67	70	64	71	11	-26
E12000007	London	3,627	3,526	3,227	2,886	2,805	3,018	8	-17
E09000002	Barking and Dagenham	57	63	45	48	49	47	-4	-18
E09000003	Barnet	145	136	137	132	141	112	-21	-23
E09000004	Bexley	90	73	82	68	49	55	12	-39
E09000005	Brent	105	97	101	84	72	86	19	-18
E09000006	Bromley	141	140	127	90	81	90	11	-36
E09000007	Camden	125	123	141	112	100	114	14	-9
E09000001	City of London	50	51	46	41	49	58	18	16
E09000008	Croydon	141	132	107	87	109	107	-2	-24
E09000009	Ealing	130	113	126	85	66	88	33	-32
E09000010	Enfield	108	85	97	98	98	86	-12	-21
E09000011	Greenwich	117	126	99	104	94	73	-22	-38
E09000012	Hackney	127	162	103	103	108	147	36	16
E09000013	Hammersmith and Fulham	109	94	93	74	77	80	4	-27
E09000014	Haringey	93	80	98	79	78	107	37	15
E09000015	Harrow	58	52	49	39	37	46	24	-21
E09000016	Havering	98	84	75	63	74	78	5	-21
E09000017	Hillingdon	108	107	88	83	74	83	12	-23
E09000018	Hounslow	114	102	101	97	73	73	0	-36
E09000019	Islington	87	75	77	81	100	122	22	40
E09000020	Kensington and Chelsea	111	113	94	80	82	94	15	-15
E09000021	Kingston upon Thames	61	65	52	46	44	34	-23	-44

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Key Outcome Indicators - Strategic Framework for Road Safety

Reported Killed and Seriously Injured (KSI) casualties by local authority, England, 2008 - 2012 and 2005-09 average

Number of casualties/Percentage

ONS Code	Region/Local Authority	2005-09 average	2008	2009	2010	2011	2012	2012 percentage change over:	
								2011	2005-09 average
E09000022	Lambeth	176	164	173	156	169	151	-11	-14
E09000023	Lewisham	125	113	112	108	102	102	0	-19
E09000024	Merton	65	64	55	39	46	65	41	0
E09000025	Newham	88	88	93	81	74	77	4	-13
E09000026	Redbridge	88	83	69	76	76	93	22	6
E09000027	Richmond upon Thames	74	64	56	72	69	52	-25	-30
E09000028	Southwark	140	165	127	165	126	117	-7	-17
E09000029	Sutton	70	74	57	49	45	42	-7	-40
E09000030	Tower Hamlets	127	146	105	91	103	168	63	32
E09000031	Waltham Forest	90	104	61	67	68	69	1	-23
E09000032	Wandsworth	131	116	120	102	112	109	-3	-17
E09000033	Westminster	275	272	261	186	160	193	21	-30
E12000008	South East	4,317	4,077	4,124	3,820	4,221	3,951	-6	-8
E06000036	Bracknell Forest	35	21	23	25	30	29	-3	-18
E06000043	Brighton and Hove	157	141	150	136	172	160	-7	2
E10000002	Buckinghamshire	281	220	242	221	212	218	3	-22
E10000011	East Sussex	379	398	373	319	301	305	1	-20
E10000014	Hampshire	636	587	650	632	764	684	-10	8
E06000046	Isle of Wight	79	98	73	82	96	89	-7	12
E10000016	Kent	697	627	629	545	519	524	1	-25
E06000035	Medway	81	81	73	59	64	51	-20	-37
E06000042	Milton Keynes	103	86	81	74	93	99	6	-4
E10000025	Oxfordshire	355	343	345	395	355	307	-14	-13
E06000044	Portsmouth	95	99	97	91	143	123	-14	30
E06000038	Reading	43	46	52	40	51	40	-22	-7
E06000039	Slough	49	57	35	41	47	41	-13	-16
E06000045	Southampton 94		96	99	123	154	110	-29	17
E10000030	Surrey	571	528	571	520	582	574	-1	1
E06000037	West Berkshire	74	50	63	60	77	79	3	7
E10000032	West Sussex	473	485	451	373	455	420	-8	-11
E06000040	Windsor and Maidenhead	63	68	68	47	60	60	0	-5
E06000041	Wokingham	53	46	49	37	46	38	-17	-28
E12000009	South West	2,323	2,193	1,950	1,960	1,945	2,072	7	-11
E06000022	Bath and North East Somerset	53	34	43	39	22	33	50	-37
E06000028	Bournemouth	80	80	70	77	73	108	48	35
E06000023	Bristol, City of	156	126	112	130	158	147	-7	-6
E06000052	Cornwall	239	209	191	198	223	213	-4	-11
E10000008	Devon	291	268	189	292	234	308	32	6
E10000009	Dorset	271	294	260	215	202	219	8	-19
E10000013	Gloucestershire	258	259	236	187	244	255	5	-1
E06000053	Isles of Scilly	0	0	0	0	0	0	0	0
E06000024	North Somerset	65	63	34	57	46	57	24	-12
E06000026	Plymouth	58	62	45	60	74	61	-18	5
E06000029	Poole	58	63	48	57	54	66	22	15
E10000027	Somerset	310	274	304	238	224	212	-5	-32
E06000025	South Gloucestershire	84	76	64	86	32	51	59	-40
E06000030	Swindon	77	73	90	63	75	75	0	-2
E06000027	Torbay	36	36	29	32	30	39	30	8
E06000054	Wiltshire	287	276	235	229	254	228	-10	-20
E92000001	England ¹	25,958	24,369	23,206	21,255	21,717	21,630	0	-17

1 Includes London Airport (Heathrow)

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[Notes & Definitions](#)

Source: DfT STATS19
Last updated: 26 September 2013
Next update: September 2014

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-2012>

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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, 2008 - 2012 and 2005-09 average

		Rate per billion vehicle miles/ Percentage							2012 percentage change over:	
ONS Code	Region/Local Authority	2005-09 average	2008	2009	2010	2011	2012	2011	2005-09 average	
E12000001	North East	90	85	88	75	74	80	7	-11	
E06000047	County Durham	89	79	85	77	82	83	1	-7	
E06000005	Darlington	86	68	88	68	74	71	-3	-17	
E08000020	Gateshead	74	73	83	78	63	74	17	-1	
E06000001	Hartlepool	91	75	66	76	89	70	-21	-23	
E06000002	Middlesbrough	68	64	52	42	38	55	45	-19	
E08000021	Newcastle upon Tyne	94	102	94	91	78	81	4	-13	
E08000022	North Tyneside	72	61	76	55	59	63	6	-13	
E06000048	Northumberland	117	115	117	95	99	104	5	-11	
E06000003	Redcar and Cleveland	94	101	82	74	61	71	16	-24	
E08000023	South Tyneside	100	89	103	78	75	73	-4	-27	
E06000004	Stockton-on-Tees	85	78	87	50	69	77	10	-10	
E08000024	Sunderland	92	84	92	85	70	91	30	-1	
E12000002	North West	101	96	88	84	85	81	-5	-19	
E06000008	Blackburn with Darwen	163	147	182	137	155	163	5	0	
E06000009	Blackpool	214	175	199	189	209	158	-24	-26	
E08000001	Bolton	72	63	59	76	62	54	-13	-25	
E08000002	Bury	62	47	64	57	53	41	-23	-34	
E06000049	Cheshire East	100	113	94	89	87	89	2	-11	
E06000050	Cheshire West and Chester	99	89	81	78	95	91	-4	-8	
E10000006	Cumbria	94	80	72	69	74	58	-22	-38	
E06000006	Halton	87	95	66	68	66	65	-1	-26	
E08000011	Knowsley	67	66	64	64	47	74	56	10	
E10000017	Lancashire	123	116	102	100	95	85	-11	-31	
E08000012	Liverpool	155	128	147	169	144	182	26	18	
E08000003	Manchester	130	112	111	102	105	119	12	-9	
E08000004	Oldham	114	99	99	118	111	79	-29	-31	
E08000005	Rochdale	67	81	54	46	51	40	-21	-40	
E08000006	Salford	59	63	48	49	41	54	30	-9	
E08000014	Sefton	131	139	121	106	124	124	1	-5	
E08000013	St. Helens	80	83	78	56	89	88	-2	9	
E08000007	Stockport	67	66	61	50	57	43	-25	-35	
E08000008	Tameside	88	75	68	81	79	65	-18	-26	
E08000009	Trafford	62	59	57	55	49	55	11	-11	
E06000007	Warrington	65	78	57	65	68	71	5	9	
E08000010	Wigan	84	77	80	52	69	62	-9	-26	
E08000015	Wirral	151	136	137	105	121	96	-20	-36	
E12000003	Yorkshire and The Humber	115	109	100	92	92	95	4	-17	
E08000016	Barnsley	91	94	71	57	69	83	21	-9	
E08000032	Bradford	162	178	138	139	144	149	3	-8	
E08000033	Calderdale	118	110	126	87	97	106	9	-10	
E08000017	Doncaster	76	86	76	80	77	62	-20	-19	
E06000011	East Riding of Yorkshire	113	115	94	96	91	92	1	-19	
E06000010	Kingston upon Hull, City of	155	148	141	151	147	166	13	8	
E08000034	Kirklees	121	119	98	85	99	95	-4	-22	
E08000035	Leeds	91	94	83	80	78	80	3	-12	
E06000012	North East Lincolnshire	182	160	146	122	128	130	2	-29	
E06000013	North Lincolnshire	124	117	97	106	94	99	5	-20	
E10000023	North Yorkshire	127	107	109	100	93	99	7	-22	
E08000018	Rotherham	68	66	64	41	59	61	3	-11	
E08000019	Sheffield	151	125	126	97	98	110	12	-27	
E08000036	Wakefield	98	83	95	98	82	97	18	-1	
E06000014	York	128	119	76	80	81	66	-19	-49	

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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, 2008 - 2012 and 2005-09 average

Rate per billion vehicle miles/Percentage

ONS Code	Region/Local Authority	2005-09 average	2008	2009	2010	2011	2012	2012 percentage change over:	
								2011	2005-09 average
E12000004	East Midlands	97	89	92	81	85	81	-4	-16
E06000015	Derby	102	103	108	86	86	76	-12	-26
E10000007	Derbyshire	97	88	94	67	70	70	0	-28
E06000016	Leicester	95	107	97	98	107	100	-6	5
E10000018	Leicestershire	60	55	58	53	52	44	-16	-27
E10000019	Lincolnshire	111	91	124	126	132	117	-12	5
E10000021	Northamptonshire	85	83	75	58	60	68	13	-21
E06000018	Nottingham	175	160	150	143	158	140	-11	-20
E10000024	Nottinghamshire	119	111	104	97	105	102	-3	-14
E06000017	Rutland	72	80	70	75	47	68	43	-6
E12000005	West Midlands	80	73	70	63	67	65	-4	-20
E08000025	Birmingham	129	118	116	117	128	110	-14	-15
E08000026	Coventry	101	94	104	80	121	102	-16	1
E08000027	Dudley	113	112	106	89	87	99	14	-13
E06000019	Herefordshire, County of	106	82	94	55	68	73	8	-31
E08000028	Sandwell	92	84	90	87	95	89	-6	-3
E06000051	Shropshire	92	81	78	68	66	80	21	-13
E08000029	Solihull	61	65	63	46	45	43	-4	-30
E10000028	Staffordshire	54	49	46	38	36	39	9	-28
E06000021	Stoke-on-Trent	76	40	60	53	82	52	-36	-31
E06000020	Telford and Wrekin	64	50	75	47	54	40	-26	-37
E08000030	Walsall	100	104	89	83	74	69	-7	-31
E10000031	Warwickshire	68	62	56	55	57	54	-6	-20
E08000031	Wolverhampton	117	105	86	114	107	127	19	9
E10000034	Worcestershire	61	60	46	38	43	41	-4	-33
E12000006	East of England	89	80	78	75	70	71	2	-20
E06000055	Bedford	109	111	76	78	83	73	-13	-34
E10000003	Cambridgeshire	90	80	84	75	74	66	-11	-27
E06000056	Central Bedfordshire	72	67	74	79	53	59	12	-18
E10000012	Essex	97	81	75	78	74	70	-5	-28
E10000015	Hertfordshire	70	64	58	59	50	57	15	-17
E06000032	Luton	112	124	99	123	96	111	16	-1
E10000020	Norfolk	90	75	77	70	71	70	0	-22
E06000031	Peterborough	98	89	86	84	68	76	12	-23
E06000033	Southend-on-Sea	181	146	242	156	156	147	-6	-19
E10000029	Suffolk	96	100	101	81	89	99	11	4
E06000034	Thurrock	94	73	65	70	63	71	12	-25
E12000007	London	186	184	169	153	152	165	8	-11
E09000002	Barking and Dagenham	153	177	120	131	134	135	1	-12
E09000003	Barnet	140	129	134	126	142	110	-23	-22
E09000004	Bexley	149	123	138	117	87	98	13	-34
E09000005	Brent	183	178	188	149	132	158	20	-14
E09000006	Bromley	177	178	164	119	108	120	12	-32
E09000007	Camden	376	378	430	353	324	385	19	2
E09000001	City of London	404	431	404	364	447	541	21	34
E09000008	Croydon	179	173	143	120	150	148	-1	-17
E09000009	Ealing	163	145	162	112	87	120	38	-26
E09000010	Enfield	111	88	100	99	106	88	-17	-20
E09000011	Greenwich	167	185	146	156	139	111	-20	-33
E09000012	Hackney	368	474	308	312	344	478	39	30
E09000013	Hammersmith and Fulham	290	258	253	205	223	246	10	-15
E09000014	Haringey	248	217	274	225	224	311	39	26
E09000015	Harrow	153	139	135	110	104	127	22	-17
E09000016	Havering	105	91	79	69	80	85	6	-19
E09000017	Hillingdon	80	80	65	64	58	63	9	-21
E09000018	Hounslow	116	105	105	103	77	77	0	-33
E09000019	Islington	298	259	272	292	365	452	24	52
E09000020	Kensington and Chelsea	311	326	273	233	242	291	20	-6
E09000021	Kingston upon Thames	103	111	89	75	77	60	-22	-42

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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, 2008 - 2012 and 2005-09 average

Rate per billion vehicle miles/Percentage

ONS Code	Region/Local Authority	2005-09 average	2008	2009	2010	2011	2012	2012 percentage change over:	
								2011	2005-09 average
E09000022	Lambeth	333	314	342	316	347	322	-7	-3
E09000023	Lewisham	241	220	223	219	208	213	2	-12
E09000024	Merton	164	163	143	103	125	177	42	8
E09000025	Newham	145	146	150	135	129	137	6	-6
E09000026	Redbridge	133	130	107	118	110	137	24	2
E09000027	Richmond upon Thames	140	123	110	146	142	105	-26	-25
E09000028	Southwark	268	322	251	333	258	251	-3	-7
E09000029	Sutton	166	184	142	126	117	109	-6	-34
E09000030	Tower Hamlets	208	242	174	150	177	303	70	45
E09000031	Waltham Forest	199	238	141	152	167	166	0	-17
E09000032	Wandsworth	235	210	226	191	220	216	-2	-8
E09000033	Westminster	440	458	453	328	288	354	23	-19
E12000008	South East	81	76	78	73	81	76	-6	-6
E06000036	Bracknell Forest	78	47	52	57	69	67	-3	-14
E06000043	Brighton and Hove	180	163	175	162	205	189	-8	5
E10000002	Buckinghamshire	73	57	63	58	57	57	1	-21
E10000011	East Sussex	142	149	141	123	116	119	2	-16
E10000014	Hampshire	68	62	70	69	83	75	-10	10
E06000046	Isle of Wight	197	246	187	212	246	231	-6	17
E10000016	Kent	78	70	71	62	58	59	1	-25
E06000035	Medway	94	94	86	69	75	60	-19	-36
E06000042	Milton Keynes	70	58	54	51	65	67	3	-4
E10000025	Oxfordshire	76	73	75	87	78	68	-12	-10
E06000044	Portsmouth	121	129	125	118	185	157	-15	30
E06000038	Reading	125	135	154	121	153	121	-21	-4
E06000039	Slough	88	103	63	78	87	75	-14	-15
E06000045	Southampton 132		138	145	183	225	161	-29	22
E10000030	Surrey	66	61	67	62	69	68	-1	3
E06000037	West Berkshire	40	27	34	33	42	45	6	14
E10000032	West Sussex	102	106	100	84	102	96	-6	-6
E06000040	Windsor and Maidenhead	54	58	58	42	53	53	1	-1
E06000041	Wokingham	50	43	46	37	44	36	-18	-27
E12000009	South West	74	69	62	64	63	68	7	-9
E06000022	Bath and North East Somerset	72	46	59	55	31	47	51	-35
E06000028	Bournemouth	150	148	132	150	144	209	45	40
E06000023	Bristol, City of	108	86	77	92	111	103	-7	-5
E06000052	Cornwall	81	69	64	67	75	74	-2	-9
E10000008	Devon	60	54	38	60	48	64	33	8
E10000009	Dorset	110	119	106	90	85	94	10	-14
E10000013	Gloucestershire	65	64	59	48	63	66	5	1
E06000053	Isles of Scilly	0	0	0	0	0	0	0	0
E06000024	North Somerset	45	42	24	40	33	40	22	-11
E06000026	Plymouth	64	68	50	69	84	69	-18	7
E06000029	Poole	106	116	89	108	102	125	22	17
E10000027	Somerset	79	68	77	61	58	55	-5	-30
E06000025	South Gloucestershire	36	32	27	37	14	22	63	-38
E06000030	Swindon	65	61	76	53	63	63	1	-3
E06000027	Torbay	84	84	68	77	71	92	30	9
E06000054	Wiltshire	83	79	69	67	74	67	-10	-19
E92000001	England ¹	97	91	87	81	83	83	0	-15

1 Includes London (Heathrow) Airport

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[Notes & Definitions](#)

Source: DfT STATS19, DfT National Road Traffic Survey

Last updated: 26 September 2013

Next update: September 2014

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-2012>

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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, 2008 - 2012 and 2005-09 average

		Rate per billion vehicle kilometres/ Percentage						2012 percentage change over:	
ONS Code	Region/Local Authority	2005-09 average	2008	2009	2010	2011	2012	2011	2005-09 average
E12000001	North East	56	53	55	47	46	50	7	-11
E06000047	County Durham	56	49	53	48	51	51	1	-7
E06000005	Darlington	53	43	54	42	46	44	-3	-17
E08000020	Gateshead	46	46	51	48	39	46	17	-1
E06000001	Hartlepool	57	47	41	47	55	44	-21	-23
E06000002	Middlesbrough	42	40	32	26	23	34	45	-19
E08000021	Newcastle upon Tyne	58	63	58	56	49	51	4	-13
E08000022	North Tyneside	45	38	47	34	37	39	6	-13
E06000048	Northumberland	73	71	73	59	61	64	5	-11
E06000003	Redcar and Cleveland	59	63	51	46	38	44	16	-24
E08000023	South Tyneside	62	55	64	48	47	45	-4	-27
E06000004	Stockton-on-Tees	53	49	54	31	43	48	10	-10
E08000024	Sunderland	57	52	57	53	44	57	30	-1
E12000002	North West	63	59	55	52	53	51	-5	-19
E06000008	Blackburn with Darwen	101	91	113	85	96	101	5	0
E06000009	Blackpool	133	109	124	118	130	98	-24	-26
E08000001	Bolton	45	39	37	47	38	33	-13	-25
E08000002	Bury	39	29	40	36	33	26	-23	-34
E06000049	Cheshire East	62	70	59	55	54	55	2	-11
E06000050	Cheshire West and Chester	61	56	50	48	59	57	-4	-8
E10000006	Cumbria	58	50	45	43	46	36	-22	-38
E06000006	Halton	54	59	41	42	41	40	-1	-26
E08000011	Knowsley	42	41	40	40	29	46	56	10
E10000017	Lancashire	76	72	63	62	59	53	-11	-31
E08000012	Liverpool	96	80	91	105	90	113	26	18
E08000003	Manchester	81	70	69	63	66	74	12	-9
E08000004	Oldham	71	61	62	73	69	49	-29	-31
E08000005	Rochdale	42	51	33	28	32	25	-21	-40
E08000006	Salford	37	39	30	31	26	33	30	-9
E08000014	Sefton	81	87	75	66	77	77	1	-5
E08000013	St. Helens	50	52	48	35	55	55	-2	9
E08000007	Stockport	41	41	38	31	36	27	-25	-35
E08000008	Tameside	55	47	42	50	49	40	-18	-26
E08000009	Trafford	39	37	35	34	31	34	11	-11
E06000007	Warrington	40	49	36	40	42	44	5	9
E08000010	Wigan	52	48	50	32	43	39	-9	-26
E08000015	Wirral	94	85	85	65	75	60	-20	-36
E12000003	Yorkshire and The Humber	71	68	62	57	57	59	4	-17
E08000016	Barnsley	57	59	44	36	43	52	21	-9
E08000032	Bradford	101	110	86	86	90	93	3	-8
E08000033	Calderdale	73	68	78	54	60	66	9	-10
E08000017	Doncaster	47	54	47	50	48	38	-20	-19
E06000011	East Riding of Yorkshire	70	71	58	60	56	57	1	-19
E06000010	Kingston upon Hull, City of	96	92	88	94	92	103	13	8
E08000034	Kirklees	75	74	61	53	61	59	-4	-22
E08000035	Leeds	57	58	52	50	48	50	3	-12
E06000012	North East Lincolnshire	113	100	91	76	79	81	2	-29
E06000013	North Lincolnshire	77	73	61	66	58	61	5	-20
E10000023	North Yorkshire	79	67	68	62	58	62	7	-22
E08000018	Rotherham	42	41	40	26	37	38	3	-11
E08000019	Sheffield	94	78	78	60	61	69	12	-27
E08000036	Wakefield	61	52	59	61	51	60	18	-1
E06000014	York	79	74	47	49	51	41	-19	-49

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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, 2008 - 2012 and 2005-09 average**

