



Reported Road Casualties Great Britain: 2018 Annual Report

Moving Britain Ahead



September 2019

DEPARTMENT FOR TRANSPORT
SCOTTISH GOVERNMENT
WELSH ASSEMBLY GOVERNMENT

REPORTED ROAD CASUALTIES GREAT BRITAIN 2018

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Department for Transport statistics
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Discontinued tables : Information available on the new data download tool: <https://roadtraffic.dft.gov.uk/custom-downloads/road-accidents>
 expect RAS50010 and RAS50015 due to lack of demand.



Department for Transport

Reported road casualties in Great Britain: 2018 annual report

There were 1,784 reported road deaths in 2018, similar to the level seen since 2012, which followed a period of substantial reduction in fatalities from 2006 to 2010.

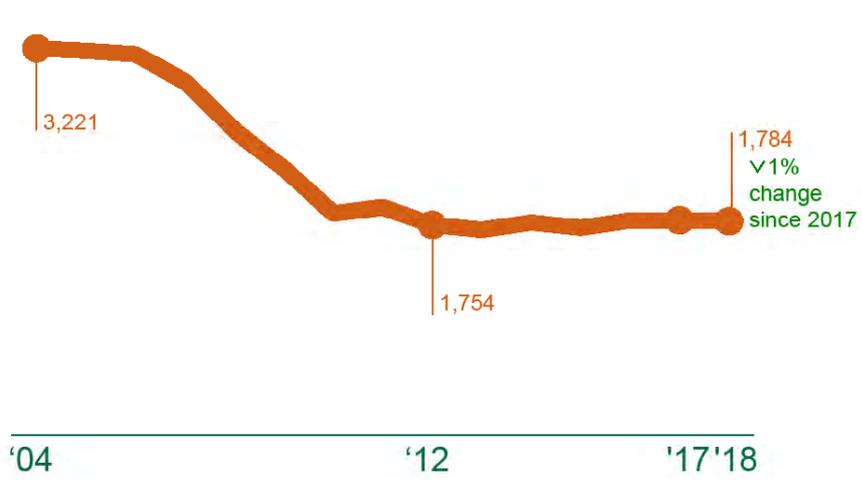
About this release

This release gives an overview and commentary of reported road casualties in 2018. It provides the number of personal injury road traffic accidents in Great Britain that were reported by the police in 2018 using the STATS19 reporting system. It also includes the number of people killed or injured in these accidents and which road user group they were in. This is the final release of headline accident and casualty figures for 2018 and an update of main results published in July 2019.

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Chart 1: Fatalities in reported road accidents: GB, 2004-2018



- There were 25,511 **serious injuries** in road traffic accidents reported to the police in 2018. However, comparison of this figure with earlier years should be interpreted with caution due to changes in systems for severity reporting by some police forces. The report contains further information and an estimate adjusted to account for this discontinuity.
- There was a total of 160,597 **casualties of all severities** in reported road traffic accidents in 2018. This is 6% lower than in 2017 and is the lowest level on record.
- Accounting for change in traffic, the rate of fatalities per billion vehicle miles has fallen by 1% from 5.43 in 2017 to 5.38 in 2018.

Introduction

This publication provides the number of personal injury road traffic accidents in Great Britain that were reported to the police in 2018 using the STATS19 reporting system. It also includes the number of people killed or injured in these accidents and which road user group they were in.

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

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

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

All accidents that were reported by the police and that occurred on a public highway involving at least one motor vehicle, horse rider or pedal cyclist, and where at least one person was injured are included. Accidents that happened on private land (including private drives) or car parks are not included in the statistics. Damage only accidents that do not result in personal injury are also excluded from these statistics.

Further information

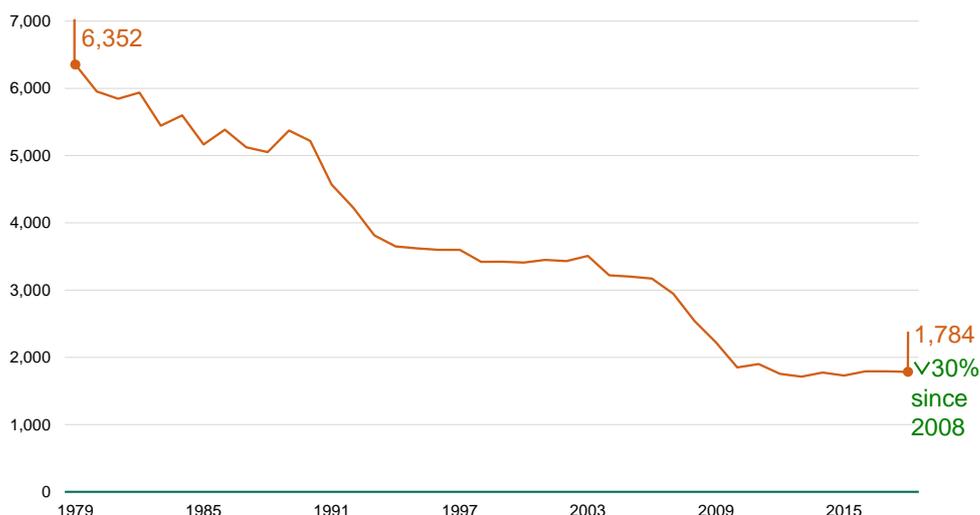
Information about the data collected, notes, definitions and guidance is available here: <https://www.gov.uk/government/publications/road-accidents-and-safety-statistics-guidance>.

Headline statistics

Fatalities

A total of 1,784 people were killed in reported road traffic accidents in Great Britain in 2018, similar to the level seen since 2012, which followed a period of substantial reduction in fatalities from 2006 to 2010.

Chart 2: Fatalities in reported road accidents: GB, 1979-2018



Definition

Casualty: A person killed or injured in a reported accident on a public road. 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: <https://www.gov.uk/government/publications/road-accidents-and-safety-statistics-guidance>.

The trend in the number of fatalities has been broadly flat since 2010. Previously, and particularly between 2006 and 2010, the general trend was for fatalities to fall. Since that point, most of the year on year changes are either explained by one-off causes (for instance, the snow in 2010) or natural variation. The evidence points towards Britain being in a period when the fatality numbers are stable and most of the changes relate to random variation. The number of fatalities in 2018 (1,784) was 1% less compared to 1,793 fatalities in 2017.

Serious injuries

In 2018, there were 25,511 seriously injured casualties in reported road traffic accidents. This figure is **as reported to the police** and is **not comparable to earlier years** due to changes in severity reporting. From 2016 onwards, figures on the severity of injury have been affected by a large number of police forces changing their reporting systems. It is likely that the recording of injury severity is more accurate for forces using these new reporting systems. This has had a large impact on the number of serious injuries recorded in 2016 (24,101), 2017 (24,831) and 2018 (25,511) compared with 2015 (22,144). Some of these serious injuries may previously have been classified as slight injuries which means that the 2016, 2017 and 2018 serious injury figures are not comparable to previous years. Please see the [strengths and weaknesses section](#) for more information.

The Office for National Statistics (ONS) Methodology Advisory Service have completed analysis to quantify the effect of the introduction of new injury based reporting systems (CRASH and COPA) on the number of slight and serious injuries reported to the police, and to estimate the level of slight and serious injuries as if all police forces were using injury-based reporting systems. This is described in detail in the [final ONS methodology report](#). An update to the final report is published alongside this release to set out how this methodology was finalised: <https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2018>.

This methodology has allowed us to produce the following experimental statistics. This is a developing area, where we continue to welcome users views both on the methodology and on the ways in which you are using the statistics and any challenges you face. Building on the work last year and in response to user demand, we included adjustments for the first time for key breakdowns in the main results tables in July (beyond just the headline serious injuries series we produced last year), to provide a wider set of breakdowns to understand the changes over time. In addition to this, within this publication we are publishing adjustments at police force and local authority level. In 2020 we will look to complete the rollout of the experimental statistics to all the published tables, once we have three full years of data to assure ourselves of the stability of the model. However, in advance of that and to aid user understanding, we included the probabilities of each casualty being serious under injury-based systems alongside the underlying dataset <https://data.gov.uk/dataset/cb7ae6f0-4be6-4935-9277-47e5ce24a11f/road-safety-data>. This is so that users can reproduce the summary tables and test out some limited further splits. Further guidance is given in the [Annex](#).

Going forward in the next few years, we also expect to update the model as further forces move to an injury based reporting system.

As a guide to users, we recommend using the adjusted serious injuries data for understanding trends over time. However, for users wishing to look at low level geographic data just for the latest year, you are advised to use the unadjusted data from the open data. This is whilst we complete the verification work in the coming year on the use of this modelled approach to small subsets of the data. Further guidance on how to use the adjustments is given in the [Annex](#).

Assuming that all police forces were using injury-based severity reporting systems, the analysis estimates that there were 28,122 serious injuries and 29,906 people killed or seriously injured in 2018.

Changes in systems for severity reporting

Please see the [changes in reporting systems](#) section within the Strengths and Weaknesses chapter for more information on the changes in systems for severity reporting.

The Office for National Statistics have completed work to quantify the effect of the introduction of these systems on the number of slight and serious injuries. An update to the final methodology is available in the [Annex](#).

A selection of tables which accompany the publication present both the numbers of serious and slight injuries **as reported by the police**, and **adjusted for the change in reporting systems** side by side for comparison.

We welcome your feedback on this approach, specifically how you are using these statistics and whether this meets your needs. Please contact us at roadacc.stats@dft.gov.uk.

Chart 3: Serious injuries in reported road accidents (adjusted and reported): GB, 2004-2018

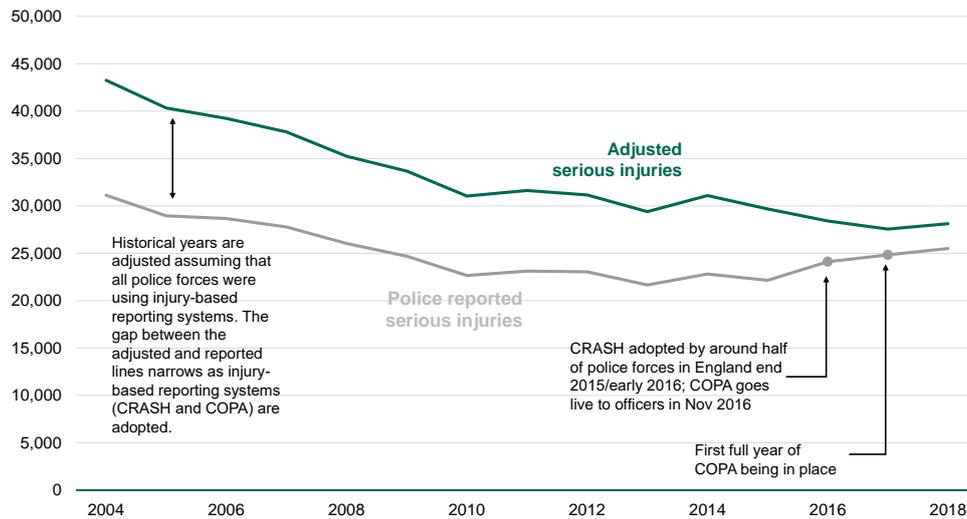


Chart 3 shows that when accounting for changes in reporting, the estimated number of serious injuries since 2010 has declined slightly, at a slower rate than before 2010.

Slight injuries

In 2018, there were 133,302 slightly injured casualties in reported road traffic accidents reported to the police. As explained in the previous section, this figure is **as reported to the police**.

Analysis completed by the Office for National Statistics has resulted in an estimate of 130,691 slightly injured casualties, assuming that all police forces were using an injury-based severity reporting system.

Chart 4: Slight injuries in reported road accidents (adjusted and reported): GB, 2004-2018

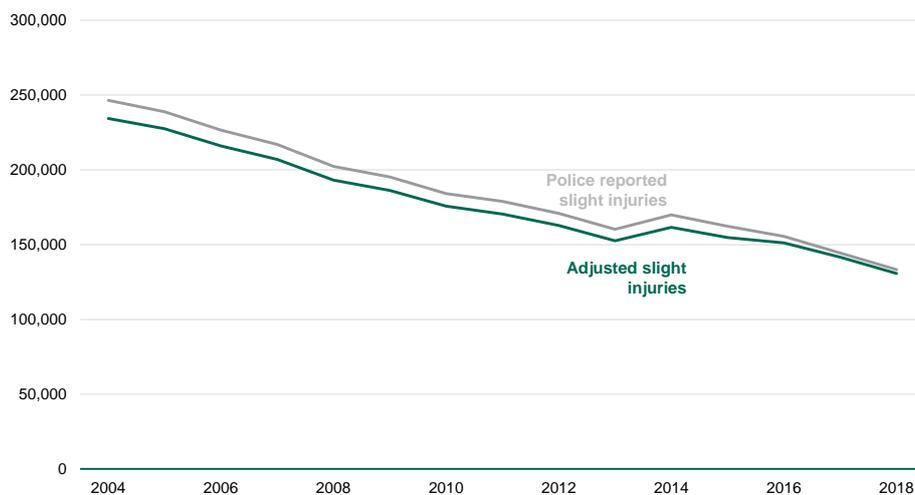


Chart 4 shows that when accounting for changes in reporting, the number of slight injuries in 2016 to 2018 has continued the decreasing trend observed since 2014.

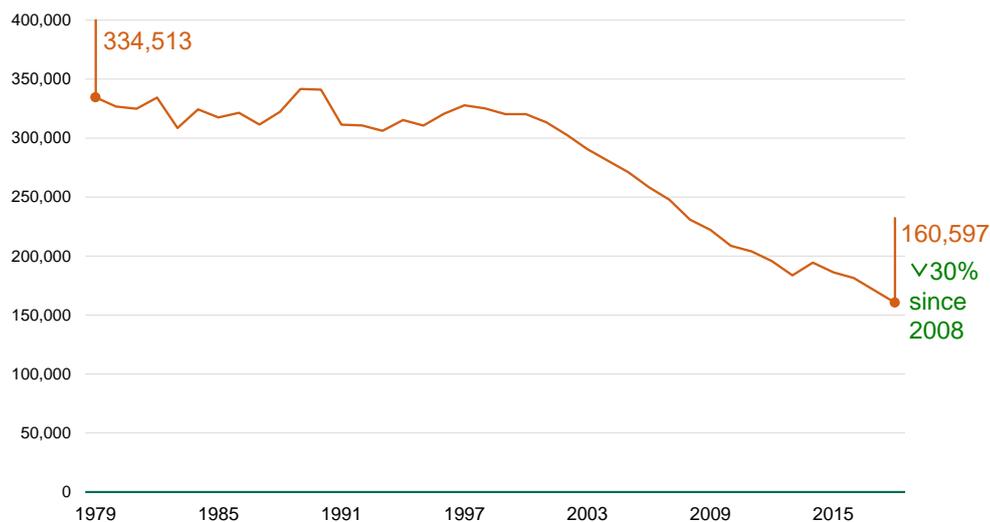
Total casualties

There was a total of 160,597 casualties of all severities in reported road traffic accidents in 2018. This is 6% lower than in 2017 and is the lowest level on record. However, this figure should be interpreted with caution for two reasons:

- It has long been known that non-fatal (and particularly slight) casualties are underreported to the police and therefore this figure is likely to be an underestimate of the total.
- The introduction of online self-reporting by the Metropolitan Police Service at the end of 2016 and a few other forces in 2018 (see [online self-reporting](#) section on page 37 for more details), is likely to have led to an increase in the number of non-fatal (and particularly slight) casualties reported in these forces and therefore impact the total for Great Britain.

Comparisons to trends in other data sources available seem to suggest little change or a slight fall in casualties would be expected between 2017 and 2018. Please see the [strengths and weaknesses](#) section for further information page 24.

Chart 5: Casualties in reported road accidents: GB, 1979-2018



The long term trend in the number of casualties in reported road accidents has been broadly flat from 1979 to 1998, allowing for natural variation in the number of casualties. Since 1998 there has been a downward trend in the number of casualties.

Summary of trends

The summary table below shows the number of reported road casualties in Great Britain in 2018 compared with previous years. Changes in unadjusted figures are presented for wider context, but it is advised to use the adjusted figures and changes to assess trends over time.

	2018	Percentage change from:	
		2017	2008
Killed	1,784	↓ 1%	↓ 30%
Seriously injured (unadjusted) ¹	25,511	↑ 3%	↓ 2%
Seriously injured (adjusted)²	28,122	↑ 2%	↓ 20%
KSI (unadjusted) ^{1,3}	27,295	↑ 3%	↓ 4%
KSI (adjusted)^{2,3}	29,906	↑ 2%	↓ 21%
Slightly injured (unadjusted) ¹	133,302	↓ 8%	↓ 34%
Slightly injured (adjusted)²	130,691	↓ 8%	↓ 32%
All casualties	160,597	↓ 6%	↓ 30%

1. As reported to the police.

2. Adjusted estimates following methodology from the Office for National Statistics Methodology Advisory Service analysis accounting for change in severity reporting.

3. KSI - Killed or Seriously injured.

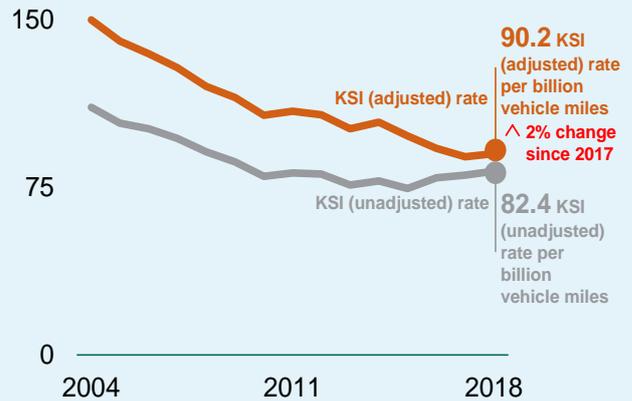
Trends in casualty rates

There are two key ways of looking at casualty numbers, in terms of **absolute counts** or in terms of **rates** taking into account distance travelled. The following graphs show trends in casualties per billion vehicle miles by severity.

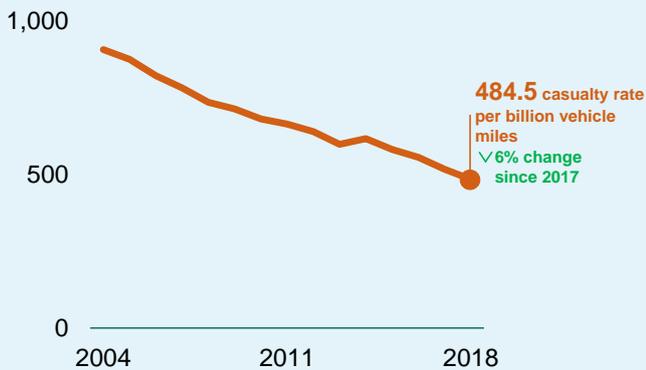
Fatalities per billion vehicle miles



Killed or seriously injured per billion vehicle miles



Total casualties per billion vehicle miles



Traffic (billion vehicle miles)

^ **0.3%** change since 2017

^ **8.2%** change since 2010

Road traffic estimates in Great Britain:
 2018: <https://www.gov.uk/government/statistics/road-traffic-estimates-in-great-britain-2018>. Traffic figures here exclude pedestrians and include pedal cycles.

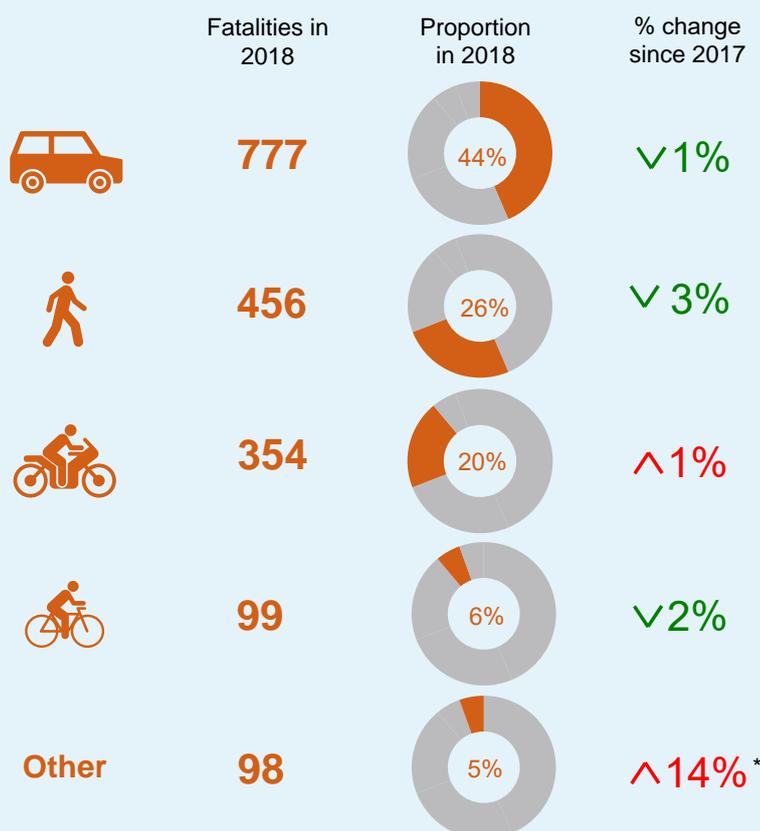
The number of fatalities per billion vehicle miles travelled has fallen sharply from 2008 (8.1) to 2010 (6.0) and then has declined slightly since with 5.4 fatalities per billion miles travelled in 2018. Using the adjusted series, the number of killed or seriously injured casualties per billion vehicle miles decreased sharply until 2010, and declined slightly since to 90.2 people killed or seriously injured per billion vehicle miles in 2018. This is because killed or seriously injured casualty numbers have declined slightly since 2010 while traffic has increased over the same period. The casualty rate per billion vehicle miles travelled has decreased throughout 2008 to 2018 from 735.7 to 484.5 casualties per billion vehicle miles, a decrease of 34%.

Casualties by road user type

In terms of **absolute counts**, **car occupants** come out as the road user group with the greatest number of casualties and fatalities each year (44% of total fatalities and 59% of total casualties in 2018). However, this is unsurprising as cars account for around 80% of the traffic on British roads.

Fatalities by road user type

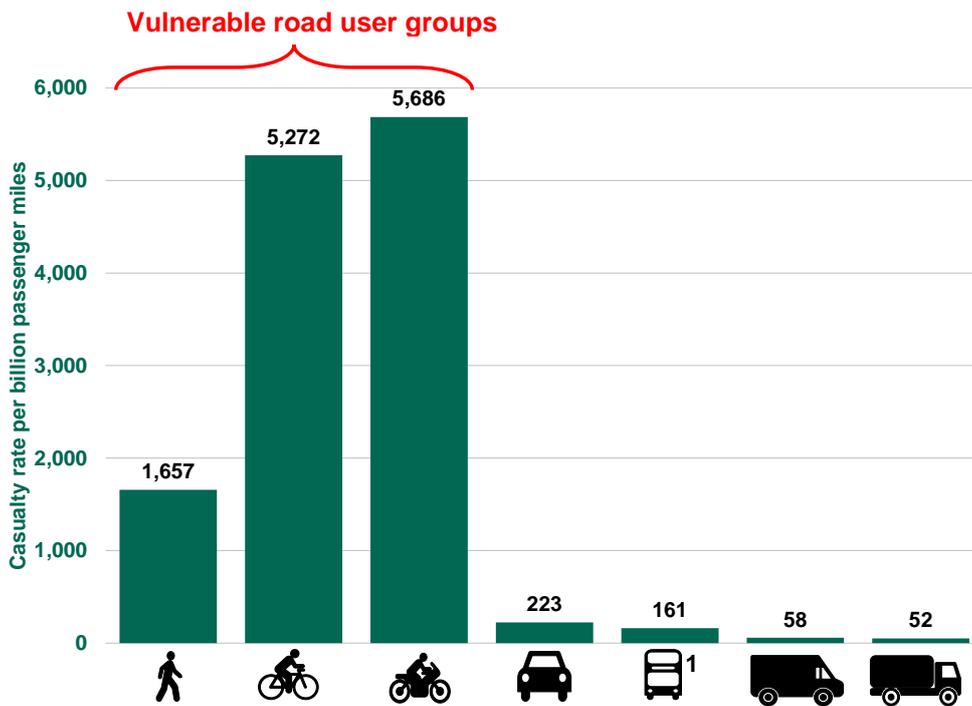
In 2018, **car occupants** accounted for 44% of road deaths, pedestrians 26%, motorcyclists 20% and pedal cyclists 6%.



**Change should be interpreted with caution, given the underlying numbers for 'other' vehicles are smaller than other road user types.*

In terms of **casualty rates** (casualties per mile travelled) for each mode of transport, road users are split into two clearly distinctive groups. The first, with much higher casualty rates, are typically referred to as **vulnerable road users** (usually defined as pedestrians, pedal cyclists and motorcyclists). All of these groups have much higher casualty rates per mile travelled in comparison with the other road user groups, as shown in **Chart 6**.

Chart 6: Casualty rate per billion passenger miles by road user type: GB, 2018



Useful links

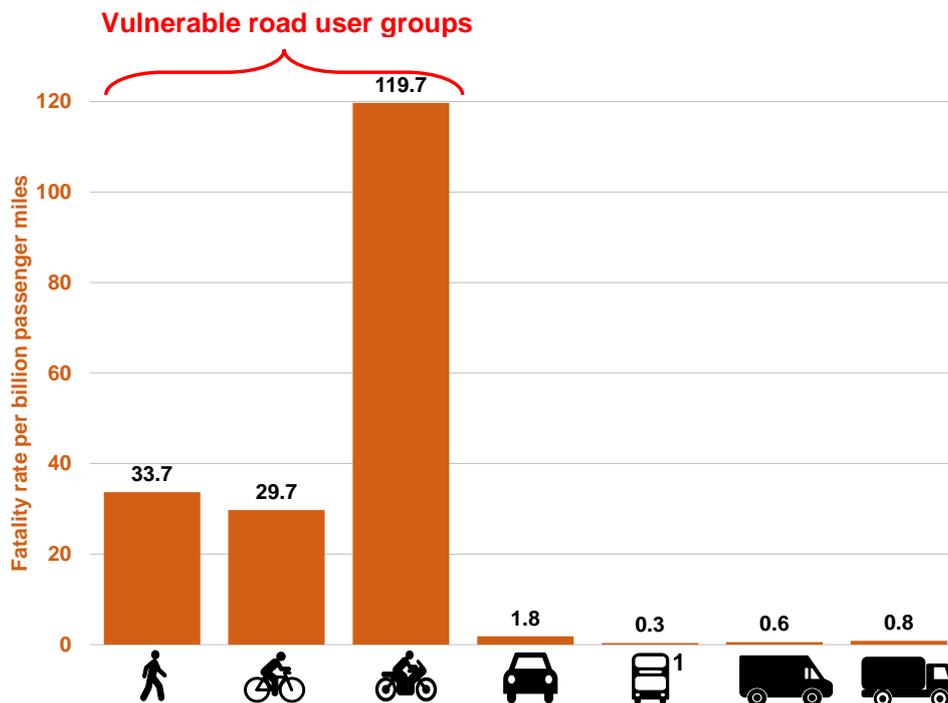
Figures for billion passenger miles by mode of travel are derived from the following sources:

National Travel Survey, 2018: <https://www.gov.uk/government/statistics/national-travel-survey-2018>

Annual bus statistics: year ending March 2018: <https://www.gov.uk/government/statistics/annual-bus-statistics-year-ending-march-2018>

Road traffic estimates in Great Britain: 2018: <https://www.gov.uk/government/statistics/road-traffic-estimates-in-great-britain-2018>

Chart 7: Fatality rate per billion passenger miles by road user type: GB, 2018



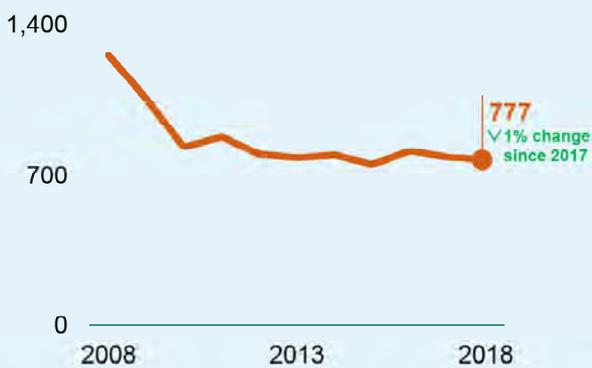
1. Bus passenger miles is based on 2017 mileage figure as no 2018 figure is available at the time of publication.

The pattern for **pedal cycles** is an interesting one: the overall casualty rate of 5,272 casualties per billion miles cycled is close to the motorcycling casualty rate, whereas the fatality rate of 29.7 per billion miles cycled is much closer to the pedestrian rate.

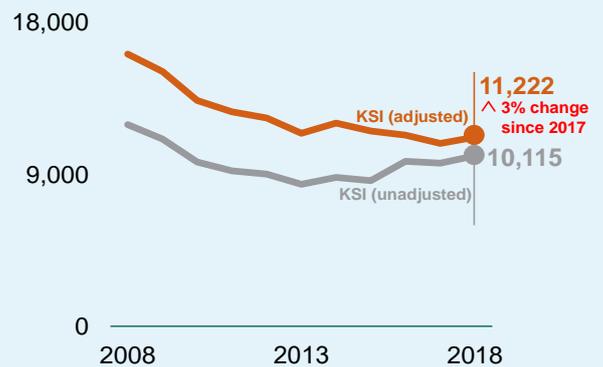
Car occupants

Car occupants continue to account for the **largest proportion of casualties** of all severities. A total of **777 car occupants** were killed in 2018, down 1% (or 10 fatalities) from 787 in 2017. This represents 44% of all fatalities in reported road accidents in 2018. Overall car occupant casualties decreased by 6% to 93,979 in 2018 compared to 2017, and was the **lowest on record** representing 59% of all casualties in reported road accidents in 2018.

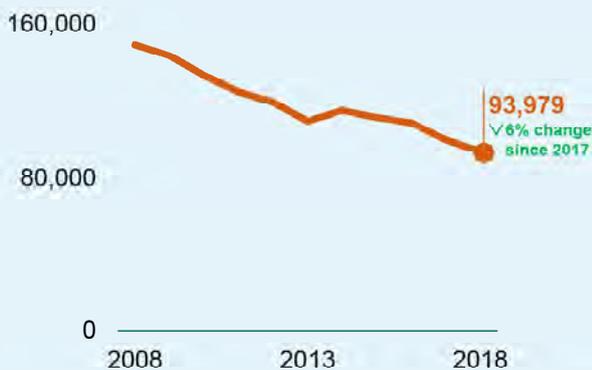
Fatalities



Killed or seriously injured



Total casualties



Traffic (billion vehicle miles)



Car and taxi traffic in Great Britain increased by 0.2% from 2017 to 2018. Although increases in car and taxi traffic can lead to an increase in accidents, other factors can have a stronger influence on road safety.

Pedestrians

Pedestrian fatalities decreased from 470 in 2017 to 456 in 2018. Between 2010 and 2018 the number of fatalities has remained broadly constant and year-on-year changes are likely to be due to natural variation. Overall, pedestrian casualties also decreased by 6% between 2017 and 2018 to 22,432 pedestrian casualties in 2018. Pedestrians represented 14% of all casualties in 2018.

Fatalities



Killed or seriously injured



Total casualties



Distance walked (billion miles) *



Estimates of distance walked have increased since 2014.

* Distance walked in Great Britain is estimated by using [National Travel Survey](#) average distance travelled in England for each year multiplied by [Great Britain population](#) for that year.

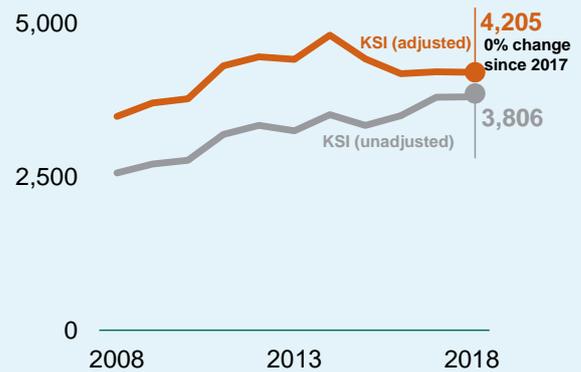
Pedal cyclists

Although the number of **pedal cyclists** killed on the roads in 2018 was slightly lower than in 2017, the 99 fatalities is very similar to the level seen since 2008. Any changes since that point are most likely to be as a result of **natural variation** and cannot be attributed to underlying causes.

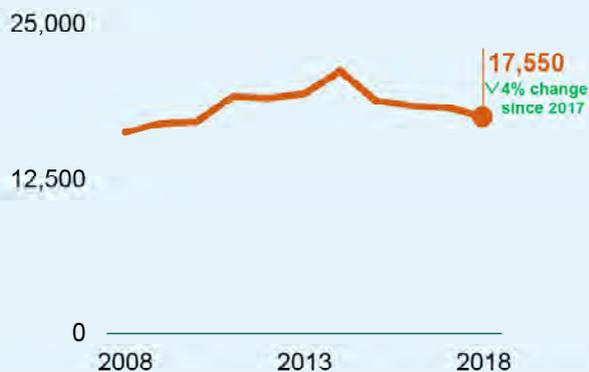
Fatalities



Killed or seriously injured



Total casualties



Traffic (billion vehicle miles)

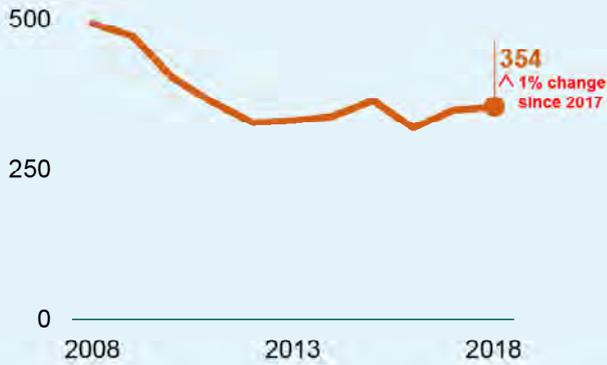


The number of pedal cyclists killed or serious injured in Great Britain has increased by 21% from 2008 to 2018 (using the series adjusted for changes in severity reporting). This is partly explained by an increase in pedal cyclist traffic in Great Britain of 17% from 2008 to 2018 (2.8 to 3.3 billion vehicle miles).

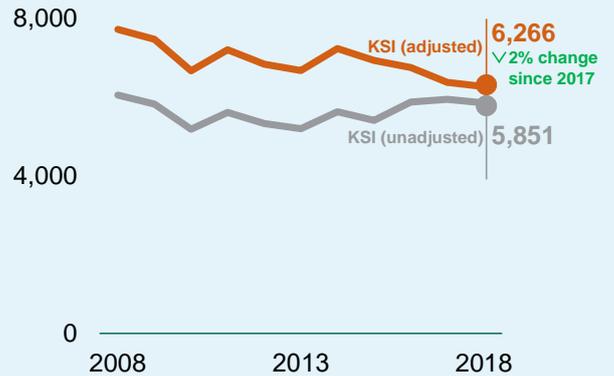
Overall pedal cyclist casualties decreased by 4% between 2017 and 2018. There was also an estimated 2% increase in cycling traffic in 2018 in comparison with 2017.

Motorcyclists fatalities increased in 2018 compared to 2017. In total, 354 motorcyclists were killed during 2018, up 1% from 349 in 2017. However, motorcyclist fatalities have fluctuated between 319 and 365 over 2011 to 2018 with no clear trend. Overall motorcyclist casualties decreased by 7% between 2017 and 2018 to 16,818 casualties. Motorcyclist traffic has been stable in the last few years.

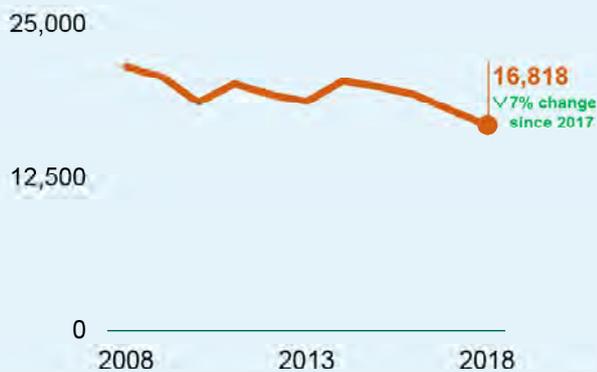
Fatalities



Killed or seriously injured



Total casualties



Traffic (billion vehicle miles)

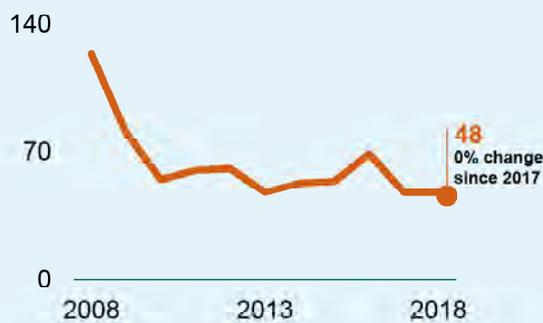


Children (aged 15 or under)

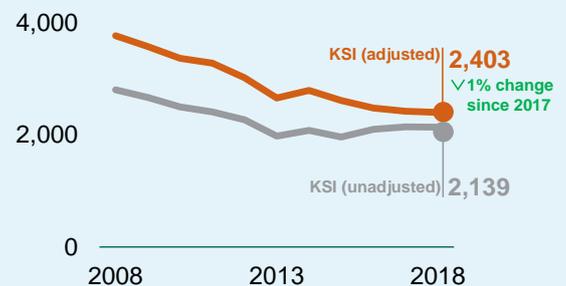
There were 48 **child** deaths in 2018, same as in 2017. Child fatalities have fluctuated between 48 and 69 over 2010 to 2018 with no clear trend. Overall child casualties decreased by 9% between 2017 and 2018 to 14,266 casualties in 2018 which is the lowest year on record.

As has been the case historically, child fatalities are mainly **pedestrian** (28 fatalities in 2018) and **car passenger** (15 fatalities). This is because these are the forms of transport most commonly used by children.

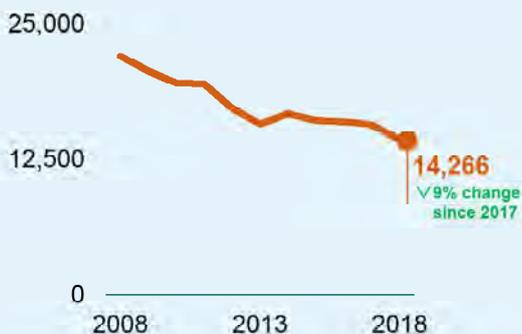
Fatalities



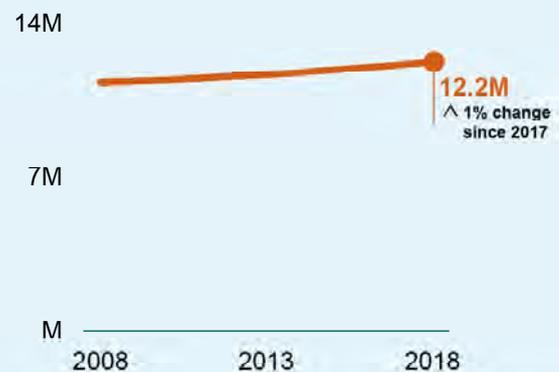
Killed or seriously injured



Total casualties



Population (millions)



These trends are observed despite the population of children aged 0-15 in Great Britain increasing by 8% since 2008.

The population of different age groups in Great Britain is from the Office of National Statistics population figures: <https://www.nomisweb.co.uk/query/select/getdatasetbytheme.asp?opt=3&theme=&subgrp>

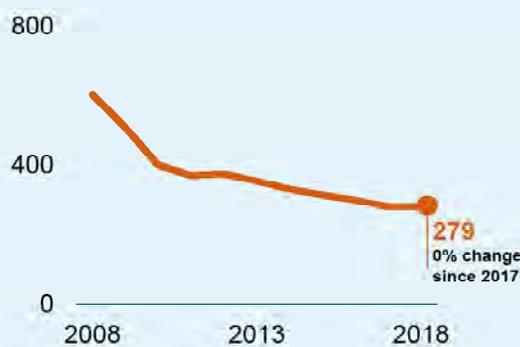
Younger casualties (aged 17 to 24)

The number of fatalities aged 17 and 24 in reported road traffic accidents has remained the same as in 2017 with 279 fatalities in 2018. This follows from a general year-on-year downward trend prior to 2017. There were 28,708 younger casualties of all severities, down 13% from 2017.

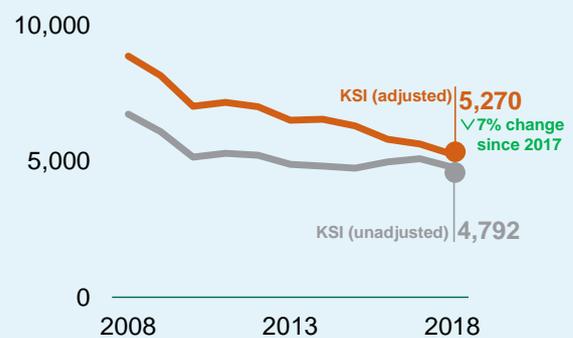
There were less young fatalities as car drivers in 2018 (108 fatalities in 2017 and 99 fatalities in 2018) and as pedal cyclists (12 fatalities in 2017 and 7 fatalities in 2018). There were more young fatalities as pedestrians in 2018 (35 fatalities in 2017 and 47 fatalities in 2018).

The population of young people in Great Britain followed a steady upward trend until 2011 when the number of young people in Great Britain fell to 6.3 million people in 2018. The population in this age group has decreased by 1% in 2018 compared with 2017. This decreasing trend for this population group may partly explain the downwards trend in fatalities and KSIs seen for this age group.

Fatalities



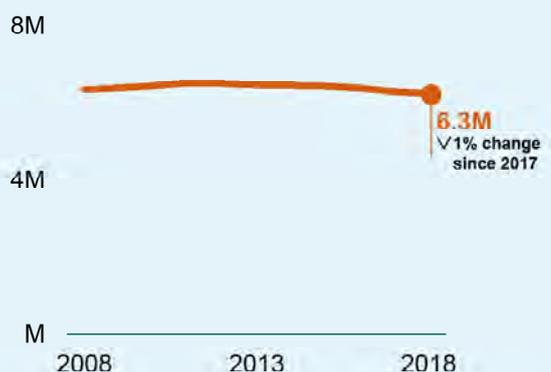
Killed or seriously injured



Total casualties



Population



Older casualties (aged 60 and over)

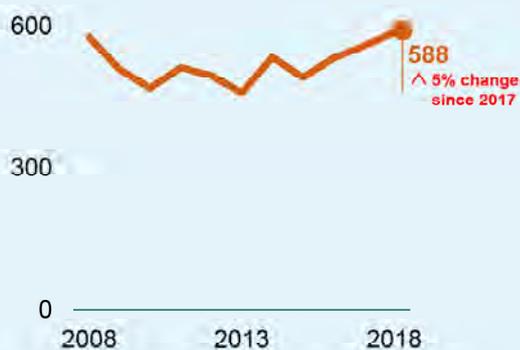
The number of fatalities aged 60 and over in reported road accidents has increased by 5% from 559 in 2017 to 588 in 2018. The number of killed or seriously injured casualties aged 60 and over in reported road accidents (using the adjusted severity series) has increased by 9% from 5,486 in 2017 to 5,986 in 2018.

This increase was due to more older fatalities as car drivers in 2018 (165 fatalities in 2017 and 180 in 2018) and drivers of motorcycles over 50cc (44 in 2017 and 50 in 2018).

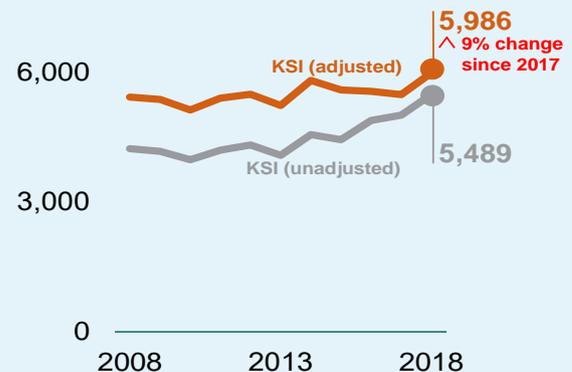
The population in this age group has increased by 2% compared with 2017 and by 17% compared with 2008. This relatively rapidly growing population may partly explain the upturn in fatalities and killed or seriously injured casualties seen for this age group in the last few years.

There were 22,483 older casualties of all severities, remaining stable compared to 2017.

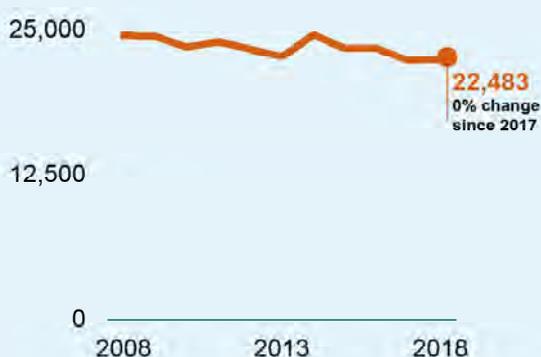
Fatalities



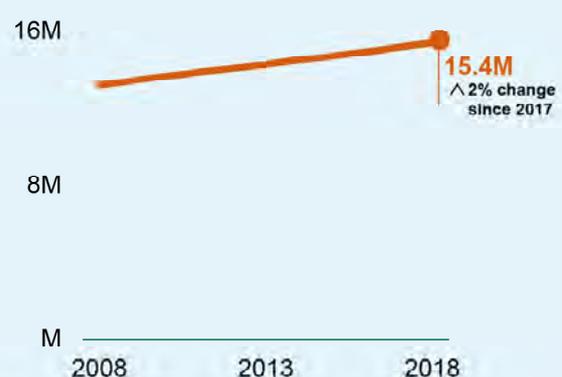
Killed or seriously injured



Total casualties



Population



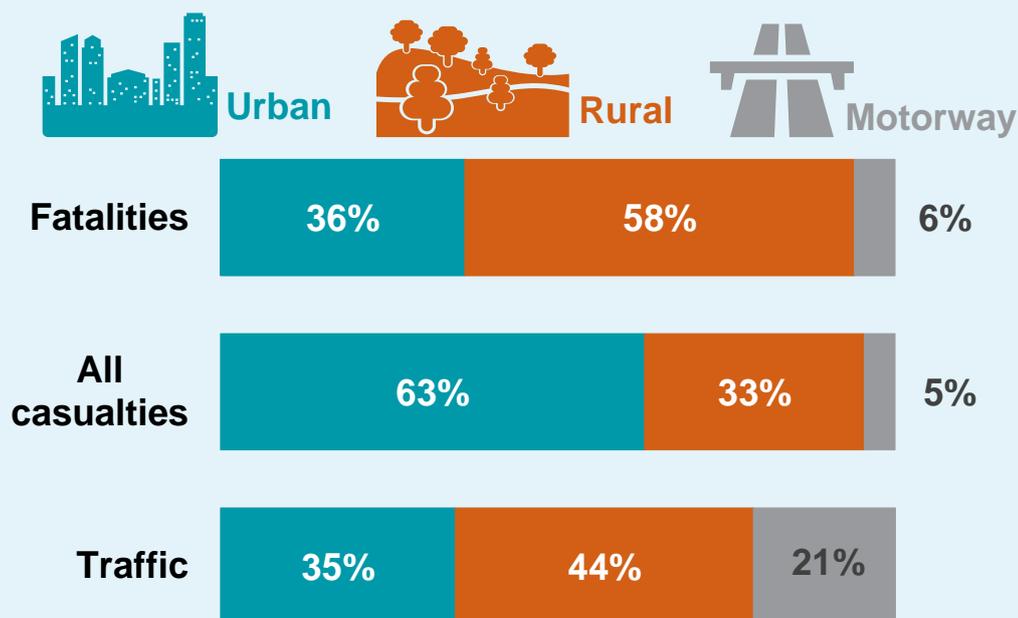
The increase in fatalities and killed or seriously injured casualties is seen for all detailed older age groups (60 to 69, 70 to 79, 80 and more) since 2010. Part of this increase is likely due to an increase in the population for these age groups over the same time period.

Casualties by road type

Of the 1,784 road deaths in 2018, the majority (58%) occurred on rural roads (1,030). A total of 646 deaths occurred on urban roads and 107 on motorways.

	Rural roads	% change since 2017	Urban roads	% change since 2017	Motorways	% change since 2017
Fatalities	1,030	∨ 4%	646	∧ 3%	107	∧ 8%
All casualties	52,278	∨ 6%	100,931	∨ 6%	7,309	∨ 6%
Traffic (billion vehicle miles)	145	∧ 1%	114	= 0%	69	= 0%

Chart 8: Casualties by severity and road type, GB: 2018



Definitions

Urban / rural roads:

Urban roads are those within an area of population of 10,000 or more. Tables produced for years prior to 2017 are based on the 2001 Communities and Local Government definition of Urban Settlements. Tables produced after 2017 are based on the 2011 census data that uses a revised 2001 Communities and Local Government classification. Roads outside these areas will be classified as Rural.

The majority of fatalities (58%) occurred on rural roads, whereas the majority of casualties (63%) occurred on urban roads. Although motorways carry around 21% of traffic, they only account for 6% of fatalities.

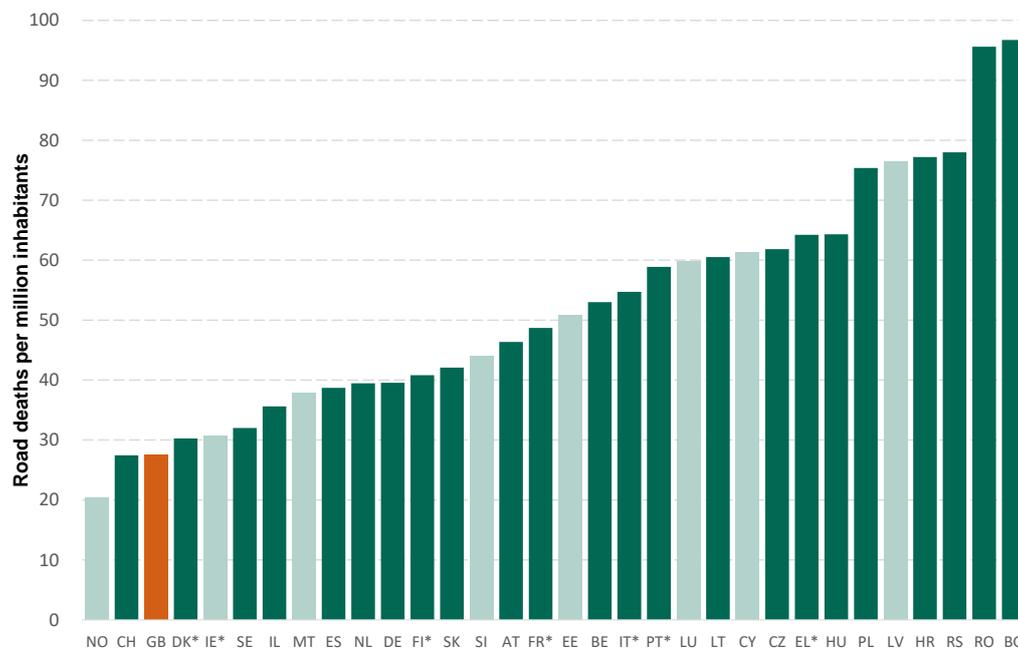
International comparisons

The European Transport Safety Council's Performance Index (PIN) programme enables comparisons of road safety progress between **European countries** to be made. The latest PIN report was published by the European Transport Safety Council in June (see here: <https://etsc.eu/13th-annual-road-safety-performance-index-pin-report/>).

Overall, the **total number of road deaths** in the 28 members of the European Union during 2018 was 25,173, compared with 25,328 in 2017 (a 1% decrease). This has followed a 1% decrease in road deaths in 2017.

Of the 32 countries covered, 17 saw a decrease in the number of fatalities between 2017 and 2018, 13 saw an increase and two remained the same.

Chart 9: Number of road deaths per million inhabitants in 2018, PIN Programme countries



*Countries with provisional fatality figures.

Countries highlighted in light green bars have fewer than 150 deaths per year and therefore the fatality rate can vary significantly between years.

The international comparisons can be found in the RAS52 table series here <https://www.gov.uk/government/statistical-data-sets/ras52-international-comparisons>.

Country	Code
Austria	AT
Belgium	BE
Bulgaria	BG
Croatia	HR
Cyprus	CY
The Czech Republic	CZ
Denmark	DK
Estonia	EE
Finland	FI
France	FR
Germany	DE
Greece	EL
Hungary	HU
Ireland	IE

Country	Code
Italy	IT
Latvia	LV
Lithuania	LT
Luxembourg	LU
Malta	MT
The Netherlands	NL
Poland	PL
Portugal	PT
Romania	RO
Slovakia	SK
Slovenia	SI
Spain	ES
Sweden	SE
Great Britain	GB

Country	Code
Israel	IL
Norway	NO
Serbia	RS
Switzerland	CH

Factors that affect road casualty numbers

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

- The distance people travel (which is partly affected by economic externalities)
- The mix of transport modes used
- Behaviour of drivers, riders and pedestrians
- The mix of groups of people using the road (e.g. changes in the number of newly qualified or older drivers)
- External effects such as the weather, which can influence behaviour (for instance, encouraging / discouraging travel, or closing roads) or change in the risk on roads (by making the road surface more slippery)

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

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

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

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

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

Chart 10 shows the rolling five year average for the year on year change in gross domestic product (GDP) for the UK along with traffic volumes and the number of road deaths for Great Britain.

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

The relationship with **road deaths** is far more complex. In general, road deaths have fallen in most years since the 1970s. However, the periods of greatest decreases have coincided with weaker GDP growth. This is particularly marked in the period 2007 to 2010 when road deaths dropped by between 7 and 17% every year. By 2011, however, road deaths increased, and most subsequent decreases were of a much small magnitude than earlier.

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

Further Information

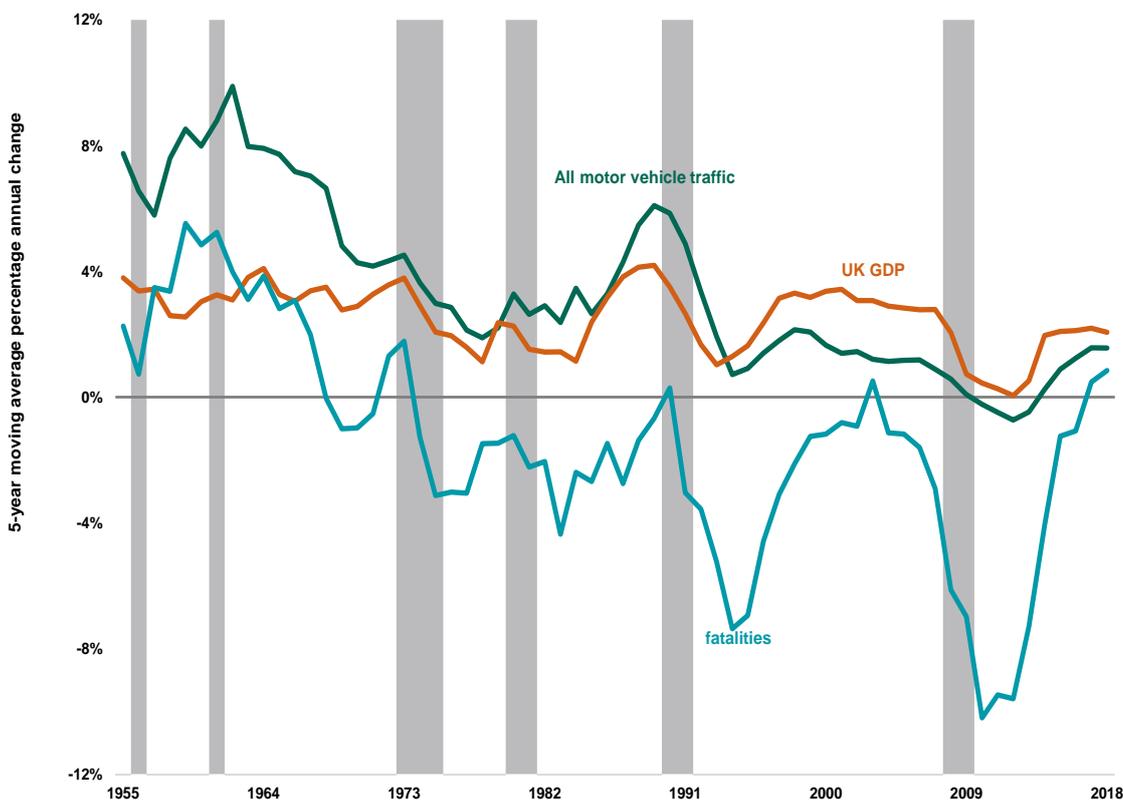
ONS GDP data

<https://www.ons.gov.uk/economy/grossdomesticproductgdp>

Road traffic data

<https://www.gov.uk/government/collections/road-traffic-statistics>

Chart 10: Five year rolling average of growth in traffic, GDP and road deaths, GB, 1955 - 2018



The chart shows periods of recession shaded grey.

An article which examined a number of factors which influence road casualty numbers was published with the 2015 Reported road casualties in Great Britain (RRCGB) annual report. It covers topics such as:

- **Population changes**, and particularly focussing on how the number of people in younger and older age groups have changed over time. In particular, it highlights that the population of Britain had grown by 15% from 1986 to 2015 whereas fatalities have fallen by 68% in that time.
- The population of **older people (aged 70 and older)** has increased relatively rapidly over recent years. This carries implications for higher levels of casualties in this age group in the future. Further information is in the older car driver factsheet for 2016: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/706517/older-car-drivers-factsheet.pdf.
- The number of people taking **driving tests** has changed over time. After four years of rising numbers of younger people taking the test, there has been a decrease in the last two years. https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/812367/drt0203.ods
- **Fuel prices and the economy** impact on traffic volumes and therefore casualties.

Weather also influences the number of road casualties. This has been reported on in an article in the 2014 annual report. A table giving weather-adjusted casualty numbers has been previously published up to 2015 (RAS30080).

Further information

The article **Factors affecting reported road casualties** from the 2015 annual report can be found here: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/556406/rrcgb2015-02.pdf

Weather and accidents

An article modelling the impact of weather on road casualty statistics can be found here: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/463049/rrcgb2014-03.pdf.

Other topics

Value of the prevention of accidents

An estimate of unreported injuries has been included in the 'value of prevention of accidents', which can be found here: <https://www.gov.uk/government/statistical-data-sets/ras60-average-value-of-preventing-road-accidents>. We estimate that the **total value of prevention of unreported injury accidents at around £19bn a year**, the value of damage-only accidents at around £4bn a year and the total value of prevention of reported injury accidents at around £12bn a year. This gives a total estimate for **all reported and unreported accidents of around £36bn per year**.

Drink-drive estimates

STATS19 data include information on breath test results at the scene of the road accident, Tables on this data are updated for 2018 in the series RAS51 tables <https://www.gov.uk/government/statistical-data-sets/ras51-reported-drinking-and-driving>.

However, most recent estimates of drink-drive accidents and casualties are for 2017 and were published in August 2019: <https://www.gov.uk/government/statistics/reported-road-casualties-in-great-britain-final-estimates-involving-illegal-alcohol-levels-2017>.

Seatbelt use

Table RAS41001 (<https://www.gov.uk/government/statistical-data-sets/ras41-reported-casualties-rates>) shows information on the proportion of car occupant fatalities not wearing a seatbelt. This data is provided by most police forces. In the last 5 years, the proportion of car occupants killed who were not wearing a seatbelt has remained consistently above 20%.

Underreporting of casualties and accidents and other sources of information

Comparisons of road accident reports with death registrations show that very few, if any, road accident fatalities are not reported by 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 those recorded in police accident data.

Each of these other sources provide a means to assess the coherence of the police reported data in terms of absolute numbers of casualties and also trends in casualties.

We have considered 5 alternative sources here. Each one is described in more detail below, and how they can be used in conjunction with the Stats19 data.

- The **National Travel Survey** (<https://www.gov.uk/government/collections/national-travel-survey-statistics>): this includes questions asked since 2007 on whether respondents resident in England (both adults and children) have been involved in road accidents on public roads (including pavements and cycle lanes on public roads) in Great Britain; whether they sustained injuries, what type, and whether the police attended or they reported later. This provides a self-reported estimate, with a range of definitional differences of injuries and questions of recall bias that will mean the results will differ from those obtained through the Stats19 data collection. Given the NTS data in theory captures all road injury accidents people had, this gives a way of estimating the total number of road accidents, including those not recorded through Stats19.
- **Hospital Episodes Statistics** (<https://digital.nhs.uk/data-and-information/data-tools-and-services/data-services/hospital-episode-statistics>): this administrative data comes from hospital systems which records for people who were admitted whether they were recorded as involved in a road traffic accident and provides a diagnosis code that can then be matched to the seriousness of the injury.
- **Compensation recovery unit data** (<https://www.gov.uk/government/collections/cru>): this administrative data comes from the DWP Compensation recovery unit who work with insurance companies, solicitors and Department for Work and Pensions (DWP) customers, to recover social security benefits paid as a result of an accident, injury or disease, if a compensation payment has been made (the Compensation Recovery Scheme) and costs incurred by NHS hospitals and Ambulance Trusts for treatment from injuries from road traffic accidents and personal injury claims (Recovery of NHS Charges)
- **Motor Insurance Claims statistics** (<https://www.abi.org.uk/data-and-resources/industry-data/free-industry-data-downloads/>): the Association of British Insurers collects data from insurers on

the type and number of claims made.

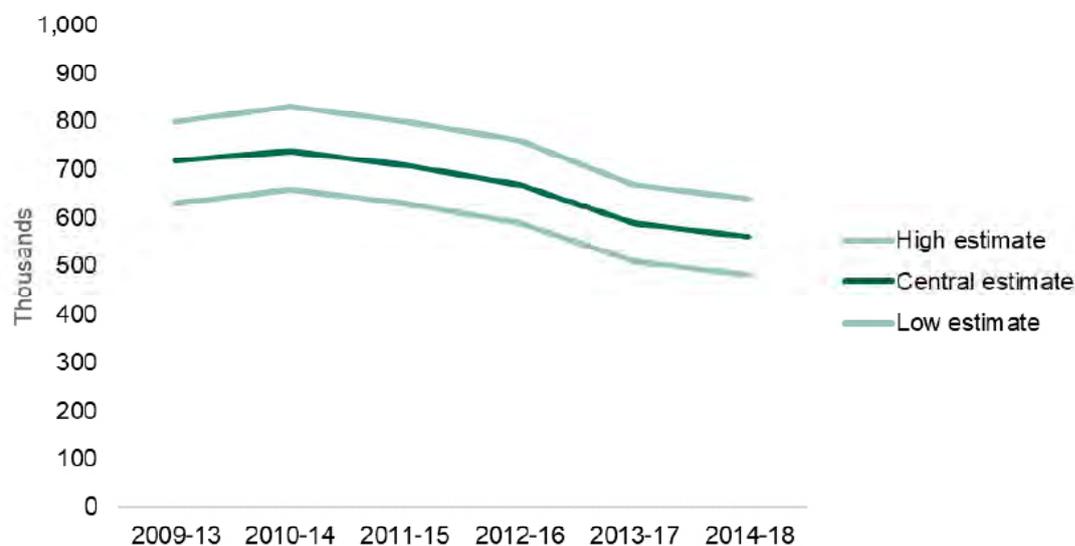
- **Road Traffic statistics** (<https://www.gov.uk/government/statistics/road-traffic-estimates-in-great-britain-2018>): this is DfT data collected from around 8,000 roadside 12-hour manual counts, continuous data from around 300 automatic traffic counters, and data on road lengths. This provides estimates of vehicle miles travelled.

National Travel Survey

This section provides longer term trends up to 2018, based on self-reported responses to the road accident questions.

The chart below, based on published table RAS54004 (https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/665317/ras54004.ods), shows annual estimates of non-fatal road casualties from the NTS, with approximate confidence limits, for 5 year averages from 2009 to 2018. This shows that since 2010-2014, the estimated number of injury accidents has been decreasing. The absolute number of injury collisions estimated from this source was around 560,000 in 2014-2018.

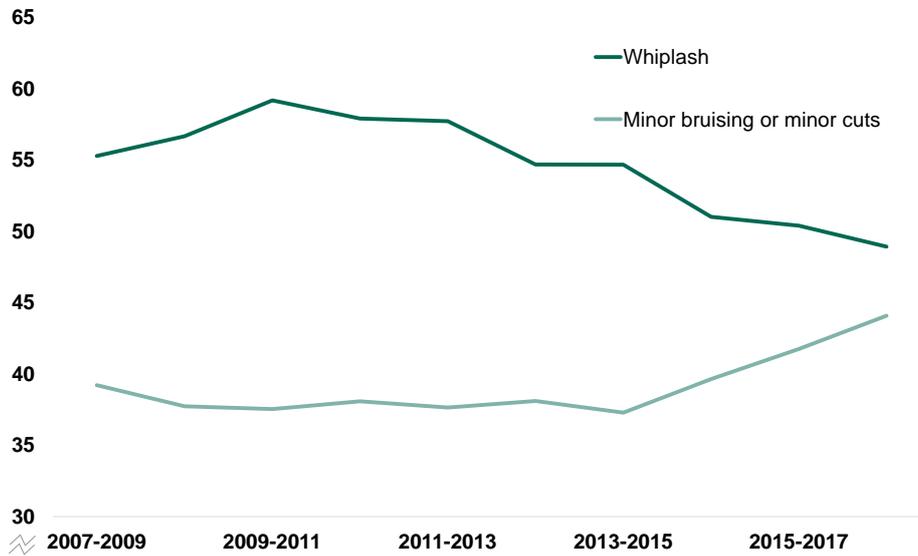
Chart 11: Estimates of the annual non-fatal road casualties using National Travel Survey data: Great Britain



Of people reporting a personal road accident injury in the three years before their NTS interview, the most common injury reported has been whiplash. For the average of three years of data from 2016 to 2018, 49% of respondents having a road injury accident reported a whiplash injury. Note this relates to injuries received in the most recent road accident the respondent reported in the three years before their interview, and respondents can record more than one injury for this accident. In 2009-2011, this proportion was 59% and in recent years there has been a decreasing trend in the proportion of respondents reporting whiplash injuries.

However, this is offset by increases in those reporting 'minor bruising or minor cuts' which were reported by 44% of all respondents reporting a road accident in the data in 2016-2018.

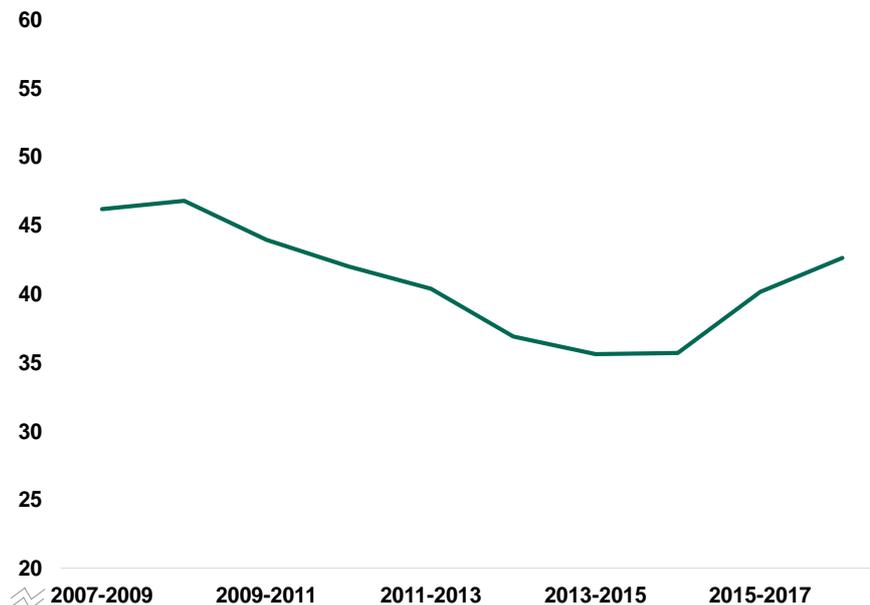
Chart 12: Proportion of respondents reporting whiplash or "minor bruising or minor cuts" in personal injury road accidents: NTS, England, 3-year averages



The proportion of respondents that reported more serious injuries such as fractures, severe shock or internal injuries had been around 36% for most 3-year data periods since 2007. However, NTS self-reported serious injuries did increase from 33% to 44% between 2013-2015 and 2016-2018. This may link to the increased proportion who reported attending hospital in recent periods.

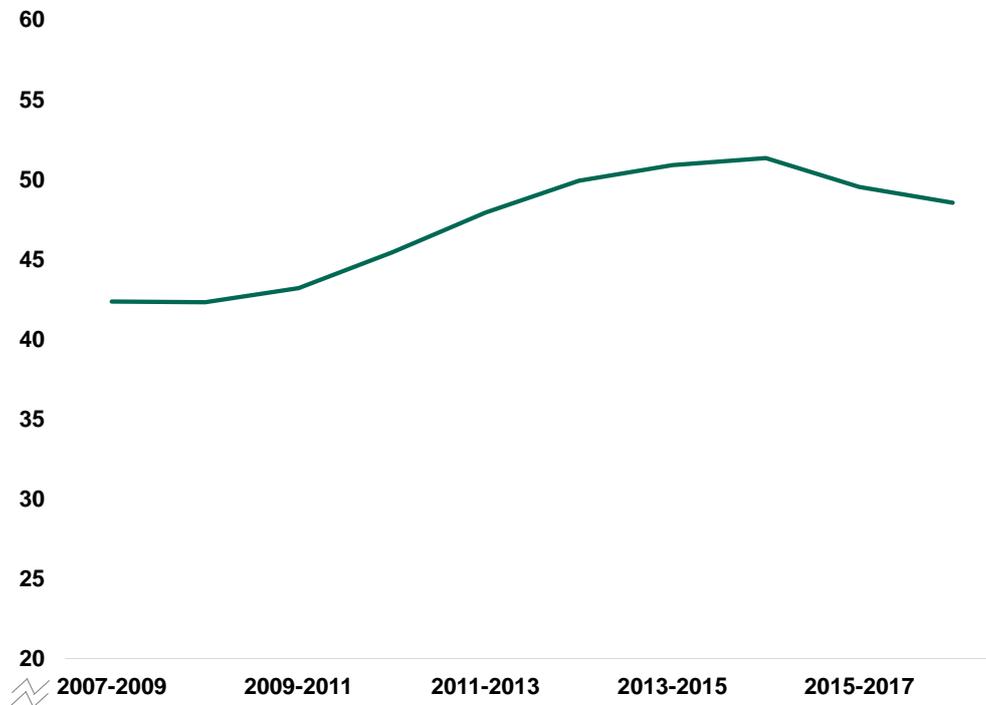
Over time the proportion of road accident injuries where the respondent reported attending hospital (either A&E or as an inpatient) was generally decreasing over time from 47% in 2008-2010 to 36% in 2014-2016. However, in the last two periods, it has increased to 43%.

Chart 13: Proportion of respondents reporting medical attention in personal injury accidents as A&E or as a hospital inpatient: NTS, England, 3 year averages



Lastly, the respondent indicates whether the police attended at the scene, or whether they later informed the police. The average of data for 2016-2018 shows that 49% of most recently self-reported road accident injuries occurring in the three years before the NTS interview were not reported to the police.

Chart 14: Proportion of respondents not reporting road accident injuries to the police: NTS, England, 3 year averages



What is not clear from this self-reported data is how many of these would not have qualified as injuries had the police attended the scene of the road accident. Overall, the NTS supports the downwards trend in the overall number of injuries in recent years to 2018.

Improving estimates of injury accidents derived from the National Travel Survey

The Department will review how the estimates of unreported road accidents and casualties that are derived from the National Travel Survey in the [RAS54 tables series](#) are calculated. These estimates are currently based on results from questions on whether respondents were involved in an injury accident in the last year and last three years. There is evidence that there might be bias in the way respondents answer these questions and particularly conflicting results between the 3-year and the 1-year windows. More work is also needed to understand the gap between what is reported to the police in Stats19 and what is stated to be have been reported to the police in the NTS.

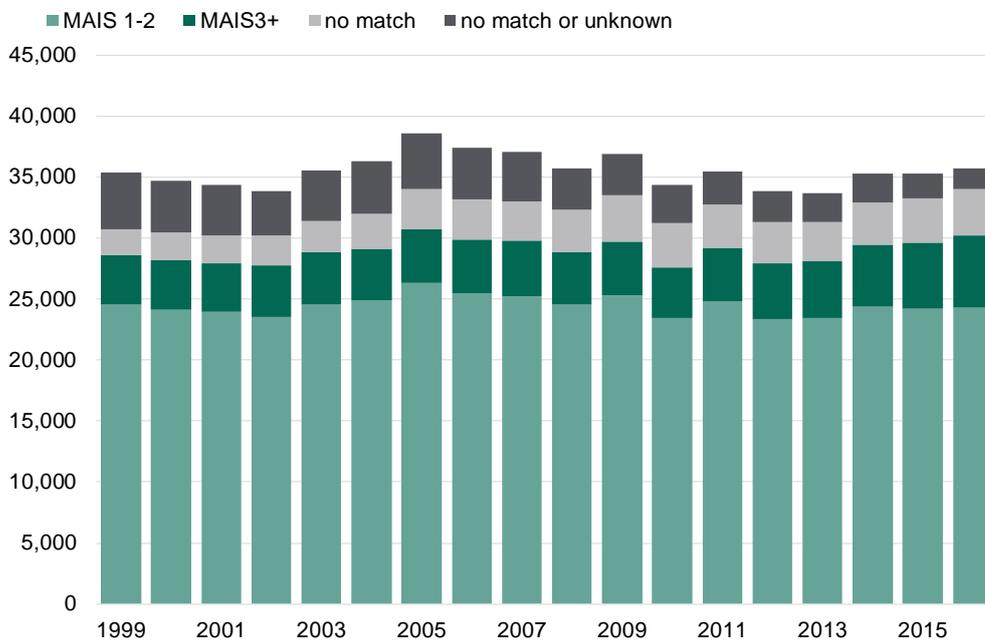
Cognitive testing and panel testing of these questions is currently underway primarily to understand a) how people interpret and answers these questions, and b) whether the ordering of the questions asking about accidents up to 3 years ago and accidents within the last 12 months has an impact on how people respond. The Department aims to suggest a way forward and invite feedback on the RAS54 methodology based on their results in 2020.

Hospital Episodes Statistics

Analysis of the Hospital Episode Statistics from NHS Digital allows us to report on the number of admitted patient care admissions where the admission is recorded as being related to a road traffic accident. This source also records diagnosis codes which we can match to determine whether these admissions have a clinically defined serious injury. This definition is based on the maximum score on the abbreviated injury scale: an injury is considered clinically serious with a score of three or higher (MAIS3+).

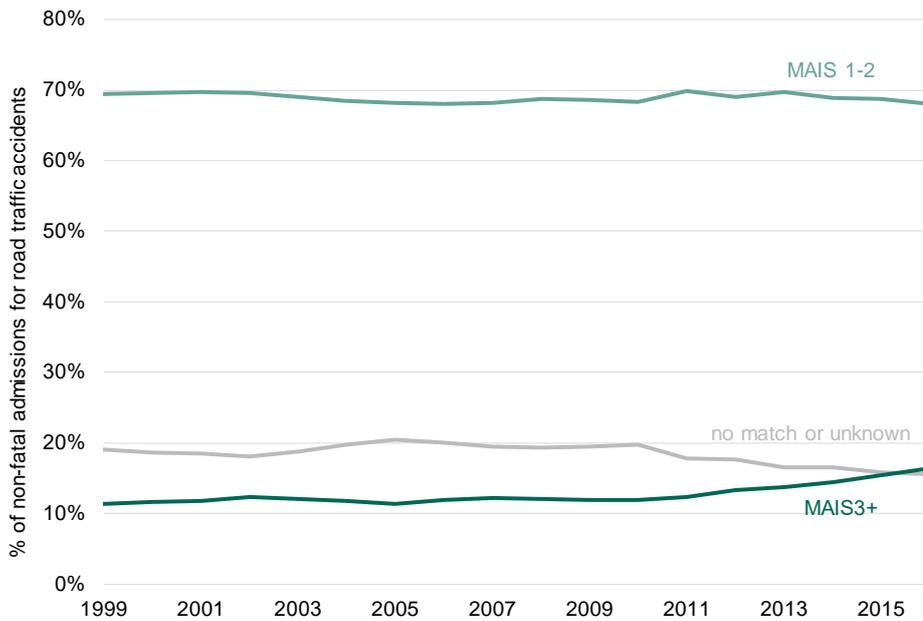
Chart 15 shows the time series of the number of admissions for road traffic accidents broken down by MAIS score. This shows that the total number of admissions for road traffic accidents has fluctuated around 35,000 non-fatal admissions to hospital for road traffic accidents.

Chart 15: Estimated number of admissions for road traffic accidents by MAIS score, England, 1999-2016



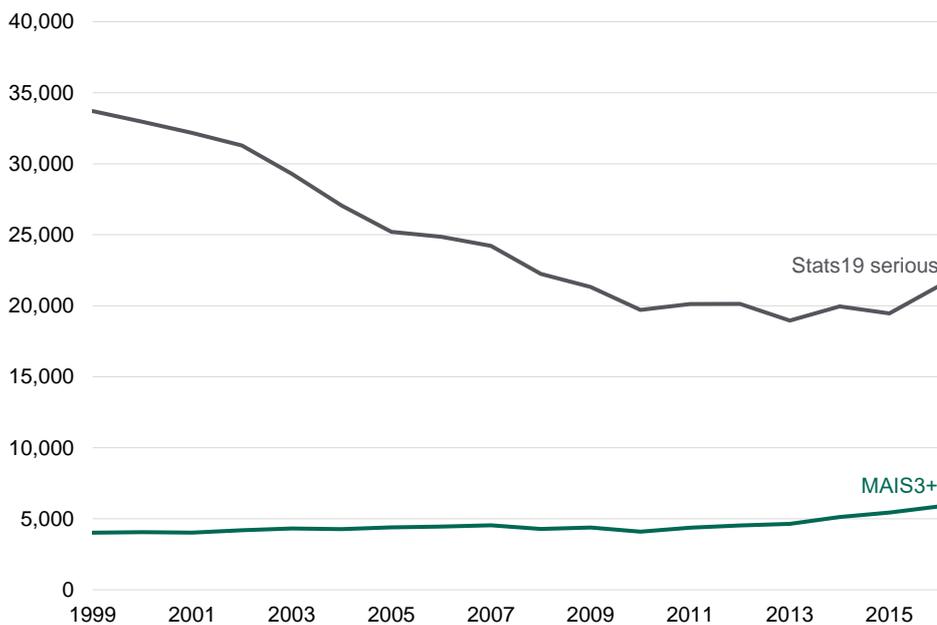
Out of all admissions for road traffic accidents, the proportion with a MAIS score of 1 or 2 (less serious injuries) has remained stable over this period at around 70%. The proportion with a MAIS score of 3 or more was stable from 1999 to 2010 at around 11% but from 2011 increased every year to reach 16% in 2016. Conversely, the proportion of admissions with an unknown MAIS score or where the MAIS score could not be matched has decreased in the same period. It is likely that changes in recording have resulted in more records to be matched to MAIS3+, rather than a genuine increase in clinically serious injuries. Further analysis is needed to understand this change.

Chart 16: Proportion of admissions for road traffic accidents by MAIS score, England, 1999-2016



On the most serious end of the scale, trends in MAIS3+ admissions can be compared to Stats19 serious injuries. The stability of MAIS3+ estimates described above does not appear to be consistent with the trend observed in serious injuries as reported by the police over the same period. The number of serious injuries reported to the police has steadily decreased from 1999 to 2010, and has been relatively stable from 2010 to 2015.

Chart 17: Comparison of serious casualties reported by police and estimated number of MAIS3+ casualties, England, 1999-2016



What is MAIS3+?

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

Update to HES analysis

The 2015 annual report included an article discussing the first estimates for the total number of people admitted to hospital in England, Great Britain and the United Kingdom with a clinically defined serious injury following a road traffic accident, with Hospital Episodes Statistics (HES) data for the years 1999 to 2011. This analysis was extended to include data from 2012 to 2016 in the 2017 report.

Estimates for England were extrapolated to Great Britain using Stats19 data. Actual MAIS3+ figures for Northern Ireland were added to calculate the estimate for the United Kingdom.

The MAIS3+ figures for 1999 to 2016 can be found in table RAS55050 https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/555730/ras55050 ods.

More detail about the source of the data and the abbreviated injury scale can be found in the original article from the 2015 report at: <https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2015>

Note that the estimated number of MAIS3+ casualties has always been lower than the number of serious injuries reported in police data. This is likely to be due to MAIS3+ capturing more severe injuries than the definition of serious injury in police reported data. By definition MAIS3+ includes very severe injuries such as traumatic brain injuries whereas the definition of a serious injury in police data can include more moderate injuries such as severe cuts which do not require admission to hospital.

There are a wider set of contextual data to consider here as well:

- Overall Accident and Emergency (<https://digital.nhs.uk/data-and-information/publications/statistical/hospital-accident--emergency-activity/2017-18>) attendances have been rising steadily over time, and by 4% between 2017/18 and 2018/19. In last year's report, we reported on Table 16 in the main tables sheet (from the link above), which shows a breakdown of A&E attendances by patient group (one of which is road traffic accident). However in 2018/19 NHS Digital have introduced a new reporting system for A&E data which has led to a significant increase in 'not known' group in this table and therefore we cannot make a time series comparison to previous years.

It is not possible to assess the extent that these factors may influence the type and seriousness of casualty which is then admitted. Therefore it is difficult to draw conclusions about what the Hospital Episode Statistics are able to tell us about trends in road traffic casualties overall and in terms of serious casualties. In order to improve on the use of this source, we plan to conduct a new linking exercise between Stats19 and HES data, and learn more about how cases are recorded in hospitals as part of the Stats19 review – this would be expected to feed into the 2020 publication cycle.

Stats19 review

Road accident data is collected from the police with the Stats19 collection. As with any collection system, it needs to be periodically reviewed to keep up with changes in technology, to make improvements to completeness and accuracy, and to reduce the reporting burden.

Stats19 is currently under review, having previously been reviewed in 2008. This process is overseen by the Standing Committee on Road Accident Statistics (SCRAS) (<https://www.gov.uk/government/publications/committees-and-user-groups-on-transport-statistics/the-transport-statistics-user-group>).

The review is seeking to:

- Make recommendations for modifications to Stats19 variables with a view to improving the quality/value of the data to users and to reducing reporting burdens on the police
- Identify areas where the Stats19 specification can be streamlined and modernised in order to reduce burdens, including improving validation at source and therefore overall increase the quality of data collected and speed up the ability to report/ produce findings
- Consider the scope and opportunities for better use of technology, data sharing and matching to modernise road

casualty data. This is both with a view to reducing the amount of data needing to manually rather than automatically input by the police, but also to enrich the data available to generate insight to improve road safety interventions.

- Develop a roadmap for any longer term data changes needed to improve the evidence base for road safety interventions

We are engaging with a wide range of stakeholders:

- The expanded user group which is accessible through the SCRAS representatives
- Local Authority and Police Force analysts, officers and back office staff through set piece events, talks at conferences and through user research
- Senior police officers through presentations at key forums
- Society of Road Safety Auditors
- Road Safety organisations and local road safety partnerships
- Devolved administrations

Topics in the review include:

The completeness and quality of collisions data

- Slight injuries
- Non-injury collisions
- New types of vehicles
- Online reporting
- Evaluating the changes made in the 2008 review
- The quality of location data

Whether any changes should be made to the recording of casualties

- Suicides (are currently not included where recorded as such)
- Deliberate acts of violence (are currently not included where recorded as such)
- Reviewing the inclusion and quality of journey purpose data

The Contributory Factors list

- Current use and pain points
- Potential improvements and refinements and reducing overlap with other parts of the STATS19 form

Methodology, data processing, reporting and dissemination

- Severity changes due to injury based reporting
- User focussed approach to dissemination including APIs
- Improvements that could speed up the data collection and processing

Future data strategy for STATS19

- Making better use of data linking and other sources to reduce burden and enrich the data

The review will run through 2019 before making recommendations on modifications to the data collection which we will consult on.

For further information please contact: STATS19REVIEW@dft.gov.uk

Compensation recovery unit data

The Compensation Recovery Unit (CRU) works with insurance companies, solicitors and Department for Work and Pensions (DWP) customers, to recover:

- amounts of social security benefits paid as a result of an accident, injury or disease, if a compensation payment has been made (the Compensation Recovery Scheme)
- costs incurred by NHS hospitals and Ambulance Trusts for treatment from injuries from road traffic accidents and personal injury claims (Recovery of NHS Charges)

By far the largest number of cases they deal with are motor related. The table below shows a significant reduction in cases in 2017/18 compared to the previous four years, but a slight rise into 2018/19. For 2017/18 this might suggest either a reduction in injury accidents in the latest year, and/or a change in the insurance/claims market, whereas for 2018/19 there is much less change compared to the previous year – so this source would suggest we would not expect to see much change in injury accidents all other things being equal.

Source for CRU data

Transparency data on the performance of the Compensation Recovery Unit is published by DWP at: <https://www.gov.uk/government/publications/compensation-recovery-unit-performance-data/compensation-recovery-unit-performance-data>

Table 1: Number of cases registered to Compensation recovery unit

<u>Year</u>	<u>Motor</u>	<u>Total</u>
2010/11	790,999	987,381
2011/12	828,489	1,041,150
2012/13	818,334	1,048,309
2013/14	772,843	1,016,801
2014/15	761,878	998,359
2015/16	770,791	981,324
2016/17	780,324	978,816
2017/18	650,019	853,615
2018/19	660,608	862,356

Motor Insurance Claims Statistics

The Association of British Insurers (<https://www.abi.org.uk/news/news-articles/2018/03/average-motor-insurance-claim-at-a-record-level-says-the-abi/>) collects aggregate data from all its members on the number and type of claims, and therefore has data on the number of motor insurance claims. Although the underlying data is not currently freely available, ABI data shows:

'The number of [motor] personal injury claims in 2018 fell slightly on 2017, with 312,000 claims settled.'

Other things being equal, we therefore might expect a slight fall in the number of injury accidents in 2018.

Road Traffic Statistics

Road traffic statistics for 2018 show that there was a 0.3% increase in miles travelled on Britain's roads, after a rise of 1.3% between 2016 and 2017. Other things being equal, this would suggest we should not expect much change in the number of injury accidents in 2018 compared to 2017. However, there are a wide range of other factors which influence road casualties.

Conclusions on coherence

Police reported road casualty data is only a subset of all road casualties.

In terms of changes into 2018, of the sources available, they would suggest little change or a slight fall would be expected compared to 2017 in total injury accidents.

The Stats19 review will aim to improve the estimate of both the overall size of under-reporting and any further steps we can take to improve this, and what further work can be done to provide a better assessment of the coherence in trends from these different sources.

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

Changes in reporting systems used by police forces

Background on the change

Approximately half of English police forces adopted the CRASH (Collision Recording and Sharing) system for recording reported road traffic collisions at the end of 2015 or the first part of 2016, although Surrey has been using the system since November 2012. In addition, the Metropolitan Police Service (MPS) switched to a new reporting system called COPA (Case Overview Preparation Application), which went live to police officers from November 2016.

The remaining forces use a wide variety of systems to report accidents, in which police officers use their own judgement and guidance to determine directly the severity of a casualty ('slight' or 'serious').

In contrast CRASH and COPA are injury-based severity reporting systems where the officer records the most severe injury for the casualty (Table 2 shows the link between injury and severity as used in the CRASH system). The injuries are then automatically converted to a severity level from 'slight' to 'serious'.

Eliminating the uncertainty in determining severity that arises from the officer having to make their own judgement means that the new severity level data observed from these systems using injury based methods are expected to be more accurate than the data from other systems.

Definitions

CRASH: Collision Recording and Sharing system. This is a centralised system used by some police forces to record road traffic collisions.

COPA: Case Overview Preparation Application. This is a system used by the Metropolitan Police Service to record road traffic collisions.

Table 2: Classification of injury severity using the CRASH reporting system

Injury in CRASH	Detailed severity	Severity classification
Deceased	Killed	Killed
Broken neck or back	Very Serious	Serious
Severe head injury, unconscious	Very Serious	Serious
Severe chest injury, any difficulty breathing	Very Serious	Serious
Internal injuries	Very Serious	Serious
Multiple severe injuries, unconscious	Very Serious	Serious
Loss of arm or leg (or part)	Moderately Serious	Serious
Fractured pelvis or upper leg	Moderately Serious	Serious
Other chest injury (not bruising)	Moderately Serious	Serious
Deep penetrating wound	Moderately Serious	Serious
Multiple severe injuries, conscious	Moderately Serious	Serious
Fractured lower leg / ankle / foot	Less Serious	Serious
Fractured arm / collarbone / hand	Less Serious	Serious
Deep cuts / lacerations	Less Serious	Serious
Other head injury	Less Serious	Serious
Whiplash or neck pain	Slight	Slight
Shallow cuts / lacerations / abrasions	Slight	Slight
Sprains and strains	Slight	Slight
Bruising	Slight	Slight
Shock	Slight	Slight

Table 3: Adoption dates for CRASH or COPA by police force

Police Force	System Used	Adoption Date
Bedfordshire	CRASH	April 2016
Cambridgeshire	CRASH	May 2016
City of London	CRASH	November 2015
Cumbria	CRASH	January 2016
Devon and Cornwall	CRASH	December 2015
Durham	CRASH	March 2016
Essex	CRASH	November 2015
Gloucestershire	CRASH	November 2015
Hertfordshire	CRASH	April 2016
Humberside	CRASH	January 2016
Kent	CRASH	January 2016
Metropolitan Police Service	COPA	Live to police officers in November 2016
Norfolk	CRASH	February 2016
Northumbria	CRASH	April 2016
South Yorkshire	CRASH	January to February 2013, then January 2016 onwards
Staffordshire	CRASH	May 2015
Suffolk	CRASH	February 2016
Surrey	CRASH	November 2012
Warwickshire	CRASH	November 2015
West Mercia	CRASH	December 2015
West Midlands	CRASH	November 2015

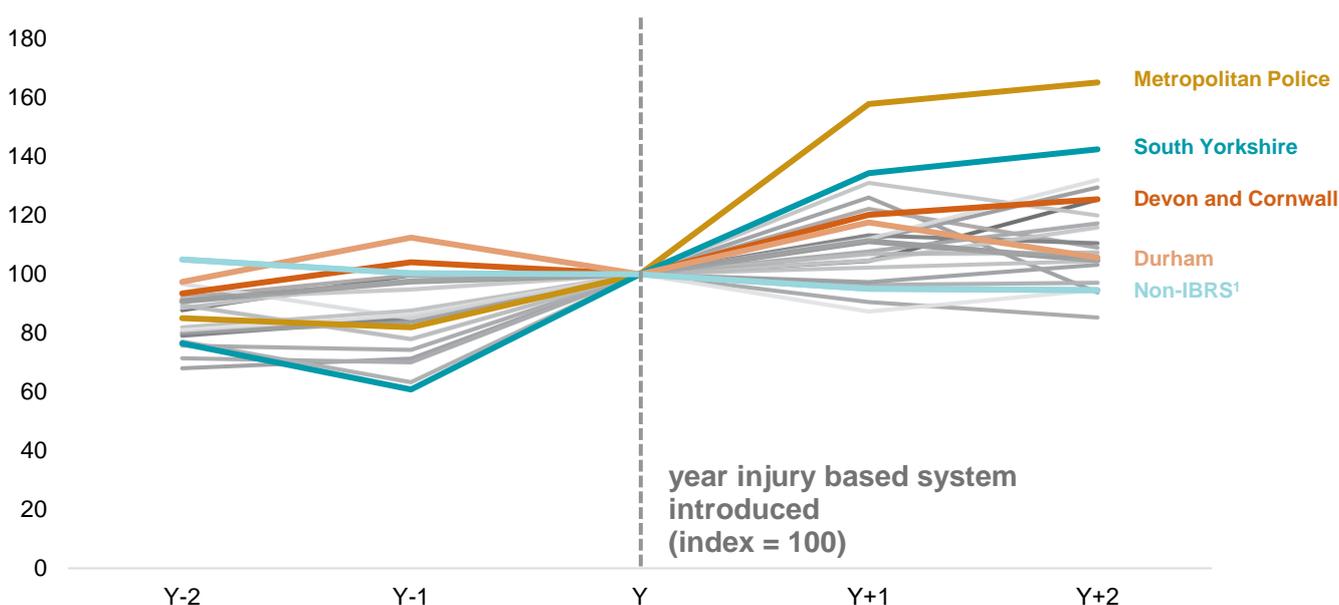
Note that adoption dates are indicative as there can be phased introduction of new systems during transitions

Table 3 shows the police forces which use or have used either CRASH or COPA and the dates from which these systems have been used.

Impact on trends

Following the introduction of CRASH and COPA, the number of casualties recorded as serious has increased in Great Britain. **Chart 18** shows the number of reported serious road casualties by police force over time, from two years before to two years after injury based reporting systems were introduced (year introduced, index = 100).

Chart 18: Reported serious road casualties by police force, two years before to two years after injury based reporting systems were introduced



¹ Forces not using injury based reporting systems (IBRS). The non-IBRS forces have been given an index year of 2016 for comparison as this is when most forces moved over to IBRS.

Chart 18 shows that the size of the increase in serious casualties varies across police forces following the introduction of injury based reporting systems. A comparison line for non-IBRS forces has been included to show how reported serious casualties have changed in these forces. Some forces (such as the Metropolitan Police Service) show a more marked increase in serious casualties than others, while other forces (such as Durham) show a more stable trend in serious casualties over time. Devon and Cornwall and South Yorkshire have also been highlighted in the chart above to illustrate the variety of trends observed.

The differences in the impact of the introduction of injury based reporting systems is likely to depend on the practices within a police force that were in place before these new systems were introduced. For example, Durham have stated that having a relatively low number of casualties each year allows them to extensively validate how the severity of each casualty reflects the injury received, and that their previous system for severity recording was very similar to the CRASH approach. Whereas, larger forces might not be able to carry out extensive severity reviews and there might be more differences in practices between the large numbers of officers recording accidents.

Adjusting time series

The Office for National Statistics (ONS) Methodology Advisory Service have completed analysis to quantify the effect of the introduction of injury reporting systems (CRASH and COPA) on the number of slight and serious injuries reported to the police. The final methodology paper was published alongside 2018 main results in July (<https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-main-results-2018>) and is complemented by the Annex published alongside this publication. The final paper addresses feedback received on the interim report published alongside the 2017 annual report in September 2018, and confirms the use of a logistic regression approach to adjust severity figures to account for the effect of injury reporting systems while controlling for other factors which predict severity.

The methodology developed by the ONS has been used to provide adjusted figures which are presented alongside the actual reported figures in the main results publication tables. The adjustments provide the statistically 'expected' number of serious and slight injuries (i.e. what might be expected on average) if all forces were using injury based severity reporting approaches.

The adjustments are published for further breakdowns of slight and serious including speed limit, road class, casualty road user type, casualty age, quarter, police force, and local authority. It is expected that these adjustments will need to be provided for each year that there are police forces using a non-injury based reporting system. When other police forces move over to an injury based reporting system, the model will be reviewed and this will be taken into account, which we expect would be for at least the next couple of years.

In this report, the Department has also included adjustment figures by police force and local authority. Please see the Annex for more information on the method to characterise police force

trends. The annex also includes information on the final methodology, and guidance around quantifying uncertainty when using record-level data.

Aside from this, for more detailed breakdowns on serious and slight injuries, the Department will wait to have three full years of data for injury reporting systems to produce some adjustments in tables. This is to ensure there is sufficient data to provide stable adjustments across the publication.

