



This factsheet gives an overview and key statistics on pedal cyclists involved in road collisions in Great Britain as reported by or to the police. This factsheet examines the main trends in collisions involving pedal cyclists and the casualties involved.

Pedal cyclists are one of the vulnerable user groups, along with motorcyclists, pedestrians and horse riders. These groups are not protected by a vehicle body in the same way car users are, and tend to be harder for drivers to see on the road. They are, therefore, particularly susceptible to injuries.

Key findings

Since 1984, the annual number of cycle fatalities decreased from 345 to 102 in 2016 (a fall of 70 per cent) whilst cycle traffic over the same period declined by only 13 per cent. Between 2003 and 2016, fatalities decreased from 114 to 102 (11 per cent) during a period when cycle traffic has grown by 25 per cent. However, the number of serious injuries has grown faster than traffic. Between 2003 and 2016 serious injuries rose by 48 per cent.

Averaged over the period 2011 to 2016:

- An average of 2 pedal cyclists died and 62 were seriously injured per week in reported road casualties.
- 83 per cent of pedal cyclists killed or seriously injured (KSIs) were male which is similar to the percentage share of distance travelled by male cyclists at 80 per cent.
- 92 per cent of all reported cyclist casualties and 75 per cent of fatalities involved a collision between a pedal cycle and one motor vehicle.
- The timing of pedal cycle KSIs broadly matches when trips are most frequently made by time and day of week.
- 55 per cent of fatalities, but only 31 per cent of pedal cycle traffic, takes place on rural roads.
- Just under half (45 per cent) of pedal cycle fatalities occur at or within 20 metres of a junction. For all pedal cycle casualties, this rises to 75 per cent.
- 51 per cent of pedal cyclists and 69 per cent of motor vehicles involved in collisions between at least one pedal cyclist and at least one motor vehicle (where contributory factors have been allocated) '*failed to look properly*'.



2011-2016 average

The 2011-16 average is used widely in this publication in order to allow sufficiently robust analysis by age, gender etc. for data derived from the National Travel Survey.

Under-reporting of non-fatal casualties

It should be noted that it has been long known that a considerable percentage of non-fatal casualties are not reported to the police. Non-fatal casualties for pedal cyclists are amongst the most likely to be under-reported in road casualty data since cyclists have no obligation to inform the police of collisions. This should be borne in mind when analysing and interpreting the data.



Pedal cycle traffic and reported casualties

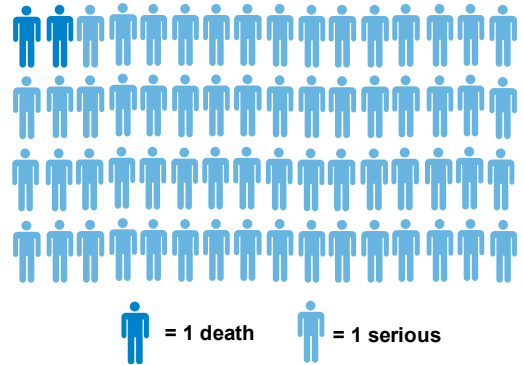
Table 1: Number of reported pedal cycle casualties by severity and traffic (vehicle miles), GB: 1979-2016

	Killed	Serious	Slight	All	Traffic ¹
1979	320	4,920	18,405	23,645	2.85
1984	345	6,250	24,344	30,939	3.96
1990	256	4,344	21,822	26,422	3.26
1995	213	3,754	20,978	24,945	2.57
2000	127	2,643	17,842	20,612	2.57
2001	138	2,540	16,436	19,114	2.61
2002	130	2,320	14,657	17,107	2.71
2003	114	2,297	14,622	17,033	2.76
2004	134	2,174	14,340	16,648	2.56
2005	148	2,212	14,201	16,561	2.68
2006	146	2,296	13,754	16,196	2.80
2007	136	2,428	13,631	16,195	2.55
2008	115	2,450	13,732	16,297	2.84
2009	104	2,606	14,354	17,064	2.97
2010	111	2,660	14,414	17,185	3.00
2011	107	3,085	16,023	19,215	3.07
2012	118	3,222	15,751	19,091	3.11
2013	109	3,143	16,186	19,438	3.13
2014	113	3,401	17,773	21,287	3.46
2015	100	3,239	15,505	18,844	3.25
2016	102	3,397	14,978	18,477	3.45

1. Pedal cycles billion vehicle miles

Source: DfT STATS19 and National Road Traffic Census

Figure 1: Pedal cyclists accounted for an average of 2 fatalities and 62 serious injuries per week between 2011 and 2016