		Rate per billion vehicle kilometres/ Percentage								
ONS Code	Region/Local Authority	2005-09 average	2008	2009	2010	2011	2012	2012 percentage change over:		
								2011	2005-09 average	
E12000004	East Midlands	60	55	57	50	53	50	-4	-16	
E06000015	Derby	63	64	67	53	53	47	-12	-26	
E10000007	Derbyshire	60	55	58	42	43	43	0	-28	
E06000016	Leicester	59	66	60	61	67	62	-6	5	
E10000018	Leicestershire	38	34	36	33	33	27	-16	-27	
E10000019	Lincolnshire	69	56	77	78	82	73	-12	5	
E10000021	Northamptonshire	53	52	47	36	37	42	13	-21	
E06000018	Nottingham	109	99	93	89	98	87	-11	-20	
E10000024	Nottinghamshire	74	69	65	60	65	64	-3	-14	
E06000017	Rutland	45	50	44	46	29	42	43	-6	
E12000005	West Midlands	50	45	44	39	42	40	-4	-20	
E08000025	Birmingham	80	73	72	73	80	68	-14	-15	
E08000026	Coventry	63	59	65	50	75	63	-16	1	
E08000027	Dudley	70	70	66	55	54	61	14	-13	
E06000019	Herefordshire, County of	66	51	58	34	42	45	8	-31	
E08000028	Sandwell	57	52	56	54	59	56	-6	-3	
E06000051	Shropshire	57	50	48	42	41	50	21	-13	
E08000029	Solihull	38	41	39	29	28	27	-4	-30	
E10000028	Staffordshire	33	30	28	24	22	24	9	-28	
E06000021	Stoke-on-Trent	47	25	38	33	51	32	-36	-31	
E06000020	Telford and Wrekin	40	31	47	29	34	25	-26	-37	
E08000030	Walsall	62	65	55	51	46	43	-7	-31	
E10000031	Warwickshire	42	39	35	34	36	34	-6	-20	
E08000031	Wolverhampton	72	65	53	71	66	79	19	9	
E10000034	Worcestershire	38	37	29	23	27	25	-4	-33	
E12000006	East of England	56	50	49	46	43	44	2	-20	
E06000055	Bedford	68	69	47	49	52	45	-13	-34	
E10000003	Cambridgeshire	56	50	52	47	46	41	-11	-27	
E06000056	Central Bedfordshire	45	41	46	49	33	37	12	-18	
E10000012	Essex	60	50	47	49	46	44	-5	-28	
E10000015	Hertfordshire	43	40	36	37	31	36	15	-17	
E06000032	Luton	69	77	62	76	59	69	16	-1	
E10000020	Norfolk	56	46	48	43	44	44	0	-22	
E06000031	Peterborough	61	55	54	52	42	47	12	-23	
E06000033	Southend-on-Sea	112	90	151	97	97	91	-6	-19	
E10000029	Suffolk	60	62	63	50	55	62	11	4	
E06000034	Thurrock	59	45	41	43	39	44	12	-25	
E12000007	London	115	114	105	95	95	102	8	-11	
E09000002	Barking and Dagenham	95	110	75	81	83	84	1	-12	
E09000003	Barnet	87	80	83	79	88	68	-23	-22	
E09000004	Bexley	92	76	86	73	54	61	13	-34	
E09000005	Brent	114	110	117	92	82	98	20	-14	
E09000006	Bromley	110	111	102	74	67	75	12	-32	
E09000007	Camden	233	235	267	220	201	239	19	2	
E09000001	City of London	251	268	251	226	278	336	21	34	
E09000008	Croydon	111	108	89	74	93	92	-1	-17	
E09000009	Ealing	101	90	101	69	54	74	38	-26	
E09000010	Enfield	69	55	62	62	66	55	-17	-20	
E09000011	Greenwich	104	115	91	97	86	69	-20	-33	
E09000012	Hackney	229	294	192	194	214	297	39	30	
E09000013	Hammersmith and Fulham	180	160	157	127	139	153	10	-15	
E09000014	Haringey	154	135	170	140	139	193	39	26	
E09000015	Harrow	95	87	84	69	65	79	22	-17	
E09000016	Havering	65	56	49	43	50	53	6	-19	
E09000017	Hillingdon	50	50	40	40	36	39	9	-21	
E09000018	Hounslow	72	66	65	64	48	48	0	-33	
E09000019	Islington	185	161	169	181	227	281	24	52	
E09000020	Kensington and Chelsea	193	203	170	145	150	181	20	-6	
E09000021	Kingston upon Thames	64	69	55	46	48	37	-22	-42	

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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, 2008 - 2012 and 2005-09 average

		Rate per billion vehicle kilometres/ Percentage							2012 percentage change over:	
ONS Code	Region/Local Authority	2005-09 average	2008	2009	2010	2011	2012	2011	2005-09 average	
E09000022	Lambeth	207	195	212	196	216	200	-7	-3	
E09000023	Lewisham	150	137	138	136	129	132	2	-12	
E09000024	Merton	102	101	89	64	78	110	42	8	
E09000025	Newham	90	91	93	84	80	85	6	-6	
E09000026	Redbridge	83	81	67	73	68	85	24	2	
E09000027	Richmond upon Thames	87	77	68	90	88	65	-26	-25	
E09000028	Southwark	167	200	156	207	160	156	-3	-7	
E09000029	Sutton	103	114	88	79	72	68	-6	-34	
E09000030	Tower Hamlets	130	150	108	93	110	188	70	45	
E09000031	Waltham Forest	124	148	87	94	104	103	0	-17	
E09000032	Wandsworth	146	131	141	119	137	134	-2	-8	
E09000033	Westminster	273	284	282	204	179	220	23	-19	
E12000008	South East	50	48	49	46	50	47	-6	-6	
E06000036	Bracknell Forest	48	29	32	35	43	41	-3	-14	
E06000043	Brighton and Hove	112	101	109	101	127	117	-8	5	
E10000002	Buckinghamshire	45	35	39	36	35	36	1	-21	
E10000011	East Sussex	88	92	88	76	72	74	2	-16	
E10000014	Hampshire	42	39	44	43	51	46	-10	10	
E06000046	Isle of Wight	122	153	116	132	153	143	-6	17	
E10000016	Kent	48	44	44	39	36	36	1	-25	
E06000035	Medway	59	59	53	43	46	38	-19	-36	
E06000042	Milton Keynes	43	36	34	32	40	41	3	-4	
E10000025	Oxfordshire	47	45	46	54	48	42	-12	-10	
E06000044	Portsmouth	75	80	78	73	115	97	-15	30	
E06000038	Reading	78	84	96	75	95	75	-21	-4	
E06000039	Slough	55	64	39	49	54	46	-14	-15	
E06000045	Southampton 82		86	90	114	140	100	-29	22	
E10000030	Surrey	41	38	42	39	43	42	-1	3	
E06000037	West Berkshire	25	17	21	20	26	28	6	14	
E10000032	West Sussex	63	66	62	52	64	60	-6	-6	
E06000040	Windsor and Maidenhead	33	36	36	26	33	33	1	-1	
E06000041	Wokingham	31	27	29	23	28	23	-18	-27	
E12000009	South West	46	43	39	39	39	42	7	-9	
E06000022	Bath and North East Somerset	45	28	37	34	19	29	51	-35	
E06000028	Bournemouth	93	92	82	93	90	130	45	40	
E06000023	Bristol, City of	67	54	48	57	69	64	-7	-5	
E06000052	Cornwall	51	43	40	41	47	46	-2	-9	
E10000008	Devon	37	34	24	37	30	40	33	8	
E10000009	Dorset	68	74	66	56	53	59	10	-14	
E10000013	Gloucestershire	41	40	37	30	39	41	5	1	
E06000053	Isles of Scilly	0	0	0	0	0	0	0	0	
E06000024	North Somerset	28	26	15	25	20	25	22	-11	
E06000026	Plymouth	40	42	31	43	52	43	-18	7	
E06000029	Poole	66	72	56	67	64	77	22	17	
E10000027	Somerset	49	42	48	38	36	34	-5	-30	
E06000025	South Gloucestershire	22	20	17	23	8	14	63	-38	
E06000030	Swindon	41	38	47	33	39	39	1	-3	
E06000027	Torbay	52	52	42	48	44	57	30	9	
E06000054	Wiltshire	51	49	43	42	46	42	-10	-19	
E92000001	England ¹	60	56	54	50	51	51	0	-15	

1 Includes London (Heathrow) Airport

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[Notes & Definitions](#)

Source: DfT STATS19, DfT National Road Traffic Survey
Last updated: 26 September 2013
Next update: September 2014

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-2012>

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Key Outcome Indicators - Strategic Framework for Road Safety

Reported Killed and Seriously Injured (KSI) casualty rate per million population by local authority, England, 2008 - 2012 and 2005-09 average

		Rate per million population/Percentage							
ONS Code	Region/Local Authority	2005-09 average	2008	2009	2010	2011	2012	2012 percentage change over:	
								2011	2005-09 average
E1200001	North East	412	385	395	329	329	353	7	-14
E06000047	County Durham	430	382	405	360	383	385	1	-11
E06000005	Darlington	432	340	428	327	356	333	-7	-23
E08000020	Gateshead	429	421	472	428	348	390	12	-9
E06000001	Hartlepool	391	319	275	307	360	293	-19	-25
E06000002	Middlesbrough	363	335	270	211	191	288	51	-21
E08000021	Newcastle upon Tyne	377	403	359	332	296	308	4	-18
E08000022	North Tyneside	298	250	304	217	235	248	5	-17
E06000048	Northumberland	609	595	598	484	515	525	2	-14
E06000003	Redcar and Cleveland	389	421	335	298	248	289	16	-26
E08000023	South Tyneside	308	271	308	228	224	229	2	-26
E06000004	Stockton-on-Tees	403	364	408	229	320	359	12	-11
E08000024	Sunderland	364	331	355	317	262	348	33	-4
E12000002	North West	512	484	441	413	419	390	-7	-24
E06000008	Blackburn with Darwen	521	473	572	428	478	481	1	-8
E06000009	Blackpool	532	441	500	464	507	380	-25	-29
E08000001	Bolton	357	311	290	353	290	244	-16	-32
E08000002	Bury	351	264	361	316	290	220	-24	-37
E06000049	Cheshire East	788	878	739	673	658	658	0	-16
E06000050	Cheshire West and Chester	731	669	603	565	693	648	-7	-11
E10000006	Cumbria	650	557	499	471	499	393	-21	-40
E06000006	Halton	458	498	345	344	333	318	-4	-30
E08000011	Knowsley	386	381	375	369	274	439	60	14
E10000017	Lancashire	728	687	602	582	548	485	-12	-33
E08000012	Liverpool	493	408	461	514	441	517	17	5
E08000003	Manchester	477	402	386	333	364	382	5	-20
E08000004	Oldham	357	307	311	359	330	230	-30	-35
E08000005	Rochdale	345	411	274	229	267	203	-24	-41
E08000006	Salford	389	413	315	314	257	329	28	-15
E08000014	Sefton	342	365	318	271	316	325	3	-5
E08000013	St. Helens	368	396	356	254	408	397	-3	8
E08000007	Stockport	274	273	250	200	227	173	-24	-37
E08000008	Tameside	297	252	228	267	260	213	-18	-28
E08000009	Trafford	269	253	242	230	206	223	9	-17
E06000007	Warrington	535	657	470	518	526	545	4	2
E08000010	Wigan	339	311	316	202	263	232	-12	-32
E08000015	Wirral	523	470	464	350	406	309	-24	-41
E12000003	Yorkshire and The Humber	586	554	495	449	448	458	2	-22
E08000016	Barnsley	486	497	367	294	349	411	18	-15
E08000032	Bradford	500	546	416	406	424	421	-1	-16
E08000033	Calderdale	563	525	595	400	443	468	6	-17
E08000017	Doncaster	503	570	496	513	489	386	-21	-23
E06000011	East Riding of Yorkshire	706	717	579	579	541	551	2	-22
E06000010	Kingston upon Hull, City of	478	452	431	447	443	505	14	6
E08000034	Kirklees	500	491	393	334	390	355	-9	-29
E08000035	Leeds	463	476	408	381	376	400	6	-14
E06000012	North East Lincolnshire	736	649	585	483	509	507	0	-31
E06000013	North Lincolnshire	806	760	621	663	580	600	3	-26
E10000023	North Yorkshire	1,086	903	900	819	763	785	3	-28
E08000018	Rotherham	392	384	366	232	332	333	0	-15
E08000019	Sheffield	475	391	384	288	298	323	8	-32
E08000036	Wakefield	520	443	497	504	427	498	17	-4
E06000014	York	528	487	302	306	317	255	-20	-52
E12000004	East Midlands	572	525	536	463	478	454	-5	-21
E06000015	Derby	454	465	479	369	368	323	-12	-29
E10000007	Derbyshire	616	561	591	418	429	430	0	-30
E06000016	Leicester	286	319	286	280	312	268	-14	-6
E10000018	Leicestershire	437	394	408	367	360	298	-17	-32
E10000019	Lincolnshire	595	484	653	657	671	593	-12	0
E10000021	Northamptonshire	667	640	572	432	438	497	13	-26

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Key Outcome Indicators - Strategic Framework for Road Safety

**Reported Killed and Seriously Injured (KSI) casualty rate per million population
by local authority, England, 2008 - 2012 and 2005-09 average**

Rate per million population/Percentage

ONS Code	Region/Local Authority	2005-09 average	2008	2009	2010	2011	2012	2012 percentage change over:	
								2011	2005-09 average
E0600018	Nottingham	589	529	492	450	498	437	-12	-26
E1000024	Nottinghamshire	670	621	576	535	575	561	-2	-16
E0600017	Rutland	698	788	678	726	471	675	43	-3
E1200005	West Midlands	454	413	391	341	366	342	-6	-25
E0800025	Birmingham	469	422	411	402	446	369	-17	-21
E0800026	Coventry	372	341	377	285	419	356	-15	-4
E0800027	Dudley	405	398	372	296	292	325	12	-20
E0600019	Herefordshire, County of	670	519	586	340	407	433	6	-35
E0800028	Sandwell	400	360	385	362	388	357	-8	-11
E0600051	Shropshire	594	519	493	426	408	474	16	-20
E0800029	Solihull	421	450	429	306	309	294	-5	-30
E1000028	Staffordshire	376	346	315	256	241	259	8	-31
E0600021	Stoke-on-Trent	273	146	222	187	291	180	-38	-34
E0600020	Telford and Wrekin	328	260	382	234	272	197	-28	-40
E0800030	Walsall	367	372	313	288	263	233	-11	-37
E1000031	Warwickshire	704	653	576	562	576	546	-5	-22
E0800031	Wolverhampton	370	332	268	347	323	371	15	0
E1000034	Worcestershire	463	448	341	274	312	285	-9	-38
E1200006	East of England	553	491	474	437	414	416	1	-25
E0600055	Bedford	500	509	380	354	369	339	-8	-32
E1000003	Cambridgeshire	693	619	633	550	555	473	-15	-32
E0600056	Central Bedfordshire	544	496	534	549	360	415	15	-24
E1000012	Essex	612	509	470	468	448	428	-4	-30
E1000015	Hertfordshire	467	423	377	367	321	367	14	-21
E0600032	Luton	307	341	268	312	246	267	9	-13
E1000020	Norfolk	551	458	463	409	413	407	-2	-26
E0600031	Peterborough	663	595	573	548	427	451	5	-32
E0600033	Southend-on-Sea	472	374	621	393	397	349	-12	-26
E1000029	Suffolk	506	523	514	411	453	494	9	-2
E0600034	Thurrock	631	490	426	438	404	445	10	-29
E1200007	London	476	460	416	369	348	363	4	-24
E0900002	Barking and Dagenham	337	367	256	267	262	247	-6	-27
E0900003	Barnet	431	402	399	379	394	308	-22	-29
E0900004	Bexley	402	325	363	298	212	235	11	-42
E0900005	Brent	412	381	395	327	261	273	5	-34
E0900006	Bromley	462	455	409	288	255	287	12	-38
E0900007	Camden	556	543	610	476	425	507	19	-9
E0900001	City of London	4,847	4,501	4,005	3,511	4,455	7,628	71	57
E0900008	Croydon	415	387	312	252	311	290	-7	-30
E0900009	Ealing	418	362	398	267	204	258	27	-38
E0900010	Enfield	377	294	333	332	319	271	-15	-28
E0900011	Greenwich	522	563	438	455	402	281	-30	-46
E0900012	Hackney	599	761	477	470	476	583	23	-3
E0900013	Hammersmith and Fulham	645	558	548	436	447	445	0	-31
E0900014	Haringey	415	355	435	351	322	413	28	0
E0900015	Harrow	260	231	215	170	158	190	20	-27
E0900016	Havering	426	362	320	267	310	325	5	-24
E0900017	Hillingdon	421	415	335	312	270	295	9	-30
E0900018	Hounslow	502	443	431	410	297	282	-5	-44
E0900019	Islington	464	398	401	417	485	578	19	25
E0900020	Kensington and Chelsea	651	661	553	472	501	603	20	-7
E0900021	Kingston upon Thames	377	395	312	272	253	207	-18	-45
E0900022	Lambeth	630	583	611	548	578	487	-16	-23
E0900023	Lewisham	483	431	423	405	371	362	-2	-25
E0900024	Merton	325	316	266	187	217	321	48	-1
E0900025	Newham	365	363	386	337	267	245	-8	-33
E0900026	Redbridge	339	315	258	281	274	327	19	-4
E0900027	Richmond upon Thames	398	342	296	377	355	275	-23	-31
E0900028	Southwark	506	583	445	575	423	399	-6	-21
E0900029	Sutton	372	391	297	252	227	217	-5	-42
E0900030	Tower Hamlets	571	644	447	383	403	639	58	12
E0900031	Waltham Forest	408	470	272	295	287	263	-8	-36
E0900032	Wandsworth	465	409	419	352	379	354	-7	-24

RAS41004

Key Outcome Indicators - Strategic Framework for Road Safety

**Reported Killed and Seriously Injured (KSI) casualty rate per million population
by local authority, England, 2008 - 2012 and 2005-09 average**

Rate per million population/Percentage

ONS Code	Region/Local Authority	2005-09 average	2008	2009	2010	2011	2012	2012 percentage change over:	
								2011	2005-09 average
E09000033	Westminster	1,133	1,103	1,046	735	655	862	32	-24
E12000008	South East	520	487	489	448	493	453	-8	-13
E06000036	Bracknell Forest	313	184	200	215	254	252	-1	-20
E06000043	Brighton and Hove	627	555	585	526	666	580	-13	-7
E10000002	Buckinghamshire	574	448	489	444	422	426	1	-26
E10000011	East Sussex	744	779	728	619	578	574	-1	-23
E10000014	Hampshire	500	457	504	487	585	514	-12	3
E06000046	Isle of Wight	570	699	521	584	685	641	-6	12
E10000016	Kent	501	447	446	382	359	354	-1	-29
E06000035	Medway	319	320	287	230	244	190	-22	-40
E06000042	Milton Keynes	451	369	342	306	383	392	2	-13
E10000025	Oxfordshire	560	540	539	609	550	465	-16	-17
E06000044	Portsmouth	478	497	477	439	706	595	-16	24
E06000038	Reading	292	308	343	259	352	255	-28	-13
E06000039	Slough	392	453	273	313	357	289	-19	-26
E06000045	Southampton 406		410	418	513	654	459	-30	13
E10000030	Surrey	523	480	513	461	513	502	-2	-4
E06000037	West Berkshire	493	330	412	390	498	511	3	4
E10000032	West Sussex	605	615	569	466	563	515	-9	-15
E06000040	Windsor and Maidenhead	451	480	473	322	416	411	-1	-9
E06000041	Wokingham	337	288	303	227	279	243	-13	-28
E12000009	South West	450	421	373	372	368	388	6	-14
E06000022	Bath and North East Somerset	300	192	242	217	124	186	50	-38
E06000028	Bournemouth	491	486	424	458	433	578	33	18
E06000023	Bristol, City of	371	296	259	295	367	340	-7	-8
E06000052	Cornwall	456	395	360	370	413	396	-4	-13
E10000008	Devon	394	359	253	389	311	409	32	4
E10000009	Dorset	673	725	643	531	496	528	6	-22
E10000013	Gloucestershire	443	442	401	315	410	423	3	-4
E06000053	Isles of Scilly	0	0	0	0	0	0	0	0
E06000024	North Somerset	318	304	163	269	216	279	29	-12
E06000026	Plymouth	230	243	175	232	290	236	-18	3
E06000029	Poole	412	448	340	401	373	444	19	8
E10000027	Somerset	595	523	581	453	421	396	-6	-33
E06000025	South Gloucestershire	326	292	244	325	119	192	61	-41
E06000030	Swindon	398	372	453	312	369	354	-4	-11
E06000027	Torbay	269	269	216	238	224	297	32	10
E06000054	Wiltshire	637	608	515	498	548	478	-13	-25
E92000001	England ¹	508	474	448	407	412	404	-2	-20

1 Includes London (Heathrow) Airport

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[Notes & Definitions](#)

Source: DfT STATS19, ONS mid-year population estimates
Last updated: 26 September 2013
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The figures in this table are National Statistics

Department for Transport statistics

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RAS50001

Contributory factors in reported accidents by severity, Great Britain, 2012

Number/ percentage

Contributory factor reported in accident ¹	Fatal accidents		Serious accidents		Slight accidents		All accidents	
	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²
Road environment contributed	159	11	2,305	13	13,841	15	16,305	14
Poor or defective road surface	11	1	169	1	591	1	771	1
Deposit on road (eg. oil, mud, chippings)	15	1	280	2	1,367	1	1,662	1
Slippery road (due to weather)	81	5	1,316	7	9,516	10	10,913	10
Inadequate or masked signs or road markings	7	0	57	0	404	0	468	0
Defective traffic signals	0	0	22	0	148	0	170	0
Traffic calming (eg. road humps, chicane)	2	0	24	0	108	0	134	0
Temporary road layout (eg. contraflow)	3	0	36	0	241	0	280	0
Road layout (eg. bend, hill, narrow road)	44	3	519	3	2,313	2	2,876	3
Animal or object in carriageway	9	1	200	1	1,095	1	1,304	1
Slippery inspection cover or road marking	0	0	2	0	11	0	13	0
Vehicle defects	33	2	377	2	1,713	2	2,123	2
Tyres illegal, defective or under inflated	22	1	140	1	603	1	765	1
Defective lights or indicators	3	0	37	0	145	0	185	0
Defective brakes	9	1	131	1	609	1	749	1
Defective steering or suspension	0	0	41	0	240	0	281	0
Defective or missing mirrors	0	0	1	0	13	0	14	0
Overloaded or poorly loaded vehicle or trailer	1	0	40	0	178	0	219	0
Injudicious action	395	26	3,841	21	22,664	24	26,900	23
Disobeyed automatic traffic signal	10	1	236	1	1,752	2	1,998	2
Disobeyed 'Give Way' or 'Stop' sign or markings	29	2	514	3	3,289	3	3,832	3
Disobeyed double white lines	14	1	63	0	143	0	220	0
Disobeyed pedestrian crossing facility	8	1	137	1	435	0	580	1
Illegal turn or direction of travel	17	1	126	1	692	1	835	1
Exceeding speed limit	173	12	1,041	6	3,531	4	4,745	4
Travelling too fast for conditions	167	11	1,494	8	7,016	7	8,677	8
Following too close	16	1	478	3	7,243	8	7,737	7
Vehicle travelling along pavement	5	0	59	0	274	0	338	0
Cyclist entering road from pavement	21	1	175	1	779	1	975	1
Driver/Rider error or reaction	1,034	69	12,007	66	69,994	74	83,035	72
Junction overshoot	32	2	376	2	2,463	3	2,871	3
Junction restart (moving off at junction)	7	0	235	1	2,004	2	2,246	2
Poor turn or manoeuvre	214	14	2,450	13	14,120	15	16,784	15
Failed to signal or misleading signal	3	0	277	2	2,036	2	2,316	2
Driver/Rider failed to look properly	451	30	6,578	36	41,574	44	48,603	42
Driver/Rider failed to judge other person's path or speed	205	14	2,988	16	21,771	23	24,964	22
Too close to cyclist, horse rider or pedestrian	23	2	363	2	1,953	2	2,339	2
Sudden braking	45	3	841	5	7,398	8	8,284	7
Swerved	97	6	788	4	3,712	4	4,597	4
Loss of control	461	31	3,454	19	12,274	13	16,189	14
Impairment or distraction	329	22	2,612	14	10,883	11	13,824	12
Driver/Rider impaired by alcohol	125	8	1,116	6	3,722	4	4,963	4
Driver/Rider impaired by drugs (illicit or medicinal)	28	2	187	1	407	0	622	1
Fatigue	58	4	323	2	1,400	1	1,781	2
Uncorrected, defective eyesight	6	0	59	0	186	0	251	0
Driver/Rider illness or disability, mental or physical	90	6	488	3	1,516	2	2,094	2
Not displaying lights at night or in poor visibility	6	0	102	1	327	0	435	0
Rider wearing dark clothing	7	0	115	1	391	0	513	0
Driver using mobile phone	17	1	67	0	294	0	378	0
Distraction in vehicle	61	4	373	2	2,474	3	2,908	3
Distraction outside vehicle	19	1	177	1	1,424	1	1,620	1

RAS50001

Contributory factors in reported accidents by severity, Great Britain, 2012

Number/ percentage

Contributory factor reported in accident ¹	Fatal accidents		Serious accidents		Slight accidents		All accidents	
	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²
Behaviour or inexperience	413	28	4,531	25	21,194	22	26,138	23
Aggressive driving	98	7	735	4	2,660	3	3,493	3
Driver/Rider careless, reckless or in a hurry	284	19	3,202	18	14,361	15	17,847	16
Driver/Rider nervous, uncertain or panic	15	1	245	1	1,664	2	1,924	2
Driving too slow for conditions or slow veh (eg tractor)	5	0	10	0	108	0	123	0
Learner or inexperienced driver/rider	71	5	792	4	4,123	4	4,986	4
Inexperience of driving on the left	2	0	73	0	326	0	401	0
Unfamiliar with model of vehicle	26	2	170	1	600	1	796	1
Vision affected by external factors	144	10	1,908	10	10,692	11	12,744	11
Stationary or parked vehicle(s)	28	2	675	4	3,100	3	3,803	3
Vegetation	5	0	74	0	339	0	418	0
Road layout (eg. bend, winding road, hill crest)	25	2	207	1	1,156	1	1,388	1
Buildings, road signs, street furniture	5	0	48	0	234	0	287	0
Dazzling headlights	2	0	58	0	271	0	331	0
Dazzling sun	36	2	423	2	2,446	3	2,905	3
Rain, sleet, snow, or fog	26	2	286	2	2,136	2	2,448	2
Spray from other vehicles	4	0	32	0	269	0	305	0
Visor or windscreen dirty, scratched or frosted etc.	5	0	25	0	148	0	178	0
Vehicle blind spot	21	1	214	1	1,482	2	1,717	1
Pedestrian only (casualty or uninjured)	309	21	3,823	21	10,322	11	14,454	13
Crossing road masked by stationary or parked vehicle	24	2	826	5	1,966	2	2,816	2
Pedestrian failed to look properly	173	12	2,980	16	7,782	8	10,935	10
Pedestrian failed to judge vehicle's path or speed	81	5	927	5	2,582	3	3,590	3
Pedestrian wrong use of pedestrian crossing facility	15	1	326	2	920	1	1,261	1
Dangerous action in carriageway (eg. playing)	37	2	319	2	842	1	1,198	1
Pedestrian impaired by alcohol	76	5	580	3	1,414	1	2,070	2
Pedestrian impaired by drugs (illicit or medicinal)	15	1	56	0	145	0	216	0
Pedestrian careless, reckless or in a hurry	87	6	1,480	8	3,481	4	5,048	4
Pedestrian wearing dark clothing at night	67	4	285	2	573	1	925	1
Pedestrian disability or illness, mental or physical	42	3	140	1	315	0	497	0
Special Codes	84	6	832	5	4,059	4	4,975	4
Stolen vehicle	17	1	118	1	503	1	638	1
Vehicle in course of crime	7	0	87	0	379	0	473	0
Emergency vehicle on a call	1	0	66	0	607	1	674	1
Vehicle door opened or closed negligently	3	0	101	1	493	1	597	1
Other	60	4	512	3	2,308	2	2,880	3
Total number of accidents¹	1,497	100	18,196	100	95,003	100	114,696	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.