Alongside this annual report, the Department has published the underlying adjusted figures from the regression model available on data.gov at (<https://data.gov.uk/dataset/cb7ae6f0-4be6-4935-9277-47e5ce24a11f/road-safety-data>), in a look-up alongside our main data extracts, so that users can explore the results of the severity adjustment at casualty level and provide any further feedback. Caution should be used when interpreting adjustment at a detailed level. It is advised that adjustment figures are used when users are looking at trends over time, for individual records and totals the unadjusted figures can be used.

Your feedback

We welcome your feedback on this approach, specifically how you are using these statistics and whether this meets your needs. Please contact us at roadacc.stats@dft.gov.uk.

Online self-reporting

Online self-reporting is part of a wider project for digital public contact called Single Online Home funded by the Home Office to allow people involved in road traffic accidents to report the collision to the police online should they choose to do so rather than having to physically report it at a police station.

The principle of online reporting is to make it easier for members of the public to report accidents. It is expected that the introduction of online reporting will lead to an increase in the total number of accidents and casualties reported, as it will be easier for the public to perform this duty with more reporting options available. This is particularly likely to impact numbers for slight injuries, which might not have been reported otherwise. Serious injuries, on the other hand, are expected to be less impacted by this change since the police are more likely to physically attend the scene of serious accidents or for them to already be otherwise reported to the police. No change is expected to be found for fatal accidents as these cases are more likely to be attended at the scene and thoroughly investigated.

In addition to the overall volume, the introduction of online reporting is also likely to impact the nature of the collisions reported, for example by road user type.

The Department is starting work as part of the STATS19 review to assess the scale of the discontinuity caused by the introduction of online reporting so far, and consider how to adjust for

this as more forces roll it out. The rest of this section gives a high-level overview of the changes introduced by online reporting.

The forces that introduced online reporting of collisions through the Single Online Home project are listed below:

Force	Date online reporting introduced in SOH
Metropolitan Police Service	October 2016
City of London	October 2016
Thames Valley	January 2018
Hampshire	January 2018
Derbyshire	August 2018
Merseyside	October 2018
Surrey	December 2018

Although Essex adopted online reporting in April 2016, it is not part of the Single Online Home (SOH) project and is excluded from this analysis. The City of London Police has a low number of accidents and therefore cannot be included in this analysis to quantify the impact of online reporting. Merseyside and Surrey only introduced online reporting towards the end of 2018 and hence insufficient data is currently available to measure the effect. Therefore, for the rest of this section, forces that introduced online reporting and can be used for analysis (Metropolitan Police Service, Thames Valley, Hampshire and Derbyshire) will be compared to forces that have not introduced online reporting; and Essex, City of London, Merseyside and Surrey are not included.

Changes in trends by severity

Following the introduction of online reporting, the Metropolitan Police Service has seen an increase in the total number of casualties of all severities (+7.7% between 2016 and 2017). Other forces (Derbyshire, Hampshire) have generally seen a smaller decrease in all casualties than forces that do not currently use online reporting between 2017 and 2018.

Number of casualties in reported road accidents, by police force, 2016-2018

Police Force	Number of casualties			Percentage change	
	2016	2017	2018	2016-17	2017-18
Force adopting online reporting end 2016					
Metropolitan Police	29,902	32,200	30,318	7.7%	-5.8%
Forces adopting online reporting in 2018					
Derbyshire	2,570	2,126	2,077	-17.3%	-2.3%
Thames Valley	6,580	5,567	5,105	-15.4%	-8.3%
Hampshire	5,477	5,089	4,931	-7.1%	-3.1%
Total	14,627	12,782	12,113	-12.6%	-5.2%
Forces not adopting online reporting ¹	122,912	113,681	106,409	-7.5%	-6.4%

Source: STATS19

1. Essex, City of London, Merseyside and Surrey are excluded from this table

The Department for Transport is not yet able to reliably differentiate between self-reported casualties over the counter and online in the data (particularly for the Metropolitan Police, Derbyshire or Hampshire). Therefore, the rest of this section is contrasting all self-reported cases (whether over the counter or online) with cases attended by the police at the scene. Note that there is likely to be some switch from over the counter to online reporting: some members of the public who would have gone to a police station to report are likely to do so online instead. However, overall any large increase in the number of self-reported cases is likely to be attributed to the introduction of online reporting.

Number of casualties in self-reported reported road accidents, by police force, 2016-2018

Police Force	Number of casualties			Percentage change	
	2016	2017	2018	2016-17	2017-18
Force adopting online reporting end 2016					
Metropolitan Police	4,992	6,748	8,256	35.2%	22.3%
Forces adopting online reporting in 2018					
Derbyshire	599	554	643	-7.5%	16.1%
Thames Valley	977	742	1,099	-24.1%	48.1%
Hampshire	785	850	845	8.3%	-0.6%
Total	2,361	2,146	2,587	-9.1%	20.5%
Forces not adopting online reporting ¹	27,672	27,804	26,691	0.5%	-4.0%

Source: STATS19

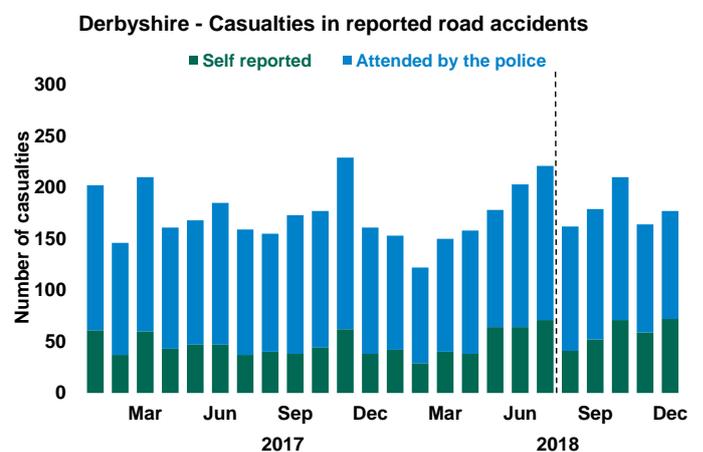
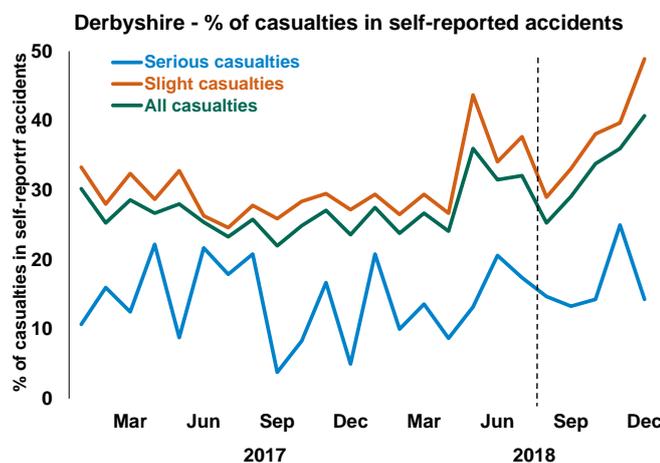
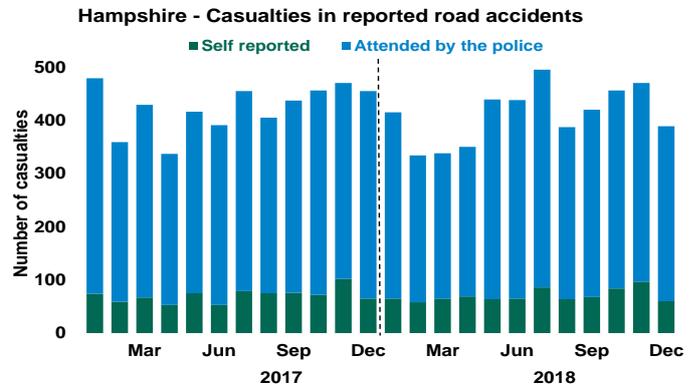
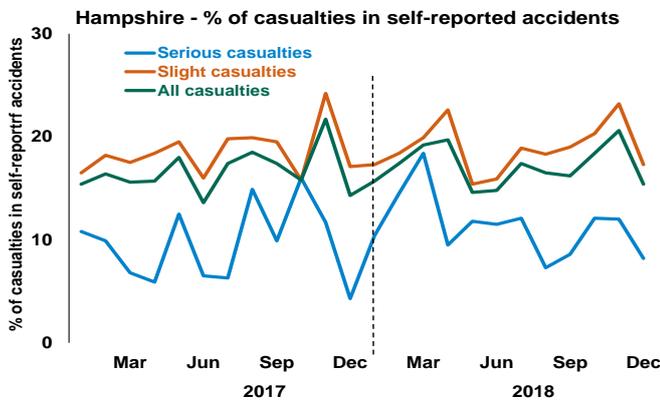
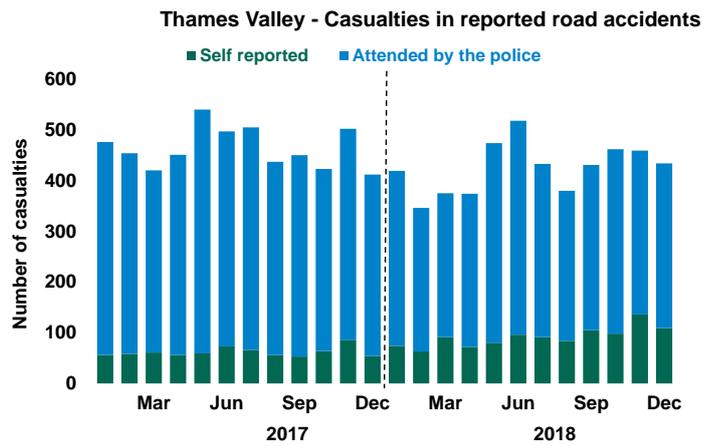
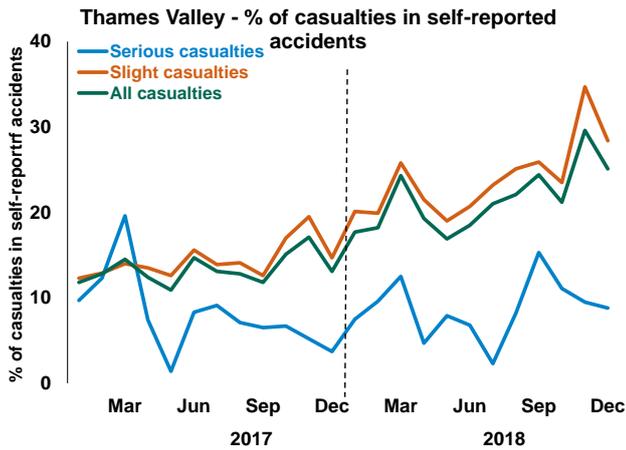
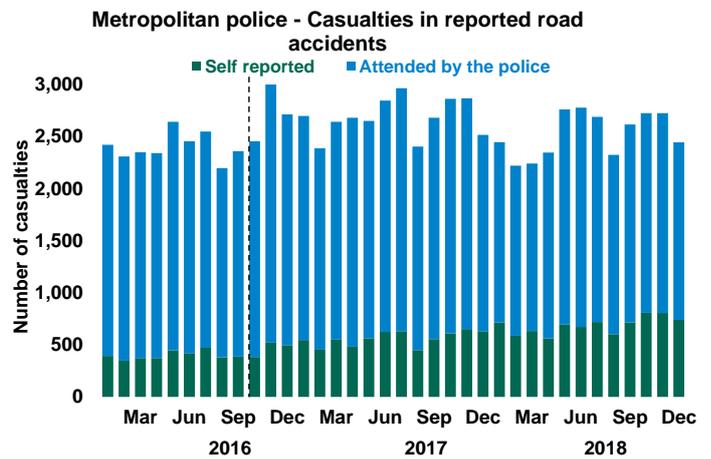
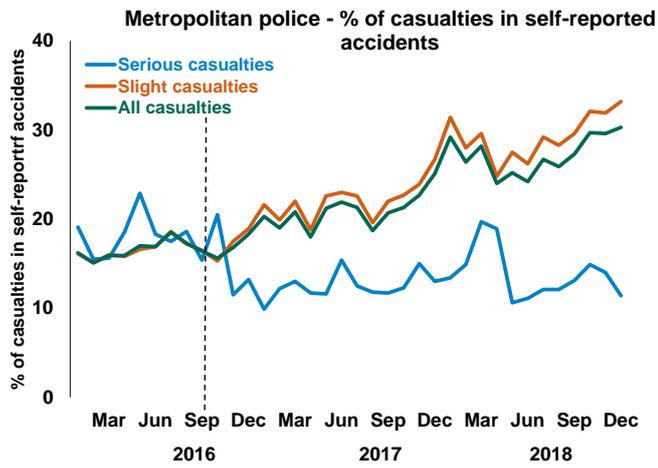
1. Essex, City of London, Merseyside and Surrey are excluded from this table

Across forces that have not adopted online reporting, casualties in self-reported accidents rose by 0.5% between 2016 and 2017 and fell by 4.0% from 2017 to 2018.

The size of the change for forces adopting online reporting has varied for each force. In the Metropolitan Police Service (MPS), which adopted online reporting at the end of 2016, casualties in self-reported accidents rose by 35% between 2016 and 2017 and by 22% from 2017 to 2018. Of the forces that adopted online reporting in 2018, Derbyshire and Thames Valley saw large increases in the number of casualties in self-reporting accidents between 2017 and 2018 (16% and 48% respectively). Only Hampshire did not experience an increase (reduction of less than 1%) in casualties in self-reported accidents.

This suggests that online reporting results in more accidents being reported than would otherwise have been the case, however there are differences between forces.

The below series of charts show the impact of the introduction of online reporting in the proportion and number of self-reported casualties by severity over time. The change to online reporting is indicated by the dotted grey line.



In the MPS, the number of casualties in self-reported accidents in 2018 was 8,256 up from 6,748 in 2017 and 4,992 in 2016. Prior to the introduction of online reporting, less than 20% of casualties a month were self-reported, this proportion is now over 30% a month and the progressive increase has not yet levelled off.

In the MPS, Thames Valley and Derbyshire, there is a clear increase in the proportion of self-reported casualties which is progressive after the date of introduction. The impact of online reporting is visible for their trends in slight casualties. For these three forces, fluctuations in serious self-reported casualties do not follow a clear upwards trend after the introduction of online reporting. The pattern over time is similar for these forces despite their different starting points in terms of the proportion of self-reported casualties before the introduction of online reporting (ranging from 10% to 30%).

Hampshire, on the other hand, has not experienced a noticeable increase since introducing online reporting.

Changes in trends by road user type

Since 2016, around 94% of casualties in self-reported road accidents each year are pedestrians, pedal cyclists, motorcyclists or car occupants. Therefore, the following table shows the percentage changes for these casualty types only.

Percentage change in casualties in self-reported road accidents, by police force and road user type, 2016-2017 and 2017-2018

Police Force	Pedestrians	Pedal cyclists	Motorcyclists	Car occupants	Other
Forces adopting online reporting end 2016					
Metropolitan Police from 2016-2017	45.0%	50.2%	40.8%	26.4%	2.7%
Metropolitan Police from 2017-2018	13.6%	9.6%	16.8%	34.2%	26.2%
Forces adopting online reporting in 2018					
Derbyshire from 2017-2018	33.9%	1.7%	27.0%	16.2%	1.8%
Thames Valley from 2017-2018	17.4%	27.7%	59.0%	78.0%	25.0%
Hampshire from 2017-2018	17.2%	3.3%	-9.5%	-11.8%	14.7%
Overall from 2017-2018	21.9%	11.7%	17.3%	27.9%	11.5%
Forces not adopting online reporting ¹					
Change from 2016-2017	4.4%	7.4%	-3.9%	-1.8%	-2.2%
Change from 2017-2018	-3.1%	-4.6%	-7.4%	-3.8%	-3.3%

Source: STATS19

1. Essex, City of London, Merseyside and Surrey are excluded from this table

For forces that have not adopted online reporting, the year-on-year percentage changes between 2016 and 2017 and between 2017 and 2018 for all these casualty types range between a reduction of 7% and an increase of 7%.

Between 2016 and 2017 in accidents that were self-reported online in the MPS, pedal cyclist

casualties increased by 50%, pedestrians by 45%, motorcyclists by 41%, and car occupants by 26%. For the second full year of online reporting in the MPS, car occupant casualties rose by 34% and the increases for the other casualty types were smaller.

For forces that adopted online reporting in 2018, Derbyshire saw the biggest increase for pedestrians (34%) and motorcyclists (27%) while Thames Valley saw largest increases for car occupants (78%) and motorcyclists (59%).

Generally, forces that have adopted online reporting have recorded increases for each of these four casualty types much larger than for those forces that have not adopted online reporting. These differences might reflect differences in travel behaviours of the population of these police forces and therefore the type of accidents that occur in each of them. For example, the increase in the MPS is particularly large for vulnerable road users (pedestrians, pedal cyclists, motorcyclists).

Conclusion on the impact on trends

In summary, online reporting has resulted in more accidents being reported in most of the police forces that have introduced this method of self-reporting compared to forces that have not. While forces had different starting points in terms of the proportion of accidents that are self-reported, trends over time in almost all these forces show a progressive increase in self-reported slight casualties that has not yet levelled off. The size of the effect, and the road user groups most impacted, differ between forces, and is likely to reflect the mix of travel patterns and accidents in these police force areas. It also suggests that collisions involving vulnerable road users (pedestrians, pedal cyclists and motorcyclists) are reported more online.

Because of the number and size of forces having adopted online reporting, this is already impacting the national figures. Online reporting tools delivered through the Single Online Home project will be made available to more police forces in the future and as a result the Department anticipates that this will impact even more the total number of accidents and casualties reported as the system is adopted. Leicestershire, Greater Manchester and Northamptonshire have adopted it in April 2019, some other forces have already planned to adopt it in 2019, and around half of police forces are understood to be considering adopting it. It is therefore expected that the discrepancy in data trends caused by the introduction of online reporting will expand in the future.

The Department will explore further how to estimate the impact of the introduction of online reporting as part of the STATS19 review. This will include research to understand differences in practices of back office staff between forces where online reporting is available, and review the STATS19 requirements of online reporting from a user perspective.

Impact on quality

The introduction of online reporting has also impacted the quality of data received by the Department. It is believed that the introduction of online reporting has introduced a different interpretation for unknown values (for example, unknown to the public as opposed to unknown by the police) that has not been subsequently populated by the police. As a result, the number of unknown values on some variables like left hand drive vehicle, special conditions at site and carriageway hazards, has increased compared to previous years.

The specific variables affected are the following:

Vehicle level variables

- Skidding / overturning
- Hit object in carriageway
- Vehicle leaving carriageway
- Vehicle location
- First object hit off carriageway
- Junction location of vehicle
- Was vehicle left hand drive?
- First point of impact
- Towing and articulation

Accident level variables

- Weather conditions
- Junction control
- Carriageway type
- Pedestrian crossing
- Special conditions at site
- Carriageway hazards
- Junction type
- Road surface conditions

The vast majority of the unknown values above are observed in the Metropolitan Police Service, however there are indications that some, including weather conditions and carriageway type, are also observed in other online reporting forces.

Comparisons with earlier years for these variables should therefore be made with caution. This is indicated as a footnote in published tables where relevant.

In particular, there has been an issue in the recording of the left hand drive information for vehicles in the Metropolitan Police Service. There has been a large increase in unknowns for this field since 2016, which is linked to the introduction of online reporting, and a large increase in vehicles

recorded as left hand drive since 2016, which is believed to be linked to the introduction of COPA. This is indicated in [RAS40005](#), which has been amended to include two tables for 2017 and 2018: one for Great Britain and one for Great Britain excluding the Metropolitan Police Service.

The Department is actively engaged with the project team to improve the capture of the geographic location of the collision and to add additional validation to improve the quality of online self-reported data.

Publication timetable

This annual report is an update of the provisional main results publication published in July 2019. The timetable of 2018 publications has been a large improvement on the last two years, where the main results publication did not go ahead, reflecting the efforts of both police forces and the DfT team.

The Department aims to go back to the normal publication timetable by publishing mid-year estimates for 2019 in November 2019 and main results for 2019 in June 2020.

Next release

Provisional tables and analysis of the first half of 2019 statistics, will be published in the Reported Road Casualties in Great Britain: provisional estimates: year ending June 2019 in November this year.

Data supply from forces

The last batch of data was received on 31 May 2019 and the database was closed for main results after resolving queries with forces on 5 July 2019. Accidents that were flagged in the main results publication as being outstanding in London and North Somerset then, have now been resolved as far as possible for this annual report. Consequently, the database has been finalised for the year at the start of August and figures in this release are based on the best available information at that time. The Department is aware that a small number of non-fatal accidents from Transport for London (15) could not be resolved and were not included in the 2018 data. This, along with any changes following validation, is why totals might not completely align with publications from TfL.

The total number of accidents and casualties has been agreed with each police force as far as possible but a small number of non-fatal accidents might not be fully reconciled for some forces.

This is before DfT performs validation including updates from local authorities, transfers between police forces and geographical validation, which might introduce further small differences.

Surrey Police have experienced an increase in serious accidents between 2017 and 2018. Rather than a real change, this is believed to be due to a change in the collection of the injury information in the Pronto mobile application, used by the police to collect data at the scene of the collision, to match the injury list used by CRASH. Before November 2017, police officers in Surrey were recording injuries in a free text field at the accident scene which was then interpreted into the CRASH injury list by police back office staff. From November 2017 onwards, the Pronto mobile

application allows police officers at the scene in Surrey to select the injury type in the CRASH list directly. This has had an estimated net effect of around 300 more accidents being recorded as serious in 2018 compared to 2017, particularly at the less serious end of the severity scale, which partly explains a decrease in slight accidents in this force. The change only impacts the classification of injuries between slight and serious and should not impact the total number of accidents reported, which have declined in this force.

Similarly, City of London Police have experienced an increase in serious accidents between 2017 and 2018. In October 2017 City of London changed reporting practices, from using paper Stats19 forms at the accident scene that were interpreted into the CRASH injury list later by police back office staff, to using the Pronto mobile application. Before this, around 50 accidents each year were classed as serious in City of London and this has increased to 81 in 2018. The change only impacts the classification of injuries between slight and serious and should not impact the total number of accidents reported, which have declined in this force. There is volatility in figures for City of London and trends might have also been impacted by exceptional events and weather in 2018.

We will be able to better understand this issue with an additional year of data with no expected changes to the method of collection in the Pronto system. Similar changes in reporting will be monitored for other mobile applications.

Forces that have seen a larger change in casualties from the previous year than average have been queried by the Department, and they did not identify specific relevant factors to explain this change.

Data tables

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

- Accidents ([RAS10](#))
- Drivers and vehicles involved ([RAS20](#))
- Casualties ([RAS30](#))
- Combined accidents, casualties, vehicles ([RAS40](#))
- Area comparisons ([RAS30038-RAS30058](#), [RAS10014-RAS10015](#), [RAS41002-RAS41004](#))
- International comparisons ([RAS52](#))
- Former Strategic Framework for Road Safety outcome indicators ([RAS41](#))
- Contributory factors ([RAS50](#))
- Reported drink-driving ([RAS51](#))
- Survey data on road accidents ([RAS54](#))
- Hospital admissions as a result of road accidents ([RAS55](#))
- Accident and casualty costs ([RAS60](#))

A full list of tables in the road safety series and an index with 2018 RRCGB web tables can be found at https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/648083/reported-road-casualties-gb-index-of-tables.xlsm.

Making our data easier to access

The Department wants to make road safety data easier for users to access and navigate, and has therefore carried out a review of all published road accidents tables. The aim of this review was to enable users to get the tailored information they need while reducing the number of tables published.

The Department is trialling a new road safety data download tool (<https://roadtraffic.dft.gov.uk/custom-downloads/road-accidents>), for users to create bespoke reports. We will continue to improve this tool continuously to include more data and improve the user experience. If you have any feedback or issues with the tool please contact us at roadacc.stats@dft.gov.uk. Some tables have been dropped as the same information is now available in this tool.

As announced in the main results publication, some tables have also been dropped as part of this review because information has been consolidated in tables, information was duplicated across tables, or they were identified as being rarely used. For full details of specific tables dropped, please see the tables index: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/648083/reported-road-casualties-gb-index-of-tables.xlsm.

The objective of removing the number of tables that are made available through the tool, that are rarely used, or are redundant, is to provide a better user experience to users by not having to navigate a very large number of tables. The complexity of navigating the current set of tables faced by users in finding the information they need is shown by evidence from web analytics that place our table index as one of the top tables downloaded for DfT statistics.

Any feedback is welcome at roadacc.stats@dft.gov.uk.

Background information

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

Provisional in-year reported road casualty statistics are published throughout the year. Provisional estimates for the first half of 2018 were published in November 2018. In-year statistical releases can be found at: <https://www.gov.uk/government/collections/road-accidents-and-safety-statistics>.

National Statistics are produced to high professional standards as set out in the [Code of Practice](#) for Official Statistics. They undergo quality assurance reviews to ensure that they meet customer needs. Further information on the National Statistics designation of this statistical release can be found here: <https://www.gov.uk/government/publications/road-accidents-and-safety-statistics-guidance/national-statistics-status-of-reported-road-casualties-statistics>.

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

Further information

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

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

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.gov.uk

Annex: Update to severity adjustments methodology

Finalised methodology

The Office for National Statistics (ONS) Methodology Advisory Service have developed a method to quantify the effect of the introduction of injury-based reporting systems (CRASH and COPA) on the number of serious and slight injuries reported to the police. Progress in the development of this methodology was published in an [interim report](#) in September 2018 and a [final report](#) in July 2019. In the July publication, the Department confirmed its intention to use a method based on a logistic regression model, including allowing a different trend in the probability of a casualty being serious for each police force. This model has now been completed and adjusted severity figures for police force and local authority breakdowns have been published with the Reported road casualties Great Britain 2018 annual report. These can be found in tables [RAS30038](#) for local authorities and [RAS30007](#) for police forces. This annex provides further information on the model, and guidance on the use of record-level adjustment data made available to the public.

Subject to feedback from users and police forces, and to changes in underlying assumptions if these are clearly no longer justified by the data, the Department intends to continue to use this method in the future. The model will be updated each year, as new data become available. This will in itself result in changes to the estimates for all years, which are expected to be relatively small except for police forces which move over to an injury based reporting system (IBRS). Changes to the underlying model, if required, would be likely to result in larger changes to estimates. Such changes and uncertainty in the adjusted estimates in large measure reflect the difficulty in estimating differences in the way different police forces have used and continue to use non-injury based reporting systems (NIBRS). In other words, they reflect hidden differences in the meanings of 'serious' between police forces not using injury based systems. Nevertheless, the model is stable enough that broad trends are not expected to be affected even by major changes in the regression model. Several criteria will be considered to ensure the adjustment method is robust and to assess whether the underlying model needs reviewing:

- The assumptions still hold, for instance that changes in severity reporting systems lead to changes in severity but not changes in the overall number of casualties; that the IBRS effect is similar across all casualty road user types.
- Any further changes in reporting that might impact the proportion of serious injuries within non-fatal casualties, such as the role of police force in the regression model, and the introduction of mobile apps.

Characterising police force trends

The regression model estimates $P(S)$ - the probability a casualty is rated 'serious' - given the characteristics of the casualty, such as road user type, whether a police officer attended, weather, police force, and whether an IBRS is used. To fit the data adequately each police force has been allowed its own effect, its own trend over time, and its own IBRS effect. The adjustment figures estimated for some police forces depend strongly on the inclusion of these terms, but it is clear that this approach better fits the observed data than for instance forcing a single trend over time and a single IBRS effect size for all forces.

Where a police force is still using a non-injury based severity reporting system the IBRS effect cannot be estimated from data, rather the adjustments are based on the assumption that they follow the median police force IBRS estimate. As more forces move to injury-based reporting systems, we will reassess which force is the median estimate and therefore the basis of this assumption for NIBRS forces.

As published previously in the ONS final report, the adjustment figure comparisons between the time series and the logistic regression methods are provided for police forces for the purpose of assessing the quality of the trends obtained. Most notably, this characterisation of police force trends has resulted in a better estimation of change following the introduction of COPA in the Metropolitan Police Service, which has impacted the national estimates. Compared to previous adjustment figures, the total adjusted serious casualties are 9% higher in 2013, going down to being 1% higher in 2018.

Police force comparisons charts between the unadjusted and adjusted figures are presented at the end of the Annex.

Use of adjusted figures and record-level adjusted probabilities

The Department has provided record-level severity adjustment data on the road safety data.gov website alongside this release to facilitate adjusted analyses

(<https://data.gov.uk/dataset/cb7ae6f0-4be6-4935-9277-47e5ce24a11f/road-safety-data>).

Users are encouraged to use the record-level adjustment probabilities and provide feedback on the adjustment process. At both casualty and accident level, this look-up contains the model probabilities for each casualty since 2004 of being serious or slight under IBRS, which can be linked back to the main dataset and aggregated to produce adjusted totals.

It should be noted that 2004 adjustments were calculated using variables collected from an older STATS19 specification. There are differences in the way variables were recorded and categorised in 2004. Therefore, 2004 adjustment figures are indicative, and it is recommended to use adjustment figures from 2005 onwards only.

While there will be a small degree of uncertainty deriving from the probabilistic nature of the adjustments, there is much larger uncertainty deriving from choices made in the modelling process – in particular about the form of the trends used, and on the assumption for forces with no IBRS data as mentioned above. These uncertainties apply to totals according to the proportion of casualties assessed using NIBRS. The probabilities dataset includes a variable to indicate whether each casualty was recorded on IBRS or not, to help users assess the proportion of cases where IBRS was actually used. Estimates where a larger proportion of cases were actually recorded on IBRS are more reliable. Estimates for many forces are sensitive to model assumptions, and for current NIBRS forces are based on the assumption of a median IBRS effect – which is unlikely to be verified for all police forces. Therefore, there is more uncertainty in estimates of totals, and especially comparisons of totals between police forces, than there is in estimating trends or comparing trends across police forces. The uncertainties discussed here relate only to the adjustment relating to use of IBRS - users should also be aware that estimating underlying probabilities from observed proportions induces further uncertainty especially for small observed totals.

Feedback

The Department will work to roll out this adjustment approach in all tables of Reported road casualties Great Britain in 2020. Feedback from users is still welcome at roadacc.stats@dft.gov.uk on the methods used.

Police force adjustment charts

Police force comparisons charts between the unadjusted and adjusted figures are presented at the end of the Annex. Please note, for NIBRS forces there is no time series comparison as the time series comparison requires IBRS data at aggregate level to produce adjustments.

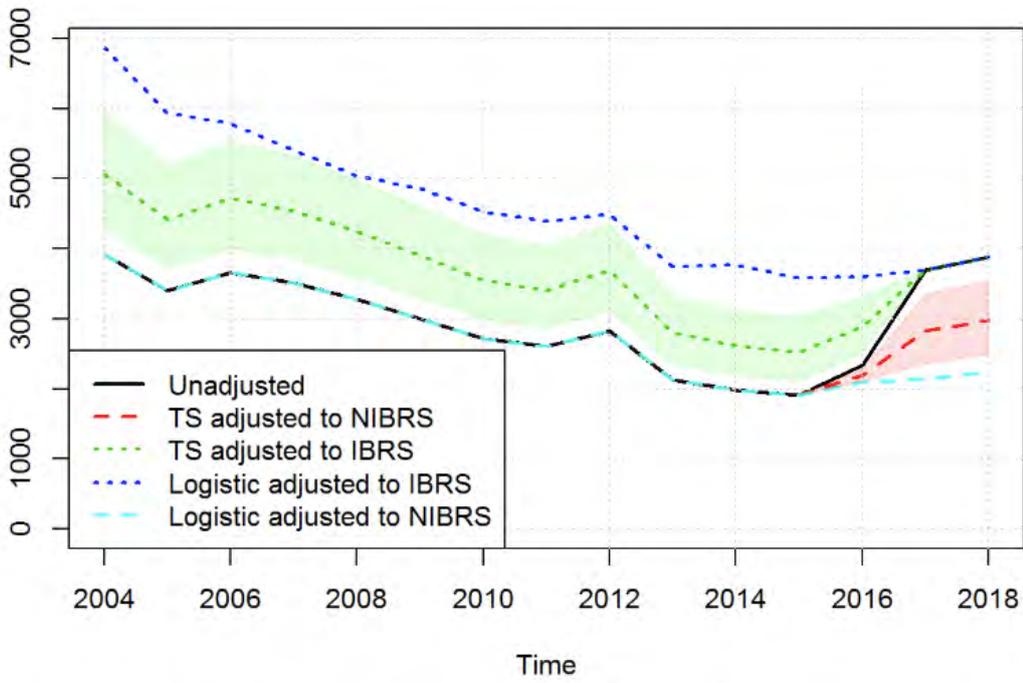


Figure 1: Unadjusted and adjusted serious injuries for the Metropolitan Police Service

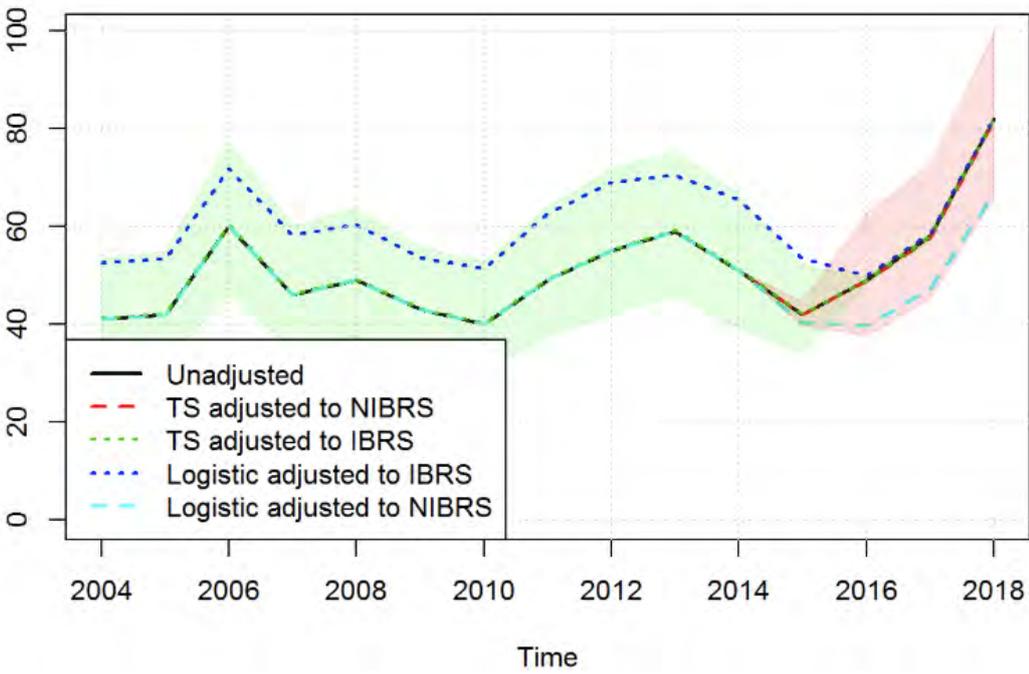


Figure 2: Unadjusted and adjusted serious injuries for City of London Police

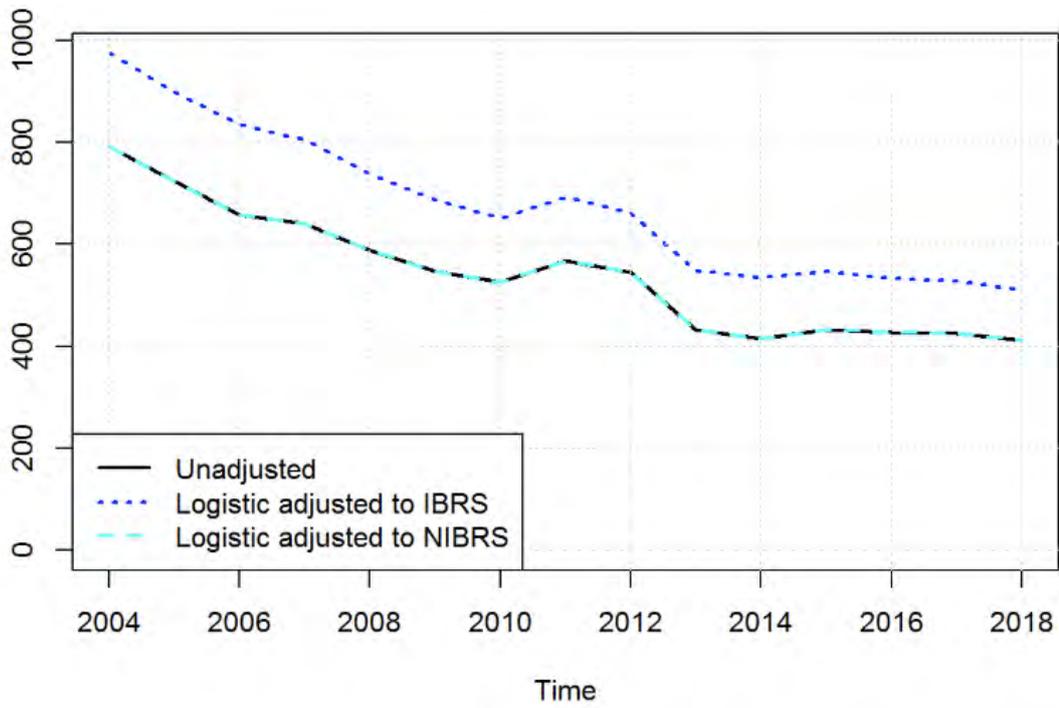


Figure 3: Unadjusted and adjusted serious injuries for Nottinghamshire Police

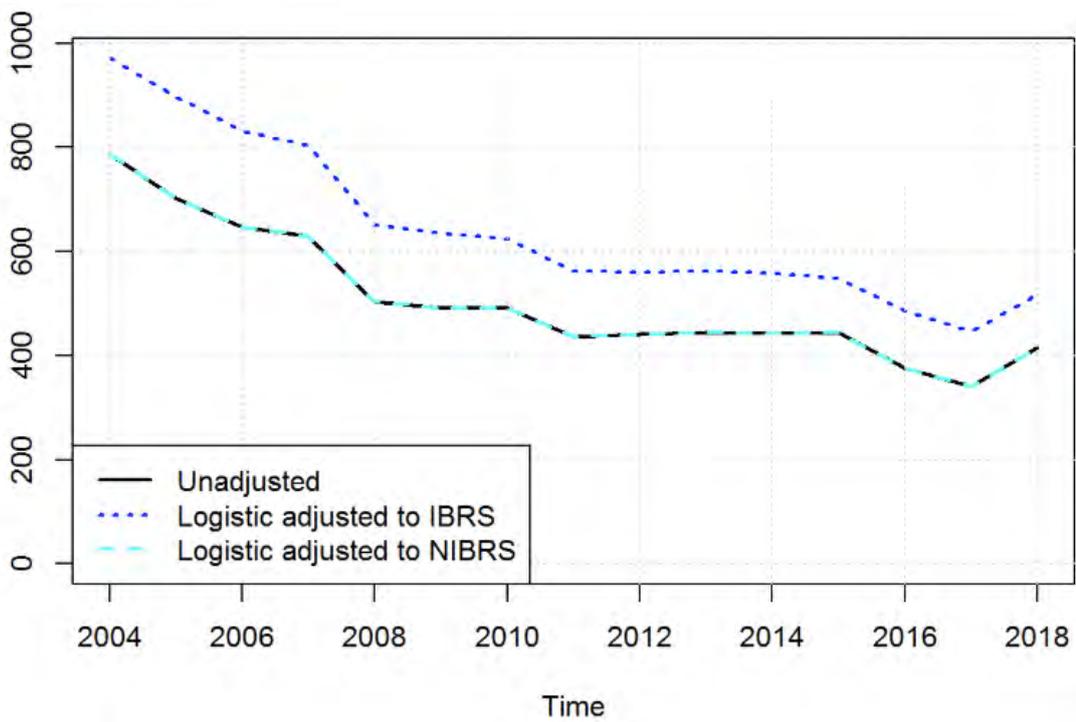


Figure 4: Unadjusted and adjusted serious injuries for Avon and Somerset Police

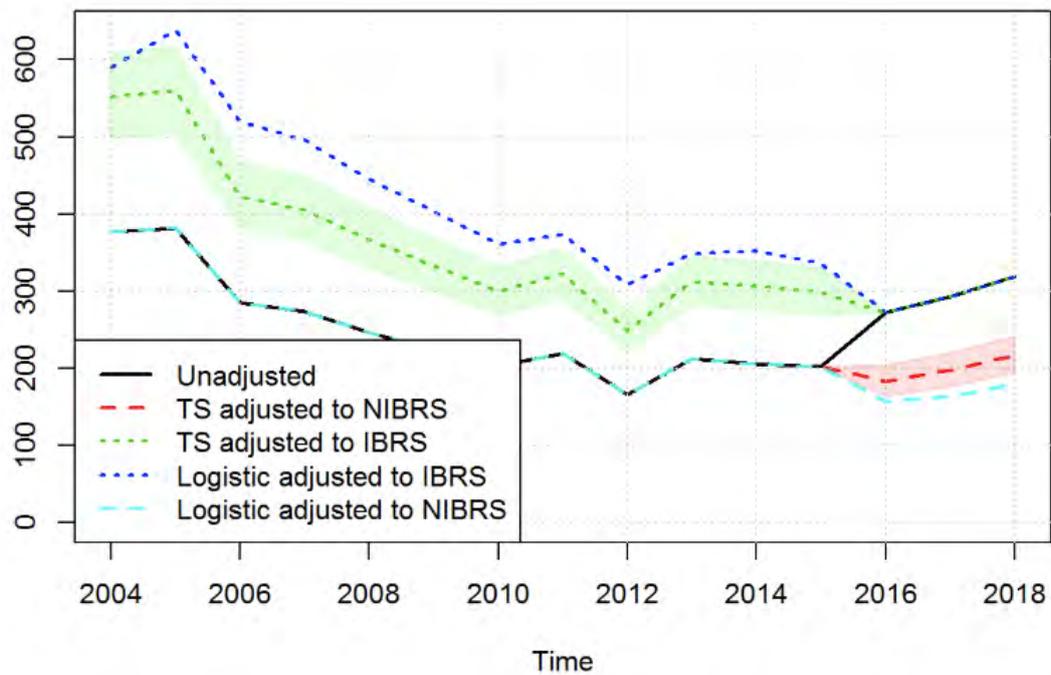


Figure 5: Unadjusted and adjusted serious injuries for Cumbria Police

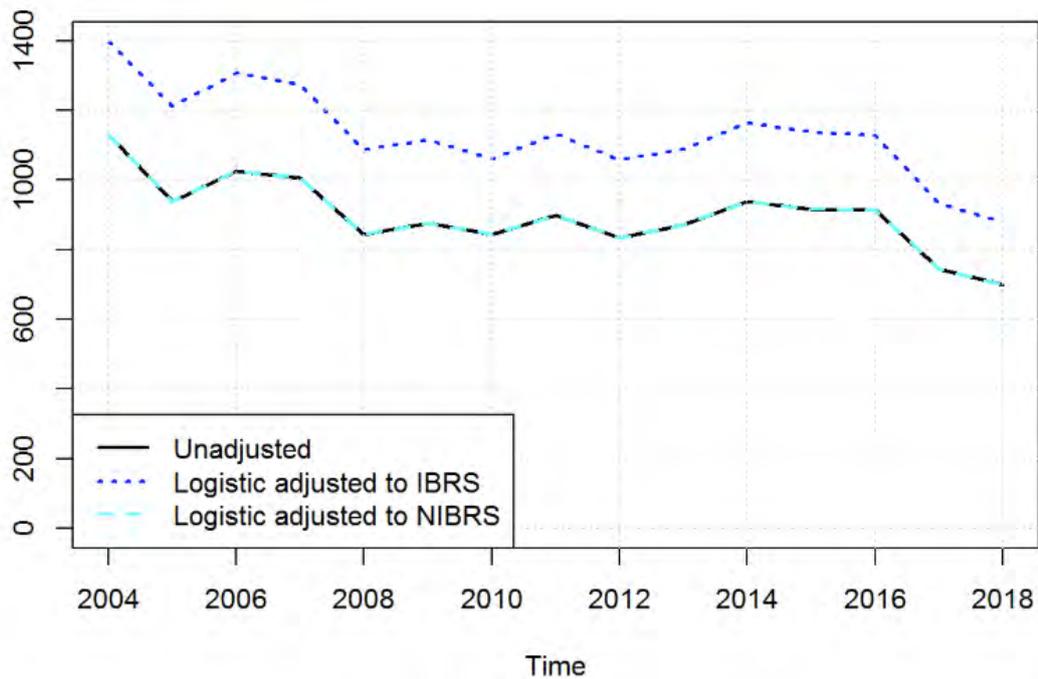


Figure 6: Unadjusted and adjusted serious injuries for Thames Valley Police

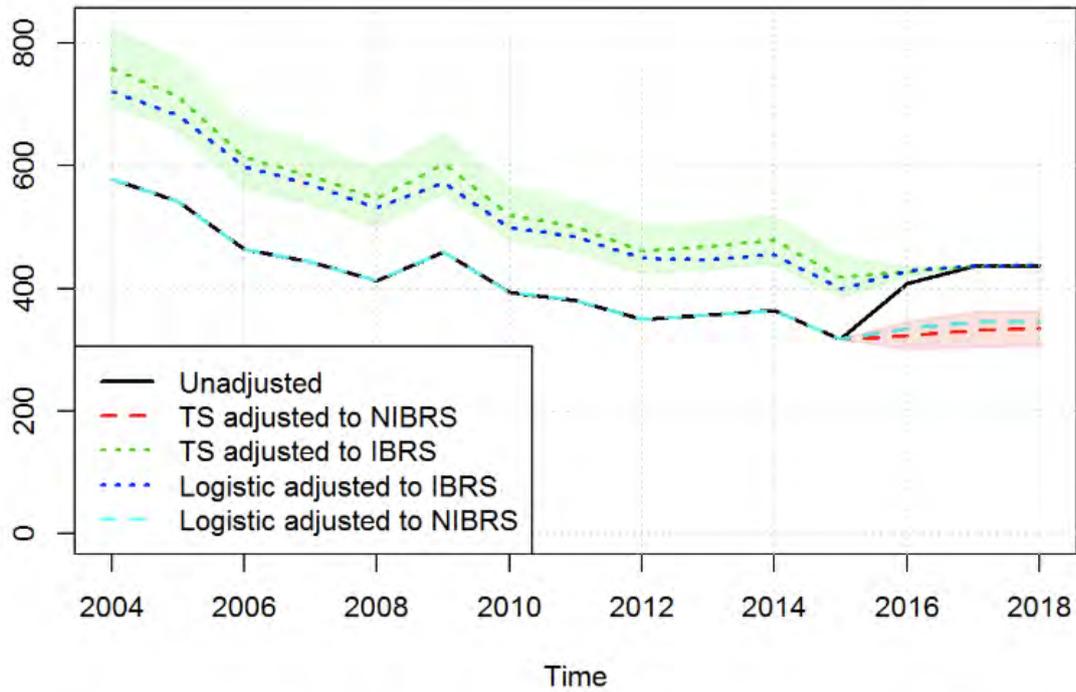


Figure 7: Unadjusted and adjusted serious injuries for Cambridgeshire Police

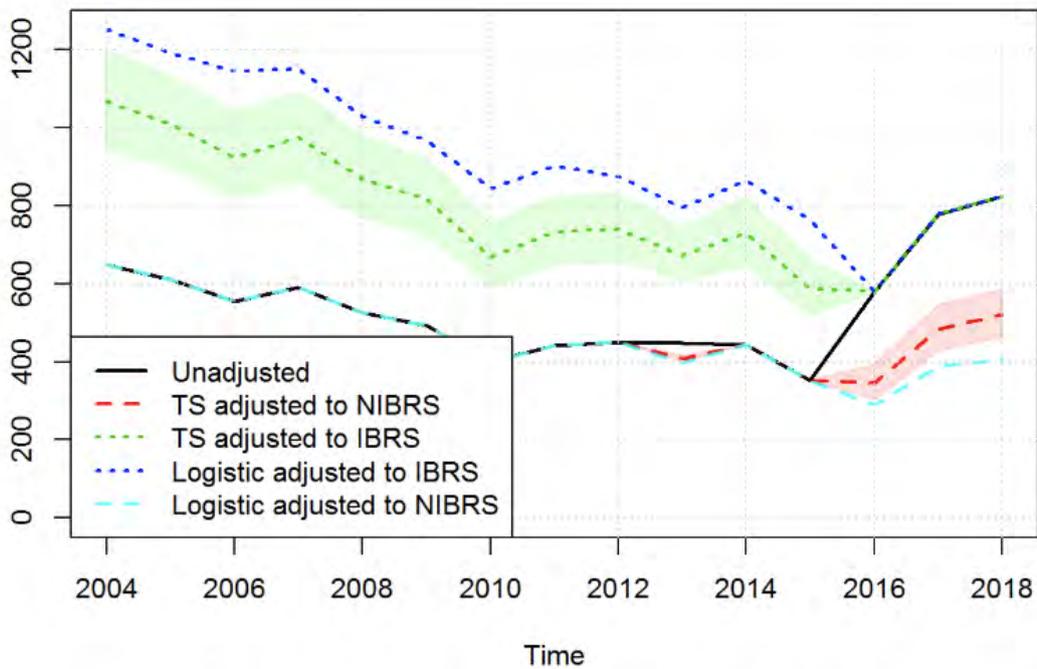


Figure 8: Unadjusted and adjusted serious injuries for South Yorkshire Police

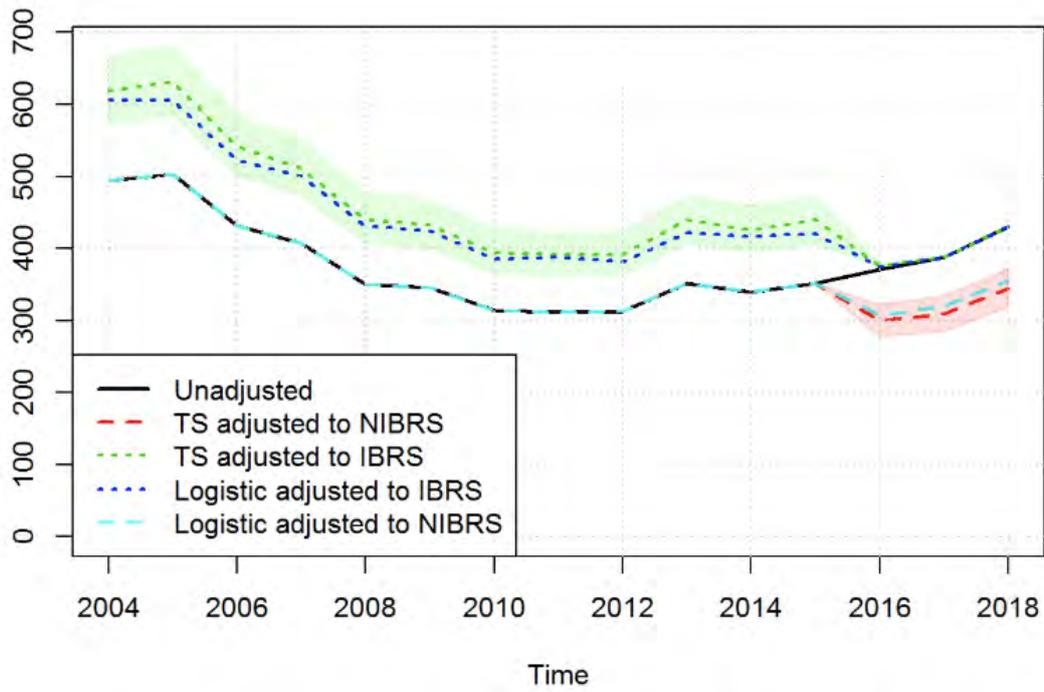


Figure 9: Unadjusted and adjusted serious injuries for Norfolk Police

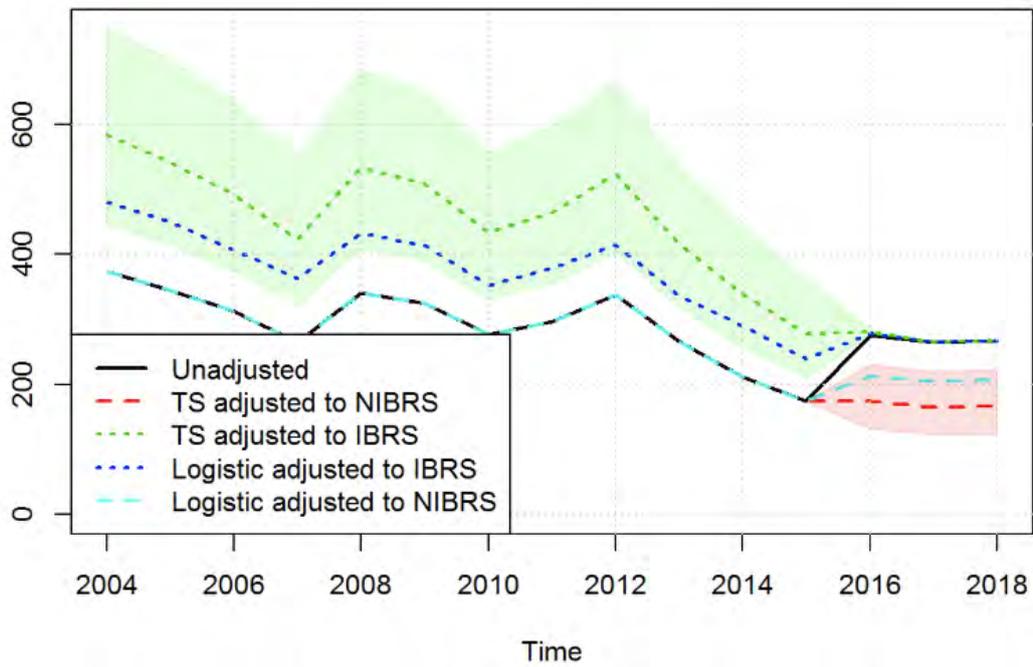


Figure 10: Unadjusted and adjusted serious injuries for Suffolk Police

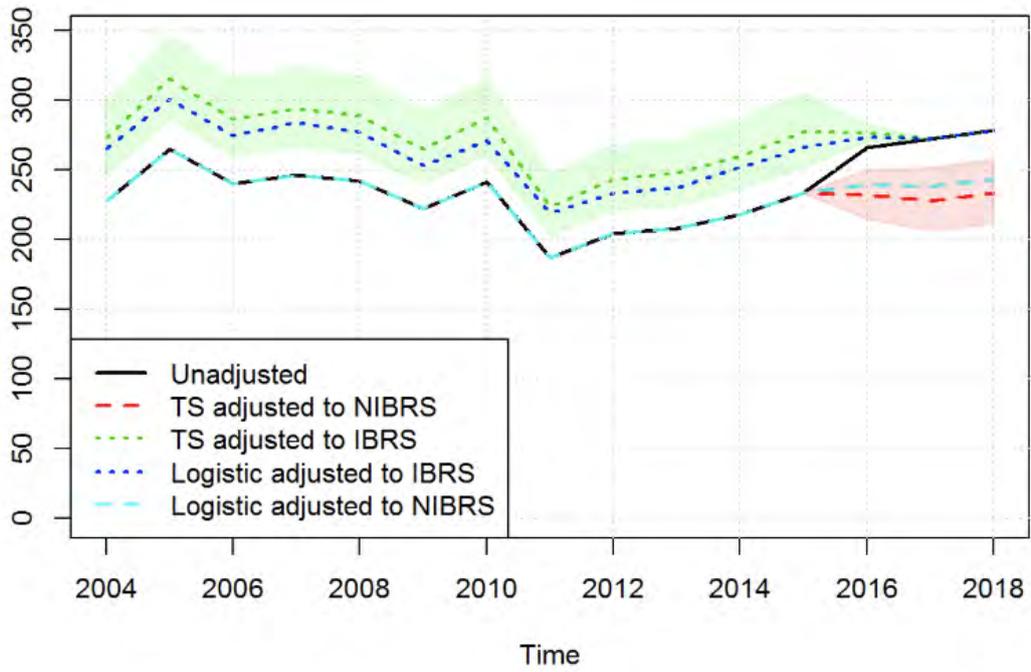


Figure 11: Unadjusted and adjusted serious injuries for Bedfordshire Police

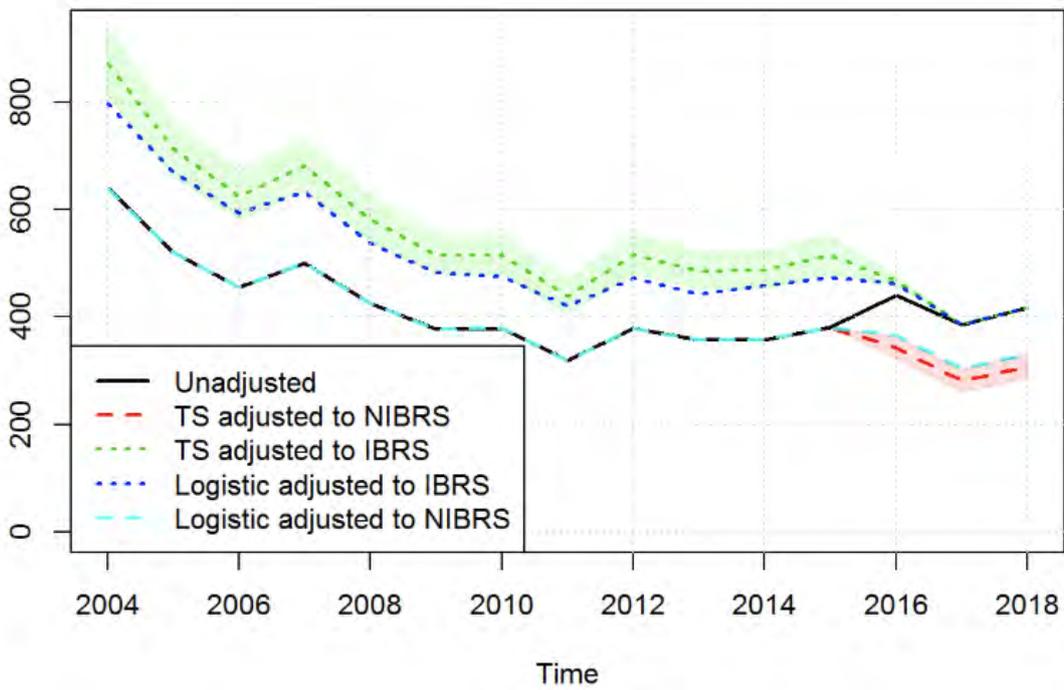


Figure 12: Unadjusted and adjusted serious injuries for Hertfordshire Police

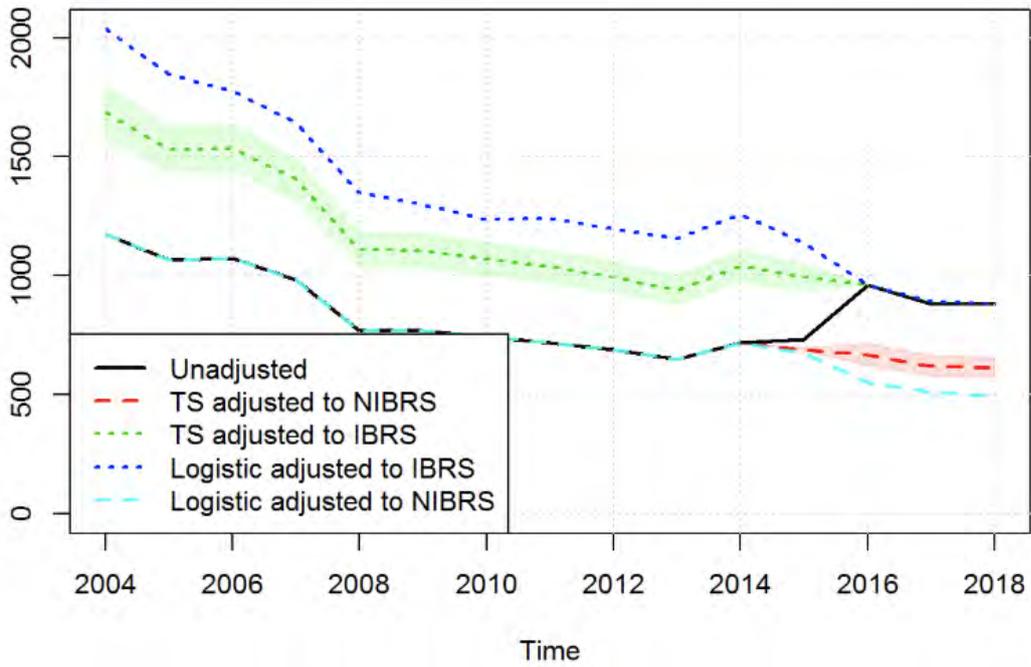


Figure 13: Unadjusted and adjusted serious injuries for Essex Police

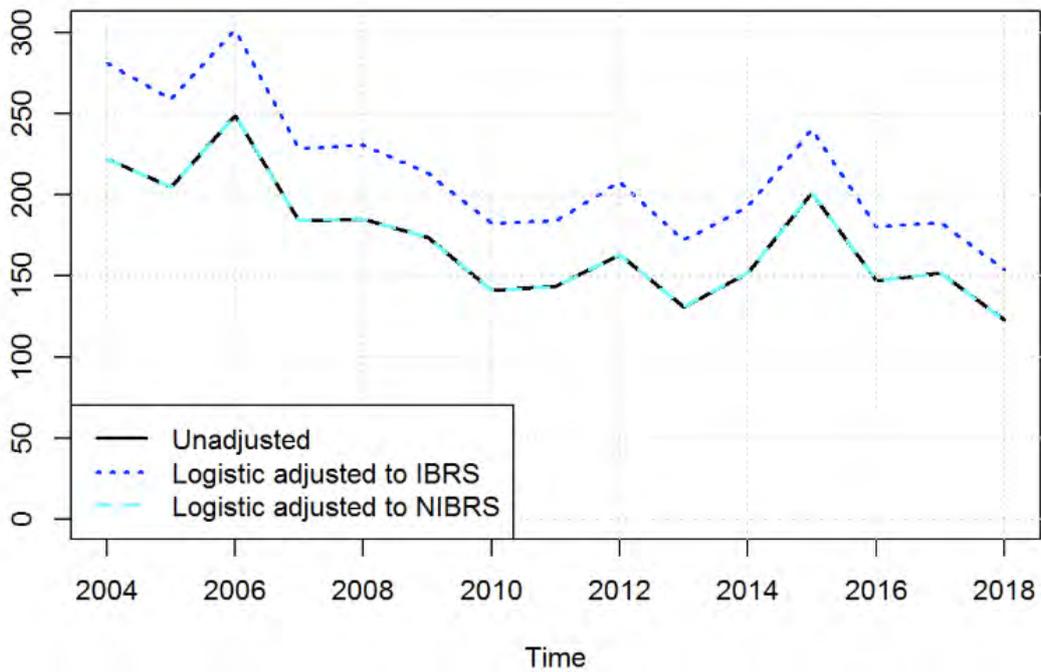


Figure 14: Unadjusted and adjusted serious injuries for Cleveland Police

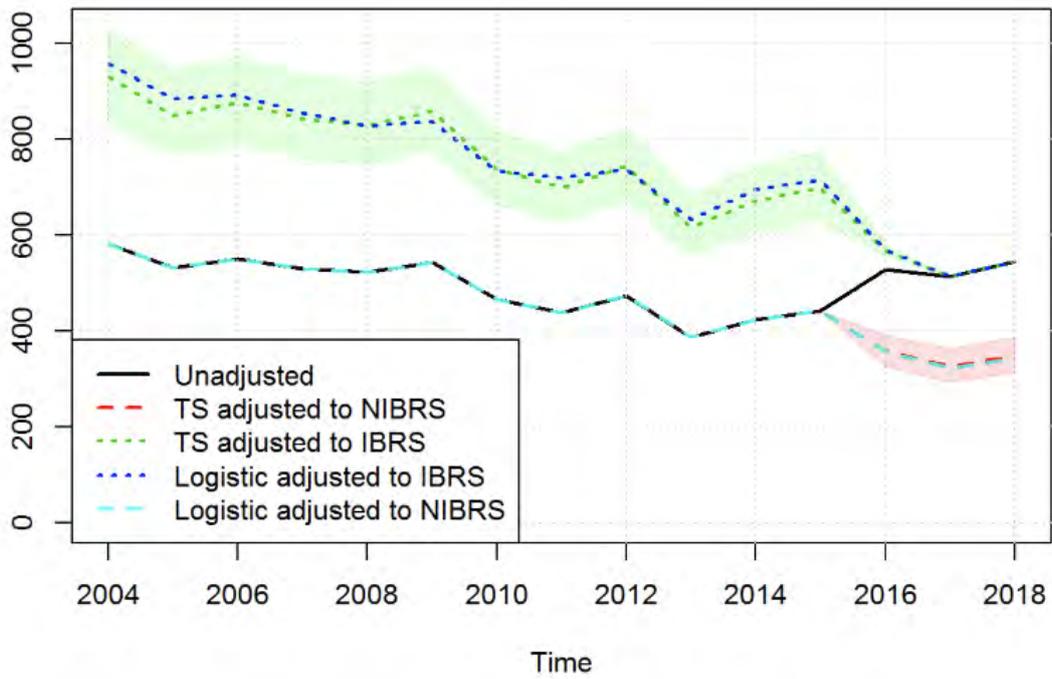


Figure 15: Unadjusted and adjusted serious injuries for Northumbria Police

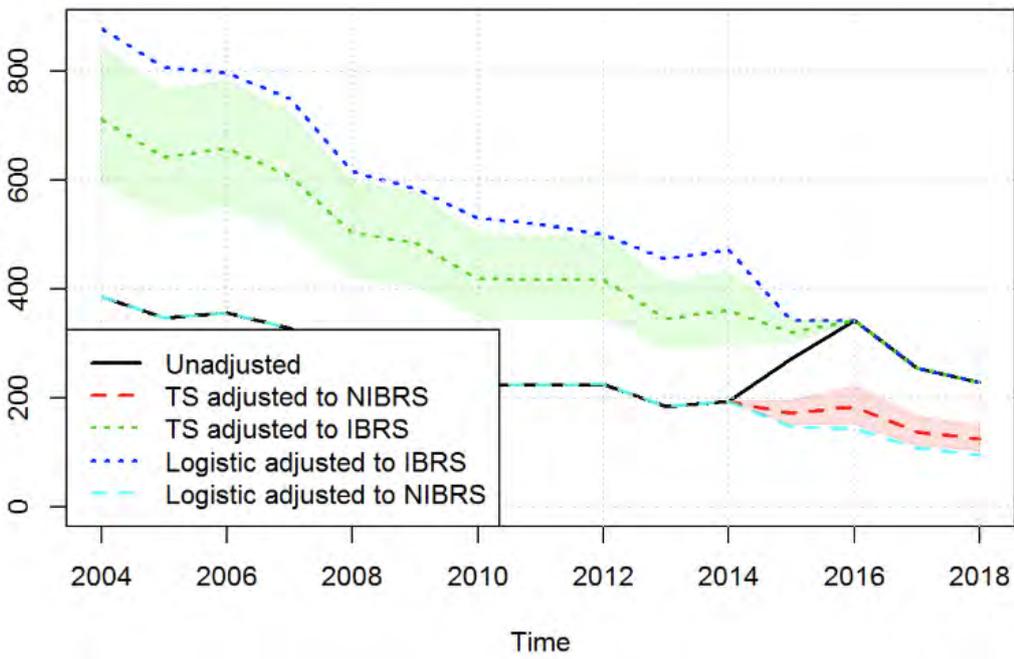


Figure 16: Unadjusted and adjusted serious injuries for Staffordshire Police

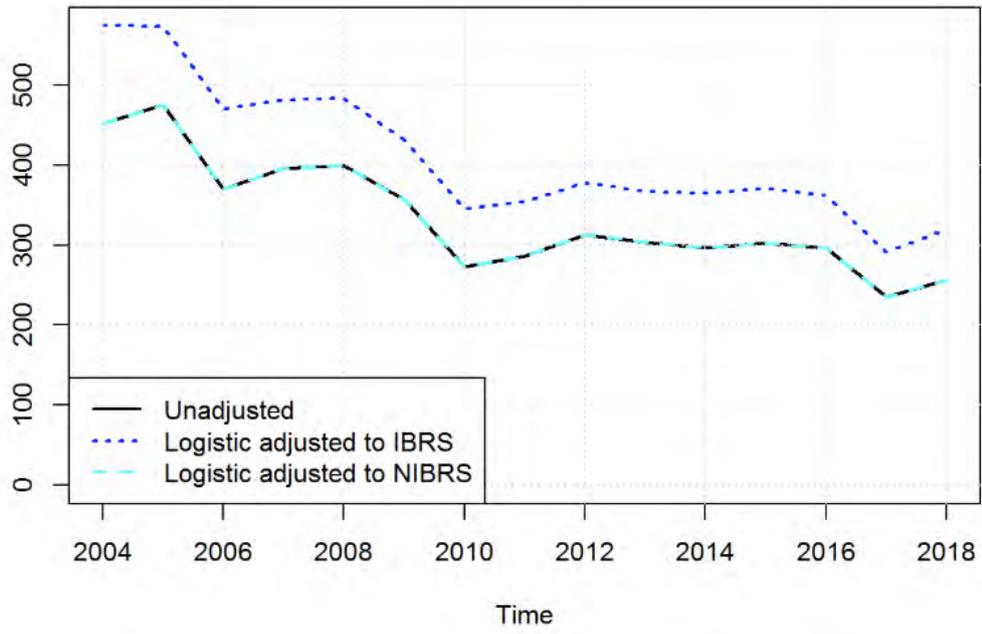


Figure 17: Unadjusted and adjusted serious injuries for Northamptonshire Police

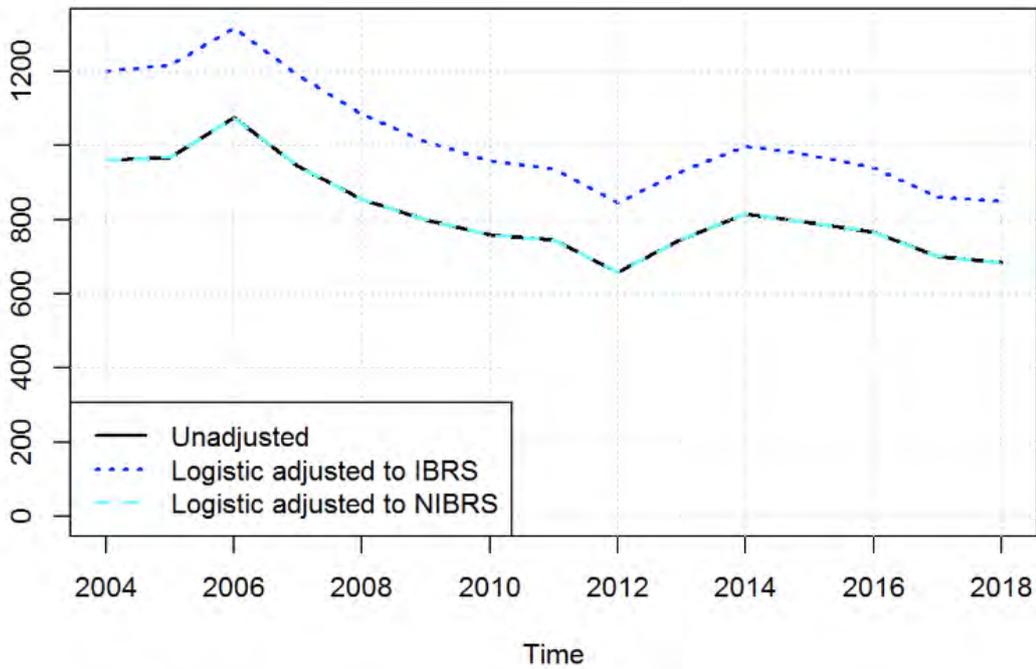


Figure 18: Unadjusted and adjusted serious injuries for Lancashire Police

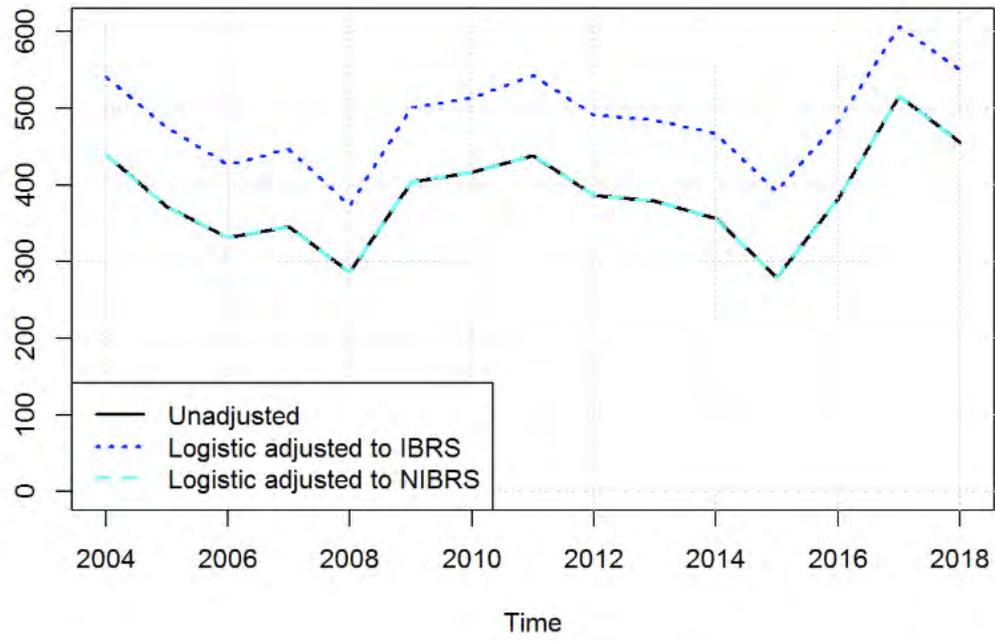


Figure 19: Unadjusted and adjusted serious injuries for Lincolnshire Police

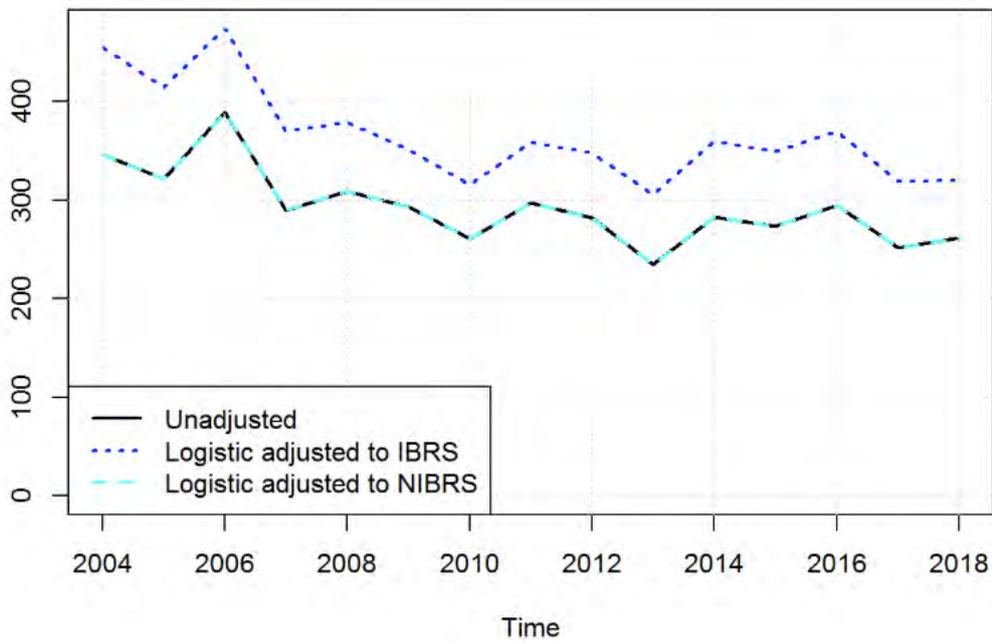


Figure 20: Unadjusted and adjusted serious injuries for Wiltshire Police

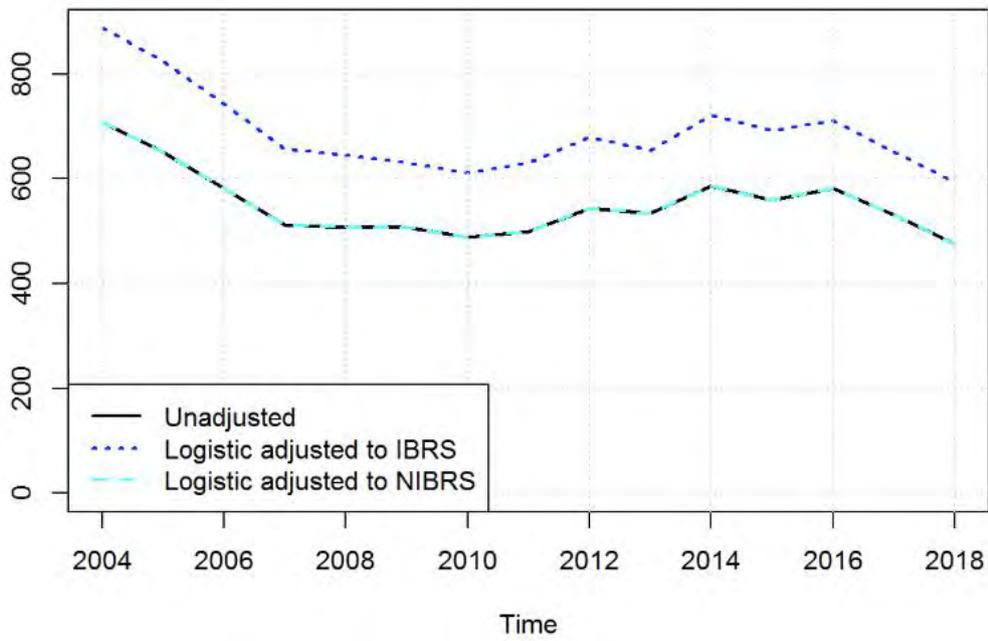


Figure 21: Unadjusted and adjusted serious injuries for Merseyside Police

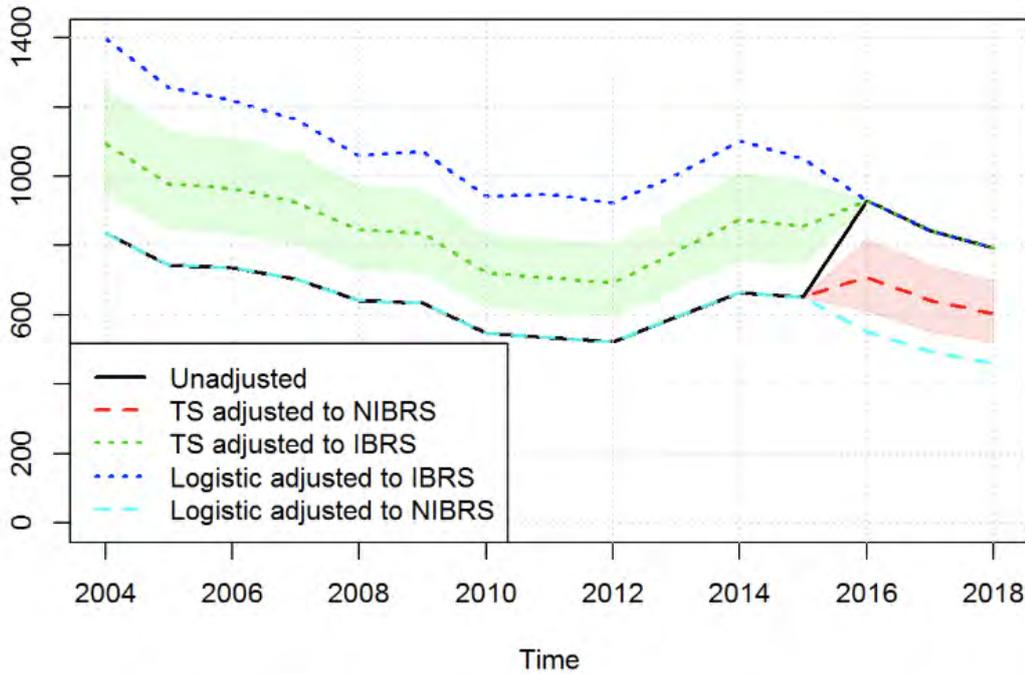


Figure 22: Unadjusted and adjusted serious injuries for Kent Police

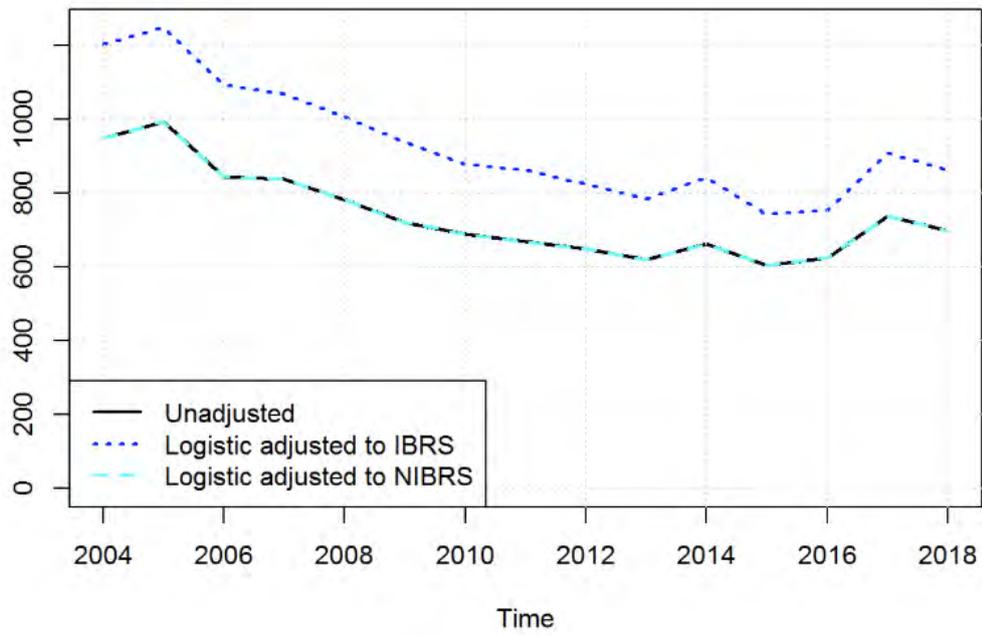


Figure 23: Unadjusted and adjusted serious injuries for Greater Manchester Police

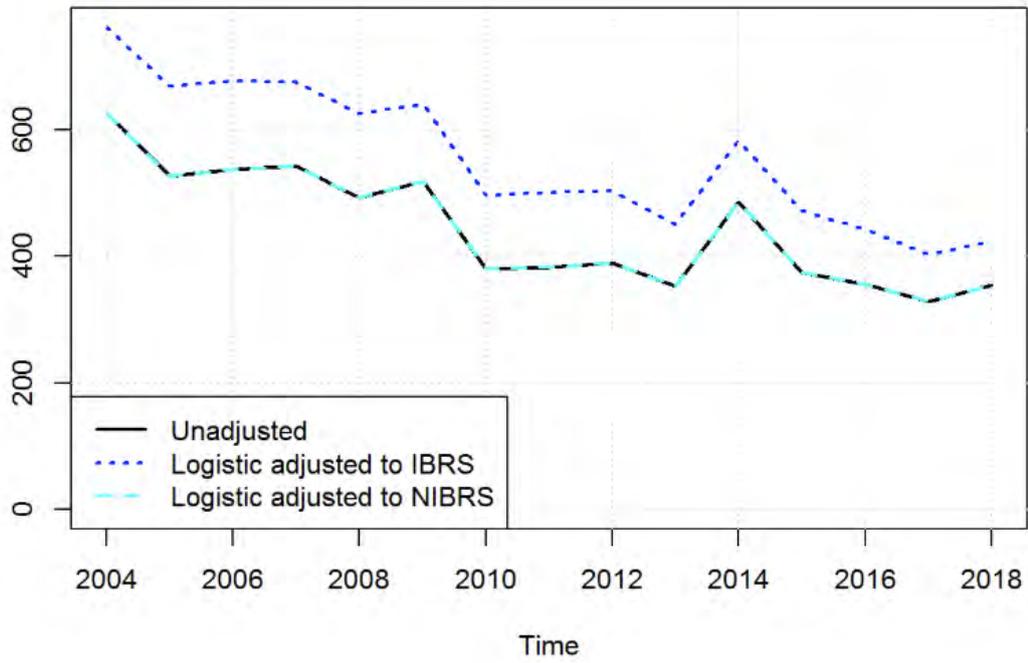


Figure 24: Unadjusted and adjusted serious injuries for Derbyshire Police

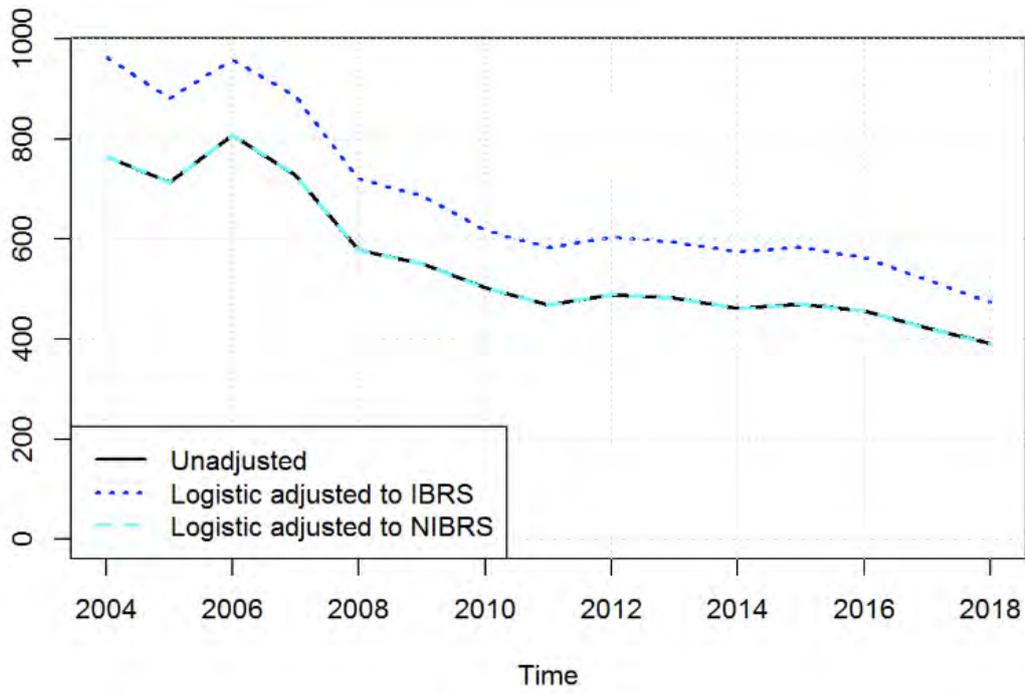


Figure 25: Unadjusted and adjusted serious injuries for North Yorkshire Police

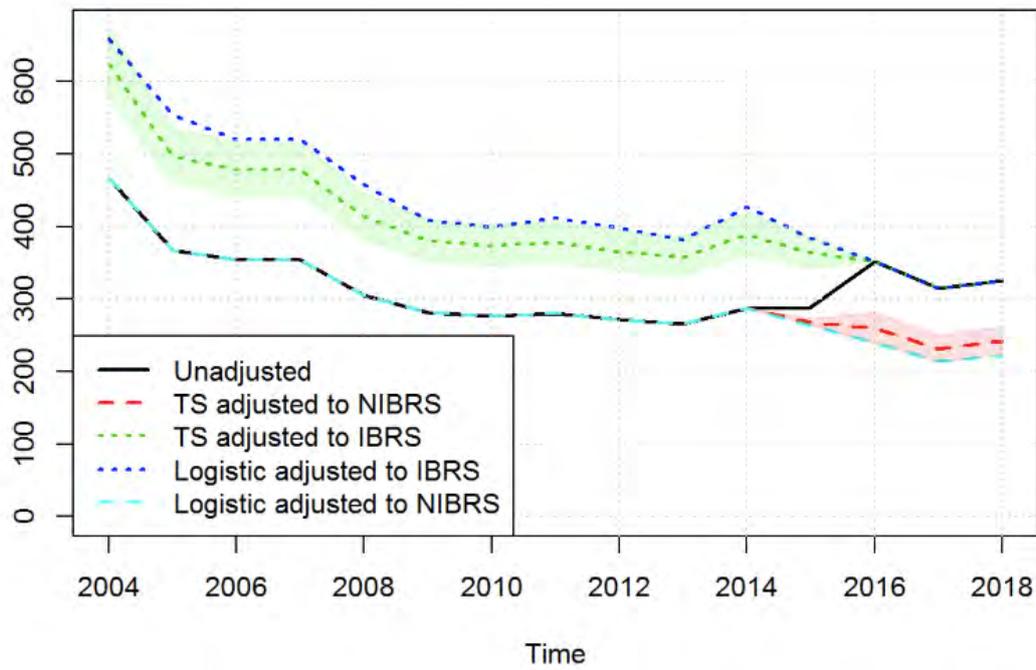


Figure 26: Unadjusted and adjusted serious injuries for Warwickshire Police

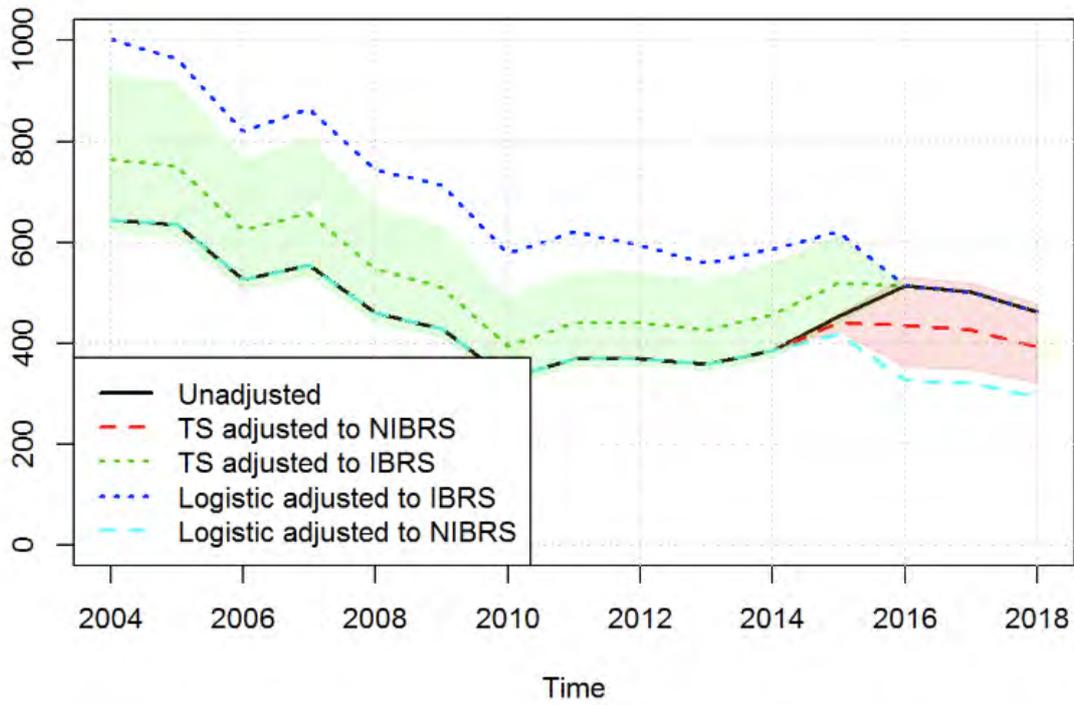


Figure 27: Unadjusted and adjusted serious injuries for West Mercia Police

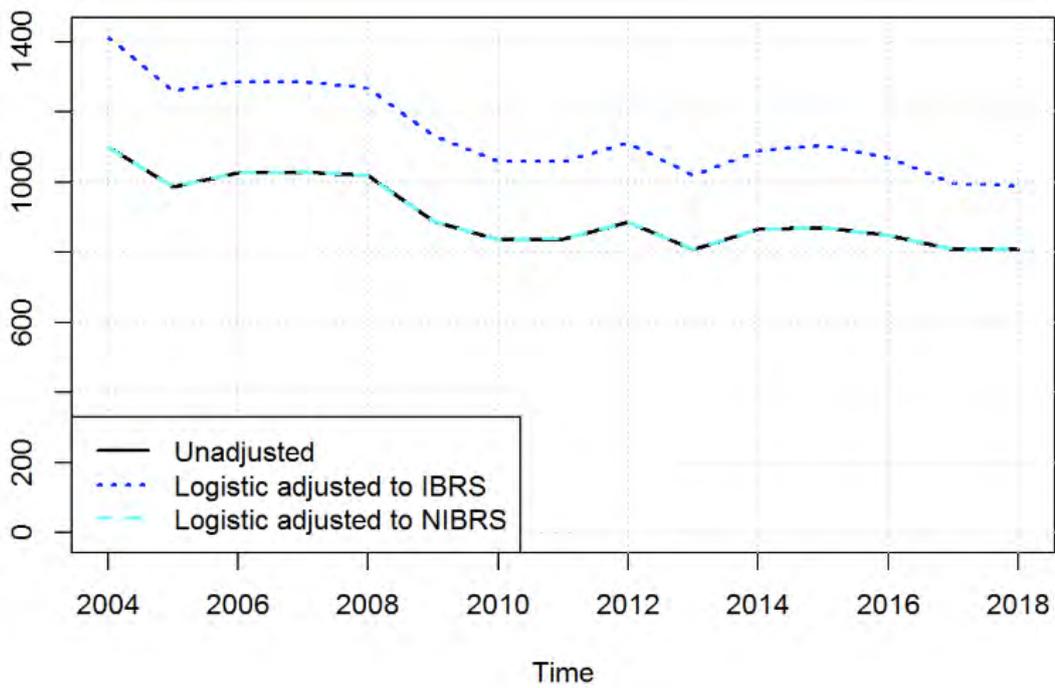


Figure 28: Unadjusted and adjusted serious injuries for West Yorkshire Police

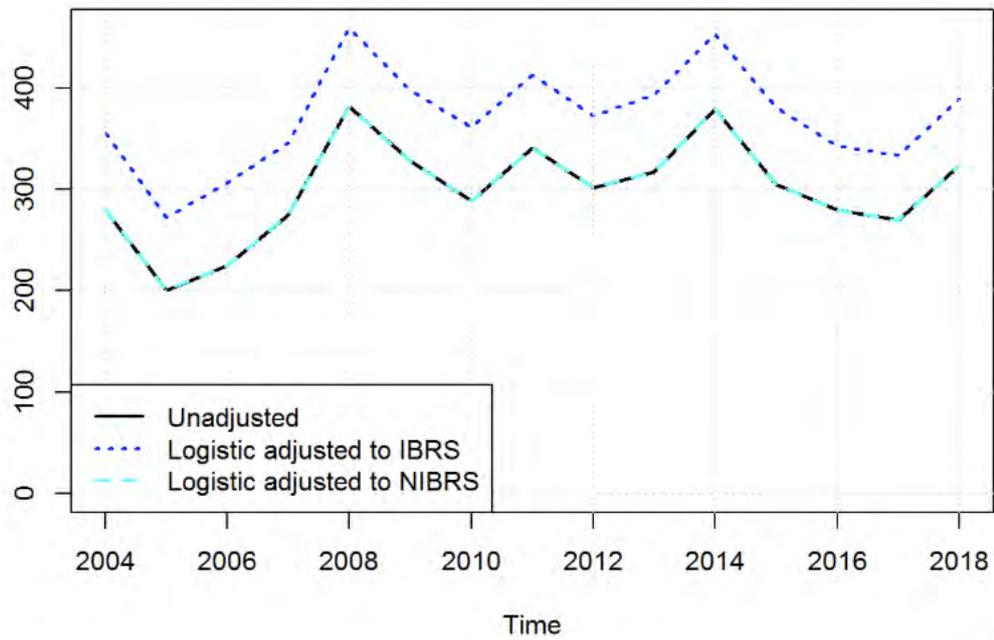


Figure 29: Unadjusted and adjusted serious injuries for North Wales Police

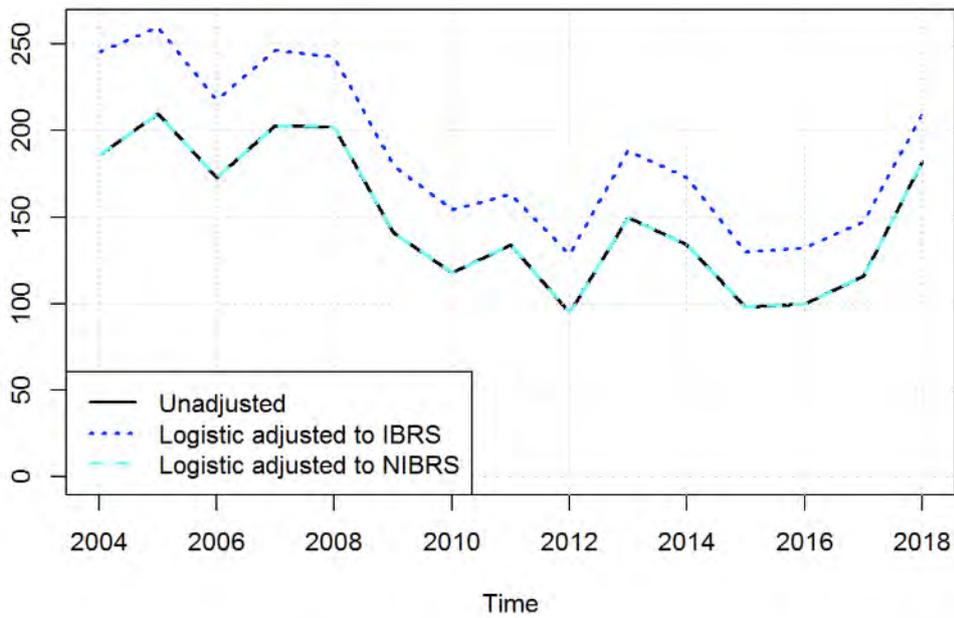


Figure 30: Unadjusted and adjusted serious injuries for Gwent Police

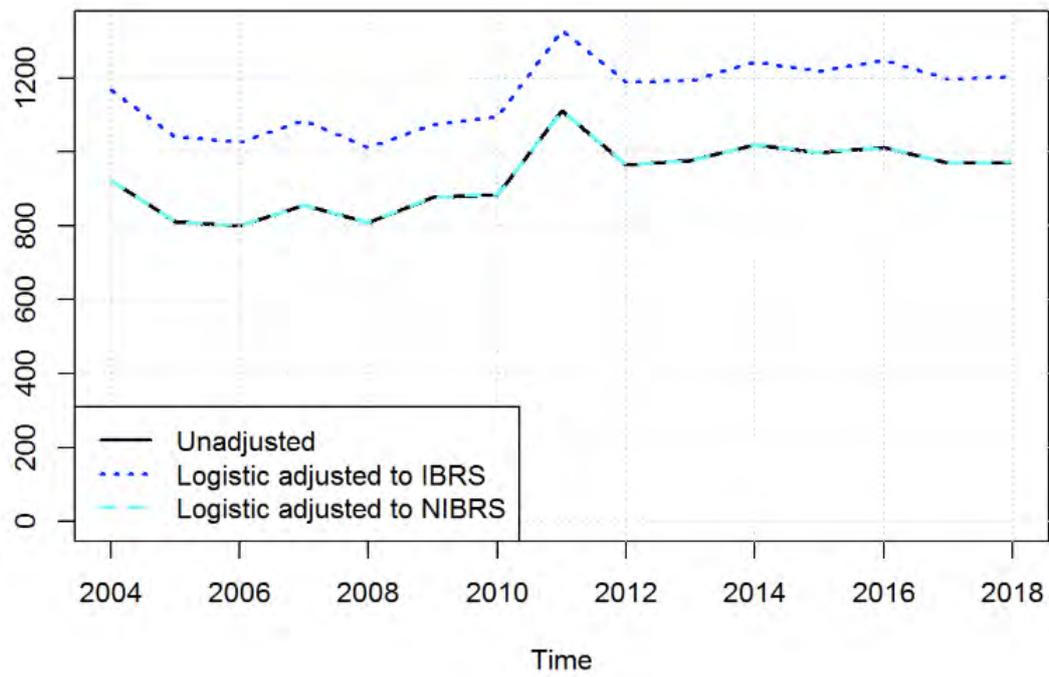


Figure 31: Unadjusted and adjusted serious injuries for Hampshire Police

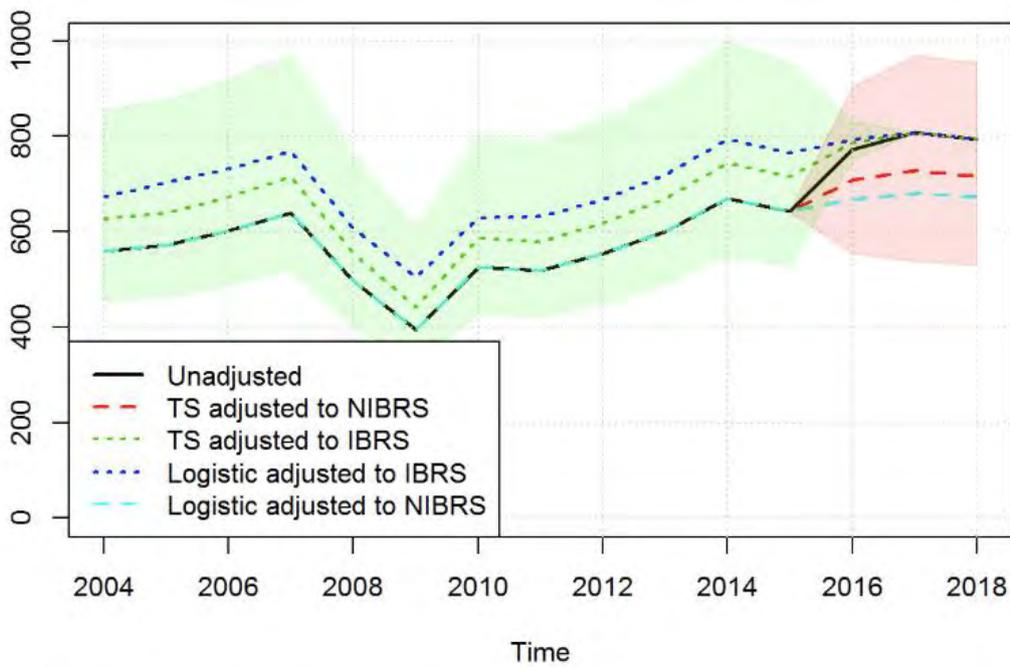


Figure 32: Unadjusted and adjusted serious injuries for Devon and Cornwall Police