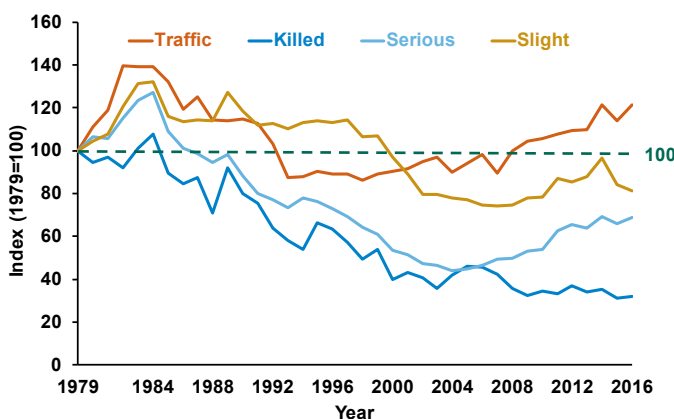
In 2016, 102 pedal cyclists were killed in Great Britain, whilst 3,397 were reported to be seriously injured and 14,978 slightly injured.

Table 1 and chart 1 show that after a steep fall between 1984 and 1995 of some 35 per cent cycle traffic has risen steadily since, although it is still below the levels seen in the mid 1980s.

Since 1984, the number of cycle fatalities decreased from 345 to 102 in 2016 (a fall of 70 per cent) whilst cycle traffic over the same period declined by only 13 per cent. Between 2003 and 2016, fatalities decreased from 114 to 102 (11 per cent) at a time when cycle traffic has grown by 25 per cent.

The number of serious injuries has grown faster than traffic. Between 2003 and 2016 serious injuries rose by 48 per cent.

Chart 1: Index of pedal cycle traffic and reported pedal cyclist casualties by severity, GB: 1979-2016



Source: DfT STATS19

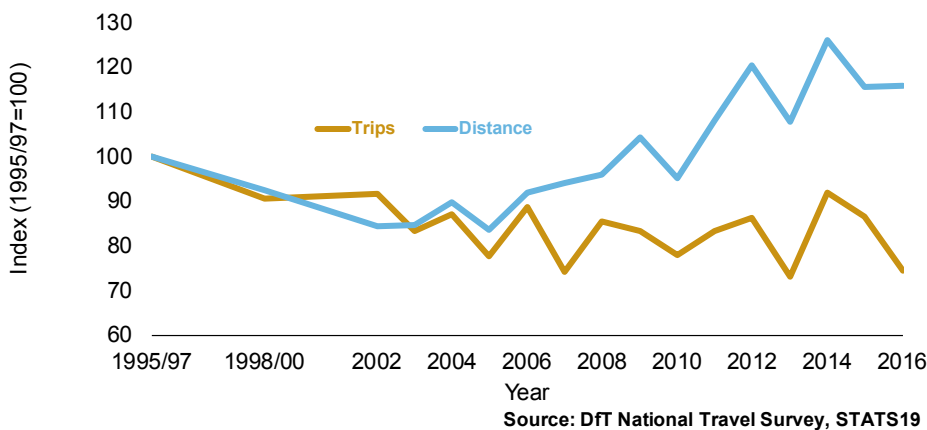
The overall number of pedal cyclist casualties of all severities fell each year from 2000 to 2007. Since then there has been a general upward trend until 2014, followed by a reduction in 2015 and 2016.

How far do pedal cyclists travel?

There are two sources of cycling distances travelled, the National Travel Survey (NTS) and the Department for Transport's (DfT) National Road Traffic Census estimates based on annual traffic count data.

National Travel Survey

Chart 2: Index of average number of trips and distance travelled per person per year, English residents, 1995/97-2016



Estimates from the National Travel Survey show that cycling accounts for only 2 per cent of personal travel trips on public highways by English residents made in 2016.

Chart 2 shows how the average number of trips and distance travelled has changed since the period 1995/1997.

The average number of trips per person per year by bicycle has fallen by 16 per cent from 20 trips averaged over 1995/1997, to 17 trips averaged over the period 2014/2016. However, the average distance travelled by bicycle increased by 19 per cent from 46 miles per person per year in 1995/97 to 55 miles in 2014/16. This suggests that, on average, fewer but longer cycling trips are being made.

During the same period, the average distance cycled by London residents grew by 86 per cent from 38 miles per person per year in 1995/97 to 71 miles in 2014/16. This only includes cycle trips made by people who reside in Greater London.

Definition of casualty

A person killed or injured in a collision. Casualties are sub-divided into killed, seriously injured and slightly injured.