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[Notes & Definitions](#)

Source: DfT STATS19

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RAS50002

Contributory factors of reported accidents, Great Britain, 2008-2012

Contributory factor reported in accident ^{1,2}	Number/percentage									
	2008		2009		2010		2011		2012	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Driver/Rider failed to look properly	50,661	38	50,677	40	50,847	42	51,946	44	51,168	45
Driver/Rider failed to judge other person's path or speed	26,937	20	27,779	22	27,304	23	27,106	23	26,566	23
Driver/Rider careless, reckless or in a hurry	20,710	16	19,640	15	19,242	16	19,797	17	18,219	16
Poor turn or manoeuvre	18,617	14	17,945	14	16,453	14	17,101	14	17,306	15
Loss of control	19,692	15	19,330	15	18,180	15	17,091	14	16,282	14
Slippery road (due to weather)	14,900	11	15,452	12	15,250	13	10,014	8	11,565	10
Pedestrian failed to look properly	12,893	10	12,265	10	12,078	10	11,631	10	11,055	10
Sudden braking	9,903	8	10,462	8	9,662	8	9,517	8	8,938	8
Travelling too fast for conditions	12,583	10	11,767	9	10,302	9	8,868	7	8,896	8
Following too close	8,954	7	9,112	7	9,052	7	8,658	7	8,413	7
Total number of accidents¹	131,592	100	128,185	100	120,827	100	118,403	100	114,696	100

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

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

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Source: STATS19

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RAS50003

Contributory factors in reported accidents by road class 2012

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	734	15	6,862	13	2,615	17	6,094	15	16,305	14
Poor or defective road surface	23	0	256	0	124	1	368	1	771	1
Deposit on road (eg. oil, mud, chippings)	42	1	629	1	303	2	688	2	1,662	1
Slippery road (due to weather)	594	12	4,687	9	1,774	12	3,858	10	10,913	10
Inadequate or masked signs or road markings	2	0	141	0	62	0	263	1	468	0
Defective traffic signals	0	0	113	0	23	0	34	0	170	0
Traffic calming (eg. road humps, chicane)	2	0	18	0	19	0	95	0	134	0
Temporary road layout (eg. contraflow)	25	1	166	0	30	0	59	0	280	0
Road layout (eg. bend, hill, narrow road)	28	1	1,019	2	493	3	1,336	3	2,876	3
Animal or object in carriageway	59	1	615	1	212	1	418	1	1,304	1
Slippery inspection cover or road marking	0	0	1	0	3	0	9	0	13	0
Vehicle defects	222	4	901	2	248	2	752	2	2,123	2
Tyres illegal, defective or under inflated	141	3	324	1	86	1	214	1	765	1
Defective lights or indicators	2	0	78	0	29	0	76	0	185	0
Defective brakes	26	1	285	1	76	1	362	1	749	1
Defective steering or suspension	30	1	130	0	38	0	83	0	281	0
Defective or missing mirrors	3	0	6	0	3	0	2	0	14	0
Overloaded or poorly loaded vehicle or trailer	33	1	116	0	25	0	45	0	219	0
Injudicious action	1,297	26	13,542	25	3,562	24	8,499	21	26,900	23
Disobeyed automatic traffic signal	4	0	1,437	3	242	2	315	1	1,998	2
Disobeyed 'Give Way' or 'Stop' sign or markings	8	0	1,505	3	520	3	1,799	4	3,832	3
Disobeyed double white lines	7	0	147	0	35	0	31	0	220	0
Disobeyed pedestrian crossing facility	0	0	315	1	101	1	164	0	580	1
Illegal turn or direction of travel	18	0	488	1	80	1	249	1	835	1
Exceeding speed limit	100	2	2,114	4	765	5	1,766	4	4,745	4
Travelling too fast for conditions	544	11	3,749	7	1,329	9	3,055	8	8,677	8
Following too close	797	16	4,831	9	777	5	1,332	3	7,737	7
Vehicle travelling along pavement	0	0	117	0	31	0	190	0	338	0
Cyclist entering road from pavement	1	0	317	1	94	1	563	1	975	1
Driver/Rider error or reaction	3,705	74	41,262	76	10,907	73	27,161	67	83,035	72
Junction overshoot	29	1	1,054	2	363	2	1,425	4	2,871	3
Junction restart (moving off at junction)	8	0	1,110	2	334	2	794	2	2,246	2
Poor turn or manoeuvre	499	10	8,663	16	2,131	14	5,491	14	16,784	15
Failed to signal or misleading signal	59	1	1,278	2	312	2	667	2	2,316	2
Driver/Rider failed to look properly	1,545	31	24,676	45	6,201	41	16,181	40	48,603	42
Driver/Rider failed to judge other person's path or speed	1,347	27	13,674	25	3,125	21	6,818	17	24,964	22
Too close to cyclist, horse rider or pedestrian	6	0	1,095	2	317	2	921	2	2,339	2
Sudden braking	652	13	4,743	9	947	6	1,942	5	8,284	7
Swerved	409	8	2,237	4	615	4	1,336	3	4,597	4
Loss of control	1,128	23	7,304	13	2,430	16	5,327	13	16,189	14
Impairment or distraction	777	16	6,325	12	1,907	13	4,815	12	13,824	12
Driver/Rider impaired by alcohol	200	4	1,894	3	750	5	2,119	5	4,963	4
Driver/Rider impaired by drugs (illicit or medicinal)	23	0	262	0	70	0	267	1	622	1
Fatigue	303	6	961	2	197	1	320	1	1,781	2
Uncorrected, defective eyesight	1	0	104	0	45	0	101	0	251	0
Driver/Rider illness or disability, mental or physical	93	2	991	2	282	2	728	2	2,094	2
Not displaying lights at night or in poor visibility	5	0	173	0	57	0	200	0	435	0
Rider wearing dark clothing	0	0	236	0	61	0	216	1	513	0
Driver using mobile phone	26	1	200	0	49	0	103	0	378	0
Distraction in vehicle	169	3	1,500	3	398	3	841	2	2,908	3
Distraction outside vehicle	73	1	834	2	214	1	499	1	1,620	1

RAS50003
Contributory factors in reported accidents by road class 2012

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	754	15	12,364	23	3,555	24	9,465	23	26,138	23
Aggressive driving	113	2	1,520	3	461	3	1,399	3	3,493	3
Driver/Rider careless, reckless or in a hurry	466	9	8,818	16	2,311	15	6,252	15	17,847	16
Driver/Rider nervous, uncertain or panic	90	2	848	2	265	2	721	2	1,924	2
Driving too slow for conditions or slow veh (eg tractor)	16	0	72	0	12	0	23	0	123	0
Learner or inexperienced driver/rider	95	2	1,989	4	828	6	2,074	5	4,986	4
Inexperience of driving on the left	28	1	211	0	68	0	94	0	401	0
Unfamiliar with model of vehicle	24	0	353	1	124	1	295	1	796	1
Vision affected by external factors	496	10	5,254	10	1,738	12	5,256	13	12,744	11
Stationary or parked vehicle(s)	11	0	1,536	3	441	3	1,815	4	3,803	3
Vegetation	1	0	108	0	59	0	250	1	418	0
Road layout (eg. bend, winding road, hill crest)	10	0	414	1	254	2	710	2	1,388	1
Buildings, road signs, street furniture	0	0	106	0	42	0	139	0	287	0
Dazzling headlights	2	0	131	0	74	0	124	0	331	0
Dazzling sun	52	1	1,203	2	428	3	1,222	3	2,905	3
Rain, sleet, snow, or fog	154	3	1,115	2	357	2	822	2	2,448	2
Spray from other vehicles	86	2	163	0	24	0	32	0	305	0
Visor or windscreen dirty, scratched or frosted etc.	1	0	65	0	30	0	82	0	178	0
Vehicle blind spot	244	5	792	1	158	1	523	1	1,717	1
Pedestrian only (casualty or uninjured)	26	1	5,750	11	1,664	11	7,014	17	14,454	13
Crossing road masked by stationary or parked vehicle	0	0	977	2	287	2	1,552	4	2,816	2
Pedestrian failed to look properly	8	0	4,382	8	1,257	8	5,288	13	10,935	10
Pedestrian failed to judge vehicle's path or speed	4	0	1,587	3	431	3	1,568	4	3,590	3
Pedestrian wrong use of pedestrian crossing facility	0	0	853	2	137	1	271	1	1,261	1
Dangerous action in carriageway (eg. playing)	15	0	376	1	111	1	696	2	1,198	1
Pedestrian impaired by alcohol	6	0	951	2	269	2	844	2	2,070	2
Pedestrian impaired by drugs (illicit or medicinal)	3	0	109	0	21	0	83	0	216	0
Pedestrian careless, reckless or in a hurry	6	0	2,331	4	535	4	2,176	5	5,048	4
Pedestrian wearing dark clothing at night	7	0	372	1	137	1	409	1	925	1
Pedestrian disability or illness, mental or physical	10	0	217	0	57	0	213	1	497	0
Special Codes	226	5	2,263	4	564	4	1,922	5	4,975	4
Stolen vehicle	13	0	191	0	80	1	354	1	638	1
Vehicle in course of crime	7	0	139	0	58	0	269	1	473	0
Emergency vehicle on a call	13	0	426	1	85	1	150	0	674	1
Vehicle door opened or closed negligently	1	0	289	1	65	0	242	1	597	1
Other	197	4	1,311	2	312	2	1,060	3	2,880	3
Total number of accidents	4,984	100	54,263	100	15,029	100	40,420	100	114,696	100

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

2 Columns may not add up to 100 per cent as accidents can have more than 1 contributory factor.

3 Other roads includes C roads and unclassified roads.

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Source: STATS19
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Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012>

RAS50004

Reported accidents involving pedestrians with contributory factors, Great Britain, 2012

Contributory factor attributed to pedestrian ¹	Number/ percentage			
	Accidents ^{2,3} where contributory factor assigned to injured or killed pedestrian		Accidents ^{2,3} where contributory factor assigned to uninjured pedestrian	
	Number	Per cent ⁴	Number	Per cent ⁴
Pedestrian failed to look properly	10,764	59	170	60
Pedestrian careless, reckless or in a hurry	4,954	27	102	36
Pedestrian failed to judge vehicle's path or speed	3,544	19	42	15
Crossing road masked by stationary or parked vehicle	2,773	15	30	11
Pedestrian impaired by alcohol	2,034	11	36	13
Pedestrian wrong use of pedestrian crossing facility	1,223	7	25	9
Dangerous action in carriageway (eg. playing)	1,145	6	27	10
Pedestrian wearing dark clothing at night	903	5	13	5
Pedestrian disability or illness, mental or physical	490	3	5	2
Pedestrian impaired by drugs (illicit or medicinal)	214	1	1	0
Total number of accidents	18,188	100	283	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

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Department for Transport statistics

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RAS50005

Vehicles in reported accidents by contributory factor and vehicle type, Great Britain, 2012

Contributory factor attributed to vehicle	Number/ percentage													
	Pedal cycle		Motorcycle		Car		Bus or Coach		LGV		HGV		All vehicles ³	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Road environment contributed	463	4	2,474	14	13,181	8	135	3	724	7	355	6	17,496	8
Poor or defective road surface	84	1	239	1	431	0	5	0	19	0	10	0	799	0
Deposit on road (eg. oil, mud, chippings)	40	0	485	3	1,098	1	9	0	56	1	21	0	1,729	1
Slippery road (due to weather)	223	2	1,479	9	9,043	6	64	2	451	4	183	3	11,515	5
Inadequate or masked signs or road markings	18	0	32	0	397	0	1	0	36	0	4	0	492	0
Defective traffic signals	3	0	10	0	202	0	3	0	4	0	8	0	232	0
Traffic calming (eg. road humps, chicane)	6	0	34	0	83	0	2	0	8	0	3	0	139	0
Temporary road layout (eg. contraflow)	14	0	25	0	219	0	5	0	22	0	20	0	313	0
Road layout (eg. bend, hill, narrow road)	91	1	325	2	2,402	2	45	1	162	2	119	2	3,194	2
Animal or object in carriageway	27	0	182	1	1,052	1	12	0	53	1	15	0	1,355	1
Slippery inspection cover or road marking	1	0	10	0	2	0	0	0	0	0	0	0	13	0
Vehicle defects	296	2	183	1	1,307	1	20	0	142	1	119	2	2,127	1
Tyres illegal, defective or under inflated	6	0	56	0	628	0	0	0	51	1	21	0	766	0
Defective lights or indicators	61	0	31	0	70	0	1	0	8	0	3	0	185	0
Defective brakes	221	2	71	0	384	0	13	0	24	0	24	0	751	0
Defective steering or suspension	7	0	23	0	214	0	4	0	16	0	12	0	281	0
Defective or missing mirrors	0	0	3	0	7	0	0	0	1	0	2	0	14	0
Overloaded or poorly loaded vehicle or trailer	12	0	7	0	56	0	2	0	53	1	64	1	219	0
Injudicious action	1,891	14	2,513	14	21,464	14	244	6	1,478	15	588	10	28,394	13
Disobeyed automatic traffic signal	180	1	112	1	1,751	1	33	1	119	1	28	0	2,244	1
Disobeyed 'Give Way' or 'Stop' sign or markings	175	1	101	1	3,258	2	30	1	214	2	47	1	3,849	2
Disobeyed double white lines	5	0	40	0	153	0	2	0	10	0	11	0	224	0
Disobeyed pedestrian crossing facility	89	1	29	0	435	0	8	0	15	0	4	0	587	0
Illegal turn or direction of travel	80	1	54	0	629	0	3	0	48	0	17	0	842	0
Exceeding speed limit	30	0	745	4	3,798	2	11	0	155	2	48	1	4,811	2
Travelling too fast for conditions	277	2	939	5	7,007	4	29	1	378	4	177	3	8,885	4
Following too close	166	1	682	4	6,408	4	135	3	646	6	312	5	8,403	4
Vehicle travelling along pavement	154	1	31	0	124	0	3	0	13	0	4	0	339	0
Cyclist entering road from pavement	916	7	6	0	51	0	0	0	1	0	0	0	977	0
Driver/Rider error or reaction	4,786	36	7,971	46	70,134	44	1,686	41	4,801	48	2,560	45	92,826	44
Junction overshoot	205	2	117	1	2,360	1	14	0	119	1	46	1	2,892	1
Junction restart (moving off at junction)	38	0	65	0	1,945	1	60	1	132	1	49	1	2,304	1
Poor turn or manoeuvre	667	5	1,572	9	13,081	8	276	7	931	9	551	10	17,282	8
Failed to signal or misleading signal	142	1	100	1	1,757	1	41	1	166	2	99	2	2,340	1
Driver/Rider failed to look properly	3,097	23	2,760	16	39,546	25	639	16	2,967	30	1,564	27	51,032	24
Driver/Rider failed to judge other person's path or speed	1,282	10	2,219	13	19,994	13	356	9	1,568	16	835	15	26,493	13
Too close to cyclist, horse rider or pedestrian	85	1	91	1	1,678	1	128	3	215	2	105	2	2,350	1
Sudden braking	175	1	1,175	7	6,289	4	619	15	419	4	194	3	8,920	4
Swerved	225	2	484	3	3,568	2	48	1	177	2	101	2	4,648	2
Loss of control	725	5	2,806	16	11,862	8	58	1	454	5	219	4	16,273	8
Impairment or distraction	926	7	533	3	11,354	7	93	2	642	6	237	4	13,908	7
Driver/Rider impaired by alcohol	246	2	271	2	4,163	3	13	0	205	2	27	0	4,964	2
Driver/Rider impaired by drugs (illicit or medicinal)	37	0	27	0	514	0	2	0	30	0	4	0	622	0
Fatigue	10	0	44	0	1,490	1	9	0	118	1	93	2	1,785	1
Uncorrected, defective eyesight	5	0	3	0	230	0	0	0	5	0	2	0	250	0
Driver/Rider illness or disability, mental or physical	59	0	49	0	1,813	1	27	1	81	1	36	1	2,093	1
Not displaying lights at night or in poor visibility	290	2	33	0	99	0	2	0	4	0	7	0	440	0
Rider wearing dark clothing	462	3	21	0	31	0	1	0	1	0	0	0	516	0
Driver using mobile phone	8	0	4	0	310	0	4	0	36	0	12	0	378	0
Distraction in vehicle	20	0	22	0	2,605	2	23	1	158	2	65	1	2,914	1
Distraction outside vehicle	38	0	98	1	1,357	1	19	0	87	1	35	1	1,644	1

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RAS50005

Vehicles in reported accidents by contributory factor and vehicle type, Great Britain, 2012

Contributory factor attributed to vehicle	Number/ percentage													
	Pedal cycle		Motorcycle		Car		Bus or Coach		LGV		HGV		All vehicles ³	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Behaviour or inexperience	1,260	10	3,238	19	20,046	13	255	6	1,276	13	494	9	26,817	13
Aggressive driving	45	0	334	2	2,932	2	32	1	181	2	33	1	3,591	2
Driver/Rider careless, reckless or in a hurry	1,082	8	1,482	9	13,789	9	208	5	1,083	11	391	7	18,195	9
Driver/Rider nervous, uncertain or panic	65	0	191	1	1,623	1	13	0	26	0	13	0	1,941	1
Driving too slow for conditions or slow veh (eg tractor)	4	0	8	0	75	0	2	0	2	0	7	0	124	0
Learner or inexperienced driver/rider	94	1	1,507	9	3,333	2	6	0	42	0	8	0	5,022	2
Inexperience of driving on the left	6	0	28	0	287	0	3	0	15	0	58	1	401	0
Unfamiliar with model of vehicle	12	0	190	1	532	0	7	0	17	0	21	0	798	0
Vision affected by external factors	605	5	1,006	6	10,752	7	150	4	718	7	660	12	14,048	7
Stationary or parked vehicle(s)	386	3	522	3	3,308	2	43	1	183	2	42	1	4,518	2
Vegetation	46	0	20	0	348	0	8	0	25	0	9	0	475	0
Road layout (eg. bend, winding road, hill crest)	41	0	119	1	1,215	1	18	0	97	1	50	1	1,563	1
Buildings, road signs, street furniture	22	0	13	0	241	0	4	0	14	0	7	0	308	0
Dazzling headlights	5	0	17	0	291	0	3	0	9	0	3	0	331	0
Dazzling sun	41	0	144	1	2,527	2	22	1	150	1	67	1	2,978	1
Rain, sleet, snow, or fog	58	0	148	1	2,210	1	25	1	110	1	57	1	2,627	1
Spray from other vehicles	4	0	20	0	257	0	2	0	17	0	19	0	321	0
Visor or windscreen dirty, scratched or frosted etc.	0	0	16	0	150	0	0	0	9	0	2	0	179	0
Vehicle blind spot	16	0	35	0	1,012	1	30	1	155	2	450	8	1,734	1
Pedestrian only (casualty or uninjured)	3	0	0	0	2	0	0	0	1	0	0	0	7	0
Crossing road masked by stationary or parked vehicle	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Pedestrian failed to look properly	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian failed to judge vehicle's path or speed	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian wrong use of pedestrian crossing facility	1	0	0	0	0	0	0	0	0	0	0	0	1	0
Dangerous action in carriageway (eg. playing)	2	0	0	0	2	0	0	0	0	0	0	0	4	0
Pedestrian impaired by alcohol	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian impaired by drugs (illicit or medicinal)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian careless, reckless or in a hurry	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian wearing dark clothing at night	0	0	0	0	0	0	0	0	1	0	0	0	1	0
Pedestrian disability or illness, mental or physical	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Special codes	161	1	293	2	3,231	2	117	3	238	2	134	2	4,380	2
Stolen vehicle	5	0	71	0	524	0	0	0	38	0	1	0	641	0
Vehicle in course of crime	16	0	30	0	397	0	2	0	26	0	3	0	476	0
Emergency vehicle on a call	2	0	11	0	497	0	0	0	48	0	9	0	700	0
Vehicle door opened or closed negligently	7	0	3	0	492	0	15	0	31	0	13	0	564	0
Other	134	1	187	1	1,475	1	101	2	105	1	109	2	2,179	1
Vehicles with no contributory factor	6,649	50	6,258	36	64,662	41	2,068	50	3,780	38	2,343	41	86,711	41
Total number of vehicles	13,212	100	17,372	100	157,946	100	4,104	100	10,037	100	5,711	100	210,670	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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[Notes & Definitions](#)