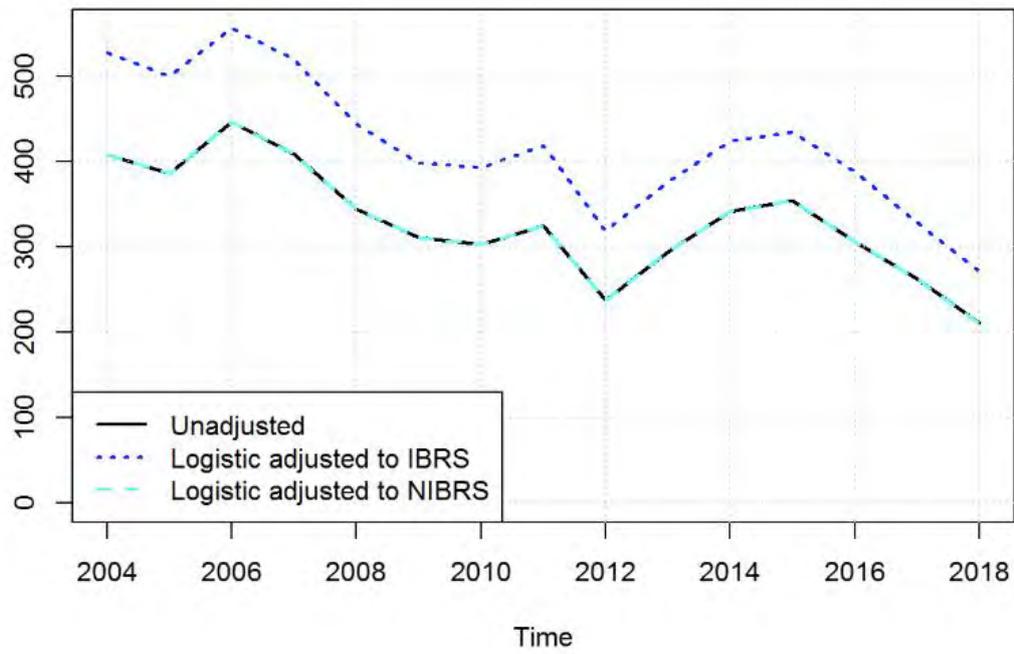


Figure 33: Unadjusted and adjusted serious injuries for South Wales Police

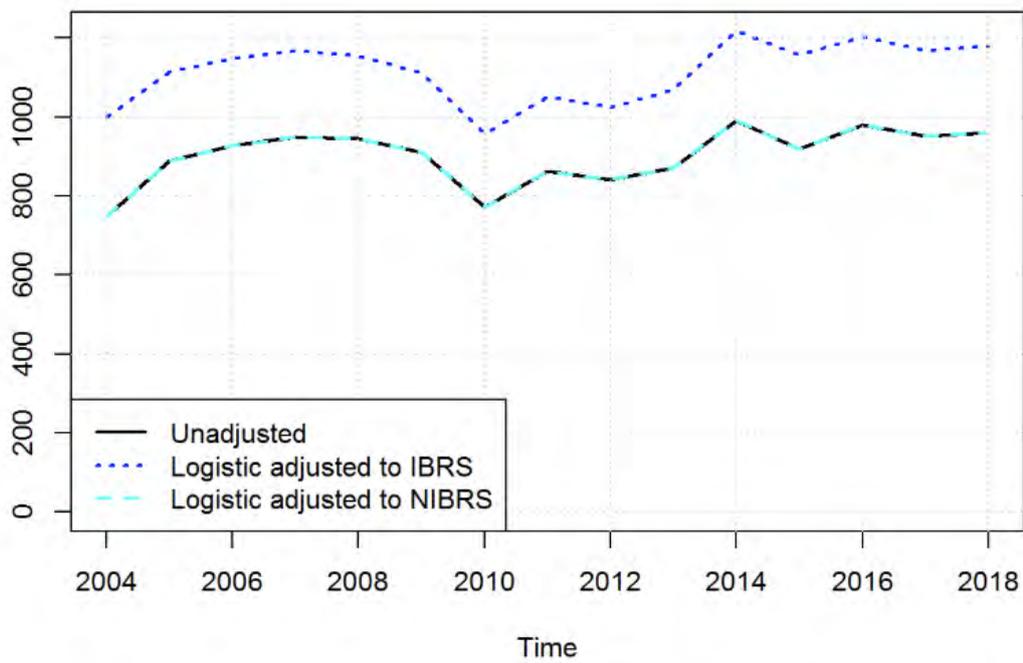


Figure 34: Unadjusted and adjusted serious injuries for Sussex Police

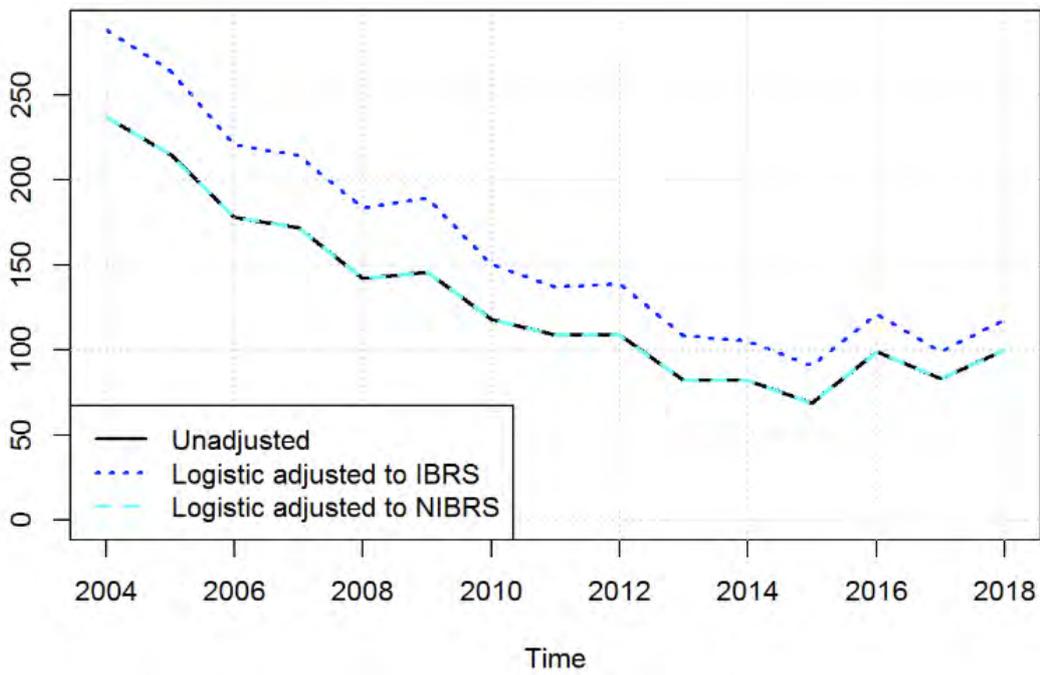


Figure 35: Unadjusted and adjusted serious injuries for Northern Police

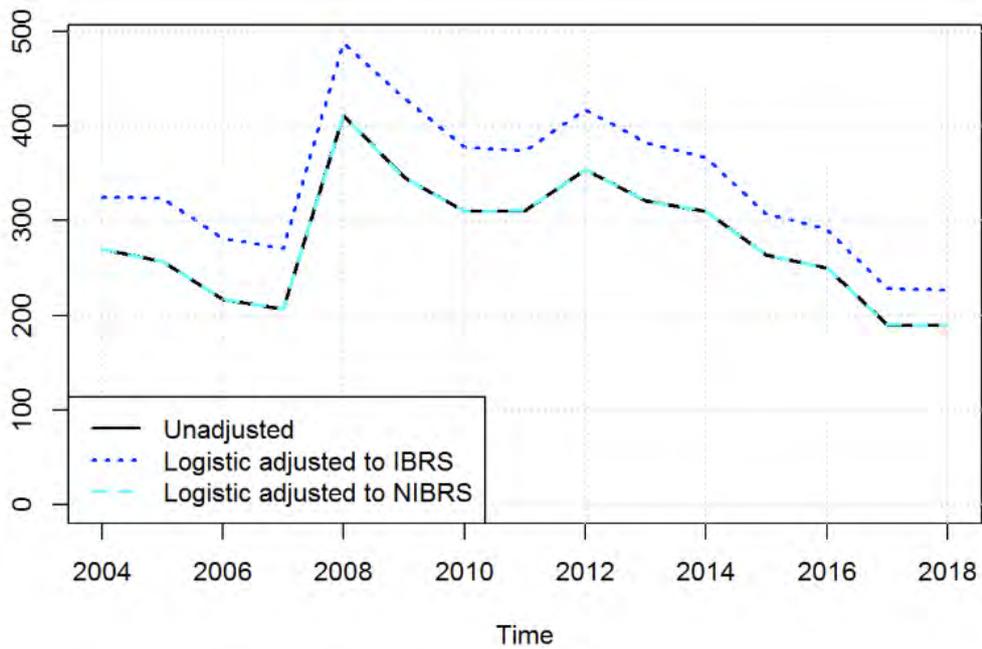


Figure 36: Unadjusted and adjusted serious injuries for Grampian Police

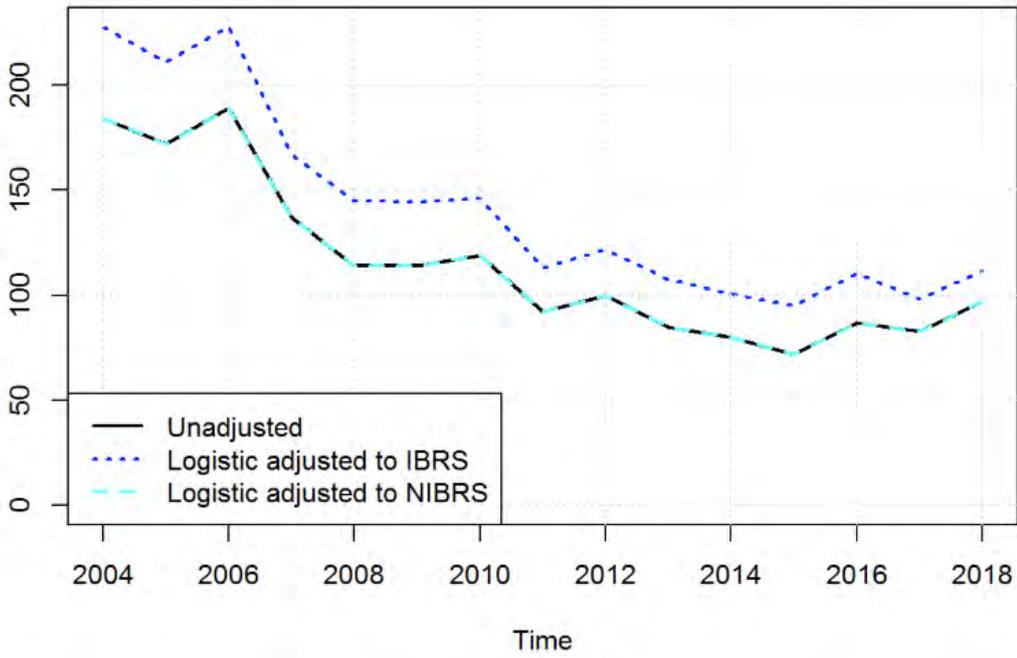


Figure 37: Unadjusted and adjusted serious injuries for Fife Police

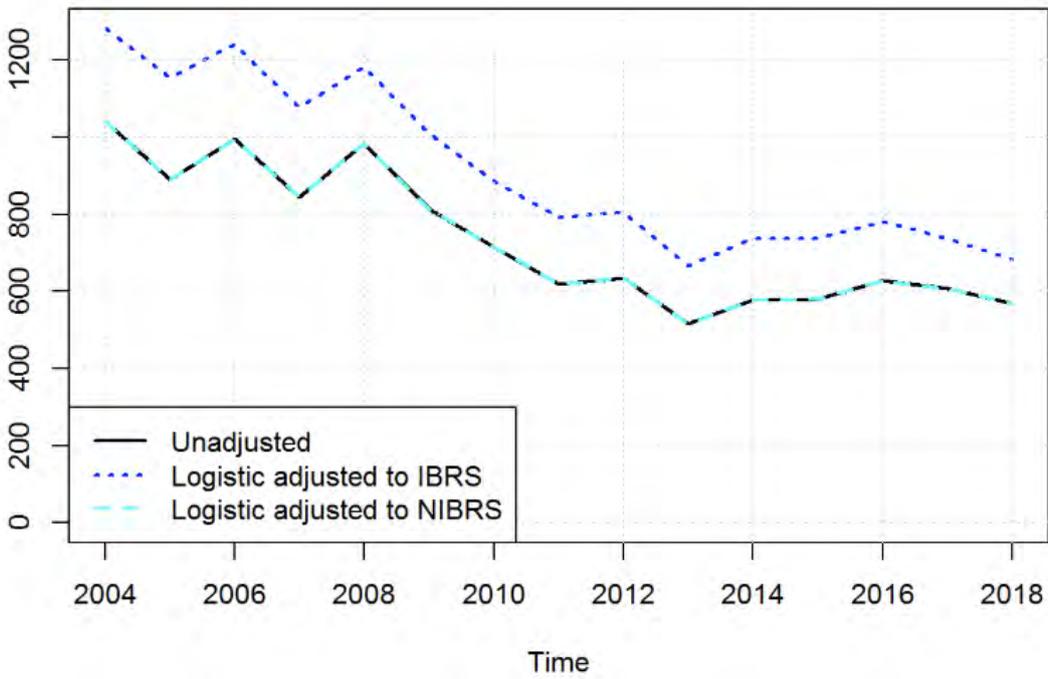


Figure 38: Unadjusted and adjusted serious injuries for Strathclyde Police

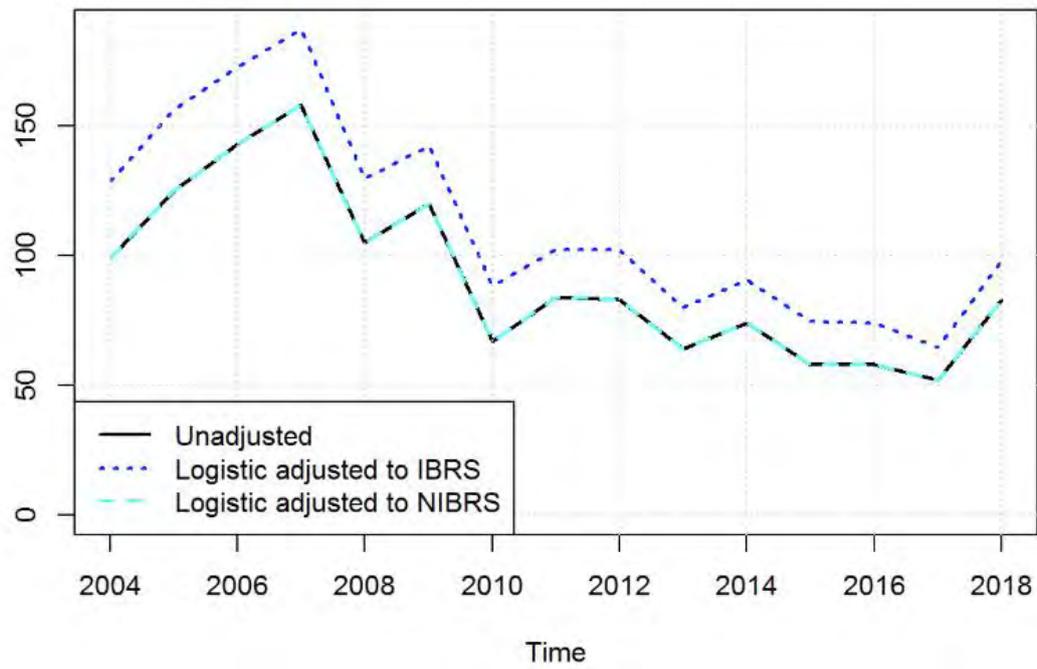


Figure 39: Unadjusted and adjusted serious injuries for Dumfries and Galloway Police

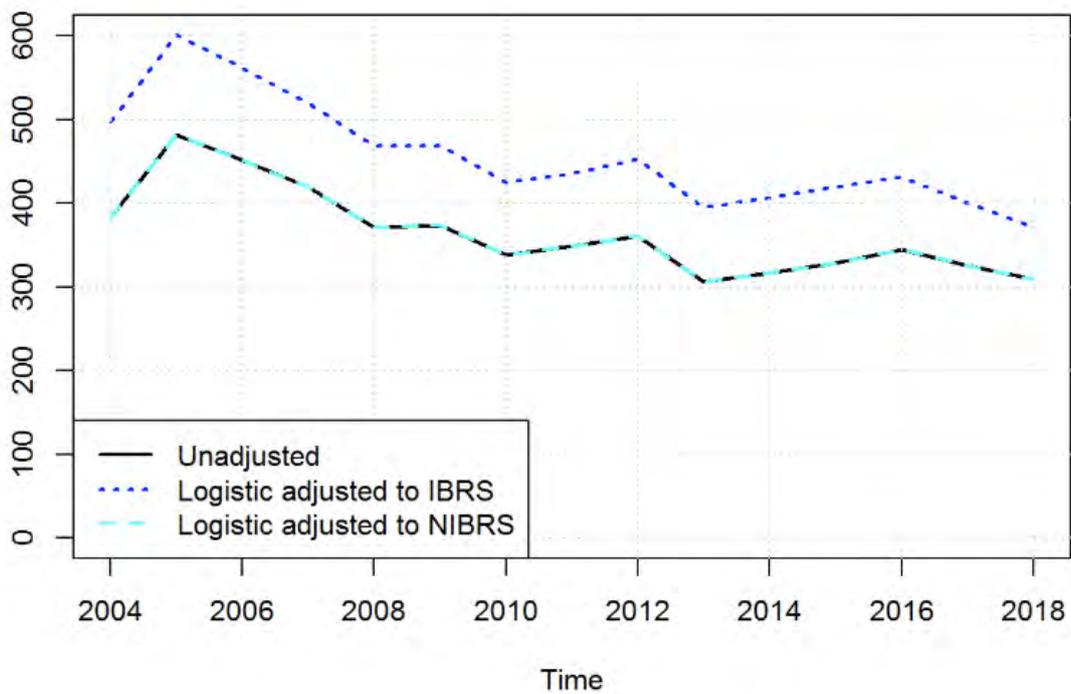


Figure 40: Unadjusted and adjusted serious injuries for Lothian and Borders Police

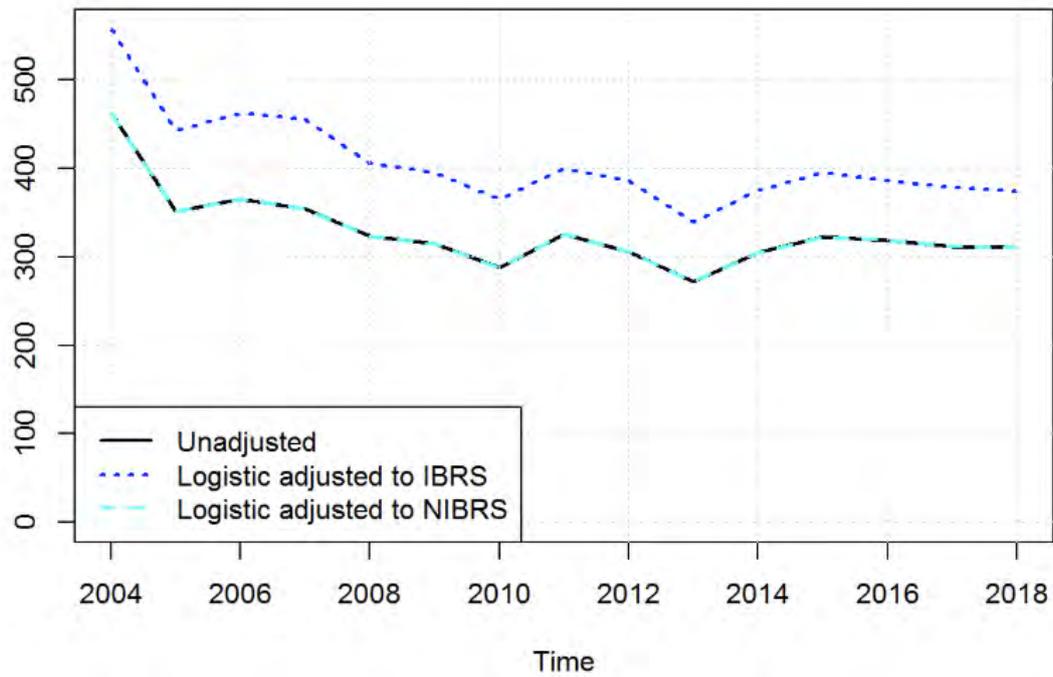


Figure 41: Unadjusted and adjusted serious injuries for Dyfed-Powys Police

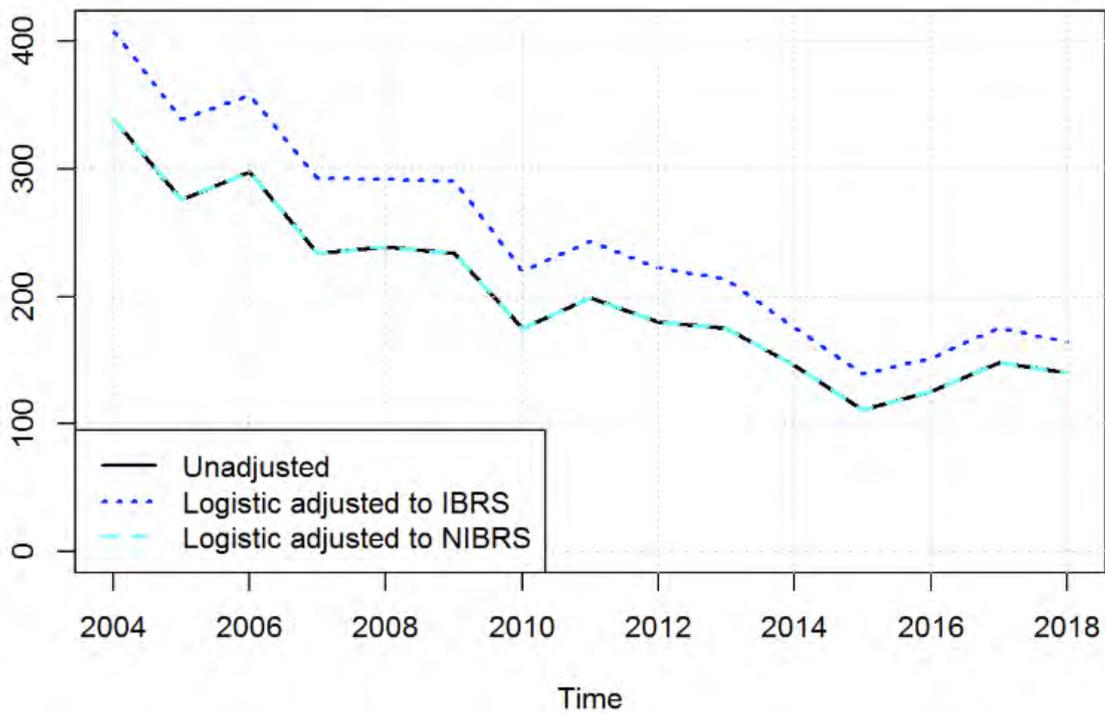


Figure 42: Unadjusted and adjusted serious injuries for Tayside Police

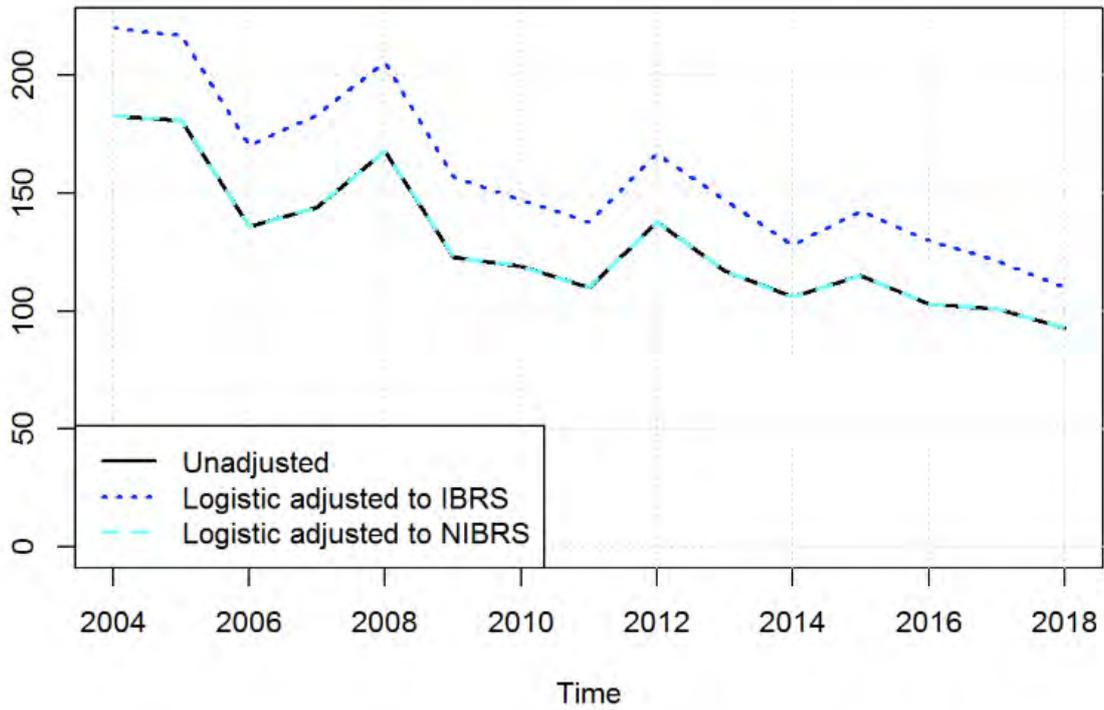


Figure 43: Unadjusted and adjusted serious injuries for Central Police

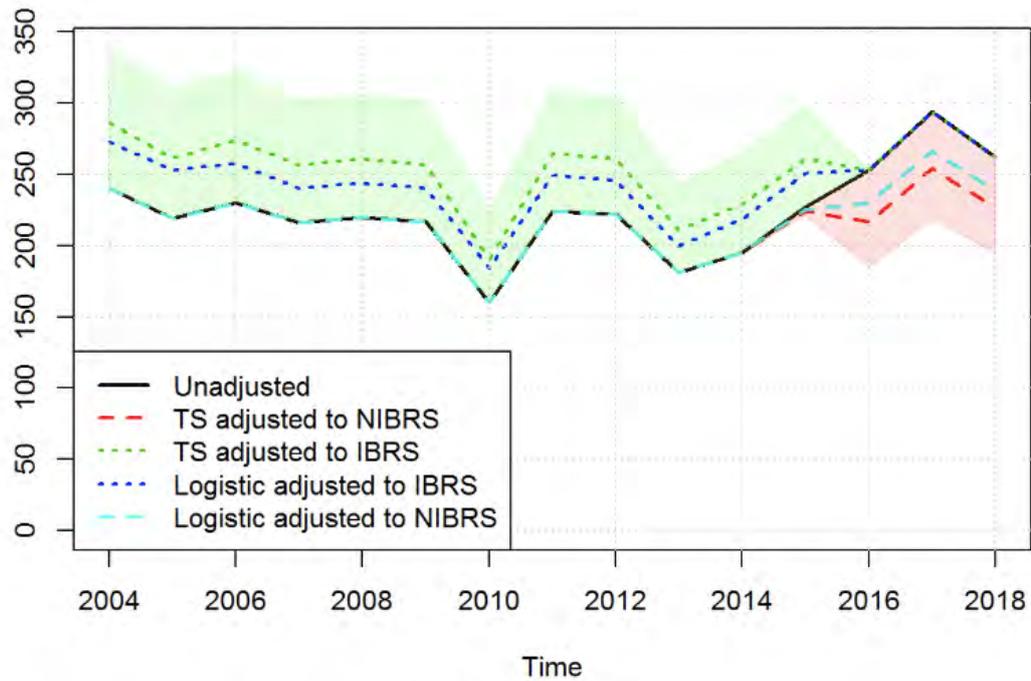


Figure 44: Unadjusted and adjusted serious injuries for Gloucestershire Police

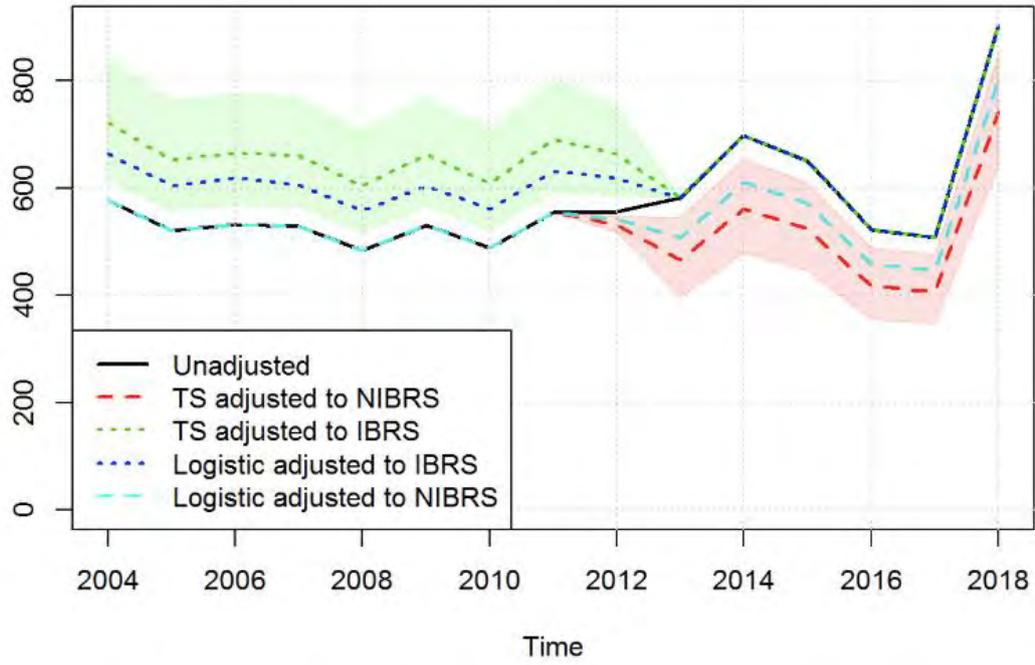


Figure 45: Unadjusted and adjusted serious injuries for Surrey Police

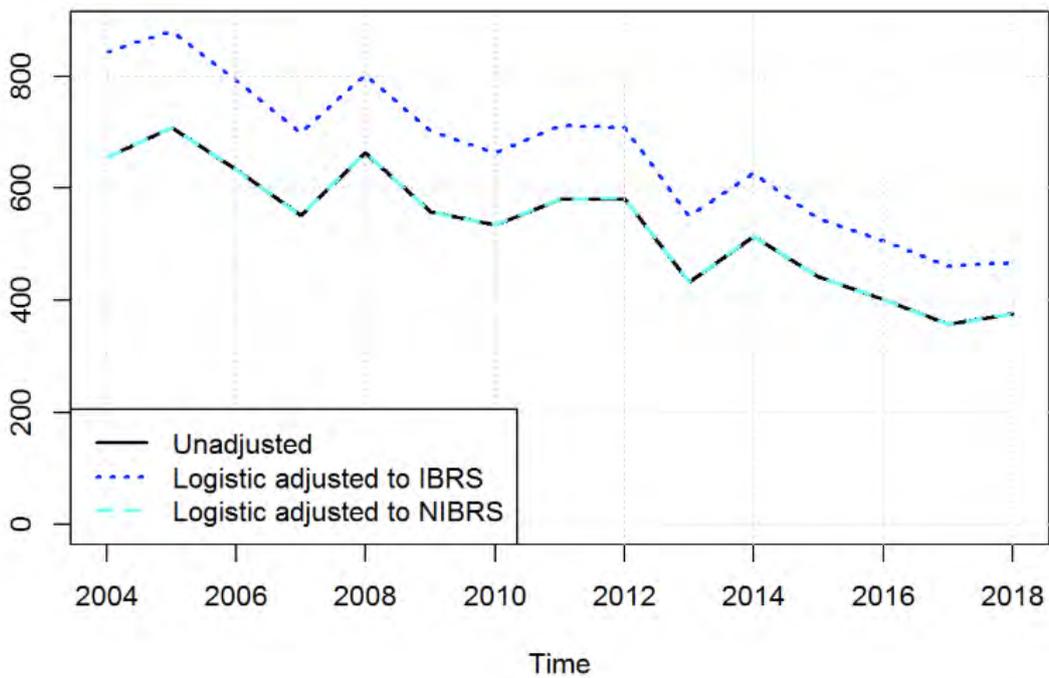


Figure 46: Unadjusted and adjusted serious injuries for Cheshire Police

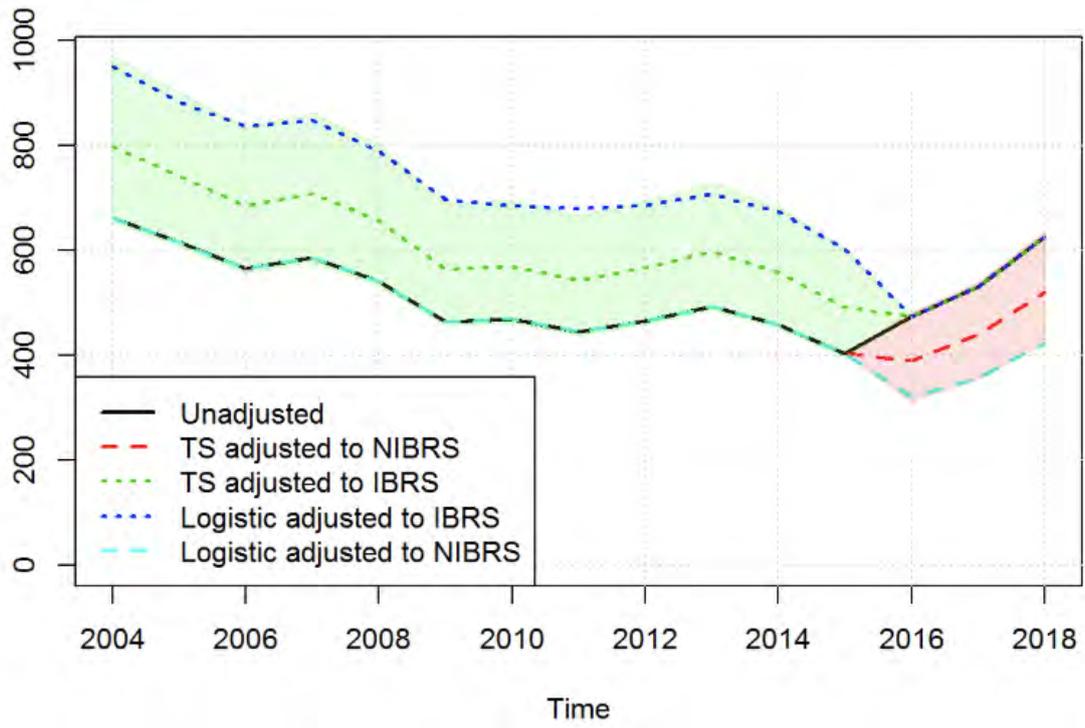


Figure 47: Unadjusted and adjusted serious injuries for Humberside Police

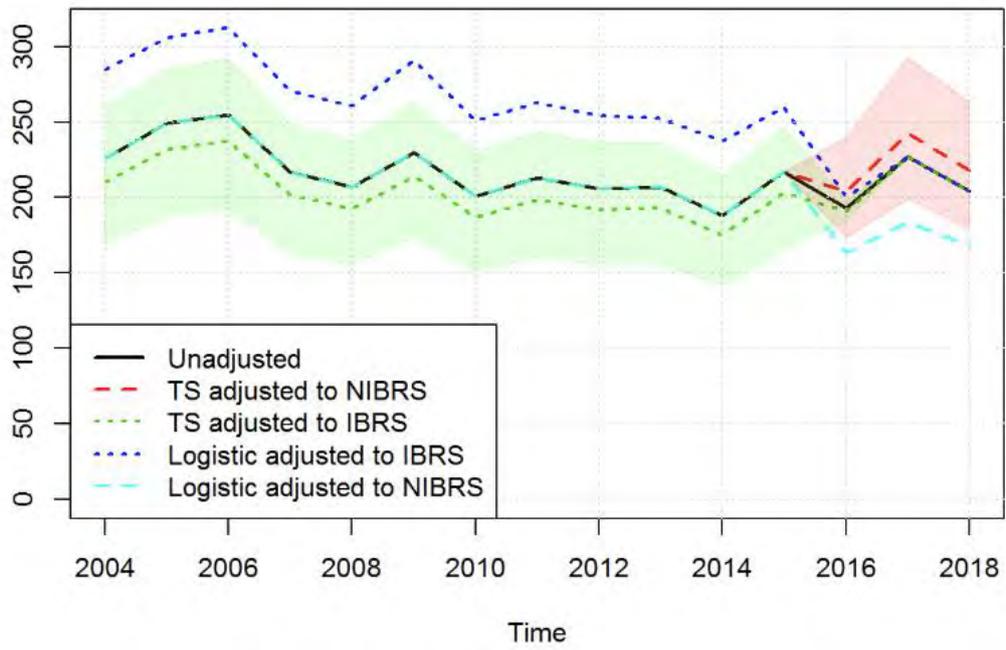


Figure 48: Unadjusted and adjusted serious injuries for Durham Police

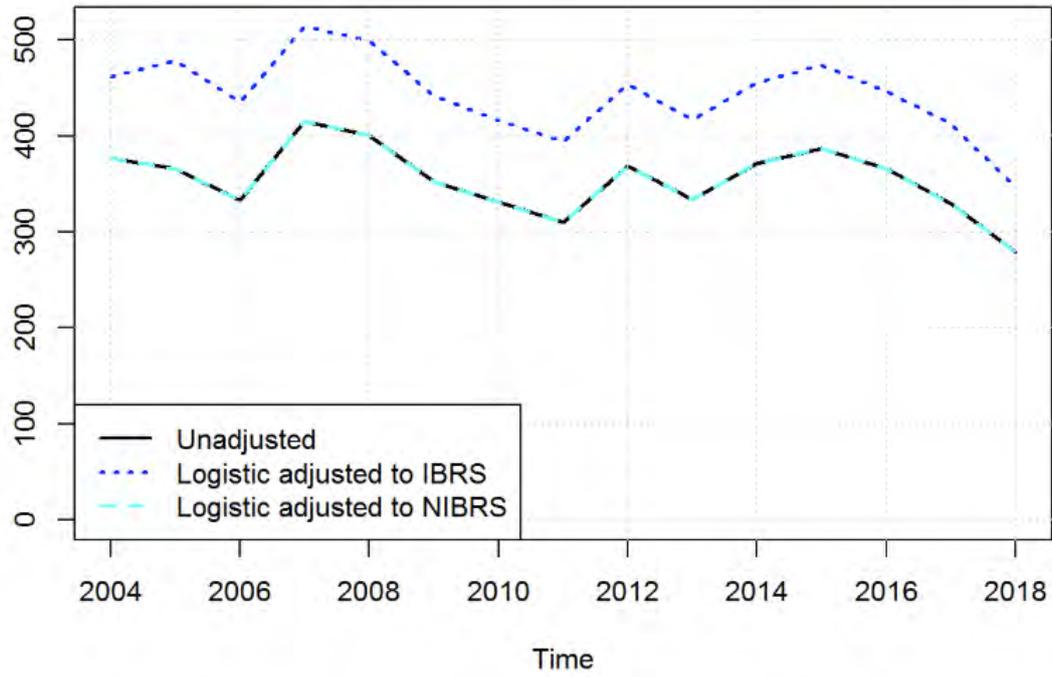


Figure 49: Unadjusted and adjusted serious injuries for Dorset Police

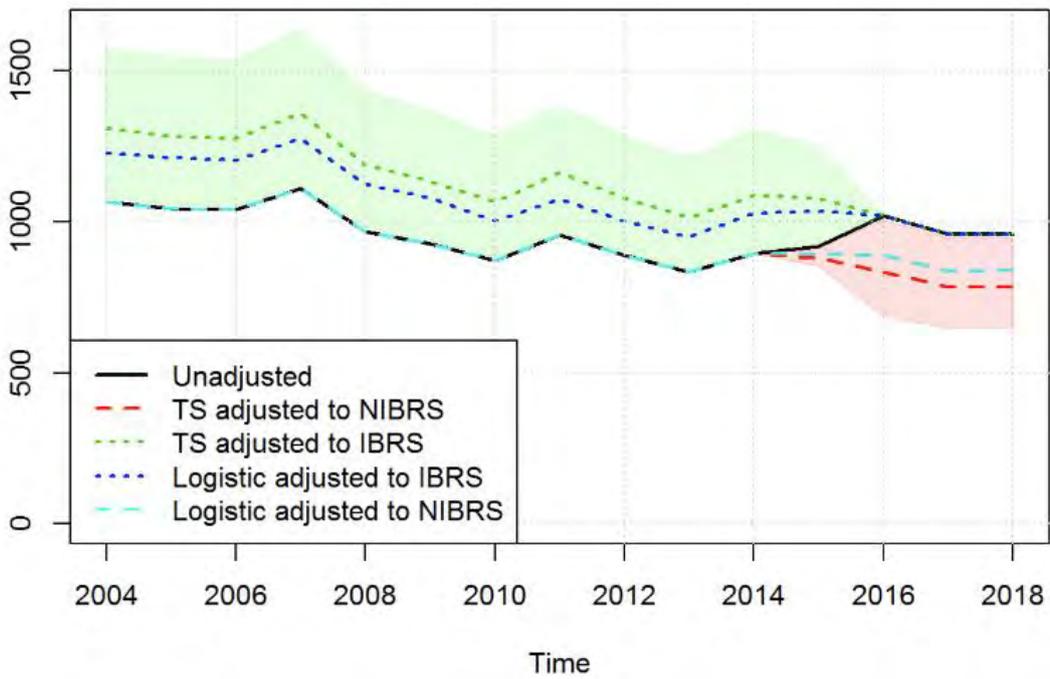


Figure 50: Unadjusted and adjusted serious injuries for West Midlands Police

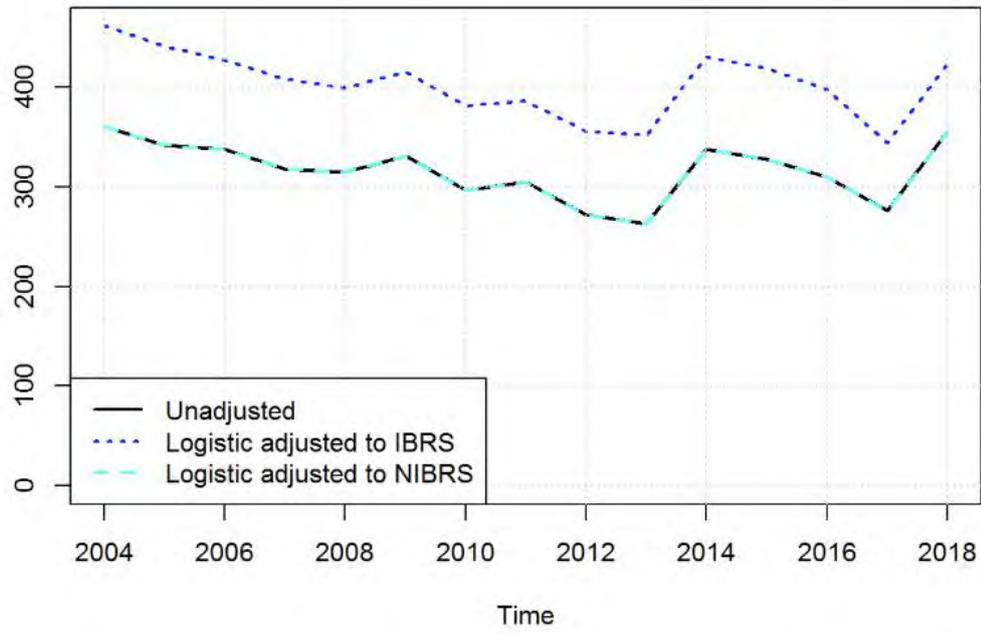


Figure 51: Unadjusted and adjusted serious injuries for Leicestershire Police

RAS10

Reported personal injury road accidents

RAS10001

Reported accidents by speed limit, road class and severity, Great Britain, 2018

Number/percentage change compared to 2017

Type of road	Fatal		Serious (unadjusted)		Serious (adjusted)		Slight (unadjusted)		Slight (adjusted)		All accidents		Road traffic ¹
	Number	% change	Number	% change	Number	% change	Number	% change	Number	% change	Number	% change	% change
Motorway	92	19	686	10	764	8	3,788	-7	3,710	-6	4,566	-4	1
Built-up roads													
20 mph ²	49	-6	1,734	19	1,876	17	8,878	9	8,736	13	10,661	11	..
30 mph	567	1	13,005	2	14,305	1	59,836	-10	58,536	-9	73,408	-8	..
40 mph	168	14	2,097	8	2,310	7	7,882	-6	7,669	-5	10,147	-4	..
All built-up roads	784	3	16,836	4	18,490	3	76,596	-7	74,942	-7	94,216	-5	..
Non built-up roads													
50 mph	134	-4	988	6	1,102	5	3,651	-6	3,537	-4	4,773	-3	..
60 mph	542	-7	3,941	-3	4,412	-3	10,816	-10	10,345	-11	15,299	-8	..
70 mph	119	4	714	2	792	1	2,948	-8	2,870	-8	3,781	-6	..
All non built-up roads	795	-5	5,643	-1	6,306	-2	17,415	-8	16,752	-9	23,853	-7	..
Major roads ³	1,031	0	10,839	4	11,924	3	46,195	-7	45,110	-7	58,065	-5	1
Minor roads ⁴	640	-1	12,326	2	13,636	1	51,604	-8	50,294	-8	64,570	-6	-1
All roads ⁵	1,671	0	23,165	3	25,560	2	97,799	-8	95,404	-7	122,635	-6	0

1 Motor vehicle traffic only.

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

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

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

5 Includes cases where either road class or speed limit are not reported.

Source: STATS19, DfT National Road Traffic Survey

The figures in this table are National Statistics

[Figures for serious and slight injuries are shown both adjusted and unadjusted for changes in severity reporting. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, as reported by the police are not comparable with earlier years. Adjustments to account for the change have been produced for high level series. More information on the change and the adjustment process is available in the 2018 annual report. For analysis of trends over time, using the experimental adjusted series is recommended.](#)

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[Notes & Definitions](#)

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Next update: June 2020

RAS10002

Reported accidents and accident rates by road class and severity,

'Great Britain, 2010-14 average^{1,2}, 2011 - 2018

Number of accidents/rate per billion miles

	2010-14 average	2011	2012	2013	2014	2015	2016	2017	2018
Urban roads^{3,4}									
A roads									
Fatal	295	330	289	262	287	296	301	324	318
Fatal and serious	5,413	5,718	5,636	5,092	5,230	4,964	5,269	5,904	6,084
All severities	42,577	44,016	42,206	40,050	42,916	40,402	38,448	36,188	34,026
Rate	861	885	862	819	862	806	757	746	693
Other roads⁵									
Fatal	290	294	327	258	304	281	292	283	308
Fatal and serious	7,171	7,265	7,529	6,864	7,253	7,128	7,667	8,467	8,684
All severities	52,565	54,337	52,174	49,085	52,376	50,718	49,280	50,364	47,712
Rate	800	828	789	755	805	763	744	733	707
All urban roads⁶									
Fatal	585	624	616	520	591	577	593	607	626
Fatal and serious	12,584	12,983	13,165	11,956	12,483	12,092	12,936	14,371	14,768
All severities	95,142	98,353	94,380	89,135	95,292	91,120	87,728	86,552	81,738
Rate	826	853	820	782	830	781	749	739	701
Rural roads^{3,4}									
A roads									
Fatal	650	711	607	643	630	623	679	628	621
Fatal and serious	4,888	5,036	4,751	4,740	4,983	4,807	5,179	4,834	5,000
All severities	25,339	25,873	24,960	24,373	24,912	23,878	23,002	20,269	19,443
Rate	289	295	286	279	279	261	243	206	194
Other roads⁵									
Fatal	359	370	334	348	352	320	336	364	331
Fatal and serious	4,053	4,062	3,996	3,895	4,188	4,043	4,534	4,300	4,278
All severities	21,015	21,429	20,616	19,755	20,488	19,508	20,479	18,374	16,833
Rate	494	512	504	469	459	429	438	400	368
All rural roads⁶									
Fatal	1,008	1,081	941	991	982	943	1,015	992	952
Fatal and serious	8,941	9,098	8,747	8,635	9,171	8,850	9,713	9,134	9,278
All severities	46,354	47,302	45,576	44,128	45,400	43,386	43,481	38,643	36,276
Rate	356	365	355	341	339	317	308	267	249
All roads⁶									
Motorways									
Fatal	93	92	80	97	85	96	87	77	92
Fatal and serious	686	702	626	641	680	712	769	702	778
All severities	5,792	5,819	5,615	5,397	5,630	5,550	5,405	4,778	4,566
Rate	92	94	90	85	87	83	80	70	66
A roads									
Fatal	945	1,041	896	905	917	919	980	952	939
Fatal and serious	10,302	10,754	10,387	9,832	10,213	9,771	10,449	10,740	11,092
All severities	67,916	69,889	67,166	64,423	67,828	64,280	61,455	56,461	53,499
Rate	495	508	493	473	488	454	423	384	359
Other roads⁵									
Fatal	648	664	661	606	656	601	628	647	640
Fatal and serious	11,224	11,327	11,525	10,759	11,441	11,171	12,202	12,768	12,966
All severities	73,580	75,766	72,790	68,840	72,864	70,226	69,761	68,743	64,570
Rate	680	705	680	642	655	627	617	599	570
Total⁶									
Fatal	1,686	1,797	1,637	1,608	1,658	1,616	1,695	1,676	1,671
Fatal and serious	22,212	22,783	22,538	21,232	22,334	21,654	23,420	24,210	24,836
All severities	147,288	151,474	145,571	138,660	146,322	140,056	136,621	129,982	122,635
Rate	478	494	476	452	464	438	419	393	370

[1 Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced for high level series. More information on the change and the adjustment process is available in the 2018 annual report.](#)

2 Figures have been rounded to the nearest whole number.

Source: DfT STATS19, DfT National Road Traffic Survey

3 Excludes motorways.

The figures in this table are National Statistics

4 See urban and rural definitions.

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

6 Includes cases where road class was not reported.

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[Notes & Definitions](#)

Last updated: 26 Sept 2019

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RAS10002

Reported accidents and accident rates by road class and severity,

'Great Britain, 2010-14 average^{1,2}, 2011 - 2018

Number of accidents/rate per billion kilometres

	2010-14 average	2011	2012	2013	2014	2015	2016	2017	2018
Urban roads^{3,4}									
A roads									
Fatal	295	330	289	262	287	296	301	324	318
Fatal and serious	5,413	5,718	5,636	5,092	5,230	4,964	5,269	5,904	6,084
All severities	42,577	44,016	42,206	40,050	42,916	40,402	38,448	36,188	34,026
Rate	520	550	536	509	536	501	470	464	430
Other roads⁵									
Fatal	290	294	327	258	304	281	292	283	308
Fatal and serious	7,171	7,265	7,529	6,864	7,253	7,128	7,667	8,467	8,684
All severities	52,565	54,337	52,174	49,085	52,376	50,718	49,280	50,364	47,712
Rate	476	515	490	469	500	474	462	456	439
All urban roads⁶									
Fatal	585	624	616	520	591	577	593	607	626
Fatal and serious	12,584	12,983	13,165	11,956	12,483	12,092	12,936	14,371	14,768
All severities	95,142	98,353	94,380	89,135	95,292	91,120	87,728	86,552	81,738
Rate	513	530	510	486	516	485	466	459	436
Rural roads^{3,4}									
A roads									
Fatal	650	711	607	643	630	623	679	628	621
Fatal and serious	4,888	5,036	4,751	4,740	4,983	4,807	5,179	4,834	5,000
All severities	25,339	25,873	24,960	24,373	24,912	23,878	23,002	20,269	19,443
Rate	177	183	178	173	173	162	151	128	121
Other roads⁵									
Fatal	359	370	334	348	352	320	336	364	331
Fatal and serious	4,053	4,062	3,996	3,895	4,188	4,043	4,534	4,300	4,278
All severities	21,015	21,429	20,616	19,755	20,488	19,508	20,479	18,374	16,833
Rate	303	318	313	291	285	267	272	248	229
All rural roads⁶									
Fatal	1,008	1,081	941	991	982	943	1,015	992	952
Fatal and serious	8,941	9,098	8,747	8,635	9,171	8,850	9,713	9,134	9,278
All severities	46,354	47,302	45,576	44,128	45,400	43,386	43,481	38,643	36,276
Rate	221	227	221	212	211	197	191	166	155
All roads⁶									
Motorways									
Fatal	93	92	80	97	85	96	87	77	92
Fatal and serious	686	702	626	641	680	712	769	702	778
All severities	5,792	5,819	5,615	5,397	5,630	5,550	5,405	4,778	4,566
Rate	58	58	56	53	54	52	50	43	41
A roads									
Fatal	945	1,041	896	905	917	919	980	952	939
Fatal and serious	10,302	10,754	10,387	9,832	10,213	9,771	10,449	10,740	11,092
All severities	67,916	69,889	67,166	64,423	67,828	64,280	61,455	56,461	53,499
Rate	302	316	306	294	303	282	263	239	223
Other roads⁵									
Fatal	648	664	661	606	656	601	628	647	640
Fatal and serious	11,224	11,327	11,525	10,759	11,441	11,171	12,202	12,768	12,966
All severities	73,580	75,766	72,790	68,840	72,864	70,226	69,761	68,743	64,570
Rate	409	438	423	399	407	390	384	372	354
Total⁶									
Fatal	1,686	1,797	1,637	1,608	1,658	1,616	1,695	1,676	1,671
Fatal and serious	22,212	22,783	22,538	21,232	22,334	21,654	23,420	24,210	24,836
All severities	147,288	151,474	145,571	138,660	146,322	140,056	136,621	129,982	122,635
Rate	292	307	296	281	289	272	260	244	230

[1 Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced for high level series. More information on the change and the adjustment process is available in the 2018 annual report.](#)

2 Figures have been rounded to the nearest whole number.

Source: DfT STATS19, DfT National Road Traffic Survey

3 Excludes motorways.

The figures in this table are National Statistics

4 See urban and rural definitions.

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

6 Includes cases where road class was not reported.

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[Notes & Definitions](#)

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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, 2018

	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	
0+	0+	0+	0+	0+	0+	1+	0	0+	0+	0+	1+	0				
Killed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Seriously injured	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Slightly injured	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Built-up roads¹																
A roads	0	1	0	7	18	32	39	275	15	35	275	979	5,411	5,737	25,394	38,218
B roads	0	2	0	1	2	21	6	69	1	6	72	315	1,676	1,660	7,096	10,927
Other roads	0	0	1	3	11	23	31	242	3	31	287	921	6,809	5,702	31,007	45,071
All built-up roads²	0	3	1	11	31	76	76	586	19	72	634	2,215	13,896	13,099	63,497	94,216
Non built-up roads¹																
A roads	1	0	9	44	39	87	86	301	25	64	359	920	2,070	3,474	7,802	15,281
B roads	0	0	1	2	7	17	14	63	13	20	83	237	571	637	1,618	3,283
Other roads	0	0	2	2	7	17	15	81	3	20	120	299	839	1,021	2,863	5,289
All non built-up roads²	1	0	12	48	53	121	115	445	41	104	562	1,456	3,480	5,132	12,283	23,853
All speed limits³																
Motorways	0	0	2	11	5	8	15	51	3	7	64	227	385	1,268	2,520	4,566
A roads	1	1	9	51	57	119	125	576	40	99	634	1,899	7,481	9,211	33,196	53,499
B roads	0	2	1	3	9	38	20	132	14	26	155	552	2,247	2,297	8,714	14,210
Other roads	0	0	3	5	18	40	46	323	6	51	407	1,220	7,648	6,723	33,870	50,360
Total³	1	3	15	70	89	205	206	1,082	63	183	1,260	3,898	17,761	19,499	78,300	122,635

1 Excludes motorways.

2 Includes cases where road class was not reported.

3 Includes cases where speed limit was not reported.

Source: DfT STATS19

The figures in this table are National Statistics

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[Notes & Definitions](#)

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RAS10010

Reported single vehicle accidents^{1,2} by object hit off carriageway, built-up and non built-up roads and severity, Great Britain, 2018

					Number of accidents				
(a) Built-up roads ³					(b) Non built-up roads ³				
Object hit	All one vehicle accidents				Object hit	All one vehicle accidents			
	Fatal	Serious	Slight	All		Fatal	Serious	Slight	All
None	323	6,088	17,182	23,593	None	132	902	2,231	3,265
Road sign or traffic signal	7	72	279	358	Road sign or traffic signal	6	55	199	260
Lamp post	15	116	401	532	Lamp post	3	30	97	130
Telegraph pole or electricity pole	3	38	91	132	Telegraph pole or electricity pole	5	31	114	150
Tree	24	163	262	449	Tree	58	316	604	978
Bus stop or shelter	2	11	40	53	Bus stop or shelter	0	0	2	2
Crash barrier	4	36	117	157	Crash barrier	8	75	254	337
Submerged	1	1	2	4	Submerged	3	1	4	8
Entered ditch	2	25	63	90	Entered ditch	10	133	390	533
Wall or fence	23	187	504	714	Wall or fence	14	142	435	591
Other permanent objects	26	159	502	687	Other permanent objects	13	150	419	582
Total⁴	430	6,992	20,764	28,186	Total⁴	252	1,836	4,768	6,856

(c) Motorways					(d) All roads ⁵				
Object hit	All one vehicle accidents				Object hit	All one vehicle accidents			
	Fatal	Serious	Slight	All		Fatal	Serious	Slight	All
None	8	84	221	313	None	463	7,074	19,634	27,171
Road sign or traffic signal	2	6	11	19	Road sign or traffic signal	15	133	489	637
Lamp post	0	4	9	13	Lamp post	18	150	507	675
Telegraph pole or electricity pole	0	0	0	0	Telegraph pole or electricity pole	8	69	205	282
Tree	9	21	38	68	Tree	91	500	904	1,495
Bus stop or shelter	0	0	0	0	Bus stop or shelter	2	11	42	55
Crash barrier	7	59	253	319	Crash barrier	19	170	624	813
Submerged	0	0	0	0	Submerged	4	2	6	12
Entered ditch	1	5	17	23	Entered ditch	13	163	470	646
Wall or fence	2	7	9	18	Wall or fence	39	336	948	1,323
Other permanent objects	1	9	15	25	Other permanent objects	40	318	936	1,294
Total⁴	30	195	578	803	Total⁴	712	9,023	26,110	35,845

1 [There has been an increase in the number of unknown values since 2017. This increase is particularly prevalent in data from the Metropolitan Police Service, where the introduction of self-reporting has allowed a different use of unknown values. Comparison with previous years should therefore be made with caution. More information is available in the 2018 annual report.](#)

2 Includes single vehicle accidents involving pedestrians.

3 Excludes motorways.

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

5 Includes cases where speed limit was not reported.

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

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[Notes & Definitions](#)

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RAS10011

Reported accidents by number of vehicles involved, built-up and non built-up roads, road class and severity, Great Britain, 2018

	Number of accidents								
	One vehicle only		Pedestrian and one vehicle ¹		Two vehicles ²		Three ² vehicles	Four ² or more vehicles	All accidents
	Car	Other vehicle	Car	Other vehicle	Both cars	Other combination			
Built-up roads³									
A roads									
Fatal	31	26	92	53	44	91	24	11	372
Serious	318	415	1,320	535	830	2,762	411	124	6,715
All severities	1,753	1,758	4,755	1,799	10,559	14,118	2,821	655	38,218
B roads									
Fatal	14	3	27	6	11	25	13	2	101
Serious	136	118	434	102	290	826	126	38	2,070
All severities	672	416	1,627	370	3,171	3,682	789	200	10,927
Other roads									
Fatal	28	24	97	29	24	69	33	7	311
Serious	431	476	2,242	465	1,008	2,882	412	135	8,051
All severities	2,355	1,582	9,270	1,829	12,298	14,338	2,645	754	45,071
All built-up roads ⁴									
Fatal	73	53	216	88	79	185	70	20	784
Serious	885	1,009	3,996	1,102	2,128	6,470	949	297	16,836
All severities	4,780	3,756	15,652	3,998	26,028	32,138	6,255	1,609	94,216
Non built-up roads³									
A roads									
Fatal	62	25	52	20	111	206	69	22	567
Serious	504	346	79	33	765	1,095	439	177	3,438
All severities	2,549	831	213	86	4,795	3,942	2,050	815	15,281
B roads									
Fatal	21	10	5	3	19	34	10	2	104
Serious	179	140	12	4	216	271	84	18	924
All severities	812	290	40	14	977	809	277	64	3,283
Other roads									
Fatal	36	14	3	1	18	44	6	2	124
Serious	316	167	35	21	311	354	67	10	1,281
All severities	1,491	373	115	42	1,719	1,245	265	39	5,289
All non built-up roads ⁴									
Fatal	119	49	60	24	148	284	85	26	795
Serious	999	653	126	58	1,292	1,720	590	205	5,643
All severities	4,852	1,494	368	142	7,491	5,996	2,592	918	23,853
All speed limits⁵									
Motorways									
Fatal	21	3	3	3	8	23	18	13	92
Serious	128	56	6	5	121	168	131	71	686
All severities	641	130	22	10	1,299	1,168	845	451	4,566
A roads									
Fatal	93	51	144	73	155	297	93	33	939
Serious	822	761	1,399	568	1,595	3,857	850	301	10,153
All severities	4,302	2,589	4,968	1,885	15,354	18,060	4,871	1,470	53,499
B roads									
Fatal	35	13	32	9	30	59	23	4	205
Serious	315	258	446	106	506	1,097	210	56	2,994
All severities	1,484	706	1,667	384	4,148	4,491	1,066	264	14,210
Other roads									
Fatal	64	38	100	30	42	113	39	9	435
Serious	747	643	2,277	486	1,319	3,236	479	145	9,332
All severities	3,846	1,955	9,385	1,871	14,017	15,583	2,910	793	50,360
Total ⁴									
Fatal	213	105	279	115	235	492	173	59	1,671
Serious	2,012	1,718	4,128	1,165	3,541	8,358	1,670	573	23,165
All severities	10,273	5,380	16,042	4,150	34,818	39,302	9,692	2,978	122,635

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

2 Includes accidents in which pedestrians were injured.

3 Excludes motorways.

4 Includes cases where road class was not reported.

5 Includes cases where speed limit was not reported.

RAS10012

Reported accidents involving pedestrians and one vehicle by severity and vehicle type, Great Britain, 2018

	Number of accidents			
	Fatal	Serious	Slight	All severities
Single vehicle accidents				
Pedal cycle	1	144	296	441
Motorcycle 50cc and under	0	19	89	108
Motorcycle 51cc - 125cc	2	141	290	433
Motorcycle 126cc - 500cc	1	40	89	130
Motorcycle over 500cc	11	68	119	198
All motorcycles ¹	14	281	623	918
Car	270	3,877	10,842	14,989
Taxi / Private hire car	8	243	749	1,000
Minibus	1	8	44	53
Bus or coach	19	226	553	798
Van / Light goods vehicle	23	324	886	1,233
Heavy goods vehicle ² of which:	41	99	162	302
Rigid ³	22	64	135	221
Articulated	19	34	22	75
Mobility scooter ⁴	0	15	28	43
Other vehicle	16	65	261	342
Any vehicle ⁵	394	5,293	14,505	20,192
Accidents involving pedestrian and two or more vehicles	63	428	961	1,452

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.

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

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RAS10013

Reported personal injury road accidents, by severity, Great Britain¹, 1979-2018

Year	Number of accidents				
	Fatal	Serious	FSA (Fatal/Serious)	Slight	Total
1979	5,824	66,927	72,751	182,216	254,967
1980	5,506	65,714	71,220	179,738	250,958
1981	5,355	64,980	70,335	177,941	248,276
1982	5,450	66,143	71,593	184,414	256,007
1983	5,027	60,021	65,048	177,828	242,876
1984	5,138	62,048	67,186	185,997	253,183
1985	4,768	60,286	65,054	180,591	245,645
1986	4,898	58,190	63,088	184,790	247,878
1987	4,694	54,352	59,046	180,017	239,063
1988	4,643	53,850	58,493	188,501	246,994
1989	4,907	53,269	58,176	202,583	260,759
1990	4,748	50,944	55,692	202,749	258,441
1991	4,158	43,773	47,931	187,958	235,889
1992	3,855	41,494	45,349	187,755	233,104
1993	3,470	38,042	41,512	187,463	228,975
1994	3,326	39,295	42,621	191,633	234,254
1995	3,286	38,501	41,787	188,757	230,544
1996	3,274	37,327	40,601	195,592	236,193
1997	3,298	36,330	39,628	200,659	240,287
1998	3,137	34,633	37,770	201,153	238,923
1999	3,138	33,267	36,405	198,643	235,048
2000	3,108	32,499	35,607	198,122	233,729
2001	3,176	31,588	34,764	194,250	229,014
2002	3,124	30,521	33,645	188,106	221,751
2003	3,247	28,913	32,160	181,870	214,030
2004	2,978	26,748	29,726	177,684	207,410
2005	2,913	25,029	27,942	170,793	198,735
2006	2,926	24,946	27,872	161,289	189,161
2007	2,714	24,322	27,036	155,079	182,115
2008	2,341	23,121	25,462	145,129	170,591
2009	2,057	21,997	24,054	139,500	163,554
2010	1,731	20,440	22,171	132,243	154,414
2011	1,797	20,986	22,783	128,691	151,474
2012	1,637	20,901	22,538	123,033	145,571
2013	1,608	19,624	21,232	117,428	138,660
2014	1,658	20,676	22,334	123,988	146,322
2015	1,616	20,038	21,654	118,402	140,056
2016	1,695	21,725	23,420	113,201	136,621
2017	1,676	22,534	24,210	105,772	129,982
2018	1,671	23,165	24,836	97,799	122,635

[1 Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced for high level series. More information on the change and the adjustment process is available in the 2018 annual report.](#)

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Source: DfT STATS19
 The figures in this table are National Statistics
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RAS10014

Reported accidents by region, local authority and road class, England, 2018

Number of accidents

<u>ONS Code</u>	<u>Region/Local Authority</u>	<u>Motorway</u>	<u>A Trunk¹</u>	<u>A Principal</u>	<u>All A roads^c</u>	<u>Minor</u>	<u>All</u>
E12000001	North East	51	294	1,294	1,588	2,260	3,899
E06000047	County Durham	28	28	226	254	474	756
E06000005	Darlington	6	9	56	65	124	195
E08000020	Gateshead	6	38	102	140	215	361
E06000001	Hartlepool	0	8	26	34	44	78
E06000002	Middlesbrough	0	24	68	92	128	220
E08000021	Newcastle upon Tyne	9	42	183	225	329	563
E08000022	North Tyneside	0	22	100	122	136	258
E06000048	Northumberland	0	64	201	265	298	563
E06000003	Redcar and Cleveland	0	3	59	62	64	126
E08000023	South Tyneside	1	9	80	89	104	194
E06000004	Stockton-on-Tees	0	26	67	93	91	184
E08000024	Sunderland	1	21	126	147	253	401
E12000002	North West	764	345	4,761	5,111	6,826	12,701
E06000008	Blackburn with Darwen	14	0	142	142	202	358
E06000009	Blackpool	0	0	117	117	228	345
E08000001	Bolton	16	0	202	202	217	435
E08000002	Bury	34	0	96	96	92	222
E06000049	Cheshire East	82	8	303	311	335	728
E06000050	Cheshire West and Chester	52	48	297	346	271	669
E10000006	Cumbria	41	177	345	522	681	1,244
E06000006	Halton	11	0	50	50	133	194
E08000011	Knowsley	25	1	55	56	154	235
E10000017	Lancashire	231	56	960	1,016	1,429	2,676
E08000012	Liverpool	0	0	298	298	619	917
E08000003	Manchester	26	8	427	435	544	1,005
E08000004	Oldham	4	7	143	150	154	308
E08000005	Rochdale	17	0	121	121	122	260
E08000006	Salford	58	0	207	207	137	402
E08000014	Sefton	8	29	142	171	269	448
E08000013	St. Helens	10	4	72	79	149	238
E08000007	Stockport	18	0	101	102	165	285
E08000008	Tameside	16	6	119	125	148	289
E08000009	Trafford	11	0	94	94	151	256
E06000007	Warrington	62	1	196	197	179	438
E08000010	Wigan	5	0	144	144	151	300
E08000015	Wirral	23	0	130	130	296	449
E12000003	Yorkshire and The Humber	517	274	3,478	3,753	6,256	10,526
E08000016	Barnsley	15	17	164	181	244	440
E08000032	Bradford	9	0	315	316	650	975
E08000033	Calderdale	29	0	124	124	161	314
E08000017	Doncaster	57	10	186	196	333	586
E06000011	East Riding of Yorkshire	28	31	213	244	412	684
E06000010	Kingston upon Hull, City of	0	37	208	245	572	817
E08000034	Kirklees	53	5	252	257	368	678
E08000035	Leeds	135	13	461	474	939	1,548
E06000012	North East Lincolnshire	0	15	125	140	263	403
E06000013	North Lincolnshire	21	9	127	136	244	401
E10000023	North Yorkshire	37	89	486	575	626	1,238
E08000018	Rotherham	56	0	149	149	253	458
E08000019	Sheffield	17	8	312	320	648	985
E08000036	Wakefield	60	17	208	225	332	617
E06000014	York	0	23	148	171	211	382
E12000004	East Midlands	112	501	3,343	3,844	4,647	8,603
E06000015	Derby	0	15	181	196	271	467
E10000007	Derbyshire	20	84	476	560	614	1,194
E06000016	Leicester	0	3	280	283	383	666

RAS10014

Reported accidents by region, local authority and road class, England, 2018

Number of accidents

<u>ONS Code</u>	<u>Region/Local Authority</u>	<u>Motorway</u>	<u>A Trunk¹</u>	<u>A Principal</u>	<u>All A roads^c</u>	<u>Minor</u>	<u>All</u>
E10000018	Leicestershire	40	56	241	297	534	871
E10000019	Lincolnshire	0	83	804	887	995	1,882
E10000021	Northamptonshire	32	99	471	570	439	1,041
E06000018	Nottingham	0	42	405	447	444	891
E10000024	Nottinghamshire	20	114	463	577	945	1,542
E06000017	Rutland	0	5	22	27	22	49
E12000005	West Midlands	465	377	3,355	3,733	5,709	9,907
E08000025	Birmingham	62	2	873	875	1,677	2,614
E08000026	Coventry	4	10	139	150	454	608
E08000027	Dudley	5	0	186	186	239	430
E06000019	Herefordshire, County of	7	48	124	172	163	342
E08000028	Sandwell	36	2	235	237	340	613
E06000051	Shropshire	6	84	156	240	211	457
E08000029	Solihull	33	0	38	38	186	257
E10000028	Staffordshire	67	87	383	470	478	1,015
E06000021	Stoke-on-Trent	0	28	177	205	197	402
E06000020	Telford and Wrekin	3	0	48	48	131	182
E08000030	Walsall	27	2	169	171	288	486
E10000031	Warwickshire	157	90	330	420	635	1,212
E08000031	Wolverhampton	0	0	192	192	290	482
E10000034	Worcestershire	58	24	305	329	420	807
E12000006	East of England	562	904	3,081	3,986	7,214	11,762
E06000055	Bedford	0	31	102	133	215	348
E10000003	Cambridgeshire	38	166	354	520	785	1,343
E06000056	Central Bedfordshire	87	69	124	193	369	649
E10000012	Essex	141	181	646	828	1,610	2,579
E10000015	Hertfordshire	267	42	547	589	1,197	2,053
E06000032	Luton	13	0	73	73	415	501
E10000020	Norfolk	0	179	521	700	1,082	1,782
E06000031	Peterborough	0	49	121	170	290	460
E06000033	Southend-on-Sea	0	0	92	92	187	279
E10000029	Suffolk	0	136	404	540	923	1,463
E06000034	Thurrock	16	51	97	148	141	305
E12000007	London ³	223	14	15,031	15,061	10,378	25,662
E09000002	Barking and Dagenham	0	0	328	331	254	585
E09000003	Barnet	18	0	586	588	388	994
E09000004	Bexley	0	0	249	249	238	487
E09000005	Brent	0	0	529	529	400	929
E09000006	Bromley	0	0	349	349	391	740
E09000007	Camden	0	0	530	530	381	911
E09000001	City of London	0	0	168	168	101	269
E09000008	Croydon	0	0	509	509	382	891
E09000009	Ealing	0	0	513	513	431	944
E09000010	Enfield	64	1	464	465	362	891
E09000011	Greenwich	0	0	470	470	244	714
E09000012	Hackney	0	0	522	522	332	854
E09000013	Hammersmith and Fulham	0	0	452	452	254	706
E09000014	Haringey	0	0	509	509	347	856
E09000015	Harrow	0	0	169	169	245	414
E09000016	Havering	43	9	208	217	315	575
E09000017	Hillingdon	64	1	278	279	384	727
E09000018	Hounslow	25	3	470	473	287	785
E09000019	Islington	0	0	521	522	247	769
E09000020	Kensington and Chelsea	0	0	375	375	308	683
E09000021	Kingston upon Thames	0	0	197	197	133	330
E09000022	Lambeth	0	0	932	932	355	1,287
E09000023	Lewisham	0	0	506	506	330	836

RAS10014

Reported accidents by region, local authority and road class, England, 2018

Number of accidents

ONS Code	Region/Local Authority	Motorway	A Trunk ¹	A Principal	All A roads ^c	Minor	All
E09000024	Merton	0	0	279	279	219	498
E09000025	Newham	0	0	541	541	314	855
E09000026	Redbridge	9	0	425	425	320	754
E09000027	Richmond upon Thames	0	0	283	283	161	444
E09000028	Southwark	0	0	795	797	355	1,152
E09000029	Sutton	0	0	179	179	228	407
E09000030	Tower Hamlets	0	0	720	728	404	1,132
E09000031	Waltham Forest	0	0	422	422	290	712
E09000032	Wandsworth	0	0	648	648	334	982
E09000033	Westminster	0	0	904	904	605	1,509
E12000008	South East	1,202	1,128	6,387	7,516	10,446	19,164
E06000036	Bracknell Forest	1	0	49	49	56	106
E06000043	Brighton and Hove	0	36	261	297	386	683
E10000002	Buckinghamshire	89	20	350	370	406	865
E10000011	East Sussex	0	157	473	630	630	1,260
E10000014	Hampshire	218	143	761	904	1,493	2,615
E06000046	Isle of Wight	0	0	112	112	177	289
E10000016	Kent	295	311	1,029	1,341	2,175	3,811
E06000035	Medway	25	0	159	159	409	593
E06000042	Milton Keynes	33	22	113	135	345	513
E10000025	Oxfordshire	35	58	503	561	554	1,150
E06000044	Portsmouth	23	13	215	228	269	520
E06000038	Reading	5	0	120	120	163	288
E06000039	Slough	32	0	106	106	147	285
E06000045	Southampton	9	0	222	222	302	533
E10000030	Surrey	341	148	961	1,109	1,663	3,113
E06000037	West Berkshire	24	17	67	84	99	207
E10000032	West Sussex	22	197	737	934	960	1,916
E06000040	Windsor and Maidenhead	27	6	60	66	122	215
E06000041	Wokingham	23	0	89	89	90	202
E12000009	South West	256	594	3,423	4,017	5,519	9,792
E06000022	Bath and North East Somerset	0	7	100	107	155	262
E06000028	Bournemouth	0	0	135	135	192	327
E06000023	Bristol, City of	27	1	402	403	517	947
E06000052	Cornwall	0	173	363	536	639	1,175
E10000008	Devon	33	123	509	632	880	1,545
E10000009	Dorset	0	79	250	329	384	713
E10000013	Gloucestershire	30	33	242	275	473	778
E06000053	Isles of Scilly	0	0	0	0	2	2
E06000024	North Somerset	33	0	108	108	199	340
E06000026	Plymouth	0	20	88	108	357	465
E06000029	Poole	0	4	95	99	185	284
E10000027	Somerset	41	42	425	467	465	973
E06000025	South Gloucestershire	51	9	134	143	240	434
E06000030	Swindon	12	19	124	143	239	394
E06000027	Torbay	0	0	77	77	184	261
E06000054	Wiltshire	29	84	371	455	408	892
E92000001	England	4,152	4,431	44,153	48,609	59,255	112,016

1 Based on 2010 Core network

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

3 Includes London (Heathrow) Airport

Source: DfT STATS19

The figures in this table are National Statistics

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[Notes & Definitions](#)

Last updated: 26 September 2019

Next update: September 2020

RAS10015

Reported accidents by region, local authority, road surface condition and severity, England, 2018¹

ONS Code	Region/Local Authority	Number of accidents						
		Road surface condition			Severity			All ²
		Dry	Wet or flood	Snow or ice	Fatal	Serious	Slight	
E12000001	North East	2,866	864	139	51	795	3,053	3,899
E06000047	County Durham	542	176	38	9	140	607	756
E06000005	Darlington	143	47	5	2	43	150	195
E08000020	Gateshead	268	81	9	1	61	299	361
E06000001	Hartlepool	62	15	1	2	16	60	78
E06000002	Middlesbrough	182	36	2	3	33	184	220
E08000021	Newcastle upon Tyne	411	128	14	10	95	458	563
E08000022	North Tyneside	202	49	3	1	63	194	258
E06000048	Northumberland	383	137	40	14	161	388	563
E06000003	Redcar and Cleveland	95	23	8	1	23	102	126
E08000023	South Tyneside	152	38	2	1	39	154	194
E06000004	Stockton-on-Tees	141	39	4	4	43	137	184
E08000024	Sunderland	285	95	13	3	78	320	401
E12000002	North West	9,453	2,978	204	184	2,352	10,165	12,701
E06000008	Blackburn with Darwen	253	91	6	3	56	299	358
E06000009	Blackpool	268	70	4	2	68	275	345
E08000001	Bolton	316	110	9	6	74	355	435
E08000002	Bury	162	57	3	1	35	186	222
E06000049	Cheshire East	527	183	16	22	120	586	728
E06000050	Cheshire West and Chester	501	155	12	12	119	538	669
E10000006	Cumbria	967	238	39	24	282	938	1,244
E06000006	Halton	142	46	6	2	28	164	194
E08000011	Knowsley	178	54	3	3	39	193	235
E10000017	Lancashire	1,898	706	46	43	512	2,121	2,676
E08000012	Liverpool	721	176	8	6	172	739	917
E08000003	Manchester	785	211	9	10	163	832	1,005
E08000004	Oldham	223	79	6	5	47	256	308
E08000005	Rochdale	180	75	5	4	44	212	260
E08000006	Salford	295	103	4	5	69	328	402
E08000014	Sefton	347	95	1	1	89	358	448
E08000013	St. Helens	171	59	5	5	57	176	238
E08000007	Stockport	227	52	6	1	62	222	285
E08000008	Tameside	218	68	3	3	49	237	289
E08000009	Trafford	197	59	0	9	43	204	256
E06000007	Warrington	324	107	7	4	72	362	438
E08000010	Wigan	212	85	3	6	63	231	300
E08000015	Wirral	341	99	3	7	89	353	449
E12000003	Yorkshire and The Humber	7,703	2,542	277	165	2,344	8,017	10,526
E08000016	Barnsley	292	132	16	8	128	304	440
E08000032	Bradford	744	205	26	12	152	811	975
E08000033	Calderdale	221	78	15	5	57	252	314
E08000017	Doncaster	413	156	17	11	166	409	586
E06000011	East Riding of Yorkshire	482	180	21	11	193	480	684
E06000010	Kingston upon Hull, City of	617	194	6	6	169	642	817
E08000034	Kirklees	494	166	18	9	113	556	678
E08000035	Leeds	1,192	323	33	23	285	1,240	1,548
E06000012	North East Lincolnshire	310	90	3	2	88	313	403
E06000013	North Lincolnshire	291	94	16	10	110	281	401
E10000023	North Yorkshire	849	341	47	30	278	930	1,238
E08000018	Rotherham	325	124	9	5	132	321	458
E08000019	Sheffield	717	240	28	15	291	679	985
E08000036	Wakefield	474	131	12	14	132	471	617
E06000014	York	282	88	10	4	50	328	382
E12000004	East Midlands	6,386	1,933	244	179	1,619	6,805	8,603
E06000015	Derby	400	61	6	9	64	394	467
E10000007	Derbyshire	968	201	25	39	249	906	1,194
E06000016	Leicester	507	150	9	6	106	554	666
E10000018	Leicestershire	628	212	31	24	191	656	871

RAS10015

Reported accidents by region, local authority, road surface condition and severity, England, 2018¹

		Number of accidents						
ONS Code	Region/Local Authority	Road surface condition			Severity			All ²
		Dry	Wet or flood	Snow or ice	Fatal	Serious	Slight	
E10000019	Lincolnshire	1,282	511	89	48	398	1,436	1,882
E10000021	Northamptonshire	776	241	24	28	207	806	1,041
E06000018	Nottingham	688	179	11	1	113	777	891
E10000024	Nottinghamshire	1,103	364	48	22	273	1,247	1,542
E06000017	Rutland	34	14	1	2	18	29	49
E12000005	West Midlands	7,414	2,262	209	167	1,785	7,955	9,907
E08000025	Birmingham	2,080	485	46	14	419	2,181	2,614
E08000026	Coventry	464	129	15	16	112	480	608
E08000027	Dudley	325	97	7	6	67	357	430
E06000019	Herefordshire, County of	229	103	10	11	74	257	342
E08000028	Sandwell	450	147	14	6	93	514	613
E06000051	Shropshire	339	112	6	15	111	331	457
E08000029	Solihull	196	57	4	4	38	215	257
E10000028	Staffordshire	744	227	33	24	150	841	1,015
E06000021	Stoke-on-Trent	286	96	15	2	56	344	402
E06000020	Telford and Wrekin	131	47	4	5	40	137	182
E08000030	Walsall	371	111	4	4	76	406	486
E10000031	Warwickshire	857	330	25	33	286	893	1,212
E08000031	Wolverhampton	365	106	11	5	81	396	482
E10000034	Worcestershire	577	215	15	22	182	603	807
E12000006	East of England	8,674	2,818	253	163	2,437	9,162	11,762
E06000055	Bedford	267	78	2	4	62	282	348
E10000003	Cambridgeshire	1,007	309	27	23	297	1,023	1,343
E06000056	Central Bedfordshire	501	135	12	13	115	521	649
E10000012	Essex	1,888	645	46	45	669	1,865	2,579
E10000015	Hertfordshire	1,564	438	46	25	388	1,640	2,053
E06000032	Luton	377	108	9	3	70	428	501
E10000020	Norfolk	1,256	464	61	27	383	1,372	1,782
E06000031	Peterborough	332	118	8	4	69	387	460
E06000033	Southend-on-Sea	216	59	4	0	60	219	279
E10000029	Suffolk	1,026	401	36	16	248	1,199	1,463
E06000034	Thurrock	240	63	2	3	76	226	305
E12000007	London	19,704	4,745	210	109	3,842	21,711	25,662
E09000002	Barking and Dagenham	456	108	4	1	95	489	585
E09000003	Barnet	717	219	9	4	127	863	994
E09000004	Bexley	370	104	5	3	75	409	487
E09000005	Brent	705	175	12	5	145	779	929
E09000006	Bromley	553	157	14	3	107	630	740
E09000007	Camden	701	176	6	5	143	763	911
E09000001	City of London	236	33	0	1	80	188	269
E09000008	Croydon	662	189	11	4	105	782	891
E09000009	Ealing	735	175	6	5	135	804	944
E09000010	Enfield	661	156	5	8	114	769	891
E09000011	Greenwich	543	141	3	8	99	607	714
E09000012	Hackney	649	162	4	2	148	704	854
E09000013	Hammersmith and Fulham	537	141	5	1	107	598	706
E09000014	Haringey	661	142	6	2	115	739	856
E09000015	Harrow	300	87	5	0	67	347	414
E09000016	Havering	413	120	9	3	76	496	575
E09000017	Hillingdon	535	157	13	4	117	606	727
E09000018	Hounslow	618	142	5	2	111	672	785
E09000019	Islington	594	140	4	2	133	634	769
E09000020	Kensington and Chelsea	531	119	2	3	122	558	683
E09000021	Kingston upon Thames	278	43	3	2	51	277	330
E09000022	Lambeth	992	222	10	1	199	1,087	1,287
E09000023	Lewisham	667	140	5	6	98	732	836

RAS10015

Reported accidents by region, local authority, road surface condition and severity, England, 2018¹

ONS Code	Region/Local Authority	Number of accidents						
		Road surface condition			Severity			All ²
		Dry	Wet or flood	Snow or ice	Fatal	Serious	Slight	
E09000024	Merton	385	88	8	3	74	421	498
E09000025	Newham	634	148	6	5	99	751	855
E09000026	Redbridge	591	136	4	1	97	656	754
E09000027	Richmond upon Thames	345	88	2	2	82	360	444
E09000028	Southwark	901	202	3	2	183	967	1,152
E09000029	Sutton	318	82	4	3	64	340	407
E09000030	Tower Hamlets	891	191	10	2	155	975	1,132
E09000031	Waltham Forest	540	132	7	7	90	615	712
E09000032	Wandsworth	762	178	10	6	157	819	982
E09000033	Westminster	1,192	243	10	3	266	1,240	1,509
	London Airport (Heathrow)	31	9	0	0	6	34	40
E12000008	South East	14,446	4,328	372	237	3,940	14,987	19,164
E06000036	Bracknell Forest	90	15	1	3	13	90	106
E06000043	Brighton and Hove	547	129	7	2	160	521	683
E10000002	Buckinghamshire	622	214	27	11	129	725	865
E10000011	East Sussex	972	260	28	21	303	936	1,260
E10000014	Hampshire	2,012	559	44	44	634	1,937	2,615
E06000046	Isle of Wight	237	50	2	3	72	214	289
E10000016	Kent	2,765	928	107	44	628	3,139	3,811
E06000035	Medway	441	144	7	3	95	495	593
E06000042	Milton Keynes	394	112	7	8	66	439	513
E10000025	Oxfordshire	856	263	31	26	204	920	1,150
E06000044	Portsmouth	429	89	2	3	111	406	520
E06000038	Reading	226	56	4	1	45	242	288
E06000039	Slough	221	60	4	7	40	238	285
E06000045	Southampton	429	101	3	3	109	421	533
E10000030	Surrey	2,292	757	64	26	798	2,289	3,113
E06000037	West Berkshire	147	56	4	5	41	161	207
E10000032	West Sussex	1,443	450	23	20	418	1,478	1,916
E06000040	Windsor and Maidenhead	166	44	4	4	39	172	215
E06000041	Wokingham	157	41	3	3	35	164	202
E12000009	South West	7,026	2,564	202	172	1,793	7,827	9,792
E06000022	Bath and North East Somerset	168	88	6	4	36	222	262
E06000028	Bournemouth	259	67	1	2	40	285	327
E06000023	Bristol, City of	732	205	10	7	98	842	947
E06000052	Cornwall	798	343	34	19	241	915	1,175
E10000008	Devon	1,014	498	33	30	326	1,189	1,545
E10000009	Dorset	544	151	18	13	151	549	713
E10000013	Gloucestershire	583	180	15	28	238	512	778
E06000053	Isles of Scilly	2	0	0	0	0	2	2
E06000024	North Somerset	251	83	6	4	46	290	340
E06000026	Plymouth	325	136	4	3	92	370	465
E06000029	Poole	227	54	3	1	59	224	284
E10000027	Somerset	672	286	15	23	131	819	973
E06000025	South Gloucestershire	321	103	10	5	48	381	434
E06000030	Swindon	297	86	11	9	58	327	394
E06000027	Torbay	192	66	3	2	49	210	261
E06000054	Wiltshire	641	218	33	22	180	690	892
E92000001	England	83,672	25,034	2,110	1,427	20,907	89,682	112,016

[1. There has been an increase in the number of unknown values since 2017. This increase is particularly prevalent in data from the Metropolitan Police Service, where the introduction of self-reporting has allowed a different use of unknown values. Comparison with previous years should therefore be made with caution. More information is available in the 2018 annual report.](#)

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

Source: DfT STATS19

The figures in this table are National Statistics

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RAS20

Vehicles involved in reported road accidents

RAS20001

Vehicles involved in reported accidents and involvement rates by vehicle type and severity of accident, Great Britain¹, 2008 - 2018

	Number of vehicles/rate per billion vehicle miles										
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Pedal cycles											
Fatal	127	111	119	119	125	121	122	113	110	117	109
Rate	45	37	40	39	40	39	35	35	35	36	33
Fatal or serious	2,727	2,875	2,962	3,411	3,529	3,471	3,775	3,565	3,737	4,071	4,071
Rate	960	969	986	1111	1135	1109	1092	1098	1179	1245	1223
All severities	16,797	17,599	17,811	19,883	19,708	20,049	21,979	19,440	19,047	18,954	18,125
Rate	5,915	5,933	5,930	6,476	6,340	6,408	6,357	5,985	6,008	5,798	5,444
Motorcycle riders											
Fatal	539	512	446	411	363	356	375	398	365	379	389
Rate	172	161	156	142	128	132	135	144	132	137	142
Fatal or serious	6,389	6,105	5,446	5,920	5,628	5,485	5,933	5,709	6,178	6,337	6,266
Rate	2044	1922	1906	2052	1990	2039	2139	2059	2228	2292	2288
All severities	22,427	21,590	19,534	21,059	20,171	19,538	21,378	20,996	20,423	19,204	17,890
Rate	7,175	6,796	6,838	7,301	7,133	7,265	7,707	7,571	7,364	6,946	6,532
Cars											
Fatal	2,724	2,340	1,944	2,067	1,775	1,810	1,831	1,781	1,943	1,897	1,869
Rate	11	9.6	8.1	8.6	7.4	7.5	7.5	7.2	7.7	7.5	7.3
Fatal or serious	28,403	26,731	24,236	24,511	24,189	22,802	23,896	23,372	25,759	26,398	27,898
Rate	116	109	101	102	101	95	98	94	102	104	109
All severities	236,923	227,244	212,685	204,720	197,388	185,769	195,576	188,872	185,307	174,143	165,050
Rate	965	928	887	851	822	774	798	763	736	685	647
Buses or coaches											
Fatal	98	85	60	71	70	69	61	64	57	55	48
Rate	31	27	19	25	26	25	22	24	23	23	21
Fatal or serious	1,090	962	930	872	872	767	777	702	674	776	787
Rate	347	309	297	301	320	274	277	263	270	322	343
All severities	8,375	7,831	7,462	7,223	6,318	5,896	6,103	5,381	4,998	4,998	4,513
Rate	2,669	2,512	2,381	2,494	2,321	2,105	2,178	2,012	2,002	2,073	1,965
Vans / Light goods vehicles											
Fatal	202	185	175	197	170	153	169	167	186	189	175
Rate	4.9	4.5	4.3	4.8	4.1	3.6	3.8	3.6	3.8	3.7	3.4
Fatal or serious	1,822	1,745	1,709	1,733	1,793	1,704	1,910	1,903	2,041	2,132	2,307
Rate	44	43	42	42	43	40	42	41	41	42	45
All severities	13,621	13,214	12,866	12,886	12,575	12,686	14,043	13,876	13,125	12,479	12,062
Rate	328	325	313	311	305	298	312	296	267	247	237
Heavy goods vehicles											
Fatal	379	284	303	272	292	270	265	298	273	259	273
Rate	21	17	19	17	19	17	16	18	16	15	16
Fatal or serious	1,639	1,388	1,372	1,283	1,301	1,277	1,247	1,291	1,230	1,209	1,215
Rate	92	85	84	81	84	81	78	77	73	71	71
All severities	9,040	7,487	7,615	7,126	6,720	6,524	6,873	6,470	5,819	5,136	4,753
Rate	509	459	465	447	433	416	427	388	346	302	278
All vehicles²											
Fatal	4,171	3,587	3,119	3,221	2,850	2,846	2,902	2,899	3,022	2,963	2,973
Rate	13	12	10	10	9.3	9.3	9.2	9.1	9.3	9.0	9.0
Fatal or serious	42,807	40,433	37,237	38,334	37,866	36,020	38,070	37,104	40,391	41,768	43,415
Rate	136	130	122	125	124	117	121	116	124	126	131
All severities	311,604	298,687	281,401	276,155	265,877	252,913	268,527	257,845	252,500	238,926	226,409
Rate	993	960	919	900	870	824	852	806	774	723	683

¹ Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced for high level series. More information on the change and the adjustment process is available in the 2018 annual report.