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

Definition of journeys made

The Department for Transport (DfT) uses the National Travel Survey (NTS) to collect information about the journeys people make using the public highways for which it has responsibility. This means public roads, pavements and paths which are "metalled" i.e. tarmac or paving. It does not include sections of journeys which are on private land, or on unpaved roads, or off-road (e.g. mountain biking).

The NTS collects information only about personal travel by English residents in Great Britain. This does not include commercial travel where the driver is being paid to transport people or goods i.e. work trips by cycle couriers or pedal rickshaws. Commuting trips (between home and workplace) are included as are trips made in the course of business (i.e. cyclists who are transporting just themselves from one workplace to another).

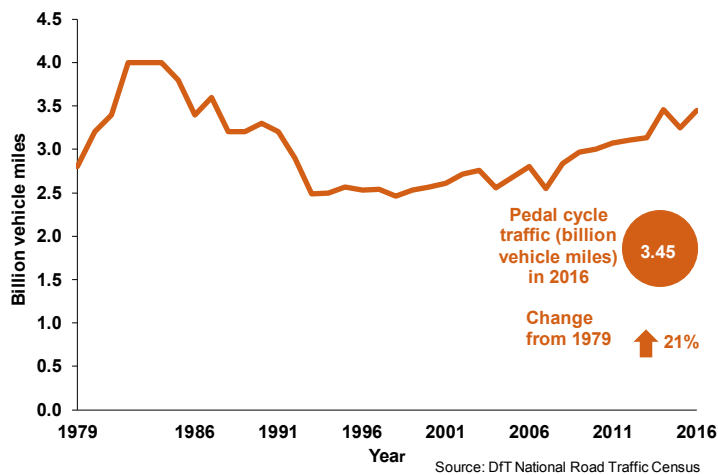
NTS trip figures in this factsheet are based on trips where cycling was the main mode. This is where cycling accounted for the longest part of a trip in terms of distance.

Pedal Cycle traffic census estimates

The trend in pedal cycle traffic as recorded by DfT's traffic surveys is shown in **chart 3**.

It increased during the early 1980s before reducing thereafter. It was broadly flat in the 1990s reaching a low point of about 2.5 billion miles in 1998. Subsequently it has been fluctuating, although on a generally upward trend reaching nearly 3.5 billion miles in 2016.

Chart 3: Reported pedal cycle traffic, GB: 1979-2016



Definition of traffic

Traffic refers to the total distance travelled by cycles over the year, measured in vehicle miles. This combines the number of cycles on the road, and how far they travel. Traffic estimates are published [here](#).

Casualty rates per mile travelled

Table 2 shows the casualty rates of different forms of transport.

Pedal cyclists have a higher fatality rate in comparison with car occupants. However it is a lower risk than for motorcycle users.

The fatality rate for cyclists is similar to pedestrians per mile travelled. However, the rate for a pedal cyclist Killed or Seriously Injured (KSIs) casualty is twice the rate for pedestrians and 28 times higher than for a car occupant.

Table 2: Relative risk of different forms of transport, Great Britain: 2011-16 average

	Casualty rate per billion vehicle miles		
	Killed	Killed or seriously injured	All casualties
Car occupants ¹	3	37	469
Pedestrians ²	36	486	2,162
Pedal cyclists ¹	33	1,034	5,977
Motorcycle users ¹	122	1,970	7,022

1. Rates calculated using traffic data

2. National Travel Survey data used to calculate pedestrian rates which are for England only

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

Despite cycling being less safe relative to some other modes of transport, at an absolute level serious injuries are still rare. For the period 2011-2016 there was approximately 1 KSI casualty per 1 million miles cycled and 1 KSI casualty per 100,000 hours of cycling.

Gender and age comparisons

Pedal cyclist KSIs by gender are shown in **chart 4**. **Chart 5** shows the pedal cyclist distance travelled by gender while **chart 6** shows the average number of trips made.

Chart 4: Pedal cyclist casualties by gender 2011-16 average (KSIs)

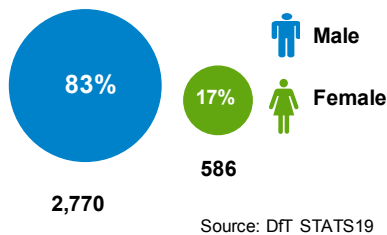


Chart 5: Pedal cyclist distance travelled by gender 2011-16 average (miles)