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RAS50007

Casualties in reported accidents by contributory factor and severity, Great Britain, 2012

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	175	11	2,604	13	20,188	15	22,967	14
Poor or defective road surface	12	1	179	1	847	1	1,038	1
Deposit on road (eg. oil, mud, chippings)	18	1	313	2	1,934	1	2,265	1
Slippery road (due to weather)	85	5	1,492	7	13,732	10	15,309	10
Inadequate or masked signs or road markings	7	0	68	0	695	1	770	0
Defective traffic signals	0	0	23	0	250	0	273	0
Traffic calming (eg. road humps, chicane)	3	0	27	0	152	0	182	0
Temporary road layout (eg. contraflow)	3	0	36	0	359	0	398	0
Road layout (eg. bend, hill, narrow road)	48	3	594	3	3,554	3	4,196	3
Animal or object in carriageway	12	1	223	1	1,538	1	1,773	1
Slippery inspection cover or road marking	0	0	2	0	15	0	17	0
Vehicle defects	37	2	426	2	2,696	2	3,159	2
Tyres illegal, defective or under inflated	25	2	169	1	1,044	1	1,238	1
Defective lights or indicators	3	0	43	0	210	0	256	0
Defective brakes	10	1	137	1	939	1	1,086	1
Defective steering or suspension	0	0	48	0	348	0	396	0
Defective or missing mirrors	0	0	1	0	18	0	19	0
Overloaded or poorly loaded vehicle or trailer	1	0	46	0	263	0	310	0
Injudicious action	435	27	4,541	22	35,804	26	40,780	26
Disobeyed automatic traffic signal	11	1	270	1	2,950	2	3,231	2
Disobeyed 'Give Way' or 'Stop' sign or markings	31	2	584	3	5,086	4	5,701	4
Disobeyed double white lines	17	1	95	0	287	0	399	0
Disobeyed pedestrian crossing facility	8	0	143	1	481	0	632	0
Illegal turn or direction of travel	18	1	145	1	1,075	1	1,238	1
Exceeding speed limit	194	12	1,295	6	6,021	4	7,510	5
Travelling too fast for conditions	183	11	1,835	9	11,392	8	13,410	8
Following too close	17	1	539	3	11,639	8	12,195	8
Vehicle travelling along pavement	5	0	64	0	327	0	396	0
Cyclist entering road from pavement	21	1	177	1	835	1	1,033	1
Driver/Rider error or reaction	1,116	69	13,428	67	102,711	75	117,255	74
Junction overshoot	34	2	440	2	3,961	3	4,435	3
Junction restart (moving off at junction)	7	0	263	1	2,892	2	3,162	2
Poor turn or manoeuvre	227	14	2,730	14	20,465	15	23,422	15
Failed to signal or misleading signal	6	0	294	1	2,880	2	3,180	2
Driver/Rider failed to look properly	463	29	7,107	35	59,891	44	67,461	42
Driver/Rider failed to judge other person's path or speed	216	13	3,301	16	33,329	24	36,846	23
Too close to cyclist, horse rider or pedestrian	23	1	373	2	2,073	2	2,469	2
Sudden braking	46	3	907	4	11,496	8	12,449	8
Swerved	109	7	940	5	5,712	4	6,761	4
Loss of control	514	32	4,113	20	18,345	13	22,972	14
Impairment or distraction	365	23	3,171	16	17,181	13	20,717	13
Driver/Rider impaired by alcohol	143	9	1,351	7	5,738	4	7,232	5
Driver/Rider impaired by drugs (illicit or medicinal)	32	2	249	1	663	0	944	1
Fatigue	64	4	420	2	2,310	2	2,794	2
Uncorrected, defective eyesight	6	0	65	0	279	0	350	0
Driver/Rider illness or disability, mental or physical	98	6	600	3	2,382	2	3,080	2
Not displaying lights at night or in poor visibility	7	0	109	1	412	0	528	0
Rider wearing dark clothing	7	0	117	1	416	0	540	0
Driver using mobile phone	17	1	79	0	452	0	548	0
Distraction in vehicle	71	4	497	2	4,396	3	4,964	3
Distraction outside vehicle	20	1	195	1	2,224	2	2,439	2

RAS50007

Casualties in reported accidents by contributory factor and severity, Great Britain, 2012

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
Behaviour or inexperience	450	28	5,235	26	32,267	24	37,952	24
Aggressive driving	106	7	916	5	4,208	3	5,230	3
Driver/Rider careless, reckless or in a hurry	308	19	3,693	18	21,969	16	25,970	16
Driver/Rider nervous, uncertain or panic	16	1	271	1	2,462	2	2,749	2
Driving too slow for conditions or slow veh (eg tractor)	5	0	16	0	209	0	230	0
Learner or inexperienced driver/rider	79	5	918	5	6,248	5	7,245	5
Inexperience of driving on the left	2	0	95	0	602	0	699	0
Unfamiliar with model of vehicle	32	2	199	1	933	1	1,164	1
Vision affected by external factors	146	9	2,043	10	14,800	11	16,989	11
Stationary or parked vehicle(s)	29	2	693	3	4,101	3	4,823	3
Vegetation	5	0	81	0	505	0	591	0
Road layout (eg. bend, winding road, hill crest)	26	2	248	1	1,797	1	2,071	1
Buildings, road signs, street furniture	5	0	51	0	315	0	371	0
Dazzling headlights	2	0	62	0	373	0	437	0
Dazzling sun	36	2	450	2	3,500	3	3,986	3
Rain, sleet, snow, or fog	27	2	321	2	3,113	2	3,461	2
Spray from other vehicles	4	0	36	0	416	0	456	0
Visor or windscreen dirty, scratched or frosted etc.	5	0	28	0	210	0	243	0
Vehicle blind spot	21	1	220	1	1,808	1	2,049	1
Pedestrian only (casualty or uninjured)	311	19	3,889	19	11,171	8	15,371	10
Crossing road masked by stationary or parked vehicle	24	1	837	4	2,173	2	3,034	2
Pedestrian failed to look properly	173	11	3,029	15	8,427	6	11,629	7
Pedestrian failed to judge vehicle's path or speed	82	5	942	5	2,787	2	3,811	2
Pedestrian wrong use of pedestrian crossing facility	15	1	330	2	1,028	1	1,373	1
Dangerous action in carriageway (eg. playing)	37	2	324	2	899	1	1,260	1
Pedestrian impaired by alcohol	76	5	589	3	1,506	1	2,171	1
Pedestrian impaired by drugs (illicit or medicinal)	15	1	56	0	154	0	225	0
Pedestrian careless, reckless or in a hurry	87	5	1,499	7	3,772	3	5,358	3
Pedestrian wearing dark clothing at night	68	4	293	1	635	0	996	1
Pedestrian disability or illness, mental or physical	42	3	142	1	349	0	533	0
Special codes	94	6	945	5	5,796	4	6,835	4
Stolen vehicle	18	1	148	1	826	1	992	1
Vehicle in course of crime	8	0	100	0	621	0	729	0
Emergency vehicle on a call	1	0	75	0	1,029	1	1,105	1
Vehicle door opened or closed negligently	3	0	101	1	517	0	621	0
Other	68	4	582	3	3,169	2	3,819	2
Total number of casualties¹	1,608	100	20,188	100	136,991	100	158,787	100

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

2 Columns may not add up to 100 per cent as casualties are from accidents which can have more than 1 contributory factor.

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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-2012>

RAS50012

Reported road accidents by contributory factor, region and country, Great Britain, 2012

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	654	16	1,583	13	1,222	13	1,607	19	1,509	16	1,886	17	2,925	16	821	4	1,521	17	13,728	14	987	19	1,590	20	16,305	14
Poor or defective road surface	27	1	84	1	56	1	69	1	54	1	86	1	151	1	44	0	66	1	637	1	46	1	88	1	771	1
Deposit on road (eg. oil, mud, chippings)	71	2	142	1	160	2	164	2	117	1	190	2	296	2	38	0	211	2	1,389	1	78	2	195	2	1,662	1
Slippery road (due to weather)	483	12	1,076	9	787	8	1,218	14	1,053	11	1,274	12	1,925	11	536	3	967	11	9,319	9	522	10	1,072	13	10,913	10
Inadequate or masked signs or road markings	14	0	72	1	39	0	33	0	35	0	60	1	87	0	12	0	51	1	403	0	13	0	52	1	468	0
Defective traffic signals	7	0	28	0	17	0	10	0	14	0	9	0	27	0	24	0	12	0	148	0	4	0	18	0	170	0
Traffic calming (eg. road humps, chicane)	5	0	14	0	9	0	9	0	11	0	15	0	22	0	12	0	15	0	112	0	10	0	12	0	134	0
Temporary road layout (eg. contraflow)	9	0	33	0	15	0	24	0	25	0	30	0	53	0	22	0	22	0	233	0	18	0	29	0	280	0
Road layout (eg. bend, hill, narrow road)	76	2	247	2	218	2	207	2	342	4	300	3	412	2	119	1	281	3	2,202	2	404	8	270	3	2,876	3
Animal or object in carriageway	39	1	90	1	85	1	99	1	88	1	179	2	292	2	67	0	156	2	1,095	1	80	2	129	2	1,304	1
Slippery inspection cover or road marking	1	0	1	0	1	0	1	0	0	0	0	0	9	0	0	0	0	0	13	0	0	0	0	0	13	0
Vehicle defects	60	1	211	2	171	2	184	2	204	2	277	3	391	2	173	1	219	2	1,890	2	114	2	119	1	2,123	2
Tyres illegal, defective or under inflated	11	0	72	1	57	1	71	1	87	1	104	1	153	1	40	0	71	1	666	1	51	1	48	1	765	1
Defective lights or indicators	7	0	18	0	14	0	15	0	13	0	26	0	41	0	16	0	21	0	171	0	8	0	6	0	185	0
Defective brakes	32	1	88	1	62	1	61	1	64	1	93	1	117	1	79	0	87	1	683	1	35	1	31	0	749	1
Defective steering or suspension	6	0	21	0	20	0	22	0	28	0	36	0	53	0	30	0	31	0	247	0	13	0	21	0	281	0
Defective or missing mirrors	0	0	0	0	1	0	0	0	0	0	6	0	4	0	1	0	1	0	13	0	1	0	0	0	14	0
Overloaded or poorly loaded vehicle or trailer	5	0	25	0	26	0	20	0	23	0	23	0	38	0	11	0	21	0	192	0	12	0	15	0	219	0
Injudicious action	892	22	2,838	22	1,706	18	1,883	22	2,301	25	2,459	23	3,940	22	5,769	29	2,227	25	24,015	24	1,019	20	1,866	23	26,900	23
Disobeyed automatic traffic signal	66	2	322	3	169	2	148	2	147	2	122	1	247	1	487	2	130	1	1,838	2	60	1	100	1	1,998	2
Disobeyed 'Give Way' or 'Stop' sign or markings	99	2	386	3	219	2	181	2	257	3	274	3	413	2	1,354	7	284	3	3,467	3	87	2	278	3	3,832	3
Disobeyed double white lines	7	0	32	0	13	0	19	0	29	0	15	0	33	0	15	0	24	0	187	0	21	0	12	0	220	0
Disobeyed pedestrian crossing facility	14	0	47	0	14	0	38	0	57	1	46	0	54	0	231	1	34	0	535	1	12	0	33	0	580	1
Illegal turn or direction of travel	23	1	97	1	63	1	48	1	64	1	70	1	119	1	226	1	55	1	765	1	20	0	50	1	835	1
Exceeding speed limit	173	4	480	4	350	4	425	5	582	6	497	5	684	4	587	3	448	5	4,226	4	205	4	314	4	4,745	4
Travelling too fast for conditions	272	7	884	7	560	6	679	8	786	9	977	9	1,450	8	933	5	891	10	7,432	7	447	9	798	10	8,677	8
Following too close	269	6	760	6	420	4	485	6	653	7	689	6	1,154	6	2,113	11	513	6	7,056	7	272	5	409	5	7,737	7
Vehicle travelling along pavement	13	0	61	0	24	0	26	0	31	0	35	0	51	0	48	0	21	0	310	0	8	0	20	0	338	0
Cyclist entering road from pavement	51	1	139	1	68	1	78	1	95	1	122	1	138	1	125	1	82	1	898	1	24	0	53	1	975	1
Driver/Rider error or reaction	2,758	67	8,902	71	6,558	68	5,816	68	6,634	72	7,761	71	12,892	71	16,368	83	6,469	73	74,158	73	3,571	70	5,306	67	83,035	72
Junction overshoot	123	3	356	3	218	2	248	3	308	3	293	3	398	2	425	2	217	2	2,586	3	125	2	160	2	2,871	3
Junction restart (moving off at junction)	78	2	323	3	185	2	182	2	191	2	209	2	286	2	522	3	154	2	2,130	2	82	2	34	0	2,246	2
Poor turn or manoeuvre	578	14	1,932	15	1,155	12	1,031	12	1,358	15	1,409	13	2,205	12	4,202	21	1,415	16	15,285	15	598	12	901	11	16,784	15
Failed to signal or misleading signal	77	2	254	2	134	1	192	2	215	2	245	2	381	2	476	2	190	2	2,164	2	74	1	78	1	2,316	2
Driver/Rider failed to look properly	1,670	40	5,554	44	3,828	40	2,967	35	3,680	40	4,382	40	6,791	37	12,039	61	3,415	39	44,326	44	1,748	34	2,529	32	48,603	42
Driver/Rider failed to judge other person's path or speed	843	20	3,035	24	1,745	18	1,710	20	2,264	25	2,185	20	3,884	21	5,134	26	1,760	20	22,560	22	1,050	21	1,354	17	24,964	22
Too close to cyclist, horse rider or pedestrian	59	1	234	2	99	1	128	1	118	1	173	2	293	2	856	4	167	2	2,127	2	79	2	133	2	2,339	2
Sudden braking	306	7	766	6	523	5	581	7	606	7	941	9	1,430	8	1,716	9	637	7	7,506	7	365	7	413	5	8,284	7
Swerved	123	3	356	3	291	3	380	4	392	4	486	4	781	4	894	5	370	4	4,073	4	237	5	287	4	4,597	4
Loss of control	420	10	1,397	11	1,137	12	1,187	14	1,438	16	1,666	15	2,664	15	2,221	11	1,545	17	13,675	13	956	19	1,558	20	16,189	14
Impairment or distraction	548	13	1,604	12	1,135	12	1,145	13	1,231	13	1,612	15	2,639	15	1,078	5	1,387	16	12,279	12	687	13	858	11	13,824	12
Driver/Rider impaired by alcohol	199	5	556	4	430	4	454	5	506	5	574	5	917	5	267	1	485	5	4,388	4	266	5	309	4	4,963	4
Driver/Rider impaired by drugs (illicit or medicinal)	50	1	70	1	59	1	46	1	47	1	64	1	107	1	26	0	55	1	524	1	40	1	58	1	622	1
Fatigue	58	1	144	1	128	1	143	2	172	2	224	2	382	2	124	1	190	2	1,565	2	97	2	119	1	1,781	2
Uncorrected, defective eyesight	8	0	27	0	17	0	17	0	17	0	41	0	47	0	9	0	40	0	223	0	16	0	12	0	251	0
Driver/Rider illness or disability, mental or physical	84	2	217	2	173	2	165	2	187	2	238	2	397	2	146	1	246	3	1,853	2	96	2	145	2	2,094	2
Not displaying lights at night or in poor visibility	20	0	48	0	34	0	45	1	46	0	45	0	79	0	45	0	38	0	400	0	21	0	14	0	435	0
Rider wearing dark clothing	16	0	71	1	49	1	48	1	49	1	48	0	86	0	56	0	54	1	477	0	18	0	18	0	513	0
Driver using mobile phone	17																									

RAS50012

Reported road accidents by contributory factor, region and country, Great Britain, 2012

Number/ percentage

Contributory factor reported in accident ^{1,2}	North East		North West		Yorkshire and the Humber		East Midlands		West Midlands		East of England		South East		London		South West		England		Wales		Scotland		Great Britain	
	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³
Behaviour or inexperience	1,043	25	2,432	19	1,703	18	1,822	21	2,240	24	2,819	26	3,953	22	5,745	29	1,926	22	23,683	23	1,034	20	1,421	18	26,138	23
Aggressive driving	167	4	461	4	238	2	288	3	421	5	307	3	463	3	621	3	232	3	3,198	3	151	3	144	2	3,493	3
Driver/Rider careless, reckless or in a hurry	715	17	1,468	12	1,068	11	1,098	13	1,400	15	1,853	17	2,395	13	5,126	26	1,157	13	16,280	16	633	12	934	12	17,847	16
Driver/Rider nervous, uncertain or panic	71	2	183	1	144	1	143	2	187	2	249	2	376	2	204	1	172	2	1,729	2	95	2	100	1	1,924	2
Driving too slow for conditions or slow veh (eg tractor)	4	0	11	0	9	0	8	0	9	0	13	0	24	0	7	0	21	0	106	0	12	0	5	0	123	0
Learner or inexperienced driver/rider	195	5	542	4	419	4	473	6	493	5	646	6	986	5	170	1	510	6	4,434	4	236	5	316	4	4,986	4
Inexperience of driving on the left	17	0	31	0	27	0	30	0	31	0	49	0	96	1	17	0	40	0	338	0	9	0	54	1	401	0
Unfamiliar with model of vehicle	30	1	86	1	61	1	80	1	76	1	105	1	139	1	35	0	81	1	693	1	41	1	62	1	796	1
Vision affected by external factors	514	12	1,529	12	979	10	1,143	13	1,133	12	1,301	12	1,858	10	1,872	10	1,105	13	11,434	11	551	11	759	10	12,744	11
Stationary or parked vehicle(s)	134	3	532	4	260	3	270	3	302	3	294	3	408	2	1,092	6	244	3	3,536	3	102	2	165	2	3,803	3
Vegetation	15	0	42	0	35	0	46	1	40	0	55	1	75	0	13	0	58	1	379	0	17	0	22	0	418	0
Road layout (eg. bend, winding road, hill crest)	52	1	137	1	110	1	147	2	141	2	182	2	206	1	41	0	182	2	1,198	1	102	2	88	1	1,388	1
Buildings, road signs, street furniture	12	0	43	0	29	0	27	0	33	0	20	0	42	0	14	0	37	0	257	0	16	0	14	0	287	0
Dazzling headlights	13	0	35	0	23	0	30	0	27	0	51	0	58	0	9	0	43	0	289	0	21	0	21	0	331	0
Dazzling sun	182	4	325	3	264	3	292	3	260	3	309	3	470	3	134	1	286	3	2,522	2	137	3	246	3	2,905	3
Rain, sleet, snow, or fog	89	2	315	2	209	2	274	3	241	3	303	3	381	2	129	1	207	2	2,148	2	138	3	162	2	2,448	2
Spray from other vehicles	14	0	34	0	16	0	40	0	33	0	45	0	56	0	9	0	21	0	268	0	18	0	19	0	305	0
Visor or windscreen dirty, scratched or frosted etc.	10	0	19	0	21	0	18	0	17	0	19	0	35	0	6	0	22	0	167	0	2	0	9	0	178	0
Vehicle blind spot	48	1	190	2	111	1	111	1	149	2	162	1	270	1	458	2	92	1	1,591	2	48	1	78	1	1,717	1
Pedestrian only (casualty or uninjured)	577	14	1,896	15	1,254	13	847	10	1,161	13	900	8	1,504	8	3,733	19	842	10	12,714	13	580	11	1,160	15	14,454	13
Crossing road masked by stationary or parked vehicle	109	3	398	3	270	3	131	2	249	3	163	2	214	1	797	4	155	2	2,486	2	110	2	220	3	2,816	2
Pedestrian failed to look properly	467	11	1,450	11	943	10	615	7	875	9	628	6	1,058	6	3,061	16	624	7	9,721	10	392	8	822	10	10,935	10
Pedestrian failed to judge vehicle's path or speed	108	3	509	4	232	2	176	2	294	3	194	2	310	2	1,278	7	161	2	3,262	3	113	2	215	3	3,590	3
Pedestrian wrong use of pedestrian crossing facility	43	1	112	1	76	1	79	1	92	1	67	1	93	1	519	3	52	1	1,133	1	32	1	96	1	1,261	1
Dangerous action in carriageway (eg. playing)	48	1	186	1	105	1	85	1	104	1	97	1	135	1	209	1	63	1	1,032	1	62	1	104	1	1,198	1
Pedestrian impaired by alcohol	126	3	312	2	168	2	148	2	176	2	153	1	222	1	292	1	148	2	1,745	2	109	2	216	3	2,070	2
Pedestrian impaired by drugs (illicit or medicinal)	24	1	34	0	11	0	13	0	21	0	12	0	25	0	16	0	24	0	180	0	13	0	23	0	216	0
Pedestrian careless, reckless or in a hurry	183	4	551	4	321	3	233	3	320	3	216	2	311	2	2,226	11	226	3	4,587	5	134	3	327	4	5,048	4
Pedestrian wearing dark clothing at night	38	1	141	1	105	1	68	1	107	1	98	1	113	1	49	0	56	1	775	1	62	1	88	1	925	1
Pedestrian disability or illness, mental or physical	21	1	69	1	42	0	39	0	56	1	48	0	72	0	41	0	46	1	434	0	20	0	43	1	497	0
Special Codes	160	4	604	5	429	4	363	4	400	4	374	3	640	4	1,179	6	311	4	4,460	4	255	5	260	3	4,975	4
Stolen vehicle	39	1	107	1	91	1	62	1	73	1	39	0	73	0	55	0	28	0	567	1	28	1	43	1	638	1
Vehicle in course of crime	18	0	72	1	46	0	26	0	49	1	37	0	61	0	113	1	25	0	447	0	8	0	18	0	473	0
Emergency vehicle on a call	23	1	79	1	46	0	49	1	77	1	65	1	86	0	186	1	40	0	651	1	15	0	8	0	674	1
Vehicle door opened or closed negligently	5	0	51	0	14	0	12	0	24	0	15	0	62	0	355	2	26	0	564	1	15	0	18	0	597	1
Other	87	2	344	3	257	3	233	3	199	2	236	2	390	2	556	3	203	2	2,505	2	193	4	182	2	2,880	3
Total number of accidents¹	4,141	100	12,620	100	9,635	100	8,568	100	9,226	100	10,856	100	18,114	100	19,647	100	8,837	100	101,644	100	5,101	100	7,951	100	114,696	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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Department for Transport statistics

www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012

RAS51001

Estimated number of reported drink drive accidents and casualties in Great Britain: 1979 - 2011 (final); 2012 (provisional)

Year	Accidents				Casualties				Number
	Fatal	Serious	Slight	Total	Killed	Serious	Slight	Total	
	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	530	2,540	14,990	18,060	
2001	470	2,020	9,780	12,270	530	2,700	15,550	18,780	
2002	480	2,050	10,620	13,150	550	2,790	16,760	20,100	
2003	500	1,970	9,930	12,400	580	2,590	15,820	18,990	
2004	520	1,790	8,900	11,210	580	2,340	14,060	16,980	
2005	470	1,550	8,060	10,080	550	2,090	12,760	15,400	
2006	490	1,480	7,430	9,400	560	1,970	11,850	14,370	
2007	370	1,400	7,520	9,290	410	1,760	11,850	14,020	
2008	350	1,280	6,980	8,620	400	1,620	10,970	12,990	
2009	340	1,180	6,530	8,050	380	1,500	10,150	12,030	
2010 ^R	220	990	5,420	6,620	240	1,240	8,210	9,690	
2011 ^R	220	1,040	5,430	6,690	240	1,270	8,420	9,930	
2012 ^{P, R}	250	960	5,460	6,670	280	1,210	8,500	9,990	

Source: STATS19, coroners and procurators fiscal

R = Estimates for 2010 to 2012 have been revised from those published previously following the discovery of a small error in the underlying data.