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

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

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[Notes & Definitions](#)

Last updated: 26 September 2019
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RAS20001

Vehicles involved in reported accidents and involvement rates by vehicle type and severity of accident, Great Britain¹, 2008 - 2018

	Number of vehicles/rate per billion vehicle kilometres										
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Pedal cycles											
Fatal	127	111	119	119	125	121	122	113	110	117	109
Rate	28	23	25	24	25	24	22	22	22	22	20
Fatal or serious	2,727	2,875	2,962	3,411	3,529	3,471	3,775	3,565	3,737	4,071	4,071
Rate	597	602	613	690	705	689	678	682	733	774	760
All severities	16,797	17,599	17,811	19,883	19,708	20,049	21,979	19,440	19,047	18,954	18,125
Rate	3,675	3,687	3,685	4,024	3,940	3,981	3,950	3,719	3,733	3,603	3,383
Motorcycle riders											
Fatal	539	512	446	411	363	356	375	398	365	379	389
Rate	107	100	97	89	80	82	84	89	82	85	88
Fatal or serious	6,389	6,105	5,446	5,920	5,628	5,485	5,933	5,709	6,178	6,337	6,266
Rate	1270	1194	1185	1275	1237	1267	1329	1279	1384	1424	1421
All severities	22,427	21,590	19,534	21,059	20,171	19,538	21,378	20,996	20,423	19,204	17,890
Rate	4,458	4,223	4,249	4,536	4,432	4,514	4,789	4,704	4,576	4,316	4,058
Cars											
Fatal	2,724	2,340	1,944	2,067	1,775	1,810	1,831	1,781	1,943	1,897	1,869
Rate	6.9	5.9	5.0	5.3	4.6	4.7	4.6	4.5	4.8	4.6	4.6
Fatal or serious	28,403	26,731	24,236	24,511	24,189	22,802	23,896	23,372	25,759	26,398	27,898
Rate	72	68	63	63	63	59	61	59	64	64	68
All severities	236,923	227,244	212,685	204,720	197,388	185,769	195,576	188,872	185,307	174,143	165,050
Rate	600	577	551	529	510	481	496	474	458	425	402
Buses or coaches											
Fatal	98	85	60	71	70	69	61	64	57	55	48
Rate	19	17	12	15	16	15	14	15	14	14	13
Fatal or serious	1,090	962	930	872	872	767	777	702	674	776	787
Rate	216	192	184	187	199	170	172	163	168	200	213
All severities	8,375	7,831	7,462	7,223	6,318	5,896	6,103	5,381	4,998	4,998	4,513
Rate	1,659	1,561	1,480	1,550	1,442	1,308	1,353	1,250	1,244	1,288	1,221
Vans / Light goods vehicles											
Fatal	202	185	175	197	170	153	169	167	186	189	175
Rate	3.0	2.8	2.6	3.0	2.6	2.2	2.3	2.2	2.3	2.3	2.1
Fatal or serious	1,822	1,745	1,709	1,733	1,793	1,704	1,910	1,903	2,041	2,132	2,307
Rate	27	27	26	26	27	25	26	25	26	26	28
All severities	13,621	13,214	12,866	12,886	12,575	12,686	14,043	13,876	13,125	12,479	12,062
Rate	204	202	195	193	189	185	194	184	166	154	147
Heavy goods vehicles											
Fatal	379	284	303	272	292	270	265	298	273	259	273
Rate	13	11	12	11	12	11	10	11	10	9.5	9.9
Fatal or serious	1,639	1,388	1,372	1,283	1,301	1,277	1,247	1,291	1,230	1,209	1,215
Rate	57	53	52	50	52	51	48	48	45	44	44
All severities	9,040	7,487	7,615	7,126	6,720	6,524	6,873	6,470	5,819	5,136	4,753
Rate	316	285	289	278	269	259	266	241	215	187	173
All vehicles²											
Fatal	4,171	3,587	3,119	3,221	2,850	2,846	2,902	2,899	3,022	2,963	2,973
Rate	8.3	7.2	6.3	6.5	5.8	5.8	5.7	5.6	5.8	5.6	5.6
Fatal or serious	42,807	40,433	37,237	38,334	37,866	36,020	38,070	37,104	40,391	41,768	43,415
Rate	85	81	76	78	77	73	75	72	77	79	81
All severities	311,604	298,687	281,401	276,155	265,877	252,913	268,527	257,845	252,500	238,926	226,409
Rate	617	597	571	559	540	512	530	501	481	449	424

¹ Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced for high level series. More information on the change and the adjustment process is available in the 2018 annual report.

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

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

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RAS20002

Drivers in reported accidents by gender, number injured, road user type and age, Great Britain, 2018

	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	81	32	40	11	3	27	118	35	30
17-19	4,239	1,975	47	2,498	1,527	61	6,825	3,502	51
20-24	9,432	4,293	46	5,952	3,596	60	15,491	7,890	51
25-29	10,244	4,383	43	6,856	3,915	57	17,351	8,298	48
30-34	10,404	3,987	38	6,510	3,349	51	17,496	7,336	42
35-39	8,894	3,495	39	5,797	2,989	52	14,844	6,486	44
40-49	15,513	6,105	39	9,862	5,210	53	25,638	11,316	44
50-59	12,851	4,836	38	8,096	4,305	53	21,106	9,142	43
60-69	7,418	2,663	36	4,094	2,115	52	11,578	4,778	41
70 and over	7,537	3,198	42	3,708	2,087	56	11,290	5,285	47
Age not reported	5,392	319	6	1,884	203	11	23,313	532	2
All ages	92,005	35,286	38	55,268	29,299	53	165,050	64,600	39
Motorcycle riders									
50cc and under									
Under 16	10	10	100	0	0	0	10	10	100
16	273	261	96	28	26	93	301	287	95
17	140	136	97	21	20	95	161	156	97
18	87	80	92	9	9	100	97	89	92
19	57	52	91	10	10	100	67	62	93
20-24	203	188	93	34	33	97	237	221	93
25-29	143	132	92	26	24	92	171	156	91
30-39	167	153	92	23	22	96	192	175	91
40-49	108	102	94	25	25	100	134	127	95
50-59	62	59	95	18	16	89	80	75	94
60 and over	38	35	92	7	7	100	45	42	93
Age not reported	34	12	35	2	2	100	93	14	15
All ages	1,322	1,220	92	203	194	96	1,588	1,414	89
Motorcycle riders over 50cc									
Under 16	44	42	95	1	1	100	45	43	96
16	67	58	87	4	4	100	71	62	87
17	463	433	94	24	24	100	488	457	94
18	519	487	94	23	22	96	546	509	93
19	525	505	96	28	27	96	554	532	96
20-24	2,317	2,194	95	163	161	99	2,484	2,355	95
25-29	2,259	2,130	94	151	148	98	2,420	2,278	94
30-39	3,142	2,912	93	203	196	97	3,352	3,108	93
40-49	2,104	1,966	93	178	176	99	2,284	2,142	94
50-59	1,988	1,868	94	126	118	94	2,115	1,986	94
60 and over	957	905	95	33	32	97	990	937	95
Age not reported	209	116	56	7	4	57	541	122	23
All ages	14,594	13,616	93	941	913	97	15,890	14,531	91
All Motorcycle riders²									
Under 16	67	64	96	1	1	100	68	65	96
16	353	329	93	33	31	94	386	360	93
17	612	577	94	47	46	98	660	623	94
18	621	581	94	32	31	97	658	612	93
19	593	566	95	38	37	97	632	603	95
20-24	2,568	2,424	94	200	197	99	2,773	2,621	95
25-29	2,433	2,288	94	181	175	97	2,626	2,463	94
30-39	3,344	3,098	93	228	220	96	3,585	3,318	93
40-49	2,239	2,092	93	208	205	99	2,450	2,297	94
50-59	2,086	1,960	94	151	141	93	2,239	2,101	94
60 and over	1,015	959	94	42	41	98	1,057	1,000	95
Age not reported	278	133	48	10	7	70	756	146	19
All ages	16,209	15,071	93	1,171	1,132	97	17,890	16,209	91

1 Includes cases where gender was not reported.

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

Source: DfT STATS19

The figures in this table are National Statistics

RAS20003

Vehicles involved in reported accidents by accident severity and vehicle type, Great Britain, 2018

	Number of vehicles			
	Number of vehicles involved in			
	Fatal accidents	Serious accidents	Slight accidents	All accidents
Pedal cycles	109	3,962	14,054	18,125
Motorcycles ¹				
Motorcycles 50cc and under	8	366	1,214	1,588
Motorcycles 51cc - 125cc	55	2,207	5,512	7,774
Motorcycles 126cc - 500cc	48	751	1,441	2,240
Motorcycles over 500cc	272	2,422	3,182	5,876
All motorcycles ²	389	5,877	11,624	17,890
Taxis/Private hire cars	37	762	4,418	5,217
Cars ³	1,821	25,195	132,412	159,428
Minibuses	11	72	322	405
All cars ⁴	1,869	26,029	137,152	165,050
Buses or coaches	48	739	3,726	4,513
Trams	1	4	14	19
Vans / Light goods vehicles	175	2,132	9,755	12,062
Heavy goods vehicles				
Rigid	130	566	2,279	2,975
Articulated	143	373	1,211	1,727
Total ⁵	273	942	3,538	4,753
Agricultural vehicles	29	130	329	488
Ridden horses	3	25	49	77
Mobility scooters	13	64	172	249
Other vehicles	62	498	2,342	2,902
All vehicles ⁶	2,973	40,442	182,994	226,409

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.

Source: DfT STATS19

The figures in this table are National Statistics

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[Notes & Definitions](#)

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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, 2018

	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	33	85	365	21	24	47	592
Fatal or serious	1,348	2,099	7,316	348	608	250	12,150
All severities	6,501	7,050	49,090	2,292	3,666	1,130	70,695
B roads							
Fatal	2	26	123	3	9	3	172
Fatal or serious	443	526	2,404	74	185	50	3,741
All severities	1,924	1,651	14,629	400	980	194	20,037
Other roads							
Fatal	28	65	324	7	31	22	497
Fatal or serious	1,726	1,697	9,019	268	652	155	13,768
All severities	8,362	5,374	58,661	1,518	3,721	688	79,619
All built-up roads³							
Fatal	63	176	812	31	64	72	1,261
Fatal or serious	3,517	4,322	18,739	690	1,445	455	29,659
All severities	16,787	14,075	122,380	4,210	8,367	2,012	170,351
Non built-up roads²							
A roads							
Fatal	18	135	698	13	76	134	1,109
Fatal or serious	217	1,194	5,260	62	509	461	7,895
All severities	567	2,384	23,501	182	2,061	1,500	30,924
B roads							
Fatal	8	35	115	2	11	8	185
Fatal or serious	103	325	1,199	19	82	39	1,818
All severities	242	569	4,353	41	334	121	5,827
Other roads							
Fatal	20	33	110	1	7	12	205
Fatal or serious	234	296	1,520	7	121	43	2,319
All severities	528	608	6,782	38	529	142	8,906
All non built-up roads³							
Fatal	46	203	923	16	94	154	1,499
Fatal or serious	554	1,815	7,979	88	712	543	12,032
All severities	1,337	3,561	34,636	261	2,924	1,763	45,657
All speed limits⁴							
Motorways							
Fatal	0	10	134	1	17	47	213
Fatal or serious	0	129	1,180	9	150	217	1,724
All severities	1	254	8,034	42	771	978	10,401
A roads							
Fatal	51	220	1,063	34	100	181	1,701
Fatal or serious	1,565	3,293	12,576	410	1,117	711	20,045
All severities	7,068	9,434	72,591	2,474	5,727	2,630	101,619
B roads							
Fatal	10	61	238	5	20	11	357
Fatal or serious	546	851	3,603	93	267	89	5,559
All severities	2,166	2,220	18,982	441	1,314	315	25,864
Other roads							
Fatal	48	98	434	8	38	34	702
Fatal or serious	1,960	1,993	10,539	275	773	198	16,087
All severities	8,890	5,982	65,443	1,556	4,250	830	88,525
Total³							
Fatal	109	389	1,869	48	175	273	2,973
Fatal or serious	4,071	6,266	27,898	787	2,307	1,215	43,415
All severities	18,125	17,890	165,050	4,513	12,062	4,753	226,409

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

2 Excludes motorways.

3 Includes cases where road class was not reported.

4 Includes cases where speed limit was not reported.

RAS20005

Vehicle involvement rates for reported accidents, by vehicle type, urban and rural roads, road class accident severity and traffic, Great Britain, 2018

	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	74	129	7.4	34	3.0	30	10
Fatal or serious	2,594	3,570	156	558	75	141	211
All severities	12,873	12,447	1,103	3,705	472	628	1,279
Other roads³							
Fatal	10	80	6.3	13	2.6	34	7.3
Fatal or serious	920	2,243	175	417	66	275	213
All severities	4,547	7,410	1,167	2,313	383	1,230	1,258
All urban roads⁴							
Fatal	22	99	6.7	22	2.8	31	8.4
Fatal or serious	1,236	2,756	167	479	70	177	212
All severities	6,122	9,358	1,140	2,919	419	788	1,267
Rural roads^{2,5}							
A roads							
Fatal	114	214	10	28	5.1	21	12
Fatal or serious	2,436	2,039	84	159	39	79	97
All severities	7,454	4,249	381	556	162	266	387
Other roads³							
Fatal	52	197	9.5	13	4.0	35	12
Fatal or serious	927	2,160	134	211	47	181	159
All severities	2,767	4,613	621	973	216	622	644
All rural roads⁴							
Fatal	62	208	9.9	24	4.7	23	12
Fatal or serious	1,182	2,087	100	175	42	90	116
All severities	3,559	4,394	457	686	181	304	468
All roads							
Motorways							
Fatal	..	45	2.7	4.6	1.6	5.9	3.1
Fatal or serious	..	575	24	42	14	27	25
All severities	..	1,133	161	194	73	123	151
A roads							
Fatal	83	179	9.2	31	4.5	23	11
Fatal or serious	2,558	2,676	108	376	50	91	134
All severities	11,554	7,667	625	2,272	256	337	681
Other roads³							
Fatal	21	124	7.6	13	3.2	35	9.4
Fatal or serious	922	2,214	159	371	58	221	191
All severities	4,069	6,386	950	2,013	308	881	1,010
Total⁴							
Fatal	33	142	7.3	21	3.4	16	9.0
Fatal or serious	1,223	2,288	109	343	45	71	131
All severities	5,444	6,532	647	1,965	237	278	683
Estimated vehicle miles (billion)							
Urban roads ^{2,5}	2.4	1.3	93	1.4	17	2.1	117
Rural roads ^{2,5}	0.9	1.2	112	0.7	24	7.0	146
Motorways	..	0.2	50	0.2	11	8.0	69
Total	3.3	2.7	255	2.3	51	17	331

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

2 Excludes motorways.

3 B, C and unclassified roads.

4 Includes cases where road class was not reported.

5 See urban and rural definitions.

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Source: DfT STATS19, DfT National Road Traffic Survey

The figures in this table are National Statistics

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RAS20005

Vehicle involvement rates for reported accidents, by vehicle type, urban and rural roads, road class, accident severity and traffic, Great Britain, 2018

	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	46	80	4.6	21	1.8	19	6.2
Fatal or serious	1,612	2,218	97	347	47	88	131
All severities	7,999	7,735	685	2,302	294	390	795
Other roads³							
Fatal	6.3	50	3.9	8.1	1.6	21	4.5
Fatal or serious	572	1,394	109	259	41	171	132
All severities	2,826	4,604	725	1,438	238	765	781
All urban roads⁴							
Fatal	14	61	4.2	14	1.7	19	5.2
Fatal or serious	768	1,713	104	297	44	110	132
All severities	3,804	5,815	708	1,814	260	490	787
Rural roads^{2,5}							
A roads							
Fatal	71	133	6.2	18	3.2	13	7.5
Fatal or serious	1,513	1,267	52	99	24	49	60
All severities	4,632	2,640	236	346	101	165	241
Other roads³							
Fatal	32	123	5.9	8.4	2.5	22	7.7
Fatal or serious	576	1,342	83	131	29	112	99
All severities	1,719	2,867	386	605	134	386	400
All rural roads⁴							
Fatal	39	129	6.1	15	2.9	14	7.6
Fatal or serious	735	1,297	62	109	26	56	72
All severities	2,211	2,730	284	426	112	189	291
All roads							
Motorways							
Fatal	..	28	1.7	2.9	1.0	3.7	1.9
Fatal or serious	..	357	15	26	8.8	17	16
All severities	..	704	100	121	45	76	94
A roads							
Fatal	52	111	5.7	19	2.8	14	7.1
Fatal or serious	1,590	1,663	67	234	31	57	83
All severities	7,179	4,764	389	1,411	159	209	423
Other roads³							
Fatal	13	77	4.7	8.1	2.0	22	5.8
Fatal or serious	573	1,376	99	231	36	137	119
All severities	2,528	3,968	590	1,251	192	547	628
Total⁴							
Fatal	20	88	4.6	13	2.1	9.9	5.6
Fatal or serious	760	1,421	68	213	28	44	81
All severities	3,383	4,058	402	1,221	147	173	424
Estimated vehicle kilometres (billion)							
Urban roads ^{2,5}	3.9	2.1	149	2.2	27	3.3	188
Rural roads ^{2,5}	1.4	1.9	181	1.2	38	11	235
Motorways	..	0.4	81	0.3	17	13	111
Total	5.4	4.4	410	3.7	82	27	533

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

2 Excludes motorways.

3 B, C and unclassified roads.

4 Includes cases where road class was not reported.

5 See urban and rural definitions.

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Source: DfT STATS19, DfT National Road Traffic Survey

The figures in this table are National Statistics

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RAS20008

Vehicles involved in reported accidents by vehicle type and manoeuvre, Great Britain¹, 2018

	Number of vehicles					
	Pedal cycles	Motorcycles 50cc and under	Motorcycles 51 - 125cc	Motorcycles 126 - 500cc	Motorcycles over 500cc	All motorcycles ²
Reversing	10	2	4	2	3	12
Parked	31	2	20	7	23	56
Waiting to go ahead but held up	231	32	178	62	156	436
Slowing or stopping	270	84	382	98	252	829
Moving off	508	63	221	77	136	511
U turning	15	8	22	4	9	46
Turning left	314	44	164	37	92	353
Waiting to turn left	27	6	17	10	14	48
Turning right	869	82	323	77	139	644
Waiting to turn right	148	11	38	13	26	89
Changing lane to left	50	4	36	8	45	97
Changing lane to right	112	7	51	10	40	108
Overtaking a moving vehicle - offside	145	87	501	173	571	1,352
Overtaking a stationary vehicle - offside	321	66	342	120	255	792
Overtaking - nearside	258	41	190	64	134	437
Going ahead on a left-hand bend	259	48	236	75	420	793
Going ahead on a right-hand bend	378	36	232	93	351	732
Going ahead other	12,398	913	4,370	1,257	3,070	9,861
All known manoeuvres	16,344	1,536	7,327	2,187	5,736	17,196
Number of vehicles involved in accidents ³	18,125	1,588	7,774	2,240	5,876	17,890
of which - at a junction	12,591	1,057	5,279	1,468	3,406	11,434

	Number of vehicles					
	Cars	Buses or coaches	Vans / Light goods vehicles	Heavy goods vehicles		All vehicles other than two-wheel ⁵
				HGVs involved	of which LHD ⁴	
Reversing	2,535	21	413	90	5	3,154
Parked	8,156	213	725	245	5	9,527
Waiting to go ahead but held up	10,093	255	647	187	5	11,305
Slowing or stopping	11,739	676	934	330	7	13,858
Moving off	7,901	682	566	169	9	9,500
U turning	1,434	3	131	12	0	1,600
Turning left	5,578	133	430	136	5	6,405
Waiting to turn left	886	7	49	12	0	961
Turning right	17,028	192	1,142	238	12	18,842
Waiting to turn right	2,723	17	188	38	1	3,000
Changing lane to left	1,179	19	122	273	6	1,664
Changing lane to right	1,308	19	129	138	40	1,691
Overtaking a moving vehicle - offside	2,296	24	185	60	1	2,629
Overtaking a stationary vehicle - offside	1,119	29	88	22	1	1,293
Overtaking - nearside	744	18	49	27	0	866
Going ahead on a left-hand bend	4,603	70	320	129	3	5,224
Going ahead on a right-hand bend	5,309	79	346	159	5	6,015
Going ahead other	73,433	1,930	5,121	2,344	78	84,829
All known manoeuvres	158,064	4,387	11,585	4,609	183	182,363
Number of vehicles involved in accidents ³	165,050	4,513	12,062	4,753	183	190,394
of which - at a junction	93,803	2,653	6,535	1,891	68	106,715

1 There has been an increase in the number of unknown values since 2017. This increase is particularly prevalent in data from the Metropolitan Police Service, where the introduction of self-reporting has allowed a different use of unknown values. Comparison with previous years should therefore be made with caution. More information is available in the 2018 annual report.

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

3 Includes cases where vehicle manoeuvre was not reported.

4 Left hand drive.

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

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

RAS20009

Vehicles involved in reported personal injury road accidents, by vehicle type, Great Britain, 1979-2018

Year	Number of vehicles						
	Pedal cycle	Motorcycle	Car	Bus or coach	Vans / Light goods vehicles	Heavy goods vehicles	All vehicles ¹
1979	24,792	69,173	265,327	14,808	24,715	18,194	422,983
1980	25,884	73,054	262,979	13,814	22,319	15,343	418,266
1981	26,496	70,949	265,531	13,083	22,106	14,554	417,723
1982	29,429	73,043	275,541	12,914	21,707	14,689	431,547
1983	31,824	65,962	261,714	12,763	19,853	13,504	409,690
1984	32,210	65,340	279,954	12,802	20,911	14,197	429,520
1985	27,953	57,823	278,517	12,468	23,113	14,452	417,923
1986	27,041	53,566	290,588	12,137	23,437	14,779	425,285
1987	27,010	47,024	287,636	11,766	22,651	15,107	414,988
1988	26,561	44,279	303,693	12,086	24,671	16,376	431,760
1989	29,327	43,995	325,213	12,711	25,793	17,894	459,172
1990	27,108	40,404	330,181	12,200	24,652	16,524	455,234
1991	25,439	31,722	308,076	11,417	21,802	15,241	417,792
1992	25,299	27,660	313,382	11,264	20,490	14,500	416,725
1993	24,612	25,836	312,790	10,947	19,069	14,417	411,729
1994	25,415	25,127	322,946	11,413	19,495	14,572	422,621
1995	25,497	24,219	318,083	10,994	18,674	13,771	414,807
1996	25,102	23,798	331,091	11,196	19,186	13,582	427,521
1997	25,200	25,211	338,924	11,241	20,070	14,385	438,877
1998	23,423	25,514	337,794	11,762	20,083	14,526	437,105
1999	23,482	27,122	329,866	11,888	18,052	15,191	430,492
2000	21,055	29,236	329,846	11,733	17,671	15,194	429,943
2001	19,497	30,084	321,900	11,521	18,314	14,813	420,073
2002	17,532	29,503	314,568	10,781	17,755	13,480	408,325
2003	17,472	29,523	299,933	10,939	17,486	13,173	392,022
2004	17,084	26,857	291,842	10,573	15,728	12,516	379,845
2005	17,039	25,870	281,810	9,988	16,078	12,120	366,236
2006	16,611	24,323	267,991	9,133	15,593	11,336	348,059
2007	16,607	24,381	255,891	8,559	14,620	10,688	334,966
2008	16,797	22,427	236,923	8,375	13,621	9,040	311,604
2009	17,599	21,590	227,244	7,831	13,214	7,487	298,687
2010	17,811	19,534	212,685	7,462	12,866	7,615	281,401
2011	19,883	21,059	204,720	7,223	12,886	7,126	276,155
2012	19,708	20,171	197,388	6,318	12,575	6,720	265,877
2013	20,049	19,538	185,769	5,896	12,686	6,524	252,913
2014	21,979	21,378	195,576	6,103	14,043	6,873	268,527
2015	19,440	20,996	188,872	5,381	13,876	6,470	257,845
2016	19,047	20,423	185,307	4,998	13,125	5,819	252,500
2017	18,954	19,204	174,143	4,998	12,479	5,136	238,926
2018	18,125	17,890	165,050	4,513	12,062	4,753	226,409

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

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

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RAS20010

Vehicles in reported personal injury accidents by journey purpose of driver/rider and by vehicle type, Great Britain, 2018

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	1,020	1,907	16,012	3,781	5,312	3,644	33,213
	Percentage	6	11	10	84	44	77	15
Commuting	No. of vehicles	3,876	3,235	16,166	30	1,230	103	24,752
	Percentage	21	18	10	1	10	2	11
Taking Pupil to School	No. of vehicles	69	11	2,207	30	18	1	2,346
	Percentage	0	0	1	1	0	0	1
Pupil Riding to School	No. of vehicles	556	79	184	6	1	0	826
	Percentage	3	0	0	0	0	0	0
Other / Unknown	No. of vehicles	12,604	12,658	130,481	666	5,501	1,005	165,272
	Percentage	70	71	79	15	46	21	73
Total	No. of vehicles	18,125	17,890	165,050	4,513	12,062	4,753	226,409
	Percentage	100	100	100	100	100	100	100

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

Source: DfT STATS19

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RAS30

Casualties involved in reported road accidents

RAS30001
Reported road casualties by road user type and severity, Great Britain 2008 - 2018

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	Number
Pedestrians												
Killed	572	500	405	453	420	398	446	408	448	470	456	
Seriously injured (unadjusted)	6,070	5,545	5,200	5,454	5,559	4,998	5,063	4,940	5,140	5,594	5,782	
Seriously injured (adjusted)	7,997	7,419	7,005	7,297	7,308	6,666	6,792	6,539	6,125	6,158	6,337	
KSI (unadjusted) ¹	6,642	6,045	5,605	5,907	5,979	5,396	5,509	5,348	5,588	6,064	6,238	
KSI (adjusted) ¹	8,569	7,919	7,410	7,750	7,728	7,064	7,238	6,947	6,573	6,628	6,793	
Slightly injured (unadjusted)	21,840	20,842	20,240	20,291	19,239	18,637	19,239	18,713	17,962	17,741	16,194	
Slightly injured (adjusted)	19,913	18,968	18,435	18,448	17,490	16,969	17,510	17,114	16,977	17,177	15,639	
All casualties	28,482	26,887	25,845	26,198	25,218	24,033	24,748	24,061	23,550	23,805	22,432	
of whom children: 0 - 15 years												
Killed	57	37	26	33	20	26	29	25	34	22	28	
Seriously injured (unadjusted)	1,727	1,623	1,620	1,569	1,525	1,332	1,350	1,258	1,253	1,247	1,276	
Seriously injured (adjusted)	2,266	2,130	2,128	2,076	1,970	1,732	1,756	1,642	1,477	1,395	1,418	
KSI (unadjusted) ¹	1,784	1,660	1,646	1,602	1,545	1,358	1,379	1,283	1,287	1,269	1,304	
KSI (adjusted) ¹	2,323	2,167	2,154	2,109	1,990	1,758	1,785	1,687	1,511	1,417	1,446	
Slightly injured (unadjusted)	6,864	6,323	6,283	6,205	5,454	5,038	5,102	5,034	4,711	4,569	4,122	
Slightly injured (adjusted)	6,325	5,816	5,775	5,698	5,009	4,638	4,696	4,650	4,487	4,421	3,980	
All casualties	8,648	7,983	7,929	7,807	6,999	6,396	6,481	6,317	5,998	5,838	5,426	
Pedal cyclists												
Killed	115	104	111	107	118	109	113	100	102	101	99	
Seriously injured (unadjusted)	2,450	2,606	2,660	3,085	3,222	3,143	3,401	3,239	3,397	3,698	3,707	
Seriously injured (adjusted)	3,372	3,601	3,662	4,204	4,339	4,307	4,697	4,324	4,081	4,113	4,106	
KSI (unadjusted) ¹	2,565	2,710	2,771	3,192	3,340	3,252	3,514	3,339	3,499	3,799	3,806	
KSI (adjusted) ¹	3,487	3,705	3,773	4,311	4,457	4,416	4,810	4,424	4,183	4,214	4,205	
Slightly injured (unadjusted)	13,732	14,354	14,414	16,023	15,751	16,186	17,773	15,505	14,978	14,522	13,744	
Slightly injured (adjusted)	12,810	13,359	13,412	14,904	14,634	15,022	16,477	14,420	14,294	14,107	13,345	
All casualties	16,297	17,064	17,185	19,215	19,091	19,438	21,287	18,844	18,477	18,321	17,550	
Motorcycle users												
Killed	493	472	403	362	328	331	339	365	319	349	354	
Seriously injured (unadjusted)	5,556	5,350	4,780	5,247	5,000	4,866	5,289	5,042	5,553	5,592	5,497	
Seriously injured (adjusted)	7,224	6,993	6,263	6,838	6,507	6,341	6,892	6,564	6,431	6,023	5,912	
KSI (unadjusted) ¹	6,049	5,822	5,183	5,609	5,328	5,197	5,628	5,407	5,872	5,941	5,851	
KSI (adjusted) ¹	7,717	7,465	6,666	7,200	6,835	6,672	7,231	6,929	6,750	6,372	6,266	
Slightly injured (unadjusted)	15,501	14,881	13,503	14,541	13,982	13,555	14,738	14,511	13,425	12,101	10,967	
Slightly injured (adjusted)	13,833	13,238	12,020	12,950	12,475	12,080	13,135	12,989	12,547	11,670	10,552	
All casualties	21,550	20,703	18,686	20,150	19,310	18,752	20,366	19,918	19,297	18,042	16,818	
Car occupants												
Killed	1,257	1,059	835	883	801	785	797	754	816	787	777	
Seriously injured (unadjusted)	10,711	10,053	8,914	8,342	8,232	7,641	8,035	7,888	8,975	8,894	9,338	
Seriously injured (adjusted)	14,896	14,060	12,564	11,845	11,559	10,669	11,260	10,832	10,525	10,066	10,445	
KSI (unadjusted) ¹	11,968	11,112	9,749	9,225	9,033	8,426	8,832	8,642	9,791	9,681	10,115	
KSI (adjusted) ¹	16,153	15,119	13,399	12,728	12,390	11,454	12,057	11,586	11,341	10,853	11,222	
Slightly injured (unadjusted)	137,220	132,300	123,456	115,899	110,675	101,361	106,698	103,065	99,255	90,401	83,864	
Slightly injured (adjusted)	133,035	128,293	119,806	112,196	107,348	98,333	103,473	100,121	97,705	89,229	82,757	
All casualties	149,188	143,412	133,205	124,924	119,708	109,787	115,530	111,707	109,046	100,082	93,979	
Bus and coach occupants												
Killed	6	14	9	7	11	10	7	5	9	7	8	
Seriously injured (unadjusted)	426	356	392	325	312	332	293	275	277	278	344	
Seriously injured (adjusted)	601	523	557	490	460	472	450	413	360	315	380	
KSI (unadjusted) ¹	432	370	401	332	323	342	300	280	286	285	352	
KSI (adjusted) ¹	607	537	566	497	471	482	457	418	369	322	388	
Slightly injured (unadjusted)	6,497	5,947	5,867	5,845	4,911	4,531	4,898	4,346	3,960	3,951	3,449	
Slightly injured (adjusted)	6,322	5,780	5,702	5,680	4,763	4,391	4,741	4,208	3,877	3,914	3,413	
All casualties	6,929	6,317	6,268	6,177	5,234	4,873	5,198	4,626	4,246	4,236	3,801	
Goods vehicle occupants												
Killed	66	50	62	62	62	58	47	65	66	63	55	
Seriously injured (unadjusted)	619	556	509	473	499	481	532	561	563	561	632	
Seriously injured (adjusted)	868	773	715	676	699	683	747	755	662	644	706	
KSI (unadjusted) ¹	685	606	571	535	561	539	579	626	629	624	687	
KSI (adjusted) ¹	934	823	777	738	761	741	794	820	728	707	761	
Slightly injured (unadjusted)	6,158	5,656	5,501	5,379	5,312	5,195	5,747	5,447	5,139	4,830	4,384	
Slightly injured (adjusted)	5,909	5,439	5,295	5,176	5,112	4,993	5,532	5,253	5,040	4,747	4,310	
All casualties	6,843	6,262	6,072	5,914	5,873	5,734	6,326	6,073	5,768	5,454	5,071	
Other vehicle/Unknown vehicle occupants												
Killed	29	23	25	27	14	22	26	33	32	16	35	
Seriously injured (unadjusted)	202	224	205	196	215	196	194	199	196	214	211	
Seriously injured (adjusted)	280	300	275	270	286	250	250	246	225	239	236	
KSI (unadjusted) ¹	231	247	230	223	229	218	220	232	228	230	246	
KSI (adjusted) ¹	309	323	300	297	300	272	276	279	257	255	271	
Slightly injured (unadjusted)	1,385	1,254	1,157	1,149	1,060	835	802	728	772	823	700	
Slightly injured (adjusted)	1,307	1,178	1,087	1,075	988	781	746	681	743	798	675	
All casualties	1,616	1,501	1,387	1,372	1,289	1,053	1,022	960	1,000	1,053	946	
All road users												
Killed	2,538	2,222	1,850	1,901	1,754	1,713	1,775	1,730	1,792	1,793	1,784	
Seriously injured (unadjusted)	26,034	24,690	22,660	23,122	23,039	21,657	22,807	22,144	24,101	24,831	25,511	
Seriously injured (adjusted)	35,239	33,670	31,042	31,620	31,159	29,389	31,090	29,674	28,409	27,557	28,122	
KSI (unadjusted) ¹	28,572	26,912	24,510	25,023	24,793	23,370	24,582	23,874	25,893	26,624	27,295	
KSI (adjusted) ¹	37,777	35,892	32,892	33,521	32,913	31,102	32,865	31,404	30,201	29,350	29,906	
Slightly injured (unadjusted)	202,333	195,234	184,138	178,927	170,930	160,300	169,895	162,315	155,491	144,369	133,302	
Slightly injured (adjusted)	193,128	186,254	175,756	170,429	162,810	152,568	161,612	154,785	151,183	141,643	130,691	
All casualties	230,905	222,146	208,648	203,950	195,723	183,670	194,477	186,189	181,384	170,993	160,597	
of whom children: 0 - 15 years												
Killed	124	81	55	60	61	48	53	54	69	48	48	
Seriously injured (unadjusted)	2,683	2,590	2,447	2,352	2,211	1,932	2,029	1,910	2,033	2,098	2,091	
Seriously injured (adjusted)	3,650	3,498	3,316	3,224	2,962	2,612	2,744	2,563	2,412	2,376	2,355	
KSI (unadjusted) ¹	2,807	2,671	2,502	2,412	2,272	1,980	2,082	1,964	2,102	2,146	2,139	
KSI (adjusted) ¹	3,774	3,579	3,371	3,284	3,023	2,660	2,797	2,617	2,481	2,424	2,403	
Slightly injured (unadjusted)	19,189	17,984	17,067	17,062	14,979	13,776	14,645	14,139	13,874	13,575	12,127	
Slightly injured (adjusted)	18,222	17,076	16,198	16,190	14,228	13,096	13,930	13,486	13,495	13,297	11,863	
All casualties	21,996	20,655	19,569	19,474	17,251	15,756	16,727	16,103	15,976	15,721	14,266	
Casualty rates²												

RAS30001

Reported road casualties by road user type and severity, Great Britain quarterly 2017 and 2018

	Number							
	2017				2018			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Pedestrians								
Killed	138	87	86	159	102	90	98	166
Seriously injured (unadjusted)	1,497	1,223	1,283	1,591	1,409	1,339	1,274	1,760
Seriously injured (adjusted)	1,652	1,339	1,409	1,758	1,554	1,463	1,395	1,924
KSI (unadjusted) ¹	1,635	1,310	1,369	1,750	1,511	1,429	1,372	1,926
KSI (adjusted) ¹	1,790	1,426	1,495	1,917	1,656	1,553	1,493	2,090
Slightly injured (unadjusted)	4,858	4,005	3,919	4,959	4,147	3,759	3,521	4,767
Slightly injured (adjusted)	4,703	3,889	3,793	4,792	4,002	3,635	3,400	4,603
All casualties	6,493	5,315	5,288	6,709	5,658	5,188	4,893	6,693
of whom children: 0 - 15 years								
Killed	5	4	6	7	12	5	3	8
Seriously injured (unadjusted)	288	346	328	285	295	372	279	330
Seriously injured (adjusted)	324	384	363	323	327	411	313	367
KSI (unadjusted) ¹	293	350	334	292	307	377	282	338
KSI (adjusted) ¹	329	388	369	330	339	416	316	375
Slightly injured (unadjusted)	1,163	1,178	1,026	1,202	993	1,085	922	1,122
Slightly injured (adjusted)	1,127	1,140	991	1,164	961	1,046	888	1,085
All casualties	1,456	1,528	1,360	1,494	1,300	1,462	1,204	1,460
Pedal cyclists								
Killed	19	26	26	30	15	32	25	27
Seriously injured (unadjusted)	764	1,065	996	873	679	1,154	1,061	813
Seriously injured (adjusted)	856	1,179	1,112	966	750	1,270	1,179	907
KSI (unadjusted) ¹	783	1,091	1,022	903	694	1,186	1,086	840
KSI (adjusted) ¹	875	1,205	1,138	996	765	1,302	1,204	934
Slightly injured (unadjusted)	3,284	3,973	3,877	3,388	2,666	3,784	3,889	3,405
Slightly injured (adjusted)	3,192	3,859	3,761	3,295	2,595	3,668	3,771	3,311
All casualties	4,067	5,064	4,899	4,291	3,360	4,970	4,975	4,245
Motorcycle users								
Killed	56	118	102	73	50	120	119	65
Seriously injured (unadjusted)	1,037	1,699	1,686	1,170	899	1,697	1,710	1,191
Seriously injured (adjusted)	1,123	1,819	1,817	1,264	965	1,826	1,842	1,280
KSI (unadjusted) ¹	1,093	1,817	1,788	1,243	949	1,817	1,829	1,256
KSI (adjusted) ¹	1,179	1,937	1,919	1,337	1,015	1,946	1,961	1,345
Slightly injured (unadjusted)	2,607	3,164	3,373	2,957	2,052	3,081	3,160	2,674
Slightly injured (adjusted)	2,521	3,044	3,242	2,863	1,986	2,952	3,028	2,585
All casualties	3,700	4,981	5,161	4,200	3,001	4,898	4,889	3,930
Car occupants								
Killed	160	148	228	251	188	156	190	243
Seriously injured (unadjusted)	2,081	2,131	2,300	2,382	2,130	2,249	2,418	2,541
Seriously injured (adjusted)	2,374	2,410	2,606	2,676	2,383	2,526	2,710	2,827
KSI (unadjusted) ¹	2,241	2,279	2,528	2,633	2,318	2,405	2,608	2,784
KSI (adjusted) ¹	2,534	2,558	2,834	2,927	2,571	2,682	2,900	3,070
Slightly injured (unadjusted)	22,135	21,786	23,104	23,376	19,924	21,139	21,376	21,425
Slightly injured (adjusted)	21,842	21,507	22,798	23,082	19,671	20,862	21,084	21,139
All casualties	24,376	24,065	25,632	26,009	22,242	23,544	23,984	24,209
Bus and coach occupants								
Killed	0	4	2	1	2	2	0	4
Seriously injured (unadjusted)	64	82	60	72	63	94	95	92
Seriously injured (adjusted)	74	89	71	81	69	104	107	100
KSI (unadjusted) ¹	64	86	62	73	65	96	95	96
KSI (adjusted) ¹	74	93	73	82	71	106	107	104
Slightly injured (unadjusted)	965	977	1,012	997	783	985	938	743
Slightly injured (adjusted)	955	970	1,001	988	777	975	926	735
All casualties	1,029	1,063	1,074	1,070	848	1,081	1,033	839
Goods vehicle occupants								
Killed	14	14	20	15	17	10	16	12
Seriously injured (unadjusted)	140	112	153	156	159	131	166	176
Seriously injured (adjusted)	163	130	175	176	178	148	185	195
KSI (unadjusted) ¹	154	126	173	171	176	141	182	188
KSI (adjusted) ¹	177	144	195	191	195	158	201	207
Slightly injured (unadjusted)	1,238	1,102	1,252	1,238	1,090	1,012	1,119	1,163
Slightly injured (adjusted)	1,215	1,084	1,230	1,218	1,071	995	1,100	1,144
All casualties	1,392	1,228	1,425	1,409	1,266	1,153	1,301	1,351
Other vehicle/Unknown vehicle occupants								
Killed	3	7	4	2	8	3	11	13
Seriously injured (unadjusted)	42	66	53	53	36	63	65	47
Seriously injured (adjusted)	47	72	60	59	41	68	72	54
KSI (unadjusted) ¹	45	73	57	55	44	66	76	60
KSI (adjusted) ¹	50	79	64	61	49	71	83	67
Slightly injured (unadjusted)	153	202	244	224	144	182	192	182
Slightly injured (adjusted)	148	196	237	218	139	177	185	175
All casualties	198	275	301	279	188	248	268	242
All road users								
Killed	390	404	468	531	382	413	459	530
Seriously injured (unadjusted)	5,625	6,378	6,531	6,297	5,375	6,727	6,789	6,620
Seriously injured (adjusted)	6,289	7,038	7,250	6,981	5,940	7,404	7,490	7,288
KSI (unadjusted) ¹	6,015	6,782	6,999	6,828	5,757	7,140	7,248	7,150
KSI (adjusted) ¹	6,679	7,442	7,718	7,512	6,322	7,817	7,949	7,818
Slightly injured (unadjusted)	35,240	35,209	36,781	37,139	30,806	33,942	34,195	34,359
Slightly injured (adjusted)	34,576	34,549	36,062	36,455	30,241	33,265	33,494	33,691
All casualties	41,255	41,991	43,780	43,967	36,563	41,082	41,443	41,509
of whom children: 0 - 15 years								
Killed	7	7	17	17	15	10	8	15
Seriously injured (unadjusted)	445	590	593	470	454	602	521	514
Seriously injured (adjusted)	507	662	671	535	508	676	597	574
KSI (unadjusted) ¹	452	597	610	487	469	612	529	529
KSI (adjusted) ¹	514	669	688	552	523	686	605	589
Slightly injured (unadjusted)	3,106	3,535	3,601	3,333	2,580	3,260	3,381	2,906
Slightly injured (adjusted)	3,044	3,463	3,523	3,268	2,526	3,186	3,305	2,846
All casualties	3,558	4,132	4,211	3,820	3,049	3,872	3,910	3,435

¹ Killed or seriously injured.

Figures for serious and slight injuries are shown both adjusted and unadjusted for changes in severity reporting. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, as reported by the police are not comparable with earlier years. Adjustments to account for the change have been produced for high level series. More information on the change and the adjustment process is available in the 2018 annual report. For analysis of trends over time, using the experimental adjusted series is recommended.

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RAS30006

Reported casualties by speed limit, road class and severity, Great Britain, 2018

Type of road	Number/percentage change compared to 2017												
	Killed		Serious (unadjusted)		Serious (adjusted)		Slight (unadjusted)		Slight (adjusted)		All casualties		Road traffic ¹
	Number	% change	Number	% change	Number	% change	Number	% change	Number	% change	Number	% change	% change
Motorway	107	8	803	8	892	6	6,399	-7	6,310	-7	7,309	-6	1
Built-up roads													
20 mph ²	49	-8	1,790	18	1,938	17	10,396	8	10,248	11	12,235	9	..
30 mph	578	0	13,683	2	15,037	1	76,534	-9	75,180	-9	90,795	-8	..
40 mph	179	10	2,366	9	2,605	7	11,870	-5	11,631	-3	14,415	-3	..
All built-up roads	806	2	17,839	4	19,581	3	98,800	-7	97,058	-7	117,445	-6	..
Non built-up roads													
50 mph	145	-2	1,155	0	1,287	0	5,753	-7	5,621	-7	7,053	-6	..
60 mph	596	-6	4,889	-2	5,448	-3	17,649	-9	17,090	-10	23,134	-8	..
70 mph	130	7	825	3	915	1	4,701	-11	4,611	-11	5,656	-9	..
All non built-up roads	871	-3	6,869	-1	7,649	-2	28,103	-9	27,323	-9	35,843	-7	..
Major roads ³	1,122	0	12,240	4	13,449	3	65,965	-7	64,756	-7	79,327	-6	1
Minor roads ⁴	662	-2	13,271	2	14,673	1	67,337	-8	65,935	-8	81,270	-6	-1
All roads ⁵	1,784	-1	25,511	3	28,122	2	133,302	-8	130,691	-7	160,597	-6	0

1 Motor vehicle traffic only.

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

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

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

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

5 Includes unknown road class and speed limit.

[Figures for serious and slight injuries are shown both adjusted and unadjusted for changes in severity reporting. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, as reported by the police are not comparable with earlier years. Adjustments to account for the change have been produced for high level series. More information on the change and the adjustment process is available in the 2018 annual report. For analysis of trends over time, using the experimental adjusted series is recommended.](#)

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

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[Notes & Definitions](#)

Last updated: 26 September 2019
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RAS30007

Reported casualties by severity, by police force area, Great Britain, 2018

Police force area	Number							All casualties
	Killed	Seriously injured (unadjusted)	Seriously injured (adjusted) ¹	Killed or seriously injured (unadjusted)	Killed or seriously injured (adjusted) ¹	Slightly injured (unadjusted)	Slightly injured (adjusted) ¹	
Avon and Somerset	47	415	517	462	564	3,441	3,339	3,903
Bedfordshire	20	278	278	298	298	1,832	1,832	2,130
Cambridgeshire	29	438	438	467	467	2,093	2,093	2,560
Cheshire	46	376	467	422	513	2,229	2,138	2,651
City of London	1	82	82	83	83	216	216	299
Cleveland	10	123	154	133	164	699	668	832
Cumbria	25	319	319	344	344	1,343	1,343	1,687
Derbyshire	51	354	423	405	474	1,672	1,603	2,077
Devon and Cornwall	59	794	794	853	853	3,901	3,901	4,754
Dorset	16	279	346	295	362	1,425	1,358	1,720
Durham	11	204	204	215	215	1,126	1,126	1,341
Essex	49	882	883	931	932	3,295	3,294	4,226
Gloucestershire	29	262	262	291	291	707	707	998
Greater Manchester	50	698	863	748	913	4,279	4,114	5,027
Hampshire	58	972	1,204	1,030	1,262	3,901	3,669	4,931
Hertfordshire	26	418	418	444	444	2,438	2,438	2,882
Humberside	30	626	626	656	656	2,339	2,339	2,995
Kent	51	794	794	845	845	5,328	5,328	6,173
Lancashire	50	684	851	734	901	3,942	3,775	4,676
Leicestershire	35	356	423	391	458	1,750	1,683	2,141
Lincolnshire	56	456	551	512	607	2,021	1,926	2,533
Merseyside	23	476	595	499	618	2,561	2,442	3,060
Metropolitan Police	111	3,885	3,885	3,996	3,996	26,322	26,322	30,318
Norfolk	28	430	430	458	458	1,912	1,912	2,370
North Yorkshire	37	391	474	428	511	1,800	1,717	2,228
Northamptonshire	31	257	320	288	351	1,172	1,109	1,460
Northumbria	31	545	545	576	576	2,500	2,500	3,076
Nottinghamshire	23	411	510	434	533	2,725	2,626	3,159
South Yorkshire	45	825	825	870	870	2,456	2,456	3,326
Staffordshire	27	229	229	256	256	1,745	1,745	2,001
Suffolk	18	267	267	285	285	1,668	1,668	1,953
Surrey	27	902	902	929	929	3,243	3,243	4,172
Sussex	43	960	1,179	1,003	1,222	4,060	3,841	5,063
Thames Valley	79	700	878	779	957	4,326	4,148	5,105
Warwickshire	35	325	325	360	360	1,294	1,294	1,654
West Mercia	54	462	462	516	516	1,924	1,924	2,440
West Midlands	57	959	959	1,016	1,016	6,378	6,378	7,394
West Yorkshire	70	807	990	877	1,060	4,567	4,384	5,444
Wiltshire	33	262	320	295	353	1,391	1,333	1,686
England	1,521	22,903	24,994	24,424	26,515	122,021	119,930	146,445
Dyfed-Powys	22	311	375	333	397	1,191	1,127	1,524
Gwent	15	182	210	197	225	704	676	901
North Wales	38	324	389	362	427	1,004	939	1,366
South Wales	28	211	272	239	300	1,728	1,667	1,967
Wales	103	1,028	1,245	1,131	1,348	4,627	4,410	5,758
Police Scotland	160	1,580	1,884	1,740	2,044	6,654	6,350	8,394
Great Britain	1,784	25,511	28,122	27,295	29,906	133,302	130,691	160,597

Figures for serious and slight injuries are shown both adjusted and unadjusted for changes in severity reporting. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, as reported by the police are not comparable with earlier years. Adjustments to account for the change have been produced for high level series. More information on the change and the adjustment process is available in the 2018 annual report. For analysis of trends over time, using the experimental adjusted series is recommended.

¹ When police forces have moved over to an injury based reporting system, adjusted figures will be the same as unadjusted figures as no adjustments are required. Adjustments are still required for these forces for historical years before they adopted injury based reporting.

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[Notes & Definitions](#)

Source: STATS19

The figures in this table are National Statistics

Last updated: 26 September 2019

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RAS30009

Reported casualties by gender, built-up and non built-up roads, road class and severity, Great Britain, 2010-14 average, 2011 - 2018

	Number of casualties								
Male	2010-14 average ¹	2011	2012	2013	2014	2015	2016	2017	2018
Built-up roads²									
A roads									
Killed	273	309	262	267	263	274	297	289	280
KSI ³	4,666	4,878	4,868	4,492	4,582	4,480	4,711	5,159	5,320
All severities	36,916	38,181	36,773	34,865	37,365	35,629	33,658	31,184	29,352
B roads									
Killed	82	91	86	82	71	61	71	77	81
KSI	1,504	1,586	1,568	1,525	1,527	1,498	1,569	1,550	1,592
All severities	10,779	11,095	10,880	10,287	10,739	9,908	9,698	8,665	8,107
Other roads									
Killed	206	196	249	186	218	209	206	215	216
KSI	4,826	4,845	5,096	4,564	4,938	4,926	5,445	5,843	5,916
All severities	34,923	36,255	34,453	32,268	34,814	33,942	34,081	34,335	32,357
All built-up roads⁴									
Killed	561	596	597	535	552	544	574	581	577
KSI	10,996	11,309	11,532	10,581	11,047	10,904	11,725	12,552	12,828
All severities	82,618	85,531	82,106	77,420	82,918	79,479	77,437	74,184	69,816
Non-built-up roads²									
A roads									
Killed	487	518	467	457	483	473	484	462	478
KSI	3,438	3,540	3,294	3,293	3,507	3,303	3,585	3,348	3,372
All severities	17,783	18,352	17,499	16,903	17,191	16,459	16,283	14,349	13,813
B roads									
Killed	109	128	107	91	96	98	90	97	86
KSI	891	978	813	859	868	836	910	848	857
All severities	3,991	4,208	3,827	3,684	3,891	3,630	3,431	3,109	2,953
Other roads									
Killed	106	100	99	111	103	111	98	123	104
KSI	1,125	1,078	1,134	1,075	1,161	1,229	1,220	1,245	1,120
All severities	5,784	5,918	5,747	5,305	5,781	5,656	5,459	5,231	4,464
All non built-up roads⁴									
Killed	702	746	673	659	682	682	672	682	668
KSI	5,455	5,596	5,241	5,227	5,536	5,368	5,715	5,441	5,349
All severities	27,558	28,478	27,073	25,892	26,863	25,745	25,173	22,689	21,230
All speed limits⁵									
Motorways									
Killed	78	81	68	77	76	91	76	76	78
KSI	539	573	494	474	542	566	598	576	645
All severities	5,365	5,489	5,260	4,901	5,280	5,074	4,927	4,506	4,206
A roads									
Killed	760	827	729	724	746	747	781	751	758
KSI	8,104	8,418	8,162	7,785	8,089	7,783	8,296	8,507	8,692
All severities	54,699	56,533	54,272	51,768	54,556	52,089	49,945	45,533	43,165
B roads									
Killed	191	219	193	173	167	159	161	174	167
KSI	2,396	2,564	2,381	2,384	2,395	2,334	2,479	2,398	2,449
All severities	14,769	15,303	14,707	13,971	14,630	13,538	13,135	11,774	11,060
Other roads									
Killed	312	296	348	297	321	320	304	338	320
KSI	5,951	5,923	6,230	5,639	6,099	6,155	6,666	7,088	7,036
All severities	40,707	42,173	40,200	37,573	40,595	39,598	39,549	39,566	36,821
Total⁵									
Killed	1,342	1,423	1,338	1,271	1,310	1,317	1,322	1,339	1,323
KSI	16,990	17,478	17,267	16,282	17,125	16,838	18,039	18,569	18,822
All severities	115,540	119,498	114,439	108,213	115,061	110,299	107,556	101,379	95,252

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.

[Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced for high level series. More information on the change and the adjustment process is available in the 2018 annual report.](#)

RAS30009

Reported casualties by gender, built-up and non built-up roads, road class and severity, Great Britain, 2010-14 average, 2011 - 2018

	Number of casualties								
	2010-14 average ¹	2011	2012	2013	2014	2015	2016	2017	2018
Female									
Built-up roads²									
A roads									
Killed	94	111	77	88	89	91	93	103	102
KSI ³	1,949	2,101	1,964	1,829	1,854	1,818	1,937	2,081	2,252
All severities	25,506	26,459	25,336	23,619	25,074	23,494	22,092	20,563	19,289
B roads									
Killed	29	25	30	25	41	29	19	25	27
KSI	685	653	712	659	677	640	665	635	703
All severities	7,838	8,082	7,916	7,172	7,600	7,058	6,764	5,950	5,790
Other roads									
Killed	82	84	73	70	101	83	103	83	100
KSI	2,186	2,182	2,178	2,091	2,257	2,152	2,452	2,648	2,861
All severities	24,611	25,454	24,534	22,384	23,966	23,678	23,500	23,776	22,515
All built-up roads⁴									
Killed	206	220	180	183	231	203	215	211	229
KSI	4,819	4,936	4,854	4,579	4,788	4,610	5,054	5,364	5,816
All severities	57,955	59,995	57,786	53,175	56,640	54,230	52,356	50,289	47,594
Non-built-up roads²									
A roads									
Killed	165	171	161	164	159	146	174	164	155
KSI	1,522	1,507	1,525	1,448	1,575	1,354	1,567	1,458	1,508
All severities	12,924	13,228	12,670	12,173	12,492	11,606	11,535	10,261	9,554
B roads									
Killed	30	27	28	39	21	22	28	19	22
KSI	366	382	382	334	345	349	414	390	383
All severities	2,737	2,814	2,764	2,521	2,525	2,390	2,371	2,128	1,982
Other roads									
Killed	33	35	27	33	34	25	36	37	26
KSI	481	446	516	439	477	452	516	574	500
All severities	4,046	4,155	4,154	3,746	3,831	3,617	3,680	3,656	3,072
All non built-up roads⁴									
Killed	228	233	216	236	214	193	238	220	203
KSI	2,368	2,335	2,423	2,221	2,397	2,155	2,497	2,422	2,391
All severities	19,708	20,197	19,588	18,440	18,848	17,613	17,586	16,045	14,608
All speed limits⁵									
Motorways									
Killed	23	25	20	23	20	17	17	23	29
KSI	276	273	248	286	272	267	298	268	265
All severities	4,077	4,253	3,903	3,831	3,925	3,986	3,807	3,253	3,103
A roads									
Killed	259	282	238	252	248	237	267	267	257
KSI	3,470	3,608	3,489	3,277	3,429	3,172	3,504	3,539	3,760
All severities	38,430	39,687	38,006	35,792	37,566	35,100	33,636	30,824	28,843
B roads									
Killed	60	52	58	64	62	51	47	44	49
KSI	1,051	1,035	1,094	993	1,022	989	1,079	1,025	1,086
All severities	10,575	10,896	10,680	9,693	10,125	9,448	9,140	8,078	7,772
Other roads									
Killed	115	119	100	103	135	108	139	120	126
KSI	2,666	2,628	2,694	2,530	2,734	2,604	2,970	3,222	3,361
All severities	28,657	29,609	28,688	26,130	27,797	27,295	27,193	27,432	25,587
Total⁵									
Killed	457	478	416	442	465	413	470	454	461
KSI	7,464	7,544	7,525	7,086	7,457	7,032	7,851	8,054	8,472
All severities	81,740	84,445	81,277	75,446	79,413	75,829	73,776	69,587	65,305

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.

[Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced for high level series. More information on the change and the adjustment process is available in the 2018 annual report.](#)

RAS30009

Reported casualties by gender, built-up and non built-up roads, road class and severity, Great Britain, 2010-14 average, 2011 - 2018

	Number of casualties								
All Casualties	2010-14 average ¹	2011	2012	2013	2014	2015	2016	2017	2018
Built-up roads²									
A roads									
Killed	367	420	339	355	352	365	390	392	382
KSI ³	6,615	6,979	6,833	6,321	6,436	6,298	6,649	7,241	7,572
All severities	62,426	64,641	62,113	58,486	62,439	59,132	55,756	51,750	48,648
B roads									
Killed	112	116	116	107	112	90	90	102	108
KSI	2,189	2,239	2,280	2,184	2,204	2,138	2,234	2,185	2,295
All severities	18,617	19,178	18,796	17,460	18,339	16,977	16,468	14,615	13,899
Other roads									
Killed	288	280	322	256	319	292	309	298	316
KSI	7,012	7,027	7,274	6,656	7,195	7,081	7,899	8,491	8,778
All severities	59,540	61,711	58,990	54,656	58,783	57,643	57,613	58,132	54,898
All built-up roads⁴									
Killed	767	816	777	718	783	747	789	792	806
KSI	15,816	16,245	16,387	15,161	15,835	15,517	16,782	17,917	18,645
All severities	140,583	145,530	139,899	130,602	139,561	133,752	129,837	124,497	117,445
Non-built-up roads²									
A roads									
Killed	652	689	628	621	642	619	658	626	633
KSI	4,960	5,048	4,819	4,742	5,082	4,657	5,152	4,806	4,880
All severities	30,709	31,582	30,169	29,080	29,683	28,074	27,822	24,612	23,370
B roads									
Killed	139	155	135	130	117	120	118	116	108
KSI	1,257	1,360	1,195	1,193	1,213	1,185	1,324	1,238	1,240
All severities	6,728	7,022	6,591	6,205	6,416	6,023	5,804	5,237	4,936
Other roads									
Killed	139	135	126	144	137	136	134	160	130
KSI	1,606	1,524	1,650	1,514	1,638	1,681	1,736	1,819	1,620
All severities	9,831	10,074	9,901	9,051	9,612	9,274	9,140	8,888	7,537
All non built-up roads⁴									
Killed	930	979	889	895	896	875	910	902	871
KSI	7,824	7,932	7,664	7,449	7,933	7,523	8,212	7,863	7,740
All severities	47,268	48,678	46,661	44,336	45,711	43,371	42,766	38,737	35,843
All speed limits⁵									
Motorways									
Killed	102	106	88	100	96	108	93	99	107
KSI	816	846	742	760	814	834	896	844	910
All severities	9,442	9,742	9,163	8,732	9,205	9,065	8,734	7,759	7,309
A roads									
Killed	1,019	1,109	967	976	994	984	1,048	1,018	1,015
KSI	11,575	12,027	11,652	11,063	11,518	10,955	11,801	12,047	12,452
All severities	93,135	96,223	92,282	87,566	92,122	87,207	83,591	76,362	72,018
B roads									
Killed	251	271	251	237	229	210	208	218	216
KSI	3,447	3,599	3,475	3,377	3,417	3,323	3,558	3,423	3,535
All severities	25,346	26,200	25,387	23,665	24,755	23,000	22,284	19,852	18,835
Other roads									
Killed	427	415	448	400	456	428	443	458	446
KSI	8,618	8,551	8,924	8,170	8,833	8,762	9,638	10,310	10,398
All severities	69,371	71,785	68,891	63,707	68,395	66,917	66,775	67,020	62,435
Total⁵									
Killed	1,799	1,901	1,754	1,713	1,775	1,730	1,792	1,793	1,784
KSI	24,456	25,023	24,793	23,370	24,582	23,874	25,893	26,624	27,295
All severities	197,294	203,950	195,723	183,670	194,477	186,189	181,384	170,993	160,597

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.

[Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced for high level series. More information on the change and the adjustment process is available in the 2018 annual report.](#)

RAS30010
Reported casualties by gender, road user type and severity, Great Britain, 2010-14 average, 2011 - 2018

	Number of casualties								
	2010-14 average ¹	2011	2012	2013	2014	2015	2016	2017	2018
Male									
Pedestrians									
Killed	286	308	290	270	285	271	298	315	298
KSI ²	3,399	3,519	3,635	3,217	3,233	3,170	3,305	3,538	3,618
All severities	14,356	15,047	14,371	13,623	13,898	13,333	13,258	13,297	12,356
Pedal cyclists									
Killed	92	85	109	90	93	79	88	89	81
KSI	2,639	2,621	2,759	2,676	2,893	2,763	2,906	3,133	3,136
All severities	15,571	15,511	15,452	15,778	17,178	15,262	14,957	14,801	14,094
Motorcycle									
Riders									
Killed	329	338	307	308	317	345	303	323	337
KSI	4,855	5,076	4,799	4,678	5,060	4,910	5,344	5,373	5,284
All severities	17,229	17,858	17,111	16,641	18,133	17,855	17,318	16,193	15,071
Passengers									
Killed	5	5	1	4	6	4	2	9	1
KSI	89	93	82	92	92	88	85	124	119
All severities	262	303	228	245	264	238	216	254	237
Car									
Drivers									
Killed	426	462	420	409	421	422	422	420	417
KSI	3,900	4,022	3,789	3,679	3,853	3,831	4,144	4,159	4,363
All severities	44,106	45,580	43,316	40,343	42,367	41,683	40,632	37,141	35,286
Passengers									
Killed	129	146	141	115	118	111	117	110	104
KSI	1,331	1,396	1,430	1,183	1,218	1,233	1,423	1,400	1,379
All severities	15,809	16,739	15,913	13,927	14,973	14,164	13,841	12,587	11,697
Bus or coach									
Drivers									
Killed	1	0	1	2	0	1	0	1	2
KSI	21	14	18	20	20	19	18	17	23
All severities	413	445	398	352	381	354	314	296	253
Passengers³									
Killed	4	3	5	3	5	2	5	4	4
KSI	96	99	89	100	86	89	91	86	118
All severities	1,594	1,745	1,506	1,416	1,546	1,315	1,239	1,213	1,161
Van / Light goods veh									
Drivers									
Killed	25	27	22	26	20	22	41	30	27
KSI	258	246	256	273	270	298	320	302	366
All severities	3,278	3,276	3,236	3,177	3,494	3,430	3,261	3,037	2,896
Passengers									
Killed	7	5	7	10	11	6	5	7	10
KSI	69	60	70	65	84	77	59	78	80
All severities	767	722	789	763	835	769	672	659	559
Heavy goods vehicle									
Drivers									
Killed	22	25	29	20	12	28	14	19	13
KSI	162	168	163	146	143	162	148	150	131
All severities	1,160	1,161	1,095	1,092	1,127	1,016	894	859	726
Passengers									
Killed	1	2	0	1	1	2	0	1	1
KSI	21	19	28	15	22	22	26	12	18
All severities	166	176	170	139	156	131	138	126	98
All road users⁴									
Killed	1,342	1,423	1,338	1,271	1,310	1,317	1,322	1,339	1,323
KSI	16,990	17,478	17,267	16,282	17,125	16,838	18,039	18,569	18,822
All severities	115,540	119,498	114,439	108,213	115,061	110,299	107,556	101,379	95,252

1 Figures have been rounded to the nearest whole number.

3 Includes boarding and alighting.

2 Killed or seriously injured.

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

[Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced for high level series. More information on the change and the adjustment process is available in the 2018 annual report.](#)

RAS30010
Reported casualties by gender, road user type and severity, Great Britain, 2010-14 average, 2011 - 2018

	Number of casualties								
	2010-14								
Female	average ¹	2011	2012	2013	2014	2015	2016	2017	2018
Pedestrians									
Killed	139	145	130	128	161	137	150	155	158
KSI ²	2,280	2,388	2,344	2,178	2,276	2,178	2,282	2,526	2,620
All severities	10,850	11,151	10,846	10,406	10,850	10,724	10,288	10,508	10,070
Pedal cyclists									
Killed	19	22	9	19	20	21	14	12	18
KSI	575	571	581	576	621	575	592	666	670
All severities	3,672	3,704	3,639	3,660	4,109	3,575	3,500	3,510	3,451
Motorcycle									
Riders									
Killed	10	13	9	11	8	7	10	6	8
KSI	305	313	305	306	317	289	312	325	302
All severities	1,492	1,525	1,507	1,412	1,502	1,389	1,375	1,234	1,132
Passengers									
Killed	9	6	11	8	8	9	4	11	8
KSI	140	127	142	121	159	120	130	119	146
All severities	471	464	464	454	467	431	382	356	372
Car									
Drivers									
Killed	143	151	122	139	147	112	130	134	129
KSI	2,197	2,184	2,240	2,012	2,201	2,036	2,385	2,306	2,538
All severities	37,633	38,756	37,524	34,713	36,315	34,721	33,946	31,139	29,299
Passengers									
Killed	122	124	118	122	111	109	147	123	127
KSI	1,624	1,622	1,574	1,551	1,560	1,539	1,839	1,815	1,834
All severities	23,075	23,842	22,951	20,798	21,874	21,097	20,609	19,203	17,678
Bus or coach									
Drivers									
Killed	0	0	0	0	0	0	0	0	0
KSI	2	1	4	2	1	3	2	0	4
All severities	48	44	46	52	37	44	35	36	40
Passengers³									
Killed	4	4	5	5	2	2	4	2	2
KSI	220	218	212	220	193	169	175	182	207
All severities	3,494	3,943	3,284	3,053	3,234	2,913	2,656	2,691	2,345
Van / Light goods veh									
Drivers									
Killed	1	1	1	0	2	3	1	1	1
KSI	16	12	9	15	23	13	17	10	16
All severities	218	200	203	197	260	255	254	218	218
Passengers									
Killed	1	1	3	1	0	1	2	3	0
KSI	23	22	27	18	23	29	33	34	39
All severities	309	301	303	288	324	293	276	260	270
Heavy goods vehicle									
Drivers									
Killed	0	1	0	0	1	0	0	1	0
KSI	3	4	3	3	4	1	3	1	5
All severities	29	30	33	26	27	18	27	17	28
Passengers									
Killed	0	0	0	0	0	1	0	0	0
KSI	4	4	4	4	7	8	5	5	6
All severities	41	48	41	39	43	38	46	36	28
All road users⁴									
Killed	457	478	416	442	465	413	470	454	461
KSI	7,464	7,544	7,525	7,086	7,457	7,032	7,851	8,054	8,472
All severities	81,740	84,445	81,277	75,446	79,413	75,829	73,776	69,587	65,305

1 Figures have been rounded to the nearest whole number.

3 Includes boarding and alighting.

2 Killed or seriously injured.

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

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Source: DfT STATS19

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The figures in this table are National Statistics

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Last updated: 26 September 2019

[Notes & Definitions](#)

Next update: September 2020

RAS30010

Reported casualties by gender, road user type and severity, Great Britain, 2010-14 average, 2011 - 2018

	Number of casualties								
	2010-14								
All casualties	average ¹	2011	2012	2013	2014	2015	2016	2017	2018
Pedestrians									
Killed	424	453	420	398	446	408	448	470	456
KSI ²	5,679	5,907	5,979	5,396	5,509	5,348	5,588	6,064	6,238
All severities	25,208	26,198	25,218	24,033	24,748	24,061	23,550	23,805	22,432
Pedal cyclists									
Killed	112	107	118	109	113	100	102	101	99
KSI	3,214	3,192	3,340	3,252	3,514	3,339	3,499	3,799	3,806
All severities	19,243	19,215	19,091	19,438	21,287	18,844	18,477	18,321	17,550
Motorcycle									
Riders									
Killed	339	351	316	319	325	352	313	329	345
KSI	5,159	5,389	5,104	4,984	5,377	5,199	5,657	5,698	5,586
All severities	18,720	19,383	18,618	18,053	19,635	19,249	18,699	17,432	16,209
Passengers									
Killed	13	11	12	12	14	13	6	20	9
KSI	230	220	224	213	251	208	215	243	265
All severities	733	767	692	699	731	669	598	610	609
Car									
Drivers									
Killed	569	613	542	548	568	534	552	554	546
KSI	6,098	6,207	6,029	5,692	6,054	5,869	6,529	6,466	6,902
All severities	81,742	84,340	80,841	75,061	78,683	76,432	74,589	68,290	64,600
Passengers									
Killed	251	270	259	237	229	220	264	233	231
KSI	2,955	3,018	3,004	2,734	2,778	2,773	3,262	3,215	3,213
All severities	38,888	40,584	38,867	34,726	36,847	35,275	34,457	31,792	29,379
Bus or coach									
Drivers									
Killed	1	0	1	2	0	1	0	1	2
KSI	23	15	22	22	21	22	20	17	27
All severities	461	489	444	404	418	398	350	332	293
Passengers³									
Killed	8	7	10	8	7	4	9	6	6
KSI	316	317	301	320	279	258	266	268	325
All severities	5,089	5,688	4,790	4,469	4,780	4,228	3,896	3,904	3,508
Van / Light goods veh									
Drivers									
Killed	26	28	23	26	22	25	42	31	28
KSI	274	258	266	288	293	311	337	312	382
All severities	3,497	3,476	3,440	3,375	3,754	3,686	3,516	3,255	3,115
Passengers									
Killed	8	6	10	11	11	7	7	10	10
KSI	93	82	97	83	107	106	92	112	119
All severities	1,076	1,023	1,093	1,051	1,161	1,064	948	919	830
Heavy goods vehicle									
Drivers									
Killed	23	26	29	20	13	28	14	20	13
KSI	165	172	166	149	147	163	151	151	136
All severities	1,189	1,191	1,128	1,118	1,154	1,034	921	876	754
Passengers									
Killed	1	2	0	1	1	3	0	1	1
KSI	25	23	32	19	29	30	31	17	24
All severities	207	224	211	178	199	169	184	162	126
All road users⁴									
Killed	1,799	1,901	1,754	1,713	1,775	1,730	1,792	1,793	1,784
KSI	24,456	25,023	24,793	23,370	24,582	23,874	25,893	26,624	27,295
All severities	197,294	203,950	195,723	183,670	194,477	186,189	181,384	170,993	160,597

1 Figures have been rounded to the nearest whole number.

3 Includes boarding and alighting.

2 Killed or seriously injured.

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

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RAS30011

Reported killed or seriously injured casualties by gender, road user type and age, Great Britain, 2010-14 average, 2011 - 2018

		Number of casualties									
		2010-14 average ¹	2011	2012	2013	2014	2015	2016	2017	2018	
Male											
Pedestrians	0 to 4 ²	133	137	140	119	115	107	122	97	109	
	5 to 7	166	167	174	162	143	138	112	124	153	
	8 to 11	297	309	301	284	283	264	273	240	265	
	12 to 15	349	347	378	294	338	279	300	319	304	
	16 to 19	255	271	269	235	213	196	192	244	216	
	20 to 24	290	337	313	256	258	255	265	251	275	
	25 to 59	1,261	1,282	1,363	1,272	1,173	1,231	1,245	1,467	1,482	
	60 to 64	113	128	112	106	123	125	135	145	166	
	65 to 69	105	107	120	103	115	116	124	142	134	
	70 to 74	107	114	131	87	109	96	127	137	153	
	75 to 79	107	126	120	92	108	103	130	123	116	
	80 and over	173	149	175	168	217	208	243	216	214	
	All age groups ³	3,399	3,519	3,635	3,217	3,233	3,170	3,305	3,538	3,618	
Pedal cyclists	0 to 4 ²	3	7	0	3	1	3	2	3	3	
	5 to 7	20	21	24	18	13	15	15	15	17	
	8 to 11	77	93	68	54	70	54	64	72	73	
	12 to 15	185	216	182	166	158	169	196	231	210	
	16 to 19	167	159	198	160	164	139	170	171	175	
	20 to 24	218	213	258	231	226	212	223	225	215	
	25 to 59	1,677	1,634	1,723	1,737	1,923	1,851	1,882	2,000	2,003	
	60 and over	256	242	269	262	305	294	322	383	409	
		All age groups ³	2,639	2,621	2,759	2,676	2,893	2,763	2,906	3,133	3,136
	Motorcycle riders 50cc and under	Under 16	6	10	4	3	4	4	8	3	5
16		135	150	151	99	97	85	91	98	71	
17		61	60	61	68	51	40	36	24	29	
18		25	34	22	25	24	10	14	21	14	
19		16	24	17	16	15	18	15	13	12	
20 to 24		49	51	57	45	57	48	47	35	46	
25 to 59		98	96	115	92	92	73	86	137	104	
60 and over		10	14	12	9	10	7	7	9	12	
	All age groups ³	405	446	441	361	353	290	306	340	293	
Motorcycle riders over 50cc ⁴	Under 16	12	10	5	11	14	15	16	25	35	
	16	25	27	23	19	18	34	29	34	26	
	17	159	201	166	156	123	142	175	153	143	
	18	171	174	165	188	160	144	158	162	149	
	19	166	178	180	161	173	177	163	178	151	
	20 to 24	671	614	682	737	804	797	869	870	741	
	25 to 59	2,902	3,101	2,781	2,702	3,031	2,901	3,202	3,175	3,268	
	60 and over	308	297	314	308	342	378	386	415	452	
	All age groups ³	4,450	4,630	4,358	4,317	4,707	4,620	5,038	5,033	4,991	
Car drivers	Under 17	8	7	5	6	9	11	2	8	11	
	17	71	84	69	51	48	46	53	54	58	
	18	128	153	100	99	115	113	98	116	118	
	19	142	139	123	128	135	118	134	126	133	
	20 to 24	627	675	616	598	564	605	574	583	566	
	25 to 29	458	440	448	473	466	476	544	540	492	
	30 to 39	612	589	603	552	620	579	780	742	772	
	40 to 59	1,011	1,085	970	967	1,005	969	1,012	1,084	1,141	
	60 to 69	331	337	314	307	366	337	351	324	382	
	70 to 79	258	261	292	234	269	300	316	302	355	
	80 and over	227	219	224	236	243	251	256	266	301	
	All age groups ³	3,900	4,022	3,789	3,679	3,853	3,831	4,144	4,159	4,363	
Car passengers	Under 17	208	212	215	163	196	186	237	230	235	
	17	79	87	93	63	59	58	70	74	63	
	18	92	87	99	73	100	82	72	69	83	
	19	80	88	80	64	83	83	57	82	76	
	20 to 24	280	292	309	273	220	267	305	293	252	
	25 to 29	141	148	160	136	135	127	170	192	176	
	30 to 39	152	154	169	139	140	145	161	159	174	
	40 to 59	155	169	168	136	150	127	180	152	154	
	60 to 69	48	51	37	49	49	48	58	42	56	
	70 to 79	40	41	38	46	34	39	48	47	48	
	80 and over	33	40	33	28	36	44	50	43	42	
		All age groups ³	1,331	1,396	1,430	1,183	1,218	1,233	1,423	1,400	1,379

1 Figures have been rounded to the nearest whole number.

Source: DfT STATS19

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

The figures in this table are National Statistics

3 Includes cases where age was not reported.

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

[Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced for high level series. More information on the change and the adjustment process is available in the 2018 annual report.](#)

RAS30011

Reported killed or seriously injured casualties by gender, road user type and age, Great Britain, 2010-14 average, 2011 - 2018

Number of casualties

		2010-14 average ¹	2011	2012	2013	2014	2015	2016	2017	2018
Female										
Pedestrians	0 to 4 ²	75	92	76	68	72	61	51	54	54
	5 to 7	85	112	77	75	77	78	73	64	48
	8 to 11	167	188	162	145	146	148	151	157	158
	12 to 15	234	250	237	210	205	208	205	214	213
	16 to 19	154	186	170	143	116	138	144	168	144
	20 to 24	153	158	156	143	149	143	144	178	167
	25 to 59	679	663	736	678	718	676	744	839	921
	60 to 64	106	109	108	101	114	92	120	133	143
	65 to 69	103	92	106	115	118	128	127	136	142
	70 to 74	115	122	114	104	131	107	115	144	171
	75 to 79	130	120	149	120	137	129	142	135	155
	80 and over	255	263	232	246	275	250	247	287	287
	All age groups ³	2,280	2,388	2,344	2,178	2,276	2,178	2,282	2,526	2,620
Pedal cyclists	0 to 4 ²	2	2	2	0	2	0	2	1	0
	5 to 7	7	9	7	7	2	6	6	7	3
	8 to 11	21	27	21	14	15	12	13	16	9
	12 to 15	21	23	20	20	18	19	17	24	16
	16 to 19	25	26	23	26	27	22	18	23	23
	20 to 24	52	60	46	53	64	48	49	49	52
	25 to 59	384	364	410	402	424	397	423	467	492
	60 and over	56	52	49	44	64	63	57	72	71
	All age groups ³	575	571	581	576	621	575	592	666	670
	Motorcycle riders 50cc and under	Under 16	0	0	0	1	0	0	0	0	0
16		12	15	11	12	10	9	12	4	7
17		4	1	3	3	4	4	6	4	1
18		4	4	3	4	4	2	2	3	2
19		2	2	2	1	2	2	1	2	1
20 to 24		9	13	8	10	6	8	8	4	5
25 to 59		25	24	39	20	23	17	19	22	17
60 and over		5	6	9	4	1	3	2	2	4
All age groups ³		61	65	75	55	50	45	50	41	38
Motorcycle riders over 50cc ⁴	Under 16	0	0	0	1	1	0	1	2	1
	16	1	0	2	0	0	1	4	2	0
	17	6	3	2	9	9	4	11	2	8
	18	9	14	7	8	9	9	12	20	6
	19	7	12	6	8	6	9	6	7	10
	20 to 24	35	29	32	44	40	46	57	53	45
	25 to 59	178	182	170	174	198	167	155	183	181
	60 and over	7	7	8	6	4	6	12	15	11
	All age groups ³	244	248	230	251	267	244	262	284	264
Car drivers	Under 17	1	2	0	0	1	1	1	1	0
	17	31	31	33	33	21	21	25	18	21
	18	66	74	70	60	45	58	55	55	49
	19	72	70	70	60	69	46	57	54	59
	20 to 24	298	326	297	261	290	268	292	280	265
	25 to 29	221	230	220	202	218	202	241	244	248
	30 to 39	341	330	357	287	339	303	380	370	419
	40 to 59	645	650	668	594	624	618	717	655	742
	60 to 69	223	202	230	204	252	205	248	242	288
	70 to 79	172	161	182	187	176	181	209	225	280
	80 and over	117	97	109	116	155	120	150	157	158
	All age groups ³	2,197	2,184	2,240	2,012	2,201	2,036	2,385	2,306	2,538
Car passengers	Under 17	204	206	201	184	209	214	244	215	218
	17	69	77	66	59	64	59	57	60	67
	18	70	68	71	66	50	56	72	81	72
	19	56	61	45	55	50	50	56	55	53
	20 to 24	190	190	195	183	175	159	188	215	193
	25 to 29	110	99	92	117	105	116	150	123	153
	30 to 39	137	125	118	143	137	143	171	206	167
	40 to 59	273	272	276	250	263	262	305	305	316
	60 to 69	163	172	157	162	156	146	176	158	165
	70 to 79	181	176	198	163	173	166	203	212	226
	80 and over	149	152	135	149	159	149	192	164	174
	All age groups ³	1,624	1,622	1,574	1,551	1,560	1,539	1,839	1,815	1,834

1 Figures have been rounded to the nearest whole number.

Source: DfT STATS19

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

The figures in this table are National Statistics

3 Includes cases where age was not reported.

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RAS30011

Reported killed or seriously injured casualties by gender, road user type and age, Great Britain, 2010-14 average, 2011 - 2018

		Number of casualties								
		2010-14 average ¹	2011	2012	2013	2014	2015	2016	2017	2018
All casualties										
Pedestrians	0 to 4 ²	208	229	216	188	187	168	173	151	163
	5 to 7	251	279	251	237	220	216	185	188	201
	8 to 11	464	497	463	429	429	412	424	397	423
	12 to 15	583	597	615	504	543	487	505	533	517
	16 to 19	408	457	439	378	329	334	336	412	360
	20 to 24	443	495	469	399	407	398	409	429	442
	25 to 59	1,940	1,945	2,099	1,950	1,891	1,907	1,989	2,306	2,403
	60 to 64	219	237	220	207	237	217	255	278	309
	65 to 69	207	199	226	218	233	244	251	278	276
	70 to 74	222	236	245	191	240	203	242	281	324
	75 to 79	237	246	269	212	245	232	272	258	271
	80 and over	427	412	407	414	492	458	490	503	501
	All age groups ³	5,679	5,907	5,979	5,396	5,509	5,348	5,588	6,064	6,238
Pedal cyclists	0 to 4 ²	4	9	2	3	3	3	4	4	3
	5 to 7	27	30	31	25	15	21	23	22	20
	8 to 11	98	120	89	68	85	66	77	88	82
	12 to 15	207	239	202	186	176	188	213	255	226
	16 to 19	192	185	221	186	191	161	188	194	198
	20 to 24	269	273	304	284	290	260	272	274	267
	25 to 59	2,061	1,998	2,133	2,139	2,347	2,248	2,305	2,467	2,495
	60 and over	312	294	318	306	369	358	379	455	480
	All age groups ³	3,214	3,192	3,340	3,252	3,514	3,339	3,499	3,799	3,806
Motorcycle riders 50cc and under	Under 16	6	10	4	4	4	4	8	3	5
	16	147	165	162	111	107	94	103	102	78
	17	65	61	64	71	55	44	42	28	30
	18	29	38	25	29	28	12	16	24	16
	19	18	26	19	17	17	20	16	15	13
	20 to 24	58	64	65	55	63	56	55	39	51
	25 to 59	123	120	154	112	115	90	106	159	121
	60 and over	15	20	21	13	11	10	9	11	16
	All age groups ³	465	511	516	416	403	335	357	381	331
Motorcycle riders over 50cc ⁴	Under 16	12	10	5	12	15	15	17	27	36
	16	25	27	25	19	18	35	33	36	26
	17	165	204	168	165	132	146	186	155	151
	18	180	188	172	196	169	153	170	182	155
	19	173	190	186	169	179	186	169	185	161
	20 to 24	705	643	714	781	844	843	926	923	786
	25 to 59	3,080	3,283	2,951	2,876	3,229	3,068	3,357	3,358	3,449
	60 and over	315	304	322	314	346	384	398	430	463
	All age groups ³	4,694	4,878	4,588	4,568	4,974	4,864	5,300	5,317	5,255
Car drivers	Under 17	9	9	5	6	10	12	3	9	11
	17	103	115	102	84	69	67	78	72	79
	18	194	227	170	159	160	171	153	171	167
	19	214	209	193	188	204	164	191	180	192
	20 to 24	925	1,001	913	859	854	873	866	863	831
	25 to 29	678	670	668	675	684	678	785	784	740
	30 to 39	952	919	960	839	959	882	1,160	1,112	1,191
	40 to 59	1,656	1,735	1,638	1,561	1,629	1,587	1,729	1,739	1,883
	60 to 69	554	539	544	511	618	542	599	566	670
	70 to 79	430	422	474	421	445	482	525	527	635
	80 and over	344	316	333	352	398	371	406	423	459
	All age groups ³	6,098	6,207	6,029	5,692	6,054	5,869	6,529	6,466	6,902
Car passengers	Under 17	413	418	416	347	405	401	481	445	453
	17	148	164	159	122	123	117	127	134	130
	18	163	155	170	139	150	138	144	150	155
	19	136	149	125	119	133	133	113	137	129
	20 to 24	470	482	504	456	395	426	493	508	445
	25 to 29	251	247	252	253	240	243	320	315	329
	30 to 39	289	279	287	282	277	288	332	365	341
	40 to 59	427	441	444	386	413	389	485	457	470
	60 to 69	210	223	194	211	205	194	234	200	221
	70 to 79	220	217	236	209	207	205	251	259	274
	80 and over	182	192	168	177	195	193	242	207	216
	All age groups ³	2,955	3,018	3,004	2,734	2,778	2,773	3,262	3,215	3,213

1 Figures have been rounded to the nearest whole number.

Source: DfT STATS19

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

The figures in this table are National Statistics

3 Includes cases where age was not reported.

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

[Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced for high level series. More information on the change and the adjustment process is available in the 2018 annual report.](#)

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RAS30012

Reported casualties by time of accident and severity, Great Britain, 2008 - 2018

	Number of casualties										
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Midnight to 01.59²											
Killed	191	172	119	127	99	89	95	116	95	105	111
KSI ¹	1,350	1,236	943	989	921	819	879	867	915	1,016	943
All severities	6,798	6,529	5,750	5,287	5,074	4,526	4,880	4,875	4,805	4,651	4,299
02.00 to 03.59											
Killed	132	118	84	78	84	63	67	83	83	72	83
KSI	857	786	684	638	689	575	570	568	607	593	655
All severities	4,193	3,850	3,435	3,425	3,236	2,808	2,783	2,703	2,733	2,645	2,625
04.00 to 05.59											
Killed	91	90	67	66	74	63	87	60	75	79	81
KSI	629	574	534	515	485	496	561	518	562	584	562
All severities	3,192	2,961	2,866	2,684	2,704	2,602	2,776	2,606	2,641	2,579	2,609
06.00 to 07.59											
Killed	171	152	123	136	119	108	112	108	123	116	119
KSI	1,680	1,543	1,449	1,590	1,509	1,449	1,595	1,541	1,739	1,685	1,837
All severities	12,993	11,596	11,310	11,318	11,085	10,780	11,784	11,420	11,278	10,411	9,798
08.00 to 09.59											
Killed	166	181	141	137	123	119	124	104	120	111	136
KSI	2,578	2,548	2,334	2,385	2,378	2,258	2,411	2,201	2,463	2,479	2,538
All severities	27,453	25,493	24,798	24,087	23,206	22,013	23,191	21,536	20,758	19,386	17,952
10.00 to 11.59											
Killed	198	189	180	184	184	153	197	183	181	175	154
KSI	2,356	2,293	2,248	2,319	2,382	2,086	2,358	2,216	2,411	2,438	2,420
All severities	22,086	21,341	20,346	20,175	19,471	18,239	19,667	17,996	17,703	16,374	15,382
12.00 to 13.59											
Killed	231	185	183	180	176	182	161	182	190	191	191
KSI	2,905	2,930	2,737	2,773	2,701	2,684	2,732	2,646	2,877	2,926	2,999
All severities	27,179	27,397	26,033	24,939	23,733	22,292	23,722	22,347	21,433	20,034	18,968
14.00 to 15.59											
Killed	294	231	208	212	238	186	202	199	191	225	201
KSI	3,676	3,550	3,356	3,388	3,414	3,109	3,246	3,182	3,436	3,562	3,715
All severities	32,029	31,169	29,730	28,518	27,905	25,187	26,972	25,970	25,403	23,774	22,557
16.00 to 17.59											
Killed	328	290	258	245	219	259	245	241	229	235	213
KSI	4,540	4,240	3,968	4,105	3,986	3,925	4,044	4,007	4,204	4,386	4,383
All severities	37,947	37,070	34,985	35,296	33,640	31,897	33,435	32,517	30,788	28,961	26,896
18.00 to 19.59											
Killed	260	226	177	201	175	196	206	168	209	186	180
KSI	3,550	3,263	2,906	3,016	3,032	2,796	3,040	3,001	3,251	3,341	3,471
All severities	27,946	26,869	24,681	24,529	23,359	22,449	23,856	22,894	22,629	21,445	20,095
20.00 to 21.59											
Killed	241	206	165	174	132	145	129	159	160	149	173
KSI	2,480	2,179	1,904	1,844	1,928	1,800	1,815	1,812	1,985	2,074	2,088
All severities	17,000	16,122	14,456	13,958	13,195	12,611	12,861	12,716	12,599	12,181	11,247
22.00 to midnight²											
Killed	235	182	145	161	131	149	150	127	136	149	141
KSI	1,967	1,765	1,447	1,457	1,365	1,369	1,331	1,315	1,443	1,540	1,676
All severities	12,071	11,728	10,249	9,721	9,110	8,256	8,550	8,609	8,614	8,549	8,149
Total³											
Killed	2,538	2,222	1,850	1,901	1,754	1,713	1,775	1,730	1,792	1,793	1,784
KSI	28,572	26,912	24,510	25,023	24,793	23,370	24,582	23,874	25,893	26,624	27,295
All severities	230,905	222,146	208,648	203,950	195,723	183,670	194,477	186,189	181,384	170,993	160,597

1 Killed or seriously injured.

2 Times of 00:00 are excluded.

3 Includes cases where time was not reported.

Source: DfT STATS19

The figures in this table are National Statistics

[Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced for high level series. More information on the change and the adjustment process is available in the 2018 annual report.](#)

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RAS30013

Reported casualty rates by road user type and severity, Great Britain, 2008 - 2018

	Driver/Rider casualty rate per billion vehicle miles/percentage										
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Pedal cycle riders											
Killed	40	35	37	35	38	34	33	31	32	31	29
KSI ¹	899	909	919	1,035	1,070	1,036	1,014	1,025	1,101	1,160	1,139
All severities	5,695	5,713	5,692	6,231	6,114	6,187	6,137	5,779	5,808	5,586	5,248
Motorcycle riders											
Killed	151	143	135	122	112	119	117	127	113	119	126
KSI	1,845	1,748	1,730	1,868	1,805	1,853	1,938	1,875	2,040	2,061	2,039
All severities	6,567	6,224	6,270	6,720	6,584	6,712	7,078	6,941	6,742	6,305	5,918
Car drivers											
Killed	3.5	2.9	2.4	2.5	2.3	2.3	2.3	2.2	2.2	2.2	2.1
KSI	32	30	27	26	25	24	25	24	26	25	27
All severities	411	393	374	350	336	313	321	309	296	268	253
Bus or coach drivers											
Killed	0	0.3	0.6	0	0.4	0.7	0	0.4	0	0.4	0.9
KSI	13	8.7	12	5.2	8.1	7.9	7.5	8.2	8.0	7.1	12
All severities	208	187	176	169	163	144	149	149	140	138	128
Van / Light goods drivers											
Killed	0.9	0.8	0.7	0.7	0.6	0.6	0.5	0.5	0.9	0.6	0.5
KSI	8.4	7.8	6.5	6.2	6.4	6.8	6.5	6.6	6.8	6.2	7.5
All severities	90	90	84	84	83	79	83	79	71	64	61
Heavy goods vehicle drivers											
Killed	1.1	0.7	1.6	1.6	1.9	1.3	0.8	1.7	0.8	1.2	0.8
KSI	12	10	12	11	11	9.5	9.1	9.8	9.0	8.9	8.0
All severities	92	79	83	75	73	71	72	62	55	51	44
All drivers and riders²											
Killed	4.9	4.2	3.7	3.8	3.4	3.4	3.4	3.3	3.2	3.2	3.2
KSI	54	52	49	50	49	47	49	47	50	50	51
All severities	462	449	428	421	407	385	399	376	360	331	312
Percentage of all road user casualties accounted for by drivers and riders											
Killed	60	59	62	61	59	61	60	62	59	59	60
KSI	60	61	61	62	61	62	63	63	63	63	62
All severities	63	63	63	63	64	64	65	65	65	64	64

1 Killed or seriously injured.

2 Includes driver and riders of other vehicles.

Source: DfT STATS19, DfT National Road Traffic Survey

The figures in this table are National Statistics

[Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced for high level series. More information on the change and the adjustment process is available in the 2018 annual report.](#)

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RAS30013

Reported casualty rates by road user type and severity, Great Britain, 2008 - 2018

	Driver/Rider casualty rate per billion vehicle kilometres/percentage										
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Pedal cycle riders											
Killed	25	22	23	22	23	21	20	19	20	19	18
KSI ¹	559	565	571	643	665	644	630	637	684	721	708
All severities	3,539	3,550	3,537	3,872	3,799	3,845	3,814	3,591	3,609	3,471	3,261
Motorcycle riders											
Killed	94	89	84	76	69	74	73	79	70	74	78
KSI	1,146	1,086	1,075	1,161	1,121	1,151	1,204	1,165	1,267	1,281	1,267
All severities	4,081	3,867	3,896	4,175	4,091	4,171	4,398	4,313	4,190	3,918	3,677
Car drivers											
Killed	2.2	1.8	1.5	1.6	1.4	1.4	1.4	1.3	1.4	1.4	1.3
KSI	20	19	17	16	16	15	15	15	16	16	17
All severities	256	244	233	218	209	194	200	192	184	167	157
Bus or coach drivers											
Killed	0	0.2	0.4	0	0.2	0.4	0	0.2	0	0.3	0.5
KSI	7.9	5.4	7.3	3.2	5.0	4.9	4.7	5.1	5.0	4.4	7.3
All severities	130	116	109	105	101	90	93	92	87	86	79
Van / Light goods drivers											
Killed	0.5	0.5	0.5	0.4	0.3	0.4	0.3	0.3	0.5	0.4	0.3
KSI	5.2	4.9	4.0	3.9	4.0	4.2	4.0	4.1	4.3	3.8	4.7
All severities	56	56	52	52	52	49	52	49	44	40	38
Heavy goods vehicle drivers											
Killed	0.7	0.5	1.0	1.0	1.2	0.8	0.5	1.0	0.5	0.7	0.5
KSI	7.7	6.3	7.2	6.7	6.6	5.9	5.7	6.1	5.6	5.5	4.9
All severities	57	49	51	46	45	44	45	39	34	32	27
All drivers and riders²											
Killed	3.0	2.6	2.3	2.3	2.1	2.1	2.1	2.1	2.0	2.0	2.0
KSI	34	33	30	31	31	29	31	29	31	31	32
All severities	287	279	266	261	253	239	248	234	224	206	194
Percentage of all road user casualties accounted for by drivers and riders											
Killed	60	59	62	61	59	61	60	62	59	59	60
KSI	60	61	61	62	61	62	63	63	63	63	62
All severities	63	63	63	63	64	64	65	65	65	64	64

1 Killed or seriously injured.

2 Includes driver and riders of other vehicles.

Source: DfT STATS19, DfT National Road Traffic Survey

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-annual-report-2018>

RAS30017

Casualties in reported accidents involving vehicles of different types by built-up and non built-up roads, road class and severity, Great Britain, 2018

	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		83	277	20	25	45	16	382
KSI ⁴	1,326	2,113	5,988	366	627	249	171	7,572
All severities	6,624	7,639	42,284	3,038	4,592	1,367	1,056	48,648
B roads								
Killed	2	25	96	3	8	3	5	108
KSI	434	531	1,935	76	191	52	55	2,295
All severities	1,964	1,774	12,523	529	1,242	232	291	13,899
Other roads								
Killed	28	64	247	7	30	21	18	316
KSI	1,705	1,726	7,332	278	664	166	240	8,778
All severities	8,496	5,746	49,389	1,971	4,418	832	1,356	54,898
All built-up roads⁵								
Killed	62	172	620	30	63	69	39	806
KSI	3,465	4,370	15,255	720	1,482	467	466	18,645
All severities	17,084	15,159	104,196	5,538	10,252	2,431	2,703	117,445
Non built-up roads³								
A roads								
Killed	17	131	523	15	82	131	39	633
KSI	214	1,199	4,091	87	576	507	211	4,880
All severities	584	2,637	21,437	376	3,036	2,011	1,016	23,370
B roads								
Killed	8	29	88	2	11	8	7	108
KSI	102	328	1,011	32	99	44	51	1,240
All severities	249	629	4,434	140	464	156	217	4,936
Other roads								
Killed	15	32	94	1	7	11	20	130
KSI	216	306	1,283	8	131	45	97	1,620
All severities	529	661	6,796	57	686	175	304	7,537
All non built-up roads⁵								
Killed	40	192	705	18	100	150	66	871
KSI	532	1,833	6,385	127	806	596	359	7,740
All severities	1,362	3,927	32,667	573	4,186	2,342	1,537	35,843
All speed limits⁶								
Motorways								
Killed	0	10	91	1	17	38	2	107
KSI	0	125	765	17	159	195	36	910
All severities	1	281	6,899	97	1,201	1,217	443	7,309
A roads								
Killed	49	214	800	35	107	176	55	1,015
KSI	1,540	3,312	10,079	453	1,203	756	382	12,452
All severities	7,208	10,276	63,721	3,414	7,628	3,378	2,072	72,018
B roads								
Killed	10	54	184	5	19	11	12	216
KSI	536	859	2,946	108	290	96	106	3,535
All severities	2,213	2,403	16,957	669	1,706	388	508	18,835
Other roads								
Killed	43	96	341	8	37	32	38	446
KSI	1,921	2,032	8,615	286	795	211	337	10,398
All severities	9,025	6,407	56,185	2,028	5,104	1,007	1,660	62,435
Total^{5,6}								
Killed	102	374	1,416	49	180	257	107	1,784
KSI	3,997	6,328	22,405	864	2,447	1,258	861	27,295
All severities	18,447	19,367	143,762	6,208	15,639	5,990	4,683	160,597

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 cases where vehicle type was not reported.