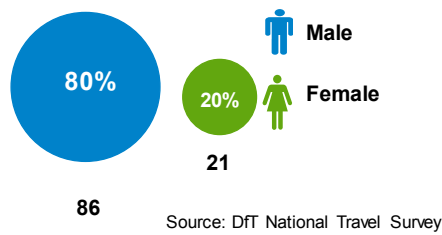
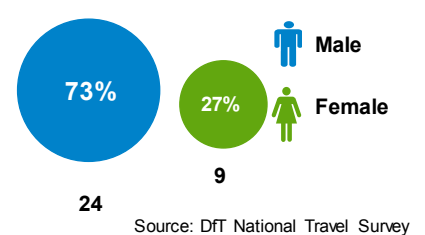


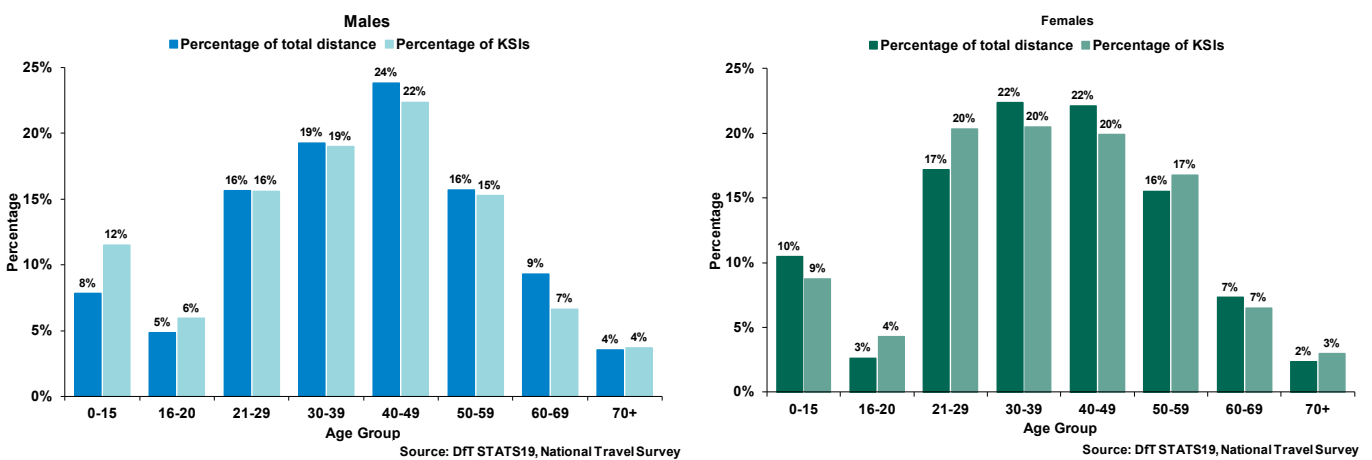
Chart 6: Pedal cyclist trips undertaken by gender 2011-16 average (trips)



The percentage of KSI casualties by age group and gender is broadly in-line with the percentage of distance travelled by each group.

Males make up the majority (83 per cent) of pedal cyclist KSI casualties from 2011-2016. During the same period, 80 per cent of distance travelled and 73 per cent of trips undertaken were made by males.

Chart 7: The percentage of total distance cycled and KSI casualties by gender and age group, GB: 2011-2016 average



The percentage of total distance travelled and KSIs for each gender and eight age groups is shown in **chart 7**.

Young male cyclists under 16 are the most over-represented age group for cycling KSI casualties compared to distance cycled. During the years 2011 to 2016 they accounted for 12 per cent of male pedal cyclist KSIs but only 8 per cent of miles cycled by males.

Otherwise, the pattern of risk by age for female and male cyclists is broadly similar.

In the years 2011-2016 cycling among English residents under 16 accounted for 13 per cent of the time spent cycling (in hours) which is higher than the percentage of distance travelled among that age group.

Which other vehicles are involved in collisions with pedal cyclists?

The number of other vehicles involved in reported road collisions with a pedal cyclists is shown in **table 3**.

Table 3: Vehicles involved in collisions with reported pedal cycle casualties, GB: 2011-2016

Number and type of other vehicles involved	Number of cyclist injuries				Percentage			
	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total
0 other vehicles ¹ and 0 pedestrians	89	1,638	2,518	4,245	13.7	8.4	2.6	3.6
0 other vehicles ¹ and 1+ pedestrians	1	101	630	732	0.2	0.5	0.7	0.6
1 other cyclist and 0 motor vehicles ²	5	246	585	836	0.8	1.3	0.6	0.7
0 other cyclists and 1 other motor vehicle ²	484	16,647	89,630	106,761	74.6	85.4	93.2	91.8
2 other cyclists and 0 motor vehicles ²	2	19	58	79	0.3	0.1	0.1	0.1
0 other cyclists and 2 other motor vehicles ²	41	488	1,584	2,113	6.3	2.5	1.6	1.8
1 other cyclist and 1 other motor vehicle ²	12	237	901	1,150	1.8	1.2	0.9	1.0
3 or more other vehicles ¹	15	111	310	436	2.3	0.6	0.3	0.4
Total	649	19,487	96,216	116,352	100.0	100.0	100.0	100.0