P = Provisional. The sample of data from coroners for 2011 has been finalised but 2012 estimates are based on a reduced sample and remain provisional until more complete information is available.

Estimates are rounded to the nearest ten to reflect the uncertainty in making estimates based on incomplete data sources.

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[Notes & Definitions](#)

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Department for Transport statistics

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RAS51002

Breath tests and breath test failures by drivers and riders involved in reported accidents, 2002-2012

	Number/percentage										
	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Car drivers											
Involved in accidents	314,568	299,933	291,842	281,810	267,991	255,891	236,923	227,244	212,685	204,720	197,388
Number breath tested	159,782	151,442	149,430	149,687	146,564	146,024	132,708	124,779	115,674	112,448	107,436
Percentage of drivers involved	51	50	51	53	55	57	56	55	54	55	54
Number failing breath test ¹	7,285	7,289	6,655	6,397	5,873	5,644	4,899	4,594	3,868	3,858	3,655
Percentage of drivers											
breath tested	4.6	4.8	4.5	4.3	4.0	3.9	3.7	3.7	3.3	3.4	3.4
involved in accidents	2.3	2.4	2.3	2.3	2.2	2.2	2.1	2.0	1.8	1.9	1.9
Motorcycle riders											
Involved in accidents	29,503	29,523	26,857	25,870	24,323	24,381	22,427	21,590	19,534	21,059	20,171
Number breath tested	12,992	13,178	12,422	12,221	11,884	12,648	11,569	10,862	9,765	10,785	10,007
Percentage of riders involved	44	45	46	47	49	52	52	50	50	51	50
Number failing breath test ¹	441	510	423	391	374	337	314	282	222	251	228
Percentage of riders											
breath tested	3.4	3.9	3.4	3.2	3.1	2.7	2.7	2.6	2.3	2.3	2.3
involved in accidents	1.5	1.7	1.6	1.5	1.5	1.4	1.4	1.3	1.1	1.2	1.1
Other vehicle drivers											
Involved in accidents ²	46,408	44,822	43,844	41,277	38,958	37,894	35,258	32,100	31,198	30,322	28,439
Number breath tested	23,479	22,672	22,147	21,331	20,842	20,900	18,717	16,292	15,825	15,417	14,573
Percentage of drivers involved	51	51	51	52	53	55	53	51	51	51	51
Number failing breath test ¹	378	352	352	328	348	298	308	253	198	257	229
Percentage of drivers											
breath tested	1.6	1.6	1.6	1.5	1.7	1.4	1.6	1.6	1.3	1.7	1.6
involved in accidents	0.8	0.8	0.8	0.8	0.9	0.8	0.9	0.8	0.6	0.8	0.8
All driver/riders											
Involved in accidents	390,479	374,278	362,543	348,957	331,272	318,166	294,608	280,934	263,417	256,101	245,998
Number breath tested	196,253	187,292	183,999	183,239	179,290	179,572	162,994	151,933	141,264	138,650	132,016
Percentage involved	50	50	51	53	54	56	55	54	54	54	54
Number failing breath test ¹	8,104	8,151	7,430	7,116	6,595	6,279	5,521	5,129	4,288	4,366	4,112
Percentage of driver riders											
breath tested	4.1	4.4	4.0	3.9	3.7	3.5	3.4	3.4	3.0	3.1	3.1
involved in accidents	2.1	2.2	2.0	2.0	2.0	2.0	1.9	1.8	1.6	1.7	1.7

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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[Notes & Definitions](#)

Source: DfT STATS19

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Department for Transport statistics

www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012

RAS51003

Reported breath tests and breath test failures, all drivers and riders involved by day of week and time of day, Great Britain, 2012

(a) All motor vehicles involved in accidents ¹								Number of drivers & riders
Hour beginning	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	All days
Midnight	318	264	270	319	379	723	829	3,102
01:00	208	156	161	147	245	531	727	2,175
02:00	127	111	141	154	169	496	608	1,806
03:00	107	102	96	131	151	383	500	1,470
04:00	100	97	102	107	163	311	318	1,198
05:00	275	276	200	297	307	292	275	1,922
06:00	712	793	714	743	682	377	342	4,363
07:00	1,856	1,960	1,940	2,086	1,694	582	404	10,522
08:00	3,153	3,585	3,516	3,502	2,983	943	616	18,298
09:00	2,005	2,239	2,142	2,081	1,931	1,268	848	12,514
10:00	1,621	1,583	1,642	1,703	1,729	1,896	1,288	11,462
11:00	1,827	1,785	1,888	1,880	2,066	2,392	1,702	13,540
12:00	2,063	1,944	2,028	2,067	2,249	2,591	2,007	14,949
13:00	2,149	2,022	1,987	2,110	2,622	2,566	2,098	15,554
14:00	2,171	2,055	2,200	2,228	2,554	2,295	1,989	15,492
15:00	2,755	2,793	3,008	3,175	3,445	2,209	1,892	19,277
16:00	2,940	3,123	3,266	3,133	3,624	2,220	2,019	20,325
17:00	3,656	3,899	3,995	3,779	3,757	2,275	1,811	23,172
18:00	2,455	2,731	2,760	2,724	2,998	1,901	1,655	17,224
19:00	1,571	1,721	1,859	1,770	2,102	1,647	1,384	12,054
20:00	1,184	1,254	1,304	1,216	1,508	1,197	1,014	8,677
21:00	927	904	961	1,027	1,094	1,055	865	6,833
22:00	677	725	756	877	1,063	997	690	5,785
23:00	427	489	480	545	898	955	484	4,278
All hours ²	35,284	36,612	37,417	37,801	40,415	32,102	26,367	245,998

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	170	156	141	193	225	410	447	1,742
01:00	114	93	98	83	140	277	407	1,212
02:00	74	62	80	80	90	269	315	970
03:00	58	65	48	76	92	219	272	830
04:00	58	52	59	62	96	171	153	651
05:00	175	153	96	172	158	163	150	1,067
06:00	421	456	388	453	389	215	198	2,520
07:00	1,040	1,055	1,115	1,177	966	362	234	5,949
08:00	1,753	1,860	1,868	1,739	1,568	550	379	9,717
09:00	1,103	1,206	1,133	1,122	1,073	737	490	6,864
10:00	868	819	877	899	1,006	1,082	698	6,249
11:00	968	922	989	961	1,134	1,268	909	7,151
12:00	1,039	1,016	1,014	961	1,214	1,397	1,160	7,801
13:00	1,128	1,033	1,061	1,087	1,407	1,329	1,215	8,260
14:00	1,127	1,040	1,082	1,179	1,322	1,193	1,085	8,028
15:00	1,384	1,401	1,516	1,600	1,749	1,175	1,025	9,850
16:00	1,568	1,613	1,770	1,726	1,968	1,206	1,199	11,050
17:00	1,896	2,034	2,130	2,024	1,997	1,218	1,008	12,307
18:00	1,308	1,410	1,454	1,409	1,618	1,016	948	9,163
19:00	835	886	913	944	1,140	872	750	6,340
20:00	654	663	673	675	835	625	560	4,685
21:00	502	541	538	566	592	545	460	3,744
22:00	422	448	440	537	615	544	414	3,420
23:00	243	273	259	336	525	526	280	2,442
All hours ²	18,908	19,257	19,742	20,061	21,921	17,369	14,758	132,016

1 May include a very small number of non-motor vehicle drivers/riders

2 Includes cases where hour of day was not reported.

Department for Transport statistics

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RAS51003

Reported breath tests and breath test failures, all drivers and riders involved by day of week and time of day, Great Britain, 2012

(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	34	23	20	43	30	85	87	322
01:00	26	16	15	14	29	70	109	279
02:00	15	11	19	16	20	95	102	278
03:00	11	9	10	19	28	71	85	233
04:00	10	7	10	9	21	49	48	154
05:00	7	5	2	9	7	35	42	107
06:00	6	8	6	3	10	32	28	93
07:00	14	10	9	8	8	24	19	92
08:00	7	6	11	13	9	21	21	88
09:00	9	10	6	5	8	12	15	65
10:00	9	3	6	11	10	10	16	65
11:00	10	12	5	7	14	14	21	83
12:00	10	10	12	3	10	14	12	71
13:00	11	10	4	9	8	17	26	85
14:00	12	10	10	11	14	17	28	102
15:00	14	13	15	11	18	27	26	124
16:00	16	19	17	23	21	37	37	170
17:00	15	13	27	21	28	41	41	186
18:00	35	24	22	30	39	41	49	240
19:00	32	30	24	22	42	44	45	239
20:00	33	26	24	22	41	43	32	221
21:00	24	35	27	26	43	36	45	236
22:00	21	26	23	35	63	60	46	274
23:00	24	20	26	27	76	85	47	305
All hours ²	405	356	350	397	597	980	1,027	4,112

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

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RAS51004

Reported breath tests and breath test failures by road user type and age, Great Britain, 2012

	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	72	40	56	5	6.9	12.5
17-19	10,235	6,976	68	216	2.1	3.1
20-24	22,805	14,527	64	801	3.5	5.5
25-29	20,772	12,626	61	693	3.3	5.5
30-34	19,680	11,251	57	465	2.4	4.1
35-39	17,089	10,203	60	337	2.0	3.3
40-49	35,315	21,131	60	568	1.6	2.7
50-59	23,799	14,519	61	313	1.3	2.2
60-69	14,011	8,706	62	130	0.9	1.5
70 and over	10,927	6,458	59	58	0.5	0.9
Age not reported	22,683	999	4	69	0.3	6.9
All ages	197,388	107,436	54	3,655	1.9	3.4
Motorcycle riders						
Under 17	1,022	512	50	7	0.7	1.4
17-19	3,060	1,700	56	36	1.2	2.1
20-24	3,238	1,677	52	57	1.8	3.4
25-29	2,271	1,116	49	32	1.4	2.9
30-34	1,849	841	45	38	2.1	4.5
35-39	1,560	760	49	12	0.8	1.6
40-49	3,460	1,796	52	33	1.0	1.8
50-59	2,098	1,065	51	9	0.4	0.8
60-69	728	387	53	3	0.4	0.8
70 and over	169	93	55	0	0.0	0.0
Age not reported	716	60	8	1	0.1	1.7
All ages	20,171	10,007	50	228	1.1	2.3
Bus/coach drivers	6,318	2,275	36	6	0.1	0.3
Van / Light goods vehicle drivers	12,575	6,702	53	173	1.4	2.6
Heavy goods vehicle drivers	6,720	4,376	65	20	0.3	0.5
Other drivers/riders ²	2,826	1,220	43	30	1.1	2.5
All motor vehicle drivers and riders²						
Under 17	1,143	565	49	12	1.0	2.1
17-19	13,538	8,851	65	259	1.9	2.9
20-24	27,620	17,219	62	900	3.3	5.2
25-29	25,423	15,187	60	765	3.0	5.0
30-34	24,240	13,656	56	534	2.2	3.9
35-39	21,349	12,542	59	376	1.8	3.0
40-49	45,639	27,038	59	650	1.4	2.4
50-59	30,920	18,576	60	344	1.1	1.9
60-69	16,981	10,468	62	138	0.8	1.3
70 and over	11,497	6,701	58	60	0.5	0.9
Age not reported	27,648	1,213	4	74	0.3	6.1
All ages	245,998	132,016	54	4,112	1.7	3.1

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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Table RAS51005

Estimated number of drink drive casualties by casualty type: GB 2011

Numbers

<u>Killed or seriously injured casualties</u>										
	Pedestrians	Cyclists	Motor- cyclists	Car drivers Over limit	Car drivers Under limit	Car passenger	Other	Male	Female	Total
0-15	10	10	0	0	0	30	0	30	20	50
16-24	20	0	70	190	20	170	10	370	110	480
25-59	40	20	160	380	80	150	40	680	190	870
60+	20	0	0	20	20	20	10	60	40	100
All ages¹	90	40	230	590	130	380	50	1,150	350	1,510
<u>Total Casualties</u>										
0-15	50	20	0	0	0	350	10	190	230	430
16-24	90	20	210	1,250	350	1,300	80	2,300	1,000	3,300
25-59	150	70	320	2,260	1,320	1,040	290	3,850	1,610	5,460
60+	40	10	10	170	230	140	30	380	250	620
All ages¹	340	110	540	3,680	1,900	2,940	410	6,800	3,120	9,930

Source: STATS19, coroners and procurators fiscal

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.

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RAS51006

**Drivers and riders killed: percentage over the legal blood alcohol limit:
alcohol limit: GB 2001 - 2011 (final); 2012 (provisional)**

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 ^R	12	16	16	2	9	15	35	35	12	22	17
2011	7	18	8	8	10	17	32	25	10	19	15
2012 ^P	- ⁽¹⁾		10 ⁽²⁾		8	- ⁽¹⁾	27 ⁽²⁾				22

Source: STATS19, coroners and procurators fiscal

P - Provisional data. The sample size for 2012 is not yet sufficient to give a full age breakdown.

^R Estimates for 2010 have been revised from those published last year, following the discovery of a small error in the underlying data.

1 Insufficient sample under 30 to give a breakdown

2 Age 30+

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RAS51007

Proportion of killed drivers/riders resulting from reported accidents, by BAC category and age: GB, 2011

Blood alcohol Content (BAC) milligrams (mg) per 100 ml of blood	Age	Male	Female	Total	Percent of age group
No alcohol present (0 - 9 mg)¹	16-19	24	7	31	79
	20-24	44	14	58	60
	25-29	33	5	38	58
	30-34	38	8	46	75
	35-39	38	7	45	78
	40-49	96	12	108	75
	50-59	61	11	72	83
	60 +	85	18	103	90
	Total	419	82	501	75
Alcohol present but not over the limit (10 - 80 mg)	16-19	3	0	3	8
	20-24	8	2	10	10
	25-29	8	2	10	15
	30-34	1	0	1	2
	35-39	6	0	6	10
	40-49	18	1	19	13
	50-59	2	1	3	3
	60 +	5	5	10	9
	Total	51	11	62	9
Over the limit (81 mg +)	16-19	4	1	5	13
	20-24	26	2	28	29
	25-29	15	3	18	27
	30-34	13	1	14	23
	35-39	7	0	7	12
	40-49	15	2	17	12
	50-59	11	1	12	14
	60 +	1	1	2	2
	Total	92	11	103	15
Of which, over twice the limit (161 mg +)	16-19	1	0	1	3
	20-24	12	2	14	15
	25-29	9	1	10	15
	30-34	7	1	8	13
	35-39	5	0	5	9
	40-49	11	2	13	9
	50-59	10	1	11	13
	60 +	1	1	2	2
	Total	56	8	64	10
All categories	16-19	31	8	39	100
	20-24	78	18	96	100
	25-29	56	10	66	100
	30-34	52	9	61	100
	35-39	51	7	58	100
	40-49	129	15	144	100
	50-59	74	13	87	100
	60 +	91	24	115	100
	Total	562	104	666	100

Source: STATS19, coroners and procurators fiscal

¹ The definition of "no alcohol present" as 0 - 9mg is to account for alcohol which may be naturally present in the body or is due to the consumption of medication or products such as mouthwash.

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Department for Transport statisticswww.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012**RAS51008****Estimates killed and seriously injured casualties in reported accidents involving young drivers¹ (17-24 years old) over the legal alcohol limit: GB 2001 - 2011**

Casualty types	Casualties										
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Young driver over limit	390	440	410	400	370	380	350	310	300	210	210
Passenger of young driver over limit	410	430	460	410	410	350	320	220	230	180	140
Other casualties	190	190	170	170	170	150	130	110	110	70	90

Source: STATS19, coroners and procurators fiscal

¹ Excludes motorcycle riders² Estimates differ from those published previously due to changes in the estimation methodology. Previous figures were not adjusted to account for incomplete data sources³ Estimates are rounded to the nearest ten to reflect the uncertainty in making estimates based on incomplete data sources

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Department for Transport statistics

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RAS51009

Blood alcohol levels of reported fatalities aged 16 and over: GB 2011

	Cumulative percentage over blood alcohol levels (mg/100ml)						Sample size	Percentage	
	Below limit		Above limit					Percentage over 80mg/100ml time of accident	
	9	50	80	100	150	200		22:00-03:59	04:00-21:59
Motorcycle riders	20	10	10	10	7	3	239	42	6
Car drivers	28	21	19	18	13	7	382	43	11
Other vehicle drivers/riders	21	19	17	17	9	2	47	67	14
Passengers	28	24	23	20	12	4	105	42	14
Pedestrians	45	39	37	35	29	22	179	74	27
Cyclists	21	19	19	17	9	8	53	86	9

Source: STATS19, coroners and procurators fiscal

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RAS51010

Estimated number of reported road accidents involving a car drink driver, by driver age, accidents per licence holder and per mile driven: GB, 2005 to 2009 average and 2011

	Number / Rate					
	Car driver drink drive accidents		Drink drive accidents per 100 thousand licence holders		Drink drive accidents per billion miles driven	
	2005 to 2009	2011	2005 to 2009	2011	2005 to 2009	2011
Under 17	40	10	..	..	..	..
17 - 19 ¹	940	400	60	26	230	117
20 - 24	1,860	1,110	61	33	138	93
25 - 29	1,340	840	42	24	69	45
30 - 34	920	670	27	20	38	30
35 - 39	870	490	22	14	28	19
40 - 49	1,200	790	16	10	19	12
50 - 59	580	410	9	6	12	8
60 or over	300	250	4	3	7	5
All ages ²	8,170	5,040	22	13	33	21

Source: DfT National Road Traffic Survey, DfT National Travel Survey, STATS19, coroners and procurators fiscal

1 Figures based on a small NTS sample.

2 Includes age not known.

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[Notes and definitions](#)

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Department for Transport statistics

www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012

RAS51011

Estimated number of reported drink drive accidents and casualties, by month: Great Britain 2011

	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec	Number Total
Accidents	540	480	510	590	540	550	600	570	530	600	570	600	6,690
Casualties	800	680	720	870	830	820	920	890	760	900	840	890	9,930

Source: STATS19, coroners and procurators fiscal

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.

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Department for Transport statistics

www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012

RAS51012

Reported drink drive accidents¹, by time of day: GB, selected years from 1981

Hour of day	Number				Percentage			
	1981	1991	2001	2011	1981	1991	2001	2011
0	1,329	898	755	340	10.6	10.3	9.2	7.7
1	935	567	573	313	7.5	6.5	7.0	7.0
2	693	475	523	254	5.6	5.4	6.4	5.7
3	295	214	295	253	2.4	2.5	3.6	5.7
4	145	111	186	168	1.2	1.3	2.3	3.8
5	71	77	121	124	0.6	0.9	1.5	2.8
6	54	75	90	98	0.4	0.9	1.1	2.2
7	37	64	121	95	0.3	0.7	1.5	2.1
8	23	97	137	105	0.2	1.1	1.7	2.4
9	35	63	87	74	0.3	0.7	1.1	1.7
10	31	52	81	70	0.2	0.6	1.0	1.6
11	37	79	92	60	0.3	0.9	1.1	1.4
12	59	87	100	75	0.5	1.0	1.2	1.7
13	111	120	110	123	0.9	1.4	1.3	2.8
14	416	185	169	88	3.3	2.1	2.1	2.0
15	611	359	239	137	4.9	4.1	2.9	3.1
16	562	391	326	189	4.5	4.5	4.0	4.3
17	507	497	409	200	4.1	5.7	5.0	4.5
18	439	526	508	228	3.5	6.0	6.2	5.1
19	477	523	570	251	3.8	6.0	6.9	5.7
20	553	589	561	259	4.4	6.7	6.8	5.8
21	707	553	598	302	5.7	6.3	7.3	6.8
22	1,434	695	652	284	11.5	8.0	7.9	6.4
23	2,922	1,431	932	350	23.4	16.4	11.3	7.9
All ²	12,483	8,728	8,235	4,440	100	100	100	100

Source: STATS19, coroners and procurators fiscal

1 Estimates have not been adjusted for cases where a breath test or blood alcohol test was not available (e.g - hit and run accidents or cases where no coroner data was available).

2 Includes cases where hour of accident is unavailable

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[Notes and definitions](#)

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Department for Transport statisticswww.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012**RAS51013****Estimated reported drink drive accidents by pedestrian involvement: GB 2011**

All severities	Number of vehicles involved			Number
				Total
	1	2	3 or more	
Pedestrian casualties				
No	2,780	2,790	820	6,390
Yes	230	50	20	300
Total	3,010	2,840	840	6,690

Killed	Number of vehicles involved			Number
				Total
	1	2	3 or more	
Pedestrian casualties				
No	120	60	30	210
Yes	10	0	0	10
Total	130	60	30	220

Serious	Number of vehicles involved			Number
				Total
	1	2	3 or more	
Pedestrian casualties				
No	500	350	110	960
Yes	70	10	0	80
Total	570	360	110	1,040

Slight	Number of vehicles involved			Number
				Total
	1	2	3 or more	
Pedestrian casualties				
No	2,150	2,380	680	5,210
Yes	160	40	10	210
Total	2,310	2,420	690	5,430

Source: STATS19, coroners and procurators fiscal

0 = fewer than 5 accidents

1 These estimates are not directly comparable with those published in previous years, due to a change in the methodology used to create the estimates. The figures published previously were not adjusted to account for incomplete data.

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.