3 Excludes motorways.

4 Killed or seriously injured.

5 Includes cases where road class was not reported.

6 Includes cases where speed limit was not reported.

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Source: DfT STATS19

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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, 2018

	Rate per billion vehicle miles									
	Urban roads ¹			Rural roads ¹			All roads			
	A road	Other ²	All urban ³	A road	Other ²	All rural ³	Motorway	A road	Other ²	Total ³
Pedal cycle										
Accidents involving	12,719	4,495	6,051	7,274	2,627	3,412	..	11,392	3,993	5,353
User casualties	12,360	4,422	5,924	7,294	2,682	3,461	..	11,124	3,954	5,272
of whom killed	67	10	21	107	44	54	..	77	19	30
seriously injured	2,312	857	1,132	2,248	817	1,059	..	2,298	847	1,114
Pedestrians hit by a cycle	474	117	184	74	26	34	..	378	92	145
of whom killed	2.2	0	0.4	0	0	0	..	1.6	0	0.3
seriously injured	147	32	54	6.7	12	11	..	113	26	42
Motorcycle										
Accidents involving	12,192	7,297	9,190	4,075	4,463	4,229	1,092	7,459	6,259	6,375
User casualties	11,347	6,856	8,593	4,223	4,535	4,346	1,133	7,193	6,006	6,140
of whom killed	115	70	88	201	176	191	45	165	110	129
seriously injured	3,045	2,034	2,425	1,762	1,921	1,825	504	2,296	1,992	2,007
Pedestrians hit by a motorcycle	1,165	464	735	42	76	55	0	510	322	380
of whom killed	14	6.2	9.1	1.4	4.2	2.5	0	6.5	5.5	5.5
seriously injured	347	123	210	21	23	22	0	157	86	111
Car										
Accidents involving	736	794	769	226	416	286	85	399	643	422
User casualties	556	521	536	285	453	338	125	377	494	369
of whom killed	2.0	1.3	1.6	5.1	4.7	5.0	1.4	4.1	2.7	3.0
seriously injured	36	37	36	40	65	48	11	39	48	37
Pedestrians hit by a car	123	206	171	8.0	39	18	0.6	47	139	70
of whom killed	2.4	2.3	2.4	0.9	0.7	0.8	0.1	1.4	1.7	1.3
seriously injured	33	49	43	2.8	10	5.2	0.2	13	34	18
Bus or coach										
Accidents involving	3,654	2,289	2,883	554	969	683	194	2,243	1,993	1,942
User casualties	3,145	1,778	2,373	544	1,085	712	254	1,961	1,623	1,655
of whom killed	3.4	1.3	2.2	6.0	4.5	5.6	4.6	4.6	2.0	3.5
seriously injured	248	155	195	71	135	90	60	167	150	150
Pedestrians hit by a bus or coach	653	511	573	42	135	71	0	375	426	362
of whom killed	20	7.8	13	2.0	0	1.4	0	12	6.0	8.3
seriously injured	182	151	164	14	31	19	0	106	124	104
Van / Light goods vehicle										
Accidents involving	450	371	403	149	204	168	64	240	296	223
User casualties	114	76	91	77	96	84	41	88	85	77
of whom killed	0.3	0.3	0.3	1.3	0.6	1.1	0.7	1.0	0.4	0.7
seriously injured	6.8	5.6	6.1	12	14	13	5.4	10	9.5	9.1
Pedestrians hit by an LGV	59	75	69	4.2	18	8.8	0.2	21	50	27
of whom killed	1.3	0.7	1.0	0.5	0.5	0.5	0	0.8	0.6	0.5
seriously injured	16	18	18	1.5	4.1	2.4	0.2	6.0	12	6.9
Heavy goods vehicle										
Accidents involving	612	1,207	771	243	604	281	106	315	861	259
User casualties	66	170	94	64	143	72	22	64	155	52
of whom killed	0.7	0	0.5	1.4	0	1.3	0.5	1.3	0	0.8
seriously injured	7.2	22	11	10	28	12	4.6	9.7	25	8.5
Pedestrians hit by an HGV	76	248	121	6.7	38	9.9	2.6	20	127	20
of whom killed	11	14	12	2.2	8.0	2.8	1.1	4.0	11	3.2
seriously injured	29	67	39	1.7	16	3.3	1.0	7.0	38	6.6
All vehicles⁴										
Accidents involving	693	707	701	194	368	249	66	359	570	370
User casualties	739	664	695	282	472	341	105	432	586	417
of whom killed	3.6	2.4	2.9	5.9	6.6	6.1	1.3	5.2	4.1	4.0
seriously injured	87	83	85	50	89	62	11	62	85	60
All pedestrian casualties	136	195	170	8.1	37	17	0.8	50	131	68
of whom killed	3.0	2.3	2.6	0.9	0.9	0.9	0.2	1.6	1.7	1.4
seriously injured	38	47	43	2.8	9.9	5.0	0.3	14	32	17

1 See urban and rural definitions.

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

3 Includes cases where road class was not reported.

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

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

RAS30018

Reported casualty and accident rates by urban and rural roads, road class, road user type, severity and pedestrian involvement, Great Britain, 2018

	Rate per billion vehicle kilometres									
	Urban roads ¹			Rural roads ¹			All roads			
	A road	Other ²	All urban ³	A road	Other ²	All rural ³	Motorway	A road	Other ²	Total ³
Pedal cycle										
Accidents involving	7,903	2,793	3,760	4,520	1,632	2,120	..	7,079	2,481	3,326
User casualties	7,680	2,748	3,681	4,532	1,666	2,150	..	6,912	2,457	3,276
of whom killed	42	6.3	13	67	27	34	..	48	12	18
seriously injured	1,437	533	704	1,397	508	658	..	1,428	526	692
Pedestrians hit by a cycle	294	72	114	46	16	21	..	235	57	90
of whom killed	1.3	0	0.3	0	0	0	..	1.0	0	0.2
seriously injured	91	20	33	4.2	7.6	7.0	..	70	16	26
Motorcycle										
Accidents involving	7,576	4,534	5,710	2,532	2,773	2,628	679	4,635	3,889	3,961
User casualties	7,051	4,260	5,339	2,624	2,818	2,701	704	4,469	3,732	3,815
of whom killed	72	44	54	125	109	119	28	103	68	80
seriously injured	1,892	1,264	1,507	1,095	1,194	1,134	313	1,427	1,238	1,247
Pedestrians hit by a motorcycle	724	288	457	26	47	34	0	317	200	236
of whom killed	8.5	3.8	5.6	0.9	2.6	1.6	0	4.0	3.4	3.4
seriously injured	216	76	130	13	14	14	0	97	54	69
Car										
Accidents involving	457	493	478	140	259	178	53	248	400	262
User casualties	345	324	333	177	281	210	78	234	307	229
of whom killed	1.2	0.8	1.0	3.2	2.9	3.1	0.9	2.5	1.7	1.9
seriously injured	22	23	23	25	41	30	6.9	24	30	23
Pedestrians hit by a car	76	128	106	5.0	24	11	0.4	29	87	44
of whom killed	1.5	1.4	1.5	0.6	0.5	0.5	0.1	0.9	1.0	0.8
seriously injured	21	31	26	1.7	6.5	3.2	0.1	8.2	21	11
Bus or coach										
Accidents involving	2,271	1,422	1,792	344	602	424	121	1,394	1,238	1,207
User casualties	1,954	1,105	1,475	338	674	442	158	1,219	1,009	1,028
of whom killed	2.1	0.8	1.4	3.8	2.8	3.5	2.9	2.9	1.3	2.2
seriously injured	154	96	121	44	84	56	37	104	93	93
Pedestrians hit by a bus or coach	406	318	356	26	84	44	0	233	265	225
of whom killed	13	4.8	8.2	1.3	0	0.9	0	7.4	3.8	5.1
seriously injured	113	94	102	8.8	20	12	0	66	77	64
Van / Light goods vehicle										
Accidents involving	280	230	250	92	127	104	40	149	184	139
User casualties	71	47	57	48	60	52	26	55	53	48
of whom killed	0.2	0.2	0.2	0.8	0.4	0.7	0.4	0.6	0.3	0.5
seriously injured	4.2	3.5	3.8	7.5	8.9	8.0	3.3	6.5	5.9	5.6
Pedestrians hit by an LGV	37	47	43	2.6	11	5.5	0.1	13	31	17
of whom killed	0.8	0.4	0.6	0.3	0.3	0.3	0	0.5	0.4	0.3
seriously injured	10	11	11	1.0	2.5	1.5	0.1	3.8	7.4	4.3
Heavy goods vehicle										
Accidents involving	380	750	479	151	375	175	66	196	535	161
User casualties	41	106	58	40	89	45	14	40	96	32
of whom killed	0.4	0	0.3	0.9	0	0.8	0.3	0.8	0	0.5
seriously injured	4.5	13	6.9	6.4	17	7.6	2.9	6.0	16	5.3
Pedestrians hit by an HGV	47	154	75	4.1	23	6.2	1.6	12	79	12
of whom killed	6.9	9.0	7.5	1.4	5.0	1.8	0.7	2.5	6.7	2.0
seriously injured	18	42	24	1.1	10.0	2.0	0.6	4.4	23	4.1
All vehicles⁴										
Accidents involving	430	439	436	121	229	155	41	223	354	230
User casualties	459	412	432	175	293	212	65	269	364	259
of whom killed	2.3	1.5	1.8	3.7	4.1	3.8	0.8	3.2	2.6	2.5
seriously injured	54	51	53	31	55	39	7.0	39	53	37
All pedestrian casualties	85	121	106	5.0	23	11	0.5	31	82	42
of whom killed	1.9	1.4	1.6	0.6	0.6	0.6	0.1	1.0	1.1	0.9
seriously injured	23	29	27	1.7	6.2	3.1	0.2	8.9	20	11

1 See urban and rural definitions.

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

3 Includes cases where road class was not reported.

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

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

RAS30020

Reported casualties and casualty rates by month, road user type and severity, Great Britain, 2018

	Number of casualties/rate per billion vehicle miles												
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Pedestrians													
Killed	42	29	31	33	35	22	22	34	42	40	56	70	456
KSI ¹	523	494	494	443	498	488	459	414	499	562	650	714	6,238
All severities	2,078	1,805	1,775	1,585	1,800	1,803	1,705	1,391	1,797	2,035	2,320	2,338	22,432
of whom children													
Killed	3	4	5	2	1	2	2	0	1	4	3	1	28
KSI	96	99	112	107	129	141	110	62	110	120	108	110	1,304
All severities	431	395	474	409	508	545	460	249	495	520	489	451	5,426
Pedal cyclists													
Killed	5	5	5	8	13	11	10	6	9	13	9	5	99
KSI	259	246	189	266	424	496	397	334	355	359	275	206	3,806
All severities	1,253	1,060	1,047	1,176	1,824	1,970	1,903	1,474	1,598	1,649	1,509	1,087	17,550
of whom children													
Killed	0	0	0	0	0	2	1	0	0	2	0	0	5
KSI	18	22	15	24	40	66	29	25	27	31	18	16	331
All severities	108	99	116	142	234	287	253	135	192	173	125	90	1,954
Horse riders													
Killed	0	0	0	0	0	0	0	1	0	0	1	1	3
KSI	1	1	1	6	4	3	2	4	0	2	1	2	27
All severities	3	1	8	10	6	8	7	6	11	7	2	6	75
Motorcycle² users													
Killed	12	16	22	30	52	38	42	37	40	35	15	15	354
KSI	318	329	302	486	685	646	646	599	584	533	399	324	5,851
All severities	1,044	1,004	953	1,319	1,790	1,789	1,767	1,571	1,651	1,556	1,354	1,020	16,818
Rate (all m'cycle users)	6,921	6,954	5,548	5,570	5,517	5,563	5,563	5,561	6,390	7,038	7,936	7,340	6,140
Car users													
Killed	64	62	57	49	54	50	64	73	51	82	83	73	762
KSI	835	723	702	764	776	820	909	811	838	891	952	885	9,906
All severities	7,554	7,086	6,827	6,980	8,056	7,719	8,137	7,543	7,589	7,729	8,053	7,640	90,913
Other car³ users													
Killed	3	2	0	1	0	2	2	0	0	4	0	1	15
KSI	15	17	26	16	18	11	21	14	15	20	24	12	209
All severities	243	243	289	226	288	275	262	201	252	252	299	236	3,066
All car users	7,797	7,329	7,116	7,206	8,344	7,994	8,399	7,744	7,841	7,981	8,352	7,876	93,979
Rate (all car users)	394	393	348	342	374	367	371	341	365	362	398	374	369
Bus or coach users													
Killed	2	0	0	0	0	2	0	0	0	2	1	1	8
KSI	24	19	22	36	24	36	42	21	32	39	33	24	352
All severities	292	306	250	294	386	401	406	285	342	356	279	204	3,801
Rate (all bus users)	1,595	1,789	1,314	1,586	1,901	1,972	1,921	1,421	1,783	1,772	1,460	1,234	1,655
Van / Light goods veh users													
Killed	4	2	6	1	3	3	5	4	2	3	2	3	38
KSI	48	41	42	32	43	28	39	50	42	48	43	45	501
All severities	365	339	290	279	314	296	335	336	334	384	336	337	3,945
Heavy goods vehicle users													
Killed	2	0	0	2	1	0	4	0	1	3	0	1	14
KSI	14	6	16	11	9	13	22	12	10	18	16	13	160
All severities	74	82	58	72	70	62	83	73	64	93	80	69	880
All goods vehicle users⁴	462	440	364	372	406	375	440	448	413	499	433	419	5,071
Rate (all goods veh users)	86	87	66	67	68	65	73	75	72	83	76	79	75
Agricultural vehicle users													
Killed	2	0	0	0	0	0	1	1	0	0	0	1	5
KSI	5	3	2	1	0	5	3	2	0	1	0	3	25
All severities	11	9	9	4	10	9	7	12	3	7	5	6	92
All road users													
Killed	137	121	124	125	159	129	154	157	148	186	170	174	1,784
KSI	2,055	1,893	1,809	2,077	2,505	2,558	2,566	2,281	2,401	2,495	2,408	2,247	27,295
All severities	12,985	12,005	11,573	12,018	14,647	14,417	14,720	12,995	13,728	14,162	14,321	13,026	160,597
of whom children													
Killed	5	5	5	3	3	4	5	2	1	8	5	2	48
KSI	148	156	165	172	205	235	198	143	188	199	170	160	2,139
All severities	1,031	955	1,063	1,080	1,395	1,397	1,479	1,137	1,294	1,263	1,120	1,052	14,266
Rate (all ages)	503	495	435	440	502	507	499	441	492	490	523	487	485

1 Killed or seriously injured.

2 Includes electric motorcycles, combinations, scooters and mopeds.

3 Includes taxis and minibuses.

4 Includes unknown goods vehicle weight

RAS30020

Reported casualties and casualty rates by month, road user type and severity, Great Britain, 2018

	Number of casualties/rate per billion vehicle kilometres												
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Pedestrians													
Killed	42	29	31	33	35	22	22	34	42	40	56	70	456
KSI ¹	523	494	494	443	498	488	459	414	499	562	650	714	6,238
All severities	2,078	1,805	1,775	1,585	1,800	1,803	1,705	1,391	1,797	2,035	2,320	2,338	22,432
of whom children													
Killed	3	4	5	2	1	2	2	0	1	4	3	1	28
KSI	96	99	112	107	129	141	110	62	110	120	108	110	1,304
All severities	431	395	474	409	508	545	460	249	495	520	489	451	5,426
Pedal cyclists													
Killed	5	5	5	8	13	11	10	6	9	13	9	5	99
KSI	259	246	189	266	424	496	397	334	355	359	275	206	3,806
All severities	1,253	1,060	1,047	1,176	1,824	1,970	1,903	1,474	1,598	1,649	1,509	1,087	17,550
of whom children													
Killed	0	0	0	0	0	2	1	0	0	2	0	0	5
KSI	18	22	15	24	40	66	29	25	27	31	18	16	331
All severities	108	99	116	142	234	287	253	135	192	173	125	90	1,954
Horse riders													
Killed	0	0	0	0	0	0	0	1	0	0	1	1	3
KSI	1	1	1	6	4	3	2	4	0	2	1	2	27
All severities	3	1	8	10	6	8	7	6	11	7	2	6	75
Motorcycle² users													
Killed	12	16	22	30	52	38	42	37	40	35	15	15	354
KSI	318	329	302	486	685	646	646	599	584	533	399	324	5,851
All severities	1,044	1,004	953	1,319	1,790	1,789	1,767	1,571	1,651	1,556	1,354	1,020	16,818
Rate (all m'cycle users)	4,300	4,321	3,448	3,461	3,428	3,457	3,456	3,455	3,971	4,373	4,931	4,561	3,815
Car users													
Killed	64	62	57	49	54	50	64	73	51	82	83	73	762
KSI	835	723	702	764	776	820	909	811	838	891	952	885	9,906
All severities	7,554	7,086	6,827	6,980	8,056	7,719	8,137	7,543	7,589	7,729	8,053	7,640	90,913
Other car³ users													
Killed	3	2	0	1	0	2	2	0	0	4	0	1	15
KSI	15	17	26	16	18	11	21	14	15	20	24	12	209
All severities	243	243	289	226	288	275	262	201	252	252	299	236	3,066
All car users	7,797	7,329	7,116	7,206	8,344	7,994	8,399	7,744	7,841	7,981	8,352	7,876	93,979
Rate (all car users)	245	244	216	212	233	228	231	212	227	225	247	232	229
Bus or coach users													
Killed	2	0	0	0	0	2	0	0	0	2	1	1	8
KSI	24	19	22	36	24	36	42	21	32	39	33	24	352
All severities	292	306	250	294	386	401	406	285	342	356	279	204	3,801
Rate (all bus users)	991	1,112	817	986	1,181	1,225	1,193	883	1,108	1,101	907	767	1,028
Van / Light goods veh users													
Killed	4	2	6	1	3	3	5	4	2	3	2	3	38
KSI	48	41	42	32	43	28	39	50	42	48	43	45	501
All severities	365	339	290	279	314	296	335	336	334	384	336	337	3,945
Heavy goods vehicle users													
Killed	2	0	0	2	1	0	4	0	1	3	0	1	14
KSI	14	6	16	11	9	13	22	12	10	18	16	13	160
All severities	74	82	58	72	70	62	83	73	64	93	80	69	880
All goods vehicle users⁴	462	440	364	372	406	375	440	448	413	499	433	419	5,071
Rate (all goods veh users)	53	54	41	42	42	40	46	46	45	51	47	49	46
Agricultural vehicle users													
Killed	2	0	0	0	0	0	1	1	0	0	0	1	5
KSI	5	3	2	1	0	5	3	2	0	1	0	3	25
All severities	11	9	9	4	10	9	7	12	3	7	5	6	92
All road users													
Killed	137	121	124	125	159	129	154	157	148	186	170	174	1,784
KSI	2,055	1,893	1,809	2,077	2,505	2,558	2,566	2,281	2,401	2,495	2,408	2,247	27,295
All severities	12,985	12,005	11,573	12,018	14,647	14,417	14,720	12,995	13,728	14,162	14,321	13,026	160,597
of whom children													
Killed	5	5	5	3	3	4	5	2	1	8	5	2	48
KSI	148	156	165	172	205	235	198	143	188	199	170	160	2,139
All severities	1,031	955	1,063	1,080	1,395	1,397	1,479	1,137	1,294	1,263	1,120	1,052	14,266
Rate (all ages)	313	307	270	274	312	315	310	274	305	305	325	303	301

1 Killed or seriously injured.

2 Includes electric motorcycles, combinations, scooters and mopeds.

3 Includes taxis and minibuses.

4 Includes unknown goods vehicle weight

RAS30021

Reported casualties by day, road user type and hour of day, Great Britain, 2018

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	121	60	82	701	999	Midnight	45	22	28	225	338
01:00	56	19	46	442	607	01:00	15	6	14	150	197
02:00	53	15	22	386	526	02:00	17	7	2	123	157
03:00	31	15	26	319	410	03:00	10	7	8	76	109
04:00	43	26	24	320	457	04:00	9	10	8	75	112
05:00	48	136	95	446	809	05:00	11	30	23	123	212
06:00	157	366	286	991	1,953	06:00	57	90	60	241	488
07:00	554	911	697	2,501	5,070	07:00	125	208	144	553	1,104
08:00	1,325	1,348	786	3,807	7,729	08:00	334	282	160	909	1,783
09:00	677	671	394	2,711	4,841	09:00	164	141	95	634	1,130
10:00	599	384	311	2,355	4,084	10:00	160	104	59	552	973
11:00	617	362	365	2,633	4,427	11:00	163	100	120	739	1,243
12:00	716	433	437	2,935	4,996	12:00	206	149	122	795	1,396
13:00	699	431	478	2,840	4,953	13:00	221	128	151	946	1,572
14:00	727	512	510	3,192	5,399	14:00	222	148	183	932	1,631
15:00	1,691	792	616	3,906	7,613	15:00	395	184	234	1,093	2,040
16:00	1,361	930	811	4,383	7,999	16:00	347	225	262	1,233	2,201
17:00	1,256	1,254	1,099	4,641	8,687	17:00	327	275	274	1,245	2,243
18:00	1,063	1,083	857	3,675	6,995	18:00	281	239	220	1,127	1,934
19:00	716	715	554	2,537	4,688	19:00	240	148	172	865	1,481
20:00	432	400	445	1,945	3,332	20:00	150	89	150	614	1,041
21:00	325	235	340	1,603	2,599	21:00	119	64	102	570	882
22:00	243	197	279	1,497	2,304	22:00	123	56	74	531	812
23:00	176	93	154	1,176	1,656	23:00	121	40	60	537	790
All hours ²	13,686	11,388	9,714	51,942	93,133	All hours ²	3,862	2,752	2,725	14,888	25,869

(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	83	20	27	416	560	Midnight	122	21	36	497	698
01:00	61	12	20	315	419	01:00	77	12	24	370	501
02:00	51	8	17	255	346	02:00	81	7	18	335	456
03:00	45	6	14	165	242	03:00	61	6	7	295	379
04:00	20	5	11	225	268	04:00	39	8	6	218	278
05:00	24	12	14	165	238	05:00	19	5	13	182	235
06:00	19	24	22	193	269	06:00	22	15	17	199	266
07:00	22	36	33	244	359	07:00	16	31	31	195	289
08:00	49	83	59	370	595	08:00	18	49	39	277	404
09:00	84	113	67	466	784	09:00	46	103	66	440	686
10:00	109	121	120	773	1,215	10:00	77	130	109	564	923
11:00	170	158	149	823	1,382	11:00	84	150	131	731	1,135
12:00	199	162	185	1,013	1,646	12:00	131	159	189	913	1,444
13:00	198	140	175	931	1,537	13:00	144	160	180	896	1,424
14:00	175	150	172	975	1,574	14:00	119	126	212	878	1,370
15:00	183	128	179	850	1,441	15:00	135	112	181	1,007	1,489
16:00	215	131	167	943	1,539	16:00	142	94	163	881	1,322
17:00	247	139	170	956	1,568	17:00	138	93	177	885	1,337
18:00	192	121	156	896	1,406	18:00	154	78	124	828	1,226
19:00	208	85	159	822	1,315	19:00	119	67	113	690	1,050
20:00	160	76	127	732	1,110	20:00	84	60	91	518	774
21:00	113	46	72	608	867	21:00	82	38	72	430	642
22:00	131	32	83	485	751	22:00	59	29	62	391	557
23:00	121	31	70	593	843	23:00	36	18	50	315	436
All hours ²	2,879	1,839	2,268	14,214	22,274	All hours ²	2,005	1,571	2,111	12,935	19,321

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

Source: DfT STATS19

2 Includes cases where time was not reported.

The figures in this table are National Statistics

RAS30022

Reported killed or seriously injured casualties by day, road user type and hour of day, Great Britain, 2018

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	52	18	28	107	212	Midnight	16	8	11	36	72
01:00	23	5	21	91	153	01:00	7	0	3	30	43
02:00	18	3	11	76	121	02:00	5	4	0	31	41
03:00	9	5	13	75	106	03:00	4	4	2	15	25
04:00	13	13	8	60	100	04:00	2	2	4	14	25
05:00	11	32	36	64	162	05:00	5	6	9	13	36
06:00	53	86	115	129	406	06:00	14	20	20	32	92
07:00	158	191	221	261	893	07:00	34	44	44	58	189
08:00	246	205	217	254	962	08:00	58	59	51	67	243
09:00	167	145	116	238	719	09:00	36	28	17	42	131
10:00	151	85	91	237	609	10:00	45	17	21	59	155
11:00	166	88	130	249	680	11:00	38	17	43	83	205
12:00	194	107	137	279	774	12:00	55	31	41	83	221
13:00	161	92	157	310	789	13:00	53	39	56	83	248
14:00	221	122	189	308	897	14:00	63	29	64	73	254
15:00	406	159	207	410	1,263	15:00	80	35	82	100	310
16:00	370	188	263	417	1,294	16:00	102	52	81	114	365
17:00	333	237	362	368	1,348	17:00	94	59	90	111	370
18:00	305	199	292	334	1,157	18:00	81	45	77	101	310
19:00	218	168	193	260	869	19:00	70	32	68	92	266
20:00	139	98	149	214	617	20:00	40	25	51	79	199
21:00	102	58	114	216	507	21:00	35	11	35	75	163
22:00	88	45	108	200	453	22:00	51	9	21	67	154
23:00	68	25	55	199	358	23:00	47	12	22	77	163
All hours ²	3,672	2,374	3,233	5,356	15,449	All hours ²	1,035	588	913	1,535	4,280

(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	30	3	13	63	112	Midnight	45	6	13	91	160
01:00	24	5	6	50	87	01:00	26	5	11	67	112
02:00	16	3	4	60	89	02:00	33	1	7	74	122
03:00	18	3	6	37	67	03:00	32	3	5	41	84
04:00	10	0	4	42	59	04:00	13	4	3	47	69
05:00	14	3	6	28	56	05:00	7	0	8	39	55
06:00	7	8	9	33	61	06:00	8	1	6	36	53
07:00	8	16	14	43	83	07:00	6	9	13	29	60
08:00	18	19	19	44	103	08:00	7	19	16	50	96
09:00	33	37	34	47	158	09:00	8	24	24	65	126
10:00	35	36	42	84	215	10:00	11	33	50	43	144
11:00	42	41	55	64	211	11:00	26	43	58	66	201
12:00	51	34	71	87	252	12:00	37	48	84	76	252
13:00	48	21	60	79	217	13:00	42	32	69	93	246
14:00	41	42	59	85	236	14:00	38	29	91	91	252
15:00	57	24	80	78	244	15:00	42	27	77	100	259
16:00	54	27	68	115	270	16:00	44	21	69	113	253
17:00	60	32	66	97	261	17:00	39	22	78	77	222
18:00	57	26	50	86	228	18:00	48	12	46	76	187
19:00	74	18	65	87	249	19:00	43	19	45	88	205
20:00	45	16	35	90	188	20:00	35	17	31	46	133
21:00	40	14	20	89	166	21:00	24	10	27	50	115
22:00	48	9	30	81	170	22:00	22	10	21	55	113
23:00	47	9	22	91	174	23:00	18	3	15	51	91
All hours ²	877	446	838	1,660	3,956	All hours ²	654	398	867	1,564	3,610

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

Source: DfT STATS19

2 Includes cases where time was not reported.

The figures in this table are National Statistics

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Last updated: 26 September 2019

Next update: September 2020

RAS30023

Reported casualties all days, by severity, road user type and hour of day, Great Britain, 2018

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	25	4	10	28	68	Midnight	118	31	55	269	488
01:00	12	0	1	28	44	01:00	68	15	40	210	351
02:00	14	2	0	28	47	02:00	58	9	22	213	326
03:00	10	1	2	22	36	03:00	53	14	24	146	246
04:00	8	4	2	22	37	04:00	30	15	17	141	216
05:00	8	1	7	23	44	05:00	29	40	52	121	265
06:00	6	5	9	27	51	06:00	76	110	141	203	561
07:00	8	3	19	30	68	07:00	198	257	273	361	1,157
08:00	19	3	15	27	70	08:00	310	299	288	388	1,334
09:00	15	9	3	32	66	09:00	229	225	188	360	1,068
10:00	22	5	16	22	68	10:00	220	166	188	401	1,055
11:00	13	4	25	38	86	11:00	259	185	261	424	1,211
12:00	17	2	19	34	77	12:00	320	218	314	491	1,422
13:00	23	3	28	49	114	13:00	281	181	314	516	1,386
14:00	28	10	26	32	101	14:00	335	212	377	525	1,538
15:00	14	9	19	49	100	15:00	571	236	427	639	1,976
16:00	27	5	35	36	106	16:00	543	283	446	723	2,076
17:00	33	6	33	33	107	17:00	493	344	563	620	2,094
18:00	27	5	14	32	80	18:00	464	277	451	565	1,802
19:00	32	7	26	30	100	19:00	373	230	345	497	1,489
20:00	25	2	22	38	92	20:00	234	154	244	391	1,045
21:00	26	7	7	39	81	21:00	175	86	189	391	870
22:00	23	2	8	32	66	22:00	186	71	172	371	824
23:00	21	0	8	46	75	23:00	159	49	106	372	711
All hours ²	456	99	354	777	1,784	All hours ²	5,782	3,707	5,497	9,338	25,511

(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	228	88	108	1,542	2,039	Midnight	371	123	173	1,839	2,595
01:00	129	34	63	1,039	1,329	01:00	209	49	104	1,277	1,724
02:00	130	26	37	858	1,112	02:00	202	37	59	1,099	1,485
03:00	84	19	29	687	858	03:00	147	34	55	855	1,140
04:00	73	30	30	675	862	04:00	111	49	49	838	1,115
05:00	65	142	86	772	1,185	05:00	102	183	145	916	1,494
06:00	173	380	235	1,394	2,364	06:00	255	495	385	1,624	2,976
07:00	511	926	613	3,102	5,597	07:00	717	1,186	905	3,493	6,822
08:00	1,397	1,460	741	4,948	9,107	08:00	1,726	1,762	1,044	5,363	10,511
09:00	727	794	431	3,859	6,307	09:00	971	1,028	622	4,251	7,441
10:00	703	568	395	3,821	6,072	10:00	945	739	599	4,244	7,195
11:00	762	581	479	4,464	6,890	11:00	1,034	770	765	4,926	8,187
12:00	915	683	600	5,131	7,983	12:00	1,252	903	933	5,656	9,482
13:00	958	675	642	5,048	7,986	13:00	1,262	859	984	5,613	9,486
14:00	880	714	674	5,420	8,335	14:00	1,243	936	1,077	5,977	9,974
15:00	1,819	971	764	6,168	10,507	15:00	2,404	1,216	1,210	6,856	12,583
16:00	1,495	1,092	922	6,681	10,879	16:00	2,065	1,380	1,403	7,440	13,061
17:00	1,442	1,411	1,124	7,074	11,634	17:00	1,968	1,761	1,720	7,727	13,835
18:00	1,199	1,239	892	5,929	9,679	18:00	1,690	1,521	1,357	6,526	11,561
19:00	878	778	627	4,387	6,945	19:00	1,283	1,015	998	4,914	8,534
20:00	567	469	547	3,380	5,120	20:00	826	625	813	3,809	6,257
21:00	438	290	390	2,781	4,039	21:00	639	383	586	3,211	4,990
22:00	347	241	318	2,501	3,534	22:00	556	314	498	2,904	4,424
23:00	274	133	220	2,203	2,939	23:00	454	182	334	2,621	3,725
All hours ²	16,194	13,744	10,967	83,864	133,302	All hours ²	22,432	17,550	16,818	93,979	160,597

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

Source: DfT STATS19

2 Includes cases where time was not reported.

The figures in this table are National Statistics

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[Notes & Definitions](#)

Last updated: 26 September 2019

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RAS30024

Reported casualties by age band, road user type and severity, Great Britain, 2018

	Number of casualties																All ¹
	0-4 ¹	5-7	8-11	12-15	16	17	18-19	20-24	25-29	30-39	40-49	50-59	60-69	70-79	80 and over	Unknown age	
Pedestrians																	
Killed	4	4	6	14	5	2	14	31	16	54	51	51	54	74	76	0	456
KSI (unadjusted) ²	163	201	423	517	92	89	179	442	419	690	660	634	585	595	501	48	6,238
KSI (adjusted) ³	183	223	464	575	102	99	198	481	455	756	711	689	633	638	535	50	6,793
All severities	720	825	1,696	2,185	422	407	722	1,748	1,647	2,955	2,344	2,212	1,729	1,404	1,063	353	22,432
Pedal cyclists																	
Killed	0	1	0	4	3	1	0	6	3	7	16	24	18	11	5	0	99
KSI (unadjusted) ²	3	20	82	226	54	41	103	267	363	723	734	675	302	135	43	35	3,806
KSI (adjusted) ³	4	24	96	259	61	47	114	300	399	790	804	744	333	146	46	38	4,205
All severities	20	117	523	1,294	292	261	504	1,519	2,028	3,597	3,110	2,524	956	336	98	371	17,550
Motorcycle 50cc and under																	
Killed	0	0	0	0	1	0	0	2	0	1	3	1	0	0	0	0	8
KSI (unadjusted) ²	0	1	1	5	78	31	29	54	36	33	30	25	11	3	2	2	341
KSI (adjusted) ³	0	1	1	5	87	36	33	59	39	35	33	27	12	3	2	2	375
All severities	0	3	1	9	289	160	151	228	159	176	128	78	35	5	3	15	1,440
Motorcycle over 50cc⁴																	
Riders																	
Killed	0	0	0	0	1	5	12	34	47	66	50	72	32	16	2	0	337
KSI (unadjusted) ²	0	0	1	35	26	151	316	786	734	1,026	786	903	352	103	8	28	5,255
KSI (adjusted) ³	0	0	1	36	28	164	343	845	789	1,089	837	959	379	110	10	30	5,618
All severities	0	0	2	53	73	467	1,064	2,400	2,307	3,143	2,170	2,026	737	199	22	132	14,795
Passengers																	
Killed	0	0	0	0	0	1	0	1	0	0	2	0	4	1	0	0	9
KSI (unadjusted) ²	0	1	2	27	11	9	25	42	21	39	23	34	13	4	0	4	255
KSI (adjusted) ³	0	1	3	28	12	9	26	45	23	42	25	37	14	5	0	4	273
All severities	2	1	13	57	20	18	48	93	61	88	64	73	26	8	2	9	583
Car																	
Drivers																	
Killed	0	0	0	0	0	4	25	70	56	97	60	54	46	65	69	0	546
KSI (unadjusted) ²	0	0	0	7	4	79	359	831	740	1,191	924	959	670	635	459	44	6,902
KSI (adjusted) ³	0	0	0	7	4	89	399	922	823	1,322	1,033	1,062	743	700	508	46	7,658
All severities	0	0	2	18	15	634	2,868	7,890	8,298	13,822	11,316	9,142	4,778	3,331	1,954	532	64,600
Passengers																	
Killed	9	1	1	4	3	8	20	39	21	23	8	15	21	29	29	0	231
KSI (unadjusted) ²	93	70	90	123	77	130	284	445	329	341	223	247	221	274	216	50	3,213
KSI (adjusted) ³	106	82	106	141	85	146	313	492	358	381	248	274	245	300	237	52	3,564
All severities	1,328	1,263	1,824	1,580	592	973	2,002	3,708	2,722	3,584	2,429	2,305	1,559	1,403	888	1,219	29,379
Bus and coach																	
Drivers																	
Killed	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2
KSI (unadjusted) ²	0	0	0	0	0	0	0	0	1	3	6	6	9	2	0	0	27
KSI (adjusted) ³	0	0	0	0	0	0	0	0	1	4	7	7	10	2	0	0	30
All severities	0	0	0	0	0	0	0	1	8	21	64	83	71	36	5	0	4
Passengers																	
Killed	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2	0	6
KSI (unadjusted) ²	4	2	3	15	3	1	1	7	21	13	30	46	26	69	71	13	325
KSI (adjusted) ³	5	2	4	19	3	1	1	8	22	16	32	50	31	74	76	14	358
All severities	188	81	116	194	31	28	54	120	157	343	348	491	384	460	343	170	3,508
Goods vehicle																	
Drivers																	
Killed	0	0	0	0	0	0	0	2	2	12	8	11	4	2	1	0	42
KSI (unadjusted) ²	0	0	0	0	0	1	8	29	63	127	110	121	59	12	3	4	537
KSI (adjusted) ³	0	0	0	0	0	1	8	33	71	140	124	134	65	14	3	4	597
All severities	0	0	0	0	0	4	45	288	561	1,033	855	838	317	62	8	31	4,042
Passengers																	
Killed	0	0	0	0	0	0	1	0	0	4	3	4	1	0	0	0	13
KSI (unadjusted) ²	0	1	4	3	3	2	7	18	25	30	25	18	7	3	2	2	150
KSI (adjusted) ³	0	1	4	3	3	2	8	20	27	33	27	20	8	3	2	2	164
All severities	18	15	30	26	12	19	48	130	155	221	135	108	49	17	6	40	1,029
Other vehicle/Unknown vehicle occupants																	
Killed	0	0	0	0	0	0	0	1	2	3	5	1	9	6	8	0	35
KSI (unadjusted) ²	0	2	5	9	3	5	3	18	26	18	27	35	30	27	37	1	246
KSI (adjusted) ³	0	2	5	9	3	5	3	19	28	22	30	39	32	29	40	1	271
All severities	5	9	20	28	9	11	19	68	90	133	141	141	86	81	93	12	946
All road users⁵																	
Killed	13	6	7	22	13	21	72	186	147	267	208	234	190	206	192	0	1,784
KSI (unadjusted) ²	263	298	611	967	351	539	1,314	2,939	2,778	4,234	3,578	3,703	2,285	1,862	1,342	231	27,295
KSI (adjusted) ³	298	336	685	1,083	388	600	1,446	3,224	3,034	4,628	3,911	4,042	2,505	2,022	1,459	242	29,906
All severities	2,281	2,314	4,227	5,444	1,755	2,982	7,526	18,200	18,206	29,159	23,123	20,009	10,692	7,311	4,480	2,888	160,597

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.

Figures for serious and slight injuries are shown both adjusted and unadjusted for changes in severity reporting. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, as reported by the police are not comparable with earlier years. Adjustments to account for the change have been produced for high level series. More information on the change and the adjustment process is available in the 2018 annual report. For analysis of trends over time, using the experimental adjusted series is recommended.

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[Notes & Definitions](#)

Last updated: 26 September 2019

Next update: June 2020

Source: DfT STATS19
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-2018>

RAS30025

Reported casualty rates by age band, road user type and severity, Great Britain, 2018

	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	1.1	1.6	1.9	4.9	7.3	5.5	6.3	6.2	5.9	7.9	14	24	7.1
KSI ³	43	83	135	180	126	102	80	80	73	85	111	156	97
All severities	190	339	541	761	541	401	344	284	254	251	263	332	347
Pedal cyclists													
Killed	0	0.4	0	1.4	1.4	1.1	0.8	1.9	2.8	2.6	2.1	1.6	1.5
KSI	0.8	8.2	26	79	69	74	84	89	77	44	25	13	59
All severities	5.3	48	167	450	369	419	419	377	290	139	63	31	272
Motorcycle users 50cc and under													
Killed	0	0	0	0	0.3	0.2	0.1	0.4	0.1	0	0	0	0.1
KSI	0	0.4	0.3	1.7	48	11	3.8	3.6	2.9	1.6	0.6	0.6	5.3
All severities	0	1.2	0.3	3.1	209	46	20	16	9.0	5.1	0.9	0.9	22
Motorcycles over 50cc⁴													
Riders													
Killed	0	0	0	0	6.3	9.6	7.7	6.1	8.3	4.7	3.0	0.6	5.2
KSI	0	0	0.3	12	172	179	119	95	104	51	19	2.5	81
All severities	0	0	0.6	18	560	556	366	263	232	107	37	6.9	229
Passengers													
Killed	0	0	0	0	0.3	0.1	0	0.2	0	0.6	0.2	0	0.1
KSI	0	0.4	0.6	9.4	16	7.4	4.5	2.8	3.9	1.9	0.7	0	4.0
All severities	0.5	0.4	4.1	20	30	18	10	7.8	8.4	3.8	1.5	0.6	9.0
Car													
Drivers													
Killed	0	0	0	0	10	15	11	7.3	6.2	6.7	12	22	8.5
KSI	0	0	0	2.4	154	185	139	112	110	97	119	143	107
All severities	0	0	0.6	6.3	1,228	1,910	1,610	1,370	1,049	695	623	610	1,001
Passengers													
Killed	2.4	0.4	0.3	1.4	11	7.1	2.7	1.0	1.7	3.1	5.4	9.1	3.6
KSI	25	29	29	43	171	91	40	27	28	32	51	67	50
All severities	350	520	582	550	1,245	759	417	294	265	227	262	277	455
Bus and coach													
Drivers													
Killed	0	0	0	0	0	0	0	0.1	0	0.1	0	0	0
KSI	0	0	0	0	0	0.1	0.3	0.7	0.7	1.3	0.4	0	0.4
All severities	0	0	0	0	0.3	3.4	7.5	10	8.1	5.2	0.9	0	4.5
Passengers													
Killed	0	0	0	0	0	0	0	0.1	0.1	0	0.4	0.6	0.1
KSI	1.1	0.8	1.0	5.2	1.7	3.3	1.5	3.6	5.3	3.8	13	22	5.0
All severities	50	33	37	68	39	33	40	42	56	56	86	107	54
Goods vehicle													
Drivers													
Killed	0	0	0	0	0	0.5	1.4	1.0	1.3	0.6	0.4	0.3	0.7
KSI	0	0	0	0	3.1	11	15	13	14	8.6	2.2	0.9	8.3
All severities	0	0	0	0	17	100	120	104	96	46	12	2.5	63
Passengers													
Killed	0	0	0	0	0.3	0	0.5	0.4	0.5	0.1	0	0	0.2
KSI	0	0.4	1.3	1.0	4.2	5.1	3.5	3.0	2.1	1.0	0.6	0.6	2.3
All severities	4.7	6.2	9.6	9.1	28	34	26	16	12	7.1	3.2	1.9	16
All road users⁵													
Killed	3.4	2.5	2.2	7.7	37	39	31	25	27	28	39	60	28
KSI	69	123	195	337	769	675	493	433	425	332	348	419	423
All severities	601	952	1,348	1,895	4,280	4,297	3,396	2,800	2,296	1,555	1,367	1,399	2,488
Population (thousands)	3,792	2,430	3,135	2,873	2,865	8,473	8,586	8,257	8,714	6,878	5,347	3,203	64,554

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.

Source: DfT STATS19, ONS mid-year population estimates
The figures in this table are National Statistics

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RAS30026

Reported pedestrian casualties location by age band and by severity, Great Britain, 2018

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	47	61	7	6	7	121	101	20	259	91	720
5- 7	34	70	3	6	10	184	88	25	334	71	825
8-11	78	116	8	23	39	301	224	85	711	111	1,696
12-15	85	151	9	26	62	248	352	158	957	137	2,185
16-19	95	138	9	30	29	116	292	130	566	146	1,551
20-24	212	144	13	23	29	87	301	130	621	188	1,748
25-29	216	189	10	20	19	76	278	109	528	202	1,647
30-34	248	187	9	10	25	70	270	88	522	183	1,612
35-39	205	158	5	12	18	61	196	91	461	136	1,343
40-44	165	144	8	14	16	52	176	76	384	130	1,165
45-49	175	152	6	8	11	38	159	83	413	134	1,179
50-54	152	157	5	9	21	46	171	84	430	124	1,199
55-59	114	129	11	12	16	34	141	80	377	99	1,013
60-64	93	103	3	7	6	42	153	65	342	102	916
65-69	83	92	4	8	9	41	106	59	318	93	813
70-74	69	82	4	8	4	42	107	49	348	70	783
75-79	42	66	2	7	10	28	80	47	283	56	621
80-84	23	60	4	1	8	28	74	48	254	44	544
85+	38	68	2	0	2	36	59	32	216	66	519
All ages ²	2,217	2,308	124	231	343	1,663	3,372	1,476	8,415	2,283	22,432
Percentage	10	10	0.6	1.0	1.5	7	15	7	38	10	100
All ages ²											
Killed	79	40	1	0	2	12	68	33	181	40	456
Seriously injured	519	498	34	58	94	492	854	427	2,318	488	5,782
Slightly injured	1,619	1,770	89	173	247	1,159	2,450	1,016	5,916	1,755	16,194
Total	2,217	2,308	124	231	343	1,663	3,372	1,476	8,415	2,283	22,432

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.

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

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RAS30027

Reported pedestrian casualties by location, age, road crossing type and severity, Great Britain¹, 2018

	Number of casualties					
	On pedestrian crossing, refuge or central island			Within 50 metres of a pedestrian crossing		
	Child ²	Adult	All ³ ages	Child ²	Adult	All ³ ages
Zebra crossing						
Killed	0	9	9	0	5	5
Seriously injured	43	181	225	14	58	72
Slightly injured	198	647	856	63	151	218
All severities	241	837	1,090	77	214	295
Pelican crossing⁴						
Killed	4	29	33	1	14	15
Seriously injured	74	248	327	48	188	237
Slightly injured	257	553	819	125	365	496
All severities	335	830	1,179	174	567	748
Light controlled junction (with ped'n phase)						
Killed	1	21	22	0	10	10
Seriously injured	42	263	307	22	144	167
Slightly injured	156	598	764	88	329	422
All severities	199	882	1,093	110	483	599
Crossing with human control⁵						
Killed	1	3	4	0	1	1
Seriously injured	10	36	46	3	20	23
Slightly injured	48	139	189	33	68	101
All severities	59	178	239	36	89	125
All crossings^{6,7}						
Killed	5	64	69	1	34	35
Seriously injured	177	748	933	91	422	515
Slightly injured	656	1,937	2,625	310	911	1,236
All severities	838	2,749	3,627	402	1,367	1,786

[1 There has been an increase in the number of unknown values since 2017. This increase is particularly prevalent in data from the Metropolitan Police Service, where the introduction of self-reporting has allowed a different use of unknown values. Comparison with previous years should therefore be made with caution. More information is available in the 2018 annual report.](#)

2 Children - aged between 0-15 years.

3 Includes cases where age was not reported.

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

5 Includes school crossing patrols and other authorised persons.

6 Includes footbridges, subways and uncontrolled central refuges.

7 Excludes cases where road crossing type was undefined.

Source: DfT STATS19

The figures in this table are National Statistics

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RAS30032

Reported casualties by region, country and severity, United Kingdom, 2010-14 average, 2011 - 2018

		Number of casualties								
		2010-14 average	2011	2012	2013	2014	2015	2016	2017	2018
North East	Killed	64	58	77	76	57	62	56	58	52
	KSI ¹	851	854	919	802	820	922	924	951	924
	Total	7,778	8,028	7,799	7,062	7,600	7,334	6,347	5,541	5,249
North West	Killed	180	210	165	149	183	177	186	167	194
	KSI	2,844	2,922	2,764	2,697	2,968	2,776	2,831	2,786	2,747
	Total	22,111	23,485	21,807	19,570	20,685	18,380	17,376	17,736	17,101
Yorkshire and the Humber	Killed	162	173	144	165	158	149	138	160	182
	KSI	2,393	2,366	2,434	2,399	2,387	2,246	2,496	2,699	2,831
	Total	18,692	19,297	18,865	17,395	18,098	17,883	17,215	15,174	13,993
East Midlands	Killed	171	187	170	148	169	174	191	182	196
	KSI	2,052	2,167	2,076	1,879	2,061	1,891	1,961	1,963	2,030
	Total	15,598	16,222	15,461	14,702	14,992	14,290	13,228	11,556	11,370
West Midlands	Killed	167	190	176	156	156	163	155	191	173
	KSI	1,905	2,020	1,932	1,798	1,916	2,094	2,384	2,222	2,148
	Total	17,180	17,645	16,361	15,726	17,077	17,201	16,717	14,868	13,489
East of England	Killed	190	199	187	178	188	194	213	200	170
	KSI	2,437	2,412	2,460	2,369	2,399	2,385	2,936	2,827	2,883
	Total	18,790	19,424	18,784	17,238	18,966	17,440	18,236	17,108	16,121
London	Killed	136	159	135	133	129	136	116	131	112
	KSI	2,644	2,810	3,022	2,327	2,170	2,094	2,503	3,882	4,079
	Total	29,025	29,291	28,822	27,238	30,837	30,231	30,307	32,547	30,617
South East	Killed	251	258	233	235	247	235	280	267	258
	KSI	4,136	4,221	3,951	4,131	4,558	4,373	4,639	4,284	4,586
	Total	30,895	31,684	30,765	29,776	31,285	29,904	29,487	27,058	25,444
South West	Killed	186	160	204	190	185	173	163	188	184
	KSI	2,022	1,945	2,072	1,985	2,146	2,148	2,226	2,211	2,196
	Total	16,052	16,705	15,919	15,137	15,489	14,894	14,733	13,780	13,061
England	Killed	1,508	1,594	1,491	1,430	1,472	1,463	1,498	1,544	1,521
	KSI	21,283	21,717	21,630	20,387	21,425	20,929	22,900	23,825	24,424
	Total	176,121	181,781	174,583	163,844	175,029	167,557	163,646	155,368	146,445
Wales	Killed	103	121	93	111	103	105	103	103	103
	KSI	1,155	1,247	1,034	1,144	1,263	1,186	1,108	1,064	1,131
	Total	8,894	9,406	8,565	8,335	8,208	7,682	6,855	6,198	5,758
Scotland	Killed	187	186	170	172	200	162	191	146	160
	KSI	2,018	2,059	2,129	1,839	1,894	1,759	1,885	1,735	1,740
	Total	12,279	12,763	12,575	11,491	11,240	10,950	10,883	9,427	8,394
Great Britain	Killed	1,799	1,901	1,754	1,713	1,775	1,730	1,792	1,793	1,784
	KSI	24,456	25,023	24,793	23,370	24,582	23,874	25,893	26,624	27,295
	Total	197,294	203,950	195,723	183,670	194,477	186,189	181,384	170,993	160,597
Northern Ireland	Killed	60	59	48	57	79	74	68	63	55
	KSI	848	884	843	777	789	785	896	841	785
	Total	9,060	8,760	9,010	9,187	9,388	9,737	9,591	9,184	8,720
United Kingdom	Killed	1,858	1,960	1,802	1,770	1,854	1,804	1,860	1,856	1,839
	KSI	25,304	25,907	25,636	24,147	25,371	24,659	26,789	27,465	28,080
	Total	206,354	212,710	204,733	192,857	203,865	195,926	190,975	180,177	169,317

1 Killed or seriously injured.

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

[Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced for high level series. More information on the change and the adjustment process is available in the 2018 annual report.](#)

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RAS30034

Reported casualties by severity, road user type and country, United Kingdom, 2018

Road user type	Number of casualties				
	England	Wales	Scotland	Northern Ireland	United Kingdom
Pedestrians					
Killed	398	25	33	16	472
Serious	5,239	181	362	135	5,917
Slight	14,835	507	852	536	16,730
All severities	20,472	713	1,247	687	23,119
Pedal cyclists					
Killed	90	3	6	1	100
Serious	3,451	100	156	46	3,753
Slight	12,957	313	474	241	13,985
All severities	16,498	416	636	288	17,838
Horse riders					
Killed	3	0	0	0	3
Serious	21	2	1	1	25
Slight	46	1	1	2	50
All severities	70	3	2	3	78
Motorcycle users					
Killed	304	17	33	7	361
Serious	4,992	223	282	106	5,603
Slight	10,323	320	324	194	11,161
All severities	15,619	560	639	307	17,125
Car users					
Killed	646	53	78	30	807
Serious	8,180	481	677	397	9,735
Slight	76,207	3,217	4,440	6,403	90,267
All severities	85,033	3,751	5,195	6,830	100,809
Others¹					
Killed	80	5	10	1	96
Serious	1,020	41	102	45	1,208
Slight	7,653	269	563	559	9,044
All severities	8,753	315	675	605	10,348
All road users					
Killed	1,521	103	160	55	1,839
Serious	22,903	1,028	1,580	730	26,241
Slight	122,021	4,627	6,654	7,935	141,237
All severities	146,445	5,758	8,394	8,720	169,317

1 Includes cases where road user type was not reported.

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

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RAS30035

Deaths by age and gender, from all causes, all accidental deaths and all road deaths, Great Britain, 2018

	Number/percentage										
	0-4 ¹	5-14	15-24	25-34	35-44	45-54	55-64	65-74	75-84	85+	All ages ²
Male											
Deaths from all causes	1,752	358	1,749	3,341	6,268	14,831	28,325	58,582	89,664	91,732	296,602
All accidental deaths	34	50	553	1,089	1,591	1,529	905	943	1,616	2,248	10,558
Road deaths (registerex)	9	20	233	243	194	182	147	127	121	84	1,360
% of accidental death	26	40	42	22	12	12	16	13	7	4	13
% of all deaths	0.5	5.6	13.3	7.3	3.1	1.2	0.5	0.2	0.1	0.1	0.5
Stats 19 fatalities	8	13	242	245	190	185	163	119	94	64	1,323
Female											
Deaths from all causes	1,389	277	732	1,643	3,661	9,698	19,676	42,205	79,769	144,440	303,490
All accidental deaths	26	20	137	270	509	564	450	603	1,418	3,372	7,369
Road deaths (registerex)	8	6	48	44	44	34	50	68	78	61	441
% of accidental death	31	30	35	16	9	6	11	11	6	2	6
% of all deaths	0.6	2.2	6.6	2.7	1.2	0.4	0.3	0.2	0.1	0.0	0.1
Stats 19 fatalities	5	12	60	45	35	45	59	75	79	46	461
All persons³											
Deaths from all causes	3,141	635	2,481	4,984	9,929	24,529	48,001	100,787	169,433	236,172	600,092
All accidental deaths	60	70	690	1,359	2,100	2,093	1,355	1,546	3,034	5,620	17,927
Road deaths (registerex)	17	26	281	287	238	216	197	195	199	145	1,801
% of accidental death	28	37	41	21	11	10	15	13	7	3	10
% of all deaths	0.5	4.1	11.3	5.8	2.4	0.9	0.4	0.2	0.1	0.1	0.3
Stats 19 fatalities	13	25	302	290	225	230	222	194	173	110	1,784

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.

The figures in this table are National Statistics

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

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RAS30037

Reported casualties in accidents, by journey purpose and casualty type, Great Britain, 2013 - 2018

	Number of casualties					
	2013	2014	2015	2016	2017	2018
Driving as part of work						
Driver/rider driving as part of work						
Killed	90	71	83	84	76	63
Seriously injured	1,286	1,301	1,171	1,305	1,357	1,409
Slightly injured	13,991	14,372	12,877	12,100	11,696	10,305
All casualties	15,367	15,744	14,131	13,489	13,129	11,777
Passenger of driver/rider driving for work						
Killed	25	22	21	18	26	25
Seriously injured	517	486	471	481	487	555
Slightly injured	7,332	7,790	7,106	6,615	6,415	5,743
All casualties	7,874	8,298	7,598	7,114	6,928	6,323
Other casualty in accident involving a driver/rider driving for work						
Killed	400	454	437	427	397	432
Seriously injured	3,249	3,381	3,180	3,483	3,492	3,626
Slightly injured	20,712	22,107	20,513	19,535	17,976	16,218
All casualties	24,361	25,942	24,130	23,445	21,865	20,276
All casualties in accidents involving a driver/rider driving for work						
Killed	515	547	541	529	499	520
Seriously injured	5,052	5,168	4,822	5,269	5,336	5,590
Slightly injured	42,035	44,269	40,496	38,250	36,087	32,266
All casualties	47,602	49,984	45,859	44,048	41,922	38,376
Commuting to/from work						
Driver/rider commuting to/from work						
Killed	111	120	123	97	90	102
Seriously injured	1,748	2,042	1,877	2,132	2,291	2,323
Slightly injured	13,405	14,826	14,577	13,660	13,383	13,090
All casualties	15,264	16,988	16,577	15,889	15,764	15,515
Passenger of driver/rider commuting to/from work						
Killed	14	6	8	4	11	13
Seriously injured	85	97	87	95	98	97
Slightly injured	1,285	1,544	1,404	1,233	1,172	1,003
All casualties	1,384	1,647	1,499	1,332	1,281	1,113
Other casualty in accident involving a driver/rider commuting to/from work						
Killed	94	90	77	120	109	103
Seriously injured	1,104	1,188	1,235	1,387	1,516	1,646
Slightly injured	7,245	7,919	7,941	7,667	7,885	6,944
All casualties	8,443	9,197	9,253	9,174	9,510	8,693
All casualties in accidents involving a driver/rider commuting to/from work						
Killed	219	216	208	221	210	218
Seriously injured	2,937	3,327	3,199	3,614	3,905	4,066
Slightly injured	21,935	24,289	23,922	22,560	22,440	21,037
All casualties	25,091	27,832	27,329	26,395	26,555	25,321
Travelling to/from school¹						
Driver/rider travelling to/from school						
Killed	2	3	1	4	1	4
Seriously injured	110	118	87	141	156	169
Slightly injured	1,585	1,604	1,553	1,602	1,492	1,396
All casualties	1,697	1,725	1,641	1,747	1,649	1,569
Passenger of driver/rider travelling to/from school						
Killed	5	2	0	1	0	1
Seriously injured	39	45	41	28	42	43
Slightly injured	1,019	1,221	938	994	1,013	787
All casualties	1,063	1,268	979	1,023	1,055	831
Other casualty in accident involving a driver/rider travelling to/from school						
Killed	7	6	7	6	6	7
Seriously injured	210	238	182	219	237	275
Slightly injured	1,527	1,588	1,550	1,370	1,493	1,326
All casualties	1,744	1,832	1,739	1,595	1,736	1,608
All casualties in accidents involving a driver/rider travelling to/from school						
Killed	14	11	8	11	7	12
Seriously injured	359	401	310	388	435	487
Slightly injured	4,131	4,413	4,041	3,966	3,998	3,509
All casualties	4,504	4,825	4,359	4,365	4,440	4,008

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

Source: DfT STATS19

[Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced for high level series. More information on the change and the adjustment process is available in the 2018 annual report.](#)

The figures in this table are National Statistics

RAS30038

Reported fatal casualties by country, English region and local authority, Great Britain, 2008 - 2018

ONS Code	Region/Local Authority	Number of casualties										
		2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
E12000001	North East	76	73	51	58	77	76	57	62	56	58	52
E06000047	County Durham	18	16	14	18	24	29	17	26	22	18	9
E06000005	Darlington	2	2	2	0	3	6	3	0	3	1	2
E08000020	Gateshead	6	6	6	4	3	8	4	4	7	3	1
E06000001	Hartlepool	5	5	0	2	2	0	2	1	3	1	2
E06000002	Middlesbrough	1	4	0	0	0	5	2	0	0	3	3
E08000021	Newcastle upon Tyne	9	4	4	3	3	0	1	4	3	6	10
E08000022	North Tyneside	6	3	4	3	2	4	7	1	1	2	1
E06000048	Northumberland	12	18	13	14	20	14	15	17	12	12	15
E06000003	Redcar & Cleveland	5	2	2	3	5	1	2	4	1	2	1
E08000023	South Tyneside	1	4	1	1	3	0	1	1	2	5	1
E06000004	Stockton-on-Tees	7	2	0	7	5	6	1	1	2	1	4
E08000024	Sunderland	4	7	5	3	7	3	2	3	0	4	3
E12000002	North West	269	235	194	210	165	149	183	177	186	167	194
E06000008	Blackburn	3	2	1	6	4	0	3	1	2	3	3
E06000009	Blackpool	4	2	4	1	2	4	0	1	2	2	2
E08000001	Bolton	9	11	7	13	7	7	7	4	9	6	6
E08000002	Bury	4	3	5	5	5	3	0	2	4	1	1
E06000049	Cheshire East	30	20	12	12	12	15	11	18	18	14	26
E06000050	Cheshire West and Chester	19	13	15	14	11	8	12	12	13	6	14
E10000006	Cumbria	29	23	30	30	30	27	25	29	29	28	25
E06000006	Halton	4	2	4	5	4	1	6	4	1	1	2
E08000011	Knowsley	7	5	3	1	2	4	5	2	3	3	3
E10000017	Lancashire	67	48	43	38	30	32	40	34	45	36	45
E08000012	Liverpool	8	12	11	9	11	8	8	10	6	14	6
E08000003	Manchester	11	13	11	16	13	4	15	11	11	10	10
E08000004	Oldham	6	11	10	9	3	1	5	3	6	6	5
E08000005	Rochdale	8	2	2	3	3	2	5	5	5	3	4
E08000006	Salford	2	6	4	5	2	5	4	4	6	3	5
E08000014	Sefton	13	10	3	5	4	4	5	5	2	1	1
E08000013	St Helens	11	4	3	2	1	3	3	1	5	4	6
E08000007	Stockport	8	7	5	4	0	3	6	6	3	5	1
E08000008	Tameside	2	4	5	5	4	2	6	2	1	6	3
E08000009	Trafford	5	6	0	8	3	4	2	4	4	5	9
E06000007	Warrington	8	6	8	6	2	4	5	4	4	1	4
E08000010	Wigan	6	10	5	8	9	4	4	8	5	5	6
E08000015	Wirral	5	15	3	5	3	4	6	7	2	4	7
E12000003	Yorkshire/Humberside	224	205	170	173	144	165	158	149	138	160	182
E08000016	Barnsley	14	6	7	8	5	8	2	3	8	10	9
E08000032	Bradford	19	21	10	12	15	13	14	7	8	10	15
E08000033	Calderdale	9	9	3	7	2	4	6	6	9	3	5
E08000017	Doncaster	15	12	17	9	11	10	10	19	14	11	11
E06000011	East Riding of Yorkshire	22	23	19	17	14	8	17	13	14	16	12
E06000010	Kingston upon Hull	5	4	3	4	2	7	2	1	7	4	6
E08000034	Kirklees	5	22	9	5	7	13	9	7	5	5	10
E08000035	Leeds	27	22	19	26	15	15	21	16	9	15	26
E06000012	North East Lincolnshire	5	2	1	2	5	7	4	1	0	3	2
E06000013	North Lincolnshire	10	8	5	6	10	5	6	4	10	7	10
E10000023	North Yorkshire	43	43	46	42	31	51	40	31	28	41	32
E08000018	Rotherham	14	8	5	4	6	7	6	12	7	10	5
E08000019	Sheffield	16	11	5	9	7	7	8	15	8	13	20
E08000036	Wakefield	11	10	17	15	10	10	8	12	6	10	14
E06000014	York	9	4	4	7	4	0	5	2	5	2	5
E12000004	East Midlands	245	227	183	187	170	148	169	174	191	182	196
E06000015	City of Derby	6	4	1	4	4	1	6	2	4	4	9
E10000007	Derbyshire	39	44	29	35	21	24	30	23	31	32	42
E06000016	Leicester City	1	6	4	4	6	3	4	12	6	1	7
E10000018	Leicestershire	56	36	39	39	27	24	26	31	36	19	25
E10000019	Lincolnshire	51	52	45	47	39	36	42	39	59	49	56
E10000021	Northamptonshire	35	34	24	19	35	26	21	32	26	44	31
E06000018	Nottingham	5	6	6	1	1	3	4	4	6	5	1
E10000024	Nottinghamshire	44	42	23	36	32	28	30	23	22	28	22
E06000017	Rutland	8	3	12	2	5	3	6	8	1	0	3
E12000005	West Midlands	225	224	156	190	176	156	156	163	155	191	173
E08000025	Birmingham	29	33	28	27	24	29	10	27	25	30	14
E08000026	Coventry	4	9	2	9	3	6	12	6	6	3	17
E08000027	Dudley	3	5	3	5	6	8	6	8	4	7	6
E06000019	Herefordshire	16	13	7	14	5	5	13	7	6	11	12
E08000028	Sandwell	6	10	6	12	6	9	10	8	8	7	6
E06000051	Shropshire	19	27	20	14	17	18	15	13	17	18	15
E08000029	Solihull	4	6	3	3	6	2	5	3	4	3	4
E10000028	Staffordshire	43	45	31	38	32	24	24	32	23	31	25
E06000021	Stoke on Trent	5	6	2	11	8	4	5	3	7	4	2
E06000020	Telford & Wrekin	6	6	2	4	6	2	3	1	2	2	5
E08000030	Walsall	4	7	6	2	1	5	10	1	9	8	5
E10000031	Warwickshire	43	27	25	33	28	23	28	32	25	38	35
E08000031	Wolverhampton	9	3	3	3	11	3	3	4	4	1	5
E10000034	Worcestershire	34	27	18	15	23	18	12	18	15	28	22

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Reported fatal casualties by country, English region and local authority, Great Britain, 2008 - 2018

Number of casualties

ONS Code	Region/Local Authority	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
E12000006	Eastern	263	235	197	199	187	178	188	194	213	200	170
E06000055	Bedford	11	7	1	6	1	3	6	5	5	3	4
E10000003	Cambridgeshire	47	19	34	26	27	28	26	30	39	41	25
E06000056	Central Bedfordshire	15	7	13	7	10	7	7	19	9	13	13
E10000012	Essex	60	51	45	35	38	34	35	37	52	41	46
E10000015	Hertfordshire	33	36	28	36	35	27	34	24	20	24	26
E06000032	Luton	2	11	4	3	2	1	4	2	4	3	3
E10000020	Norfolk	38	50	39	43	39	40	39	33	35	30	28
E06000031	Peterborough	13	4	6	7	4	8	4	4	6	7	4
E06000033	Southend	3	6	4	2	2	2	2	2	4	2	0
E10000029	Suffolk	31	42	20	30	24	25	30	33	32	33	18
E06000034	Thurrock	10	2	3	4	5	3	1	5	7	3	3
E12000007	London	205	185	126	159	135	133	129	136	116	131	112
E09000002	Barking	8	2	3	4	2	7	2	3	4	3	2
E09000003	Barnet	18	8	9	8	7	8	5	9	2	8	4
E09000004	Bexley	0	5	2	5	4	1	1	1	2	2	3
E09000005	Brent	7	8	3	3	4	3	2	7	3	6	5
E09000006	Bromley	14	11	3	7	7	5	3	7	4	2	3
E09000007	Camden	4	5	7	6	6	4	3	2	4	4	5
E09000001	City of London	2	3	1	0	3	1	4	1	2	2	1
E09000008	Croydon	4	5	5	10	5	13	9	3	5	5	4
E09000009	Ealing	14	7	4	5	8	4	1	4	2	7	5
E09000010	Enfield	6	9	7	12	6	8	4	5	4	10	8
E09000011	Greenwich	12	8	5	2	3	2	4	5	3	3	8
E09000012	Hackney	6	4	5	3	5	5	7	7	4	3	2
E09000013	Hammersmith	3	3	2	3	2	3	3	2	5	2	1
E09000014	Haringey	3	6	1	4	3	6	4	1	0	3	2
E09000015	Harrow	0	3	2	3	3	1	3	4	3	2	0
E09000016	Havering	4	5	5	8	8	5	4	8	5	4	3
E09000017	Hillingdon	13	5	8	7	5	2	4	6	3	3	6
E09000018	Hounslow	3	6	7	7	2	3	3	9	3	2	2
E09000019	Islington	4	3	2	4	1	3	1	2	2	3	2
E09000020	Kensington and Chelsea	4	2	3	5	1	2	2	4	2	6	3
E09000021	Kingston upon Thames	2	2	1	2	1	1	2	3	1	1	2
E09000022	Lambeth	12	2	2	10	6	7	9	7	1	5	1
E09000023	Lewisham	3	7	3	2	3	6	7	2	2	7	6
	London Airport (Heathrow)	1	1	0	0	1	1	2	0	0	0	0
E09000024	Merton	4	2	2	1	3	0	3	2	3	0	3
E09000025	Newham	0	9	5	3	5	3	5	2	3	2	5
E09000026	Redbridge	6	9	3	2	4	2	4	5	7	9	1
E09000027	Richmond upon Thames	1	3	1	2	1	0	3	0	1	3	2
E09000028	Southwark	8	6	8	5	4	5	5	7	5	3	2
E09000029	Sutton	2	3	2	4	2	2	4	4	1	1	3
E09000030	Tower Hamlets	8	7	6	8	5	6	8	3	8	6	2
E09000031	Waltham Forest	3	5	2	4	1	3	2	1	4	4	7
E09000032	Wandsworth	6	6	3	4	5	5	0	6	5	4	6
E09000033	Westminster	20	15	4	6	9	6	6	4	13	6	3
E12000008	South East	354	294	284	258	233	235	247	235	280	267	258
E06000036	Bracknell Forest	0	2	4	2	1	2	1	4	6	1	3
E06000043	Brighton & Hove	5	2	8	6	5	3	2	1	2	6	2
E10000002	Buckinghamshire	17	23	23	18	21	22	21	21	21	21	12
E10000011	East Sussex	39	22	21	25	13	17	16	22	24	26	21
E10000014	Hampshire	46	36	34	42	33	46	38	33	45	33	49
E06000046	Isle of Wight	12	3	4	1	5	4	3	5	2	3	3
E10000016	Kent	58	61	55	43	50	48	49	54	45	60	48
E06000035	Medway Towns	8	7	2	5	2	7	1	1	3	2	3
E06000042	Milton Keynes	8	7	8	12	10	3	11	6	8	12	9
E10000025	Oxfordshire	42	30	41	26	28	19	26	26	32	22	31
E06000044	Portsmouth	8	2	2	0	3	1	1	1	3	3	3
E06000038	Reading	3	1	4	2	2	2	4	1	5	2	1
E06000039	Slough	6	0	2	0	2	3	2	3	4	0	7
E06000045	Southampton	5	0	3	2	1	4	1	3	4	4	3
E10000030	Surrey	45	41	32	28	18	18	38	28	31	36	27
E06000037	West Berkshire	8	10	11	6	9	3	7	3	11	1	8
E10000032	West Sussex	34	39	27	33	25	30	21	19	28	24	20
E06000040	Windsor and Maidenhead	5	6	2	4	2	2	2	3	2	6	5
E06000041	Wokingham	5	2	1	3	3	1	3	1	4	5	3

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Reported fatal casualties by country, English region and local authority, Great Britain, 2008 - 2018

ONS Code	Region/Local Authority	Number of casualties										
		2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
E1200009	South West	262	202	192	160	204	190	185	173	163	188	184
E0600022	Bath and North-East Somerset	10	4	9	4	4	6	6	12	7	3	4
E0600028	Bournemouth	1	3	3	2	4	2	1	2	3	4	2
E0600023	City of Bristol	9	14	4	11	7	12	8	7	5	11	7
E0600052	Cornwall	34	23	24	19	24	27	25	9	22	26	21
E1000008	Devon	37	30	28	18	34	16	23	25	20	30	33
E1000009	Dorset	29	23	10	15	16	23	16	22	11	21	13
E1000013	Gloucestershire	39	19	27	20	33	32	29	26	26	20	29
E0600053	Isles of Scilly	0	0	0	0	0	0	0	0	0	0	0
E0600024	North Somerset	8	4	3	3	6	4	1	4	4	9	4
E0600026	Plymouth	4	4	4	5	6	1	3	2	6	6	3
E0600029	Poole	6	0	5	2	4	3	2	4	2	2	1
E1000027	Somerset	29	34	32	27	35	28	33	22	25	22	26
E0600025	South Gloucestershire	13	9	11	1	7	9	6	5	5	8	6
E0600030	Swindon	8	3	7	1	3	8	2	6	1	6	9
E0600027	Torbay	3	3	1	1	3	2	1	0	3	1	2
E0600054	Wiltshire	32	29	24	31	18	17	29	27	23	19	24
E9200001	England	2,123	1,880	1,553	1,594	1,491	1,430	1,472	1,463	1,498	1,544	1,521
W9200004	Wales	143	126	89	121	93	111	103	105	103	103	103
W0600019	Blaenau Gwent	3	2	4	0	1	1	2	0	1	4	2
W0600013	Bridgend	3	5	8	6	4	3	1	2	3	2	6
W0600018	Caerphilly	7	4	0	2	1	6	2	2	3	3	2
W0600015	Cardiff	8	9	4	8	3	1	5	10	2	8	8
W0600010	Carmarthenshire	10	15	9	5	6	11	8	9	11	8	7
W0600008	Ceredigion	4	4	5	4	0	2	6	4	3	3	4
W0600003	Conwy	9	1	2	5	2	3	3	9	7	8	8
W0600004	Denbighshire	7	0	1	5	5	6	6	6	6	2	8
W0600005	Flintshire	11	6	8	8	5	6	5	1	5	7	6
W0600002	Gwynedd	9	4	4	8	8	4	5	3	10	4	11
W0600001	Isle of Anglesey	3	8	2	5	2	5	3	2	1	1	4
W0600024	Merthyr Tydfil	3	2	1	4	2	2	2	5	0	3	2
W0600021	Monmouthshire	10	4	4	13	4	10	6	4	5	6	3
W0600012	Neath & Port Talbot	6	6	3	3	2	6	7	1	4	6	3
W0600022	Newport	6	3	0	0	6	4	2	8	6	5	7
W0600009	Pembrokeshire	7	6	4	5	5	4	7	6	3	5	2
W0600023	Powys	12	16	12	19	16	9	16	16	12	11	9
W0600016	Rhondda Cynon Taff	7	6	6	7	7	11	4	8	7	4	5
W0600011	Swansea	9	9	4	5	9	6	5	3	4	6	4
W0600020	Torfaen	3	1	1	2	2	3	3	0	3	1	1
W0600014	Vale of Glamorgan	4	11	4	2	1	3	2	0	3	5	0
W0600006	Wrexham	2	4	3	5	2	5	3	6	4	1	1
S9200003	Scotland	272	216	208	186	170	172	200	162	191	146	160
S1200033	Aberdeen City	4	4	7	8	8	4	6	6	3	2	2
S1200034	Aberdeenshire	26	22	26	11	14	23	25	19	17	7	8
S1200041	Angus	13	7	6	5	5	3	6	7	6	10	2
S1200035	Argyll & Bute	13	4	15	5	4	11	5	6	9	4	8
S1200036	City of Edinburgh	13	7	4	10	13	8	10	3	9	6	5
S1200005	Clackmannanshire	2	3	2	2	0	0	0	0	0	1	1
S1200013	Comhairle nan Eilean Siar	1	0	2	1	1	1	4	1	0	0	1
S1200006	Dumfries and Galloway	10	10	5	9	6	12	10	11	14	14	7
S1200042	Dundee City	4	5	5	2	2	2	1	1	1	1	1
S1200008	East Ayrshire	8	5	5	4	3	4	1	1	4	2	5
S1200009	East Dunbartonshire	2	2	4	0	0	0	1	1	0	0	0
S1200010	East Lothian	3	8	3	1	0	3	4	3	3	3	2
S1200011	East Renfrewshire	1	2	1	2	2	2	0	1	0	0	0
S1200014	Falkirk	4	3	1	1	10	3	5	3	1	0	4
S1200015	Fife	14	6	13	11	7	11	12	12	10	5	10
S1200043	Glasgow, City of	15	18	11	13	7	4	19	14	8	7	10
S1200017	Highland	34	28	26	21	14	20	19	13	18	15	20
S1200018	Inverclyde	2	2	1	1	0	0	1	2	2	3	0
S1200019	Midlothian	3	3	1	3	4	5	0	3	8	2	1
S1200020	Moray	6	5	4	4	2	3	2	1	6	5	9
S1200021	North Ayrshire	6	4	5	4	2	5	4	4	5	4	2
S1200044	North Lanarkshire	13	10	2	11	6	6	5	5	3	6	5
S1200023	Orkney Islands	2	0	0	0	5	2	2	0	1	1	2
S1200024	Perth & Kinross	14	9	19	18	12	11	13	7	10	12	13
S1200038	Renfrewshire	9	2	2	7	8	5	9	1	3	2	4
S1200026	Scottish Borders	10	13	9	6	10	4	7	6	12	7	12
S1200027	Shetland Islands	0	0	1	0	0	1	1	3	0	1	2
S1200028	South Ayrshire	6	3	10	3	4	4	2	7	8	9	1
S1200029	South Lanarkshire	17	18	12	11	9	6	12	4	18	6	13
S1200030	Stirling	6	5	4	6	4	4	7	11	2	5	5
S1200039	West Dunbartonshire	2	2	1	4	3	0	2	1	3	2	1
S1200040	West Lothian	9	6	1	2	5	5	5	5	7	4	4
K0300001	Great Britain	2,538	2,222	1,850	1,901	1,754	1,713	1,775	1,730	1,792	1,793	1,784

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 Notes & Definitions

Source: DfT STATS19
 The figures in this table are National Statistics
 Last updated: 26 September 2019
 Next update: June 2020

RAS30038

Reported KSI (unadjusted) casualties by country, English region and local authority, Great Britain, 2008 - 2018

ONS Code	Region/Local Authority	Number of casualties										
		2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
E1200001	North East	990	1,020	858	854	919	802	820	922	924	951	924
E06000047	County Durham	193	205	184	195	198	201	182	211	179	201	163
E06000005	Darlington	34	43	33	36	35	41	26	32	39	45	52
E08000020	Gateshead	80	90	82	67	78	61	57	64	67	53	66
E06000001	Hartlepool	29	25	28	33	27	19	25	38	34	33	19
E06000002	Middlesbrough	47	38	30	27	40	40	36	53	34	35	38
E08000021	Newcastle upon Tyne	112	102	97	84	87	77	79	104	105	110	115
E08000022	North Tyneside	49	60	43	47	50	49	47	53	62	64	64
E06000048	Northumberland	185	186	151	161	166	137	159	153	185	169	202
E06000003	Redcar & Cleveland	58	46	41	34	39	34	48	50	38	41	25
E08000023	South Tyneside	41	47	35	34	34	23	36	27	47	57	40
E06000004	Stockton-on-Tees	69	78	44	62	69	50	50	66	47	50	51
E08000024	Sunderland	93	100	90	74	96	70	75	71	87	93	89
E1200002	North West	3,324	3,045	2,867	2,922	2,764	2,697	2,968	2,776	2,831	2,786	2,747
E06000008	Blackburn	66	80	60	68	71	69	76	78	71	67	67
E06000009	Blackpool	62	70	65	72	54	73	51	59	85	63	72
E08000001	Bolton	82	77	94	79	68	79	91	81	85	85	82
E08000002	Bury	48	66	58	54	41	52	31	34	39	44	41
E06000049	Cheshire East	318	268	245	242	245	205	225	189	176	173	163
E06000050	Cheshire West and Chester	218	197	185	228	214	136	191	170	135	112	148
E10000006	Cumbria	276	247	233	249	196	239	231	231	301	321	344
E06000006	Halton	59	41	41	40	40	40	51	32	46	28	30
E08000011	Knowsley	57	56	55	41	64	62	58	47	74	47	44
E10000017	Lancashire	801	702	681	650	570	642	732	690	659	611	595
E08000012	Liverpool	180	204	229	195	243	204	254	231	249	210	183
E08000003	Manchester	190	187	166	174	195	158	169	134	148	189	188
E08000004	Oldham	67	68	79	73	52	54	68	68	58	68	56
E08000005	Rochdale	84	56	47	55	43	42	71	56	70	55	49
E08000006	Salford	92	71	72	60	78	70	63	50	65	79	80
E08000014	Sefton	100	87	74	87	89	92	94	121	89	112	95
E08000013	St Helens	70	63	45	73	70	73	67	47	65	59	74
E08000007	Stockport	77	71	57	65	49	46	64	53	69	57	64
E08000008	Tameside	54	49	58	57	47	55	53	49	43	70	55
E08000009	Trafford	54	52	50	45	51	35	45	55	37	63	58
E06000007	Warrington	129	93	103	107	111	80	81	89	81	67	81
E08000010	Wigan	95	97	62	82	74	65	62	73	64	77	75
E08000015	Wirral	145	143	108	126	99	126	140	139	122	129	103
E1200003	Yorkshire/Humberside	2,890	2,601	2,379	2,366	2,434	2,399	2,387	2,246	2,496	2,699	2,831
E08000016	Barnsley	112	83	67	80	96	81	82	68	115	160	156
E08000032	Bradford	274	211	208	216	221	190	204	188	178	192	181
E08000033	Calderdale	105	120	81	90	96	90	99	92	78	63	67
E08000017	Doncaster	165	144	149	143	117	118	108	106	166	210	208
E06000011	East Riding of Yorkshire	241	195	196	184	185	193	188	166	194	206	239
E06000010	Kingston upon Hull	118	113	118	115	130	123	115	105	152	156	189
E08000034	Kirklees	198	160	137	160	151	140	168	159	152	149	136
E08000035	Leeds	371	321	304	297	303	294	334	338	331	324	337
E06000012	North East Lincolnshire	102	92	76	80	81	94	86	59	72	89	96
E06000013	North Lincolnshire	122	100	107	95	101	110	98	92	87	110	132
E10000023	North Yorkshire	536	538	491	454	473	476	431	429	429	413	368
E08000018	Rotherham	97	93	59	85	86	113	93	85	129	127	158
E08000019	Sheffield	211	210	160	163	180	169	186	142	206	325	348
E08000036	Wakefield	143	161	164	141	163	150	120	143	147	123	156
E06000014	York	95	60	62	63	51	58	75	74	60	52	60
E1200004	East Midlands	2,327	2,384	2,076	2,167	2,076	1,879	2,061	1,891	1,961	1,963	2,030
E06000015	City of Derby	113	117	91	92	81	76	106	75	76	66	75
E10000007	Derbyshire	425	449	319	330	333	302	416	324	314	299	330
E06000016	Leicester City	97	87	86	95	89	92	100	106	103	68	123
E10000018	Leicestershire	253	263	238	237	196	186	250	242	225	212	245
E10000019	Lincolnshire	337	456	462	485	426	415	398	319	441	565	512
E10000021	Northamptonshire	435	391	297	305	348	330	317	335	322	279	288
E06000018	Nottingham	157	148	138	152	135	118	107	139	132	116	118
E10000024	Nottinghamshire	480	447	417	453	443	345	343	320	323	342	316
E06000017	Rutland	30	26	28	18	25	15	24	31	25	16	23
E1200005	West Midlands	2,232	2,122	1,860	2,020	1,932	1,798	1,916	2,094	2,384	2,222	2,148
E08000025	Birmingham	430	423	417	465	401	402	393	444	481	441	466
E08000026	Coventry	106	118	90	137	115	106	122	115	117	118	142
E08000027	Dudley	122	114	91	90	102	102	88	90	119	87	83
E06000019	Herefordshire	93	105	61	75	80	61	83	99	99	91	94
E08000028	Sandwell	104	112	106	116	111	97	122	116	131	124	104
E06000051	Shropshire	151	144	125	121	146	119	140	142	178	180	143
E08000029	Soilhill	92	88	63	64	61	43	47	46	59	59	44
E10000028	Staffordshire	286	261	213	202	221	165	179	262	285	230	195
E06000021	Stoke on Trent	35	53	45	71	45	48	44	45	88	60	61
E06000020	Telford & Wrekin	42	62	38	45	33	36	40	41	45	54	50
E08000030	Walsall	95	80	74	68	63	81	102	86	90	106	85
E10000031	Warwickshire	348	308	301	313	299	288	315	320	377	352	360
E08000031	Wolverhampton	79	64	83	78	93	64	76	77	83	84	92
E10000034	Worcestershire	249	190	153	175	162	186	165	211	232	236	229

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Reported KSI (unadjusted) casualties by country, English region and local authority, Great Britain, 2008 - 2018

ONS Code	Region/Local Authority	Number of casualties										
		2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
E12000006	Eastern	2,805	2,731	2,546	2,412	2,460	2,369	2,399	2,385	2,936	2,827	2,883
E06000055	Bedford	80	60	57	60	54	54	75	61	81	70	76
E10000003	Cambridgeshire	372	384	339	337	297	305	320	286	359	375	385
E06000056	Central Bedfordshire	125	135	140	94	108	115	110	140	134	140	142
E10000012	Essex	706	658	662	630	602	572	621	633	835	775	783
E10000015	Hertfordshire	459	413	407	356	414	385	391	404	461	409	444
E06000032	Luton	65	52	62	49	55	50	50	58	69	81	80
E10000020	Norfolk	388	395	353	355	352	392	379	385	406	418	458
E06000031	Peterborough	101	98	95	76	84	88	75	66	94	109	82
E06000033	Southend	61	102	65	65	61	57	82	72	95	81	61
E10000029	Suffolk	372	367	296	326	362	291	242	207	307	298	285
E06000034	Thurrock	76	67	70	64	71	60	54	73	95	71	87
E12000007	London	3,531	3,229	2,889	2,810	3,022	2,327	2,170	2,094	2,503	3,882	4,079
E09000002	Barking	63	45	48	49	47	45	40	30	43	91	100
E09000003	Barnet	136	137	132	141	112	131	98	92	74	148	136
E09000004	Bexley	73	82	68	49	55	31	24	30	51	56	82
E09000005	Brent	97	101	84	72	86	84	85	81	98	132	155
E09000006	Bromley	140	127	90	81	90	70	50	77	92	107	112
E09000007	Camden	123	141	112	100	114	105	70	76	91	144	152
E09000001	City of London	51	46	41	49	58	60	55	43	51	60	82
E09000008	Croydon	132	107	87	109	107	71	71	65	76	126	112
E09000009	Ealing	113	126	85	66	88	81	81	63	92	161	144
E09000010	Enfield	85	97	98	98	86	72	52	70	73	128	126
E09000011	Greenwich	126	99	104	94	73	28	40	54	48	96	109
E09000012	Hackney	162	103	103	108	147	83	60	82	98	150	159
E09000013	Hammersmith	94	93	74	77	80	53	69	62	79	97	111
E09000014	Haringey	80	98	79	78	107	106	85	62	76	138	118
E09000015	Harrow	52	49	39	37	46	38	51	46	44	69	71
E09000016	Havering	84	75	63	74	78	51	46	67	80	72	82
E09000017	Hillingdon	107	88	83	74	83	59	84	66	71	97	127
E09000018	Hounslow	102	101	97	73	73	64	62	67	78	114	122
E09000019	Islington	75	77	81	100	122	71	93	89	81	125	141
E09000020	Kensington and Chelsea	113	94	80	82	94	64	69	52	69	115	126
E09000021	Kingston upon Thames	65	52	46	44	34	37	39	29	38	50	55
E09000022	Lambeth	164	173	156	169	151	133	98	99	122	206	202
E09000023	Lewisham	113	112	108	102	102	64	63	53	67	120	107
	London Airport (Heathrow)	5	2	3	5	4	3	3	2	2	3	6
E09000024	Merton	64	55	39	46	65	32	50	36	44	60	78
E09000025	Newham	88	93	81	74	77	57	64	72	84	149	108
E09000026	Redbridge	83	69	76	76	93	51	48	55	71	81	104
E09000027	Richmond upon Thames	64	56	72	69	52	48	54	38	48	76	85
E09000028	Southwark	165	127	165	126	117	87	69	89	81	150	190
E09000029	Sutton	74	57	49	45	42	31	29	22	30	61	70
E09000030	Tower Hamlets	146	105	91	103	168	87	88	68	121	189	163
E09000031	Waltham Forest	104	61	67	68	69	54	61	48	60	92	103
E09000032	Wandsworth	116	120	102	112	109	99	81	74	98	148	169
E09000033	Westminster	272	261	186	160	193	177	138	135	172	271	272
E12000008	South East	4,077	4,124	3,820	4,221	3,951	4,131	4,558	4,373	4,639	4,284	4,586
E06000036	Bracknell Forest	21	23	25	30	29	28	26	36	42	20	17
E06000043	Brighton & Hove	141	150	136	172	160	145	158	152	169	158	165
E10000002	Buckinghamshire	220	242	221	212	218	221	236	257	229	179	158
E10000011	East Sussex	398	373	319	301	305	339	390	351	382	371	355
E10000014	Hampshire	587	650	632	764	684	706	773	722	757	707	718
E06000046	Isle of Wight	98	73	82	96	89	86	69	83	78	82	83
E10000016	Kent	627	629	545	519	524	594	658	632	887	811	741
E06000035	Medway Towns	81	73	59	64	51	56	57	75	92	94	104
E06000042	Milton Keynes	86	81	74	93	99	88	105	89	107	93	86
E10000025	Oxfordshire	343	345	395	355	307	327	378	361	357	281	272
E06000044	Portsmouth	99	97	91	143	123	116	97	110	111	111	115
E06000038	Reading	46	52	40	51	40	51	44	35	47	56	46
E06000039	Slough	57	35	41	47	41	52	49	48	51	38	53
E06000045	Southampton	96	99	123	154	110	123	124	125	121	112	114
E10000030	Surrey	528	571	520	582	574	599	735	679	553	544	929
E06000037	West Berkshire	50	63	60	77	79	55	68	56	72	44	59
E10000032	West Sussex	485	451	373	455	420	438	482	459	483	479	483
E06000040	Windsor and Maidenhead	68	68	47	60	60	54	60	60	55	57	49
E06000041	Wokingham	46	49	37	46	38	53	49	43	46	47	39

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Reported KSI (unadjusted) casualties by country, English region and local authority, Great Britain, 2008 - 2018

ONS Code	Region/Local Authority	Number of casualties										
		2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
E12000009	South West	2,193	1,950	1,960	1,945	2,072	1,985	2,146	2,148	2,226	2,211	2,196
E06000022	Bath and North-East Somerset	34	43	39	22	33	52	49	61	35	35	45
E06000028	Bournemouth	80	70	77	73	108	72	70	72	69	82	44
E06000023	City of Bristol	126	112	130	158	147	106	120	124	109	78	110
E06000052	Cornwall	209	191	198	223	213	220	253	228	298	295	303
E10000008	Devon	268	189	292	234	308	310	339	336	381	413	395
E10000009	Dorset	294	260	215	202	219	222	239	279	244	220	190
E10000013	Gloucestershire	259	236	187	244	255	213	224	253	279	314	291
E06000053	Isles of Scilly	0	0	0	0	0	1	0	1	1	1	0
E06000024	North Somerset	63	34	57	46	57	67	51	49	46	53	56
E06000026	Plymouth	62	45	60	74	61	64	85	78	96	110	99
E06000029	Poole	63	48	57	54	66	68	81	64	69	54	61
E10000027	Somerset	274	304	238	224	212	218	218	210	183	186	194
E06000025	South Gloucestershire	76	64	86	32	51	60	59	50	49	42	57
E06000030	Swindon	73	90	63	75	75	69	69	74	80	62	67
E06000027	Torbay	36	29	32	30	39	53	43	37	48	51	56
E06000054	Wiltshire	276	235	229	254	228	191	245	233	239	215	228
E92000001	England	24,369	23,206	21,255	21,717	21,630	20,387	21,425	20,929	22,900	23,825	24,424
W92000004	Wales	1,396	1,221	1,087	1,247	1,034	1,144	1,263	1,186	1,108	1,064	1,131
W06000019	Blaenau Gwent	35	19	19	17	12	18	16	6	15	19	13
W06000013	Bridgend	56	45	28	56	30	32	35	54	50	35	22
W06000018	Caerphilly	72	40	34	36	33	47	30	41	27	37	53
W06000015	Cardiff	78	69	79	86	56	64	89	107	78	81	53
W06000010	Carmarthenshire	97	95	85	87	115	100	94	102	102	84	97
W06000008	Ceredigion	39	52	50	60	33	34	50	54	45	41	44
W06000003	Conwy	64	54	43	58	58	66	66	65	57	64	60
W06000004	Denbighshire	54	41	49	59	44	51	65	54	47	65	63
W06000005	Flintshire	106	80	72	85	60	71	77	51	55	44	50
W06000002	Gwynedd	113	70	81	85	88	69	95	65	69	63	99
W06000001	Isle of Anglesey	30	55	29	37	33	32	40	28	25	29	36
W06000024	Merthyr Tyrfil	17	16	22	14	20	18	26	21	10	16	12
W06000021	Monmouthshire	54	27	28	46	26	40	39	21	26	32	46
W06000012	Neath & Port Talbot	51	47	55	40	30	37	42	49	34	37	42
W06000022	Newport	56	46	29	37	29	47	45	40	31	33	60
W06000009	Pembrokeshire	96	80	65	62	64	54	60	66	68	76	74
W06000023	Powys	125	129	118	150	121	110	138	136	133	138	118
W06000016	Rhondda Cynon Taff	59	50	48	61	56	70	64	62	63	42	34
W06000011	Swansea	77	84	74	77	51	67	72	58	62	57	53
W06000020	Torfaen	14	23	17	15	9	22	19	4	19	14	25
W06000014	Vale of Glamorgan	47	48	27	26	23	38	40	33	32	29	23
W06000006	Wrexham	56	51	35	53	43	57	61	69	60	28	54
S92000003	Scotland	2,807	2,485	2,168	2,059	2,129	1,839	1,894	1,759	1,885	1,735	1,740
S12000033	Aberdeen City	136	85	82	105	115	104	93	80	67	36	45
S12000034	Aberdeenshire	257	246	227	201	217	197	202	172	158	129	129
S12000041	Angus	78	67	60	62	50	54	43	44	44	53	41
S12000035	Argyll & Bute	123	76	81	63	67	62	59	57	72	58	56
S12000036	City of Edinburgh	183	148	134	176	201	138	164	151	177	150	125
S12000005	Clackmannanshire	25	17	21	12	19	14	7	10	14	9	13
S12000013	Comhairle nan Eilean Siar	17	7	11	5	9	2	10	5	5	3	4
S12000006	Dumfries and Galloway	115	130	72	93	89	76	84	69	72	66	90
S12000042	Dundee City	63	70	46	54	49	39	42	23	30	33	27
S12000008	East Ayrshire	68	48	55	47	46	32	25	32	43	40	50
S12000009	East Dunbartonshire	24	23	26	16	26	10	16	12	14	14	10
S12000010	East Lothian	21	47	37	30	23	30	39	30	33	37	44
S12000011	East Renfrewshire	26	20	26	14	14	15	14	16	17	18	15
S12000014	Falkirk	73	58	44	44	74	40	47	49	52	48	41
S12000015	Fife	128	120	132	103	107	96	92	84	97	88	107
S12000043	Glasgow, City of	332	236	220	189	196	153	186	174	167	156	171
S12000017	Highland	148	156	127	119	104	93	88	74	101	83	109
S12000018	Inverclyde	41	28	22	27	26	12	16	18	18	15	17
S12000019	Midlothian	34	38	29	30	27	31	35	41	43	44	29
S12000020	Moray	54	45	38	28	46	50	48	38	51	39	34
S12000021	North Ayrshire	56	65	30	43	38	40	49	59	41	47	43
S12000044	North Lanarkshire	111	99	79	70	79	78	77	73	80	78	81
S12000023	Orkney Islands	9	6	5	2	10	6	7	1	7	5	7
S12000024	Perth & Kinross	129	118	99	108	100	98	81	59	69	85	88
S12000038	Renfrewshire	75	68	64	59	54	38	46	45	53	44	45
S12000026	Scottish Borders	93	104	95	70	79	80	67	67	81	62	77
S12000027	Shetland Islands	5	5	4	5	6	5	3	6	5	9	5
S12000028	South Ayrshire	55	56	59	41	33	26	40	51	56	59	38
S12000029	South Lanarkshire	143	139	95	90	81	75	96	75	101	93	69
S12000030	Stirling	82	59	61	63	59	70	64	70	40	50	49
S12000039	West Dunbartonshire	25	28	26	25	22	23	16	15	28	30	23
S12000040	West Lothian	78	73	61	65	63	52	38	59	49	54	58
K03000001	Great Britain	28,572	26,912	24,510	25,023	24,793	23,370	24,582	23,874	25,893	26,624	27,295

Figures for serious and slight injuries are shown both adjusted and unadjusted for changes in severity reporting. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, as reported by the police are not comparable with earlier years. Adjustments to account for the change have been produced for high level series. More information on the change and the adjustment process is available in the 2018 annual report. For analysis of trends over time, using the experimental adjusted series is recommended.