1. Other vehicles include motor vehicles and pedal cycles

2. Motor vehicles are any road vehicles other than a pedal cycle

Source: DfT STATS19







Around 92 per cent of all reported cyclist casualties and 75 per cent of fatalities involved a collision between a pedal cycle and one motor vehicle.

Almost 14 per cent of pedal cycle fatalities and 4 per cent of overall reported casualties did not involve a collision with any other road user. It is likely, however, that the lower severity casualties for cyclists not involving other road users are substantially under-reported.

About 6 per cent of fatalities and nearly 2 per cent of all pedal cycle casualties involve a collision with two motor vehicles.

Table 4 shows the percentage of collisions by each severity type for the other vehicles involved in 2-vehicle collisions with pedal cyclists and compares this with the percentage of traffic of each vehicle type on GB roads.

Table 4: Percentage of traffic in Great Britain for each of the main road user types and the percentage of pedal cyclist fatalities and non-fatal injuries in which those vehicles (in 2-vehicle collisions) were involved, GB: 2011-2016

						
	HGV	Van	Bus	Car	Motor cyclist	Pedal cyclist
% of GB traffic	5	14	1	78	1	1
% of cycle deaths involving	23	7	5	58	1	1
% of cycle serious injuries involving	3	8	2	83	2	1
% of cycle slight injuries involving	2	7	2	87	2	1
% of cycle casualties involving	2	7	2	86	2	1
% of cycle casualties in collisions with motor vehicle types that are fatal	5.7	0.4	1.2	0.3	0.4	0.6

Source: DfT STATS19, National Road Traffic Census

The distribution of collisions involving pedal cyclists and other vehicle types differs markedly from the distribution of traffic of these vehicle types.

HGVs are disproportionately more likely to be involved in a pedal cyclist fatality. Between 2011 and 2016, collisions involving HGVs and cyclists accounted for 23 per cent of cycling fatalities from 2-vehicle collisions, despite HGVs comprising just 5 per cent of traffic in GB.

Unsurprisingly, collisions between cars and cyclists are the most common type of collision and result in the greatest number of both fatalities and injuries. Over the period 2011-2016 car traffic accounted for 78 per cent of road traffic and cars were involved in 86 per cent of overall reported pedal cyclist casualties. However, only 58 per cent of cyclist fatalities involved cars.

The numbers of pedal cycle fatalities and overall casualties in 2-vehicle collisions are shown for the years 2011 to 2016 in [table 5](#).

Table 5: Pedal cycle fatalities in 2-vehicle collisions, GB: 2011-2016

Number and type of vehicles involved	Pedal Cycling Fatalities	Pedal Cycling Casualties	% Fatal
1 cycle and 1 hgv	114	1,991	5.7
1 cycle and 1 van	32	7,448	0.4
1 cycle and 1 bus	23	1,963	1.2
1 cycle and 1 car	286	92,597	0.3
1 cycle and 1 motor bike	7	1,683	0.4
1 cycle and 1 other motor vehicle	22	1,135	1.9
2 cycles and 0 other vehicles	5	836	0.6
Total	489	107,653	0.5

Source: DfT STATS19

The size of the vehicle involved in a collision with a pedal cyclist will be the key factor in determining the type of injury to the cyclist. A collision between a car and cyclist, for instance, is more likely to result in a cyclist injury than a fatality, whereas a collision between a HGV and a pedal cyclist even at low speeds is more likely to lead to crushing injuries that can be fatal to the pedal cyclist.

Almost 6 per cent of pedal cycle casualties in 2-vehicle collisions involving a HGV and pedal cycle are fatal. By contrast, 0.3 per cent of cyclist casualties are fatal for collisions between a car and a pedal cycle. Just under 2 per cent of pedal cycle casualties in reported collisions that do not involve any other vehicle are fatal.