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Department for Transport statistics

www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012

RAS51014

Motor vehicle drivers and riders involved in personal injury road accidents: breath tests and failures: GB 2002 - 2011

	Number / Percentage										
	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
a. All drivers / riders involved ¹	390,479	374,278	362,543	348,982	331,307	318,185	294,621	280,936	263,417	256,101	246,013
b. Tests requested	196,253	187,292	183,999	183,239	179,290	179,572	162,994	151,933	141,264	138,650	132,016
c. Tests failed / refused	8,104	8,151	7,430	7,116	6,595	6,279	5,521	5,129	4,288	4,366	4,112
<i>Testing rate (b/a x 100)</i>	<i>50</i>	<i>50</i>	<i>51</i>	<i>53</i>	<i>54</i>	<i>56</i>	<i>55</i>	<i>54</i>	<i>54</i>	<i>54</i>	<i>54</i>
<i>Test failure rate (c/b x 100)</i>	<i>4.1</i>	<i>4.4</i>	<i>4.0</i>	<i>3.9</i>	<i>3.7</i>	<i>3.5</i>	<i>3.4</i>	<i>3.4</i>	<i>3.0</i>	<i>3.1</i>	<i>3.1</i>
<i>Total failure rate (c/a x 100)</i>	<i>2.1</i>	<i>2.2</i>	<i>2.0</i>	<i>2.0</i>	<i>2.0</i>	<i>2.0</i>	<i>1.9</i>	<i>1.8</i>	<i>1.6</i>	<i>1.7</i>	<i>1.7</i>

Source: STATS19

¹ May include a small number of non-motorized vehicle drivers

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[Notes and definitions see: www.gov.uk/transport-statistics-notes-and-guidance-road-accident-and-safety](http://www.gov.uk/transport-statistics-notes-and-guidance-road-accident-and-safety)

The figures in this table are National Statistics

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Department for Transport statistics

www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012

RAS51015

Car drivers in injury road accidents: breath tests and failures: GB 2012

Number/percentage

	Men						Women					
	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	60	35	4	58	11.4	6.7	11	5	1	45	20.0	9.1
17 - 19	5,998	4,238	161	71	3.8	2.7	4,225	2,734	54	65	2.0	1.3
20 - 24	13,242	8,775	647	66	7.4	4.9	9,484	5,744	154	61	2.7	1.6
25 - 29	12,504	7,892	564	63	7.1	4.5	8,192	4,720	128	58	2.7	1.6
30 - 34	11,826	7,004	355	59	5.1	3.0	7,643	4,234	110	55	2.6	1.4
35 - 39	10,171	6,254	237	61	3.8	2.3	6,798	3,934	100	58	2.5	1.5
40 - 49	20,911	12,866	403	62	3.1	1.9	14,226	8,245	165	58	2.0	1.2
50 - 59	14,711	9,184	218	62	2.4	1.5	8,999	5,321	94	59	1.8	1.0
60 - 69	9,201	5,865	110	64	1.9	1.2	4,752	2,832	20	60	0.7	0.4
70 - 99	7,540	4,586	48	61	1.0	0.6	3,363	1,867	10	56	0.5	0.3
All ages ¹	114,190	67,361	2,784	59	4.1	2.4	70,470	39,882	850	57	2.1	1.2

¹ Includes age not known

Source: STATS19, coroners and procurators fiscal

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[Notes and definitions](#)

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Department for Transport statistics

www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012

RAS51016

Reported roadside screening breath tests and breath test failures: England and Wales 2001 - 2011

	Number (thousands) / percentage										
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Roadside screening breath tests	624	570	534	578	607	602	600	712	815	737	686
Positive/refused breath tests	100	104	106	103	104	104	98	92	93	84	81
Percentage	16	18	20	18	17	17	16	13	11	11	12

Source: Home Office

1. Includes all roadside breath tests, rather than just those carried out after a reported road accident.

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[Source: Home Office, www.gov.uk/government/publications/police-powers-and-procedures-in-england-and-wales-201112](http://www.gov.uk/government/publications/police-powers-and-procedures-in-england-and-wales-201112)

The figures in this table are National Statistics

Last updated: 27 September 2012

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Department for Transport statistics

www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012

RAS51017

Screening test results, by reason for test¹: England and Wales², 2012

Reason for test	Number / Per cent						% Under the limit	% Over the limit
	0 - 4 mcg	5 - 20 mcg	21 - 35 mcg	36 - 50 mcg	51 - 80 mcg	81 mcg +		
Moving Traffic Offence	143,903	10,231	5,074	3,715	4,857	3,278	93	7
Road Traffic Collision ³	138,299	3,691	2,525	2,386	4,808	4,749	92	8
Suspicion of Alcohol	57,752	11,484	6,497	5,046	7,194	4,967	81	19
Other/ unknown	40,517	1,662	1,499	1,466	2,064	1,574	90	10
All	380,471	27,068	15,595	12,613	18,923	14,568	90	10

Source: DfT digital breath test data

1 Multiple reasons can occur at the same incident. The breath test devices do not allow multiple reasons to be recorded and it is at the discretion of the reporting officer which reason is recorded. Care should therefore be taken when comparing the reasons listed in the table.

2 Data is not received from all police forces. As such, these figures do not cover all tests carried out in England and Wales. They can be used to analyze distributions and proportions of tests and results, but are not an accurate reflection of the absolute number of tests.

3 Includes damage-only accidents, as well as those involving personal injury.

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[Notes and definitions](#)

The figures in this table are outside the scope of National Statistics

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Department for Transport statistics

www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012

RAS51018

Results of screening breath tests following a road traffic collision¹: England and Wales², 2012

		Negative			Positive			Number	
		0 - 4 mcg	5 - 20 mcg	21 - 35 mcg	36 - 50 mcg	51 - 80 mcg	81 mcg and over	Under the limit	Over the limit
16-19	Male	7,478	220	197	190	296	127	7,895	613
	Female	3,064	35	37	35	74	47	3,136	156
20-24	Male	14,210	618	468	466	1,006	708	15,296	2,180
	Female	6,200	111	92	106	201	170	6,403	477
25-29	Male	10,964	411	303	307	727	602	11,678	1,636
	Female	4,671	68	71	61	142	159	4,810	362
30-39	Male	20,835	673	448	479	832	935	21,956	2,246
	Female	8,179	125	93	84	223	277	8,397	584
40-49	Male	19,573	502	311	296	563	727	20,386	1,586
	Female	7,944	110	67	58	161	287	8,121	506
50-59	Male	13,145	330	193	134	265	354	13,668	753
	Female	4,941	47	41	35	62	135	5,029	232
60-69	Male	7,421	221	115	75	147	119	7,757	341
	Female	2,565	30	10	13	33	37	2,605	83
70+	Male	5,053	168	69	40	58	44	5,290	142
	Female	1,727	15	9	4	11	5	1,751	20
All	Male	98,679	3,143	2,104	1,987	3,894	3,616	103,926	9,497
	Female	39,291	541	420	396	907	1,117	40,252	2,420
Total		137,970	3,684	2,524	2,383	4,801	4,733	144,178	11,917

Source: DfT digital breath test data

1 Includes damage-only accidents, as well as those involving personal injury.

2 Data is not received from all police forces. As such, these figures do not cover all tests carried out in England and Wales. They can be used to analyze distributions and proportions of tests and results, but are not an accurate reflection of the absolute number of tests.

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Department for Transport statistics

www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012

RAS51019

Estimated number of reported drink drive accidents and casualties, by region: GB 2011

	Accidents				Casualties				
	Fatal	Serious	Slight	Total	Killed	Seriously injured	Killed or seriously injured	Slightly injured	Total
North East	0	40	210	250	10	40	50	350	390
North West	30	130	550	710	30	160	200	960	1,160
Yorkshire & the Humber	20	110	520	660	20	140	160	890	1,060
East Midlands	20	100	560	680	20	120	140	850	990
West Midlands	20	90	670	780	20	120	140	970	1,110
East	20	120	550	690	20	150	170	860	1,030
South East	40	170	900	1,110	40	210	250	1,310	1,570
London	10	50	300	360	10	60	70	460	530
South West	20	80	500	610	30	100	120	740	870
England	180	910	4,760	5,850	200	1,100	1,300	7,400	8,690
Wales	10	60	270	350	10	80	90	460	550
Scotland	20	70	400	490	20	90	110	570	680
Total	220	1,040	5,430	6,690	240	1,270	1,510	8,420	9,930

Source: STATS19, coroners and procurators fiscal

0 = fewer than 5 accidents or casualties

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.

[Notes and definitions](#)

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Department for Transport statistics

www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012

RAS51020

Car drivers in reported injury road accidents, breath tests and failures by region, England, 2012

		Number/Percentage				
		(a) Involved in accident	(b) Tested	(c) Failed	(b) as % of (a)	(c) as % of (a)
North East	Under 17	2	1	0	50.0	0.0
	17-19	403	265	11	65.8	2.7
	20-24	909	586	31	64.5	3.4
	25-29	796	467	27	58.7	3.4
	30-34	745	458	14	61.5	1.9
	35-39	644	391	14	60.7	2.2
	40-49	1,380	819	16	59.3	1.2
	50-59	992	595	12	60.0	1.2
	60-69	542	334	4	61.6	0.7
	70 or over	374	216	2	57.8	0.5
	Age not reported	787	65	4	8.3	0.5
All	7,574	4,197	135	55.4	1.8	
North West	Under 17	8	4	1	50.0	12.5
	17-19	929	659	19	70.9	2.0
	20-24	2,488	1,657	75	66.6	3.0
	25-29	2,430	1,580	80	65.0	3.3
	30-34	2,575	1,415	71	55.0	2.8
	35-39	1,953	1,231	42	63.0	2.2
	40-49	4,090	2,552	67	62.4	1.6
	50-59	2,719	1,764	37	64.9	1.4
	60-69	1,583	1,018	14	64.3	0.9
	70 or over	1,213	778	9	64.1	0.7
	Age not reported	1,794	34	4	1.9	0.2
All	21,782	12,692	419	58.3	1.9	
Yorkshire and the Humber	Under 17	7	4	1	57.1	14.3
	17-19	898	555	19	61.8	2.1
	20-24	2,141	1,227	81	57.3	3.8
	25-29	1,996	1,104	73	55.3	3.7
	30-34	1,810	971	33	53.6	1.8
	35-39	1,622	866	31	53.4	1.9
	40-49	3,184	1,729	49	54.3	1.5
	50-59	2,114	1,208	27	57.1	1.3
	60-69	1,325	756	18	57.1	1.4
	70 or over	982	522	2	53.2	0.2
	Age not reported	2,070	59	6	2.9	0.3
All	18,149	9,001	340	49.6	1.9	
East Midlands	Under 17	2	2	0	100.0	0.0
	17-19	880	611	19	69.4	2.2
	20-24	1,935	1,268	95	65.5	4.9
	25-29	1,597	1,033	58	64.7	3.6
	30-34	1,457	896	34	61.5	2.3
	35-39	1,248	774	38	62.0	3.0
	40-49	2,770	1,743	51	62.9	1.8
	50-59	1,841	1,163	30	63.2	1.6
	60-69	1,072	684	11	63.8	1.0
	70 or over	869	509	3	58.6	0.3
	Age not reported	2,094	113	5	5.4	0.2
All	15,765	8,796	344	55.8	2.2	
West Midlands	Under 17	6	4	1	66.7	16.7
	17-19	860	566	23	65.8	2.7
	20-24	2,157	1,313	88	60.9	4.1
	25-29	1,949	1,158	81	59.4	4.2
	30-34	1,632	927	47	56.8	2.9
	35-39	1,456	817	34	56.1	2.3
	40-49	2,879	1,631	50	56.7	1.7
	50-59	1,853	1,090	30	58.8	1.6
	60-69	1,115	667	15	59.8	1.3
	70 or over	895	497	7	55.5	0.8
	Age not reported	2,055	106	3	5.2	0.1
All	16,857	8,776	379	52.1	2.2	
East of England	Under 17	6	4	0	66.7	0.0
	17-19	1,197	886	36	74.0	3.0
	20-24	2,386	1,702	87	71.3	3.6
	25-29	2,056	1,409	67	68.5	3.3
	30-34	1,848	1,253	46	67.8	2.5
	35-39	1,776	1,207	40	68.0	2.3
	40-49	3,587	2,436	77	67.9	2.1
	50-59	2,331	1,609	30	69.0	1.3
	60-69	1,527	1,047	10	68.6	0.7
	70 or over	1,214	786	6	64.7	0.5
	Age not reported	2,036	77	6	3.8	0.3
All	19,964	12,416	405	62.2	2.0	

Department for Transport statistics

www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012

RAS51020

Car drivers in reported injury road accidents, breath tests and failures by region, England, 2012

		Number/Percentage				
		(a) Involved in accident	(b) Tested	(c) Failed	(b) as % of (a)	(c) as % of (a)
London	Under 17	10	3	0	30.0	0.0
	17-19	717	329	7	45.9	1.0
	20-24	2,356	1,037	26	44.0	1.1
	25-29	2,898	1,191	37	41.1	1.3
	30-34	2,887	1,170	23	40.5	0.8
	35-39	2,504	1,058	19	42.3	0.8
	40-49	4,836	1,988	36	41.1	0.7
	50-59	3,063	1,259	20	41.1	0.7
	60-69	1,298	544	5	41.9	0.4
	70 or over	773	273	6	35.3	0.8
Age not reported	6,484	312	28	4.8	0.4	
All	27,826	9,164	207	32.9	0.7	
South East	Under 17	9	6	2	66.7	22.2
	17-19	1,862	1,325	27	71.2	1.5
	20-24	3,884	2,652	138	68.3	3.6
	25-29	3,224	2,128	119	66.0	3.7
	30-34	3,125	1,978	79	63.3	2.5
	35-39	2,691	1,831	54	68.0	2.0
	40-49	5,739	3,771	99	65.7	1.7
	50-59	3,959	2,617	54	66.1	1.4
	60-69	2,414	1,564	23	64.8	1.0
	70 or over	1,991	1,264	5	63.5	0.3
Age not reported	3,054	103	5	3.4	0.2	
All	31,952	19,239	605	60.2	1.9	
South West	Under 17	9	6	0	66.7	0.0
	17-19	1,066	755	28	70.8	2.6
	20-24	1,899	1,290	76	67.9	4.0
	25-29	1,675	1,123	66	67.0	3.9
	30-34	1,469	907	44	61.7	3.0
	35-39	1,368	890	32	65.1	2.3
	40-49	2,907	1,906	47	65.6	1.6
	50-59	2,051	1,338	38	65.2	1.9
	60-69	1,432	938	13	65.5	0.9
	70 or over	1,234	767	7	62.2	0.6
Age not reported	1,319	104	5	7.9	0.4	
All	16,429	10,024	356	61.0	2.2	
England	Under 17	59	34	5	57.6	8.5
	17-19	8,812	5,951	189	67.5	2.1
	20-24	20,155	12,732	697	63.2	3.5
	25-29	18,621	11,193	608	60.1	3.3
	30-34	17,548	9,975	391	56.8	2.2
	35-39	15,262	9,065	304	59.4	2.0
	40-49	31,372	18,575	492	59.2	1.6
	50-59	20,923	12,643	278	60.4	1.3
	60-69	12,308	7,552	113	61.4	0.9
	70 or over	9,545	5,612	47	58.8	0.5
Age not reported	21,693	973	66	4.5	0.3	
All	176,298	94,305	3,190	53.5	1.8	

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[Notes & Definitions](#)

Source: DfT STATS19

Last updated: 26 September 2013

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The figures in this table are National Statistics

Department for Transport statistics

Accidents Casualties and Safety (<http://www.dft.gov.uk/statistics/releases/reported-road-casualties-gb-annual-report-2012>)

RAS52001

International comparisons of road deaths¹: number and rates for different road users: by selected countries: 2011 and 2012 (provisional)²

	2011						2012		
	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	736	386	7.3	3.0	4.2	1,594	30	1,491	28
Wales	57	24	7.8	0.0	9.6	121	39	93	30
Scotland	90	43	8.1	2.3	7.0	186	35	170	32
Great Britain	883	453	7.4	2.8	4.7	1,901	31	1,754	28
Northern Ireland	33	13	7.2	0.0	5.6	59	33	48	26
United Kingdom	916	466	7.4	2.7	4.7	1,960	31	1,802	28
Austria	290	87	10.4	4.0	10.4	523	62	522	62
Belgium	456	111	10.1	6.5	18.6	858	78	767	69
Bulgaria	399	149	20.2	..	..	658	89	605	83
Cyprus	31	13	15.5	7.1	7.1	71	85	51	59
Czech Republic	404	176	16.8	2.7	8.0	773	74	738	70
Denmark	110	33	5.9	3.0	9.0	220	40	167	30
Estonia	56	26	19.4	..	..	101	75	87	65
Finland	172	41	7.6	2.3	9.0	292	54	255	47
France	2,062	519	8.0	2.5	10.7	3,963	61	3,653	56
Germany	1,986	614	7.5	2.6	7.8	4,009	49	3,601	44
Greece	474	223	19.7	6.8	13.5	1,141	101	1,027	91
Hungary	268	124	12.4	2.7	8.1	638	64	605	61
Irish Republic	95	45	9.8	0.0	7.3	186	41	162	35
Italy	1,661	589	9.7	1.3	7.2	3,860	64	3,650	60
Latvia	78	60	28.9	3.2	16.2	179	86	177	87
Lithuania	134	110	36.0	..	..	297	97	301	100
Luxembourg	21	..	..	11.2	11.2	33	64	34	65
Malta	0	0	0.0	0.0	0.0	17	41	9	22
Netherlands	209	65	3.9	1.0	6.2	661	40	650	39
Poland	1,897	1,408	36.5	6.9	17.6	4,189	109	3,571	93
Portugal	331	199	18.8	6.8	11.8	891	84	743	70
Romania	780	747	34.9	18.4	25.5	2,018	94	2,042	96
Slovakia	..	..	..	..	..	324	60	295	55
Slovenia	46	21	10.2	3.5	20.9	141	69	130	63
Spain	977	380	8.2	2.6	6.1	2,060	45	1,834	40
Sweden	159	53	5.6	3.2	6.5	319	34	286	30
Croatia	215	71	16.1	7.4	20.8	418	95	393	89
Israel	165	115	14.8	0.0	10.1	341	44	263	33
Iceland	7	4	12.6	30.1	30.1	12	38	9	28
Norway	100	17	3.5	1.1	7.6	168	34	148	30
Switzerland	119	69	8.8	6.8	8.5	320	41	286	36
Australia	855	185	8.2	2.8	14.3	1,275	56	1,310	60
Canada ³	1,280	294	8.6	10.0	19.8	2,227	65	..	..
Japan	1,070	1,987	15.5	3.4	6.6	5,507	43	5,237	41
New Zealand	199	31	7.0	1.1	12.3	284	64	308	71
Republic of Korea	1,176	2,044	41.1	7.2	13.0	5,229	105	5,392	110
United States of America	11,981	4,432	14.2	11.5	57.1	32,367	104	33,780	108

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, CARE (EU road accidents database) and National publications.

3 2010 data

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[Notes & Definitions](#)

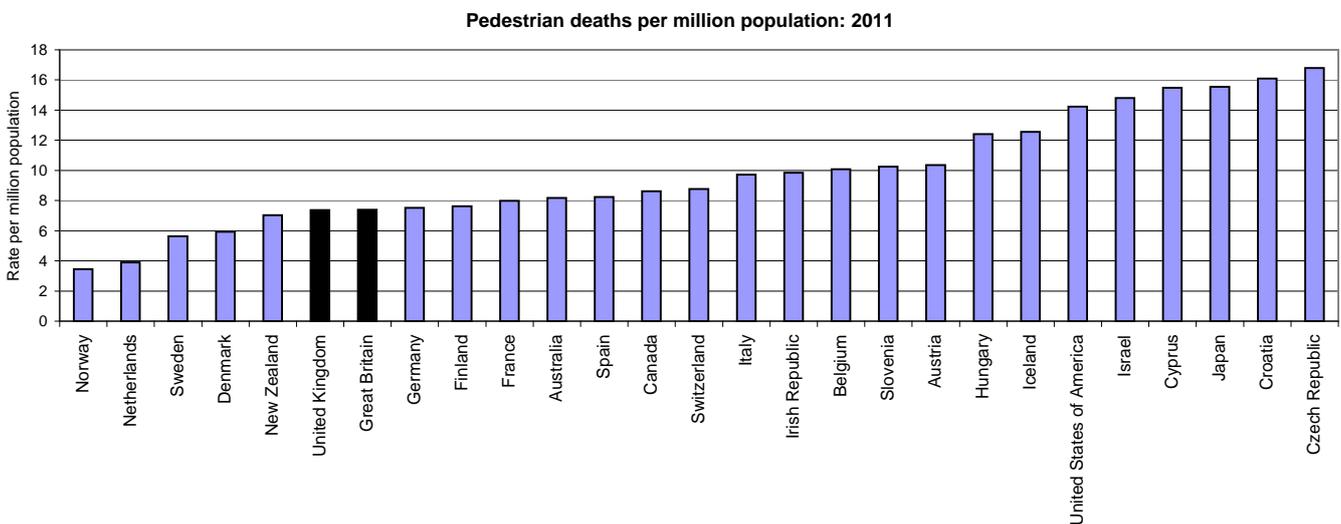
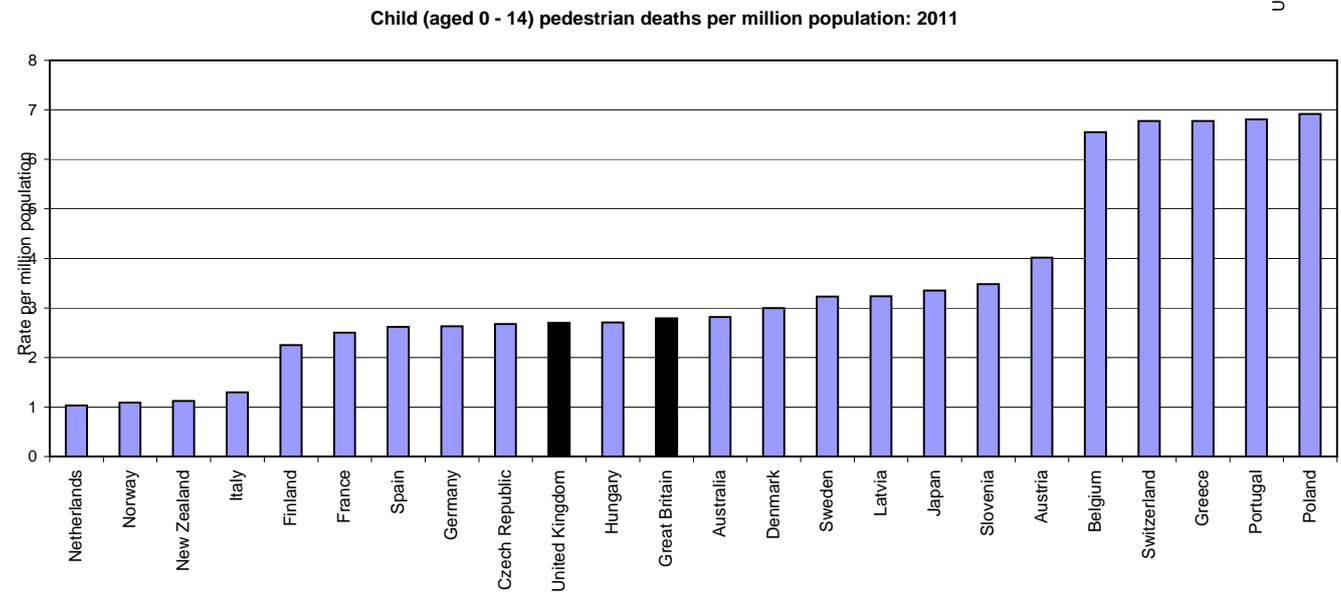
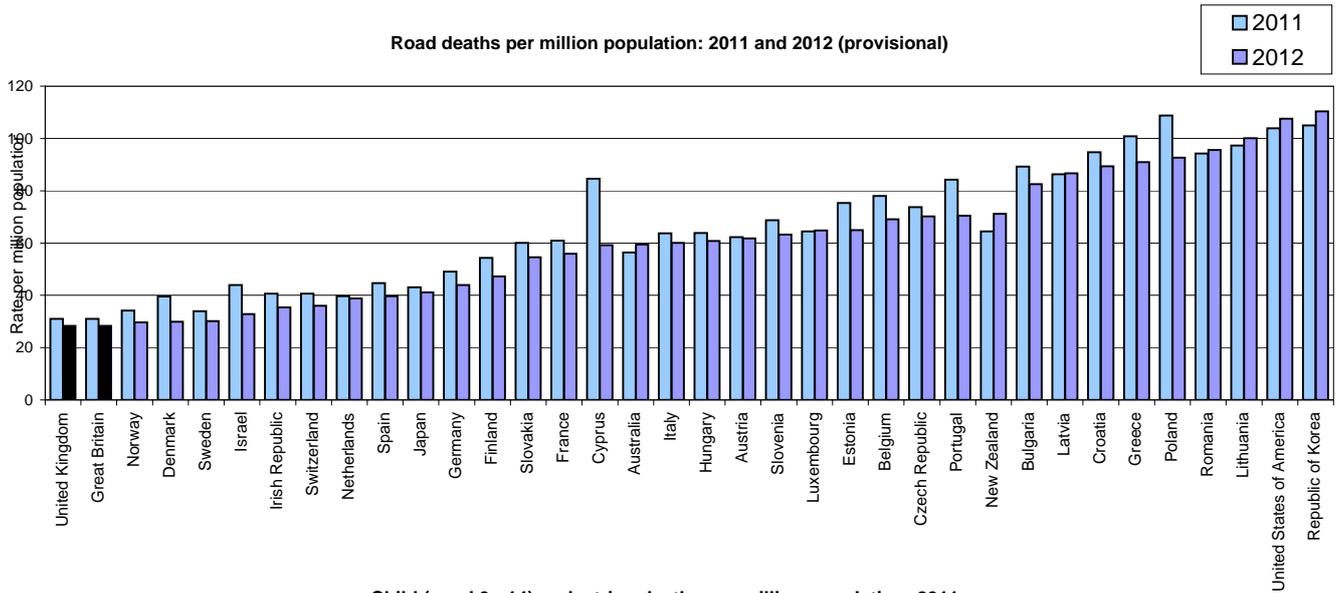
Last updated: 26 September 2013