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[Notes & Definitions](#)

[Severity footnote to be added later](#)

Source: DfT STATS19

The figures in this table are National Statistics

Last updated: 26 September 2019

Next update: June 2020

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Reported KSI (adjusted) casualties by country, English region and local authority, Great Britain, 2008 - 2018

ONS Code	Region/Local Authority	Number of casualties										
		2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
E12000001	North East	1,396	1,413	1,219	1,225	1,276	1,134	1,183	1,277	1,005	982	955
E06000047	County Durham	239	257	227	238	238	238	223	247	184	201	163
E06000005	Darlington	42	52	41	43	43	50	35	39	41	45	52
E08000020	Gateshead	122	132	121	103	118	97	98	107	72	53	66
E06000001	Hartlepool	35	32	34	37	34	26	32	44	39	37	23
E06000002	Middlesbrough	60	49	43	38	54	51	48	65	44	45	50
E08000021	Newcastle upon Tyne	170	158	148	143	141	127	134	162	114	110	115
E08000022	North Tyneside	85	93	74	81	83	80	78	86	67	64	64
E06000048	Northumberland	283	280	232	248	238	205	236	231	194	169	202
E06000003	Redcar & Cleveland	69	57	52	45	50	43	57	59	45	48	32
E08000023	South Tyneside	62	66	56	56	54	41	57	46	50	57	40
E06000004	Stockton-on-Tees	84	89	57	76	83	65	63	79	57	60	59
E08000024	Sunderland	143	148	136	117	140	112	122	113	95	93	89
E12000002	North West	4,252	3,918	3,665	3,725	3,531	3,416	3,723	3,467	3,369	3,340	3,289
E06000008	Blackburn	86	100	77	86	90	88	94	97	90	81	82
E06000009	Blackpool	83	92	85	91	74	92	71	77	104	80	87
E08000001	Bolton	107	100	115	101	90	96	111	97	100	105	102
E08000002	Bury	63	82	69	65	54	62	41	42	47	55	52
E06000049	Cheshire East	373	334	298	295	296	253	269	227	216	212	198
E06000050	Cheshire West and Chester	265	240	224	271	252	172	227	206	171	147	178
E10000006	Cumbria	474	426	391	403	339	375	377	365	301	321	344
E06000006	Halton	71	52	52	52	53	52	62	42	56	38	38
E08000011	Knowsley	69	68	69	53	77	74	71	61	87	58	56
E10000017	Lancashire	989	870	843	805	717	785	877	836	794	738	731
E08000012	Liverpool	235	250	276	243	302	252	311	284	300	259	229
E08000003	Manchester	246	242	215	227	239	201	216	168	179	232	230
E08000004	Oldham	86	85	96	91	65	70	84	81	69	84	69
E08000005	Rochdale	102	73	63	70	56	53	84	68	80	67	60
E08000006	Salford	111	92	88	76	92	85	80	62	77	96	99
E08000014	Sefton	125	110	98	112	111	112	118	141	115	135	120
E08000013	St Helens	87	78	60	89	86	89	82	66	80	71	87
E08000007	Stockport	95	88	73	82	64	60	77	63	77	69	77
E08000008	Tameside	71	64	71	68	60	66	66	60	54	83	67
E08000009	Trafford	70	67	63	58	64	47	58	66	47	76	70
E06000007	Warrington	155	118	127	131	137	101	102	109	99	86	99
E08000010	Wigan	116	117	78	101	89	79	77	84	76	92	87
E08000015	Wirral	173	171	133	156	124	151	165	164	147	154	127
E12000003	Yorkshire/Humberside	4,031	3,686	3,379	3,397	3,421	3,280	3,363	3,203	2,823	2,986	3,098
E08000016	Barnsley	195	162	144	162	170	133	161	137	115	160	156
E08000032	Bradford	334	270	266	269	277	240	259	242	227	235	224
E08000033	Calderdale	127	143	100	109	114	107	119	110	97	79	80
E08000017	Doncaster	310	282	273	271	242	221	224	226	166	210	208
E06000011	East Riding of Yorkshire	325	275	279	266	265	271	264	245	194	206	239
E06000010	Kingston upon Hull	176	163	168	169	188	179	170	157	152	156	189
E08000034	Kirklees	243	205	180	202	192	178	201	201	188	180	168
E08000035	Leeds	457	404	377	372	384	371	418	424	413	396	404
E06000012	North East Lincolnshire	150	145	113	125	120	128	126	91	72	89	96
E06000013	North Lincolnshire	181	151	153	148	145	156	144	129	87	110	132
E10000023	North Yorkshire	652	648	585	547	566	566	520	520	514	489	435
E08000018	Rotherham	211	192	150	183	166	186	167	162	129	127	158
E08000019	Sheffield	373	368	312	316	325	286	338	287	206	325	348
E08000036	Wakefield	179	195	196	172	193	179	151	175	181	150	184
E06000014	York	119	85	83	86	73	79	100	96	82	73	76
E12000004	East Midlands	2,865	2,903	2,573	2,664	2,560	2,352	2,551	2,376	2,409	2,355	2,424
E06000015	City of Derby	143	145	119	118	106	98	129	97	98	84	92
E10000007	Derbyshire	528	543	408	422	423	378	489	401	379	354	382
E06000016	Leicester City	123	112	112	123	118	121	131	136	132	95	150
E10000018	Leicestershire	306	319	292	287	247	242	308	298	280	250	282
E10000019	Lincolnshire	425	553	559	590	530	521	509	431	543	655	607
E10000021	Northamptonshire	519	466	370	374	413	393	386	403	388	336	351
E06000018	Nottingham	195	185	173	189	166	153	142	174	164	147	150
E10000024	Nottinghamshire	592	550	508	540	529	427	428	400	397	414	383
E06000017	Rutland	35	31	33	21	29	19	27	36	30	20	25
E12000005	West Midlands	3,169	3,008	2,667	2,816	2,671	2,501	2,672	2,546	2,384	2,222	2,148
E08000025	Birmingham	498	489	477	520	453	458	456	500	481	441	466
E08000026	Coventry	121	133	103	150	128	119	135	129	117	118	142
E08000027	Dudley	139	128	102	100	112	112	100	97	119	87	83
E06000019	Herefordshire	145	159	106	120	122	98	119	130	99	91	94
E08000028	Sandwell	123	131	121	127	122	109	137	128	131	124	104
E06000051	Shropshire	229	222	198	188	208	179	197	190	178	180	143
E08000029	Solihull	103	98	72	74	68	50	54	51	59	59	44
E10000028	Staffordshire	564	520	464	436	442	374	406	321	285	230	195
E06000021	Stoke on Trent	100	116	99	133	98	109	96	57	88	60	61
E06000020	Telford & Wrekin	69	90	63	68	55	54	63	55	45	54	50
E08000030	Walsall	109	93	85	77	72	90	115	97	90	106	85
E10000031	Warwickshire	501	435	425	444	426	404	455	416	377	352	360
E08000031	Wolverhampton	92	78	94	88	103	75	88	88	83	84	92
E10000034	Worcestershire	376	316	260	291	261	271	252	285	232	236	229

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ONS Code	Region/Local Authority	Number of casualties										
		2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
E12000006	Eastern	3,821	3,678	3,415	3,329	3,335	3,218	3,320	3,131	2,993	2,838	2,884
E06000055	Bedford	91	67	65	69	62	62	85	71	83	70	76
E10000003	Cambridgeshire	464	471	419	417	373	373	393	347	374	375	385
E06000056	Central Bedfordshire	141	151	154	108	122	129	126	155	137	140	142
E10000012	Essex	1,176	1,084	1,054	1,053	1,015	987	1,057	965	836	784	784
E10000015	Hertfordshire	570	517	503	456	507	469	493	498	483	409	444
E06000032	Luton	73	60	70	57	63	57	58	66	71	81	80
E10000020	Norfolk	470	474	424	431	421	462	456	454	410	418	458
E06000031	Peterborough	128	124	120	101	107	109	93	87	99	109	82
E06000033	Southend	117	153	117	114	109	104	139	110	95	82	61
E10000029	Suffolk	463	456	372	409	439	361	320	272	310	298	285
E06000034	Thurrock	127	120	116	114	117	105	100	106	95	73	87
E12000007	London	5,307	5,096	4,700	4,620	4,696	3,954	3,969	3,775	3,759	3,883	4,079
E09000002	Barking	97	72	75	78	72	67	70	58	64	91	100
E09000003	Barnet	198	215	214	210	173	190	160	156	115	148	136
E09000004	Bexley	111	118	100	80	81	55	53	57	72	56	82
E09000005	Brent	147	161	144	127	143	137	145	139	147	132	155
E09000006	Bromley	191	178	140	129	130	114	97	124	124	107	112
E09000007	Camden	188	214	185	173	175	164	145	147	136	144	152
E09000001	City of London	62	57	52	63	72	71	70	54	52	61	82
E09000008	Croydon	199	180	151	172	166	129	135	121	122	126	112
E09000009	Ealing	173	194	151	126	150	147	149	132	147	161	144
E09000010	Enfield	127	149	152	154	131	120	99	113	105	128	126
E09000011	Greenwich	179	156	154	144	112	69	80	94	75	96	109
E09000012	Hackney	228	169	161	170	211	141	126	142	144	150	159
E09000013	Hammersmith	147	152	128	138	132	104	127	111	120	97	111
E09000014	Haringey	128	163	139	130	158	159	144	124	120	138	118
E09000015	Harrow	77	81	69	62	70	60	81	69	62	69	71
E09000016	Havering	133	112	101	113	112	81	81	99	107	72	82
E09000017	Hillingdon	154	142	137	122	132	92	121	105	99	97	127
E09000018	Hounslow	154	153	149	127	114	111	120	117	119	114	122
E09000019	Islington	123	146	151	174	185	132	154	151	124	125	141
E09000020	Kensington and Chelsea	186	160	150	152	150	118	127	106	113	115	126
E09000021	Kingston upon Thames	94	82	70	74	61	64	67	49	52	50	55
E09000022	Lambeth	254	275	251	259	234	230	195	193	195	206	202
E09000023	Lewisham	170	182	167	170	157	125	125	111	114	120	107
	London Airport (Heathrow)	7	5	6	7	6	5	5	4	3	3	6
E09000024	Merton	100	88	72	78	96	65	83	68	69	60	78
E09000025	Newham	148	146	134	128	129	102	119	129	123	149	108
E09000026	Redbridge	127	111	123	123	133	88	94	94	100	81	104
E09000027	Richmond upon Thames	99	91	105	106	85	88	91	65	72	76	85
E09000028	Southwark	253	211	243	204	190	154	144	157	135	150	190
E09000029	Sutton	110	86	76	72	65	58	51	40	45	61	70
E09000030	Tower Hamlets	213	167	151	165	243	153	164	142	175	189	163
E09000031	Waltham Forest	153	105	110	115	110	86	114	87	90	92	103
E09000032	Wandsworth	187	197	181	189	193	171	166	152	155	148	169
E09000033	Westminster	390	382	312	287	326	305	270	264	264	271	272
E12000008	South East	5,228	5,271	4,904	5,349	5,047	5,169	5,673	5,453	5,311	4,914	5,215
E06000036	Bracknell Forest	30	32	33	39	38	37	34	45	51	27	21
E06000043	Brighton & Hove	178	185	172	210	195	177	195	189	206	191	200
E10000002	Buckinghamshire	278	301	274	264	267	266	284	299	270	217	200
E10000011	East Sussex	474	446	384	361	370	409	471	440	461	450	430
E10000014	Hampshire	726	782	771	906	832	846	916	867	914	857	870
E06000046	Isle of Wight	118	90	103	118	114	104	89	102	100	103	103
E10000016	Kent	1,000	1,017	901	882	877	955	1,044	987	887	811	741
E06000035	Medway Towns	125	123	100	115	98	105	108	121	92	94	104
E06000042	Milton Keynes	116	108	99	118	127	120	136	117	134	118	108
E10000025	Oxfordshire	417	417	459	426	376	389	450	433	427	342	330
E06000044	Portsmouth	122	119	116	170	149	147	127	138	140	140	145
E06000038	Reading	59	65	52	66	52	64	57	50	59	68	58
E06000039	Slough	71	50	55	63	55	66	64	65	66	53	64
E06000045	Southampton	117	123	149	179	137	150	154	154	147	139	144
E10000030	Surrey	603	646	592	659	636	599	735	679	553	544	929
E06000037	West Berkshire	67	80	73	94	95	71	81	70	87	55	69
E10000032	West Sussex	582	543	458	544	503	533	590	570	590	584	591
E06000040	Windsor and Maidenhead	85	83	61	76	75	69	75	74	70	69	59
E06000041	Wokingham	59	61	50	58	51	62	60	54	56	56	48

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Reported KSI (adjusted) casualties by country, English region and local authority, Great Britain, 2008 - 2018

ONS Code	Region/Local Authority	Number of casualties										
		2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
E12000009	South West	2,644	2,374	2,360	2,357	2,479	2,396	2,572	2,560	2,512	2,467	2,424
E06000022	Bath and North-East Somerset	49	59	53	37	47	63	58	72	43	45	54
E06000028	Bournemouth	98	91	96	94	127	92	91	93	88	101	60
E06000023	City of Bristol	161	148	164	189	180	137	153	154	143	108	140
E06000052	Cornwall	247	231	234	263	252	262	297	268	305	295	303
E10000008	Devon	318	240	338	286	361	363	396	394	390	413	395
E10000009	Dorset	357	316	264	250	270	271	286	330	293	270	230
E10000013	Gloucestershire	283	259	211	270	279	232	247	277	279	314	291
E06000053	Isles of Scilly	0	0	0	0	0	0	1	0	1	1	
E06000024	North Somerset	80	53	73	63	73	81	64	62	58	65	69
E06000026	Plymouth	76	58	73	88	75	80	101	94	99	110	99
E06000029	Poole	80	61	74	70	80	82	97	78	81	68	73
E10000027	Somerset	335	356	288	269	254	265	264	247	225	227	230
E06000025	South Gloucestershire	95	84	106	50	67	76	73	63	63	54	71
E06000030	Swindon	91	105	76	92	92	85	87	92	100	78	83
E06000027	Torbay	43	35	40	38	47	60	51	45	50	51	56
E06000054	Wiltshire	328	278	271	299	277	245	304	291	294	266	271
E92000001	England	32,713	31,347	28,882	29,482	29,016	27,418	29,025	27,789	26,566	25,988	26,515
W92000004	Wales	1,695	1,496	1,363	1,517	1,299	1,410	1,529	1,446	1,352	1,291	1,348
W06000019	Blaenau Gwent	41	24	24	20	16	24	20	9	18	22	15
W06000013	Bridgend	66	54	37	64	39	41	44	63	59	42	29
W06000018	Caerphilly	84	50	43	44	41	56	40	49	35	46	62
W06000015	Cardiff	105	93	104	112	76	86	111	128	99	99	69
W06000010	Cardiff	125	120	108	109	140	122	114	122	121	105	118
W06000008	Ceredigion	52	64	62	73	45	46	60	64	57	51	55
W06000003	Conwy	77	67	55	69	69	77	81	78	68	77	71
W06000004	Denbighshire	69	53	61	72	56	62	78	68	59	77	74
W06000005	Flintshire	122	92	88	100	75	92	91	65	67	57	63
W06000002	Gwynedd	129	84	98	100	101	85	110	82	80	76	113
W06000001	Isle of Anglesey	35	61	34	43	38	38	46	34	30	33	41
W06000024	Merthyr Tyrfil	22	20	26	18	23	21	30	25	14	20	16
W06000021	Monmouthshire	60	34	35	52	32	50	46	28	32	38	52
W06000012	Neath & Port Talbot	61	56	64	50	39	47	51	56	43	44	48
W06000022	Newport	69	58	40	46	40	57	58	50	41	43	67
W06000009	Pembrokeshire	111	98	83	77	82	67	76	82	82	90	87
W06000023	Powys	151	154	142	174	146	131	162	163	156	160	137
W06000016	Rhondda Cynon Taff	80	67	64	79	70	85	79	76	79	54	46
W06000011	Swansea	97	101	94	96	68	83	87	75	79	68	62
W06000020	Torfaen	18	28	21	18	13	26	24	8	24	18	29
W06000014	Vale of Glamorgan	54	56	34	35	31	46	49	41	39	35	29
W06000006	Wrexham	68	63	46	64	57	69	72	81	71	38	64
S92000003	Scotland	3,368	3,048	2,647	2,523	2,598	2,274	2,311	2,169	2,283	2,071	2,044
S12000033	Aberdeen City	161	110	103	124	136	124	111	94	77	48	56
S12000034	Aberdeenshire	297	290	264	235	251	231	235	196	183	149	151
S12000041	Angus	96	84	72	76	63	65	51	53	51	61	49
S12000035	Argyll & Bute	141	94	99	78	81	75	70	73	82	68	65
S12000036	City of Edinburgh	227	189	176	220	245	186	212	197	225	187	158
S12000005	Clackmannanshire	30	21	24	16	24	18	10	14	18	12	15
S12000013	Comhairle nan Eilean Siar	20	9	13	6	10	3	12	6	6	4	5
S12000006	Dumfries and Galloway	140	153	93	112	108	92	101	86	88	79	105
S12000042	Dundee City	76	83	57	67	60	49	50	29	39	39	32
S12000008	East Ayrshire	79	59	64	57	54	40	34	43	53	45	57
S12000009	East Dunbartonshire	30	29	32	21	31	14	21	16	19	17	13
S12000010	East Lothian	30	55	46	37	31	38	48	38	40	45	50
S12000011	East Renfrewshire	30	25	30	20	19	19	18	20	21	22	18
S12000014	Falkirk	89	73	55	56	86	54	57	61	64	58	49
S12000015	Fife	159	151	159	124	129	119	113	107	120	103	122
S12000043	Glasgow, City of	390	292	267	234	248	195	235	220	215	197	208
S12000017	Highland	184	194	154	143	130	116	107	93	120	98	125
S12000018	Inverclyde	48	33	28	33	31	17	22	23	23	19	20
S12000019	Midlothian	43	48	37	37	38	38	43	49	50	49	34
S12000020	Moray	65	61	47	38	55	59	54	43	57	45	38
S12000021	North Ayrshire	67	77	40	53	49	49	58	68	50	55	50
S12000044	North Lanarkshire	137	125	102	94	100	97	95	91	97	96	94
S12000023	Orkney Islands	11	7	6	3	11	7	8	2	8	5	7
S12000024	Perth & Kinross	151	145	121	126	118	115	94	72	79	98	100
S12000038	Renfrewshire	89	79	76	74	66	48	56	56	64	54	53
S12000026	Scottish Borders	113	123	109	84	93	92	79	79	93	73	85
S12000027	Shetland Islands	6	8	6	7	7	6	4	7	6	10	5
S12000028	South Ayrshire	65	70	67	52	44	35	50	60	65	66	44
S12000029	South Lanarkshire	171	164	118	113	105	96	118	96	122	108	86
S12000030	Stirling	99	74	75	74	71	82	72	82	51	58	57
S12000039	West Dunbartonshire	30	34	32	31	28	28	20	20	33	35	26
S12000040	West Lothian	95	91	74	79	78	66	51	76	63	68	69
K03000001	Great Britain	37,777	35,892	32,892	33,521	32,913	31,102	32,865	31,404	30,201	29,350	29,906

Figures for serious and slight injuries are shown both adjusted and unadjusted for changes in severity reporting. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, as reported by the police are not comparable with earlier years. Adjustments to account for the change have been produced for high level series. More information on the change and the adjustment process is available in the 2018 annual report. For analysis of trends over time, using the experimental adjusted series is recommended.

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[Notes & Definitions](#)

Source: DfT STATS19

The figures in this table are National Statistics

Last updated: 26 September 2019

Next update: June 2020

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Reported casualties by country, English region and local authority, Great Britain, 2008 - 2018

ONS Code	Region/Local Authority	Number of casualties										
		2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
E1200001	North East	9,494	9,254	8,403	8,028	7,799	7,062	7,600	7,334	6,347	5,541	5,249
E06000047	County Durham	1,914	2,078	1,708	1,654	1,544	1,369	1,585	1,242	1,177	1,250	1,083
E06000005	Darlington	380	407	336	332	344	325	322	274	295	271	258
E08000020	Gateshead	871	899	783	698	737	652	699	725	565	472	507
E06000001	Hartlepool	238	216	192	188	217	189	209	202	163	136	101
E06000002	Middlesbrough	465	413	423	359	423	348	377	430	341	279	314
E08000021	Newcastle upon Tyne	1,182	1,134	1,022	1,031	932	859	918	1,033	833	693	727
E08000022	North Tyneside	697	635	584	604	594	541	555	581	475	361	293
E06000048	Northumberland	1,443	1,344	1,222	1,154	1,069	997	1,086	1,065	921	755	775
E06000003	Redcar & Cleveland	366	301	330	332	330	271	275	271	236	201	172
E08000023	South Tyneside	423	415	413	403	336	300	388	326	316	280	245
E06000004	Stockton-on-Tees	513	423	456	466	481	418	393	437	346	325	245
E08000024	Sunderland	1,002	989	934	807	792	793	793	748	679	518	529
E12000002	North West	29,461	27,686	25,006	23,485	21,807	19,570	20,685	18,380	17,376	17,736	17,101
E06000008	Blackburn	672	656	574	556	638	576	553	569	552	515	489
E06000009	Blackpool	659	720	692	588	619	582	560	502	563	511	452
E08000001	Bolton	1,045	997	822	743	691	588	632	523	475	646	567
E08000002	Bury	687	701	474	445	441	361	332	265	243	343	314
E06000049	Cheshire East	1,768	1,928	1,656	1,567	1,555	1,357	1,338	1,099	1,092	1,010	949
E06000050	Cheshire West and Chester	1,555	1,453	1,342	1,381	1,231	1,021	1,136	1,071	1,041	919	881
E10000006	Cumbria	2,187	2,029	1,819	1,755	1,707	1,676	1,932	1,733	1,689	1,770	1,687
E06000006	Halton	494	415	464	422	377	347	376	304	353	303	230
E08000011	Knowsley	541	490	514	421	491	415	408	414	372	271	329
E10000017	Lancashire	5,868	5,390	5,131	4,760	4,234	4,084	4,367	4,311	3,940	3,658	3,735
E08000012	Liverpool	2,228	1,975	2,077	1,779	2,062	1,507	1,818	1,565	1,501	1,231	1,176
E08000003	Manchester	2,428	2,404	1,962	1,932	1,544	1,388	1,399	988	926	1,379	1,339
E08000004	Oldham	864	695	653	664	464	513	547	406	346	494	427
E08000005	Rochdale	801	697	597	498	429	392	478	386	365	418	328
E08000006	Salford	921	919	672	690	562	537	549	393	390	512	548
E08000014	Sefton	929	845	808	755	764	641	674	658	654	569	640
E08000013	St Helens	623	505	479	501	510	474	438	465	389	307	331
E08000007	Stockport	805	716	645	591	484	442	405	294	297	373	369
E08000008	Tameside	659	663	515	436	437	355	413	344	325	426	418
E08000009	Trafford	731	621	569	500	433	403	432	367	276	402	337
E06000007	Warrington	1,011	989	938	892	827	731	717	687	610	603	591
E08000010	Wigan	940	890	678	672	573	465	448	354	317	448	380
E08000015	Wirral	1,045	988	925	937	734	715	733	682	660	628	584
E12000003	Yorkshire/Humberside	22,278	21,728	19,803	19,297	18,865	17,395	18,098	17,883	17,215	15,174	13,993
E08000016	Barnsley	910	841	806	781	726	648	832	721	768	719	610
E08000032	Bradford	2,371	2,342	2,089	1,880	1,966	1,672	1,752	1,685	1,611	1,369	1,296
E08000033	Calderdale	788	831	695	645	616	566	623	557	555	449	411
E08000017	Doncaster	1,494	1,484	1,374	1,346	1,198	1,186	1,237	1,264	1,224	996	798
E06000011	East Riding of Yorkshire	1,196	1,145	1,215	1,249	1,157	1,139	1,211	1,156	1,132	958	965
E06000010	Kingston upon Hull	1,005	938	925	1,001	1,055	1,010	1,017	996	988	957	990
E08000034	Kirklees	1,789	1,698	1,614	1,461	1,456	1,215	1,109	1,332	1,127	970	910
E08000035	Leeds	3,220	3,057	2,764	2,686	2,748	2,433	2,532	2,664	2,549	2,203	1,995
E06000012	North East Lincolnshire	879	849	634	756	771	659	729	575	536	535	506
E06000013	North Lincolnshire	869	776	747	769	699	778	805	667	568	554	534
E10000023	North Yorkshire	2,779	2,755	2,445	2,326	2,366	2,273	2,258	2,315	2,250	2,010	1,757
E08000018	Rotherham	1,184	1,139	984	1,040	852	906	823	853	807	728	629
E08000019	Sheffield	1,934	1,973	1,764	1,692	1,670	1,472	1,665	1,563	1,597	1,415	1,289
E08000036	Wakefield	1,260	1,283	1,188	1,113	1,061	917	922	986	955	812	833
E06000014	York	600	617	559	552	524	521	583	549	548	499	471
E12000004	East Midlands	17,854	17,376	16,615	16,222	15,461	14,702	14,992	14,290	13,228	11,556	11,370
E06000015	City of Derby	1,006	1,087	1,105	1,042	887	830	858	760	701	551	539
E10000007	Derbyshire	3,222	2,974	2,811	2,836	2,661	2,306	2,312	2,237	1,869	1,575	1,538
E06000016	Leicester City	1,365	1,342	1,246	1,263	1,284	1,189	1,208	1,057	1,093	934	866
E10000018	Leicestershire	2,239	2,208	2,116	1,964	1,878	1,889	1,915	1,765	1,705	1,193	1,207
E10000019	Lincolnshire	3,121	3,315	3,370	3,323	3,242	3,190	3,115	3,006	2,738	2,577	2,533
E10000021	Northamptonshire	2,208	1,948	1,761	1,661	1,589	1,585	1,698	1,721	1,603	1,374	1,460
E06000018	Nottingham	1,265	1,237	1,243	1,233	1,122	1,137	1,236	1,255	1,105	1,075	1,110
E10000024	Nottinghamshire	3,255	3,119	2,812	2,785	2,673	2,461	2,533	2,369	2,288	2,185	2,049
E06000017	Rutland	173	146	151	115	125	115	117	120	126	92	68
E12000005	West Midlands	22,028	21,175	19,093	17,645	16,361	15,726	17,077	17,201	16,717	14,868	13,489
E08000025	Birmingham	4,832	4,519	4,092	3,497	3,071	3,315	3,584	4,159	3,761	3,664	3,539
E08000026	Coventry	1,057	930	806	877	822	731	827	921	847	830	785
E08000027	Dudley	1,109	936	731	600	601	549	622	566	679	534	563
E06000019	Herefordshire	725	812	647	636	609	527	560	559	535	431	465
E08000028	Sandwell	1,336	1,280	1,027	752	622	720	910	880	827	915	825
E06000051	Shropshire	1,086	1,137	1,031	976	943	813	835	796	886	784	648
E08000029	Solihull	693	703	568	564	446	363	380	388	425	369	361
E10000028	Staffordshire	3,552	3,405	3,494	3,178	3,098	2,862	3,083	2,810	2,697	1,901	1,473
E06000021	Stoke on Trent	947	1,042	948	1,034	913	959	858	782	896	573	528
E06000020	Telford & Wrekin	512	508	453	434	409	341	399	308	337	310	246
E08000030	Walsall	935	869	773	571	526	577	730	717	716	700	682
E10000031	Warwickshire	2,436	2,118	2,091	2,078	2,055	1,944	2,261	2,091	2,027	1,896	1,654
E08000031	Wolverhampton	829	862	704	632	631	633	645	725	695	669	639
E10000034	Worcestershire	1,979	2,054	1,728	1,816	1,615	1,392	1,383	1,499	1,389	1,292	1,081

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		2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
E1200006	Eastern	21,848	20,750	19,539	19,424	18,784	17,238	18,966	17,440	18,236	17,108	16,121
E06000055	Bedford	644	508	553	580	497	451	561	539	541	543	474
E10000003	Cambridgeshire	2,671	2,601	2,433	2,297	2,208	1,969	2,049	1,847	2,148	2,042	1,886
E06000056	Central Bedfordshire	1,020	1,030	991	919	865	831	964	904	894	1,033	953
E10000012	Essex	4,607	4,325	4,102	4,271	4,163	4,000	4,352	3,953	3,986	3,582	3,446
E10000015	Hertfordshire	4,384	3,956	3,769	3,669	3,604	3,139	3,690	3,472	3,669	3,064	2,882
E06000032	Luton	654	679	697	663	626	469	615	616	668	743	703
E10000020	Norfolk	2,821	2,735	2,491	2,491	2,362	2,391	2,578	2,401	2,433	2,432	2,370
E06000031	Peterborough	1,091	1,001	998	893	872	783	676	787	830	749	674
E06000033	Southend	548	568	545	531	493	495	604	508	420	353	355
E10000029	Suffolk	2,810	2,706	2,400	2,530	2,505	2,214	2,349	1,948	2,112	2,139	1,953
E06000034	Thurrock	598	641	560	580	589	496	528	465	535	428	425
E12000007	London	28,205	28,023	28,937	29,291	28,822	27,238	30,837	30,231	30,307	32,547	30,617
E09000002	Barking	615	524	545	607	576	520	649	622	672	833	797
E09000003	Barnet	1,222	1,403	1,520	1,382	1,262	1,228	1,276	1,320	1,239	1,343	1,213
E09000004	Bexley	632	632	589	570	531	470	556	554	571	589	637
E09000005	Brent	785	849	928	896	958	957	1,067	1,089	1,147	1,155	1,103
E09000006	Bromley	865	877	816	870	821	788	868	943	923	1,023	900
E09000007	Camden	853	908	964	932	840	865	1,037	1,086	919	1,081	1,024
E09000001	City of London	379	343	380	409	423	345	390	382	405	347	296
E09000008	Croydon	1,129	1,142	1,122	1,231	1,140	1,092	1,114	1,047	1,102	1,153	1,049
E09000009	Ealing	1,000	1,079	1,053	984	1,164	1,150	1,290	1,196	1,258	1,260	1,162
E09000010	Enfield	854	1,022	1,075	1,109	1,038	1,012	1,003	1,051	995	1,188	1,127
E09000011	Greenwich	921	872	852	928	771	689	770	788	767	973	884
E09000012	Hackney	978	922	898	872	989	890	1,020	974	1,016	1,091	984
E09000013	Hammersmith	675	722	690	772	725	678	763	690	738	758	787
E09000014	Haringey	743	929	984	915	890	918	1,100	1,092	1,061	1,262	1,017
E09000015	Harrow	470	508	551	422	497	442	593	548	510	518	510
E09000016	Havering	932	748	793	809	763	673	773	861	863	790	785
E09000017	Hillingdon	960	971	1,080	946	1,055	700	944	969	813	995	921
E09000018	Hounslow	930	879	975	995	898	903	1,063	1,006	1,057	1,088	956
E09000019	Islington	681	811	833	985	872	860	968	974	893	961	853
E09000020	Kensington and Chelsea	829	765	792	802	732	725	790	708	771	798	750
E09000021	Kingston upon Thames	453	461	427	443	422	470	474	382	351	420	388
E09000022	Lambeth	1,187	1,285	1,293	1,307	1,236	1,347	1,392	1,400	1,460	1,536	1,458
E09000023	Lewisham	880	972	938	1,064	998	940	1,039	1,013	1,050	1,109	1,011
	London Airport (Heathrow)	52	44	48	34	42	39	52	49	37	67	46
E09000024	Merton	521	475	458	513	536	513	617	601	623	597	599
E09000025	Newham	1,077	946	911	908	924	830	965	1,132	1,117	1,102	1,085
E09000026	Redbridge	837	768	938	946	894	798	999	959	917	1,028	980
E09000027	Richmond upon Thames	467	445	475	518	473	530	609	447	503	511	502
E09000028	Southwark	1,189	1,108	1,149	1,134	1,053	992	1,114	1,018	1,149	1,250	1,291
E09000029	Sutton	564	483	481	534	491	485	420	372	426	532	508
E09000030	Tower Hamlets	1,103	892	970	945	1,195	1,020	1,221	1,247	1,272	1,299	1,337
E09000031	Waltham Forest	927	736	786	813	730	634	952	805	821	839	843
E09000032	Wandsworth	891	932	1,024	1,058	1,122	1,003	1,124	1,098	1,085	1,135	1,105
E09000033	Westminster	1,604	1,570	1,599	1,638	1,761	1,732	1,825	1,808	1,776	1,916	1,709
E12000008	South East	33,805	32,671	30,964	31,684	30,765	29,776	31,285	29,904	29,487	27,058	25,444
E06000036	Bracknell Forest	309	324	290	311	311	278	256	295	263	183	127
E06000043	Brighton & Hove	1,207	1,105	1,111	1,106	979	908	987	986	944	808	805
E10000002	Buckinghamshire	1,996	1,960	1,836	1,693	1,613	1,484	1,527	1,367	1,300	1,087	1,180
E10000011	East Sussex	2,186	2,059	1,797	1,630	1,708	1,792	1,969	2,063	1,884	1,820	1,724
E10000014	Hampshire	4,163	4,033	4,056	4,170	3,919	3,661	3,743	3,610	3,734	3,455	3,326
E06000046	Isle of Wight	538	475	548	568	575	421	427	422	441	397	376
E10000016	Kent	6,187	6,106	5,802	5,704	5,755	5,830	6,303	5,799	6,123	5,791	5,389
E06000035	Medway Towns	753	823	692	830	825	822	845	855	826	835	785
E06000042	Milton Keynes	1,126	1,051	976	961	1,060	1,122	1,049	921	865	809	743
E10000025	Oxfordshire	2,419	2,268	2,242	2,306	2,163	1,962	2,201	2,146	2,052	1,704	1,514
E06000044	Portsmouth	719	705	742	807	740	727	693	663	652	614	608
E06000038	Reading	487	510	453	493	432	442	431	425	386	370	329
E06000039	Slough	602	572	619	596	580	578	615	627	549	473	366
E06000045	Southampton	754	756	784	817	777	709	812	683	650	623	621
E10000030	Surrey	5,939	5,755	5,331	5,755	5,565	5,223	5,408	5,099	5,021	4,614	4,172
E06000037	West Berkshire	545	512	425	557	485	454	454	404	417	323	291
E10000032	West Sussex	2,856	2,740	2,382	2,504	2,396	2,554	2,748	2,744	2,632	2,534	2,534
E06000040	Windsor and Maidenhead	577	526	459	492	515	494	458	440	436	346	286
E06000041	Wokingham	442	391	419	384	367	315	359	355	312	272	268

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E12000009	South West	19,184	18,117	17,009	16,705	15,919	15,137	15,489	14,894	14,733	13,780	13,061
E06000022	Bath and North-East Somerset	540	564	491	491	440	415	379	419	313	333	337
E06000028	Bournemouth	689	671	642	666	611	619	622	594	535	522	391
E06000023	City of Bristol	1,347	1,425	1,348	1,281	1,336	1,110	1,201	1,155	1,199	1,014	1,144
E06000052	Cornwall	2,264	2,160	2,091	2,026	1,830	1,804	1,907	1,722	1,783	1,678	1,690
E10000008	Devon	2,836	2,811	2,566	2,618	2,574	2,404	2,427	2,364	2,202	2,282	2,132
E10000009	Dorset	1,802	1,596	1,421	1,331	1,347	1,269	1,276	1,356	1,335	1,183	994
E10000013	Gloucestershire	1,863	1,726	1,534	1,572	1,446	1,055	1,168	1,143	1,159	1,105	998
E06000053	Isles of Scilly	1	3	1	1	2	3	3	1	1	1	2
E06000024	North Somerset	666	692	656	631	573	559	509	450	467	483	464
E06000026	Plymouth	890	885	919	916	736	830	792	804	698	722	598
E06000029	Poole	560	447	525	517	457	455	507	416	411	398	335
E10000027	Somerset	2,228	2,019	1,792	1,652	1,529	1,608	1,623	1,455	1,552	1,464	1,377
E06000025	South Gloucestershire	825	802	796	705	653	647	555	522	572	453	581
E06000030	Swindon	617	589	497	573	590	521	550	593	641	507	488
E06000027	Torbay	463	388	457	379	404	364	363	377	359	322	332
E06000054	Wiltshire	1,593	1,339	1,273	1,356	1,391	1,474	1,607	1,523	1,506	1,313	1,198
E92000001	England	204,157	196,780	185,369	181,781	174,583	163,844	175,029	167,557	163,646	155,368	146,445
W92000004	Wales	11,185	10,354	9,955	9,406	8,565	8,335	8,208	7,682	6,855	6,198	5,758
W06000019	Blaenau Gwent	240	168	203	120	146	165	150	90	107	93	89
W06000013	Bridgend	456	444	368	347	348	330	350	343	347	252	227
W06000018	Caerphilly	474	364	297	260	264	315	297	260	225	257	275
W06000015	Cardiff	1,226	1,115	1,117	1,125	802	867	851	816	689	619	482
W06000010	Carmarthenshire	810	758	687	687	713	619	557	596	539	516	518
W06000008	Ceredigion	314	306	340	320	281	253	249	259	259	229	246
W06000003	Conwy	512	497	394	398	387	332	393	323	246	277	232
W06000004	Denbighshire	500	408	406	388	341	323	311	340	264	241	229
W06000005	Flintshire	651	541	572	529	477	523	392	362	313	266	263
W06000002	Gwynedd	544	478	508	410	395	385	363	348	257	268	305
W06000001	Isle of Anglesey	164	225	158	173	148	148	158	139	101	94	108
W06000024	Merthyr Tyrfil	202	151	185	179	147	145	168	148	129	143	130
W06000021	Monmouthshire	212	205	193	193	179	236	203	173	143	148	155
W06000012	Neath & Port Talbot	501	453	483	424	397	384	333	294	287	271	222
W06000022	Newport	457	458	404	321	329	371	430	322	289	279	263
W06000009	Pembrokeshire	474	548	476	420	466	340	392	387	345	372	319
W06000023	Powys	671	667	603	595	590	504	582	591	533	509	441
W06000016	Rhondda Cynon Taff	854	742	682	729	628	644	586	556	574	392	370
W06000011	Swansea	967	836	961	899	660	646	603	621	560	428	332
W06000020	Torfaen	138	163	177	121	123	143	188	101	145	111	119
W06000014	Vale of Glamorgan	349	366	309	369	286	303	309	266	234	217	204
W06000006	Wrexham	469	461	432	399	458	359	343	347	269	216	229
S92000003	Scotland	15,563	15,012	13,324	12,763	12,575	11,491	11,240	10,950	10,883	9,427	8,394
S12000033	Aberdeen City	591	499	407	407	439	395	310	268	209	184	151
S12000034	Aberdeenshire	893	906	791	663	685	619	570	458	432	346	347
S12000041	Angus	357	308	247	290	263	229	183	172	149	191	156
S12000035	Argyll & Bute	436	384	396	316	297	304	255	320	240	250	207
S12000036	City of Edinburgh	1,548	1,403	1,394	1,372	1,372	1,369	1,471	1,323	1,348	1,083	940
S12000005	Clackmannanshire	111	97	91	90	112	86	84	78	81	63	45
S12000013	Comhairle nan Eilean Siar	96	42	52	38	40	25	47	38	28	22	24
S12000006	Dumfries and Galloway	552	533	459	423	426	374	395	393	386	314	357
S12000042	Dundee City	314	343	254	297	265	219	193	151	179	139	112
S12000008	East Ayrshire	294	287	271	266	233	209	224	274	272	184	214
S12000009	East Dunbartonshire	181	185	181	178	143	122	123	120	134	114	67
S12000010	East Lothian	240	230	247	206	218	207	243	220	203	224	196
S12000011	East Renfrewshire	135	127	121	154	121	120	110	117	117	117	91
S12000014	Falkirk	402	396	299	334	344	323	296	312	321	278	221
S12000015	Fife	731	765	723	597	549	550	528	566	606	427	431
S12000043	Glasgow, City of	2,012	1,879	1,692	1,577	1,636	1,330	1,565	1,524	1,569	1,330	1,138
S12000017	Highland	846	938	724	685	696	616	580	507	545	434	540
S12000018	Inverclyde	260	182	205	208	170	150	186	145	146	117	95
S12000019	Midlothian	288	279	263	224	308	228	251	255	218	183	157
S12000020	Moray	232	268	171	165	166	155	121	95	111	92	72
S12000021	North Ayrshire	303	310	230	280	259	240	244	259	249	219	191
S12000044	North Lanarkshire	852	879	761	747	702	653	633	583	632	627	480
S12000023	Orkney Islands	44	35	38	26	24	30	29	15	28	14	20
S12000024	Perth & Kinross	475	521	450	400	390	397	283	237	243	296	265
S12000038	Renfrewshire	460	386	414	481	431	324	317	322	363	328	263
S12000026	Scottish Borders	533	505	398	369	370	335	295	293	302	275	239
S12000027	Shetland Islands	24	72	55	46	37	47	29	33	37	23	19
S12000028	South Ayrshire	275	358	269	286	280	244	245	247	259	216	168
S12000029	South Lanarkshire	862	762	706	669	640	619	657	599	607	534	506
S12000030	Stirling	382	322	310	293	275	302	224	293	247	187	181
S12000039	West Dunbartonshire	175	216	200	180	166	168	135	157	156	174	106
S12000040	West Lothian	659	595	505	496	518	502	414	576	466	442	395
K03000001	Great Britain	230,905	222,146	208,648	203,950	195,723	183,670	194,477	186,189	181,384	170,993	160,597

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 Notes & Definitions

Source: DfT STATS19
 The figures in this table are National Statistics
 Last updated: 26 September 2019
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RAS30040

Reported casualty rate per billion vehicle miles by local authority, England, 2014 - 2018 and 2010-14 average

Rate per billion vehicle miles/Percentage

ONS Code	Region/Local Authority	2010-14 average	2014	2015	2016	2017	2018	2018 percentage change on 10-14 avg
E12000001	North East	675	646	616	530	456	425	-37
E06000047	County Durham	655	646	496	472	489	417	-36
E06000005	Darlington	676	641	538	589	542	504	-25
E08000020	Gateshead	670	646	701	547	438	463	-31
E06000001	Hartlepool	524	539	510	408	338	243	-54
E06000002	Middlesbrough	531	505	565	454	362	395	-25
E08000021	Newcastle upon Tyne	888	848	946	762	627	646	-27
E08000022	North Tyneside	719	673	699	567	439	350	-51
E06000048	Northumberland	683	656	625	522	414	422	-38
E06000003	Redcar and Cleveland	557	492	489	419	354	293	-47
E08000023	South Tyneside	795	827	682	652	588	504	-37
E06000004	Stockton-on-Tees	495	427	468	366	344	258	-48
E08000024	Sunderland	777	732	680	614	471	470	-40
E12000002	North West	646	593	521	488	498	475	-26
E06000008	Blackburn with Darwen	1,310	1,216	1,246	1,207	1,176	1,071	-18
E06000009	Blackpool	1,795	1,649	1,477	1,660	1,518	1,353	-25
E08000001	Bolton	548	486	401	369	499	438	-20
E08000002	Bury	408	327	262	237	343	312	-23
E06000049	Cheshire East	536	465	381	378	349	324	-40
E06000050	Cheshire West and Chester	511	462	431	415	372	346	-32
E10000006	Cumbria	523	553	488	461	473	437	-16
E06000006	Halton	646	596	477	552	486	338	-48
E08000011	Knowsley	516	456	458	403	280	335	-35
E10000017	Lancashire	659	625	604	550	510	516	-22
E08000012	Liverpool	1,380	1,355	1,157	1,114	890	861	-38
E08000003	Manchester	1,000	840	590	553	811	796	-20
E08000004	Oldham	853	800	585	498	704	612	-28
E08000005	Rochdale	454	463	370	345	399	308	-32
E08000006	Salford	415	379	268	266	361	384	-8
E08000014	Sefton	1,026	936	908	896	766	873	-15
E08000013	St. Helens	593	524	549	445	353	383	-35
E08000007	Stockport	450	350	252	253	317	312	-31
E08000008	Tameside	599	566	469	438	574	557	-7
E08000009	Trafford	508	458	394	301	437	366	-28
E06000007	Warrington	521	449	421	355	351	343	-34
E08000010	Wigan	476	373	292	260	367	312	-34
E08000015	Wirral	779	694	635	610	585	544	-30
E12000003	Yorkshire and The Humber	723	683	664	623	548	498	-31
E08000016	Barnsley	652	708	603	637	597	492	-24
E08000032	Bradford	1,254	1,158	1,101	1,050	900	855	-32
E08000033	Calderdale	681	656	583	570	469	427	-37
E08000017	Doncaster	668	627	625	590	476	370	-45
E06000011	East Riding of Yorkshire	584	573	538	515	432	427	-27
E06000010	Kingston upon Hull, City of	1,280	1,274	1,260	1,232	1,179	1,213	-5
E08000034	Kirklees	846	658	790	650	567	535	-37
E08000035	Leeds	690	648	663	609	523	475	-31
E06000012	North East Lincolnshire	1,137	1,148	892	816	825	764	-33
E06000013	North Lincolnshire	739	753	615	512	499	464	-37
E10000023	North Yorkshire	477	449	453	426	377	322	-33
E08000018	Rotherham	645	575	579	540	488	412	-36
E08000019	Sheffield	1,006	1,007	941	946	847	760	-24
E08000036	Wakefield	610	523	546	511	436	445	-27
E06000014	York	700	728	679	660	582	542	-23

RAS30040

Reported casualty rate per billion vehicle miles by local authority, England, 2014 - 2018 and 2010-14 average

Rate per billion vehicle miles/Percentage

ONS Code	Region/Local Authority	2010-14 average	2014	2015	2016	2017	2018	2018 percentage change on 10-14 avg
E12000004	East Midlands	604	568	533	484	417	408	-33
E06000015	Derby	884	791	695	643	494	488	-45
E10000007	Derbyshire	544	483	460	372	312	304	-44
E06000016	Leicester	1,394	1,335	1,170	1,197	1,013	951	-32
E10000018	Leicestershire	428	406	374	352	244	246	-42
E10000019	Lincolnshire	881	826	781	694	634	613	-30
E10000021	Northamptonshire	321	321	319	292	245	256	-20
E06000018	Nottingham	1,246	1,289	1,308	1,148	1,097	1,119	-10
E10000024	Nottinghamshire	609	564	515	493	467	441	-28
E06000017	Rutland	334	310	293	296	217	158	-53
E12000005	West Midlands	572	557	554	530	469	425	-26
E08000025	Birmingham	969	973	1,132	1,033	1,002	964	0
E08000026	Coventry	720	713	787	711	693	665	-8
E08000027	Dudley	596	583	527	638	503	536	-10
E06000019	Herefordshire, County of	536	491	484	454	360	390	-27
E08000028	Sandwell	651	709	690	642	689	616	-5
E06000051	Shropshire	499	442	415	444	387	315	-37
E08000029	Solihull	330	264	262	282	245	237	-28
E10000028	Staffordshire	553	530	477	446	318	248	-55
E06000021	Stoke-on-Trent	1,088	974	879	1,013	655	605	-44
E06000020	Telford and Wrekin	494	476	364	390	343	263	-47
E08000030	Walsall	690	764	769	765	725	711	3
E10000031	Warwickshire	377	400	359	342	317	274	-27
E08000031	Wolverhampton	887	871	975	937	903	851	-4
E10000034	Worcestershire	391	334	357	325	301	253	-35
E12000006	East of England	540	526	473	482	436	412	-24
E06000055	Bedford	705	704	657	641	606	534	-24
E10000003	Cambridgeshire	481	436	382	430	396	368	-24
E06000056	Central Bedfordshire	496	496	449	436	494	437	-12
E10000012	Essex	484	486	433	426	367	356	-26
E10000015	Hertfordshire	496	492	454	472	387	366	-26
E06000032	Luton	1,212	1,192	1,169	1,248	1,355	1,280	6
E10000020	Norfolk	486	498	457	448	429	412	-15
E06000031	Peterborough	746	577	657	669	575	520	-30
E06000033	Southend-on-Sea	1,275	1,417	1,199	973	792	844	-34
E10000029	Suffolk	651	618	496	517	502	460	-29
E06000034	Thurrock	543	510	443	496	374	373	-31

RAS30040

Reported casualty rate per billion vehicle miles by local authority, England, 2014 - 2018 and 2010-14 average

Rate per billion vehicle miles/Percentage

ONS Code	Region/Local Authority	2010-14 average	2014	2015	2016	2017	2018	2018 percentage change on 10-14 avg
E12000007	London	1,568	1,655	1,628	1,612	1,729	1,626	4
E09000002	Barking and Dagenham	1,593	1,730	1,659	1,750	2,216	2,122	33
E09000003	Barnet	1,302	1,227	1,275	1,217	1,280	1,154	-11
E09000004	Bexley	960	978	967	977	1,005	1,101	15
E09000005	Brent	1,758	1,948	2,037	2,062	2,085	1,974	12
E09000006	Bromley	1,105	1,140	1,237	1,207	1,353	1,220	10
E09000007	Camden	3,057	3,454	3,632	3,061	3,624	3,513	15
E09000001	City of London	3,574	3,565	3,500	3,774	3,298	2,908	-19
E09000008	Croydon	1,568	1,517	1,431	1,484	1,570	1,436	-8
E09000009	Ealing	1,485	1,694	1,559	1,647	1,608	1,481	0
E09000010	Enfield	1,088	1,019	1,027	972	1,157	1,084	0
E09000011	Greenwich	1,213	1,169	1,190	1,164	1,441	1,308	8
E09000012	Hackney	3,002	3,344	3,184	3,257	3,588	3,324	11
E09000013	Hammersmith and Fulham	2,143	2,315	2,094	2,176	2,272	2,327	9
E09000014	Haringey	2,776	3,166	3,148	3,021	3,625	2,897	4
E09000015	Harrow	1,403	1,655	1,541	1,429	1,460	1,454	4
E09000016	Havering	816	801	893	871	791	778	-5
E09000017	Hillingdon	714	687	726	596	743	676	-5
E09000018	Hounslow	1,022	1,108	1,068	1,109	1,157	1,003	-2
E09000019	Islington	3,342	3,619	3,685	3,311	3,609	3,288	-2
E09000020	Kensington and Chelsea	2,326	2,407	2,191	2,346	2,437	2,217	-5
E09000021	Kingston upon Thames	779	845	682	613	746	690	-11
E09000022	Lambeth	2,762	2,959	2,980	3,013	3,121	3,059	11
E09000023	Lewisham	2,071	2,194	2,130	2,144	2,272	2,147	4
E09000024	Merton	1,433	1,699	1,668	1,718	1,647	1,611	12
E09000025	Newham	1,600	1,703	1,965	1,897	1,838	1,803	13
E09000026	Redbridge	1,353	1,451	1,409	1,326	1,482	1,384	2
E09000027	Richmond upon Thames	1,059	1,234	906	1,010	1,059	1,057	0
E09000028	Southwark	2,297	2,404	2,234	2,493	2,680	2,861	25
E09000029	Sutton	1,252	1,083	961	1,074	1,345	1,310	5
E09000030	Tower Hamlets	1,878	2,213	2,317	2,288	2,298	2,365	26
E09000031	Waltham Forest	1,812	2,033	1,783	1,788	1,817	1,698	-6
E09000032	Wandsworth	2,116	2,329	2,260	2,247	2,274	2,224	5
E09000033	Westminster	3,097	3,269	3,203	3,136	3,428	3,097	0
E12000008	South East	590	586	548	531	485	459	-22
E06000036	Bracknell Forest	666	586	666	589	410	277	-58
E06000043	Brighton and Hove	1,207	1,156	1,152	1,094	928	949	-21
E10000002	Buckinghamshire	426	386	337	310	258	285	-33
E10000011	East Sussex	685	741	764	682	659	631	-8
E10000014	Hampshire	423	396	373	378	346	336	-20
E06000046	Isle of Wight	1,308	1,084	1,056	1,087	972	921	-30
E10000016	Kent	659	696	623	645	605	560	-15
E06000035	Medway	934	956	960	915	920	872	-7
E06000042	Milton Keynes	694	678	588	538	495	459	-34
E10000025	Oxfordshire	476	471	447	417	343	307	-36
E06000044	Portsmouth	955	889	837	811	762	771	-19
E06000038	Reading	1,356	1,295	1,256	1,129	1,091	974	-28
E06000039	Slough	1,109	1,135	1,141	1,010	882	679	-39
E06000045	Southampton	1,145	1,178	987	935	890	875	-24
E10000030	Surrey	644	624	576	570	524	475	-26
E06000037	West Berkshire	264	249	210	215	162	149	-43
E10000032	West Sussex	571	617	603	562	539	545	-5
E06000040	Windsor and Maidenhead	428	402	380	372	303	250	-42
E06000041	Wokingham	360	353	336	291	261	262	-27

RAS30040**Reported casualty rate per billion vehicle miles by local authority,
England, 2014 - 2018 and 2010-14 average**

Rate per billion vehicle miles/Percentage

<u>ONS Code</u>	<u>Region/Local Authority</u>	<u>2010-14 average</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<i>2018 percentage change on 10-14 avg</i>
E12000009	South West	520	490	465	449	410	389	-25
E06000022	Bath and North East Somerset	621	518	565	420	448	459	-26
E06000028	Bournemouth	1,224	1,189	1,140	1,018	977	742	-39
E06000023	Bristol, City of	878	821	788	816	677	774	-12
E06000052	Cornwall	659	650	578	575	512	518	-21
E10000008	Devon	516	487	469	420	417	390	-25
E10000009	Dorset	559	526	551	528	456	385	-31
E10000013	Gloucestershire	347	289	278	280	265	240	-31
E06000053	Isles of Scilly	1,196	1,762	578	595	587	1,166	-2
E06000024	North Somerset	411	349	307	302	309	287	-30
E06000026	Plymouth	953	890	903	781	800	666	-30
E06000029	Poole	933	951	778	769	732	621	-33
E10000027	Somerset	420	411	361	373	336	316	-25
E06000025	South Gloucestershire	286	229	209	226	177	226	-21
E06000030	Swindon	453	434	462	501	389	376	-17
E06000027	Torbay	930	845	876	832	738	758	-19
E06000054	Wiltshire	414	455	425	412	356	325	-21
E92000001	England ¹	667	649	611	587	550	517	-22

1 Includes London Airport (Heathrow)

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

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Last updated: 26 September 2019

Next update: September 2020

RAS30040

Reported casualty rate per billion vehicle kilometres by local authority, England, 2014 - 2018 and 2010-14 average

Rate per billion vehicle kilometres/Percentage

ONS Code	Region/Local Authority	2010-14 average	2014	2015	2016	2017	2018	2018 percentage change on 10-14 avg
E12000001	North East	419	401	383	329	283	264	-37
E06000047	County Durham	407	401	308	293	304	259	-36
E06000005	Darlington	420	398	334	366	337	313	-25
E08000020	Gateshead	416	401	436	340	272	287	-31
E06000001	Hartlepool	325	335	317	253	210	151	-54
E06000002	Middlesbrough	330	314	351	282	225	246	-25
E08000021	Newcastle upon Tyne	552	527	588	473	389	401	-27
E08000022	North Tyneside	447	418	434	352	273	217	-51
E06000048	Northumberland	424	408	388	324	257	262	-38
E06000003	Redcar and Cleveland	346	306	304	261	220	182	-47
E08000023	South Tyneside	494	514	424	405	366	313	-37
E06000004	Stockton-on-Tees	308	265	291	228	214	160	-48
E08000024	Sunderland	483	455	422	382	293	292	-40
E12000002	North West	401	369	324	303	309	295	-26
E06000008	Blackburn with Darwen	814	756	774	750	731	665	-18
E06000009	Blackpool	1,115	1,024	918	1,031	943	841	-25
E08000001	Bolton	341	302	249	229	310	272	-20
E08000002	Bury	254	203	163	147	213	194	-23
E06000049	Cheshire East	333	289	237	235	217	202	-40
E06000050	Cheshire West and Chester	317	287	268	258	231	215	-32
E10000006	Cumbria	325	344	303	286	294	272	-16
E06000006	Halton	401	370	296	343	302	210	-48
E08000011	Knowsley	320	283	285	251	174	208	-35
E10000017	Lancashire	410	388	375	341	317	321	-22
E08000012	Liverpool	857	842	719	692	553	535	-38
E08000003	Manchester	621	522	367	343	504	494	-20
E08000004	Oldham	530	497	364	309	437	380	-28
E08000005	Rochdale	282	288	230	214	248	191	-32
E08000006	Salford	258	236	166	165	224	238	-8
E08000014	Sefton	637	582	564	557	476	542	-15
E08000013	St. Helens	368	326	341	276	219	238	-35
E08000007	Stockport	280	217	157	157	197	194	-31
E08000008	Tameside	372	352	291	272	357	346	-7
E08000009	Trafford	316	285	245	187	272	227	-28
E06000007	Warrington	324	279	262	221	218	213	-34
E08000010	Wigan	295	232	181	161	228	194	-34
E08000015	Wirral	484	431	394	379	364	338	-30
E12000003	Yorkshire and The Humber	449	424	412	387	340	310	-31
E08000016	Barnsley	405	440	375	396	371	306	-24
E08000032	Bradford	779	719	684	652	559	531	-32
E08000033	Calderdale	423	408	362	354	291	265	-37
E08000017	Doncaster	415	389	388	367	296	230	-45
E06000011	East Riding of Yorkshire	363	356	334	320	269	265	-27
E06000010	Kingston upon Hull, City of	795	791	783	765	732	753	-5
E08000034	Kirklees	526	409	491	404	352	333	-37
E08000035	Leeds	429	403	412	378	325	295	-31
E06000012	North East Lincolnshire	707	713	554	507	512	475	-33
E06000013	North Lincolnshire	459	468	382	318	310	288	-37
E10000023	North Yorkshire	296	279	281	264	234	200	-33
E08000018	Rotherham	401	357	360	336	303	256	-36
E08000019	Sheffield	625	626	585	588	526	472	-24
E08000036	Wakefield	379	325	339	318	271	276	-27
E06000014	York	435	452	422	410	362	337	-23

RAS30040

Reported casualty rate per billion vehicle kilometres by local authority, England, 2014 - 2018 and 2010-14 average

Rate per billion vehicle kilometres/Percentage

ONS Code	Region/Local Authority	2010-14 average	2014	2015	2016	2017	2018	2018 percentage change on 10-14 avg
E12000004	East Midlands	376	353	331	301	259	253	-33
E06000015	Derby	549	492	432	399	307	303	-45
E10000007	Derbyshire	338	300	286	231	194	189	-44
E06000016	Leicester	866	830	727	744	629	591	-32
E10000018	Leicestershire	266	253	232	219	151	153	-42
E10000019	Lincolnshire	547	513	485	432	394	381	-30
E10000021	Northamptonshire	200	200	198	182	152	159	-20
E06000018	Nottingham	774	801	813	713	682	695	-10
E10000024	Nottinghamshire	379	350	320	307	290	274	-28
E06000017	Rutland	207	193	182	184	135	98	-53
E12000005	West Midlands	356	346	344	329	291	264	-26
E08000025	Birmingham	602	604	704	642	623	599	0
E08000026	Coventry	447	443	489	442	430	413	-8
E08000027	Dudley	371	362	328	396	312	333	-10
E06000019	Herefordshire, County of	333	305	301	282	224	243	-27
E08000028	Sandwell	405	440	429	399	428	383	-5
E06000051	Shropshire	310	275	258	276	241	196	-37
E08000029	Solihull	205	164	163	175	152	147	-28
E10000028	Staffordshire	344	329	296	277	198	154	-55
E06000021	Stoke-on-Trent	676	605	546	629	407	376	-44
E06000020	Telford and Wrekin	307	296	226	243	213	163	-47
E08000030	Walsall	429	475	478	475	450	442	3
E10000031	Warwickshire	234	249	223	213	197	170	-27
E08000031	Wolverhampton	551	541	606	582	561	529	-4
E10000034	Worcestershire	243	208	222	202	187	157	-35
E12000006	East of England	335	327	294	300	271	256	-24
E06000055	Bedford	438	438	408	398	377	332	-24
E10000003	Cambridgeshire	299	271	237	267	246	228	-24
E06000056	Central Bedfordshire	308	308	279	271	307	271	-12
E10000012	Essex	301	302	269	265	228	221	-26
E10000015	Hertfordshire	308	306	282	293	241	227	-26
E06000032	Luton	753	741	727	776	842	795	6
E10000020	Norfolk	302	309	284	279	267	256	-15
E06000031	Peterborough	463	359	408	416	358	323	-30
E06000033	Southend-on-Sea	792	880	745	605	492	524	-34
E10000029	Suffolk	404	384	308	321	312	286	-29
E06000034	Thurrock	338	317	275	308	233	232	-31

RAS30040

Reported casualty rate per billion vehicle kilometres by local authority, England, 2014 - 2018 and 2010-14 average

Rate per billion vehicle kilometres/Percentage

ONS Code	Region/Local Authority	2010-14 average	2014	2015	2016	2017	2018	2018 percentage change on 10-14 avg
E12000007	London	974	1,028	1,012	1,002	1,074	1,010	4
E09000002	Barking and Dagenham	990	1,075	1,031	1,087	1,377	1,318	33
E09000003	Barnet	809	763	792	756	796	717	-11
E09000004	Bexley	597	608	601	607	625	684	15
E09000005	Brent	1,092	1,211	1,265	1,281	1,296	1,226	12
E09000006	Bromley	687	708	769	750	841	758	10
E09000007	Camden	1,900	2,146	2,257	1,902	2,252	2,183	15
E09000001	City of London	2,221	2,215	2,175	2,345	2,050	1,807	-19
E09000008	Croydon	974	943	889	922	976	892	-8
E09000009	Ealing	923	1,052	969	1,023	999	920	0
E09000010	Enfield	676	633	638	604	719	673	0
E09000011	Greenwich	754	727	740	723	895	812	8
E09000012	Hackney	1,866	2,078	1,978	2,024	2,230	2,066	11
E09000013	Hammersmith and Fulham	1,331	1,439	1,301	1,352	1,412	1,446	9
E09000014	Haringey	1,725	1,967	1,956	1,877	2,252	1,800	4
E09000015	Harrow	872	1,029	958	888	907	904	4
E09000016	Havering	507	498	555	541	491	483	-5
E09000017	Hillingdon	444	427	451	370	462	420	-5
E09000018	Hounslow	635	689	664	689	719	623	-2
E09000019	Islington	2,077	2,249	2,290	2,057	2,243	2,043	-2
E09000020	Kensington and Chelsea	1,445	1,495	1,361	1,457	1,514	1,378	-5
E09000021	Kingston upon Thames	484	525	424	381	463	429	-11
E09000022	Lambeth	1,716	1,839	1,852	1,872	1,939	1,901	11
E09000023	Lewisham	1,287	1,363	1,324	1,332	1,412	1,334	4
E09000024	Merton	891	1,056	1,036	1,068	1,023	1,001	12
E09000025	Newham	994	1,058	1,221	1,179	1,142	1,121	13
E09000026	Redbridge	840	902	876	824	921	860	2
E09000027	Richmond upon Thames	658	767	563	628	658	657	0
E09000028	Southwark	1,427	1,494	1,388	1,549	1,666	1,778	25
E09000029	Sutton	778	673	597	667	836	814	5
E09000030	Tower Hamlets	1,167	1,375	1,439	1,421	1,428	1,470	26
E09000031	Waltham Forest	1,126	1,263	1,108	1,111	1,129	1,055	-6
E09000032	Wandsworth	1,315	1,447	1,404	1,396	1,413	1,382	5
E09000033	Westminster	1,925	2,031	1,990	1,949	2,130	1,924	0
E12000008	South East	367	364	340	330	301	285	-22
E06000036	Bracknell Forest	414	364	414	366	255	172	-58
E06000043	Brighton and Hove	750	718	716	680	577	589	-21
E10000002	Buckinghamshire	264	240	209	192	161	177	-33
E10000011	East Sussex	426	460	475	424	409	392	-8
E10000014	Hampshire	263	246	232	235	215	209	-20
E06000046	Isle of Wight	812	674	656	675	604	572	-30
E10000016	Kent	409	433	387	400	376	348	-15
E06000035	Medway	580	594	596	569	572	542	-7
E06000042	Milton Keynes	431	421	365	334	308	285	-34
E10000025	Oxfordshire	296	293	277	259	213	191	-36
E06000044	Portsmouth	593	553	520	504	473	479	-19
E06000038	Reading	843	805	781	701	678	605	-28
E06000039	Slough	689	705	709	628	548	422	-39
E06000045	Southampton	712	732	614	581	553	544	-24
E10000030	Surrey	400	388	358	354	326	295	-26
E06000037	West Berkshire	164	155	131	133	101	93	-43
E10000032	West Sussex	355	383	375	349	335	339	-5
E06000040	Windsor and Maidenhead	266	250	236	231	188	156	-42
E06000041	Wokingham	224	219	209	181	162	163	-27

RAS30040**Reported casualty rate per billion vehicle kilometres by local authority,
England, 2014 - 2018 and 2010-14 average**

Rate per billion vehicle kilometres/Percentage

<u>ONS Code</u>	<u>Region/Local Authority</u>	<u>2010-14 average</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<i>2018 percentage change on 10-14 avg</i>
E12000009	South West	323	305	289	279	254	242	-25
E06000022	Bath and North East Somerset	386	322	351	261	278	285	-26
E06000028	Bournemouth	761	739	709	633	607	461	-39
E06000023	Bristol, City of	545	510	490	507	421	481	-12
E06000052	Cornwall	410	404	359	357	318	322	-21
E10000008	Devon	321	302	291	261	259	242	-25
E10000009	Dorset	348	327	342	328	283	239	-31
E10000013	Gloucestershire	215	180	173	174	165	149	-31
E06000053	Isles of Scilly	743	1,095	359	370	364	724	-2
E06000024	North Somerset	256	217	191	188	192	179	-30
E06000026	Plymouth	592	553	561	485	497	414	-30
E06000029	Poole	580	591	483	478	455	386	-33
E10000027	Somerset	261	255	224	232	209	197	-25
E06000025	South Gloucestershire	178	142	130	141	110	141	-21
E06000030	Swindon	282	269	287	311	241	234	-17
E06000027	Torbay	578	525	544	517	459	471	-19
E06000054	Wiltshire	257	283	264	256	221	202	-21
E92000001	England ¹	415	403	380	364	342	321	-22

1 Includes London Airport (Heathrow)

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

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Last updated: 26 September 2019

Next update: September 2020

RAS30043

Reported fatal casualties by region, local authority and road user type, England, 2018

		Number of casualties									
ONS Code	Region/Local Authority	Pedestrian		Pedal cycle		Motor cycle	Car	Bus or coach	Van/Light goods	HGV	All ^c
		Child	All ages ¹	Child	All ages ¹						
E12000001	North East	0	21	0	1	9	16	1	3	0	52
E06000047	County Durham	0	4	0	1	2	2	0	0	0	9
E06000005	Darlington	0	2	0	0	0	0	0	0	0	2
E08000020	Gateshead	0	1	0	0	0	0	0	0	0	1
E06000001	Hartlepool	0	1	0	0	0	1	0	0	0	2
E06000002	Middlesbrough	0	1	0	0	0	1	1	0	0	3
E08000021	Newcastle upon Tyne	0	5	0	0	0	3	0	2	0	10
E08000022	North Tyneside	0	1	0	0	0	0	0	0	0	1
E06000048	Northumberland	0	5	0	0	3	6	0	1	0	15
E06000003	Redcar and Cleveland	0	0	0	0	1	0	0	0	0	1
E08000023	South Tyneside	0	0	0	0	0	1	0	0	0	1
E06000004	Stockton-on-Tees	0	1	0	0	3	0	0	0	0	4
E08000024	Sunderland	0	0	0	0	0	2	0	0	0	3
E12000002	North West	2	54	0	14	39	80	0	1	4	194
E06000008	Blackburn with Darwen	0	1	0	1	0	0	0	0	0	3
E06000009	Blackpool	0	2	0	0	0	0	0	0	0	2
E08000001	Bolton	0	2	0	0	4	0	0	0	0	6
E08000002	Bury	0	0	0	0	0	1	0	0	0	1
E06000049	Cheshire East	0	4	0	0	7	13	0	1	1	26
E06000050	Cheshire West and Chester	0	1	0	1	2	10	0	0	0	14
E10000006	Cumbria	0	5	0	2	3	14	0	0	1	25
E06000006	Halton	0	0	0	0	0	2	0	0	0	2
E08000011	Knowsley	0	1	0	0	1	1	0	0	0	3
E10000017	Lancashire	0	8	0	6	9	22	0	0	0	45
E08000012	Liverpool	0	3	0	0	2	1	0	0	0	6
E08000003	Manchester	0	6	0	0	2	2	0	0	0	10
E08000004	Oldham	0	4	0	1	0	0	0	0	0	5
E08000005	Rochdale	1	3	0	0	0	1	0	0	0	4
E08000006	Salford	1	1	0	1	2	1	0	0	0	5
E08000014	Sefton	0	0	0	1	0	0	0	0	0	1
E08000013	St. Helens	0	1	0	0	0	5	0	0	0	6
E08000007	Stockport	0	1	0	0	0	0	0	0	0	1
E08000008	Tameside	0	1	0	1	1	0	0	0	0	3
E08000009	Trafford	0	2	0	0	4	3	0	0	0	9
E06000007	Warrington	0	2	0	0	0	1	0	0	1	4
E08000010	Wigan	0	2	0	0	0	3	0	0	1	6
E08000015	Wirral	0	4	0	0	2	0	0	0	0	7
E12000003	Yorkshire and The Humber	6	50	2	4	40	81	0	3	1	182
E08000016	Barnsley	1	2	0	0	3	4	0	0	0	9
E08000032	Bradford	0	2	0	1	2	9	0	0	0	15
E08000033	Calderdale	0	1	0	0	2	2	0	0	0	5
E08000017	Doncaster	0	3	0	0	3	5	0	0	0	11
E06000011	East Riding of Yorkshire	0	1	0	0	7	3	0	1	0	12
E06000010	Kingston upon Hull, City of	1	3	0	1	1	1	0	0	0	6
E08000034	Kirklees	1	4	0	0	1	5	0	0	0	10
E08000035	Leeds	2	15	1	1	2	8	0	0	0	26
E06000012	North East Lincolnshire	0	1	0	0	0	1	0	0	0	2
E06000013	North Lincolnshire	0	1	0	0	2	5	0	2	0	10
E10000023	North Yorkshire	0	5	1	1	10	14	0	0	1	32
E08000018	Rotherham	0	2	0	0	1	2	0	0	0	5
E08000019	Sheffield	1	7	0	0	2	11	0	0	0	20
E08000036	Wakefield	0	3	0	0	1	9	0	0	0	14
E06000014	York	0	0	0	0	3	2	0	0	0	5

RAS30043

Reported fatal casualties by region, local authority and road user type, England, 2018

		Number of casualties									
ONS Code	Region/Local Authority	Pedestrian		Pedal cycle		Motor cycle	Car	Bus or coach	Van/Light goods	HGV	All ^c
		Child	All ages ¹	Child	All ages ¹						
E12000004	East Midlands	3	36	0	11	33	101	0	6	4	196
E06000015	Derby	0	1	0	1	0	4	0	0	0	9
E10000007	Derbyshire	0	10	0	4	11	17	0	0	0	42
E06000016	Leicester	0	2	0	0	1	4	0	0	0	7
E10000018	Leicestershire	1	5	0	0	5	14	0	1	0	25
E10000019	Lincolnshire	1	8	0	1	6	34	0	2	3	56
E10000021	Northamptonshire	0	4	0	2	4	19	0	2	0	31
E06000018	Nottingham	0	1	0	0	0	0	0	0	0	1
E10000024	Nottinghamshire	1	5	0	2	6	7	0	1	1	22
E06000017	Rutland	0	0	0	1	0	2	0	0	0	3
E12000005	West Midlands	7	46	0	9	37	69	0	3	4	173
E08000025	Birmingham	0	6	0	0	2	6	0	0	0	14
E08000026	Coventry	3	8	0	1	4	3	0	0	1	17
E08000027	Dudley	0	0	0	0	1	3	0	0	1	6
E06000019	Herefordshire, County of	0	2	0	2	4	3	0	0	0	12
E08000028	Sandwell	1	2	0	0	3	1	0	0	0	6
E06000051	Shropshire	0	2	0	1	2	9	0	0	0	15
E08000029	Solihull	0	2	0	2	0	0	0	0	0	4
E10000028	Staffordshire	1	6	0	0	7	11	0	0	0	25
E06000021	Stoke-on-Trent	0	0	0	0	1	1	0	0	0	2
E06000020	Telford and Wrekin	0	2	0	1	0	2	0	0	0	5
E08000030	Walsall	0	1	0	0	2	2	0	0	0	5
E10000031	Warwickshire	2	8	0	0	8	14	0	2	2	35
E08000031	Wolverhampton	0	3	0	1	0	1	0	0	0	5
E10000034	Worcestershire	0	4	0	1	3	13	0	1	0	22
E12000006	East of England	1	40	2	11	24	81	2	6	0	170
E06000055	Bedford	0	3	0	0	0	0	0	1	0	4
E10000003	Cambridgeshire	1	4	0	1	2	16	2	0	0	25
E06000056	Central Bedfordshire	0	2	0	0	4	6	0	0	0	13
E10000012	Essex	0	15	0	1	8	21	0	1	0	46
E10000015	Hertfordshire	0	9	0	3	3	9	0	0	0	26
E06000032	Luton	0	1	1	1	0	1	0	0	0	3
E10000020	Norfolk	0	2	0	3	3	15	0	3	0	28
E06000031	Peterborough	0	1	0	0	1	2	0	0	0	4
E06000033	Southend-on-Sea	0	0	0	0	0	0	0	0	0	0
E10000029	Suffolk	0	2	0	1	3	10	0	1	0	18
E06000034	Thurrock	0	1	1	1	0	1	0	0	0	3

RAS30043

Reported fatal casualties by region, local authority and road user type, England, 2018

		Number of casualties									
ONS Code	Region/Local Authority	Pedestrian		Pedal cycle		Motor cycle	Car	Bus or coach	Van/Light goods	HGV	All ^c
		Child	All ages ¹	Child	All ages ¹						
E12000007	London	0	57	0	12	22	18	1	0	0	112
E09000002	Barking and Dagenham	0	0	0	0	0	2	0	0	0	2
E09000003	Barnet	0	1	0	0	2	1	0	0	0	4
E09000004	Bexley	0	2	0	1	0	0	0	0	0	3
E09000005	Brent	0	3	0	0	0	2	0	0	0	5
E09000006	Bromley	0	2	0	0	0	1	0	0	0	3
E09000007	Camden	0	3	0	1	1	0	0	0	0	5
E09000001	City of London	0	0	0	0	1	0	0	0	0	1
E09000008	Croydon	0	2	0	0	2	0	0	0	0	4
E09000009	Ealing	0	4	0	0	1	0	0	0	0	5
E09000010	Enfield	0	4	0	0	1	2	0	0	0	8
E09000011	Greenwich	0	2	0	2	3	0	0	0	0	8
E09000012	Hackney	0	1	0	0	0	1	0	0	0	2
E09000013	Hammersmith and Fulham	0	1	0	0	0	0	0	0	0	1
E09000014	Haringey	0	2	0	0	0	0	0	0	0	2
E09000015	Harrow	0	0	0	0	0	0	0	0	0	0
E09000016	Havering	0	0	0	1	1	1	0	0	0	3
E09000017	Hillingdon	0	4	0	0	0	2	0	0	0	6
E09000018	Hounslow	0	1	0	0	1	0	0	0	0	2
E09000019	Islington	0	0	0	2	0	0	0	0	0	2
E09000020	Kensington and Chelsea	0	1	0	1	1	0	0	0	0	3
E09000021	Kingston upon Thames	0	1	0	0	0	1	0	0	0	2
E09000022	Lambeth	0	1	0	0	0	0	0	0	0	1
E09000023	Lewisham	0	2	0	2	1	1	0	0	0	6
E09000024	Merton	0	2	0	0	1	0	0	0	0	3
E09000025	Newham	0	3	0	0	1	1	0	0	0	5
E09000026	Redbridge	0	0	0	0	1	0	0	0	0	1
E09000027	Richmond upon Thames	0	2	0	0	0	0	0	0	0	2
E09000028	Southwark	0	2	0	0	0	0	0	0	0	2
E09000029	Sutton	0	1	0	0	1	1	0	0	0	3
E09000030	Tower Hamlets	0	2	0	0	0	0	0	0	0	2
E09000031	Waltham Forest	0	2	0	0	2	2	1	0	0	7
E09000032	Wandsworth	0	4	0	1	1	0	0	0	0	6
E09000033	Westminster	0	2	0	1	0	0	0	0	0	3
	London Airport (Heathrow)	0	0	0	0	0	0	0	0	0	0
E12000008	South East	3	55	0	19	62	112	1	6	1	258
E06000036	Bracknell Forest	0	0	0	1	1	1	0	0	0	3
E06000043	Brighton and Hove	1	1	0	0	1	0	0	0	0	2
E10000002	Buckinghamshire	0	1	0	1	2	7	0	1	0	12
E10000011	East Sussex	0	3	0	2	7	8	0	1	0	21
E10000014	Hampshire	0	16	0	1	13	18	0	1	0	49
E06000046	Isle of Wight	0	1	0	0	0	2	0	0	0	3
E10000016	Kent	0	8	0	3	11	23	0	1	1	48
E06000035	Medway	0	1	0	0	1	1	0	0	0	3
E06000042	Milton Keynes	0	2	0	1	1	5	0	0	0	9
E10000025	Oxfordshire	0	3	0	4	5	17	1	0	0	31
E06000044	Portsmouth	0	0	0	2	1	0	0	0	0	3
E06000038	Reading	0	0	0	0	1	0	0	0	0	1
E06000039	Slough	1	2	0	1	1	3	0	0	0	7
E06000045	Southampton	0	0	0	0	3	0	0	0	0	3
E10000030	Surrey	1	4	0	0	6	16	0	1	0	27
E06000037	West Berkshire	0	1	0	0	1	6	0	0	0	8
E10000032	West Sussex	0	8	0	2	5	4	0	1	0	20
E06000040	Windsor and Maidenhead	0	2	0	1	1	1	0	0	0	5
E06000041	Wokingham	0	2	0	0	1	0	0	0	0	3

RAS30043

Reported fatal casualties by region, local authority and road user type, England, 2018

		Number of casualties									
ONS Code	Region/Local Authority	Pedestrian		Pedal cycle		Motor cycle	Car	Bus or coach	Van/Light goods	HGV	All ^c
		Child	All ages ¹	Child	All ages ¹						
E12000009	South West	4	39	1	9	38	88	1	3	0	184
E06000022	Bath and North East Somerset	0	1	0	0	2	1	0	0	0	4
E06000028	Bournemouth	0	1	0	0	1	0	0	0	0	2
E06000023	Bristol, City of	1	2	0	0	1	3	0	0	0	7
E06000052	Cornwall	1	5	0	0	5	9	0	1	0	21
E10000008	Devon	0	5	0	1	5	19	0	1	0	33
E10000009	Dorset	1	4	1	1	3	5	0	0	0	13
E10000013	Gloucestershire	0	4	0	4	6	13	1	1	0	29
E06000053	Isles of Scilly	0	0	0	0	0	0	0	0	0	0
E06000024	North Somerset	0	2	0	1	0	1	0	0	0	4
E06000026	Plymouth	0	2	0	0	0	1	0	0	0	3
E06000029	Poole	0	1	0	0	0	0	0	0	0	1
E10000027	Somerset	0	4	0	0	6	15	0	0	0	26
E06000025	South Gloucestershire	0	0	0	0	2	4	0	0	0	6
E06000030	Swindon	1	3	0	0	3	2	0	0	0	9
E06000027	Torbay	0	1	0	0	0	1	0	0	0	2
E06000054	Wiltshire	0	4	0	2	4	14	0	0	0	24
E92000001	England	26	398	5	90	304	646	6	31	14	1,521

1 Includes cases where age was not reported

2 Includes occupants of other vehicles

Source: DfT STATS19

The figures in this table are National Statistics

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[Notes & Definitions](#)

Last updated: 26 September 2019

Next update: September 2020

RAS30043

Reported KSI casualties by region, local authority and road user type, England, 2018

		Number of casualties									
ONS Code	Region/Local Authority	Pedestrian		Pedal cycle		Motor cycle	Car	Bus or coach	Van/Light goods	HGV	All ^c
		Child	All ages ¹	Child	All ages ¹						
E12000001	North East	62	260	12	93	159	357	29	12	7	924
E06000047	County Durham	10	43	4	8	32	78	2	0	0	163
E06000005	Darlington	2	16	2	4	7	21	2	1	0	52
E08000020	Gateshead	5	22	0	5	9	26	2	0	2	66
E06000001	Hartlepool	2	8	0	3	2	6	0	0	0	19
E06000002	Middlesbrough	2	12	0	6	5	11	2	2	0	38
E08000021	Newcastle upon Tyne	5	49	1	16	14	24	7	5	0	115
E08000022	North Tyneside	7	23	2	18	9	9	3	0	0	64
E06000048	Northumberland	7	28	2	12	35	113	4	2	5	202
E06000003	Redcar and Cleveland	4	10	0	3	4	8	0	0	0	25
E08000023	South Tyneside	2	12	0	4	13	8	3	0	0	40
E06000004	Stockton-on-Tees	3	15	0	2	14	20	0	0	0	51
E08000024	Sunderland	13	22	1	12	15	33	4	2	0	89
E12000002	North West	193	785	54	412	561	867	24	49	23	2,747
E06000008	Blackburn with Darwen	7	26	2	5	7	28	0	0	0	67
E06000009	Blackpool	6	26	3	13	12	16	1	2	0	72
E08000001	Bolton	12	34	4	11	21	14	1	0	0	82
E08000002	Bury	1	11	1	6	10	11	1	2	0	41
E06000049	Cheshire East	4	25	0	15	40	69	1	7	5	163
E06000050	Cheshire West and Chester	2	21	3	26	30	64	0	6	1	148
E10000006	Cumbria	14	78	1	43	47	148	5	15	5	344
E06000006	Halton	4	11	2	6	6	6	0	1	0	30
E08000011	Knowsley	2	13	0	5	13	13	0	0	0	44
E10000017	Lancashire	37	130	13	92	126	221	3	7	6	595
E08000012	Liverpool	21	85	0	33	29	34	1	1	0	183
E08000003	Manchester	11	56	2	41	45	40	3	1	1	188
E08000004	Oldham	8	19	2	6	15	14	0	1	0	56
E08000005	Rochdale	8	21	1	2	18	6	0	0	0	49
E08000006	Salford	7	20	1	16	19	22	1	1	1	80
E08000014	Sefton	7	32	5	17	13	32	1	0	0	95
E08000013	St. Helens	9	28	2	9	12	24	0	0	0	74
E08000007	Stockport	7	22	3	13	15	14	0	0	0	64
E08000008	Tameside	6	26	1	3	10	10	3	1	1	55
E08000009	Trafford	2	21	3	15	8	13	1	0	0	58
E06000007	Warrington	4	18	0	9	23	26	1	3	1	81
E08000010	Wigan	7	24	4	10	20	20	0	0	1	75
E08000015	Wirral	7	38	1	16	22	22	1	1	1	103
E12000003	Yorkshire and The Humber	191	640	46	363	514	1,171	35	53	23	2,831
E08000016	Barnsley	11	42	5	11	23	71	3	3	1	156
E08000032	Bradford	23	72	3	23	20	57	1	3	0	181
E08000033	Calderdale	8	21	0	11	14	19	1	0	0	67
E08000017	Doncaster	20	50	3	14	26	109	2	4	2	208
E06000011	East Riding of Yorkshire	6	27	3	25	44	127	1	8	2	239
E06000010	Kingston upon Hull, City of	14	51	7	46	42	42	4	1	1	189
E08000034	Kirklees	13	41	0	13	19	53	0	8	1	136
E08000035	Leeds	26	90	7	62	70	102	6	2	4	337
E06000012	North East Lincolnshire	7	18	3	19	23	31	0	4	1	96
E06000013	North Lincolnshire	6	22	4	17	23	65	1	3	1	132
E10000023	North Yorkshire	11	45	2	31	94	177	3	9	5	368
E08000018	Rotherham	9	28	1	8	23	89	2	2	2	158
E08000019	Sheffield	25	82	4	49	39	163	10	3	1	348
E08000036	Wakefield	12	40	3	18	42	49	1	0	2	156
E06000014	York	0	11	1	16	12	17	0	3	0	60

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Reported KSI casualties by region, local authority and road user type, England, 2018

Number of casualties

ONS Code	Region/Local Authority	Pedestrian		Pedal cycle		Motor cycle	Car	Bus or coach	Van/Light goods	HGV	All ^c
		Child	All ages ¹	Child	All ages ¹						
E12000004	East Midlands	76	389	30	234	413	859	29	65	14	2,030
E06000015	Derby	6	20	3	15	21	16	0	0	0	75
E10000007	Derbyshire	8	57	3	37	86	137	2	7	0	330
E06000016	Leicester	11	53	3	16	18	33	2	1	0	123
E10000018	Leicestershire	14	43	3	20	58	111	0	10	2	245
E10000019	Lincolnshire	13	66	6	36	76	285	5	25	9	512
E10000021	Northamptonshire	11	53	6	29	61	120	11	13	1	288
E06000018	Nottingham	6	40	1	31	13	28	4	1	0	118
E10000024	Nottinghamshire	7	56	5	48	76	115	5	7	2	316
E06000017	Rutland	0	1	0	2	4	14	0	1	0	23
E12000005	West Midlands	138	569	24	244	412	847	15	28	10	2,148
E08000025	Birmingham	41	176	3	57	69	158	1	1	0	466
E08000026	Coventry	19	63	5	21	16	41	0	0	1	142
E08000027	Dudley	4	22	1	9	23	24	3	0	1	83
E06000019	Herefordshire, County of	1	13	1	11	22	43	0	1	0	94
E08000028	Sandwell	20	47	1	5	21	29	1	1	0	104
E06000051	Shropshire	2	13	1	18	27	78	0	5	0	143
E08000029	Solihull	2	12	2	7	6	18	1	0	0	44
E10000028	Staffordshire	9	41	1	15	38	89	1	4	2	195
E06000021	Stoke-on-Trent	5	22	0	9	13	16	0	0	1	61
E06000020	Telford and Wrekin	3	12	0	9	7	20	1	1	0	50
E08000030	Walsall	7	21	3	11	23	27	1	0	0	85
E10000031	Warwickshire	10	53	2	39	78	174	5	7	3	360
E08000031	Wolverhampton	5	27	2	13	24	27	0	1	0	92
E10000034	Worcestershire	10	47	2	20	45	103	1	7	2	229
E12000006	East of England	105	492	39	396	547	1,312	17	58	24	2,883
E06000055	Bedford	9	25	1	11	11	25	1	2	1	76
E10000003	Cambridgeshire	10	42	7	83	44	184	11	13	4	385
E06000056	Central Bedfordshire	3	21	2	9	29	80	0	1	0	142
E10000012	Essex	15	113	12	100	169	370	2	15	5	783
E10000015	Hertfordshire	21	88	5	61	86	188	2	9	3	444
E06000032	Luton	4	27	3	10	16	27	0	0	0	80
E10000020	Norfolk	18	71	2	53	101	216	0	4	4	458
E06000031	Peterborough	4	16	1	12	8	41	1	1	1	82
E06000033	Southend-on-Sea	4	22	0	8	6	24	0	1	0	61
E10000029	Suffolk	10	48	5	46	58	116	0	8	5	285
E06000034	Thurrock	7	19	1	3	19	41	0	4	1	87

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Reported KSI casualties by region, local authority and road user type, England, 2018

		Number of casualties									
ONS Code	Region/Local Authority	Pedestrian		Pedal cycle		Motor cycle	Car	Bus or coach	Van/Light goods	HGV	All ^c
		Child	All ages ¹	Child	All ages ¹						
E12000007	London	176	1,368	17	783	1,084	679	112	33	7	4,079
E09000002	Barking and Dagenham	8	29	0	12	23	31	4	1	0	100
E09000003	Barnet	9	43	0	9	48	30	3	1	2	136
E09000004	Bexley	3	23	0	5	27	22	4	1	0	82
E09000005	Brent	7	54	0	15	50	27	5	2	1	155
E09000006	Bromley	4	30	2	15	36	27	3	0	0	112
E09000007	Camden	4	61	0	38	40	9	3	1	0	152
E09000001	City of London	1	29	0	32	15	2	4	0	0	82
E09000008	Croydon	12	40	0	11	38	20	2	1	0	112
E09000009	Ealing	6	57	0	19	42	20	5	1	0	144
E09000010	Enfield	9	48	0	5	33	34	1	4	0	126
E09000011	Greenwich	8	26	0	17	41	21	0	0	1	109
E09000012	Hackney	11	64	2	36	37	13	7	1	0	159
E09000013	Hammersmith and Fulham	0	43	0	24	36	8	0	0	0	111
E09000014	Haringey	8	51	0	17	26	21	1	2	0	118
E09000015	Harrow	9	27	1	7	16	20	1	0	0	71
E09000016	Havering	3	23	2	7	18	32	2	0	0	82
E09000017	Hillingdon	6	41	1	13	22	47	2	2	0	127
E09000018	Hounslow	6	33	1	22	35	29	3	0	0	122
E09000019	Islington	3	34	2	49	37	14	7	0	0	141
E09000020	Kensington and Chelsea	4	50	1	26	39	6	4	0	0	126
E09000021	Kingston upon Thames	2	16	0	14	10	9	4	2	0	55
E09000022	Lambeth	5	62	0	51	61	19	7	1	0	202
E09000023	Lewisham	4	32	0	18	31	18	5	1	0	107
E09000024	Merton	3	21	0	10	28	16	2	1	0	78
E09000025	Newham	5	45	1	17	23	19	3	1	0	108
E09000026	Redbridge	4	38	1	12	20	33	0	1	0	104
E09000027	Richmond upon Thames	7	20	0	33	15	12	4	1	0	85
E09000028	Southwark	8	54	1	62	48	19	7	0	0	190
E09000029	Sutton	5	19	0	6	18	25	2	0	0	70
E09000030	Tower Hamlets	7	57	0	38	43	18	4	2	1	163
E09000031	Waltham Forest	1	31	0	18	24	24	2	4	0	103
E09000032	Wandsworth	3	51	1	54	49	12	2	1	0	169
E09000033	Westminster	1	116	1	71	53	18	9	1	2	272
	London Airport (Heathrow)	0	0	0	0	2	4	0	0	0	6
E12000008	South East	149	751	80	747	1,063	1,826	39	92	26	4,586
E06000036	Bracknell Forest	0	0	0	1	6	9	0	1	0	17
E06000043	Brighton and Hove	7	47	3	47	41	26	3	1	0	165
E10000002	Buckinghamshire	3	27	3	25	30	69	0	2	3	158
E10000011	East Sussex	14	63	9	43	96	132	9	7	2	355
E10000014	Hampshire	12	94	16	126	214	254	7	16	3	718
E06000046	Isle of Wight	1	9	1	10	25	36	2	0	0	83
E10000016	Kent	25	125	8	67	161	361	3	13	6	741
E06000035	Medway	9	26	1	9	29	37	0	1	0	104
E06000042	Milton Keynes	4	14	0	15	17	37	0	2	0	86
E10000025	Oxfordshire	11	36	1	45	51	129	3	4	0	272
E06000044	Portsmouth	1	25	8	45	21	20	1	0	0	115
E06000038	Reading	5	18	2	15	10	1	0	0	0	46
E06000039	Slough	3	17	1	6	10	17	0	1	2	53
E06000045	Southampton	10	29	3	27	39	18	1	0	0	114
E10000030	Surrey	23	113	13	150	171	439	9	29	8	929
E06000037	West Berkshire	0	6	0	9	8	35	0	1	0	59
E10000032	West Sussex	17	81	11	91	110	187	1	8	1	483
E06000040	Windsor and Maidenhead	3	15	0	5	12	14	0	2	1	49
E06000041	Wokingham	1	6	0	11	12	5	0	4	0	39