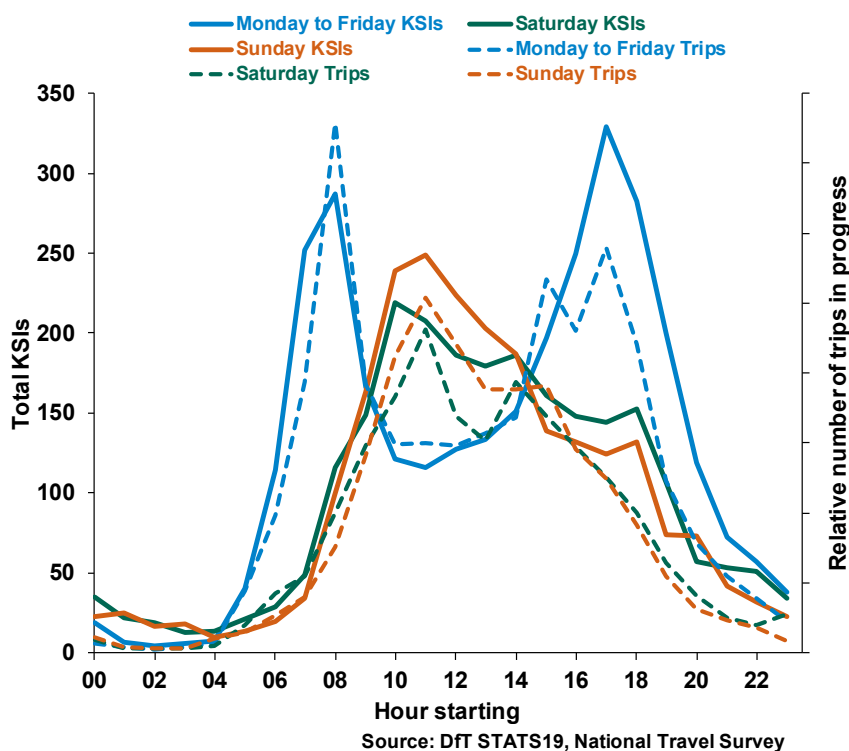
Cyclists and pedestrians

During the years 2011-2016 there were 20 pedestrian fatalities in collisions involving only one pedal cycle, representing 1 per cent of pedestrian fatalities overall.

Time of day of collisions

Pedal cycle KSIs by hour of day and day of week in the period 2011 to 2016 are shown in **chart 8**. This is compared to the number of pedal cyclist trips that are in progress for each day of the week and hour of the day.

Chart 8: Reported pedal cyclist KSIs and relative number of trips in progress by time of day and day of week, GB: 2011-2016



The majority of pedal cyclist KSI casualties (77 per cent) occur on weekdays, i.e. Monday through Friday.

The weekday peak time for pedal cyclist KSIs is from 7am to 10am and from 4pm to 7pm. Collisions during these hours account for around 40 per cent of all pedal cyclist KSIs. This is generally in line with the timing of activity data recorded in the National Travel Survey (NTS).

By contrast, the pattern differs markedly for Saturday and Sunday for both trips and KSIs. During the weekend there is a single peak around mid-morning (10 am to 12 noon) which gradually tails off during the afternoon and evening.

What type of road?

Traffic estimates based on DfT's annual traffic count data (**chart 9**) show that around 69 per cent of on-road pedal cycle traffic occurs on urban roads in comparison with 31 per cent on rural roads. Despite carrying only 31 per cent of pedal cycle traffic, 55 per cent of pedal cyclist fatalities occur on rural roads (**chart 10**).

Collisions that occur on rural roads are more likely to be of a fatal nature compared to those on urban roads. Rural roads have a much higher average speed than urban roads and are also much more sinuous and narrow in nature, with blind bends, dips and other distractions.

Mile for mile the risk of fatalities on rural roads is around 2.7 times that on urban roads. Collisions at lower speeds on urban roads are more likely to result in serious injury than a fatality.

Around 73 per cent of pedal cyclist serious injuries occurred on urban roads (**chart 11**) between 2011 and 2016. This is fairly similar to the cycling traffic percentage.

Around 84 per cent of pedal cyclist slight injuries occurred on urban roads (**chart 12**) and only 16 per cent occurred on rural roads.

Urban areas include many more junctions which increases the level of interaction between pedal cyclists and other road users. See section on "Vehicle movement on the road".

Between 2011 and 2016, 11 per cent of pedal cyclist fatalities, 15 per cent of serious injuries and 26 per cent of slight injuries occurred in London. London carried around 12 per cent of pedal cycle traffic during this time. This means that although cyclist fatalities are similar to the distance travelled, slight injuries and to a lesser extent serious injuries are more common in London than would be expected given the distance cycled.