Next update: September 2014

RAS52001

International comparisons of road deaths: number and rates for different road users:

by selected countries: 2011 and 2012 (provisional) - Charts



Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012>

RAS53001

Passenger casualty rates by mode: 2003-2012¹

Per billion passenger kilometres

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2003-2012 average
Air²											
Killed	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.00	0.01	0.00	0.00
KSI ³	0.00	0.01	0.00	0.00	0.01	0.01	0.01	0.00	0.01	0.00	0.01
All ⁴	0.00	0.01	0.00	0.00	0.01	0.04	0.02	0.00	0.01	0.01	0.01
Rail^{5,6}											
Killed	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
All	32.5	31.2	26.0	26.3	23.2	24.5	25.9	26.5	25.4	25.0	26.4
Water⁷											
Killed	0.0	0.0	0.4	0.4	0.0	1.1	0.5	1.4	0.8	0.0	0.4
KSI	61	44	39	48	48	89	56	66	93	43	56
Bus or coach⁸											
Killed	0.2	0.4	0.2	0.4	0.3	0.1	0.3	0.2	0.2	0.2	0.2
KSI	10	10	7	9	10	10	8	9	8	7	9
All	175	178	158	152	158	156	138	141	138	118	151
Car⁹											
Killed	2.8	2.6	2.6	2.5	2.2	1.9	1.6	1.3	1.4	1.3	2.0
KSI	27	25	23	22	20	18	17	15	14	14	20
All	294	284	277	263	251	228	221	209	195	188	241
Van⁹											
Killed	0.9	0.8	0.7	0.6	0.6	0.5	0.4	0.4	0.4	0.4	0.6
KSI	10	8	7	7	5	5	5	4	4	4	6
All	90	77	73	69	59	55	54	51	51	51	62
Motorcycles⁹											
Killed	116	106	99	109	100	91	85	81	72	67	93
KSI	1,276	1,209	1,127	1,175	1,141	1,113	1,054	1,044	1,119	1,094	1,137
All	4,739	4,663	4,299	4,227	3,972	3,966	3,749	3,764	4,019	3,929	4,145
Pedal cycle											
Killed	26	33	34	32	33	25	22	23	22	24	27
KSI	544	561	547	542	561	561	568	573	646	668	585
All	3,841	4,043	3,839	3,598	3,945	3,566	3,575	3,555	3,889	3,816	3,761
Pedestrian											
Killed	41	35	36	35	35	31	26	23	24	23	31
KSI	423	393	383	370	380	356	317	312	319	333	359
All	1,942	1,832	1,789	1,625	1,657	1,526	1,410	1,441	1,415	1,403	1,605

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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Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012>

RAS54001

Injuries in road accidents, NTS compared to STATS19

Number/percentage

	National Travel Survey (2010/12): Proportion of individual injured in road accidents			STATS19: GB 2008/12 average	
	Sample size (unweighted)	Last 3 years	Last 12 months	Injured casualties	as a % the of population ⁴
All adults ¹²	49,756	3.8	1.6	186,521	0.3
Males	23,732	4.1	1.8	108,249	0.4
Females	26,024	3.6	1.5	78,251	0.3
Age 16-19	2,996	3.8	2.1	24,345	0.8
Age 20-24	3,406	6.7	2.8	28,318	0.7
Age 25-29	3,454	5.8	2.9	22,247	0.5
Age 30-39	7,567	5.0	1.9	35,331	0.4
Age 40-49	8,967	4.4	1.8	32,493	0.4
Age 50-59	7,856	3.0	1.3	20,350	0.3
Age 60+	15,510	1.8	0.7	23,438	0.2
Children ³	11,806	1.6	0.7	19,713	0.2

The figures in this table are National Statistics

1 Includes casualties aged 16 years or over only

2 Includes casualties where the age/gender were not recorded in STATS19

3 Aged < 16 years

4 Based on 2008/12 population average

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[Notes & Definitions](#)

Last updated: 26 September 2013

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Source: STATS19, National Travel Survey (Tables NTS0623 and NTS0625) and Office for National Statistics population estimates

Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012>

RAS54002

Road user type of adults¹ injured in road accidents:

**NTS (2010/12) based on the details of road accidents in the past three years
and STATS19 (2008/12 average)**

	<i>Number/percentage</i>	
Proportion of injured road users		
	National Travel Survey (2010/12)	STATS19 (2008/12 average)
Car Occupant	70	66
Cyclist	12	8
Motorcyclist	5	10
Pedestrian	8	9
Other	6	7

1 Includes casualties aged 16 years or over only

The figures in this table are National Statistics

Source: STATS19 and National Travel Survey NTS0624

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[Notes and definitions](#)

Last updated: 26 September 2013

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Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012>

RAS54003 (NTS0624)

Injuries sustained in road accident in the last three years: NTS (2010/12)

Type of injury experienced ¹	<i>per cent</i>	Medical attention ¹	<i>per cent</i>
Slight		No medical attention	23
Whiplash	57	First aid at roadside	15
Minor bruising or cuts	38	At GP surgery	36
Slight shock	28	At a minor injuries unit	7
Sprains	11	At Accident and Emergency	38
		As an inpatient in hospital	6
Serious		Other	9
Fracture/broken bones	11		
Severe shock	7		
Severe cuts	6		
Concussion	6		
Internal injuries	4		
Crushing	2		
Burns	1		
Other	10		

¹ Percentages sum to more than 100 as more than one answer may be given.

Source: National Travel Survey (sample size 1,427) Table NTS0624

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[Notes & definitions](#)

The figures in this table are National Statistics

Last updated: 30 July 2013

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Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012>

RAS54004

Estimates of the annual non-fatal road casualties in Great Britain using National Travel Survey data compared with casualties recorded in STATS19 (2008/12)

Number (thousands, estimates rounded to nearest 10 thousand)

	Central estimate ¹	Approx. 95% Confidence Limits		STATS19 Injured casualties (08/12 avg)
		Lower	Upper	
All road casualties	710	630	790	206
Adults	640	570	720	187
Children	60	40	90	20
Seriously injured	80	50*	110*	24
Slightly injured	630	550*	710*	186
Adult casualties:				
Car occupants	450	390	510	146
Pedal cyclists	80	50	100	12
Motorcyclists	30	20	50	21
Pedestrians	50	30	70	19
Others	40	20	50	14

¹ some figures may not add up to the total due to rounding

* these estimates are not approximate confidence limits, but a range to illustrate the uncertainty around the estimate.

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[Notes and definitions](#)

Source: STATS19 and National Travel Survey

The figures in this table are outside the scope of National Statistics

Last updated: 26 September 2013

Next update: September 2014

Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012>

RAS60001

Average value of prevention¹ per reported casualty and per reported road accident²: GB 2012

Accident/casualty type	£ June 2012	
	Cost per casualty	Cost per accident
Fatal	1,703,822	1,917,766
Serious	191,462	219,043
Slight	14,760	23,336
Average for all severities	50,698	72,739
Damage only	-	2,048

1 The costs were based on 2012 prices and values

The figures in this table are National Statistics

2 The number of reported road accidents were based on 2012 data

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Notes and definitions on STATS19 see: <https://www.gov.uk/transport-statistics-notes-and-guidance-road-accident-and-safety>

For further information on Transport Analysis Guidance - WebTAG, see: <http://www.dft.gov.uk/webtag/index.php>

Source: STATS19, Transport Analysis Guidance - WebTAG

Last updated: 26 September 2013

Next update: September 2014

Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012>

RAS60002

Average value of prevention¹ of reported road accidents² by road type: GB 2012

£ 2012

Accident Type	Road Type			All Roads
	Built-up roads ³	Non Built-up roads ⁴	Motorways ⁵	
Fatal	1,914,229	1,920,372	1,924,341	1,917,766
Serious	218,109	220,524	229,358	219,043
Slight	22,773	24,559	27,857	23,336
All injury accidents	62,250	109,415	74,471	72,739
Damage only	1,935	2,830	2,720	2,048
All accidents	5,160	14,942	11,063	6,409

1 The costs were based on 2012 prices and values

The figures in this table are National Statistics

2 The number of reported road accidents were based on 2012 data

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

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

5 Includes motorways and A(M) roads

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Notes and definitions on STATS19 see: <https://www.gov.uk/transport-statistics-notes-and-guidance-road-accident-and-safety>

For further information on Transport Analysis Guidance - WebTAG, see: <http://www.dft.gov.uk/webtag/index.php>

Source: STATS19, Transport Analysis Guidance - WebTAG

Last updated: 26 September 2013

Next update: September 2014

Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012>

RAS60003

Total value of prevention¹ of reported accidents by severity² and cost element: GB 2012

£ million

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	1,040	9	2,042	29	1	19	3,139	
Serious	526	315	3,582	44	4	108	4,578	
Slight	389	165	1,854	67	15	381	2,871	
All injury accidents	1,955	490	7,478	139	19	508	10,589	
Damage only accidents	0	0	0	77	124	4,332	4,533	
All accidents	1,955	490	7,478	217	143	4,840	15,122	

1 The number of reported road accidents were based on 2012 data

The figures in this table are National Statistics

2 The costs were based on 2012 prices and values

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Notes and definitions on STATS19 see: <https://www.gov.uk/transport-statistics-notes-and-guidance-road-accident-and-safety>

For further information on Transport Analysis Guidance - WebTAG, see: <http://www.dft.gov.uk/webtag/index.php>

Source: STATS19, Transport Analysis Guidance - WebTAG

Last updated: 26 September 2013

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Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012>

RAS60004

Total value of prevention¹ of reported accidents² by severity and road type: GB 2012

£ million				
Accident severity	Road Type			All roads
	Built-up roads ³	Non built-up roads ⁴	Motorways ⁵	
Fatal	1,431	1,555	153	3,139
Serious	3,244	1,214	120	4,578
Slight	2,181	573	116	2,871
All reported injury accidents	7,931	2,249	408	10,589
Damage only accidents	3,952	494	87	4,533
All accidents⁶	11,883	2,743	496 0	15,122

1 The costs were based on 2012 prices and values

The figures in this table are National Statistics

2 The number of reported road accidents were based on 2012 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

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Notes and definitions on STATS19 see: <https://www.gov.uk/transport-statistics-notes-and-guidance-road-accident-and-safety>

For further information on Transport Analysis Guidance - WebTAG, see: <http://www.dft.gov.uk/webtag/index.php>

Source: STATS19, Transport Analysis Guidance - WebTAG

Last updated: 26 September 2013

Next update: September 2014

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. 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 in Reported Road Casualties Great Britain annual report.

The STATS19 data are therefore not a complete record of all injury accidents and this should be borne in mind when using and analysing the data. However, they remain the most detailed, complete and reliable single source of information on road casualties covering the whole of Great Britain, in particular for monitoring trends over time.

Definitions

Accident: Involves personal injury occurring on the public highway (including footways) in which at least one road *vehicle* or a *vehicle* in collision with a *pedestrian* is involved and which becomes known to the police within 30 days of its occurrence. One accident may give rise to several *casualties*. "Damage-only" accidents are not included in this publication.

Adults: Persons aged 16 years and over (except where otherwise stated).

Agricultural vehicles: Mainly comprises agricultural tractors (whether or not towing) but also includes mobile excavators and front dumpers.

Built-up roads: *Accidents* on "built-up roads" are those which occur on roads with *speed limits* (ignoring temporary limits) of 40 mph or less. "Non built-up roads" refer to speed limits over 40 mph. *Motorway accidents* are shown separately and are excluded from the totals for built-up and non built-up roads.

Buses and coaches: Buses or coaches equipped to carry 17 or more passengers, regardless of use.

Cars: Includes *taxis*, estate cars, three and four wheel cars and minibuses except where otherwise stated. Also includes motor caravans prior to 1999.

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

Children: Persons under 16 years of age (except where otherwise stated).

Darkness: From half an hour after sunset to half an hour before sunrise, i.e. "lighting-up time".

Daylight: All times other than *darkness*.

DfT: Department for Transport

Drivers: Persons in control of *vehicles* other than *pedal cycles*, *motorcycles* and ridden animals (see *riders*). Other occupants of *vehicles* are *passengers*.

Failed breath test: *Drivers* or *riders* who were tested with a positive result, or who failed or refused to provide a specimen of breath (see note on Table RAS51002 in "Notes to individual tables" for the coverage of breath test data).

Fatal accident: An accident in which at least one person is *killed*.

Goods vehicles: These are divided into two groups according to vehicle weight. They include tankers, tractor units without their semi-trailers, trailers, articulated vehicles and pick-up trucks.

Heavy goods vehicles (HGV): Goods vehicles over 3.5 tonnes maximum permissible gross vehicle weight (gvw).

Light goods vehicles: Goods vehicles, mainly vans (including car derived vans), not over 3.5 tonnes maximum permissible gross vehicle weight.

Injury accident: An *accident* involving human injury or death.

Killed: Human casualties who sustained injuries which caused death less than 30 days (before 1954, about two months) after the *accident*. Confirmed suicides are excluded.

KSI: Killed or seriously injured.

Light Goods Vehicle: see *Goods vehicles*

Motorcycles: Two-wheel motor vehicles, including mopeds, motor scooters and motor cycle combinations.

Motorways: Motorway and A(M) roads.

Mobility scooter: A powered wheelchair or scooter with a maximum unladen weight of 150kg and a maximum speed of 8mph.

Other roads: All B, C and unclassified roads, unless otherwise noted (i.e. Table RAS30009).

Other vehicles: Other *vehicles* include ambulances, fire engines, trams, refuse *vehicles*, road rollers, *agricultural vehicles*, excavators, mobile cranes, *mobility scooters* and motorised wheelchairs etc, except where otherwise stated. Also included are non motorised *vehicles* include those drawn by an animal, ridden horse, wheelchairs without a motor, street barrows etc, except where otherwise stated. In certain tables "*other vehicles*" may also include *buses and coaches* and/or *goods vehicles*, as indicated in a footnote.

Passengers: Occupants of *vehicles*, other than the person in control (the *driver* or *rider*). Includes pillion passengers.

Pedal cycles: Includes tandems, tricycles and toy cycles ridden on the carriageway. From 1983 the definition includes a small number of cycles and tricycles with battery assistance with a maximum speed of 15 mph.

Pedal cyclists: *Riders* of *pedal cycles*, including any *passengers*.

Pedestrians: Includes children riding toy cycles on the footway, persons pushing bicycles, pushing or pulling other *vehicles* or operating pedestrian-controlled *vehicles*, those leading or herding animals, children in prams or buggies, and people who alight safely from *vehicles* and are subsequently injured.

Riders: Persons in control of *pedal cycles*, *motorcycles* or ridden animals. Other occupants of these *vehicles* are *passengers*.

Road users: Pedestrians and vehicle riders, drivers and passengers.

Rural Roads: Major roads and minor roads outside urban areas and having a population of less than 10 thousand.

Serious accident: One in which at least one person is seriously injured but no person (other than a confirmed suicide) is *killed*.

Serious injury: An injury for which a person is detained in hospital as an “in-patient”, or any of the following injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushings, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries causing death 30 or more days after the *accident*. An injured *casualty* is recorded as *seriously* or *slightly injured* by the police on the basis of information available within a short time of the *accident*. This generally will not reflect the results of a medical examination, but may be influenced according to whether the casualty is hospitalised or not. Hospitalisation procedures will vary regionally.

Severity: Of an *accident*, the severity of the most severely injured *casualty* (either *fatal*, *serious* or *slight*). Of a *casualty*; *killed*, *seriously injured* or *slightly injured*.

Slight accident: One in which at least one person is *slightly injured* but no person is *killed* or *seriously injured*.

Slight injury: An injury of a minor character such as a sprain (including neck whiplash injury), bruise or cut which are not judged to be severe, or slight shock requiring roadside attention. This definition includes injuries not requiring medical treatment.

Speed limits: Permanent speed limits applicable to the roadway.

Taxi: Any vehicle operating as a hackney carriage, regardless of construction, and bearing the appropriate district council or local authority hackney carriage plates. Also includes private hire cars.

Users of a vehicle: All occupants, i.e. *driver* (or *rider*) and *passengers*, including persons injured while boarding or alighting from the *vehicle*.

Urban Roads: Major and minor roads within an urban area with a population of 10 thousand or more. The definition is based on the 1991 Office of the Deputy Prime Minister definition of urban settlements. The urban areas used for this bulletin are based on 2001 census data.

Vehicles: Vehicles (except *taxis*) are classified according to their structural type and not according to their employment or category of licence at the time of an *accident*.

Vehicles involved in accidents: *Vehicles* whose *drivers* or *passengers* are injured, which hit and injure a *pedestrian* or another *vehicle* whose *driver* or *passengers* are injured, or which contributes to the *accident*. *Vehicles* which collide, after the initial *accident* which caused injury, are not included unless they aggravate the degree of injury or lead to further *casualties*. Includes *pedal cycles* ridden on the footway.

Symbols and conventions used

Rounding of figures: In tables where figures have been rounded, there may be an apparent slight discrepancy between the sum of the constituent items and the total as shown.

Symbols: The following symbols have been used throughout:

0 = nil or negligible (less than half the final digit shown).

.. = not available/applicable.

Conversion factor: 1 mile = 1.6093 kilometres.

Billion = One thousand million = 1000,000,000 = 10^9

Notes to individual tables

A list of the 2009 format table numbers can be found in the index sheet of all Road Safety Statistics tables

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.

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”), 235 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, 623 accidents involved only a pedal cycle, giving rise to 628 cyclist casualties (riders and passengers); a further 389 accidents also involved 399 pedestrian casualties as well as 123 cyclist casualties.

Columns 3 to 10 analyse two-vehicle accidents according to both vehicle types, also giving, by severity of injury, the casualties for the users of the vehicle class defined on the left (under vehicle A) and pedestrians who were (first) hit by vehicles of that class. Thus 15,463 accidents involved a pedal cycle and a car, resulting in 15,348 pedal cyclist casualties and 29 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. 42,907 accidents involved two cars with 66,285 car occupant casualties, with 787 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. 536 such accidents involved at least one pedal cycle, with 576 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 11,942 light goods vehicles (LGV) and 6,305 heavy goods vehicles (HGV) less the 239 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 2011 fatality and fatality rates per million population have been included together with 2010 data. Population data used for 2011 are ONS 2010-based population projections.

RAS53001 – There have been a number of small changes due to revisions in road traffic and rail usage data to this table, but these have had little effect on the comparisons of the different modes.

For rail, the figures in this table have been sourced from the Rail Safety and Standards Board (RSSB). In versions of this table published in previous years they were based on casualties recorded by the Office of Rail Regulation (ORR) within a database called SIGNAL. Data from previous years have been revised to the RSSB figures to provide a consistent time series.

For Maritime, the latest table contains revisions to various years data between 2000 and 2006. For further details see the Annual Report by the Marine Accident Investigations Branch at www.maib.gov.uk.

For Pedestrians, exposure is calculated using trip data from the National Travel Survey (NTS). There is an apparent under-recording of short walks in 2002-2003 and in 2007-2008 compared to other years. See section 1 of National Travel Survey 2008 Bulletin at: <http://www.dft.gov.uk/pgr/statistics/datatablespublications/personal/mainresults/nts2008/> For 2011 data, 2010 NTS data is used together with projected 2011 population data.

Passenger casualty rates given in the table can be interpreted as the risk a traveller runs of being injured, per billion kilometres travelled. The coverage varies for each mode of travel and the definitions of injuries and accidents are different. Thus care should be exercised in drawing comparisons between the rates for different modes. Further information can be found in article 7 of RCGB 2007 (page 79). <http://webarchive.nationalarchives.gov.uk/20110503151558/http://dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesqbar/roadcasualtiesgreatbritain20071>

The table provides information on passenger casualties and where possible travel by drivers and other crew in the course of their work has been excluded. Exceptions are for

private journeys and those in company owned cars and vans where drivers are included. Figures for all modes of transport exclude confirmed suicides and deaths through natural causes. Figures for air, rail and water exclude trespassers and rail excludes attempted suicides. Accidents occurring in airports, seaports and railway stations that do not directly involve the mode of transport concerned are also excluded; for example, injuries sustained on escalators or falling over packages on platforms.

The following definitions are used:

Air: Accidents involving UK registered airline aircraft in UK and foreign airspace. Fixed wing and rotary wing aircraft are included but air taxis are excluded. Accidents cover UK airline aircraft around the world not just in the UK.

Rail: Train accidents and movement accidents involving people on board trains or in the act of boarding or alighting from them in Great Britain. These figures only cover National Rail, and do not cover accidents on Eurotunnel, London Underground, trams, other rail guided systems and trolley vehicle systems.

Water: Figures for travel by water include both domestic and international passenger carrying services of UK registered merchant vessels.

Road: Figures refer to Great Britain and include accidents occurring on the public highway (including footways) in which at least one road vehicle or a vehicle in collision with a pedestrian is involved and which becomes known to the police within 30 days of its occurrence. Figures include both public and private transport. More information and analyses on road accidents and casualties can be found in Part 4: Road traffic, freight, accidents and motor vehicle offences.

Bus or coach: Figures for work buses are included.

Car: Includes taxis, invalid tricycles, three and four wheel cars and minibuses. Prior to 1999 motor caravans were also included.

Van: Vans mainly include vehicles of the van type constructed on a car chassis. These are defined as those vehicles not over 3.5 tonnes maximum permissible gross vehicle weight.

Motorcycles: Mopeds, motor scooters and two-wheeled motor vehicles (including motor cycle combinations).

Pedal cycle: Includes tandems, tricycles and toy cycles ridden on the carriageway.

Pedestrian: Includes persons riding toy cycles on the footway, persons pushing bicycles, pushing or pulling other vehicles or operating pedestrian controlled vehicles, those leading or herding animals, occupants of prams or wheelchairs, and people who alight safely from vehicles and are subsequently injured.

Calendar of events affecting road safety and traffic

1903-1904: Motor Car Act introduced driving licences. Vehicle braking requirements are introduced for the first time.

1927: First automatic traffic light signals installed.

1930: Speed limit of 20 mph is abolished for cars and cycles. PSVs are limited to 30 mph and maximum working hours for PSV and goods vehicle drivers are introduced. Testing for some driving licences is made compulsory. Third party insurance cover becomes necessary. Minimum driving age set.

1931: Highway Code first issued.

1934-1935: In built-up areas a speed limit of 30 mph is made compulsory. HGV licences are introduced. The first pedestrian crossings appear. Regulations concerning vehicle safety glass and windscreen wipers are introduced. Invention of “cats eyes” reflecting road studs. Compulsory driving tests introduced as part of the Road Traffic Act. “L” plates introduced.

1939-1945: Signposts removed during wartime. Driving tests are suspended with examiners designated as Traffic Officers, supervising fuel rationing.

1946-1948: Wartime lighting restrictions are relaxed and driving tests restored in 1946. Petrol allowance of 180 miles per month is permitted.