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Reported KSI casualties by region, local authority and road user type, England, 2018

		Number of casualties									
ONS Code	Region/Local Authority	Pedestrian		Pedal cycle		Motor cycle	Car	Bus or coach	Van/Light goods	HG ^v	All ^c
		Child	All ages ¹	Child	All ages ¹						
E12000009	South West	66	383	8	269	543	908	10	43	7	2,196
E06000022	Bath and North East Somerset	1	10	0	3	6	25	0	0	1	45
E06000028	Bournemouth	2	19	0	14	8	3	0	0	0	44
E06000023	Bristol, City of	4	30	2	34	22	22	0	0	0	110
E06000052	Cornwall	10	55	1	16	72	146	0	5	1	303
E10000008	Devon	10	57	1	47	100	171	4	10	0	395
E10000009	Dorset	5	21	1	18	54	91	0	3	1	190
E10000013	Gloucestershire	5	44	0	38	65	122	3	11	2	291
E06000053	Isles of Scilly	0	0	0	0	0	0	0	0	0	0
E06000024	North Somerset	3	10	0	13	13	18	0	2	0	56
E06000026	Plymouth	7	26	2	21	32	19	0	0	0	99
E06000029	Poole	3	16	0	16	20	8	0	0	0	61
E10000027	Somerset	1	19	0	13	38	121	0	1	0	194
E06000025	South Gloucestershire	2	9	0	5	16	25	0	1	1	57
E06000030	Swindon	6	24	0	4	24	12	1	1	0	67
E06000027	Torbay	3	17	0	5	20	11	2	0	0	56
E06000054	Wiltshire	4	26	1	22	53	114	0	9	1	228
E92000001	England	1,156	5,637	310	3,541	5,296	8,826	310	433	141	24,424

1 Includes cases where age was not reported

2 Includes occupants of other vehicles

Source: DfT STATS19

The figures in this table are National Statistics

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[Notes & Definitions](#)

Last updated: 26 September 2019

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Reported casualties by region, local authority and road user type, England, 2018

		Number of casualties									
ONS Code	Region/Local Authority	Pedestrian		Pedal cycle		Motor cycle	Car	Bus or coach	Van/Light goods	HGV	All ^c
		Child	All ages ¹	Child	All ages ¹						
E12000001	North East	234	812	88	484	331	3,150	266	118	28	5,249
E06000047	County Durham	41	145	13	67	73	698	51	31	1	1,083
E06000005	Darlington	12	44	8	31	12	156	7	5	1	258
E08000020	Gateshead	18	70	5	33	28	336	22	8	7	507
E06000001	Hartlepool	8	23	3	14	3	57	0	2	1	101
E06000002	Middlesbrough	17	49	11	56	17	167	10	10	3	314
E08000021	Newcastle upon Tyne	36	161	7	72	40	365	58	18	0	727
E08000022	North Tyneside	22	60	12	55	18	128	24	3	1	293
E06000048	Northumberland	23	76	10	51	54	535	28	14	10	775
E06000003	Redcar and Cleveland	12	36	3	12	10	108	0	4	1	172
E08000023	South Tyneside	14	42	5	22	26	123	23	5	1	245
E06000004	Stockton-on-Tees	10	41	2	24	23	137	8	10	0	245
E08000024	Sunderland	21	65	9	47	27	340	35	8	2	529
E12000002	North West	787	2,746	296	1,793	1,327	10,336	258	370	118	17,101
E06000008	Blackburn with Darwen	24	90	5	21	27	340	0	4	2	489
E06000009	Blackpool	28	87	10	48	36	269	2	4	0	452
E08000001	Bolton	42	124	9	46	46	331	9	6	0	567
E08000002	Bury	8	52	3	20	27	199	5	7	2	314
E06000049	Cheshire East	19	102	8	120	86	580	9	36	12	949
E06000050	Cheshire West and Chester	18	86	19	109	94	554	0	23	14	881
E10000006	Cumbria	48	218	19	148	130	1,060	27	69	19	1,687
E06000006	Halton	13	32	16	37	20	126	3	9	3	230
E08000011	Knowsley	14	45	8	26	21	225	3	6	1	329
E10000017	Lancashire	157	500	61	331	288	2,412	40	69	25	3,735
E08000012	Liverpool	84	288	12	167	67	586	43	20	0	1,176
E08000003	Manchester	63	232	19	198	84	769	28	14	7	1,339
E08000004	Oldham	32	82	9	30	26	279	2	5	0	427
E08000005	Rochdale	29	79	3	17	24	198	1	1	2	328
E08000006	Salford	34	93	7	63	46	318	6	12	7	548
E08000014	Sefton	33	110	14	65	32	398	14	18	2	640
E08000013	St. Helens	27	67	7	32	31	193	0	5	0	331
E08000007	Stockport	9	63	11	53	40	193	6	8	3	369
E08000008	Tameside	19	74	6	22	23	253	26	14	2	418
E08000009	Trafford	12	64	9	61	20	182	3	4	2	337
E06000007	Warrington	16	58	13	72	63	362	7	18	11	591
E08000010	Wigan	27	80	15	40	37	210	2	7	3	380
E08000015	Wirral	31	120	13	67	59	299	22	11	1	584
E12000003	Yorkshire and The Humber	639	1,996	218	1,571	1,210	8,288	419	315	100	13,993
E08000016	Barnsley	22	83	13	34	57	388	22	14	6	610
E08000032	Bradford	78	242	19	102	82	819	24	19	2	1,295
E08000033	Calderdale	24	72	4	30	31	256	6	13	1	411
E08000017	Doncaster	38	107	15	71	46	527	14	25	3	798
E06000011	East Riding of Yorkshire	25	82	19	104	82	625	18	33	8	965
E06000010	Kingston upon Hull, City of	59	174	29	227	103	419	48	10	2	990
E08000034	Kirklees	55	156	8	64	81	567	16	21	2	910
E08000035	Leeds	105	315	23	285	146	1,072	111	40	21	1,995
E06000012	North East Lincolnshire	19	66	14	97	47	249	35	8	3	506
E06000013	North Lincolnshire	19	56	11	46	44	357	7	6	11	534
E10000023	North Yorkshire	43	171	18	136	211	1,112	26	58	25	1,757
E08000018	Rotherham	20	68	7	29	52	441	7	20	3	629
E08000019	Sheffield	74	227	14	138	95	743	59	18	3	1,289
E08000036	Wakefield	46	119	13	70	79	516	18	17	9	833
E06000014	York	12	58	11	138	54	197	8	13	1	471

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Reported casualties by region, local authority and road user type, England, 2018

		Number of casualties									
ONS Code	Region/Local Authority	Pedestrian		Pedal cycle		Motor cycle	Car	Bus or coach	Van/Light goods	HGV	All ^c
		Child	All ages ¹	Child	All ages ¹						
E12000004	East Midlands	353	1,444	169	1,046	1,051	6,954	356	336	73	11,370
E06000015	Derby	30	115	11	81	50	268	15	2	2	539
E10000007	Derbyshire	44	195	17	137	195	906	45	43	6	1,538
E06000016	Leicester	51	188	21	116	48	472	28	6	1	866
E10000018	Leicestershire	36	121	15	100	115	803	4	44	10	1,207
E10000019	Lincolnshire	56	240	28	169	219	1,728	19	89	35	2,533
E10000021	Northamptonshire	44	180	23	126	146	850	81	65	9	1,460
E06000018	Nottingham	29	190	20	133	79	583	94	18	0	1,110
E10000024	Nottinghamshire	63	211	33	178	192	1,295	70	68	10	2,049
E06000017	Rutland	0	4	1	6	7	49	0	1	0	68
E12000005	West Midlands	535	1,914	172	1,061	952	9,004	113	271	53	13,489
E08000025	Birmingham	154	610	31	256	169	2,395	33	42	4	3,539
E08000026	Coventry	56	179	15	82	39	463	4	6	5	785
E08000027	Dudley	30	102	9	44	51	338	12	11	2	563
E06000019	Herefordshire, County of	10	43	4	40	41	313	1	17	3	465
E08000028	Sandwell	48	149	7	37	47	564	7	16	1	825
E06000051	Shropshire	20	58	8	52	70	428	2	26	1	648
E08000029	Solihull	17	54	8	37	21	232	7	8	1	361
E10000028	Staffordshire	43	146	15	78	117	1,055	14	29	17	1,473
E06000021	Stoke-on-Trent	22	89	6	43	44	338	8	3	1	528
E06000020	Telford and Wrekin	6	25	4	27	20	161	3	7	2	246
E08000030	Walsall	31	94	9	43	44	483	2	13	0	682
E10000031	Warwickshire	36	136	19	166	141	1,131	7	46	9	1,654
E08000031	Wolverhampton	26	96	14	58	50	414	5	13	1	639
E10000034	Worcestershire	36	133	23	98	98	689	8	34	6	1,081
E12000006	East of England	368	1,613	208	1,529	1,379	10,714	161	422	139	16,121
E06000055	Bedford	27	67	8	63	41	273	8	14	3	474
E10000003	Cambridgeshire	35	142	26	313	116	1,162	42	59	30	1,886
E06000056	Central Bedfordshire	15	82	13	43	75	683	23	25	14	953
E10000012	Essex	69	332	40	265	346	2,322	28	107	24	3,446
E10000015	Hertfordshire	75	295	29	247	233	1,942	21	99	13	2,882
E06000032	Luton	21	116	9	47	42	487	5	3	1	703
E10000020	Norfolk	48	227	30	231	246	1,547	23	40	23	2,370
E06000031	Peterborough	13	55	11	62	44	486	3	11	4	674
E06000033	Southend-on-Sea	12	60	4	36	26	222	4	3	1	355
E10000029	Suffolk	39	198	35	203	170	1,298	4	39	18	1,953
E06000034	Thurrock	14	39	3	19	40	292	0	22	8	425

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Reported casualties by region, local authority and road user type, England, 2018

ONS Code	Region/Local Authority	Number of casualties										
		Pedestrian		Pedal cycle			Motor cycle	Car	Bus or coach	Van/Light goods	HGV	All ^c
		Child	All ages ¹	Child	All ages ¹	All ages ¹						
E12000007	London	991	5,767	146	4,756	5,126	12,813	1,452	573	62	30,617	
E09000002	Barking and Dagenham	38	105	6	43	64	527	34	22	0	797	
E09000003	Barnet	51	230	2	76	181	646	52	22	4	1,213	
E09000004	Bexley	32	101	3	37	73	371	30	21	2	637	
E09000005	Brent	37	222	4	85	244	475	51	22	1	1,103	
E09000006	Bromley	22	148	4	87	133	458	40	29	2	900	
E09000007	Camden	21	248	6	258	218	243	41	15	1	1,024	
E09000001	City of London	2	84	1	100	65	27	19	0	0	296	
E09000008	Croydon	61	213	7	90	167	508	53	15	1	1,049	
E09000009	Ealing	32	199	4	120	190	565	62	21	4	1,162	
E09000010	Enfield	46	187	5	49	113	681	55	38	2	1,127	
E09000011	Greenwich	35	130	6	103	134	453	44	13	4	884	
E09000012	Hackney	33	207	7	249	179	261	66	16	2	984	
E09000013	Hammersmith and Fulham	16	181	2	180	209	174	27	14	0	787	
E09000014	Haringey	35	194	3	108	175	440	76	18	3	1,017	
E09000015	Harrow	25	119	3	40	64	258	15	12	1	510	
E09000016	Havering	24	92	5	46	53	509	47	31	3	785	
E09000017	Hillingdon	28	150	6	56	81	579	36	14	3	921	
E09000018	Hounslow	32	144	7	127	170	467	29	16	2	956	
E09000019	Islington	28	160	6	261	188	190	37	11	4	853	
E09000020	Kensington and Chelsea	15	162	3	177	190	174	32	11	2	750	
E09000021	Kingston upon Thames	12	72	4	86	68	146	12	4	0	388	
E09000022	Lambeth	38	295	6	344	313	393	86	18	2	1,458	
E09000023	Lewisham	33	168	9	164	140	451	71	15	0	1,011	
E09000024	Merton	20	114	1	83	120	246	22	14	0	599	
E09000025	Newham	46	219	7	104	102	567	68	17	6	1,085	
E09000026	Redbridge	34	165	2	54	85	637	21	14	3	980	
E09000027	Richmond upon Thames	19	84	5	134	92	169	14	9	0	502	
E09000028	Southwark	28	234	4	362	253	330	87	20	3	1,291	
E09000029	Sutton	23	77	4	37	66	294	19	15	0	508	
E09000030	Tower Hamlets	40	236	4	301	256	475	42	23	2	1,337	
E09000031	Waltham Forest	28	157	4	118	111	408	21	22	1	843	
E09000032	Wandsworth	31	199	3	292	266	290	38	18	0	1,105	
E09000033	Westminster	26	465	3	380	358	377	101	22	3	1,709	
	London Airport (Heathrow)	0	6	0	5	5	24	4	1	1	46	
E12000008	South East	643	2,704	393	2,816	2,768	15,733	357	707	153	25,444	
E06000036	Bracknell Forest	3	7	5	19	16	80	0	5	0	127	
E06000043	Brighton and Hove	28	168	10	164	124	282	48	14	1	805	
E10000002	Buckinghamshire	26	127	7	96	107	796	5	29	9	1,180	
E10000011	East Sussex	51	192	22	116	214	1,045	64	67	18	1,724	
E10000014	Hampshire	65	302	86	425	455	1,973	34	91	23	3,326	
E06000046	Isle of Wight	10	41	6	33	55	231	7	6	0	376	
E10000016	Kent	130	539	49	324	495	3,690	77	155	26	5,389	
E06000035	Medway	45	111	13	43	87	518	8	8	0	785	
E06000042	Milton Keynes	13	48	6	52	56	554	7	21	4	743	
E10000025	Oxfordshire	41	145	22	253	156	875	20	42	15	1,514	
E06000044	Portsmouth	18	95	27	180	62	251	6	6	2	608	
E06000038	Reading	13	68	9	74	42	130	4	8	1	329	
E06000039	Slough	17	70	7	46	32	210	1	3	2	366	
E06000045	Southampton	30	111	15	115	111	268	9	5	1	621	
E10000030	Surrey	76	352	51	445	421	2,709	45	142	35	4,172	
E06000037	West Berkshire	8	26	4	33	23	192	1	13	1	291	
E10000032	West Sussex	51	233	47	316	257	1,602	21	75	13	2,534	
E06000040	Windsor and Maidenhead	12	44	3	39	25	169	0	6	2	286	
E06000041	Wokingham	6	25	4	43	30	158	0	11	0	268	

RAS30043

Reported casualties by region, local authority and road user type, England, 2018

ONS Code	Region/Local Authority	Number of casualties									
		Pedestrian		Pedal cycle		Motor cycle	Car	Bus or coach	Van/Light goods	HG ^v	All ^c
		Child	All ages ¹	Child	All ages ¹						
E12000009	South West	322	1,476	144	1,442	1,475	8,041	106	363	55	13,061
E06000022	Bath and North East Somerset	3	45	1	45	32	209	0	1	4	337
E06000028	Bournemouth	12	69	10	88	49	169	10	4	0	391
E06000023	Bristol, City of	37	184	7	284	127	520	17	7	0	1,144
E06000052	Cornwall	31	153	14	83	183	1,155	16	68	8	1,690
E10000008	Devon	49	209	15	149	240	1,408	22	73	10	2,132
E10000009	Dorset	14	83	11	72	131	668	4	26	5	994
E10000013	Gloucestershire	28	127	18	152	119	540	13	33	5	998
E06000053	Isles of Scilly	1	1	0	0	0	1	0	0	0	2
E06000024	North Somerset	11	51	6	63	45	292	0	10	2	464
E06000026	Plymouth	28	96	5	65	95	328	2	7	2	598
E06000029	Poole	11	40	12	80	50	145	5	13	0	335
E10000027	Somerset	23	126	13	109	113	996	4	13	5	1,377
E06000025	South Gloucestershire	15	52	4	82	54	380	1	8	4	581
E06000030	Swindon	16	58	10	56	65	281	6	18	2	488
E06000027	Torbay	17	78	5	28	48	165	3	7	0	332
E06000054	Wiltshire	26	104	13	86	124	784	3	75	8	1,198
E92000001	England	4,872	20,472	1,834	16,498	15,619	85,033	3,488	3,475	781	146,445

1 Includes cases where age was not reported

2 Includes occupants of other vehicles

Source: DfT STATS19

The figures in this table are National Statistics

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[Notes & Definitions](#)

Last updated: 26 September 2019

Next update: September 2020

RAS30045

Reported casualty rate per million population by region, local authority and road user type, England, 2018

ONS Code	Region/Local Authority	Rate per million population							
		Pedestrian	Pedal cycle	Motor cycle	Car	Bus or coach	Van/Light goods	HGV	All ¹
E12000001	North East	306	182	125	1,185	100	44	11	1,975
E06000047	County Durham	275	127	139	1,325	97	59	2	2,055
E06000005	Darlington	413	291	113	1,464	66	47	9	2,421
E08000020	Gateshead	346	163	138	1,659	109	40	35	2,504
E06000001	Hartlepool	247	150	32	611	0	21	11	1,083
E06000002	Middlesbrough	349	398	121	1,188	71	71	21	2,234
E08000021	Newcastle upon Tyne	536	240	133	1,216	193	60	0	2,422
E08000022	North Tyneside	291	267	87	621	117	15	5	1,422
E06000048	Northumberland	237	159	169	1,670	87	44	31	2,420
E06000003	Redcar and Cleveland	263	88	73	790	0	29	7	1,258
E08000023	South Tyneside	280	146	173	819	153	33	7	1,630
E06000004	Stockton-on-Tees	208	122	117	695	41	51	0	1,242
E08000024	Sunderland	234	169	97	1,226	126	29	7	1,907
E12000002	North West	377	246	182	1,417	35	51	16	2,345
E06000008	Blackburn with Darwen	604	141	181	2,283	0	27	13	3,283
E06000009	Blackpool	625	345	258	1,931	14	29	0	3,245
E08000001	Bolton	435	161	161	1,160	32	21	0	1,987
E08000002	Bury	274	105	142	1,047	26	37	11	1,652
E06000049	Cheshire East	268	315	226	1,523	24	95	32	2,492
E06000050	Cheshire West and Chester	253	320	276	1,627	0	68	41	2,587
E10000006	Cumbria	437	297	261	2,125	54	138	38	3,382
E06000006	Halton	249	288	156	981	23	70	23	1,791
E08000011	Knowsley	301	174	140	1,504	20	40	7	2,200
E10000017	Lancashire	413	274	238	1,993	33	57	21	3,087
E08000012	Liverpool	582	338	135	1,184	87	40	0	2,377
E08000003	Manchester	424	362	153	1,404	51	26	13	2,445
E08000004	Oldham	348	127	110	1,184	8	21	0	1,812
E08000005	Rochdale	359	77	109	900	5	5	9	1,491
E08000006	Salford	366	248	181	1,250	24	47	28	2,154
E08000014	Sefton	399	236	116	1,445	51	65	7	2,324
E08000013	St. Helens	372	178	172	1,072	0	28	0	1,838
E08000007	Stockport	216	182	137	661	21	27	10	1,265
E08000008	Tameside	329	98	102	1,123	115	62	9	1,856
E08000009	Trafford	271	258	85	770	13	17	8	1,426
E06000007	Warrington	277	344	301	1,728	33	86	52	2,820
E08000010	Wigan	245	123	113	644	6	21	9	1,165
E08000015	Wirral	371	207	183	925	68	34	3	1,807
E12000003	Yorkshire and The Humber	364	287	221	1,513	76	57	18	2,554
E08000016	Barnsley	339	139	232	1,582	90	57	24	2,488
E08000032	Bradford	451	190	153	1,525	45	35	4	2,411
E08000033	Calderdale	343	143	148	1,219	29	62	5	1,956
E08000017	Doncaster	345	229	148	1,697	45	81	10	2,570
E06000011	East Riding of Yorkshire	241	306	241	1,840	53	97	24	2,841
E06000010	Kingston upon Hull, City of	668	871	395	1,608	184	38	8	3,798
E08000034	Kirklees	356	146	185	1,292	36	48	5	2,074
E08000035	Leeds	399	361	185	1,358	141	51	27	2,528
E06000012	North East Lincolnshire	413	607	294	1,558	219	50	19	3,166
E06000013	North Lincolnshire	326	267	256	2,076	41	35	64	3,105
E10000023	North Yorkshire	278	221	343	1,810	42	94	41	2,859
E08000018	Rotherham	257	110	196	1,666	26	76	11	2,377
E08000019	Sheffield	390	237	163	1,276	101	31	5	2,213
E08000036	Wakefield	345	203	229	1,495	52	49	26	2,414
E06000014	York	276	657	257	939	38	62	5	2,244

RAS30045

Reported casualty rate per million population by region, local authority and road user type, England, 2018

		Rate per million population							
<u>ONS Code</u>	<u>Region/Local Authority</u>	<u>Pedestrian</u>	<u>Pedal cycle</u>	<u>Motor cycle</u>	<u>Car</u>	<u>Bus or coach</u>	<u>Van/Light goods</u>	<u>HGV</u>	<u>All¹</u>
E12000004	East Midlands	301	218	219	1,447	74	70	15	2,367
E06000015	Derby	447	315	194	1,042	58	8	8	2,096
E10000007	Derbyshire	245	172	245	1,138	57	54	8	1,932
E06000016	Leicester	529	327	135	1,329	79	17	3	2,438
E10000018	Leicestershire	173	143	165	1,150	6	63	14	1,729
E10000019	Lincolnshire	318	224	290	2,286	25	118	46	3,351
E10000021	Northamptonshire	241	169	195	1,137	108	87	12	1,953
E06000018	Nottingham	574	402	239	1,761	284	54	0	3,353
E10000024	Nottinghamshire	256	216	233	1,573	85	83	12	2,489
E06000017	Rutland	101	151	176	1,234	0	25	0	1,713
E12000005	West Midlands	324	180	161	1,526	19	46	9	2,286
E08000025	Birmingham	534	224	148	2,098	29	37	4	3,101
E08000026	Coventry	488	224	106	1,262	11	16	14	2,140
E08000027	Dudley	318	137	159	1,054	37	34	6	1,756
E06000019	Herefordshire, County of	224	208	213	1,629	5	88	16	2,421
E08000028	Sandwell	455	113	144	1,723	21	49	3	2,520
E06000051	Shropshire	181	162	219	1,336	6	81	3	2,023
E08000029	Solihull	251	172	98	1,080	33	37	5	1,680
E10000028	Staffordshire	167	89	134	1,205	16	33	19	1,683
E06000021	Stoke-on-Trent	348	168	172	1,321	31	12	4	2,064
E06000020	Telford and Wrekin	141	152	112	906	17	39	11	1,384
E08000030	Walsall	332	152	155	1,704	7	46	0	2,407
E10000031	Warwickshire	238	291	247	1,981	12	81	16	2,897
E08000031	Wolverhampton	366	221	191	1,580	19	50	4	2,439
E10000034	Worcestershire	225	166	166	1,164	14	57	10	1,826
E12000006	East of England	260	247	222	1,728	26	68	22	2,600
E06000055	Bedford	390	367	239	1,591	47	82	17	2,762
E10000003	Cambridgeshire	218	480	178	1,784	64	91	46	2,895
E06000056	Central Bedfordshire	289	152	264	2,408	81	88	49	3,360
E10000012	Essex	225	179	234	1,571	19	72	16	2,332
E10000015	Hertfordshire	249	209	197	1,640	18	84	11	2,433
E06000032	Luton	542	220	196	2,275	23	14	5	3,283
E10000020	Norfolk	251	256	272	1,712	25	44	25	2,623
E06000031	Peterborough	274	308	219	2,417	15	55	20	3,353
E06000033	Southend-on-Sea	329	197	142	1,217	22	16	5	1,946
E10000029	Suffolk	261	268	224	1,711	5	51	24	2,575
E06000034	Thurrock	226	110	232	1,693	0	128	46	2,463

RAS30045

Reported casualty rate per million population by region, local authority and road user type, England, 2018

		Rate per million population							
ONS Code	Region/Local Authority	Pedestrian	Pedal cycle	Motor cycle	Car	Bus or coach	Van/Light goods	HGV	All ¹
E12000007	London ²	647	534	575	1,438	163	64	7	3,437
E09000002	Barking and Dagenham	495	203	302	2,486	160	104	0	3,759
E09000003	Barnet	587	194	462	1,647	133	56	10	3,093
E09000004	Bexley	408	150	295	1,500	121	85	8	2,576
E09000005	Brent	671	257	738	1,436	154	67	3	3,334
E09000006	Bromley	447	263	402	1,383	121	88	6	2,718
E09000007	Camden	946	984	831	927	156	57	4	3,905
E09000001	City of London	9,649	11,486	7,466	3,101	2,182	0	0	34,000
E09000008	Croydon	553	234	433	1,318	138	39	3	2,722
E09000009	Ealing	582	351	556	1,652	181	61	12	3,398
E09000010	Enfield	560	147	338	2,040	165	114	6	3,376
E09000011	Greenwich	454	360	468	1,583	154	45	14	3,089
E09000012	Hackney	740	890	640	933	236	57	7	3,518
E09000013	Hammersmith and Fulham	976	971	1,127	938	146	76	0	4,244
E09000014	Haringey	717	399	647	1,626	281	67	11	3,758
E09000015	Harrow	476	160	256	1,031	60	48	4	2,039
E09000016	Havering	357	178	206	1,974	182	120	12	3,045
E09000017	Hillingdon	492	184	266	1,899	118	46	10	3,021
E09000018	Hounslow	532	469	628	1,725	107	59	7	3,531
E09000019	Islington	669	1,091	786	795	155	46	17	3,567
E09000020	Kensington and Chelsea	1,037	1,133	1,216	1,114	205	70	13	4,802
E09000021	Kingston upon Thames	410	490	388	832	68	23	0	2,211
E09000022	Lambeth	905	1,055	960	1,206	264	55	6	4,474
E09000023	Lewisham	553	540	461	1,486	234	49	0	3,331
E09000024	Merton	553	403	582	1,193	107	68	0	2,905
E09000025	Newham	622	295	290	1,611	193	48	17	3,082
E09000026	Redbridge	543	178	280	2,096	69	46	10	3,225
E09000027	Richmond upon Thames	427	681	467	858	71	46	0	2,549
E09000028	Southwark	738	1,141	797	1,040	274	63	9	4,069
E09000029	Sutton	376	181	323	1,437	93	73	0	2,484
E09000030	Tower Hamlets	743	947	806	1,495	132	72	6	4,208
E09000031	Waltham Forest	567	426	401	1,475	76	80	4	3,047
E09000032	Wandsworth	610	894	815	888	116	55	0	3,385
E09000033	Westminster	1,821	1,488	1,402	1,477	396	86	12	6,693
E12000008	South East	296	308	303	1,723	39	77	17	2,786
E06000036	Bracknell Forest	58	156	131	657	0	41	0	1,044
E06000043	Brighton and Hove	579	565	427	971	165	48	3	2,772
E10000002	Buckinghamshire	235	178	198	1,474	9	54	17	2,185
E10000011	East Sussex	346	209	386	1,884	115	121	32	3,109
E10000014	Hampshire	219	309	331	1,434	25	66	17	2,417
E06000046	Isle of Wight	290	233	389	1,632	49	42	0	2,657
E10000016	Kent	344	207	316	2,352	49	99	17	3,435
E06000035	Medway	399	155	313	1,864	29	29	0	2,825
E06000042	Milton Keynes	179	194	208	2,062	26	78	15	2,766
E10000025	Oxfordshire	211	368	227	1,273	29	61	22	2,202
E06000044	Portsmouth	442	837	288	1,167	28	28	9	2,826
E06000038	Reading	417	453	257	797	25	49	6	2,016
E06000039	Slough	469	308	215	1,408	7	20	13	2,455
E06000045	Southampton	439	455	439	1,060	36	20	4	2,457
E10000030	Surrey	296	374	354	2,277	38	119	29	3,506
E06000037	West Berkshire	164	208	145	1,211	6	82	6	1,836
E10000032	West Sussex	271	368	299	1,865	24	87	15	2,950
E06000040	Windsor and Maidenhead	292	258	166	1,120	0	40	13	1,895
E06000041	Wokingham	149	256	179	941	0	65	0	1,595

RAS30045

Reported casualty rate per million population by region, local authority and road user type, England, 2018

ONS Code	Region/Local Authority	Rate per million population							
		Pedestrian	Pedal cycle	Motor cycle	Car	Bus or coach	Van/Light goods	HGV	All ¹
E12000009	South West	264	258	263	1,436	19	65	10	2,332
E06000022	Bath and North East Somerset	234	234	167	1,088	0	5	21	1,754
E06000028	Bournemouth	355	453	252	870	51	21	0	2,012
E06000023	Bristol, City of	397	613	274	1,122	37	15	0	2,469
E06000052	Cornwall	270	147	323	2,041	28	120	14	2,986
E10000008	Devon	263	187	302	1,770	28	92	13	2,681
E10000009	Dorset	195	169	307	1,566	9	61	12	2,331
E10000013	Gloucestershire	200	240	188	852	21	52	8	1,575
E06000053	Isles of Scilly	446	0	0	446	0	0	0	892
E06000024	North Somerset	238	295	210	1,365	0	47	9	2,169
E06000026	Plymouth	365	247	361	1,247	8	27	8	2,273
E06000029	Poole	264	528	330	958	33	86	0	2,213
E10000027	Somerset	225	195	202	1,780	7	23	9	2,462
E06000025	South Gloucestershire	184	290	191	1,344	4	28	14	2,056
E06000030	Swindon	261	252	293	1,266	27	81	9	2,198
E06000027	Torbay	574	206	354	1,215	22	52	0	2,445
E06000054	Wiltshire	209	173	249	1,574	6	151	16	2,405
E92000001	England ²	366	295	279	1,519	62	62	14	2,616

1 Includes occupants of other vehicles

2 Includes London (Heathrow) Airport

Source: DfT STATS19, ONS mid-year population estimates
The figures in this table are National Statistics

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[Notes & Definitions](#)

Last updated: 26 September 2019

Next update: September 2020

RAS30059

Reported road accident casualties by severity, Great Britain 1979 - 2018

Year	Killed		Seriously injured	KSI ¹		Slightly injured	All severities	Traffic ²	Casualty rate ²		
	All	of which children		All	of which children				KSI ¹	Slight	All severities
2010-2014 average	1,799	55	22,657	24,456	2,250	172,838	197,294	308	79	561	640
1979	6,352	636	80,544	86,896	12,458	247,617	334,513	162	537	1,530	2,067
1980	5,953	533	78,906	84,859	12,087	241,873	326,732	172	493	1,405	1,898
1981	5,846	571	78,259	84,105	11,674	240,735	324,840	175	479	1,372	1,852
1982	5,937	536	79,745	85,682	11,819	248,649	334,331	181	474	1,376	1,850
1983	5,445	605	70,623	76,068	11,743	232,516	308,584	183	416	1,271	1,687
1984	5,599	588	73,059	78,658	12,041	245,656	324,314	192	409	1,278	1,687
1985	5,165	515	70,980	76,145	11,129	241,379	317,524	196	388	1,230	1,619
1986	5,385	450	68,757	74,142	10,071	247,347	321,489	206	361	1,204	1,564
1987	5,125	466	64,293	69,418	9,553	242,055	311,473	221	314	1,094	1,407
1988	5,052	462	63,491	68,543	9,371	253,762	322,305	237	290	1,072	1,362
1989	5,373	440	63,158	68,531	9,405	273,061	341,592	256	268	1,066	1,334
1990	5,217	417	60,441	65,658	9,287	275,483	341,141	259	254	1,066	1,319
1991	4,568	377	51,618	56,186	8,061	255,182	311,368	259	217	985	1,202
1992	4,229	310	49,256	53,485	7,744	257,268	310,753	259	206	993	1,200
1993	3,814	306	45,020	48,834	6,976	257,301	306,135	259	189	995	1,183
1994	3,650	299	46,540	50,190	7,525	265,169	315,359	264	190	1,003	1,193
1995	3,621	270	45,533	49,154	7,253	261,533	310,687	270	182	970	1,152
1996	3,598	270	44,499	48,097	6,989	272,481	320,578	277	174	985	1,159
1997	3,599	255	42,984	46,583	6,452	281,220	327,803	282	165	996	1,161
1998	3,421	206	40,834	44,255	6,079	280,957	325,212	287	154	978	1,132
1999	3,423	221	39,122	42,545	5,699	277,765	320,310	293	145	949	1,094
2000	3,409	191	38,155	41,564	5,202	278,719	320,283	293	142	952	1,094
2001	3,450	219	37,110	40,560	4,988	272,749	313,309	296	137	921	1,057
2002	3,431	179	35,976	39,407	4,596	263,198	302,605	303	130	868	998
2003	3,508	171	33,707	37,215	4,100	253,392	290,607	305	122	830	952
2004	3,221	166	31,130	34,351	3,905	246,489	280,840	309	111	796	907
2005	3,201	141	28,954	32,155	3,472	238,862	271,017	310	104	772	875
2006	3,172	169	28,673	31,845	3,294	226,559	258,404	314	101	721	823
2007	2,946	121	27,774	30,720	3,090	217,060	247,780	317	97	686	783
2008	2,538	124	26,034	28,572	2,807	202,333	230,905	314	91	645	736
2009	2,222	81	24,690	26,912	2,671	195,234	222,146	311	87	628	714
2010	1,850	55	22,660	24,510	2,502	184,138	208,648	306	80	601	681
2011	1,901	60	23,122	25,023	2,412	178,927	203,950	307	82	583	665
2012	1,754	61	23,039	24,793	2,272	170,930	195,723	306	81	559	640
2013	1,713	48	21,657	23,370	1,980	160,300	183,670	307	76	522	599
2014	1,775	53	22,807	24,582	2,082	169,895	194,477	314	78	541	619
2015	1,730	54	22,144	23,874	1,964	162,315	186,189	320	75	507	582
2016	1,792	69	24,101	25,893	2,102	155,491	181,384	326	79	477	556
2017	1,793	48	24,831	26,624	2,146	144,369	170,993	330	81	443	524
2018	1,784	48	25,511	27,295	2,139	133,302	160,597	331	82	402	485

1 Killed or seriously injured.

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

Source: DfT STATS19, DfT National Road Traffic Survey

The figures in this table are National Statistics

[Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced for high level series. More information on the change and the adjustment process is available in the 2018 annual report.](#)

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[Notes & Definitions](#)

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RAS30062

Reported children (aged 0-15) killed or seriously injured by road user type, Great Britain 1979 - 2018

	Pedestrians	Pedal cyclists	Car users	Other road users	Males	Females	Age 0-4	Age 5-8	Age 9-11	Age 12-15	All
2010-14 average	1,506	336	333	74	1,453	796	304	462	525	959	2,250
1979	7,794	2,445	1,621	598	8,136	4,317	1,464	3,610	2,827	4,557	12,458
1980	7,318	2,525	1,670	574	7,986	4,098	1,351	3,245	2,825	4,666	12,087
1981	6,982	2,457	1,649	586	7,600	4,072	1,286	3,038	2,729	4,621	11,674
1982	7,140	2,417	1,681	581	7,699	4,120	1,345	2,774	2,887	4,813	11,819
1983	7,167	2,683	1,431	462	7,841	3,902	1,403	2,725	2,741	4,874	11,743
1984	7,319	2,667	1,543	512	7,954	4,087	1,435	2,856	2,722	5,028	12,041
1985	7,131	2,025	1,533	440	7,306	3,822	1,429	2,766	2,404	4,530	11,129
1986	6,459	1,643	1,592	377	6,640	3,429	1,290	2,579	2,163	4,039	10,071
1987	5,887	1,757	1,570	339	6,311	3,242	1,277	2,553	1,988	3,735	9,553
1988	5,897	1,576	1,596	302	6,113	3,257	1,339	2,459	2,004	3,569	9,371
1989	5,836	1,623	1,598	348	6,147	3,257	1,342	2,450	2,015	3,598	9,405
1990	5,914	1,490	1,600	283	5,962	3,325	1,363	2,502	2,136	3,286	9,287
1991	5,097	1,345	1,371	248	5,191	2,870	1,211	2,150	1,815	2,885	8,061
1992	4,901	1,195	1,404	244	4,926	2,817	1,141	2,042	1,773	2,788	7,744
1993	4,231	1,146	1,301	298	4,433	2,543	1,010	1,694	1,516	2,756	6,976
1994	4,610	1,234	1,378	303	4,784	2,741	993	1,901	1,684	2,947	7,525
1995	4,400	1,249	1,324	280	4,665	2,588	968	1,727	1,648	2,910	7,253
1996	4,132	1,231	1,329	297	4,493	2,496	831	1,703	1,606	2,849	6,989
1997	3,954	1,016	1,271	211	4,221	2,231	826	1,510	1,578	2,538	6,452
1998	3,737	915	1,215	212	3,849	2,230	823	1,446	1,446	2,364	6,079
1999	3,457	950	1,056	236	3,621	2,078	718	1,384	1,350	2,247	5,699
2000	3,226	758	1,003	215	3,338	1,864	600	1,148	1,272	2,182	5,202
2001	3,144	674	938	232	3,268	1,718	531	1,060	1,216	2,181	4,988
2002	2,828	594	939	235	3,009	1,584	502	979	1,043	2,072	4,596
2003	2,381	595	885	239	2,699	1,400	489	853	908	1,850	4,100
2004	2,339	577	759	230	2,562	1,343	408	749	785	1,963	3,905
2005	2,134	527	595	216	2,233	1,238	382	656	774	1,660	3,472
2006	2,025	503	596	170	2,107	1,187	378	627	653	1,636	3,294
2007	1,899	522	526	143	2,007	1,083	372	540	689	1,489	3,090
2008	1,784	417	490	116	1,818	986	347	543	619	1,298	2,807
2009	1,660	458	463	90	1,757	914	314	512	584	1,261	2,671
2010	1,646	398	360	98	1,628	874	324	504	595	1,079	2,502
2011	1,602	398	336	76	1,519	893	328	514	561	1,009	2,412
2012	1,545	324	346	57	1,483	789	308	460	515	989	2,272
2013	1,358	282	286	54	1,278	701	273	418	462	827	1,980
2014	1,379	279	337	87	1,358	724	286	413	492	891	2,082
2015	1,283	278	334	69	1,243	720	258	391	469	846	1,964
2016	1,287	317	401	97	1,354	748	279	418	484	921	2,102
2017	1,269	369	390	118	1,399	747	255	406	496	989	2,146
2018	1,304	331	383	121	1,440	699	263	382	527	967	2,139

Source: DfT STATS19

The figures in this table are National Statistics

[Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced for high level series. More information on the change and the adjustment process is available in the 2018 annual report.](#)

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RAS30064

Reported pedestrian casualties by age, Great Britain 1979 - 2018

Number/rate per million population

	Children (0-15)				Adults (16-59)				Adults (60+)				All ¹				Rate		
	Killed	Serious	Slight	All	Killed	Serious	Slight	All	Killed	Serious	Slight	All	Killed	Serious	Slight	All	KSI	Slight	All
2010-14 average	27	1,479	5,616	7,122	226	2,566	10,870	13,662	172	1,140	2,562	3,874	424	5,255	19,529	25,208	92	317	409
1979	396	7,398	20,167	27,961	706	6,646	17,825	25,177	1,015	4,167	6,593	11,775	2,118	18,329	46,267	66,714	374	846	1,219
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	1,155
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	1,108
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	1,122
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	1,126
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	1,157
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	1,116
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	1,105
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	1,040
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	1,063
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	1,083
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	1,082
1991	225	4,872	15,611	20,708	509	5,387	16,633	22,529	754	3,083	5,863	9,700	1,496	13,528	39,006	54,030	269	699	968
1992	180	4,721	15,223	20,124	485	5,166	15,880	21,531	678	2,796	5,349	8,823	1,347	12,848	37,417	51,612	254	669	922
1993	165	4,066	14,019	18,250	440	4,597	15,295	20,332	632	2,591	5,195	8,418	1,241	11,422	35,465	48,128	226	632	858
1994	160	4,450	14,653	19,263	427	4,666	15,106	20,199	526	2,495	4,909	7,930	1,124	11,806	35,765	48,695	230	636	866
1995	132	4,268	14,190	18,590	386	4,516	14,931	19,833	511	2,303	4,531	7,345	1,038	11,259	34,786	47,083	218	617	835
1996	131	4,001	14,378	18,510	400	4,338	15,170	19,908	458	2,104	4,357	6,919	997	10,615	34,838	46,450	206	617	822
1997	138	3,816	14,453	18,407	398	4,140	14,911	19,449	437	1,950	4,387	6,774	973	10,053	34,575	45,601	195	610	805
1998	103	3,634	14,234	17,971	381	3,930	14,962	19,273	422	1,859	4,273	6,554	906	9,575	34,405	44,886	185	606	790
1999	107	3,350	13,419	16,876	382	3,760	14,598	18,740	378	1,701	3,987	6,066	870	8,955	33,063	42,888	172	580	752
2000	107	3,119	12,958	16,184	384	3,700	14,565	18,649	366	1,662	3,804	5,832	857	8,641	32,535	42,033	166	569	735
2001	107	3,037	12,675	15,819	382	3,504	14,104	17,990	330	1,529	3,614	5,473	826	8,238	31,513	40,577	158	549	707
2002	79	2,749	11,403	14,231	381	3,562	14,094	18,037	307	1,394	3,520	5,221	775	7,856	30,153	38,784	150	523	673
2003	74	2,307	10,163	12,544	388	3,425	13,672	17,485	307	1,302	3,437	5,046	774	7,159	28,472	36,405	137	492	629
2004	77	2,262	9,895	12,234	323	3,203	13,256	16,782	266	1,213	3,143	4,622	671	6,807	27,403	34,881	129	471	600
2005	63	2,071	9,116	11,250	337	3,082	12,877	16,296	267	1,161	3,001	4,429	671	6,458	26,152	33,281	122	447	569
2006	71	1,954	8,106	10,131	334	3,121	12,060	15,515	268	1,171	2,820	4,259	675	6,376	23,931	30,982	120	407	526
2007	57	1,842	7,628	9,527	304	3,093	11,965	15,362	281	1,222	2,811	4,314	646	6,278	23,267	30,191	117	393	510
2008	57	1,727	6,864	8,648	272	3,003	11,557	14,832	243	1,206	2,732	4,181	572	6,070	21,840	28,482	111	366	478
2009	37	1,623	6,323	7,983	256	2,678	11,317	14,251	207	1,154	2,636	3,997	500	5,545	20,842	26,887	101	347	448
2010	26	1,620	6,283	7,929	224	2,475	11,019	13,718	155	1,020	2,427	3,602	405	5,200	20,240	25,845	93	335	427
2011	33	1,569	6,205	7,807	236	2,661	10,992	13,889	184	1,146	2,583	3,913	453	5,454	20,291	26,198	97	333	430
2012	20	1,525	5,454	6,999	217	2,790	10,730	13,737	183	1,184	2,585	3,952	420	5,559	19,239	25,218	97	311	408
2013	26	1,332	5,038	6,396	226	2,501	10,622	13,349	146	1,096	2,534	3,776	398	4,998	18,637	24,033	87	299	386
2014	29	1,350	5,102	6,481	226	2,401	10,989	13,616	191	1,256	2,680	4,127	446	5,063	19,239	24,748	88	307	394
2015	25	1,258	5,034	6,317	210	2,429	10,588	13,227	173	1,181	2,659	4,013	408	4,940	18,713	24,061	85	296	380
2016	34	1,253	4,711	5,998	227	2,507	10,213	12,947	186	1,324	2,674	4,184	448	5,140	17,962	23,550	88	282	369
2017	22	1,247	4,569	5,838	232	2,915	10,348	13,495	216	1,382	2,530	4,128	470	5,594	17,741	23,805	94	276	371
2018	28	1,276	4,122	5,426	224	2,981	9,252	12,457	204	1,477	2,515	4,196	456	5,782	16,194	22,432	97	251	347

1 Includes cases where age not reported.

Source: DfT STATS19, ONS

Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced for high level series. More information on the change and the adjustment process is available in the 2018 annual report.

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[Notes & Definitions](#)

The figures in this table are National Statistics

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RAS30065

Reported pedal cycle casualties by age, Great Britain, 1979 - 2018

Number/rate per billion miles

	Children (0-15)				Adults (16-59)				Adults (60+)				All ¹				Casualty rate ²			Pedal cycle traffic ³
	Killed	Serious	Slight	All	Killed	Serious	Slight	All	Killed	Serious	Slight	All	Killed	Serious	Slight	All	KSI	Slight	All	
2010-14 average	8	329	2,038	2,374	76	2,447	12,811	15,333	28	284	814	1,126	112	3,102	16,029	19,243	1,019	5,083	6,102	3.15
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	1,841	6,467	8,309	2.85
1980	100	2,425	8,740	11,265	131	2,330	9,120	11,581	71	464	1,032	1,567	302	5,234	19,252	24,788	1,750	6,087	7,837	3.16
1981	104	2,353	8,676	11,133	130	2,424	9,733	12,287	76	402	1,030	1,508	310	5,194	19,802	25,306	1,626	5,848	7,474	3.39
1982	93	2,324	8,967	11,384	154	2,847	11,792	14,793	47	487	1,086	1,620	294	5,674	22,170	28,138	1,503	5,584	7,087	3.97
1983	102	2,581	9,944	12,627	166	3,041	12,733	15,940	55	430	1,155	1,640	323	6,073	24,180	30,576	1,613	6,099	7,713	3.96
1984	110	2,557	9,782	12,449	162	3,204	13,086	16,452	72	465	1,137	1,674	345	6,250	24,344	30,939	1,664	6,141	7,804	3.96
1985	79	1,946	7,641	9,666	148	2,968	12,324	15,440	59	414	1,051	1,524	286	5,366	21,346	26,998	1,501	5,669	7,170	3.77
1986	58	1,585	6,986	8,629	150	2,933	12,547	15,630	62	423	1,033	1,518	271	4,981	20,878	26,130	1,548	6,154	7,702	3.39
1987	79	1,678	7,253	9,010	138	2,772	12,499	15,409	63	366	1,025	1,454	280	4,851	21,063	26,194	1,439	5,906	7,344	3.57
1988	62	1,514	7,040	8,616	122	2,703	12,578	15,403	43	404	1,072	1,519	227	4,652	20,970	25,849	1,501	6,453	7,954	3.25
1989	73	1,550	7,704	9,327	140	2,853	14,059	17,052	80	404	1,213	1,697	294	4,836	23,383	28,513	1,585	7,223	8,808	3.24
1990	59	1,431	7,230	8,720	139	2,530	13,036	15,705	58	348	1,200	1,606	256	4,344	21,822	26,422	1,410	6,689	8,099	3.26
1991	50	1,295	6,837	8,182	141	2,260	12,347	14,748	51	348	1,054	1,453	242	3,947	20,628	24,817	1,304	6,424	7,728	3.21
1992	48	1,147	6,530	7,725	112	2,277	12,728	15,117	44	319	1,008	1,371	204	3,788	20,777	24,769	1,357	7,065	8,422	2.94
1993	37	1,109	6,240	7,386	102	2,163	12,610	14,875	46	287	907	1,240	186	3,611	20,290	24,087	1,525	8,149	9,674	2.49
1994	42	1,192	6,841	8,075	89	2,284	12,523	14,896	40	297	864	1,201	172	3,829	20,838	24,839	1,603	8,350	9,953	2.50
1995	48	1,201	6,884	8,133	115	2,237	12,635	14,987	49	272	832	1,153	213	3,754	20,978	24,945	1,541	8,151	9,693	2.57
1996	54	1,177	6,986	8,217	113	2,097	12,387	14,597	35	272	874	1,181	203	3,586	20,795	24,584	1,496	8,209	9,705	2.53
1997	33	983	6,883	7,899	107	2,095	12,730	14,932	43	297	909	1,249	183	3,409	21,044	24,636	1,416	8,298	9,714	2.54
1998	32	883	6,015	6,930	95	1,992	12,098	14,185	31	227	883	1,141	158	3,154	19,611	22,923	1,348	7,982	9,330	2.46
1999	36	914	6,340	7,290	100	1,814	11,807	13,721	35	223	855	1,113	172	3,004	19,664	22,840	1,253	7,758	9,011	2.53
2000	27	731	5,502	6,260	76	1,668	10,869	12,613	22	188	807	1,017	127	2,643	17,842	20,612	1,076	6,930	8,006	2.57
2001	25	649	4,777	5,451	74	1,632	10,209	11,915	37	208	814	1,059	138	2,540	16,436	19,114	1,027	6,300	7,327	2.61
2002	22	572	4,215	4,809	78	1,503	9,182	10,763	29	191	729	949	130	2,320	14,657	17,107	905	5,414	6,320	2.71
2003	18	577	4,174	4,769	68	1,473	9,169	10,710	27	208	698	933	114	2,297	14,622	17,033	875	5,307	6,182	2.76
2004	25	552	4,105	4,682	77	1,399	8,969	10,445	32	189	700	921	134	2,174	14,340	16,648	902	5,605	6,507	2.56
2005	20	507	3,759	4,286	98	1,465	9,137	10,700	29	195	713	937	148	2,212	14,201	16,561	880	5,298	6,178	2.68
2006	31	472	3,262	3,765	83	1,576	9,296	10,955	32	207	717	956	146	2,296	13,754	16,196	873	4,917	5,790	2.80
2007	13	509	3,111	3,633	98	1,683	9,330	11,111	24	189	726	939	136	2,428	13,631	16,195	1,005	5,343	6,349	2.55
2008	12	405	2,889	3,306	81	1,802	9,726	11,609	22	196	719	937	115	2,450	13,732	16,297	903	4,835	5,739	2.84
2009	14	444	2,746	3,204	67	1,898	10,441	12,406	23	237	754	1,014	104	2,606	14,354	17,064	914	4,839	5,753	2.97
2010	7	391	2,430	2,828	75	1,986	10,944	13,005	29	243	693	965	111	2,660	14,414	17,185	923	4,799	5,721	3.00
2011	6	392	2,483	2,881	73	2,383	12,396	14,852	28	266	762	1,056	107	3,085	16,023	19,215	1,040	5,219	6,258	3.07
2012	13	311	1,874	2,198	78	2,580	12,634	15,292	27	291	836	1,154	118	3,222	15,751	19,091	1,074	5,067	6,142	3.11
2013	6	276	1,676	1,958	78	2,531	13,344	15,953	25	281	830	1,136	109	3,143	16,186	19,438	1,039	5,173	6,212	3.13
2014	6	273	1,726	2,005	75	2,753	14,736	17,564	32	337	948	1,317	113	3,401	17,773	21,287	1,016	5,141	6,157	3.46
2015	6	272	1,651	1,929	69	2,600	12,702	15,371	25	333	806	1,164	100	3,239	15,505	18,844	1,028	4,773	5,801	3.25
2016	8	309	1,664	1,981	64	2,701	12,083	14,848	30	349	905	1,284	102	3,397	14,978	18,477	1,014	4,339	5,353	3.17
2017	2	367	1,842	2,211	66	2,869	11,536	14,471	33	422	887	1,342	101	3,698	14,522	18,321	1,162	4,442	5,604	3.27
2018	5	326	1,623	1,954	60	2,900	10,875	13,835	34	446	910	1,390	99	3,707	13,744	17,550	1,143	4,128	5,272	3.33

1 Includes cases where age not reported.

2 Rate per billion vehicle miles. Revised rates from 2000.

3 Billion vehicle miles.

Source: DfT STATS19, National Roads Traffic Survey

The figures in this table are National Statistics

[Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced for high level series. More information on the change and the adjustment process is available in the 2018 annual report.](#)

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RAS30066

Reported motorcycle user casualties, Great Britain, 1979 - 2018

	Number/rate per billion miles							
					Casualty rate ¹			Motorcycle traffic ²
	Killed	Serious	Slight	Total	KSI	Slight	All severities	
2010-14 average	353	5,036	14,064	19,453	1,921	5,012	6,933	2.81
1979	1,160	20,117	45,878	67,155	5,359	11,555	16,913	3.97
1980	1,163	21,534	48,141	70,838	4,762	10,101	14,863	4.77
1981	1,131	21,198	46,800	69,129	4,051	8,491	12,543	5.51
1982	1,091	21,598	49,242	71,931	3,960	8,595	12,556	5.73
1983	963	19,354	44,177	64,494	3,954	8,597	12,551	5.14
1984	967	19,042	43,812	63,821	3,971	8,694	12,665	5.04
1985	796	17,377	38,419	56,592	3,968	8,389	12,358	4.58
1986	762	15,705	35,818	52,285	3,748	8,153	11,902	4.39
1987	723	13,173	31,905	45,801	3,333	7,652	10,985	4.17
1988	670	11,984	30,182	42,836	3,377	8,055	11,432	3.75
1989	683	11,805	30,142	42,630	3,381	8,161	11,542	3.69
1990	659	10,462	27,927	39,048	3,214	8,070	11,284	3.46
1991	548	7,954	22,249	30,751	2,536	6,637	9,173	3.35
1992	469	6,869	19,553	26,891	2,609	6,951	9,560	2.81
1993	427	6,455	18,212	25,094	2,941	7,782	10,723	2.34
1994	444	6,222	17,688	24,354	2,842	7,540	10,382	2.35
1995	445	6,170	16,909	23,524	2,839	7,257	10,097	2.33
1996	440	5,768	16,925	23,133	2,657	7,245	9,903	2.34
1997	509	5,937	18,046	24,492	2,619	7,331	9,949	2.46
1998	498	5,944	18,168	24,610	2,523	7,116	9,639	2.55
1999	547	6,361	19,284	26,192	2,473	6,904	9,377	2.79
2000	605	6,769	20,838	28,212	2,595	7,333	9,929	2.84
2001	583	6,722	21,505	28,810	2,453	7,220	9,673	2.98
2002	609	6,891	20,853	28,353	2,393	6,655	9,048	3.13
2003	693	6,959	20,759	28,411	2,218	6,018	8,237	3.45
2004	585	6,063	18,993	25,641	2,101	6,003	8,105	3.16
2005	569	5,939	18,316	24,824	1,959	5,513	7,472	3.32
2006	599	5,885	16,842	23,326	2,042	5,305	7,347	3.17
2007	588	6,149	16,722	23,459	1,983	4,921	6,904	3.40
2008	493	5,556	15,501	21,550	1,935	4,959	6,894	3.13
2009	472	5,350	14,881	20,703	1,833	4,684	6,516	3.18
2010	403	4,780	13,503	18,686	1,814	4,727	6,541	2.86
2011	362	5,247	14,541	20,150	1,945	5,041	6,986	2.88
2012	328	5,000	13,982	19,310	1,884	4,944	6,828	2.83
2013	331	4,866	13,555	18,752	1,932	5,040	6,972	2.69
2014	339	5,289	14,738	20,366	2,031	5,318	7,349	2.77
2015	365	5,042	14,511	19,918	1,950	5,233	7,182	2.77
2016	319	5,553	13,425	19,297	2,077	4,749	6,826	2.77
2017	349	5,592	12,101	18,042	2,149	4,377	6,526	2.76
2018	354	5,497	10,967	16,818	2,136	4,004	6,140	2.74

1 Rate per billion vehicle miles.

Source: DfT STATS19, DfT National Road Traffic Survey

2 Billion vehicle miles.

[Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced for high level series. More information on the change and the adjustment process is available in the 2018 annual report.](#)

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The figures in this table are National Statistics

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RAS30067

Reported car user casualties, Great Britain, 1979 - 2018

Number/rate per billion miles

	Drivers				Passengers				All				Casualty rate ²			Car traffic ¹
	Killed	Serious	Slight	Total	Killed	Serious	Slight	Total	Killed	Serious	Slight	Total	KSI	Slight	All	
2010-14 average	569	5,529	75,645	81,742	251	2,704	35,933	38,888	820	8,233	111,578	120,631	38	463	500	241
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	1,194	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	1,074	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	1,073	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	1,061	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	10,922	62,592	72,310	1,978	23,146	160,538	185,662	120	764	884	210
1993	1,099	13,181	101,106	115,386	661	7,892	63,540	72,093	1,760	21,073	164,646	187,479	109	784	892	210
1994	1,102	13,775	106,456	121,333	662	8,353	64,806	73,821	1,764	22,128	171,262	195,154	111	799	910	214
1995	1,086	13,471	106,066	120,623	663	8,241	64,500	73,404	1,749	21,712	170,566	194,027	108	782	889	218
1996	1,146	13,869	113,907	128,922	660	8,373	67,381	76,414	1,806	22,242	181,288	205,336	108	811	918	224
1997	1,171	13,710	119,244	134,125	624	7,686	69,013	77,323	1,795	21,396	188,257	211,448	102	828	930	227
1998	1,134	12,707	120,948	134,789	562	7,273	67,850	75,685	1,696	19,980	188,798	210,474	94	820	914	230
1999	1,082	11,913	119,072	132,067	605	6,768	66,295	73,668	1,687	18,681	185,367	205,735	87	790	877	235
2000	1,087	11,608	121,233	133,928	578	6,446	65,847	72,871	1,665	18,054	187,080	206,799	84	801	885	234
2001	1,164	11,391	119,763	132,318	585	6,284	63,615	70,484	1,749	17,675	183,378	202,802	82	774	856	237
2002	1,146	10,884	116,994	129,024	601	6,097	61,703	68,401	1,747	16,981	178,697	197,425	77	736	814	243
2003	1,169	9,871	112,746	123,786	600	5,651	58,305	64,556	1,769	15,522	171,051	188,342	71	706	777	242
2004	1,106	9,296	111,643	122,045	565	5,177	56,071	61,813	1,671	14,473	167,714	183,858	66	685	751	245
2005	1,109	8,388	110,070	119,567	566	4,554	53,615	58,735	1,675	12,942	163,685	178,302	60	671	731	244
2006	1,066	8,239	105,698	115,003	546	4,403	51,048	55,997	1,612	12,642	156,746	171,000	58	635	693	247
2007	942	7,537	100,621	109,100	490	3,998	47,845	52,333	1,432	11,535	148,466	161,433	52	600	653	247
2008	861	7,106	92,985	100,952	396	3,605	44,235	48,236	1,257	10,711	137,220	149,188	49	559	608	245
2009	700	6,670	88,937	96,307	359	3,383	43,363	47,105	1,059	10,053	132,300	143,412	45	540	586	245
2010	574	5,932	83,281	89,787	261	2,982	40,175	43,418	835	8,914	123,456	133,205	41	515	556	240
2011	613	5,594	78,133	84,340	270	2,748	37,566	40,584	883	8,342	115,699	124,924	38	481	519	241
2012	542	5,487	74,812	80,841	259	2,745	35,863	38,867	801	8,232	110,675	119,708	38	461	498	240
2013	548	5,144	69,369	75,061	237	2,497	31,992	34,726	785	7,641	101,361	109,787	35	422	458	240
2014	568	5,486	72,629	78,683	229	2,549	34,069	36,847	797	8,035	106,698	115,530	36	436	473	245
2015	534	5,335	70,563	76,432	220	2,553	32,502	35,275	754	7,888	103,065	111,707	35	416	451	248
2016	552	5,977	68,060	74,589	264	2,998	31,195	34,457	816	8,975	99,255	109,046	39	393	432	252
2017	554	5,912	61,824	68,290	233	2,982	28,577	31,792	787	8,894	90,401	100,082	38	355	393	254
2018	546	6,356	57,698	64,600	231	2,982	26,166	29,379	777	9,338	83,864	93,979	40	329	369	255

1 Billion vehicle miles.

2 Rate per billion vehicle miles.

Source: DfT STATS19, DfT National Road Traffic Survey

The figures in this table are National Statistics

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[Notes & Definitions](#)

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RAS30068

Reported other road user casualties by road user type and severity, Great Britain, 1979 - 2018

Number/rate per billion miles

	Bus or Coach						Van / Light goods vehicle						Heavy goods vehicle					
	Killed	Serious	Slight	Total	Casualty		Killed	Serious	Slight	Total	Casualty		Killed	Serious	Slight	Total	Casualty	
					rate ¹	Traffic ²					rate ¹	Traffic ²					rate ¹	Traffic ²
2010-14 average	9	331	5,210	5,550	1,933	2.9	34	332	4,207	4,573	108	42	24	166	1,206	1,396	88	16
1979	34	1,037	10,073	11,144	5,386	2.1	158	2,359	8,203	10,720	688	16	108	905	3,116	4,129	339	12
1980	29	923	9,469	10,421	4,764	2.2	140	2,103	7,123	9,366	578	16	70	780	2,381	3,231	264	12
1981	20	941	8,925	9,886	4,546	2.2	141	2,005	6,965	9,111	560	16	62	683	2,299	3,044	259	12
1982	33	929	8,987	9,949	4,549	2.2	117	1,937	6,591	8,645	534	16	67	679	2,266	3,012	264	11
1983	38	931	9,382	10,351	4,502	2.3	102	1,447	5,372	6,921	427	16	59	675	2,223	2,957	253	12
1984	37	892	9,544	10,473	4,366	2.4	111	1,449	5,872	7,432	434	17	75	719	2,364	3,158	260	12
1985	32	1,004	9,215	10,251	4,507	2.3	113	1,571	6,703	8,387	472	18	74	696	2,544	3,314	272	12
1986	24	835	8,659	9,518	4,151	2.3	157	1,626	7,208	8,991	483	19	83	687	2,550	3,320	265	13
1987	15	811	8,262	9,088	3,585	2.5	111	1,699	7,032	8,842	435	20	75	705	2,707	3,487	251	14
1988	17	875	8,609	9,501	3,548	2.7	146	1,699	7,824	9,669	430	22	73	719	2,878	3,670	249	15
1989	20	815	9,365	10,200	3,624	2.8	144	1,683	8,274	10,101	410	25	82	764	3,217	4,063	257	16
1990	19	788	9,147	9,954	3,502	2.8	129	1,498	8,101	9,728	392	25	67	705	3,072	3,844	248	15
1991	25	700	8,150	8,875	2,987	3.0	119	1,308	7,246	8,673	335	26	65	630	2,908	3,603	237	15
1992	19	636	8,448	9,103	3,185	2.9	117	1,191	6,821	8,129	318	26	70	589	2,667	3,326	225	15
1993	35	690	8,582	9,307	3,242	2.9	91	991	6,338	7,420	287	26	59	576	2,698	3,333	221	15
1994	21	794	9,275	10,090	3,508	2.9	64	1,037	6,457	7,558	281	27	41	530	2,799	3,370	219	15
1995	35	801	8,442	9,278	3,048	3.0	69	1,037	6,094	7,200	260	28	57	578	2,696	3,331	211	16
1996	11	684	8,650	9,345	3,001	3.1	61	928	6,226	7,215	251	29	63	492	2,690	3,245	199	16
1997	14	587	8,838	9,439	2,947	3.2	64	864	6,548	7,476	248	30	45	528	2,729	3,302	198	17
1998	18	613	9,208	9,839	3,017	3.3	67	882	6,723	7,672	243	32	60	500	2,884	3,444	200	17
1999	11	600	9,641	10,252	3,111	3.3	65	802	6,257	7,124	222	32	52	488	2,944	3,484	199	17
2000	15	563	9,510	10,088	3,157	3.2	66	747	6,194	7,007	216	32	55	516	3,026	3,597	205	18
2001	14	548	9,322	9,884	3,102	3.2	64	747	6,493	7,304	220	33	54	446	2,888	3,388	194	17
2002	19	532	8,454	9,005	2,808	3.2	70	710	6,227	7,007	206	34	63	461	2,654	3,178	181	18
2003	11	489	8,568	9,068	2,739	3.3	72	693	6,132	6,897	193	36	44	385	2,632	3,061	173	18
2004	20	468	8,332	8,820	2,756	3.2	62	569	5,535	6,166	165	37	47	359	2,477	2,883	158	18
2005	9	354	7,557	7,920	2,508	3.2	54	533	5,461	6,048	157	38	55	340	2,448	2,843	158	18
2006	19	407	6,827	7,253	2,210	3.3	52	512	5,350	5,914	148	40	39	344	2,147	2,530	140	18
2007	12	443	6,624	7,079	2,110	3.4	58	436	4,846	5,340	128	42	52	311	2,113	2,476	136	18
2008	6	426	6,497	6,929	2,209	3.1	43	402	4,468	4,913	118	42	23	217	1,690	1,930	109	18
2009	14	356	5,947	6,317	2,026	3.1	36	381	4,326	4,743	117	41	14	175	1,330	1,519	93	16
2010	9	392	5,867	6,268	2,000	3.1	34	325	4,135	4,494	109	41	28	184	1,366	1,578	96	16
2011	7	325	5,845	6,177	2,133	2.9	34	306	4,159	4,499	109	41	28	167	1,220	1,415	89	16
2012	11	312	4,911	5,234	1,923	2.7	33	330	4,170	4,533	110	41	29	169	1,141	1,339	86	16
2013	10	332	4,531	4,873	1,740	2.8	37	334	4,055	4,426	104	43	21	147	1,128	1,296	83	16
2014	7	293	4,898	5,198	1,856	2.8	33	367	4,515	4,915	109	45	14	162	1,177	1,353	85	16
2015	5	275	4,346	4,626	1,730	2.7	32	385	4,333	4,750	101	47	31	162	1,010	1,203	72	17
2016	9	277	3,960	4,246	1,719	2.5	49	380	4,035	4,464	91	49	14	168	923	1,105	66	17
2017	7	278	3,951	4,236	1,759	2.4	41	383	3,750	4,174	83	51	21	147	870	1,038	61	17
2018	8	344	3,449	3,801	1,655	2.3	38	463	3,444	3,945	77	51	14	146	720	880	52	17

1 Rate per billion vehicle miles.

2 Billion vehicle miles.

Source: DfT STATS19, DfT National Road Traffic Survey

The figures in this table are National Statistics

[Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced for high level series. More information on the change and the adjustment process is available in the 2018 annual report.](#)

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[Notes & Definitions](#)

Last updated: 26 September 2019

Next update: September 2020

Table RAS30070

Relative risk of different forms of transport, Great Britain, 2018

Casualty rate per billion vehicle miles

	Killed	Killed or seriously injured
Car driver	2	27
Pedal cyclist	29	1,139
Pedestrian ¹	34	461
Motorcycle rider	126	2,039

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

The figures in this table are National Statistics

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

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[Notes & Definitions](#)

RAS30081

Reported road casualties on the 2010 strategic road network by road class and severity England 2016 - 2018 and comparison of 2018 with 2010 - 2014 average and 2017

Road Class	2010-14 average	2016	2017	2018	Number of casualties	
					2018 percentage change on 10-14 avg	2018 percentage change on 2017
Motorway						
Killed	90	77	91	85	-5	-7
Seriously injured	636	729	661	722	14	9
Killed or seriously injured	726	806	752	807	11	7
Slightly injured	7,748	6,986	6,178	5,700	-26	-8
All casualties	8,474	7,792	6,930	6,507	-23	-6
A Road						
Killed	145	154	145	165	14	14
Seriously injured	924	1,045	956	1,015	10	6
Killed or seriously injured	1,069	1,199	1,101	1,180	10	7
Slightly injured	7,521	7,242	6,194	5,693	-24	-8
All casualties	8,590	8,441	7,295	6,873	-20	-6

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[Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced for high level series. More information on the change and the adjustment process is available in the 2018 annual report.](#)

Source: DfT STATS19

The figures in this table are National Statistics

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RAS40

Reported accidents, vehicles and casualties

RAS40001

Reported accidents and casualties, population, vehicle population, index of vehicle mileage, by road user type and severity, Great Britain, 1926-2018

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			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
1976	54.7	17.8	524	354	259	2,335	300	990	2,945	6,570	333	340
1977	54.7	..	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*	54.8	19.2	584	394	252	1,941	302	1,163	2,547	5,953	321	327

RAS40001

Reported accidents and casualties, population, vehicle population, index of vehicle mileage, by road user type and severity, Great Britain, 1926-2018

Year	Population (millions)	Motor vehicles currently licensed (m'lns)	Index of vehicle traffic ¹ 1949=100		Reported casualties from road accidents							
			Motor traffic	All traffic	Killed				Injured	All severities		
					Pedestrians	Pedal cyclists ²	M'cycle users ²	Others ³	All	('000s)	('000s)	
1981	54.8	19.4	595	402	248	1,874	310	1,131	2,531	5,846	319	325
1982*	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	33.1	1,078	721	189	675	146	599	1,752	3,172	255	258
2007	59.2	33.7	1,088	727	182	646	136	588	1,576	2,946	245	248
2008	59.6	33.9	1,077	721	171	572	115	493	1,358	2,538	228	231
2009	60.0	34.0	1,067	714	164	500	104	472	1,146	2,222	220	222
2010	60.5	34.1	1,050	703	154	405	111	403	931	1,850	207	209
2011	60.9	34.2	1,052	704	151	453	107	362	979	1,901	202	204
2012	61.9	34.5	1,048	702	146	420	118	328	888	1,754	194	196
2013	62.3	35.0	1,052	704	139	398	109	331	875	1,713	182	184
2014	62.8	35.6	1,077	721	146	446	113	339	877	1,775	193	194
2015	63.3	36.5	1,097	735	140	408	100	365	857	1,730	184	186
2016	63.8	37.3	1,121	751	137	448	102	319	923	1,792	180	181
2017	64.2	37.7	1,136	761	130	470	101	349	873	1,793	169	171
2018	64.6	38.2	1,136	761	123	456	99	354	875	1,784	159	161

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

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

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

3 Includes cases where road user type was not reported.

4 Casualty data has been revised.

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

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[Notes & Definitions](#)

The figures in this table are National Statistics Source: DfT STATS19, DfT National Road Traffic Survey, DVLA/DfT, ONS mid-year population estimates

Last updated: 26 September 2019

Next update: September 2020

RAS40004

Reported accidents, vehicle user and pedestrian casualties by area type and combination of vehicles involved, Great Britain, 2018

Urban areas	Accidents/Casualties												
	Single vehicle		Two vehicle accidents by vehicle type B									All accidents with three or more vehicles	All accidents with vech of 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	434	413	87	23	225	11,687	218	915	184	204	13,582	361	14,790
User casualties	436	94	107	22	208	11,666	211	914	184	201	13,552	397	14,479
of which: killed	8	0	0	0	1	21	2	2	13	0	39	4	51
seriously injured	150	14	34	4	31	2,070	43	189	63	39	2,483	121	2,768
Pedestrians hit by cycles	0	423	4	0	0	18	4	1	0	0	27	0	450
of which: killed	0	1	0	0	0	0	0	0	0	0	0	0	1
seriously injured	0	123	2	0	0	4	2	0	0	0	8	0	131
Motorcycle 50cc and under													
Accidents involving	132	97	23	4	17	838	9	87	9	12	1,000	62	1,291
User casualties	135	22	3	4	10	823	8	86	9	12	956	56	1,169
of which: killed	2	0	0	0	0	1	0	0	0	0	1	2	5
seriously injured	37	1	0	2	4	188	3	17	1	5	220	7	265
Ped'ns hit by m/cs to 50cc	0	97	0	0	0	4	0	1	0	0	5	0	102
of which: killed	0	0	0	0	0	0	0	0	0	0	0	0	0
seriously injured	0	17	0	0	0	1	0	0	0	0	1	0	18
Motorcycle over 50cc ¹													
Accidents involving	921	767	225	17	133	7,291	77	651	92	81	8,572	704	10,964
User casualties	957	222	79	10	163	7,250	70	650	95	75	8,397	694	10,270
of which: killed	24	2	0	0	1	55	0	4	9	0	69	17	112
seriously injured	375	35	13	2	29	2,027	19	172	32	16	2,311	246	2,967
Ped'ns hit by m/cs +50cc	0	787	2	0	3	53	11	4	2	0	75	10	872
of which: killed	0	9	0	0	0	2	0	0	0	0	2	1	12
seriously injured	0	232	0	0	1	15	5	1	0	0	22	6	260
Car													
Accidents involving	3,519	14,289	11,687	838	7,291	22,401	1,004	2,485	803	850	47,404	6,880	72,092
User casualties	4,584	132	131	42	528	31,716	508	2,460	901	655	36,995	9,089	50,800
of which: killed	52	0	0	0	0	53	1	7	3	0	64	41	157
seriously injured	691	13	11	3	28	1,723	30	139	62	32	2,033	720	3,457
Pedestrians hit by cars	0	14,772	17	0	6	690	45	63	21	19	863	201	15,836
of which: killed	0	200	0	0	0	7	2	1	0	1	11	10	221
seriously injured	0	3,666	0	0	2	167	14	20	8	4	216	61	3,943
Bus or coach													
Accidents involving	1,440	751	218	9	77	1,004	29	112	22	19	1,492	256	3,939
User casualties	1,721	23	22	1	16	1,057	72	151	32	18	1,374	140	3,258
of which: killed	3	0	0	0	0	0	0	0	0	0	0	0	3
seriously injured	180	0	4	0	3	56	2	13	4	3	87	9	276
Pedestrians hit by buses	0	766	0	0	0	5	2	4	3	0	14	0	780
of which: killed	0	18	0	0	0	0	0	0	0	0	0	0	18
seriously injured	0	218	0	0	0	2	2	2	0	0	6	0	224
Van / Light goods vehicle													
Accidents involving	120	1,051	915	87	651	2,485	112	120	43	54	4,468	1,221	6,860
User casualties	136	4	3	3	19	845	36	148	39	23	1,117	341	1,598
of which: killed	2	0	0	0	0	1	0	0	1	0	2	1	5
seriously injured	27	0	0	0	2	31	3	7	4	2	49	32	108
Pedestrians hit by vans	0	1,079	2	0	0	45	2	8	2	5	64	7	1,150
of which: killed	0	14	0	0	0	1	0	0	0	0	1	1	16
seriously injured	0	279	0	0	0	7	0	3	1	3	14	2	295
Heavy goods vehicle													
Accidents involving	41	240	184	9	92	803	22	43	17	13	1,183	276	1,740
User casualties	43	1	1	0	2	80	4	11	22	4	124	53	221
of which: killed	1	0	0	0	0	0	0	0	0	0	0	0	1
seriously injured	12	0	0	0	0	2	3	1	1	1	8	6	26
Pedestrians hit by HGVs	0	245	0	0	0	9	0	0	2	0	11	2	258
of which: killed	0	26	0	0	0	0	0	0	0	0	0	0	26
seriously injured	0	80	0	0	0	2	0	0	1	0	3	1	84
Any other vehicle A													
Accidents involving	71	325	204	12	81	850	19	54	13	21	1,265	219	1,880
User casualties	76	9	5	0	6	359	7	27	10	19	445	55	585
of which: killed	4	0	0	0	0	8	0	1	1	0	10	1	15
seriously injured	22	2	0	0	2	63	2	3	3	4	77	8	109
Ped'ns hit by these vehs	0	332	1	0	1	20	0	3	0	4	29	2	363
of which: killed	0	11	0	0	0	0	0	0	0	0	0	0	11
seriously injured	0	68	0	0	0	6	0	1	0	1	8	0	76
All vehicles ²													
Accidents involving	6,678	17,993	13,582	1,000	8,572	47,404	1,492	4,468	1,183	1,265	50,944	6,968	82,583
All vehicle user casualties	8,088	507	13,796	1,034	9,186	59,075	2,218	5,416	1,394	1,433	62,962	10,825	82,382
of which: killed	96	2	39	1	70	150	3	16	27	10	185	66	349
seriously injured	1,494	65	2,511	229	2,381	6,470	190	583	177	175	7,268	1,149	9,976
Pedestrian casualties	0	18,562	49	5	82	1,018	76	140	39	53	1,090	222	19,874
of which: killed	0	280	0	0	2	15	2	2	0	1	15	12	307
seriously injured	0	4,689	8	1	24	253	27	38	12	15	278	70	5,037

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

2 Includes cases where vehicle type was not reported.

RAS40004

Reported accidents, vehicle user and pedestrian casualties by area type and combination of vehicles involved, Great Britain, 2018

Rural areas	Accidents/Casualties												
	Single vehicle		Two vehicle accidents by vehicle type B									All accidents with three or more vehicles	All accidents with vech of 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	221	26	27	4	42	2,131	32	215	67	86	2,611	162	3,020
User casualties	223	13	38	4	39	2,131	31	216	66	86	2,618	209	3,063
of which: killed	10	0	0	0	1	20	1	3	5	1	31	7	48
seriously injured	127	4	15	0	11	576	7	80	27	25	743	63	937
Pedestrians hit by cycles	0	29	0	0	0	0	1	0	0	0	1	0	30
of which: killed	0	0	0	0	0	0	0	0	0	0	0	0	0
seriously injured	0	10	0	0	0	0	0	0	0	0	0	0	10
Motorcycle 50cc and under													
Accidents involving	69	11	4	3	2	139	1	16	6	4	176	27	283
User casualties	70	3	1	6	1	136	1	16	6	4	172	25	270
of which: killed	1	0	0	0	0	1	0	1	0	0	2	0	3
seriously injured	15	0	0	0	1	35	0	4	3	0	43	10	68
Ped'ns hit by m/cs to 50cc	0	11	0	0	0	0	0	0	0	0	0	0	11
of which: killed	0	0	0	0	0	0	0	0	0	0	0	0	0
seriously injured	0	2	0	0	0	0	0	0	0	0	0	0	2
Motorcycle over 50cc ¹													
Accidents involving	1,260	42	42	2	78	2,589	17	224	100	114	3,168	475	4,945
User casualties	1,316	17	19	2	118	2,639	18	229	106	113	3,247	522	5,102
of which: killed	30	1	1	0	4	113	2	14	13	9	156	46	233
seriously injured	646	9	1	2	46	1,045	7	105	50	52	1,308	234	2,197
Ped'ns hit by m/cs +50cc	0	44	1	0	0	5	1	0	2	0	9	2	55
of which: killed	0	3	0	0	0	0	0	0	0	0	0	0	3
seriously injured	0	18	0	0	0	3	0	0	2	0	5	1	24
Car													
Accidents involving	6,743	1,749	2,131	139	2,589	12,405	187	1,927	1,299	817	21,538	5,564	35,594
User casualties	8,857	36	32	4	284	20,276	147	1,954	1,566	863	25,174	9,059	43,126
of which: killed	175	1	0	0	1	216	3	39	68	17	344	100	620
seriously injured	1,648	2	0	0	31	2,552	23	232	210	100	3,153	1,070	5,873
Pedestrians hit by cars	0	1,822	1	0	0	133	11	11	10	5	171	36	2,029
of which: killed	0	82	0	0	0	7	1	1	2	0	11	7	100
seriously injured	0	528	0	0	0	37	4	4	5	1	51	12	591
Bus or coach													
Accidents involving	97	47	32	1	17	187	0	20	20	12	289	88	521
User casualties	142	0	1	0	0	179	0	22	74	16	292	107	541
of which: killed	1	0	0	0	0	0	0	1	3	0	4	0	5
seriously injured	29	0	0	0	0	9	0	1	14	0	24	15	68
Pedestrians hit by buses	0	49	0	0	0	0	0	2	0	0	2	0	51
of which: killed	0	1	0	0	0	0	0	0	0	0	0	0	1
seriously injured	0	12	0	0	0	0	0	2	0	0	2	0	14
Van / Light goods vehicle													
Accidents involving	304	182	215	16	224	1,927	20	140	129	70	2,744	1,290	4,520
User casualties	365	0	0	2	11	969	10	182	132	63	1,372	608	2,345
of which: killed	9	0	0	0	0	2	2	3	9	3	19	5	33
seriously injured	86	0	0	0	1	119	2	22	27	16	188	81	355
Pedestrians hit by vans	0	185	1	0	0	12	3	3	2	0	21	4	210
of which: killed	0	9	0	0	0	2	0	0	0	0	2	1	12
seriously injured	0	48	0	0	0	3	1	1	2	0	7	3	58
Heavy goods vehicle													
Accidents involving	148	62	67	6	100	1,299	20	129	81	53	1,757	716	2,683
User casualties	155	0	1	0	2	177	9	31	110	18	349	155	659
of which: killed	2	0	0	0	0	0	1	0	6	0	7	4	13
seriously injured	42	0	0	0	0	22	1	5	22	3	53	25	120
Pedestrians hit by HGVs	0	62	0	0	0	11	1	1	3	4	20	3	85
of which: killed	0	15	0	0	0	5	0	1	3	2	11	2	28
seriously injured	0	22	0	0	0	4	1	0	0	1	6	0	28
Any other vehicle A													
Accidents involving	118	60	86	4	114	817	12	70	53	30	1,188	378	1,744
User casualties	141	0	0	0	7	248	8	26	43	36	369	90	600
of which: killed	8	0	0	0	0	6	2	0	4	3	15	0	23
seriously injured	43	0	0	0	3	46	2	7	7	5	70	11	124
Ped'ns hit by these vehs	0	61	0	0	0	1	1	1	0	1	4	1	66
of which: killed	0	5	0	0	0	0	0	0	0	0	0	0	5
seriously injured	0	11	0	0	0	0	1	0	0	0	1	0	12
All vehicles ²													
Accidents involving	8,960	2,192	2,611	176	3,168	21,538	289	2,744	1,757	1,188	23,148	5,696	39,996
All vehicle user casualties	11,269	69	2,672	184	3,591	31,656	516	3,866	2,343	1,533	33,598	10,775	55,711
of which: killed	236	2	32	2	158	486	15	77	109	45	578	162	978
seriously injured	2,636	15	744	45	1,355	5,005	66	622	391	267	5,583	1,509	9,743
Pedestrian casualties	0	2,276	4	0	9	200	20	36	34	13	228	46	2,550
of which: killed	0	115	0	0	0	18	1	4	13	2	24	10	149
seriously injured	0	656	0	0	5	61	9	13	15	3	72	16	744

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

2 Includes cases where vehicle type was not reported.

RAS40004

Reported accidents, vehicle user and pedestrian casualties by area type and combination of vehicles involved, Great Britain, 2018

All areas	Accidents/Casualties												
	Single vehicle		Two vehicle accidents by vehicle type B									All accidents with three or more vehicles	All accidents with vehs of 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	656	441	115	28	267	13,823	250	1,130	251	290	16,200	523	17,820
User casualties	660	107	146	27	247	13,802	242	1,130	250	287	16,177	606	17,550
of which: killed	18	0	0	0	2	41	3	5	18	1	70	11	99
seriously injured	277	18	50	5	42	2,646	50	269	90	64	3,228	184	3,707
Pedestrians hit by cycles	0	454	4	0	0	18	5	1	0	0	28	0	482
of which: killed	0	1	0	0	0	0	0	0	0	0	0	0	1
seriously injured	0	133	2	0	0	4	2	0	0	0	8	0	141
Motorcycle 50cc and under													
Accidents involving	201	108	28	7	19	978	10	103	15	16	1,178	89	1,576
User casualties	205	25	4	10	11	960	9	102	15	16	1,129	81	1,440
of which: killed	3	0	0	0	0	2	0	1	0	0	3	2	8
seriously injured	52	1	0	2	5	223	3	21	4	5	263	17	333
Ped'n's hit by m/cs to 50cc	0	108	0	0	0	4	0	1	0	0	5	0	113
of which: killed	0	0	0	0	0	0	0	0	0	0	0	0	0
seriously injured	0	19	0	0	0	1	0	0	0	0	1	0	20
Motorcycle over 50cc ¹													
Accidents involving	2,183	810	267	19	211	9,882	94	877	192	195	11,744	1,179	15,916
User casualties	2,275	239	98	12	281	9,891	88	881	201	188	11,648	1,216	15,378
of which: killed	55	3	1	0	5	168	2	18	22	9	225	63	346
seriously injured	1,021	44	14	4	75	3,072	26	277	82	68	3,619	480	5,164
Ped'n's hit by m/cs +50cc	0	832	3	0	3	58	12	4	4	0	84	12	928
of which: killed	0	12	0	0	0	2	0	0	0	0	2	1	15
seriously injured	0	250	0	0	1	18	5	1	2	0	27	7	284
Car													
Accidents involving	10,273	16,042	13,823	978	9,882	34,818	1,192	4,413	2,103	1,667	68,965	12,450	107,730
User casualties	13,460	168	163	46	812	52,016	655	4,415	2,468	1,518	62,195	18,156	93,979
of which: killed	227	1	0	0	1	269	4	46	71	17	408	141	777
seriously injured	2,343	15	11	3	59	4,277	53	371	272	132	5,188	1,792	9,338
Pedestrians hit by cars	0	16,599	18	0	6	823	56	74	31	24	1,034	237	17,870
of which: killed	0	282	0	0	0	14	3	2	2	1	22	17	321
seriously injured	0	4,195	0	0	2	204	18	24	13	5	267	73	4,535
Bus or coach													
Accidents involving	1,538	798	250	10	94	1,192	29	132	42	31	1,782	344	4,462
User casualties	1,864	23	23	1	16	1,237	72	173	106	34	1,667	247	3,801
of which: killed	4	0	0	0	0	0	0	1	3	0	4	0	8
seriously injured	209	0	4	0	3	65	2	14	18	3	111	24	344
Pedestrians hit by buses	0	815	0	0	0	5	2	6	3	0	16	0	831
of which: killed	0	19	0	0	0	0	0	0	0	0	0	0	19
seriously injured	0	230	0	0	0	2	2	4	0	0	8	0	238
Van / Light goods vehicle													
Accidents involving	424	1,233	1,130	103	877	4,413	132	261	172	124	7,216	2,512	11,385
User casualties	501	4	3	5	30	1,814	46	331	171	86	2,490	950	3,945
of which: killed	11	0	0	0	0	3	2	3	10	3	21	6	38
seriously injured	113	0	0	0	3	150	5	29	31	18	237	113	463
Pedestrians hit by vans	0	1,264	3	0	0	57	5	11	4	5	85	11	1,360
of which: killed	0	23	0	0	0	3	0	0	0	0	3	2	28
seriously injured	0	327	0	0	0	10	1	4	3	3	21	5	353
Heavy goods vehicle													
Accidents involving	189	302	251	15	192	2,103	42	172	98	66	2,941	993	4,425
User casualties	198	1	2	0	4	257	13	42	132	22	473	208	880
of which: killed	3	0	0	0	0	0	1	0	6	0	7	4	14
seriously injured	54	0	0	0	0	24	4	6	23	4	61	31	146
Pedestrians hit by HGVs	0	307	0	0	0	20	1	1	5	4	31	5	343
of which: killed	0	41	0	0	0	5	0	1	3	2	11	2	54
seriously injured	0	102	0	0	0	6	1	0	1	1	9	1	112
Any other vehicle A													
Accidents involving	189	385	290	16	195	1,667	31	124	66	51	2,453	598	3,625
User casualties	217	9	5	0	13	607	15	53	53	55	814	145	1,185
of which: killed	12	0	0	0	0	14	2	1	5	3	25	1	38
seriously injured	65	2	0	0	5	109	4	10	10	9	147	19	233
Ped'n's hit by these vehs	0	393	1	0	1	21	1	4	0	5	33	3	429
of which: killed	0	16	0	0	0	0	0	0	0	0	0	0	16
seriously injured	0	79	0	0	0	6	1	1	0	1	9	0	88
All vehicles ²													
Accidents involving	15,653	20,192	16,200	1,178	11,744	68,965	1,782	7,216	2,941	2,453	74,120	12,670	122,635
All vehicle user casualties	19,380	576	16,475	1,220	12,781	90,766	2,735	9,286	3,738	2,966	96,600	21,609	138,165
of which: killed	333	4	71	3	228	636	18	93	136	55	763	228	1,328
seriously injured	4,134	80	3,257	275	3,736	11,477	256	1,205	568	442	12,855	2,660	19,729
Pedestrian casualties	0	20,846	53	5	91	1,218	96	176	73	66	1,318	268	22,432
of which: killed	0	395	0	0	2	33	3	6	13	3	39	22	456
seriously injured	0	5,346	8	1	29	314	36	51	27	18	350	86	5,782

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

2 Includes cases where vehicle type was not reported.

There has been an issue in the recording of the left hand drive information for vehicles in the Metropolitan Police Service since November 2016 after the introduction of COPA (Case Overview Preparation Application). National figures for 2017 and 2018 are impacted by a large increase in unknown values and in vehicles recorded as left hand drive. Figures for these years are therefore shown separately for Great Britain and for Great Britain excluding the Metropolitan Police Service.

Reported accidents, vehicles and casualties by vehicle type and left hand drive, Great Britain, 2018

	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	18,125	102	3,840	13,878	17,820	102	3,895	14,450	18,447
Motorcycles	17,890	369	5,710	11,383	17,462	374	5,954	13,039	19,367
Cars and taxis	164,645	1,302	18,830	87,414	107,546	1,406	20,947	121,152	143,505
of which LHD	1,042	11	135	792	938	13	151	1,088	1,252
Minibuses	405	11	71	322	404	19	85	556	660
of which LHD	4	0	1	3	4	0	1	4	5
Buses or coaches	4,513	47	732	3,683	4,462	49	815	5,344	6,208
of which LHD	29	0	5	24	29	0	5	30	35
Vans / Light goods vehicles	12,062	168	2,026	9,191	11,385	180	2,267	13,192	15,639
of which LHD	106	1	20	85	106	1	21	128	150
Heavy goods vehicles	4,753	238	867	3,320	4,425	257	1,001	4,732	5,990
of which LHD	183	4	25	153	182	6	31	206	243
Other vehicles	3,735	102	695	2,828	3,625	107	754	3,822	4,683
of which LHD	65	5	7	53	65	7	9	80	96
Unknown	281	2	39	231	272	2	42	269	313
All vehicles ²	226,409	1,671	23,165	97,799	122,635	1,784	25,511	133,302	160,597
of which LHD ³	1,431	19	193	1,088	1,300	25	218	1,500	1,743

Reported accidents, vehicles and casualties by vehicle type and left hand drive, Great Britain excluding the Metropolitan Police Service, 2018

	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	13,232	89	3,038	9,876	13,003	89	3,086	10,306	13,481
Motorcycles	12,152	346	4,480	7,035	11,861	351	4,686	8,190	13,227
Cars and taxis	135,532	1,236	16,116	69,721	87,073	1,337	18,139	99,246	118,722
of which LHD	501	7	68	365	440	9	81	525	615
Minibuses	311	11	61	238	310	19	75	447	541
of which LHD	2	0	1	1	2	0	1	2	3
Buses or coaches	2,724	35	502	2,159	2,696	37	577	3,385	3,999
of which LHD	4	0	1	3	4	0	1	3	4
Vans / Light goods vehicles	9,316	159	1,669	6,935	8,763	170	1,901	10,376	12,447
of which LHD	45	0	10	35	45	0	11	48	59
Heavy goods vehicles	4,154	217	777	2,850	3,844	236	905	4,145	5,286
of which LHD	118	3	18	96	117	5	23	125	153
Other vehicles	3,188	98	626	2,360	3,084	103	684	3,305	4,092
of which LHD	54	5	5	44	54	7	7	68	82
Unknown	281	2	39	231	272	2	42	269	313
All vehicles ²	180,890	1,563	19,404	76,278	97,245	1,673	21,626	106,980	130,279
of which LHD ³	726	15	104	535	654	21	125	760	906

Note: LHD = Left Hand Drive

Source: DfT STATS19

1 Includes all casualties in accidents involving the relevant vehicle type.

The figures in this table are National Statistics

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](#)

Last updated: 26 September 2019

Next update: September 2020

RAS40006
Summary statistics, Great Britain, 2018

	Number			2018 Percentage change over:	
	2010-14 average	2017	2018 ^f	2017	2010-14 average
Casualties					
Killed	1,799	1,793	1,784	-1	-1
Killed or seriously injured (KSI)	24,456	26,624	27,295	3	12
All casualties	197,294	170,993	160,597	-6	-19
Vehicle traffic (billion vehicle miles) (inc pedal cycles)	308.1	330.4	331.4	0	8
Population (million)	61.7	64.2	64.6	1	5
Accidents					
Fatal	1,686	1,676	1,671	0	-1
Fatal or serious	22,212	24,210	24,836	3	12
All accidents	147,288	129,982	122,635	-6	-17
Casualties per accident					
Fatal	1.82	1.68	1.68	0	-8
Fatal or serious	1.45	1.40	1.41	0	-3
All accidents	1.34	1.32	1.31	0	-2
Accident type					
Fatal accidents					
Single vehicle (no pedestrian)	394	374	318	-15	-19
Single vehicle (with pedestrian)	363	406	394	-3	9
Two vehicle	686	653	727	11	6
Three or more vehicles	244	243	232	-5	-5
All accidents					
Single vehicle (no pedestrian)	21,755	17,557	15,653	-11	-28
Single vehicle (with pedestrian)	22,920	21,489	20,192	-6	-12
Two vehicle	88,070	77,452	74,120	-4	-16
Three or more vehicles	14,544	13,484	12,670	-6	-13
Casualties by road type					
Fatalities on					
Motorways	102	99	107	8	5
Built-up roads	767	792	806	2	5
Non built-up roads	930	902	871	-3	-6
KSI on					
Motorways	816	844	910	8	12
Built-up roads	15,816	17,917	18,645	4	18
Non built-up roads	7,824	7,863	7,740	-2	-1
All casualties on					
Motorways	9,442	7,759	7,309	-6	-23
Built-up roads	140,583	124,497	117,445	-6	-16
Non built-up roads	47,268	38,737	35,843	-7	-24
Car occupants					
Fatalities	820	787	777	-1	-5
Seriously injured	8,233	8,894	9,338	5	13
Slightly injured	111,578	90,401	83,864	-7	-25
Total	120,631	100,082	93,979	-6	-22
Car traffic (billion vehicle miles)	241.1	254.4	255.0	0	6
Fatalities in accidents involving car drivers aged 17-24	376	313	308	-2	-18
of which: Driver aged 17-24	138	108	99	-8	-28
Passenger of driver aged 17-24	80	55	52	-5	-35
Other road user	157	150	157	5	0
Pedestrians					
Fatalities	424	470	456	-3	8
of which: Children (0-15)	27	22	28	27	4
Adults (16-59)	226	232	224	-3	-1
Elderly (60+)	172	216	204	-6	19
Seriously injured	5,255	5,594	5,782	3	10
Slightly injured	19,529	17,741	16,194	-9	-17
Total	25,208	23,805	22,432	-6	-11

RAS40006
Summary statistics, Great Britain, 2018

	Number			2018 Percentage change over:	
	2010-14 average	2017	2018 ^r	2017	2010-14 average
Motorcyclists					
Fatalities	353	349	354	1	0
Seriously injured	5,036	5,592	5,497	-2	9
Slightly injured	14,064	12,101	10,967	-9	-22
Total	19,453	18,042	16,818	-7	-14
Motorcycle traffic (billion vehicle miles)	2.8	2.8	2.7	-1	-2
Fatalities on					
Motorways	9	6	10	67	14
Built-up roads	140	134	156	16	11
Non built-up roads	204	209	188	-10	-8
KSI on					
Motorways	108	112	123	10	13
Built-up roads	3,347	3,992	3,956	-1	18
Non built-up roads	1,933	1,837	1,772	-4	-8
Motorcycles with engine size up to 125 cc					
Fatalities	60	54	56	4	-6
Seriously injured	1,942	2,540	2,369	-7	22
Slightly injured	7,757	7,004	6,236	-11	-20
Motorcycles with engine size over 125 cc					
Fatalities	293	293	292	0	0
Seriously injured	3,094	2,943	3,021	3	-2
Slightly injured	6,307	4,940	4,546	-8	-28
Pedal cyclists					
Fatalities	112	101	99	-2	-12
Seriously injured	3,102	3,698	3,707	0	20
Slightly injured	16,029	14,522	13,744	-5	-14
Total	19,243	18,321	17,550	-4	-9
Child (0-15) KSI	336	369	331	-10	-2
Adult (16+) KSI	2,834	3,390	3,440	1	21
Pedal cycle traffic (billion vehicle miles)	3.2	3.3	3.3	2	6
Vans/Light Goods Vehicles (LGV)					
Fatalities	34	41	38	-7	11
Seriously injured	332	383	463	21	39
Slightly injured	4,207	3,750	3,444	-8	-18
Casualties in accidents involving at least one LGV					
Fatalities	174	193	180	-7	4
KSI	1,903	2,298	2,447	6	29
All casualties	17,290	16,093	15,639	-3	-10
LGV traffic (billion vehicle miles)	42.3	50.5	51.0	1	21
Heavy Goods Vehicles (HGV)					
Fatalities	24	21	14	-33	-42
Seriously injured	166	147	146	-1	-12
Slightly injured	1,206	870	720	-17	-40
Casualties in accidents involving at least one HGV					
Fatalities	263	263	257	-2	-2
KSI	1,347	1,247	1,258	1	-7
All casualties	9,018	6,729	5,990	-11	-34
HGV traffic (billion vehicle miles)	15.9	17.0	17.1	0	7
Children (aged 0-15)					
Fatalities	55	48	48	0	-13
Male	36	28	29	4	-19
Female	20	20	19	-5	-3
KSI	2,250	2,146	2,139	0	-5
All casualties	17,755	15,721	14,266	-9	-20

r: figures have been revised due to processing errors
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[Notes & Definitions](#)

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

Last updated: 12 February 2020
Next update: September 2020

Year	Casualties										Casualty rate per Billion vehicle miles	All traffic billion vehicle miles
	Accidents '000	Killed (number)					Injured (thousands)					
		Pedestrians no.	Pedal cyclists no.	Motor cyclists no.	All road users no.	Other road users no.	All killed no.	Serious '000	Slight '000	All injured '000			All casualties '000
1950	167	2,251	805	1,129	827	5,012	49	148	196	201	4,438	45
1951	178	2,398	800	1,175	877	5,250	52	159	211	216	4,372	50
1952	172	2,063	743	1,142	758	4,706	50	153	203	208	3,998	52
1953	186	2,233	720	1,237	900	5,090	57	165	222	227	4,262	53
1954	196	2,226	696	1,148	940	5,010	57	176	233	238	4,333	55
1955	217	2,287	708	1,362	1,169	5,526	62	200	262	268	4,529	59
1956	216	2,270	650	1,250	1,197	5,367	61	201	263	268	4,441	60
1957	219	2,225	663	1,425	1,237	5,550	64	205	268	274	4,571	60
1958	237	2,408	668	1,421	1,473	5,970	69	225	294	300	4,502	67
1959	261	2,520	738	1,680	1,582	6,520	81	246	327	333	4,556	73
1960	272	2,708	679	1,743	1,840	6,970	84	256	341	348	4,498	77
1961	270	2,717	645	1,544	2,002	6,908	85	258	343	350	4,222	83
1962	264	2,681	583	1,323	2,122	6,709	84	251	335	342	3,994	86
1963	272	2,740	589	1,279	2,314	6,922	88	261	349	356	3,966	90
1964	292	2,986	583	1,445	2,806	7,820	95	282	378	385	3,870	100
1965	299	3,105	543	1,244	3,060	7,952	98	292	390	398	3,774	105
1966	292	3,153	514	1,134	3,184	7,985	100	285	384	392	3,527	111
1967	277	2,964	463	920	2,972	7,319	94	269	363	370	3,209	115
1968	264	2,762	391	877	2,780	6,810	89	254	342	349	2,917	120
1969	262	2,955	402	791	3,217	7,365	91	255	346	353	2,880	123
1970	267	2,925	373	761	3,440	7,499	93	262	356	363	2,855	127
1971	259	2,939	411	800	3,549	7,699	91	253	344	352	2,620	134
1972	265	3,083	367	729	3,584	7,763	91	261	352	360	2,557	141
1973	262	2,806	336	750	3,514	7,406	89	257	346	354	2,395	148
1974	244	2,642	282	797	3,162	6,883	82	236	318	325	2,236	145
1975	246	2,344	278	838	2,906	6,366	77	241	319	325	2,214	147
1976	259	2,335	300	990	2,945	6,570	80	254	333	340	2,200	154
1977	266	2,313	301	1,182	2,818	6,614	82	260	341	348	2,214	157
1978	265	2,427	316	1,163	2,925	6,831	83	260	343	350	2,152	163
1979	255	2,118	320	1,160	2,754	6,352	80	248	328	335	2,067	162
1980	252	1,941	302	1,163	2,547	5,953	79	243	323	329	1,909	172
1981	248	1,874	310	1,131	2,531	5,846	78	241	319	325	1,852	175
1982	256	1,869	294	1,091	2,683	5,937	80	249	328	334	1,850	181
1983	243	1,914	323	963	2,245	5,445	71	233	303	309	1,687	183
1984	253	1,868	345	967	2,419	5,599	73	246	319	324	1,687	192
1985	246	1,789	286	796	2,294	5,165	71	241	312	318	1,618	196
1986	248	1,841	271	762	2,511	5,385	69	247	316	321	1,564	206
1987	239	1,703	280	723	2,419	5,125	64	242	306	311	1,407	221
1988	247	1,753	227	670	2,402	5,052	63	254	317	322	1,362	237
1989	261	1,706	294	683	2,690	5,373	63	273	336	342	1,334	256
1990	258	1,694	256	659	2,608	5,217	60	275	336	341	1,319	259
1991	236	1,496	242	548	2,282	4,568	52	255	307	311	1,202	259
1992	233	1,347	204	469	2,209	4,229	49	257	307	311	1,200	259
1993 ¹	229	1,241	186	427	1,960	3,814	45	257	302	306	1,183	259
1994	234	1,124	172	444	1,910	3,650	47	265	312	315	1,193	264
1995	231	1,038	213	445	1,925	3,621	46	262	307	311	1,152	270
1996	236	997	203	440	1,958	3,598	44	272	317	321	1,159	277
1997	240	973	183	509	1,934	3,599	43	281	324	328	1,161	282
1998	239	906	158	498	1,859	3,421	41	281	322	325	1,132	287
1999	235	870	172	547	1,834	3,423	39	278	317	320	1,094	293
2000	234	857	127	605	1,820	3,409	38	279	317	320	1,094	293
2001	229	826	138	583	1,903	3,450	37	273	310	313	1,053	297
2002	222	775	130	609	1,917	3,431	36	263	299	303	992	305
2003	214	774	114	693	1,927	3,508	34	253	287	291	945	308
2004	207	671	134	585	1,831	3,221	31	246	278	281	899	312
2005	199	671	148	569	1,813	3,201	29	239	268	271	866	313
2006	189	675	146	599	1,752	3,172	29	227	255	258	812	318
2007	182	646	136	588	1,576	2,946	28	217	245	248	771	321
2008	171	572	115	493	1,358	2,538	26	202	228	231	723	319
2009	164	500	104	472	1,146	2,222	25	195	220	222	702	316
2010	154	405	111	403	931	1,850	23	184	207	209	670	311
2011	151	453	107	362	979	1,901	23	179	202	204	665	307
2012	146	420	118	328	888	1,754	23	171	194	196	640	306
2013	139	398	109	331	875	1,713	22	160	182	184	599	307
2014	146	446	113	339	877	1,775	23	170	193	194	619	314
2015	140	408	100	365	857	1,730	22	162	184	186	582	320
2016	137	448	102	319	923	1,792	24	155	180	181	555	327
2017	130	470	101	349	873	1,793	25	144	169	171	516	331
2018	123	456	99	354	875	1,784	26	133	159	161	485	331

¹ See Notes and Definitions in Section 7 for details of discontinuity in road traffic figures from 1993 onwards.