Urban/rural definition

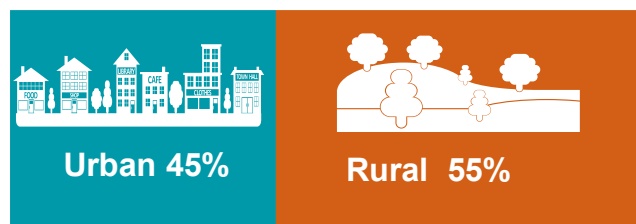
Urban roads are those within an area of population of 10,000 or more. The definition is based on the 2001 Communities and Local Government definition of Urban Settlements. Roads outside these areas will be classified as Rural. More information is available [here](#).

Chart 9: Pedal cycle traffic by road type, GB: 2011-2016 average



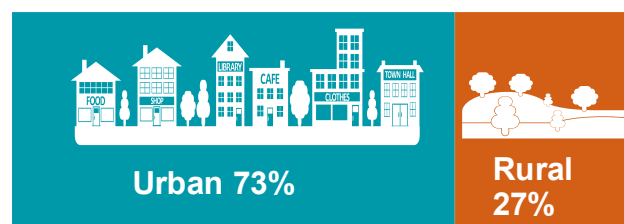
Source: DfT National Road Traffic Census

Chart 10: Pedal cyclist fatalities by road type, GB: 2011-2016 average



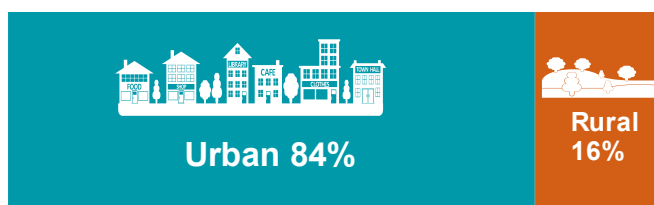
Source: DfT STATS19

Chart 11: Pedal cyclist serious injuries by road type, GB: 2011-2016 average



Source: DfT STATS19

Chart 12: Pedal cyclist slight injuries by road type, GB: 2011-2016 average



Source: DfT STATS19

Vehicle movement on the road

Table 6 gives an analysis of pedal cycle casualties by casualty type and junction detail where the collision occurred.

Table 6: Number and percentage of pedal cycle casualties by casualty type and junction detail where the collision occurred, GB: 2011 to 2016

Junction detail	Number			Percentage		
	Fatal	KSI ¹	All casualties	Fatal	KSI ¹	All casualties
Crossroads	53	1,958	12,555	8.2	9.7	10.8
Junction - more than 4 arms (not roundabout)	5	181	1,056	0.8	0.9	0.9
Mini-roundabout	3	376	2,589	0.5	1.9	2.2
Not at junction or within 20 metres	355	6,414	28,812	54.7	31.9	24.8
Other junction	14	437	2,615	2.2	2.2	2.2
Private drive or entrance	10	847	5,922	1.5	4.2	5.1
Roundabout	31	2,282	14,511	4.8	11.3	12.5
Slip road	10	114	493	1.5	0.6	0.4
T or staggered junction	168	7,525	47,785	25.9	37.4	41.1
Total²	649	20,136	116,352	100.0	100.0	100.0

1. This includes killed or seriously injured casualties

2. Includes accidents where the junction detail is unknown

Source: DfT STATS19

Just under half (45 per cent) of pedal cycle fatalities occur at, or within 20 metres of, junctions. For all pedal cycle casualties, this rises to 75 per cent. Junctions and roundabouts are particularly dangerous for vulnerable road users such as pedal cyclists as the level of interaction between pedal cyclists and other road users increases.

Many pedal cyclists are killed or seriously injured at t-junctions or staggered junctions (a staggered junction is a place where several roads meet a main road at a slight distance apart). From 2011 to 2016, 26 per cent of pedal cyclist fatalities and 37 per cent of KSI casualties occurred at t-junctions or staggered junctions. During the same period 13 per cent of pedal cyclist fatalities and 23 per cent of KSI casualties occurred on roundabouts, mini-roundabouts or at crossroads.

During the years 2011 to 2016, 46 per cent of the pedal cyclist killed or seriously injured (KSI) casualties that occurred at t-junctions or staggered junctions happened as a result of the pedal cyclist 'going ahead' and the other motor vehicle involved turning right or turning left. During the same period, 18 per cent of KSIs occurred when both the pedal cyclist and the other vehicle were 'going ahead'.



Crossroads



Staggered Junctions

Contributory factors in collisions involving pedal cycles and motor vehicles

Contributory factors provide an insight into how and why collisions occur. The factors are largely subjective as they reflect the opinion of the reporting police officer. They are assigned quickly at the occurrence of the collision and often without extensive investigations and so should be interpreted with caution. They are likely to be affected in part by preconceptions police officers have of certain vehicle user groups. A maximum of six factors can be recorded for each collision.