1949-1954: New anti-dazzle regulations are introduced. Legislation concerning new lighting and school crossing patrols are introduced. Flashing indicators on motor vehicles are legalised. Brakes on pedal cycles are made compulsory. Introduction of zebra crossings. New Highway Code features first colour illustrations.

1955-1957: Regulations concerning parking without lights in London are introduced. The maximum length allowed for vehicles is increased. Holders of lapsed licences issued over 10 years previously must retake driving test to obtain a new licence. Penalties for drinking and driving are extended to pedal cyclists. Fuel shortages resulting from the Suez crisis in 1956 decrease motor traffic; driving tests are suspended during the crisis. First motorway opened.

1959-1960: Motorway regulations, new vehicle lighting regulations and double white lines are introduced. Speed limit of 40 mph introduced for some roads. Learner motorcyclists are restricted to riding machines of under 250 cc. Annual testing of 10 year old cars and LGVs is introduced. Introduction of parking meters on London streets. Yellow lines denoting waiting restrictions introduced. Stanmore examiner training school opened.

1961-1963: Testing of all vehicles of 30 cwt and under and more than 7 years old is made compulsory. A valid test certificate is required to obtain a vehicle licence. Free copies of the Highway Code are circulated. TV car safety campaign *You Know It Makes Sense* launched, encouraging use of seatbelts. Motorcyclists permitted to ride bikes over 250cc (after passing their test) under the Road Traffic Act 1962.

1964-1965: Introduction of trial speed limit of 70 mph on motorways and other previously derestricted roads. First “Drink and Drive” publicity campaign.

1966-1967: Seat belt fitting is made compulsory for new cars. It becomes an offence to drive with over 80mg of alcohol per 100ml of blood. Breath tests introduced. Permanent

maximum speed limit of 70 mph introduced for previously unrestricted roads. HGVs banned from the outside lane of motorways.

1968-1969: Introduction of plating and testing of goods vehicles and voluntary HGV driving tests - Regulations on drivers' working hours are introduced. Test certificate now required for cars more than 3 years old. Pelican crossings are introduced. First UK bus lane introduced in Park Lane, London.

1970-1972: HGV driving test and registration of driving instructors becomes compulsory. 16 year olds are limited to riding mopeds only. Rear markings and long vehicle signs are made compulsory for HGVs. Zig Zag markings introduced at zebra crossings. Child seatbelt TV campaign *Your Seatbelt is their Security* is launched in 1970. The following year sees the introduction of the *Clunk Click Every Trip* seatbelt campaign. The Green Cross Code is launched to promote child pedestrian safety, aimed specifically at children themselves.

1973-1974: Safety helmets are made compulsory for two-wheeled motor vehicle users. Energy crisis leads to petrol shortages and large fuel price increases and to temporary 50 mph national maximum speed limit.

1975-1976: Vehicles now required to be lit when daylight visibility is seriously reduced. Minimum age of trainee HGV drivers reduced to 18.

1977: Mopeds redefined to 30 mph maximum design speed. MOT test widened to include windscreen wipers and washers and exhaust systems. 1977 Christmas drink drive campaign slogan *Think before you drink before you drive* is used by the Brewers and Licensed Retailers Association in later education campaigns.

1978: 60 and 70 mph speed limits are made permanent. New rules on the maximum number of hours that may be worked by goods vehicle drivers are introduced. High intensity rear fog lamps become a mandatory fitment to most vehicles manufactured after 1 October 1979 and used from 1 April 1980.

1979: Regulations are introduced to help prevent lorries hitting overhead bridges. Code of practice issued on vehicle safety defects (arrangements for recall on new vehicles found to be defective). Use of tachograph accepted by Government. Start of long-term drink/driving tracking research.

1980-1981: Reform of bus licensing and removal of advertising restrictions from private car sharing schemes. Reduction in minimum driving age of invalid car drivers to 16.

1982: Two part motorcycle test introduced. Provisional motorcycle licences restricted to two years. Recall code announced for manufacturers to recall potentially defective motorcycles. Tougher written examination for entrants to driving instructor registration scheme.

1983: Seat belt wearing becomes law for drivers and front seat passengers. Learner motorcyclists now only allowed to ride machines of up to 125 cc. First road hump regulations made.

1984: Stiffer driving tests for entrants of driving instructor registration scheme. Tougher internal checks on tuition given by qualified driving instructors. New pedal cycles are required to meet British Standards. Revised Code of Practice on safety of loads on vehicles is issued. Spray reducing devices required to be fitted to lorries and trailers.

1985: Both load and speed performance to be marked on new car tyres. Regulations allowing the use of traffic cones, warning lamps, and triangles in the event of breakdowns come into force. PSV driving tests made compulsory.

1986: Uniform construction standards to apply to minibuses first used from April 1988. Tyres are now required to support maximum axle weights at a vehicle's maximum speed. Seat belt legislation is made permanent. White on brown signs to tourist attractions introduced. European Road Safety Year.

1987: The Secretary of State for Transport sets a target to achieve a one third reduction in road accident casualties by the year 2000. All newly registered cars to be fitted with rear seat belts or child restraints. Use of amber flashing lights on slow moving vehicles is made compulsory. Zig-zag markings extended to Pelican crossings. Closure of 586 emergency crossing points on central reservations of motorways.

1988: Close proximity and wide angle rear view mirrors become a legal requirement on new HGVs. All new cars first used from 1 April must be able to use unleaded petrol. All coaches first used from 1 April 1974 must have 70 mph limiters fitted by 1 April 1992. Driving tests hereafter conducted under the provisions of the Road Traffic Act 1988.

1989: Penalty points increased for careless driving, driving without insurance, and failing to stop after or to report an accident. Accompanied motorcycle testing becomes mandatory. Seat belt wearing by rear child passengers becomes law in cars where appropriate restraints have been fitted and are available. The Booth Report published, assessing motorcycle accidents in the Metropolitan Police area. Motorcycle test revised to include radio contact and accompaniment by examiner.

1990: Compulsory basic training for motorcyclists introduced. Learner motorcyclists banned from carrying pillion passengers. New road hump regulations. High Risk Offenders Scheme for problem drink-drivers extended; introduction of charges for medical examination required before return of licence. New regulations require those accompanying learner drivers to be at least 21 years old and to have held a licence for 3 years. Experimental Red Routes introduced in London.

1991: First 20mph zones introduced. Chevron markings introduced on the M1 to help drivers keep a safe distance from the vehicle in front. First trials of nearside pedestrian signal at junctions. First edition of *Car and Driver: Injury Accident and Casualty Rates* published giving information on comparative accident involvement and injury risks of popular makes and models of car. Seat belt wearing by rear adult passengers becomes law in cars where belts are fitted and available.

1992: Requirement for a minimum tread depth of 1.6mm introduced for cars and light vans. Traffic Calming Act 1992 receives Royal Assent. Launch of road safety campaign *Kill Your Speed, Not A Child*. Government issues *Killing Speed and Saving Lives* consultation paper. Safety helmets made compulsory for child horse riders. Speed enforcement cameras and retesting of dangerous drivers introduced. All new goods vehicles over 7.5 tonnes fitted with 60 mph speed limiters. New emission requirements made 3-way catalytic converters necessary on virtually all new petrol-engined cars.

1993: Experimental scheme begins in the use of rehabilitation courses for drink/drive offenders. MOT test for cars extended to include checks on mirrors, fuel tanks and pipes,

body security, seat and door security, additional lighting items, number plates and 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.

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 Authority (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.

Department for Transport statistics

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RAS10005	RRCGB Table 15a	Reported accidents by daylight and darkness, road surface condition, built-up and non built-up roads and severity, Great Britain, 2012
RAS10006	RRCGB Table 16a	Reported accidents by daylight and darkness, weather condition, built-up and non built-up roads and severity, Great Britain, 2012
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RAS61: Motor vehicle offences

RAS61001	TSGB0811	Motor vehicle offences: findings of guilt at all courts, fixed penalty notices and written warnings, by type of offence, England and Wales, 2001 - 2010
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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

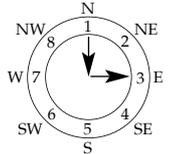
2.8 DIRECTION OF VEHICLE TRAVEL

- Using the Example shown complete the FROM and TO boxes for the vehicles concerned, indicating direction of travel FROM and TO
- If PARKED enter '00'

Vehicle 001		Vehicle 002	
FROM	TO	FROM	TO
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Vehicle 003		Vehicle 004	
FROM	TO	FROM	TO
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

EXAMPLE

FROM	TO
<input type="text" value="1"/>	<input type="text" value="3"/>



CASUALTY RECORD

3.4 VEHICLE REFERENCE NUMBER
Enter VEH No. which CASUALTY occupied (for pedestrians, code vehicle that struck them first) e.g. 001,002 etc.

Casualty 001	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	Casualty 002	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>
Casualty 003	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	Casualty 004	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>
Casualty 005	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	Casualty 006	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>

3.18 CASUALTY HOME POSTCODE
or Code: 1- Unknown
2- Non UK Resident

Casualty 001	<input type="text"/>								
Casualty 002	<input type="text"/>								
Casualty 003	<input type="text"/>								
Casualty 004	<input type="text"/>								
Casualty 005	<input type="text"/>								
Casualty 006	<input type="text"/>								

3.7 SEX OF CASUALTY X	CASUALTY					
	1	2	3	4	5	6
Male	<input type="text"/>					
Female	<input type="text"/>					

3.8 AGE OF CASUALTY (Estimate if necessary)
For children less than a year enter 00

Casualty 001	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Casualty 002	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Casualty 003	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Casualty 004	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Casualty 005	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Casualty 006	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

3.6 CASUALTY CLASS X						
Driver/Rider	1	<input type="text"/>				
Veh./pillion Passenger	2	<input type="text"/>				
Pedestrian	3	<input type="text"/>				

3.9 SEVERITY OF CASUALTY X						
Fatal	1	<input type="text"/>				
Serious	2	<input type="text"/>				
Slight	3	<input type="text"/>				

3.20 CYCLE HELMET WORN X	CASUALTY						
	1	2	3	4	5	6	
	Not a cyclist	<input type="text" value="0"/>	<input type="text"/>				
	Yes	<input type="text" value="1"/>	<input type="text"/>				
No	<input type="text" value="2"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	
Not known	<input type="text" value="3"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	

3.15 CAR PASSENGER (not driver) X						
Not a car passenger	<input type="text" value="0"/>	<input type="text"/>				
Front seat passenger	<input type="text" value="1"/>	<input type="text"/>				
Rear seat passenger	<input type="text" value="2"/>	<input type="text"/>				

3.16 BUS OR COACH PASSENGER X (17 passenger seats or more)						
Not a bus or coach passenger	<input type="text" value="0"/>	<input type="text"/>				
Boarding	<input type="text" value="1"/>	<input type="text"/>				
Alighting	<input type="text" value="2"/>	<input type="text"/>				
Standing passenger	<input type="text" value="3"/>	<input type="text"/>				
Seated passenger	<input type="text" value="4"/>	<input type="text"/>				

LOCAL STATISTICS

3.14 SEAT BELT IN USE X						
Not applicable	<input type="text" value="0"/>	<input type="text"/>				
Worn and independently confirmed	<input type="text" value="1"/>	<input type="text"/>				
Worn but not independently confirmed	<input type="text" value="2"/>	<input type="text"/>				
Not worn	<input type="text" value="3"/>	<input type="text"/>				
Unknown	<input type="text" value="4"/>	<input type="text"/>				

3.10 PEDESTRIAN LOCATION X	CASUALTY						
	1	2	3	4	5	6	
	In carriageway, crossing on pedestrian crossing facility	<input type="text" value="01"/>	<input type="text"/>				
	In carriageway, crossing within zig-zag lines at crossing approach	<input type="text" value="02"/>	<input type="text"/>				
	In carriageway, crossing within zig-zag lines at crossing exit	<input type="text" value="03"/>	<input type="text"/>				
	In carriageway, crossing elsewhere within 50m of pedestrian crossing	<input type="text" value="04"/>	<input type="text"/>				
	In carriageway, crossing elsewhere	<input type="text" value="05"/>	<input type="text"/>				
	On footway or verge	<input type="text" value="06"/>	<input type="text"/>				
	On refuge, central island or central reservation	<input type="text" value="07"/>	<input type="text"/>				
	In centre of carriageway, not on refuge, island or central reservation	<input type="text" value="08"/>	<input type="text"/>				
In carriageway, not crossing	<input type="text" value="09"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	
Unknown or other	<input type="text" value="10"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	

PEDESTRIAN CASUALTIES ONLY

3.12 PEDESTRIAN DIRECTION X	CASUALTY						
	1	2	3	4	5	6	
	Standing still	<input type="text" value="0"/>	<input type="text"/>				
	Northbound	<input type="text" value="1"/>	<input type="text"/>				
	Northeast bound	<input type="text" value="2"/>	<input type="text"/>				
	Eastbound	<input type="text" value="3"/>	<input type="text"/>				
	Southeast bound	<input type="text" value="4"/>	<input type="text"/>				
	Southbound	<input type="text" value="5"/>	<input type="text"/>				
	Southwest bound	<input type="text" value="6"/>	<input type="text"/>				
	Westbound	<input type="text" value="7"/>	<input type="text"/>				
Northwest bound	<input type="text" value="8"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	
Unknown	<input type="text" value="9"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	

3.19 PEDESTRIAN ROAD MAINTENANCE WORKER X						
No / not applicable	<input type="text" value="0"/>	<input type="text"/>				
Yes	<input type="text" value="1"/>	<input type="text"/>				
Not known	<input type="text" value="2"/>	<input type="text"/>				

3.11 PEDESTRIAN MOVEMENT X	CASUALTY						
	1	2	3	4	5	6	
	Crossing from driver's nearside	<input type="text" value="1"/>	<input type="text"/>				
	Crossing from driver's nearside-masked by parked or stationary veh'	<input type="text" value="2"/>	<input type="text"/>				
	Crossing from driver's offside	<input type="text" value="3"/>	<input type="text"/>				
	Crossing from driver's offside-masked by parked or stationary veh'	<input type="text" value="4"/>	<input type="text"/>				
	In carriageway, stationary - not crossing (standing or playing)	<input type="text" value="5"/>	<input type="text"/>				
	In carriageway, stationary -not crossing (standing or playing), masked by parked or stationary veh'	<input type="text" value="6"/>	<input type="text"/>				
	Walking along in carriageway-facing traffic	<input type="text" value="7"/>	<input type="text"/>				
Walking along in carriageway-back to traffic	<input type="text" value="8"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	
Unknown or other	<input type="text" value="9"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	

1. Select up to six factors from the grid, relevant to the accident.
2. Factors may be shown in any order, but an indication must be given of whether each factor is *very likely (A)* or *possible (B)*.
3. Only include factors that you consider contributed to the accident. (i.e. do NOT include "Poor road surface" unless relevant).
4. More than one factor may, if appropriate, be related to the same road user.
5. The same factor may be related to more than one road user.
6. The participant should be identified by the relevant vehicle or casualty ref no. (e.g. 001, 002 etc.), preceded by "V" if the factor applies to a vehicle, driver/rider or the road environment (e.g. V002), or "C" if the factor relates to a pedestrian or passenger casualty (e.g. C001).
7. Enter U000 if the factor relates to an uninjured pedestrian.

	103	102	101	110	108	107	109	104	105	106
Road Environment Contributed	Slippery road (due to weather)	Deposit on road (e.g. oil, mud, chippings)	Poor or defective road surface	Sunken, raised or slippery inspection cover	Road layout (e.g. bend, hill, narrow carriageway)	Temporary road layout (e.g. contraflow)	Animal or object in carriageway	Inadequate or masked signs or road markings	Defective traffic signals	Traffic calming (e.g. speed cushions, road humps, chicanes)
Vehicle Defects	201	202	203	204	205	206				
	Tyres illegal, defective or under-inflated	Defective lights or indicators	Defective brakes	Defective steering or suspension	Defective or missing mirrors	Overloaded or poorly loaded vehicle or trailer				
Injudicious Action	308	306	302	301	307	310	305	304	309	303
	Following too close	Exceeding speed limit	Disobeyed Give Way or Stop sign or markings	Disobeyed automatic traffic signal	Travelling too fast for conditions	Cyclist entering road from pavement	Illegal turn or direction of travel	Disobeyed pedestrian crossing facility	Vehicle travelling along pavement	Disobeyed double white lines
Driver/Rider Error or Reaction	405	406	403	408	409	401	402	404	407	410
	Failed to look properly	Failed to judge other person's path or speed	Poor turn or manoeuvre	Sudden braking	Swerved	Junction overshoot	Junction restart (moving off at junction)	Failed to signal or misleading signal	Too close to cyclist, horse or pedestrian	Loss of control
Impairment or Distraction	501	502	508	503	509	510	505	504	507	506
	Impaired by alcohol	Impaired by drugs (illicit or medicinal)	Driver using mobile phone	Fatigue	Distraction in vehicle	Distraction outside vehicle	Illness or disability, mental or physical	Uncorrected, defective eyesight	Rider wearing dark clothing	Not displaying lights at night or in poor visibility
Behaviour or Inexperience	602	605	601	603	607	606	604			
	Careless, reckless or in a hurry	Learner or inexperienced driver/rider	Aggressive driving	Nervous, uncertain or panic	Unfamiliar with model of vehicle	Inexperience of driving on the left	Driving too slow for conditions or slow vehicle (e.g. tractor)			
Vision Affected by	701	703	706	707	708	705	710	702	704	709
	Stationary or parked vehicle(s)	Road layout (e.g. bend, winding road, hill crest)	Dazzling sun	Rain, sleet, snow or fog	Spray from other vehicles	Dazzling headlights	Vehicle blind spot	Vegetation	Buildings, road signs, street furniture	Visor or windscreen dirty, scratched or frosted etc.
Pedestrian Only (Casualty or Uninjured)	802	808	803	801	806	807	805	804	809	810
	Failed to look properly	Careless, reckless or in a hurry	Failed to judge vehicle's path or speed	Crossing road masked by stationary or parked vehicle	Impaired by alcohol	Impaired by drugs (illicit or medicinal)	Dangerous action in carriageway (e.g. playing)	Wrong use of pedestrian crossing facility	Pedestrian wearing dark clothing at night	Disability or illness, mental or physical
Special Codes	901	902	903	904						*999
	Stolen vehicle	Vehicle in course of crime	Emergency vehicle on a call	Vehicle door opened or closed negligently						Other - Please specify below

Driver/Rider Only (Includes Pedal Cycles and Horse Riders)

	1st	2nd	3rd	4th	5th	6th
Factor in the accident						
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

Scottish Government

Transport Publications

Scottish Transport Statistics
Main Transport Trends
Household Transport - some SHS results
Transport Across Scotland:
some SHS results for parts of Scotland
SHS Travel Diary results
Travel by Scottish Residents: some NTS results
Bus and Coach Statistics
Road Accidents Scotland
Key Road Accidents Statistics
(SHS = Scottish Household Survey; NTS = National Travel Survey)

General enquires on Scottish Transport Statistics:

Transport Statistics Branch, Scottish Executive,
Victoria Quay, Edinburgh, EH6 6QQ
Phone: +44 (0)131-244 7256
Fax: +44 (0)131-244 7281
E-mail: transtat@scotland.gsi.gov.uk
Internet: www.scotland.gov.uk/Topics/Statistics

These publications are available, payment with orders
From: Scottish Executive Publication Sales, Blackwell's
Bookshop, 53 South Bridge, Edinburgh EH1 1YS
Phone: +44 (0)131-622 8283 Fax: +44 (0)131-557 8149

Welsh Government - Llywodraeth Cymru

Transport Publications

Road Casualties: Wales
Welsh Transport Statistics

Other publications with transport topics

Digest of Welsh Local Area Statistics
Digest of Welsh Statistics
Statistics for Assembly Constituency Areas
Digest of Welsh Historical Statistics

These publications are available from:

Central Support Unit, Statistical Directorate, Welsh
Government, Cathays Park, Cathays, Cardiff
CF10 3NQ

Phone: +44 (0)29-2082 6960
E-mail: stats.transport@wales.gsi.gov.uk
Internet: <http://wales.gov.uk>

Northern Ireland Transport Statistics

Available from:

Central Statistics and Research Branch
Clarence Court, 10-18 Adelaide Street, Belfast BT2 8GB
Phone: +44 (0)28 9054 0801
E-mail: csrb@drdni.gov.uk
Internet: <http://www.drdni.gov.uk/index/statistics.htm>

Transport Statistics Users Group

The Transport Statistics Users Group (TSUG) was set up in 1985 as a result of an initiative by the Statistics Users Council and the Chartered Institute for Transport (now known as The Institute of Logistics and Transport). From its inception it has had strong links with the government Departments responsible for transport. The aims of the group are:

- To identify problems in the provision and understanding of transport statistics and to discuss solutions with the responsible authorities.
- To provide a forum for the exchange of views and information between users and providers.
- To encourage the use of transport statistics through greater publicity
- To facilitate a network for sharing ideas, information, and expertise.

The group holds regular seminars on topical subjects connected with the provision and/or use of transport statistics. Recent and upcoming seminars in 2012-13 include:

- Walking
- Government transport data sources
- Buses
- Aviation policy
- Public attitudes to transport
- Olympic transport review
- Cycling
- EC rail study
- Coping with the results of Growth

A newsletter is sent to all members about four times a year. Corporate membership of the Group is £50, personal membership £22.50, and student membership £10. For further details please visit www.tsug.org.uk or contact:

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11th Floor Palestra
197 Blackfriars Road
London
SE1 8NJ
Tel: 020 3054 1076 Fax: 020 3054 2004 Email: kirsty.novis@tfl.gov.uk

The TSUG also produces a *Transport Yearbook* which contains information on sources from governmental and non-governmental organisations, including some European sources. The yearbook is supplied free to TSUG members. Non-members can purchase a copy from The Stationery Office (TSO).

CLIP TRANSPORT STATISTICS

CLIP Transport Statistics (CLIP-TS) is a sub-group of the Central and Local (Government) Information Partnership (CLIP), the main forum for discussion between central and local government on statistical matters.

Its formal terms of reference are:

- To act as a forum for consultation between DfT and local authorities on any transport statistics of interest to either side that are not dealt with by other groups; and on any gaps in the Department's coverage.
- To act as a point of contact between local authorities and DfT on statistical matters of common concern, including the statistics needed for the monitoring of Local Transport Plans, Local Indicators, Regional and Local Statistics and other relevant matters.

CLIP-TS comprises of a Local Authority side and a DfT side. The LA side represents the Passenger Transport Authorities, Shire Counties, Unitary Authorities and London Boroughs. Transport for London also attends in observer status.

Recent work of the group has centred on the information requirements for the transport indicators and national data collections.

Who sits on the group?

Darren Stillwell - Statistician, Buses and Local Transport Statistics, Department for Transport (Chair)
Paul Syron - Buses and Local Transport Statistics, Department for Transport (Secretary)
Claire Horton - Staffordshire County Council (LA Lead)
Tim Stamp - Chief Statistician, Statistics Travel and Safety Division, Department for Transport
Jay Symonds - Statistician, Statistics Roads and Freight Division, Department for Transport
Christine King - South Yorkshire Passenger Transport Executive
Keith Rogers - Solihull MBC
Colin Shepherd - Transport for London
William Bryans - Surrey County Council
Graham Amis – Cambridgeshire County Council
Tim Harvey – Leeds City Council
Keith Dove – Luton Borough Council
Graeme Mateer – Suffolk County Council
Matthew Jones – Sustrans
Jessica Anderson – Tyne and Wear

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