The percentage of vehicles involved in personal injury collisions that have not been allocated a contributory factor varies by vehicle type. Between 2011 and 2016, pedal cyclists involved in a collision with other vehicles were less likely to have a contributory factor recorded – 48 per cent compared with 72 per cent for all motor vehicles.

Table 7 shows the ten most common contributory factors that have been allocated to pedal cyclists that have been involved in collisions with a motor vehicle and contrasts this with the percentage allocated to motor vehicles in these collisions.

Table 7: Reported contributory factors^{1,2} for pedal cyclists and motor vehicles in reported collisions involving one or more pedal cycles and one or more motor vehicles, GB: 2011 to 2016

Contributory Factor ⁴	Pedal cycles ⁵	Motor vehicles ^{3,5}	All vehicles ⁵
	Percent	Percent	Percent
Driver/Rider failed to look properly	51	69	62
Driver/Rider failed to judge other person's path or speed	22	23	22
Driver/Rider careless, reckless or in a hurry	17	18	18
Cyclist entering road from pavement	15	0	6
Poor turn or manoeuvre	12	19	16
Rider wearing dark clothing	8	0	3
Loss of control	7	1	3
Stationary or parked vehicle(s)	5	5	5
Not displaying lights at night or in poor visibility	5	0	2
Travelling too fast for conditions	4	1	2

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

2. Top 10 contributory factors that were allocated to pedal cyclists in these accidents

3. Includes motor vehicles such as cars, motorcycles, lorries and cases where the vehicle type was not reported

4. Includes accidents where contributory factors were applied to each of the vehicles involved

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

Source: DfT STATS19

The most common contributory factor assigned to pedal cyclists and motor vehicles was '*failed to look properly*'. This is commonly referred to as the 'looked but failed to see' problem in road safety literature. From 2011 to 2016, 51 per cent of pedal cyclists involved in collisions (where contributory factors were applied to them) '*failed to look properly*'. This compares to 69 per cent of motor vehicles involved in collisions with pedal cyclists, although for both HGVs and buses this falls to 57 per cent.

The second most common contributory factor assigned to both pedal cyclists and motor vehicles is '*failed to judge other person's path or speed*'. During 2011 to 2016, 23 per cent of motor vehicles involved in collisions failed to judge the other person's path or speed, which was similar to the figure for pedal cyclists at 22 per cent.

From 2011-2016, 15 per cent of pedal cyclist casualties were allocated the contributory factor 'entering road from pavement'.

2-vehicle only collisions involving a pedal cycle

For 2-vehicle only collisions involving a pedal cyclist, the contributory factor 'passing too close to pedal cyclist' is commonly recorded for buses and HGVs, with 37 per cent of buses and 32 per cent of HGVs involved in collisions with a pedal cyclist being allocated this contributory factor.

HGVs in particular are most commonly allocated the 'vehicle blind spot' contributory factor in 2-vehicle collisions with pedal cyclists. It is far harder for a HGV to see a pedal cyclist when manoeuvring in comparison with other vehicles such as cars. From 2011-2016, 17 per cent of HGVs involved in collisions with pedal cyclists were allocated the vehicle blind spot contributory factor compared to only 3 per cent for cars.

References and further information

Further information about the Reported Road Casualties Great Britain 2016 can be found at: [Reported road casualties Great Britain: annual report 2016 - Publications - GOV.UK](#)

Notes and definitions used in Stats19 can be found at: [Road accidents and safety statistics guidance - Publications - GOV.UK](#)

Further information on the average distance travelled published by the National Travel Survey can be found at: [National Travel Survey: 2016 - Publications - GOV.UK](#)

More information on traffic estimates used in this factsheet are published by the Road Traffic statistics team at: [Road traffic statistics - GOV.UK](#)

Detailed statistics on (tables and charts) contributory factors for reported road collisions can be found at: [Contributory factors for reported road accidents \(RAS50\) - Statistical data sets - GOV.UK](#)

Note on changes in reporting severity

The 2016 figures, by severity, have been affected by a large number of police forces changing their reporting systems during the year which has had a large impact on the classification of non-fatal number of serious injuries recorded in 2016. Further details are in the [2016 Annual report](#).

Further Information

Information about the data collected, notes, definitions and guidance is available [here](#).

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

The raw data used to create the statistics (except for a few sensitive and personal variables) are available for download [here](#).

National Statistics

National Statistics are produced to high professional standards set out in the Statistics Code of Practice. They undergo regular quality assurance reviews to ensure they meet customer needs.

Feedback

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