From 1993 the data has been estimated using the expansion factors and the new methodology for measuring road lengths, they are not directly comparable with the figures for 1992 and earlier.

The figures in this table are National Statistics

Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced for high level series. More information on the change and the adjustment process is available in the 2018 annual report.

RAS41

Key road safety indicators (formerly part of the Strategic Framework for Road Safety)

RAS41001:
Summary indicators (formerly the Key Outcome Indicators - Strategic Framework for Road Safety: Great Britain)

Area/Indicator	2010-14 baseline	2010	2011	2012	2013	2014	2015	2016	2017	2018	2018 Percentage ¹ change over:	
											2017	2010-14 average
1 Casualties												
1.1 Fatalities												
1.1.1 All	1,799	1,850	1,901	1,754	1,713	1,775	1,730	1,792	1,793	1,784	-1%	-1%
1.1.2 Children (0-15)	55	55	60	61	48	53	54	69	48	48	0%	-13%
1.1.3 Adults (16-59)	1,249	1,326	1,328	1,197	1,206	1,187	1,184	1,189	1,186	1,148	-3%	-8%
1.1.4 Older people (60+)	494	469	513	496	459	535	492	534	559	588	5%	19%
1.1.5 - Car occupants	820	835	883	801	785	797	754	816	787	777	-1%	-5%
1.1.6 - Motorcyclists	353	403	362	328	331	339	365	319	349	354	1%	0%
1.1.7 - Pedal cyclists	112	111	107	118	109	113	100	102	101	99	-2%	-11%
1.1.8 - Pedestrians	424	405	453	420	398	446	408	448	470	456	-3%	7%
1.1.9 In accidents involving HGVs	263	263	257	271	258	268	282	267	263	257	-2%	-2%
1.1.10 In accidents involving LGVs	174	169	191	170	162	177	166	197	193	180	-7%	4%
1.2 Serious injuries												
1.2.1 All	22,657	22,660	23,122	23,039	21,657	22,807	22,144	24,101	24,831	25,511	3%	13%
1.2.2 Children (0-15)	2,194	2,447	2,352	2,211	1,932	2,029	1,910	2,033	2,098	2,091	0%	-5%
1.2.3 Adults (16-59)	16,467	16,380	16,814	16,762	15,844	16,535	16,036	17,480	18,099	18,288	1%	11%
1.2.4 Older people (60+)	3,735	3,511	3,688	3,826	3,623	4,026	3,950	4,588	4,634	5,132	11%	37%
1.2.5 - Car occupants	8,233	8,914	8,342	8,232	7,641	8,035	7,888	8,975	8,894	9,338	5%	13%
1.2.6 - Motorcyclists	5,036	4,780	5,247	5,000	4,866	5,289	5,042	5,553	5,592	5,497	-2%	9%
1.2.7 - Pedal cyclists	3,102	2,660	3,085	3,222	3,143	3,401	3,239	3,397	3,698	3,707	0%	19%
1.2.8 - Pedestrians	5,255	5,200	5,454	5,559	4,998	5,063	4,940	5,140	5,594	5,782	3%	10%
1.2.9 In accidents involving HGVs	1,083	1,116	1,077	1,077	1,096	1,051	1,071	1,017	984	1,001	2%	-8%
1.2.10 In accidents involving LGVs	1,729	1,666	1,681	1,757	1,653	1,887	1,878	2,005	2,105	2,267	8%	31%
1.3 Disadvantage												
1.3.1 Disadvantage (KSI): Pedestrians, Cyclists, Cars & Motorcyclists	1.33	1.32	1.29	1.35	1.42	1.28	1.43	1.54	1.60	1.56	-2%	17%
1.3.2 Disadvantage (KSI): Pedestrians, Cyclists & Cars	1.39	1.44	1.38	1.42	1.48	1.24	1.39	1.49	1.50	1.44	-4%	3%
1.3.3 Disadvantage (KSI): Pedestrians & Cyclists	2.05	2.24	2.10	2.05	2.03	1.81	1.78	1.83	1.89	1.86	-2%	-9%
1.4 Fatality rates per billion vehicle miles²												
1.4.1 All ¹⁵	6	6	6	6	6	6	5	5	5	5	-1%	-8%
1.4.2 - Car occupants	3	3	4	3	3	3	3	3	3	3	-2%	-10%
1.4.3 - Motorcyclists	126	141	125	116	123	122	132	113	126	129	2%	3%
1.4.4 - Pedal cyclists	36	37	35	38	35	35	31	30	31	30	-4%	-17%
1.4.5 - Pedestrians	37	37	40	38	34	39	35	35	36	34	-5%	-10%
1.5 Fatality rate per million population												
1.5.1 All	29.2	30.6	31.2	28.3	27.5	28.3	27.3	28.1	27.9	27.6	-1%	-5%
1.5.2 Children (0-15)	4.8	4.9	5.3	5.3	4.1	4.5	4.5	5.7	4.0	3.9	-1%	-18%
1.5.3 Adults (16-59)	34.8	37.3	37.2	33.1	33.2	33.2	32.3	32.3	32.2	31.1	-3%	-11%
1.5.4 Elderly (60+)	35.0	34.2	36.9	35.2	32.1	36.8	24.0	35.7	36.8	38.1	4%	9%
1.5.5 - Car occupants	13.3	13.8	14.5	12.9	12.6	12.7	11.9	12.8	12.3	12.0	-2%	-10%
1.5.6 - Motorcyclists	5.7	6.7	5.9	5.3	5.3	5.4	5.8	5.0	5.4	5.5	1%	-4%
1.5.7 - Pedal cyclists	1.8	1.8	1.8	1.9	1.8	1.8	1.6	1.6	1.6	1.5	-3%	-15%
1.5.8 - Pedestrians	6.9	6.7	7.4	6.8	6.4	7.1	6.4	7.0	7.3	7.1	-4%	3%
1.6 Number fatalities and KSI on the English trunk road network												
1.6.1 Fatalities	234	249	251	217	244	211	224	231	236	250	6%	7%
1.6.2 KSI	1,794	1,886	1,829	1,696	1,708	1,853	1,784	2,005	1,853	1,987	7%	11%
1.7 Road deaths as percentage of all accidental deaths												
1.7.1 Percentage	14%	17%	15%	14%	13%	14%	12%	11%	11%	10%	-1ppt	-4ppt
1.8 Cost of road traffic casualties³												
1.8.1 millions (based on market prices in each respective year)	£ 15,411	£ 15,358	£ 15,557	£ 15,122	£ 14,713	£ 16,307	£ 15,287	£ 16,067	£ 16,295	£ 16,473	1%	7%
1.8.2 millions (based on market prices in 2018)	£ 17,034	£ 17,583	£ 17,475	£ 16,726	£ 15,976	£ 17,408	£ 16,248	£ 16,733	£ 16,605	£ 16,473	-1%	-3%
1.9 Road casualties admitted to hospital (England)												
1.9.1 - all admissions	38,125	37,665	38,584	n/a ⁴	n/a	n/a						
1.9.2 - admissions for 2+ days	15,087	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).												
2.1.1 Fatalities	376	437	412	350	337	342	337	354	313	308	-2%	-18%
2.1.2 KSI	4,605	5,297	4,894	4,480	4,139	4,214	4,224	4,480	4,507	4,459	-1%	-3%
Number of single vehicle accidents involving a young car driver (aged 17-24)												
2.2.1 Fatal	144	153	167	131	139	128	116	127	113	98	-13%	-32%
2.2.2 KSI	1,496	1,765	1,616	1,456	1,290	1,352	1,226	1,272	1,208	1,189	-2%	-21%
Number and proportion of new drivers that pass their driving test on the first attempt ^{5,6}												
2.3.1 Proportions	47%	45%	47%	48%	48%	48%	48%	47%	47%	47%	Oppt	Oppt
2.3.2 Numbers (thousands)	327	336	333	310	320	335	348	377	363	341	-6%	4%
3 Remedial education												
3.1 Number of people taking courses (thousands) ^{3,6,7}	930	468	794	964	1,071	1,354	1,404	1,391	1,414	1,446	2%	55%

RAS41001:
Summary indicators (formerly the Key Outcome Indicators - Strategic Framework for Road Safety: Great Britain)

Area/Indicator	2010-14 baseline	2010	2011	2012	2013	2014	2015	2016	2017	2018	2018 Percentage ¹ change over:	
											2017	2010-14 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	238	240	240	230	240	240	200	230	250	n/a ⁴	..	..
4.1.2 Percentage	13%	13%	13%	13%	14%	14%	12%	13%	14%	n/a ⁴	..	..
4.2 Number and percentage of people KSI in collisions with a driver over the legal blood alcohol limit												
4.2.1 Number	1,414	1,480	1,510	1,430	1,340	1,310	1,370	1,480	1,640	n/a ⁴	..	..
4.2.2 Percentage	6%	6%	6%	6%	6%	5%	6%	6%	6%	n/a ⁴	..	..
4.3 Proportion of drivers tested failing a breath test after collision	3.02%	3.00%	3.10%	3.10%	3.00%	2.90%	2.92%	3.10%	3.49%	3.83%	0.3ppt	0.8ppt
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	There are no suitable sources of data for this at the current time											
4.4.2 Proportion of drivers admitting to have driven while under the influence of an illegal drug at least once in 12 months ^{5,6}	0.9%	1.3%	1.0%	0.5%	0.7%	0.9%	0.6%	0.4%	0.4%	0.5%	0.1ppt	-0.4ppt
4.5 Percentage of fatalities and KSIs in collisions with 'exceeding the speed limit' or 'travelling too fast for conditions' as a contributory factor												
4.5.1 Fatal	24%	24%	23%	21%	24%	25%	22%	20%	20%	18%	-1ppt	-5ppt
4.5.2 KSI	15%	16%	15%	15%	15%	15%	14%	14%	14%	13%	-1ppt	-2ppt
4.6 Proportion of vehicles exceeding the speed limit ^{11,12,13, 14}												
4.6.1 Car - 30mph	55%	..	55%	55%	54%	54%	53%	52%	52%	52%	0ppt	-3ppt
4.6.2 Car - motorways (70mph)	48%	..	49%	47%	47%	47%	46%	46%	48%	46%	-2ppt	-2ppt
4.6.3 Motorcycle - 30mph	Series withdrawn as the data are not robust											
4.6.4 Motorcycle - motorways (70mph)	Series withdrawn as the data are not robust											
4.6.5 Articulated HGV - single carriageway (40mph) (Scotland)	..	..	89%	91%	90%	91%	90%	91%	77%	85%	8ppt	..
4.6.6 Articulated HGV - single carriageway (40mph) (England & Wales)	72%	..	80%	79%	65%	65%	..	..	..	..	..	..
4.6.7 Articulated HGV - single carriageway (50mph) (England & Wales)	..	..	..	..	..	..	21%	24%	20%	20%	0ppt	..
4.6.8 Articulated HGV - dual carriageway (50mph)	Series withdrawn as the data are not robust											
4.6.9 Rigid HGV - 30mph roads	53%	..	50%	54%	54%	53%	53%	51%	50%	46%	-4ppt	-7ppt
4.6.10 Car - 20 mph ¹⁴	..	..	..	..	..	..	84%	81%	86%	87%	1ppt	..
4.7 Percentage of car occupants killed who were not wearing a seat belt ⁸	..	..	..	..	19%	21%	22%	20%	27%	26%	-1ppt	..
4.8 Number of motoring offences												
4.8.1 Total number of motoring offences (thousands) ⁹	1,954	2,426	2,892	2,871	2,817	2,929	3,049	3,059	3,060	n/a ⁴	..	..
5 Vehicle Safety												
5.1.1 Proportion of drivers injured among those involved in collisions by vehicle mileage	Statistics will not be available until MOT data are ready for analysis											
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 ⁶			45%	48%	48%	.. ⁴	..^{4}	..^{4}	..^{4}	..^{4}	n/a	n/a
6.1.2 Percentage of cyclists who said that they felt fairly or very confident cycling on the roads ⁵			58%	n/a ¹⁰	n/a	n/a						
6.2 Whether people feel safe walking	There are no suitable sources of data for this at the current time											

1 Where indicator is a percentage, percentage point change is displayed.
2 Rates per billion vehicle miles, rounded to the nearest whole number; rates for pedestrians are rates per billion miles walked. Source: Stats19(DfT), Vehicle Speed Compliance Statistics for Great Britain (DfT), Coroner's data, Hospital Episode Statistics (England only), ONS mortality data
3 Outside the scope of National Statistics. ONS population data, DfT National Travel Survey
4 Data will be updated once available. British Social Attitudes Survey
5 Figures are based on financial years (April to March).
6 Complete series of figures not available.
7 Figures are the aggregate of driving offenders taking one of the following courses; Driver Alertness Course (DAC), Rider Intervention Developing Experience (RIDE), National Speed Awareness Course (NSAC), Driving 4 Change, What's Driving Us and Your Belt Your Life
8 Incomplete data. Data collection focre started in 2013 for some Police focre areas and therefore only available for this subset of police forces.
9 Motoring offences include: dangerous, careless or drunken driving, accident and speed limit offences, unauthorised taking or theft of motor vehicle, license and insurance offences, vehicle test and condition offences, traffic and other offences.
10 Question no longer included in the survey.
11 Speed limit changed for articulated HGVs above 7.5 tonnes in England and Wales in 2015
<http://www.highwaycodeuk.co.uk/changes-and-answers/new-higher-speed-limits-for-lorries-in-england-and-wales>
12 The speed limit compliance data is based on a sample of automatic traffic counter sites located in free flowing conditions only. The 2011-16 figures were revised in June 2017 to reflect an increase in the number of sites chosen in
[our sample. For more information see Vehicle Speed Compliance Statistics for Great Britain: 2016 \(DfT\)](http://www.highwaycodeuk.co.uk/changes-and-answers/new-higher-speed-limits-for-lorries-in-england-and-wales)
13 Changes in sites selected between years can affect the percentages. Caution should be used when making comparisons over short time scales
14 The 20mph road sample includes some sites that do have limited traffic calming measures in the vicinity.
15 Includes pedal cyclist traffic
Telephone: 020 7944 6595
Email: roadacc.stats@df.gov.uk
[Notes & Definitions](#)

Last updated: 26 September 2019
Next update: September 2020

Key Outcome Indicators - Definitions

Identifier	Description	Temporal Coverage
1. Casualties		
1.1	Number of fatalities from a road accident, reported to Police Authorities	Calender Years: up to 2018
1.2	Number of casualties sustaining serious injuries in a road accident, reported to Police Authorities	Calender Years: up to 2018
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	Calender Years: up to 2018
1.4	Rates of fatalities from a road accident, reported to Police Authorities, offset against vehicle traffic estimates and walking distance estimates for pedestrians	Calender Years: up to 2018
1.5	Rates of fatalities from a road accident, reported to Police Authorities, offset against population estimates for each of the road user group	Calender Years: up to 2018
1.6	Number of fatalities & KSI casualties from a road accident, reported to Police Authorities, on the English trunk road network	Calender Years: up to 2018
1.7	Road deaths reported to Police Authorities as a proportion of all accidental deaths (including other transport, industrial and domestic accidents)	Calender Years: 1974 - 2018
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.	Calender Years: 1968 - 2018
1.9	Number of road casualties admitted to hospitals	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.	Calender Years: up to 2018
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.	Calender Years: up to 2018
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)	Financial Years: 2007/08 - 2018/19
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)	Calender Years: 2010 - 2018
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	Calender Years: 1968 - 2017
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	Calender Years: 1968 - 2017
4.3	Proportion of drivers tested failing or refusing to be administered a breath test, following a road accident	Calender Years: 1979 - 2018

Key Outcome Indicators - Definitions

Identifier	Description	Temporal Coverage
4.4	Prevalence of drug-drive incidents and collisions; (1) numbers of casualties resulting from an accident involving a driver under the influence of an illicit or therapeutic drug or (2) those admitting to have driven while being under the influence of a drug	(1) 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	Calender Years: 2005 - 2018
4.6	Proportion of vehicles that were exceeding the speed limit on the road, for each vehicle type. NB a number of the entries were withdrawn in 2015 as the sample was not robust. Historic data for all vehicles are not avialable before 2011 as the reference speeds have been updated.	Calender Years: 2011 - 2018
4.7	Proportion of car occupants killed, following a road accident, who were not wearing a seat belt	Calender years: 2013 - 2018
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	Calender Years: 1999 - 2017
5. Vehicle Safety		
5.1	Proportions of drivers/riders/passengers injured from a road accident, by vehicle mileage and propensity of vehicle defectiveness	Calender Years: currently under development
6 Perceptions of road safety		
6.1.1	Percentage of cyclists who agreed that it was too dangerous for them to cycle on the roads ⁶	Calender Years: 2011 - 2014
6.1.2	Percentage of cyclists who said that they felt fairly or very confident cycling on the roads	Calender year: 2011, this question has now been dropped from survey.
6.2	Attitudes of pedestrians on the perception of road safety	Calender/Academic Years: walking indicator currently under development

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Key Outcome Indicators - Strategic Framework for Road Safety

**Reported Killed or Seriously Injured (KSI) casualty rate per billion vehicle miles
by local authority, England, 2014 - 2018 and 2010-14 average**

Rate per billion vehicle miles/Percentage

ONS Code	Region/Local Authority	2010-14 average	2014	2015	2016	2017	2018	2018 percentage change over:	
								2017	2010-14 average
E12000001	North East	74	70	77	77	78	75	-5	1
E06000047	County Durham	80	74	84	72	79	63	-20	-22
E06000005	Darlington	70	52	63	78	90	102	13	46
E08000020	Gateshead	65	53	62	65	49	60	22	-7
E06000001	Hartlepool	69	64	96	85	82	46	-44	-34
E06000002	Middlesbrough	48	48	70	45	45	48	5	1
E08000021	Newcastle upon Tyne	79	73	95	96	99	102	3	29
E08000022	North Tyneside	59	57	64	74	78	76	-2	30
E06000048	Northumberland	96	96	90	105	93	110	19	15
E06000003	Redcar and Cleveland	71	86	90	68	72	43	-41	-40
E08000023	South Tyneside	70	77	57	97	120	82	-31	18
E06000004	Stockton-on-Tees	62	54	71	50	53	54	2	-13
E08000024	Sunderland	76	69	65	79	85	79	-7	3
E12000002	North West	83	85	79	80	78	76	-2	-8
E06000008	Blackburn with Darwen	156	167	171	155	153	147	-4	-6
E06000009	Blackpool	186	150	174	251	187	215	15	16
E08000001	Bolton	65	70	62	66	66	63	-3	-2
E08000002	Bury	47	31	34	38	44	41	-7	-13
E06000049	Cheshire East	83	78	66	61	60	56	-7	-33
E06000050	Cheshire West and Chester	80	78	68	54	45	58	28	-27
E10000006	Cumbria	68	66	65	82	86	89	4	32
E06000006	Halton	69	81	50	72	45	44	-2	-36
E08000011	Knowsley	64	65	52	80	49	45	-8	-30
E10000017	Lancashire	96	105	97	92	85	82	-3	-14
E08000012	Liverpool	168	189	171	185	152	134	-12	-20
E08000003	Manchester	105	101	80	88	111	112	1	7
E08000004	Oldham	98	99	98	83	97	80	-17	-18
E08000005	Rochdale	49	69	54	66	52	46	-12	-6
E08000006	Salford	47	44	34	44	56	56	1	18
E08000014	Sefton	123	131	167	122	151	130	-14	6
E08000013	St. Helens	81	80	55	74	68	86	26	6
E08000007	Stockport	49	55	45	59	48	54	12	10
E08000008	Tameside	75	73	67	58	94	73	-22	-2
E08000009	Trafford	49	48	59	40	69	63	-8	28
E06000007	Warrington	61	51	55	47	39	47	21	-23
E08000010	Wigan	58	52	60	52	63	62	-2	6
E08000015	Wirral	115	133	129	113	120	96	-20	-17
E12000003	Yorkshire and The Humber	93	90	83	90	97	101	3	9
E08000016	Barnsley	70	70	57	95	133	126	-5	80
E08000032	Bradford	139	135	123	116	126	120	-5	-14
E08000033	Calderdale	99	104	96	80	66	70	6	-30
E08000017	Doncaster	67	55	52	80	100	97	-4	44
E06000011	East Riding of Yorkshire	92	89	77	88	93	106	14	14
E06000010	Kingston upon Hull, City of	154	144	133	189	192	231	21	51
E08000034	Kirklees	93	100	94	88	87	80	-8	-14
E08000035	Leeds	80	86	84	79	77	80	4	0
E06000012	North East Lincolnshire	134	135	92	110	137	145	6	9
E06000013	North Lincolnshire	99	92	85	78	99	115	16	15
E10000023	North Yorkshire	95	86	84	81	78	67	-13	-29
E08000018	Rotherham	61	65	58	86	85	103	22	69
E08000019	Sheffield	104	113	85	122	194	205	5	96
E08000036	Wakefield	86	68	79	79	66	83	26	-4
E06000014	York	79	94	91	72	61	69	14	-13

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Key Outcome Indicators - Strategic Framework for Road Safety

Reported Killed or Seriously Injured (KSI) casualty rate per billion vehicle miles by local authority, England, 2014 - 2018 and 2010-14 average

Rate per billion vehicle miles/Percentage

ONS Code	Region/Local Authority	2010-14 average	2014	2015	2016	2017	2018	2018 percentage change over:	
								2017	2010-14 average
E12000004	East Midlands	80	78	71	72	71	73	3	-8
E06000015	Derby	84	98	69	70	59	68	15	-19
E10000007	Derbyshire	72	87	67	63	59	65	10	-9
E06000016	Leicester	104	111	117	113	74	135	83	30
E10000018	Leicestershire	49	53	51	46	43	50	16	3
E10000019	Lincolnshire	119	106	83	112	139	124	-11	5
E10000021	Northamptonshire	62	60	62	59	50	50	1	-18
E06000018	Nottingham	136	112	145	137	118	119	0	-12
E10000024	Nottinghamshire	92	76	70	70	73	68	-7	-26
E06000017	Rutland	59	64	76	59	38	54	42	-9
E12000005	West Midlands	63	62	67	76	70	68	-4	6
E08000025	Birmingham	115	107	121	132	121	127	5	11
E08000026	Coventry	101	105	98	98	98	120	22	19
E08000027	Dudley	91	83	84	112	82	79	-4	-13
E06000019	Herefordshire, County of	65	73	86	84	76	79	4	22
E08000028	Sandwell	89	95	91	102	93	78	-17	-13
E06000051	Shropshire	71	74	74	89	89	70	-22	-1
E08000029	Solihull	40	33	31	39	39	29	-26	-27
E10000028	Staffordshire	34	31	44	47	38	33	-15	-5
E06000021	Stoke-on-Trent	58	50	51	99	69	70	2	20
E06000020	Telford and Wrekin	47	48	48	52	60	53	-10	15
E08000030	Walsall	84	107	92	96	110	89	-19	5
E10000031	Warwickshire	55	56	55	64	59	60	1	9
E08000031	Wolverhampton	108	103	104	112	113	123	8	14
E10000034	Worcestershire	41	40	50	54	55	54	-2	29
E12000006	East of England	70	67	65	78	72	74	2	5
E06000055	Bedford	80	94	74	96	78	86	10	7
E10000003	Cambridgeshire	70	68	59	72	73	75	3	7
E06000056	Central Bedfordshire	62	57	70	65	67	65	-3	6
E10000012	Essex	71	69	69	89	79	81	2	13
E10000015	Hertfordshire	54	52	53	59	52	56	9	4
E06000032	Luton	105	97	110	129	148	146	-1	39
E10000020	Norfolk	72	73	73	75	74	80	8	10
E06000031	Peterborough	74	64	55	76	84	63	-24	-14
E06000033	Southend-on-Sea	158	192	170	220	182	145	-20	-8
E10000029	Suffolk	82	64	53	75	70	67	-4	-18
E06000034	Thurrock	63	52	69	88	62	76	23	21

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Key Outcome Indicators - Strategic Framework for Road Safety

Reported Killed or Seriously Injured (KSI) casualty rate per billion vehicle miles by local authority, England, 2014 - 2018 and 2010-14 average

Rate per billion vehicle miles/Percentage

ONS Code	Region/Local Authority	2010-14 average	2014	2015	2016	2017	2018	2018 percentage change over:	
								2017	2010-14 average
E12000007	London ¹	143	117	113	133	207	217	5	52
E09000002	Barking and Dagenham	126	107	80	112	242	266	10	111
E09000003	Barnet	120	94	89	73	141	129	-8	8
E09000004	Bexley	80	42	52	87	96	142	48	77
E09000005	Brent	150	155	151	176	238	277	16	85
E09000006	Bromley	101	66	101	120	141	152	7	50
E09000007	Camden	330	233	254	303	483	521	8	58
E09000001	City of London	483	503	394	475	570	806	41	67
E09000008	Croydon	122	97	89	102	172	153	-11	25
E09000009	Ealing	106	106	82	120	205	184	-11	74
E09000010	Enfield	84	53	68	71	125	121	-3	44
E09000011	Greenwich	103	61	82	73	142	161	13	57
E09000012	Hackney	322	197	268	314	493	537	9	67
E09000013	Hammersmith and Fulham	208	209	188	233	291	328	13	57
E09000014	Haringey	263	245	179	216	396	336	-15	28
E09000015	Harrow	118	142	129	123	194	202	4	71
E09000016	Havering	67	48	69	81	72	81	13	22
E09000017	Hillingdon	58	61	49	52	72	93	29	61
E09000018	Hounslow	78	65	71	82	121	128	6	64
E09000019	Islington	345	348	337	300	469	544	16	57
E09000020	Kensington and Chelsea	236	210	161	210	351	372	6	58
E09000021	Kingston upon Thames	70	70	52	66	89	98	10	40
E09000022	Lambeth	297	208	211	252	419	424	1	43
E09000023	Lewisham	183	133	111	137	246	227	-8	24
E09000024	Merton	126	138	100	121	165	210	27	66
E09000025	Newham	124	113	125	143	249	180	-28	44
E09000026	Redbridge	102	70	81	103	117	147	26	44
E09000027	Richmond upon Thames	120	109	77	96	158	179	14	49
E09000028	Southwark	238	149	195	176	322	421	31	77
E09000029	Sutton	102	75	57	76	154	180	17	77
E09000030	Tower Hamlets	188	160	126	218	334	288	-14	53
E09000031	Waltham Forest	148	130	106	131	199	208	4	41
E09000032	Wandsworth	200	168	152	203	296	340	15	70
E09000033	Westminster	309	247	239	304	485	493	2	59
E12000008	South East	79	85	80	84	77	83	8	5
E06000036	Bracknell Forest	64	60	81	94	45	37	-17	-42
E06000043	Brighton and Hove	183	185	178	196	182	194	7	6
E10000002	Buckinghamshire	58	60	63	55	43	38	-10	-34
E10000011	East Sussex	127	147	130	138	134	130	-3	2
E10000014	Hampshire	77	82	75	77	71	73	3	-6
E06000046	Isle of Wight	217	175	208	192	201	203	1	-6
E10000016	Kent	64	73	68	93	85	77	-9	21
E06000035	Medway	67	65	84	102	104	116	12	73
E06000042	Milton Keynes	62	68	57	67	57	53	-7	-14
E10000025	Oxfordshire	77	81	75	73	57	55	-3	-29
E06000044	Portsmouth	147	124	139	138	138	146	6	-1
E06000038	Reading	136	132	103	137	165	136	-17	0
E06000039	Slough	85	90	87	94	71	98	39	15
E06000045	Southampton	186	180	181	174	160	161	0	-14
E10000030	Surrey	71	85	77	63	62	106	71	49
E06000037	West Berkshire	38	37	29	37	22	30	37	-20
E10000032	West Sussex	98	108	101	103	102	104	2	6
E06000040	Windsor and Maidenhead	50	53	52	47	50	43	-14	-14
E06000041	Wokingham	44	48	41	43	45	38	-15	-12

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Key Outcome Indicators - Strategic Framework for Road Safety

Reported Killed or Seriously Injured (KSI) casualty rate per billion vehicle miles by local authority, England, 2014 - 2018 and 2010-14 average

Rate per billion vehicle miles/Percentage

ONS Code	Region/Local Authority	2010-14 average	2014	2015	2016	2017	2018	2018 percentage change over:	
								2017	2010-14 average
E12000009	South West	65	68	67	68	66	65	-1	0
E06000022	Bath and North East Somerset	55	67	82	47	47	61	30	12
E06000028	Bournemouth	155	134	138	131	153	84	-46	-46
E06000023	Bristol, City of	92	82	85	74	52	74	43	-19
E06000052	Cornwall	76	86	76	96	90	93	3	23
E10000008	Devon	61	68	67	73	75	72	-4	19
E10000009	Dorset	92	98	113	97	85	74	-13	-20
E10000013	Gloucestershire	57	55	62	67	75	70	-7	22
E06000053	Isles of Scilly	120	587	0	595	587	0	-100	-100
E06000024	North Somerset	39	35	33	30	34	35	2	-11
E06000026	Plymouth	78	96	88	107	122	110	-10	41
E06000029	Poole	124	152	120	129	99	113	14	-8
E10000027	Somerset	57	55	52	44	43	45	4	-22
E06000025	South Gloucestershire	25	24	20	19	16	22	35	-9
E06000030	Swindon	58	54	58	63	48	52	9	-11
E06000027	Torbay	93	100	86	111	117	128	9	37
E06000054	Wiltshire	67	69	65	65	58	62	6	-7
E92000001	England ¹	81	79	76	82	84	86	2	7

1 Includes London (Heathrow) Airport

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

[Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced for high level series. More information on the change and the adjustment process is available in the 2018 annual report.](#)

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[Notes & Definitions](#)

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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, 2014 - 2018 and 2010-14 average

Rate per billion vehicle kilometres/Percentage

ONS Code	Region/Local Authority	2010-14 average	2014	2015	2016	2017	2018	2018 percentage change over:	
								2017	2010-14 average
E12000001	North East	46	43	48	48	49	46	-5	1
E06000047	County Durham	50	46	52	45	49	39	-20	-22
E06000005	Darlington	43	32	39	48	56	63	13	46
E08000020	Gateshead	40	33	38	40	31	37	22	-7
E06000001	Hartlepool	43	40	60	53	51	28	-44	-34
E06000002	Middlesbrough	30	30	43	28	28	30	5	1
E08000021	Newcastle upon Tyne	49	45	59	60	62	63	3	29
E08000022	North Tyneside	37	35	40	46	48	47	-2	30
E06000048	Northumberland	59	60	56	65	58	68	19	15
E06000003	Redcar and Cleveland	44	53	56	42	45	26	-41	-40
E08000023	South Tyneside	43	48	35	60	74	51	-31	18
E06000004	Stockton-on-Tees	38	34	44	31	33	33	2	-13
E08000024	Sunderland	47	43	40	49	53	49	-7	3
E12000002	North West	52	53	49	49	49	47	-2	-8
E06000008	Blackburn with Darwen	97	104	106	96	95	91	-4	-6
E06000009	Blackpool	116	93	108	156	116	134	15	16
E08000001	Bolton	40	43	39	41	41	39	-3	-2
E08000002	Bury	29	19	21	24	27	25	-7	-13
E06000049	Cheshire East	52	49	41	38	37	35	-7	-33
E06000050	Cheshire West and Chester	50	48	43	33	28	36	28	-27
E10000006	Cumbria	42	41	40	51	53	55	4	32
E06000006	Halton	43	50	31	45	28	27	-2	-36
E08000011	Knowsley	40	40	32	50	30	28	-8	-30
E10000017	Lancashire	59	65	60	57	53	51	-3	-14
E08000012	Liverpool	104	118	106	115	94	83	-12	-20
E08000003	Manchester	65	63	50	55	69	69	1	7
E08000004	Oldham	61	62	61	52	60	50	-17	-18
E08000005	Rochdale	30	43	33	41	33	29	-12	-6
E08000006	Salford	29	27	21	28	35	35	1	18
E08000014	Sefton	76	81	104	76	94	81	-14	6
E08000013	St. Helens	50	50	34	46	42	53	26	6
E08000007	Stockport	31	34	28	37	30	34	12	10
E08000008	Tameside	47	45	41	36	59	46	-22	-2
E08000009	Trafford	31	30	37	25	43	39	-8	28
E06000007	Warrington	38	32	34	29	24	29	21	-23
E08000010	Wigan	36	32	37	33	39	38	-2	6
E08000015	Wirral	72	82	80	70	75	60	-20	-17
E12000003	Yorkshire and The Humber	58	56	52	56	61	63	3	9
E08000016	Barnsley	43	43	35	59	83	78	-5	80
E08000032	Bradford	86	84	76	72	78	74	-5	-14
E08000033	Calderdale	61	65	60	50	41	43	6	-30
E08000017	Doncaster	42	34	33	50	62	60	-4	44
E06000011	East Riding of Yorkshire	57	55	48	55	58	66	14	14
E06000010	Kingston upon Hull, City of	95	89	83	118	119	144	21	51
E08000034	Kirklees	58	62	59	54	54	50	-8	-14
E08000035	Leeds	50	53	52	49	48	50	4	0
E06000012	North East Lincolnshire	83	84	57	68	85	90	6	9
E06000013	North Lincolnshire	62	57	53	49	62	71	16	15
E10000023	North Yorkshire	59	53	52	50	48	42	-13	-29
E08000018	Rotherham	38	40	36	54	53	64	22	69
E08000019	Sheffield	65	70	53	76	121	127	5	96
E08000036	Wakefield	54	42	49	49	41	52	26	-4
E06000014	York	49	58	57	45	38	43	14	-13

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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, 2014 - 2018 and 2010-14 average

Rate per billion vehicle kilometres/Percentage

ONS Code	Region/Local Authority	2010-14 average	2014	2015	2016	2017	2018	2018 percentage change over:	
								2017	2010-14 average
E12000004	East Midlands	49	49	44	45	44	45	3	-8
E06000015	Derby	52	61	43	43	37	42	15	-19
E10000007	Derbyshire	44	54	41	39	37	40	10	-9
E06000016	Leicester	65	69	73	70	46	84	83	30
E10000018	Leicestershire	30	33	32	29	27	31	16	3
E10000019	Lincolnshire	74	66	51	70	86	77	-11	5
E10000021	Northamptonshire	38	37	39	36	31	31	1	-18
E06000018	Nottingham	84	69	90	85	74	74	0	-12
E10000024	Nottinghamshire	57	47	43	43	45	42	-7	-26
E06000017	Rutland	37	40	47	36	23	33	42	-9
E12000005	West Midlands	39	39	42	47	44	42	-4	6
E08000025	Birmingham	71	66	75	82	75	79	5	11
E08000026	Coventry	63	65	61	61	61	75	22	19
E08000027	Dudley	56	51	52	69	51	49	-4	-13
E06000019	Herefordshire, County of	40	45	53	52	47	49	4	22
E08000028	Sandwell	55	59	56	63	58	48	-17	-13
E06000051	Shropshire	44	46	46	55	55	43	-22	-1
E08000029	Solihull	25	20	19	24	24	18	-26	-27
E10000028	Staffordshire	21	19	28	29	24	20	-15	-5
E06000021	Stoke-on-Trent	36	31	31	62	43	43	2	20
E06000020	Telford and Wrekin	29	30	30	32	37	33	-10	15
E08000030	Walsall	52	66	57	60	68	55	-19	5
E10000031	Warwickshire	34	35	34	40	37	37	1	9
E08000031	Wolverhampton	67	64	64	70	70	76	8	14
E10000034	Worcestershire	26	25	31	34	34	33	-2	29
E12000006	East of England	44	41	40	48	45	46	2	5
E06000055	Bedford	50	59	46	60	49	53	10	7
E10000003	Cambridgeshire	44	42	37	45	45	47	3	7
E06000056	Central Bedfordshire	38	35	43	41	42	40	-3	6
E10000012	Essex	44	43	43	55	49	50	2	13
E10000015	Hertfordshire	34	32	33	37	32	35	9	4
E06000032	Luton	65	60	68	80	92	90	-1	39
E10000020	Norfolk	45	45	46	46	46	49	8	10
E06000031	Peterborough	46	40	34	47	52	39	-24	-14
E06000033	Southend-on-Sea	98	120	106	137	113	90	-20	-8
E10000029	Suffolk	51	40	33	47	43	42	-4	-18
E06000034	Thurrock	39	32	43	55	39	47	23	21

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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, 2014 - 2018 and 2010-14 average

Rate per billion vehicle kilometres/Percentage

ONS Code	Region/Local Authority	2010-14 average	2014	2015	2016	2017	2018	2018 percentage change over:	
								2017	2010-14 average
E12000007	London	89	72	70	83	128	135	5	52
E09000002	Barking and Dagenham	78	66	50	70	150	165	10	111
E09000003	Barnet	75	59	55	45	88	80	-8	8
E09000004	Bexley	50	26	33	54	59	88	48	77
E09000005	Brent	93	96	94	109	148	172	16	85
E09000006	Bromley	63	41	63	75	88	94	7	50
E09000007	Camden	205	145	158	188	300	324	8	58
E09000001	City of London	300	312	245	295	354	501	41	67
E09000008	Croydon	76	60	55	64	107	95	-11	25
E09000009	Ealing	66	66	51	75	128	114	-11	74
E09000010	Enfield	52	33	43	44	77	75	-3	44
E09000011	Greenwich	64	38	51	45	88	100	13	57
E09000012	Hackney	200	122	167	195	307	334	9	67
E09000013	Hammersmith and Fulham	130	130	117	145	181	204	13	57
E09000014	Haringey	163	152	111	134	246	209	-15	28
E09000015	Harrow	73	88	80	77	121	126	4	71
E09000016	Havering	42	30	43	50	45	50	13	22
E09000017	Hillingdon	36	38	31	32	45	58	29	61
E09000018	Hounslow	48	40	44	51	75	80	6	64
E09000019	Islington	215	216	209	187	292	338	16	57
E09000020	Kensington and Chelsea	146	131	100	130	218	231	6	58
E09000021	Kingston upon Thames	43	43	32	41	55	61	10	40
E09000022	Lambeth	185	129	131	156	260	263	1	43
E09000023	Lewisham	113	83	69	85	153	141	-8	24
E09000024	Merton	78	86	62	75	103	130	27	66
E09000025	Newham	77	70	78	89	154	112	-28	44
E09000026	Redbridge	63	43	50	64	73	91	26	44
E09000027	Richmond upon Thames	75	68	48	60	98	111	14	49
E09000028	Southwark	148	93	121	109	200	262	31	77
E09000029	Sutton	63	46	35	47	96	112	17	77
E09000030	Tower Hamlets	117	99	78	135	208	179	-14	53
E09000031	Waltham Forest	92	81	66	81	124	129	4	41
E09000032	Wandsworth	124	104	95	126	184	211	15	70
E09000033	Westminster	192	154	149	189	301	306	2	59
E12000008	South East	49	53	50	52	48	51	8	5
E06000036	Bracknell Forest	39	37	50	58	28	23	-17	-42
E06000043	Brighton and Hove	114	115	110	122	113	121	7	6
E10000002	Buckinghamshire	36	37	39	34	26	24	-10	-34
E10000011	East Sussex	79	91	81	86	83	81	-3	2
E10000014	Hampshire	48	51	46	48	44	45	3	-6
E06000046	Isle of Wight	135	109	129	119	125	126	1	-6
E10000016	Kent	40	45	42	58	53	48	-9	21
E06000035	Medway	41	40	52	63	64	72	12	73
E06000042	Milton Keynes	38	42	35	41	35	33	-7	-14
E10000025	Oxfordshire	48	50	47	45	35	34	-3	-29
E06000044	Portsmouth	91	77	86	86	86	91	6	-1
E06000038	Reading	85	82	64	85	103	85	-17	0
E06000039	Slough	53	56	54	58	44	61	39	15
E06000045	Southampton	116	112	112	108	99	100	0	-14
E10000030	Surrey	44	53	48	39	38	66	71	49
E06000037	West Berkshire	23	23	18	23	14	19	37	-20
E10000032	West Sussex	61	67	63	64	63	65	2	6
E06000040	Windsor and Maidenhead	31	33	32	29	31	27	-14	-14
E06000041	Wokingham	27	30	25	27	28	24	-15	-12

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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, 2014 - 2018 and 2010-14 average

Rate per billion vehicle kilometres/Percentage

ONS Code	Region/Local Authority	2010-14 average	2014	2015	2016	2017	2018	2018 percentage change over:	
								2017	2010-14 average
E12000009	South West	41	42	42	42	41	41	-1	0
E06000022	Bath and North East Somerset	34	42	51	29	29	38	30	12
E06000028	Bournemouth	97	83	86	82	95	52	-46	-46
E06000023	Bristol, City of	57	51	53	46	32	46	43	-19
E06000052	Cornwall	47	54	48	60	56	58	3	23
E10000008	Devon	38	42	41	45	47	45	-4	19
E10000009	Dorset	57	61	70	60	53	46	-13	-20
E10000013	Gloucestershire	36	34	38	42	47	44	-7	22
E06000053	Isles of Scilly	74	365	0	370	364	0	-100	-100
E06000024	North Somerset	24	22	21	18	21	22	2	-11
E06000026	Plymouth	49	59	54	67	76	69	-10	41
E06000029	Poole	77	94	74	80	62	70	14	-8
E10000027	Somerset	35	34	32	27	27	28	4	-22
E06000025	South Gloucestershire	15	15	12	12	10	14	35	-9
E06000030	Swindon	36	34	36	39	30	32	9	-11
E06000027	Torbay	58	62	53	69	73	79	9	37
E06000054	Wiltshire	42	43	40	41	36	38	6	-7
E92000001	England ¹	50	49	47	51	52	54	2	7

1 Includes London (Heathrow) Airport

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

[Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced for high level series. More information on the change and the adjustment process is available in the 2018 annual report.](#)

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[Notes & Definitions](#)

Last updated: 26 September 2019

Next update: September 2020

RAS41004

Key Outcome Indicators - Strategic Framework for Road Safety

Reported Killed or Seriously Injured (KSI) casualty rate per million population by local authority, England, 2014 - 2018 and 2010-14 average

Rate per million population/Percentage

ONS Code	Region/Local Authority	2010-14 average	2014	2015	2016	2017	2018	2018 percentage change over:	
								2017	2010-14 average
E12000001	North East	326	313	351	350	360	348	-3	7
E06000047	County Durham	374	352	406	343	384	309	-19	-17
E06000005	Darlington	330	247	304	369	423	488	15	48
E08000020	Gateshead	350	284	318	332	262	326	24	-7
E06000001	Hartlepool	287	270	411	366	355	204	-43	-29
E06000002	Middlesbrough	247	259	380	242	249	270	9	9
E08000021	Newcastle upon Tyne	295	273	355	354	372	383	3	30
E08000022	North Tyneside	235	232	262	305	313	311	-1	32
E06000048	Northumberland	492	503	485	585	530	631	19	28
E06000003	Redcar and Cleveland	288	355	370	281	301	183	-39	-37
E08000023	South Tyneside	216	242	182	315	381	266	-30	23
E06000004	Stockton-on-Tees	285	258	339	240	254	259	2	-9
E08000024	Sunderland	290	271	256	313	335	321	-4	10
E12000002	North West	404	416	387	392	384	377	-2	-7
E06000008	Blackburn with Darwen	475	518	531	483	450	450	0	-5
E06000009	Blackpool	446	363	423	611	450	517	15	16
E08000001	Bolton	298	324	288	300	298	287	-4	-4
E08000002	Bury	254	165	181	207	232	216	-7	-15
E06000049	Cheshire East	628	601	503	467	457	428	-6	-32
E06000050	Cheshire West and Chester	578	575	509	402	331	435	31	-25
E10000006	Cumbria	461	464	464	605	644	690	7	49
E06000006	Halton	343	404	253	362	219	234	6	-32
E08000011	Knowsley	380	396	319	500	316	294	-7	-23
E10000017	Lancashire	555	618	579	550	508	492	-3	-11
E08000012	Liverpool	489	537	483	514	427	370	-13	-24
E08000003	Manchester	342	325	253	273	346	343	-1	0
E08000004	Oldham	290	297	295	249	291	238	-18	-18
E08000005	Rochdale	246	333	261	324	252	223	-12	-9
E08000006	Salford	291	260	204	261	314	314	0	8
E08000014	Sefton	319	344	442	325	408	345	-15	8
E08000013	St. Helens	370	378	265	364	329	411	25	11
E08000007	Stockport	197	223	184	237	196	219	12	11
E08000008	Tameside	246	240	221	193	312	244	-22	-1
E08000009	Trafford	200	194	236	158	268	245	-8	22
E06000007	Warrington	474	392	429	388	319	387	21	-18
E08000010	Wigan	219	193	227	198	237	230	-3	5
E08000015	Wirral	379	436	433	380	400	319	-20	-16
E12000003	Yorkshire and The Humber	450	445	417	460	495	517	4	15
E08000016	Barnsley	349	345	284	477	658	636	-3	82
E08000032	Bradford	399	386	354	333	359	337	-6	-16
E08000033	Calderdale	445	477	441	372	301	319	6	-28
E08000017	Doncaster	425	355	348	542	680	670	-1	58
E06000011	East Riding of Yorkshire	560	558	493	574	609	704	15	26
E06000010	Kingston upon Hull, City of	464	446	405	584	598	725	21	56
E08000034	Kirklees	359	390	366	348	341	310	-9	-14
E08000035	Leeds	396	436	437	423	413	427	3	8
E06000012	North East Lincolnshire	525	538	370	452	557	601	8	14
E06000013	North Lincolnshire	615	579	542	509	642	767	20	25
E10000023	North Yorkshire	775	716	712	709	675	599	-11	-23
E08000018	Rotherham	339	358	326	492	482	597	24	76
E08000019	Sheffield	308	330	249	358	562	597	6	94
E08000036	Wakefield	449	362	428	436	361	452	25	1
E06000014	York	307	367	358	288	250	286	14	-7

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Key Outcome Indicators - Strategic Framework for Road Safety

Reported Killed or Seriously Injured (KSI) casualty rate per million population by local authority, England, 2014 - 2018 and 2010-14 average

Rate per million population/Percentage

ONS Code	Region/Local Authority	2010-14 average	2014	2015	2016	2017	2018	2018 percentage change over:	
								2017	2010-14 average
E12000004	East Midlands	450	444	404	415	411	423	3	-6
E06000015	Derby	357	420	295	297	257	292	14	-18
E10000007	Derbyshire	440	533	414	400	378	414	10	-6
E06000016	Leicester	286	296	309	296	192	346	80	21
E10000018	Leicestershire	336	374	358	329	307	351	14	4
E10000019	Lincolnshire	607	544	433	593	752	677	-10	12
E10000021	Northamptonshire	456	444	463	439	376	385	2	-15
E06000018	Nottingham	421	340	436	406	352	356	1	-15
E10000024	Nottinghamshire	506	428	397	398	418	384	-8	-24
E06000017	Rutland	581	631	815	648	405	579	43	0
E12000005	West Midlands	340	335	364	411	379	364	-4	7
E08000025	Birmingham	388	357	400	428	388	408	5	5
E08000026	Coventry	349	362	333	332	328	387	18	11
E08000027	Dudley	303	279	284	375	272	259	-5	-15
E06000019	Herefordshire, County of	391	443	526	523	476	489	3	25
E08000028	Sandwell	360	385	363	406	381	318	-17	-12
E06000051	Shropshire	429	451	456	568	567	446	-21	4
E08000029	Solihull	267	224	219	279	276	205	-26	-23
E10000028	Staffordshire	231	208	304	329	264	223	-16	-4
E06000021	Stoke-on-Trent	205	175	179	348	235	238	1	16
E06000020	Telford and Wrekin	230	236	240	260	307	281	-8	22
E08000030	Walsall	291	372	311	323	377	300	-20	3
E10000031	Warwickshire	556	571	578	677	623	630	1	13
E08000031	Wolverhampton	319	300	303	323	323	351	9	10
E10000034	Worcestershire	297	287	365	398	401	387	-4	30
E12000006	East of England	413	399	392	479	458	465	1	13
E06000055	Bedford	371	458	367	480	412	443	7	19
E10000003	Cambridgeshire	512	500	442	551	578	591	2	16
E06000056	Central Bedfordshire	433	409	511	480	500	501	0	16
E10000012	Essex	436	434	439	574	528	530	0	21
E10000015	Hertfordshire	346	339	346	392	346	375	8	8
E06000032	Luton	260	237	270	318	377	374	-1	44
E10000020	Norfolk	422	432	435	455	465	507	9	20
E06000031	Peterborough	456	394	340	477	548	408	-26	-11
E06000033	Southend-on-Sea	385	461	403	528	446	334	-25	-13
E10000029	Suffolk	416	328	279	412	394	376	-5	-10
E06000034	Thurrock	398	331	442	569	417	504	21	27

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Key Outcome Indicators - Strategic Framework for Road Safety

Reported Killed or Seriously Injured (KSI) casualty rate per million population by local authority, England, 2014 - 2018 and 2010-14 average

Rate per million population/Percentage

ONS Code	Region/Local Authority	2010-14 average	2014	2015	2016	2017	2018	2018 percentage change over:	
								2017	2010-14 average
E12000007	London ¹	321	254	241	285	440	458	4	43
E09000002	Barking and Dagenham	241	202	149	208	432	472	9	96
E09000003	Barnet	338	261	242	192	382	347	-9	2
E09000004	Bexley	194	100	124	208	228	332	46	71
E09000005	Brent	277	265	250	299	401	469	17	69
E09000006	Bromley	241	156	237	281	325	338	4	41
E09000007	Camden	432	298	315	370	568	580	2	34
E09000001	City of London	5,717	6,814	4,909	5,425	7,839	9,419	20	65
E09000008	Croydon	245	189	171	199	327	291	-11	18
E09000009	Ealing	241	237	184	268	470	421	-10	75
E09000010	Enfield	259	160	213	220	385	377	-2	45
E09000011	Greenwich	270	149	197	172	339	381	12	41
E09000012	Hackney	411	228	305	358	544	569	5	38
E09000013	Hammersmith and Fulham	402	387	346	440	530	599	13	49
E09000014	Haringey	362	318	227	273	509	436	-14	20
E09000015	Harrow	176	207	186	177	277	284	2	61
E09000016	Havering	259	187	269	316	281	318	13	23
E09000017	Hillingdon	273	287	222	235	321	417	30	52
E09000018	Hounslow	291	233	249	288	424	451	6	55
E09000019	Islington	446	421	391	348	532	590	11	32
E09000020	Kensington and Chelsea	486	442	330	440	738	807	9	66
E09000021	Kingston upon Thames	237	229	167	216	286	313	9	32
E09000022	Lambeth	465	308	305	372	636	620	-3	33
E09000023	Lewisham	313	216	178	222	398	353	-11	12
E09000024	Merton	225	246	176	215	291	378	30	68
E09000025	Newham	239	197	216	246	428	307	-28	28
E09000026	Redbridge	243	164	185	237	268	342	28	41
E09000027	Richmond upon Thames	308	279	195	245	388	432	11	40
E09000028	Southwark	381	228	288	259	477	599	25	57
E09000029	Sutton	200	146	110	148	300	342	14	71
E09000030	Tower Hamlets	409	310	230	397	614	513	-16	25
E09000031	Waltham Forest	253	228	177	218	334	372	11	47
E09000032	Wandsworth	332	259	235	310	458	518	13	56
E09000033	Westminster	723	592	557	695	1,107	1,065	-4	47
E12000008	South East	476	514	489	514	472	502	6	6
E06000036	Bracknell Forest	236	220	303	352	166	140	-16	-41
E06000043	Brighton and Hove	570	562	533	584	548	568	4	0
E10000002	Buckinghamshire	434	452	486	428	334	293	-12	-33
E10000011	East Sussex	626	723	645	697	672	640	-5	2
E10000014	Hampshire	538	574	534	556	516	522	1	-3
E06000046	Isle of Wight	606	496	595	558	582	586	1	-3
E10000016	Kent	386	436	415	575	522	472	-9	22
E06000035	Medway	215	208	271	330	339	374	11	74
E06000042	Milton Keynes	367	405	340	405	348	320	-8	-13
E10000025	Oxfordshire	535	562	533	523	412	396	-4	-26
E06000044	Portsmouth	552	464	519	517	517	535	3	-3
E06000038	Reading	291	274	216	289	343	282	-18	-3
E06000039	Slough	332	339	329	347	255	355	39	7
E06000045	Southampton	528	506	501	476	444	451	2	-15
E10000030	Surrey	526	633	581	470	459	781	70	48
E06000037	West Berkshire	438	437	359	459	278	372	34	-15
E10000032	West Sussex	532	582	549	572	562	562	0	6
E06000040	Windsor and Maidenhead	385	407	406	370	380	325	-14	-16
E06000041	Wokingham	278	308	268	284	285	232	-19	-17

RAS41004**Key Outcome Indicators - Strategic Framework for Road Safety****Reported Killed or Seriously Injured (KSI) casualty rate per million population
by local authority, England, 2014 - 2018 and 2010-14 average**

Rate per million population/Percentage

ONS Code	Region/Local Authority	2010-14 average	2014	2015	2016	2017	2018	2018 percentage change over:	
								2017	2010-14 average
E12000009	South West	379	396	393	404	398	392	-1	4
E06000022	Bath and North East Somerset	217	269	330	186	186	234	26	8
E06000028	Bournemouth	443	366	370	349	421	226	-46	-49
E06000023	Bristol, City of	303	271	276	240	170	237	40	-22
E06000052	Cornwall	410	464	415	538	526	535	2	31
E10000008	Devon	392	443	435	489	525	497	-5	27
E10000009	Dorset	532	571	663	577	518	445	-14	-16
E10000013	Gloucestershire	373	366	410	448	500	459	-8	23
E06000053	Isles of Scilly	92	439	0	433	443	0	-100	-100
E06000024	North Somerset	266	245	233	217	249	262	5	-2
E06000026	Plymouth	266	325	297	363	418	376	-10	41
E06000029	Poole	444	540	425	455	357	403	13	-9
E10000027	Somerset	415	403	385	333	335	347	4	-17
E06000025	South Gloucestershire	215	217	182	176	151	202	34	-6
E06000030	Swindon	335	320	341	367	281	302	7	-10
E06000027	Torbay	296	323	277	359	377	412	9	39
E06000054	Wiltshire	485	507	479	489	433	458	6	-6
E92000001	England ¹	399	394	382	414	428	436	2	9

1 Includes London (Heathrow) Airport

Source: DfT STATS19, ONS mid-year population estimates

The figures in this table are National Statistics

[Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced for high level series. More information on the change and the adjustment process is available in the 2018 annual report.](#)

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Last updated: 26 September 2019

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RAS50

Contributory factors in reported accidents

Note on the contributory factor system

It is important to note that it may be difficult for a police officer, attending the scene after an accident has occurred, to identify certain factors that may have contributed to a cause of an accident.

The contributory factors are therefore different in nature from the remainder of the STATS19 data which is based on the reporting of factual information. This should be kept in mind when interpreting the data.

For further details of the contributory factor system, please see article entitled Contributory factors to reported road accidents, which can be found using the following link:

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

The form used by the police to report contributory factors includes a list of 78 contributory factors. These 78 factors fall into nine categories and these are: Road environment contributed, vehicle defects, Injudicious action, Driver/rider error or reaction, Impairment or distraction, Behaviour or inexperience, Vision affected by external factors, Pedestrian only factors (casualty or uninjured) and Special codes. A copy of the form can be found using the following link:

<https://www.gov.uk/government/publications/road-accidents-and-safety-statistics-guidance>

RAS50001

Contributory factors in reported accidents by severity, Great Britain, 2018

Number/ percentage

Contributory factor reported in accident ^{1,2}	Fatal accidents		Serious accidents		Slight accidents		All accidents	
	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³
Road environment contributed	114	8	1,957	10	7,478	12	9,549	11
Poor or defective road surface	8	1	161	1	348	1	517	1
Deposit on road (eg. oil, mud, chippings)	6	0	239	1	597	1	842	1
Slippery road (due to weather)	51	4	1,046	6	4,669	7	5,766	7
Inadequate or masked signs or road markings	4	0	67	0	310	0	381	0
Defective traffic signals	1	0	17	0	92	0	110	0
Traffic calming (eg. road humps, chicane)	3	0	20	0	91	0	114	0
Temporary road layout (eg. contraflow)	0	0	39	0	163	0	202	0
Road layout (eg. bend, hill, narrow road)	43	3	415	2	1,510	2	1,968	2
Animal or object in carriageway	11	1	151	1	522	1	684	1
Slippery inspection cover or road marking	0	0	10	0	26	0	36	0
Vehicle defects	38	3	316	2	1,038	2	1,392	2
Tyres illegal, defective or under inflated	17	1	116	1	326	1	459	1
Defective lights or indicators	3	0	42	0	94	0	139	0
Defective brakes	15	1	106	1	400	1	521	1
Defective steering or suspension	7	0	43	0	150	0	200	0
Defective or missing mirrors	0	0	1	0	9	0	10	0
Overloaded or poorly loaded vehicle or trailer	2	0	26	0	86	0	114	0
Injudicious action	362	25	3,692	20	12,785	20	16,839	20
Disobeyed automatic traffic signal	18	1	272	1	1,095	2	1,385	2
Disobeyed 'Give Way' or 'Stop' sign or markings	18	1	382	2	1,489	2	1,889	2
Disobeyed double white lines	14	1	220	1	466	1	700	1
Disobeyed pedestrian crossing facility	7	0	93	0	211	0	311	0
Illegal turn or direction of travel	12	1	139	1	513	1	664	1
Exceeding speed limit	177	12	1,251	7	3,224	5	4,652	5
Travelling too fast for conditions	137	9	1,191	6	3,602	6	4,930	6
Following too close	17	1	427	2	3,301	5	3,745	4
Vehicle travelling along pavement	8	1	50	0	145	0	203	0
Cyclist entering road from pavement	8	1	178	1	498	1	684	1
Driver/Rider error or reaction	915	63	11,783	63	44,404	68	57,102	67
Junction overshoot	16	1	371	2	1,622	3	2,009	2
Junction restart (moving off at junction)	11	1	168	1	913	1	1,092	1
Poor turn or manoeuvre	170	12	2,411	13	8,117	13	10,698	13
Failed to signal or misleading signal	7	0	316	2	1,462	2	1,785	2
Driver/Rider failed to look properly	383	26	6,670	36	25,071	39	32,124	38
Driver/Rider failed to judge other person's path or	198	14	3,144	17	13,541	21	16,883	20
Too close to cyclist, horse rider or pedestrian	15	1	308	2	856	1	1,179	1
Sudden braking	24	2	599	3	3,646	6	4,269	5
Swerved	60	4	642	3	2,171	3	2,873	3
Loss of control	371	25	2,413	13	6,402	10	9,186	11
Impairment or distraction	390	27	3,089	17	9,137	14	12,616	15
Driver/Rider impaired by alcohol	117	8	1,186	6	3,048	5	4,351	5
Driver/Rider impaired by drugs (illicit or medicinal)	80	5	404	2	837	1	1,321	2
Fatigue	62	4	339	2	1,127	2	1,528	2
Uncorrected, defective eyesight	3	0	53	0	140	0	196	0
Driver/Rider illness or disability, mental or physical	110	8	584	3	1,395	2	2,089	2
Not displaying lights at night or in poor visibility	4	0	87	0	201	0	292	0
Rider wearing dark clothing	6	0	88	0	314	0	408	0
Driver using mobile phone	25	2	92	0	306	0	423	0
Distraction in vehicle	68	5	540	3	2,039	3	2,647	3
Distraction outside vehicle	17	1	236	1	984	2	1,237	1
Behaviour or inexperience	368	25	4,576	25	13,948	22	18,892	22
Aggressive driving	114	8	853	5	2,294	4	3,261	4
Driver/Rider careless, reckless or in a hurry	252	17	3,208	17	9,466	15	12,926	15
Driver/Rider nervous, uncertain or panic	9	1	230	1	1,039	2	1,278	2
Driving too slow for conditions or slow veh (eg tractor)	2	0	24	0	84	0	110	0
Learner or inexperienced driver/rider	33	2	764	4	2,416	4	3,213	4
Inexperience of driving on the left	6	0	76	0	233	0	315	0
Unfamiliar with model of vehicle	21	1	160	1	376	1	557	1

RAS50001

Contributory factors in reported accidents by severity, Great Britain, 2018

Number/ percentage

Contributory factor reported in accident ^{1,2}	Fatal accidents		Serious accidents		Slight accidents		All accidents	
	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³
Vision affected by external factors	112	8	1,880	10	6,792	10	8,784	10
Stationary or parked vehicle(s)	17	1	529	3	1,832	3	2,378	3
Vegetation	3	0	63	0	134	0	200	0
Road layout (eg. bend, winding road, hill crest)	20	1	205	1	767	1	992	1
Buildings, road signs, street furniture	4	0	48	0	163	0	215	0
Dazzling headlights	8	1	66	0	195	0	269	0
Dazzling sun	27	2	551	3	2,065	3	2,643	3
Rain, sleet, snow, or fog	19	1	323	2	1,169	2	1,511	2
Spray from other vehicles	1	0	17	0	87	0	105	0
Visor or windscreen dirty, scratched or frosted etc.	3	0	21	0	94	0	118	0
Vehicle blind spot	16	1	220	1	848	1	1,084	1
Pedestrian only (casualty or uninjured)	257	18	3,266	18	6,862	11	10,385	12
Crossing road masked by stationary or parked vehicle	14	1	508	3	1,062	2	1,584	2
Pedestrian failed to look properly	117	8	2,234	12	4,755	7	7,106	8
Pedestrian failed to judge vehicle's path or speed	70	5	694	4	1,295	2	2,059	2
Pedestrian wrong use of pedestrian crossing facility	13	1	217	1	456	1	686	1
Dangerous action in carriageway (eg. playing)	40	3	227	1	458	1	725	1
Pedestrian impaired by alcohol	57	4	458	2	738	1	1,253	1
Pedestrian impaired by drugs (illicit or medicinal)	17	1	86	0	98	0	201	0
Pedestrian careless, reckless or in a hurry	44	3	717	4	1,629	3	2,390	3
Pedestrian wearing dark clothing at night	66	5	257	1	374	1	697	1
Pedestrian disability or illness, mental or physical	30	2	172	1	260	0	462	1
Special Codes	98	7	940	5	2,907	4	3,945	5
Stolen vehicle	11	1	182	1	531	1	724	1
Vehicle in course of crime	12	1	134	1	501	1	647	1
Emergency vehicle on a call	5	0	61	0	330	1	396	0
Vehicle door opened or closed negligently	2	0	81	0	214	0	297	0
Other	74	5	544	3	1,568	2	2,186	3
Total number of accidents¹	1,456	100	18,649	100	64,863	100	84,968	100

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

2 Counts the number of accidents in which a contributory factor is reported. If two participants in an accident have the same contributory factor, this will only be counted once.

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

Source: DfT STATS19

Telephone: 020 7944 6595

The figures in this table are National Statistics

Email: roadacc.stats@dft.gov.uk

Last updated: 26 September 2019

[Notes & Definitions](#)

Next update: September 2020

RAS50002

Contributory factors allocated to vehicles or pedestrians in reported accidents, Great Britain, 2014-2018

Contributory factor reported for vehicle or pedestrian ^{1,2,3}	Number/percentage									
	2014		2015		2016		2017		2018	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Driver/Rider failed to look properly	53,259	46	49,871	46	44,557	44	37,896	41	33,897	40
Driver/Rider failed to judge other person's path or speed	27,551	24	25,245	23	22,774	23	20,289	22	18,047	21
Driver/Rider careless, reckless or in a hurry	20,883	18	20,006	18	18,175	18	13,852	15	13,203	16
Poor turn or manoeuvre	18,916	16	18,378	17	16,119	16	12,768	14	11,025	13
Loss of control	15,350	13	13,966	13	12,208	12	10,830	12	9,232	11
Pedestrian failed to look properly	10,888	9	10,113	9	8,782	9	7,928	9	7,182	8
Slippery road (due to weather)	9,802	8	8,312	8	7,709	8	7,501	8	6,153	7
Travelling too fast for conditions	7,921	7	7,531	7	6,595	7	6,090	7	5,048	6
Exceeding speed limit	5,387	5	5,351	5	5,158	5	4,880	5	4,727	6
Sudden braking	8,768	8	7,453	7	6,768	7	5,723	6	4,606	5
Total number of accidents¹	115,673	100	108,211	100	100,296	100	93,125	100	84,968	100

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

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

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

Source: STATS19

Telephone: 020 7944 6595

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[Notes & Definitions](#)

The figures in this table are National Statistics

Last updated: 26 September 2019

Next update: September 2020

RAS50003

Contributory factors in reported accidents by road class, Great Britain, 2018

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	417	12	3,902	10	1,448	14	3,782	12	9,549	11
Poor or defective road surface	14	0	180	0	80	1	243	1	517	1
Deposit on road (eg. oil, mud, chippings)	12	0	339	1	146	1	345	1	842	1
Slippery road (due to weather)	334	9	2,487	6	825	8	2,120	7	5,766	7
Inadequate or masked signs or road markings	5	0	93	0	66	1	217	1	381	0
Defective traffic signals	4	0	62	0	11	0	33	0	110	0
Traffic calming (eg. road humps, chicane)	2	0	23	0	12	0	77	0	114	0
Temporary road layout (eg. contraflow)	18	1	120	0	24	0	40	0	202	0
Road layout (eg. bend, hill, narrow road)	14	0	655	2	370	4	929	3	1,968	2
Animal or object in carriageway	27	1	296	1	117	1	244	1	684	1
Slippery inspection cover or road marking	0	0	14	0	6	0	16	0	36	0
Vehicle defects	99	3	608	2	167	2	518	2	1,392	2
Tyres illegal, defective or under inflated	54	2	217	1	52	1	136	0	459	1
Defective lights or indicators	2	0	54	0	18	0	65	0	139	0
Defective brakes	22	1	199	1	65	1	235	1	521	1
Defective steering or suspension	15	0	93	0	23	0	69	0	200	0
Defective or missing mirrors	0	0	5	0	0	0	5	0	10	0
Overloaded or poorly loaded vehicle or trailer	11	0	59	0	15	0	29	0	114	0
Injudicious action	911	25	7,670	20	2,113	21	6,145	19	16,839	20
Disobeyed automatic traffic signal	6	0	944	2	135	1	300	1	1,385	2
Disobeyed 'Give Way' or 'Stop' sign or markings	9	0	591	2	278	3	1,011	3	1,889	2
Disobeyed double white lines	94	3	341	1	82	1	183	1	700	1
Disobeyed pedestrian crossing facility	0	0	167	0	44	0	100	0	311	0
Illegal turn or direction of travel	18	1	348	1	63	1	235	1	664	1
Exceeding speed limit	104	3	1,889	5	671	7	1,988	6	4,652	5
Travelling too fast for conditions	325	9	2,009	5	669	7	1,927	6	4,930	6
Following too close	487	14	2,144	6	363	4	751	2	3,745	4
Vehicle travelling along pavement	1	0	55	0	22	0	125	0	203	0
Cyclist entering road from pavement	0	0	220	1	59	1	405	1	684	1
Driver/Rider error or reaction	2,564	72	27,189	70	6,803	67	20,546	64	57,102	67
Junction overshoot	33	1	683	2	251	2	1,042	3	2,009	2
Junction restart (moving off at junction)	13	0	520	1	138	1	421	1	1,092	1
Poor turn or manoeuvre	322	9	5,234	13	1,379	14	3,763	12	10,698	13
Failed to signal or misleading signal	21	1	955	2	195	2	614	2	1,785	2
Driver/Rider failed to look properly	1,153	32	15,223	39	3,771	37	11,977	37	32,124	38
Driver/Rider failed to judge other person's path or speed	1,087	30	8,762	22	1,919	19	5,115	16	16,883	20
Too close to cyclist, horse rider or pedestrian	17	0	497	1	154	2	511	2	1,179	1
Sudden braking	365	10	2,404	6	421	4	1,079	3	4,269	5
Swerved	196	5	1,320	3	341	3	1,016	3	2,873	3
Loss of control	527	15	3,893	10	1,322	13	3,444	11	9,186	11
Impairment or distraction	663	19	5,744	15	1,564	15	4,645	14	12,616	15
Driver/Rider impaired by alcohol	164	5	1,725	4	589	6	1,873	6	4,351	5
Driver/Rider impaired by drugs (illicit or medicinal)	57	2	545	1	163	2	556	2	1,321	2
Fatigue	207	6	849	2	173	2	299	1	1,528	2
Uncorrected, defective eyesight	4	0	84	0	26	0	82	0	196	0
Driver/Rider illness or disability, mental or physical	115	3	978	3	252	2	744	2	2,089	2
Not displaying lights at night or in poor visibility	5	0	106	0	37	0	144	0	292	0
Rider wearing dark clothing	0	0	166	0	60	1	182	1	408	0
Driver using mobile phone	17	0	223	1	59	1	124	0	423	0
Distraction in vehicle	158	4	1,381	4	294	3	814	3	2,647	3
Distraction outside vehicle	47	1	622	2	154	2	414	1	1,237	1
Behaviour or inexperience	607	17	8,242	21	2,439	24	7,604	24	18,892	22
Aggressive driving	90	3	1,363	3	364	4	1,444	4	3,261	4
Driver/Rider careless, reckless or in a hurry	425	12	5,732	15	1,596	16	5,173	16	12,926	15
Driver/Rider nervous, uncertain or panic	38	1	577	1	179	2	484	1	1,278	2
Driving too slow for conditions or slow veh (eg tractor)	11	0	60	0	19	0	20	0	110	0
Learner or inexperienced driver/rider	65	2	1,262	3	520	5	1,366	4	3,213	4
Inexperience of driving on the left	13	0	166	0	55	1	81	0	315	0
Unfamiliar with model of vehicle	22	1	224	1	83	1	228	1	557	1

RAS50003

Contributory factors in reported accidents by road class, Great Britain, 2018

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
Vision affected by external factors	262	7	3,487	9	1,148	11	3,887	12	8,784	10
Stationary or parked vehicle(s)	10	0	857	2	249	2	1,262	4	2,378	3
Vegetation	0	0	59	0	24	0	117	0	200	0
Road layout (eg. bend, winding road, hill crest)	7	0	325	1	174	2	486	2	992	1
Buildings, road signs, street furniture	1	0	64	0	33	0	117	0	215	0
Dazzling headlights	2	0	117	0	54	1	96	0	269	0
Dazzling sun	38	1	1,061	3	394	4	1,150	4	2,643	3
Rain, sleet, snow, or fog	83	2	676	2	209	2	543	2	1,511	2
Spray from other vehicles	30	1	54	0	9	0	12	0	105	0
Visor or windscreen dirty, scratched or frosted etc.	1	0	39	0	19	0	59	0	118	0
Vehicle blind spot	110	3	483	1	78	1	413	1	1,084	1
Pedestrian only (casualty or uninjured)	33	1	4,172	11	1,083	11	5,097	16	10,385	12
Crossing road masked by stationary or parked vehicle	0	0	528	1	160	2	896	3	1,584	2
Pedestrian failed to look properly	8	0	2,798	7	762	8	3,538	11	7,106	8
Pedestrian failed to judge vehicle's path or speed	4	0	824	2	223	2	1,008	3	2,059	2
Pedestrian wrong use of pedestrian crossing facility	1	0	418	1	55	1	212	1	686	1
Dangerous action in carriageway (eg. playing)	17	0	239	1	79	1	390	1	725	1
Pedestrian impaired by alcohol	7	0	647	2	138	1	461	1	1,253	1
Pedestrian impaired by drugs (illicit or medicinal)	4	0	115	0	14	0	68	0	201	0
Pedestrian careless, reckless or in a hurry	8	0	1,011	3	258	3	1,113	3	2,390	3
Pedestrian wearing dark clothing at night	10	0	269	1	87	1	331	1	697	1
Pedestrian disability or illness, mental or physical	7	0	200	1	54	1	201	1	462	1
Special Codes	150	4	1,636	4	414	4	1,745	5	3,945	5
Stolen vehicle	18	1	230	1	76	1	400	1	724	1
Vehicle in course of crime	10	0	195	1	58	1	384	1	647	1
Emergency vehicle on a call	15	0	234	1	50	0	97	0	396	0
Vehicle door opened or closed negligently	9	0	107	0	32	0	149	0	297	0
Other	108	3	967	2	228	2	883	3	2,186	3
Total number of accidents	3,578	100	38,965	100	10,124	100	32,301	100	84,968	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.

Source: STATS19

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[Notes & Definitions](#)

The figures in this table are National Statistics

Last updated: 26 September 2019

Next update: September 2020

RAS50004

Reported accidents involving pedestrians with contributory factors, Great Britain, 2018

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	6,914	49	42	33
Pedestrian careless, reckless or in a hurry	2,253	16	10	8
Pedestrian failed to judge vehicle's path or speed	1,976	14	7	5
Crossing road masked by stationary or parked vehicle	1,557	11	9	7
Pedestrian impaired by alcohol	1,187	8	4	3
Dangerous action in carriageway (eg. playing)	699	5	4	3
Pedestrian wearing dark clothing at night	685	5	2	2
Pedestrian wrong use of pedestrian crossing facility	673	5	4	3
Pedestrian disability or illness, mental or physical	413	3	3	2
Pedestrian impaired by drugs (illicit or medicinal)	194	1	0	0
Total number of accidents	14,118	100	129	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.

Source: STATS19

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Last updated: 26 September 2019

[Notes & Definitions](#)

Next update: September 2020

RAS50005

Vehicles in reported accidents by contributory factor and vehicle type, Great Britain, 2018

Number/ percentage

Contributory factor attributed to vehicle ^{1,2}	Pedal cycle		Motorcycle		Car		Bus or Coach		Van/Light goods		HGV		All vehicles ³	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Road environment contributed	337	3	1,572	11	7,358	6	115	4	481	5	206	6	10,208	6
Poor or defective road surface	74	1	149	1	252	0	6	0	9	0	12	0	510	0
Deposit on road (eg. oil, mud, chippings)	30	0	296	2	483	0	2	0	27	0	13	0	859	1
Slippery road (due to weather)	155	2	899	6	4,584	4	40	1	270	3	102	3	6,109	4
Inadequate or masked signs or road markings	15	0	20	0	319	0	4	0	25	0	12	0	403	0
Defective traffic signals	2	0	11	0	114	0	0	0	7	0	0	0	137	0
Traffic calming (eg. road humps, chicane)	6	0	19	0	81	0	3	0	5	0	2	0	118	0
Temporary road layout (eg. contraflow)	7	0	18	0	144	0	11	0	17	0	14	0	218	0
Road layout (eg. bend, hill, narrow road)	63	1	208	1	1,622	1	45	2	133	2	60	2	2,175	1
Animal or object in carriageway	13	0	93	1	526	0	11	0	30	0	12	0	696	0
Slippery inspection cover or road marking	5	0	18	0	6	0	0	0	0	0	3	0	33	0
Vehicle defects	153	2	124	1	903	1	14	0	96	1	60	2	1,396	1
Tyres illegal, defective or under inflated	8	0	40	0	371	0	1	0	21	0	12	0	460	0
Defective lights or indicators	50	1	25	0	52	0	1	0	4	0	1	0	141	0
Defective brakes	93	1	47	0	319	0	6	0	30	0	11	0	521	0
Defective steering or suspension	7	0	14	0	153	0	4	0	14	0	4	0	200	0
Defective or missing mirrors	0	0	1	0	6	0	0	0	2	0	1	0	10	0
Overloaded or poorly loaded vehicle or trailer	1	0	6	0	29	0	2	0	29	0	33	1	114	0
Injudicious action	1,239	12	2,036	14	12,867	11	103	3	976	11	321	9	17,747	11
Disobeyed automatic traffic signal	119	1	101	1	1,177	1	8	0	69	1	17	0	1,509	1
Disobeyed 'Give Way' or 'Stop' sign or markings	98	1	63	0	1,585	1	2	0	110	1	18	0	1,895	1
Disobeyed double white lines	23	0	65	0	531	0	2	0	53	1	35	1	727	0
Disobeyed pedestrian crossing facility	53	1	31	0	205	0	1	0	10	0	4	0	312	0
Illegal turn or direction of travel	56	1	53	0	499	0	0	0	44	0	13	0	674	0
Exceeding speed limit	23	0	811	6	3,671	3	7	0	161	2	18	0	4,725	3
Travelling too fast for conditions	202	2	688	5	3,758	3	25	1	247	3	77	2	5,047	3
Following too close	109	1	418	3	2,874	2	62	2	385	4	167	5	4,072	3
Vehicle travelling along pavement	56	1	35	0	89	0	1	0	9	0	2	0	204	0
Cyclist entering road from pavement	619	6	1	0	56	0	1	0	3	0	1	0	683	0
Driver/Rider error or reaction	3,376	34	6,368	44	46,978	40	1,050	35	3,784	43	1,422	39	63,873	40
Junction overshoot	109	1	124	1	1,635	1	18	1	104	1	14	0	2,026	1
Junction restart (moving off at junction)	19	0	52	0	904	1	34	1	67	1	25	1	1,112	1
Poor turn or manoeuvre	441	4	1,281	9	8,131	7	121	4	596	7	250	7	11,020	7
Failed to signal or misleading signal	110	1	76	1	1,392	1	22	1	138	2	37	1	1,807	1
Driver/Rider failed to look properly	2,051	21	2,401	17	25,518	22	314	11	2,270	26	834	23	33,879	21
Driver/Rider failed to judge other person's path or speed	871	9	2,012	14	13,043	11	196	7	1,177	13	493	13	18,037	11
Too close to cyclist, horse rider or pedestrian	61	1	73	1	846	1	34	1	93	1	45	1	1,181	1
Sudden braking	91	1	597	4	3,092	3	441	15	248	3	91	2	4,604	3
Swerved	133	1	302	2	2,226	2	17	1	128	1	57	2	2,908	2
Loss of control	343	3	1,452	10	6,913	6	41	1	266	3	94	3	9,228	6
Impairment or distraction	690	7	598	4	10,292	9	88	3	722	8	202	5	12,704	8
Driver/Rider impaired by alcohol	168	2	242	2	3,678	3	4	0	214	2	17	0	4,354	3
Driver/Rider impaired by drugs (illicit or medicinal)	40	0	100	1	1,089	1	1	0	75	1	10	0	1,321	1
Fatigue	23	0	37	0	1,259	1	14	0	121	1	58	2	1,532	1
Uncorrected, defective eyesight	3	0	3	0	179	0	1	0	4	0	1	0	195	0
Driver/Rider illness or disability, mental or physical	31	0	33	0	1,867	2	16	1	84	1	26	1	2,080	1
Not displaying lights at night or in poor visibility	179	2	23	0	79	0	0	0	3	0	2	0	292	0
Rider wearing dark clothing	336	3	59	0	15	0	0	0	1	0	0	0	411	0
Driver using mobile phone	12	0	15	0	348	0	3	0	29	0	10	0	424	0
Distraction in vehicle	15	0	24	0	2,286	2	23	1	211	2	83	2	2,661	2
Distraction outside vehicle	28	0	107	1	960	1	36	1	99	1	38	1	1,275	1

RAS50005

Vehicles in reported accidents by contributory factor and vehicle type, Great Britain, 2018

Number/ percentage

Contributory factor attributed to vehicle ^{1,2}	Pedal cycle		Motorcycle		Car		Bus or Coach		Van/Light goods		HGV		All vehicles ³	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Behaviour or inexperience	756	8	2,667	19	14,397	12	120	4	935	11	267	7	19,408	12
Aggressive driving	27	0	395	3	2,682	2	9	0	152	2	28	1	3,336	2
Driver/Rider careless, reckless or in a hurry	627	6	1,459	10	9,877	8	81	3	770	9	210	6	13,200	8
Driver/Rider nervous, uncertain or panic	31	0	110	1	1,091	1	10	0	28	0	5	0	1,288	1
Driving too slow for conditions or slow veh (eg tractor)	4	0	16	0	72	0	1	0	3	0	1	0	109	0
Learner or inexperienced driver/rider	69	1	983	7	2,111	2	11	0	27	0	9	0	3,233	2
Inexperience of driving on the left	11	0	33	0	210	0	3	0	20	0	14	0	315	0
Unfamiliar with model of vehicle	11	0	141	1	355	0	10	0	17	0	12	0	558	0
Vision affected by external factors	314	3	684	5	7,285	6	91	3	600	7	309	8	9,437	6
Stationary or parked vehicle(s)	155	2	272	2	2,005	2	18	1	139	2	21	1	2,635	2
Vegetation	22	0	12	0	159	0	1	0	17	0	3	0	220	0
Road layout (eg. bend, winding road, hill crest)	32	0	106	1	846	1	9	0	74	1	23	1	1,118	1
Buildings, road signs, street furniture	14	0	4	0	176	0	3	0	15	0	6	0	221	0
Dazzling headlights	1	0	17	0	239	0	1	0	13	0	3	0	277	0
Dazzling sun	47	0	144	1	2,235	2	16	1	190	2	44	1	2,700	2
Rain, sleet, snow, or fog	30	0	103	1	1,330	1	15	1	84	1	28	1	1,614	1
Spray from other vehicles	2	0	4	0	89	0	3	0	4	0	7	0	112	0
Visor or windscreen dirty, scratched or frosted etc.	0	0	14	0	99	0	1	0	3	0	0	0	118	0
Vehicle blind spot	22	0	43	0	656	1	31	1	113	1	192	5	1,107	1
Pedestrian only (casualty or uninjured)	9	0	1	0	37	0	0	0	2	0	1	0	50	0
Crossing road masked by stationary or parked vehicle	0	0	0	0	4	0	0	0	0	0	0	0	4	0
Pedestrian failed to look properly	5	0	0	0	17	0	0	0	1	0	0	0	23	0
Pedestrian failed to judge vehicle's path or speed	2	0	0	0	6	0	0	0	2	0	0	0	10	0
Pedestrian wrong use of pedestrian crossing facility	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dangerous action in carriageway (eg. playing)	0	0	0	0	1	0	0	0	0	0	0	0	1	0
Pedestrian impaired by alcohol	0	0	0	0	5	0	0	0	0	0	0	0	5	0
Pedestrian impaired by drugs (illicit or medicinal)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian careless, reckless or in a hurry	2	0	1	0	7	0	0	0	0	0	0	0	10	0
Pedestrian wearing dark clothing at night	2	0	0	0	1	0	0	0	0	0	0	0	3	0
Pedestrian disability or illness, mental or physical	0	0	0	0	1	0	0	0	0	0	1	0	2	0
Special codes	151	2	361	3	2,532	2	79	3	199	2	61	2	3,534	2
Stolen vehicle	2	0	144	1	520	0	1	0	41	0	4	0	721	0
Vehicle in course of crime	5	0	78	1	515	0	0	0	33	0	5	0	645	0
Emergency vehicle on a call	1	0	9	0	296	0	0	0	30	0	6	0	411	0
Vehicle door opened or closed negligently	22	0	8	0	203	0	4	0	13	0	5	0	260	0
Other	121	1	158	1	1,188	1	74	2	96	1	42	1	1,743	1
Vehicles with no contributory factor	4,951	50	4,735	33	49,314	42	1,629	55	3,609	41	1,703	46	66,935	42
Total number of vehicles	9,999	100	14,312	100	116,250	100	2,987	100	8,828	100	3,692	100	158,417	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.

RAS50006

Most common pairs of contributory factors reported together^{1,2}

Great Britain, 2018

		Number/ percentage	
Factor with lower code ³	Factor with higher code ³	Number	Per cent
Vehicles			
Driver/Rider failed to look properly	Driver/Rider failed to judge other person's path or speed	8,122	5
Driver/Rider failed to look properly	Driver/Rider careless, reckless or in a hurry	4,533	3
Poor turn or manoeuvre	Driver/Rider failed to look properly	4,441	3
Poor turn or manoeuvre	Driver/Rider failed to judge other person's path or speed	2,230	1
Driver/Rider failed to judge other person's path or speed	Driver/Rider careless, reckless or in a hurry	2,156	1
Poor turn or manoeuvre	Driver/Rider careless, reckless or in a hurry	1,661	1
Loss of control	Driver/Rider careless, reckless or in a hurry	1,600	1
Slippery road (due to weather)	Loss of control	1,509	1
Exceeding speed limit	Driver/Rider careless, reckless or in a hurry	1,388	1
Aggressive driving	Driver/Rider careless, reckless or in a hurry	1,319	1
Travelling too fast for conditions	Loss of control	1,303	1
Following too close	Driver/Rider failed to judge other person's path or speed	1,261	1
Slippery road (due to weather)	Travelling too fast for conditions	1,236	1
Following too close	Driver/Rider failed to look properly	1,184	1
Disobeyed 'Give Way' or 'Stop' sign or markings	Driver/Rider failed to look properly	1,154	1
Driver/Rider failed to look properly	Dazzling sun	1,108	1
Poor turn or manoeuvre	Loss of control	1,101	1
Exceeding speed limit	Loss of control	1,095	1
Travelling too fast for conditions	Driver/Rider careless, reckless or in a hurry	1,085	1
Swerved	Loss of control	978	1
All vehicles in accidents		158,417	100
Pedestrian casualties			
Pedestrian failed to look properly	Pedestrian careless, reckless or in a hurry	1,575	11
Pedestrian failed to look properly	Pedestrian failed to judge vehicle's path or speed	1,296	9
Crossing road masked by stationary or parked vehicle	Pedestrian failed to look properly	980	7
Pedestrian failed to look properly	Pedestrian impaired by alcohol	598	4
Pedestrian failed to judge vehicle's path or speed	Pedestrian careless, reckless or in a hurry	475	3
All pedestrian casualties in accidents		14,709	100

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

2 Includes the 20 pairings most frequently reported to vehicles and the 5 most frequently reported to pedestrian casualties.

3 All contributory factors are recorded by a code number between 101 and 999. The factor with the lower code number is listed first.

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Source: STATS19
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RAS50007

Casualties in reported accidents by contributory factor and severity, Great Britain, 2018

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	127	8	2,195	11	10,751	12	13,073	11
Poor or defective road surface	8	1	170	1	459	0	637	1
Deposit on road (eg. oil, mud, chippings)	7	0	268	1	818	1	1,093	1
Slippery road (due to weather)	60	4	1,173	6	6,623	7	7,856	7
Inadequate or masked signs or road markings	4	0	73	0	530	1	607	1
Defective traffic signals	1	0	17	0	142	0	160	0
Traffic calming (eg. road humps, chicane)	3	0	21	0	127	0	151	0
Temporary road layout (eg. contraflow)	0	0	42	0	229	0	271	0
Road layout (eg. bend, hill, narrow road)	47	3	475	2	2,269	2	2,791	2
Animal or object in carriageway	13	1	175	1	705	1	893	1
Slippery inspection cover or road marking	0	0	11	0	29	0	40	0
Vehicle defects	39	3	378	2	1,613	2	2,030	2
Tyres illegal, defective or under inflated	18	1	151	1	542	1	711	1
Defective lights or indicators	3	0	47	0	116	0	166	0
Defective brakes	15	1	118	1	608	1	741	1
Defective steering or suspension	7	0	56	0	262	0	325	0
Defective or missing mirrors	0	0	2	0	15	0	17	0
Overloaded or poorly loaded vehicle or trailer	2	0	27	0	117	0	146	0
Injudicious action	388	25	4,308	21	20,367	22	25,063	22
Disobeyed automatic traffic signal	18	1	305	1	1,751	2	2,074	2
Disobeyed 'Give Way' or 'Stop' sign or markings	20	1	431	2	2,436	3	2,887	3
Disobeyed double white lines	19	1	267	1	819	1	1,105	1
Disobeyed pedestrian crossing facility	7	0	98	0	251	0	356	0
Illegal turn or direction of travel	12	1	168	1	774	1	954	1
Exceeding speed limit	186	12	1,505	7	5,500	6	7,191	6
Travelling too fast for conditions	146	9	1,448	7	5,831	6	7,425	6
Following too close	18	1	465	2	5,236	6	5,719	5
Vehicle travelling along pavement	9	1	58	0	172	0	239	0
Cyclist entering road from pavement	8	1	181	1	540	1	729	1
Driver/Rider error or reaction	979	63	13,107	63	65,069	70	79,155	69
Junction overshoot	16	1	425	2	2,528	3	2,969	3
Junction restart (moving off at junction)	11	1	180	1	1,334	1	1,525	1
Poor turn or manoeuvre	183	12	2,694	13	11,943	13	14,820	13
Failed to signal or misleading signal	8	1	332	2	1,986	2	2,326	2
Driver/Rider failed to look properly	392	25	7,189	35	36,269	39	43,850	38
Driver/Rider failed to judge other person's path or speed	214	14	3,461	17	20,931	23	24,606	21
Too close to cyclist, horse rider or pedestrian	16	1	337	2	966	1	1,319	1
Sudden braking	25	2	638	3	5,601	6	6,264	5
Swerved	63	4	791	4	3,458	4	4,312	4
Loss of control	414	27	2,925	14	9,804	11	13,143	11
Impairment or distraction	421	27	3,745	18	14,584	16	18,750	16
Driver/Rider impaired by alcohol	126	8	1,445	7	4,677	5	6,248	5
Driver/Rider impaired by drugs (illicit or medicinal)	85	5	545	3	1,426	2	2,056	2
Fatigue	69	4	457	2	1,887	2	2,413	2
Uncorrected, defective eyesight	3	0	56	0	184	0	243	0
Driver/Rider illness or disability, mental or physical	117	8	716	3	2,361	3	3,194	3
Not displaying lights at night or in poor visibility	4	0	92	0	258	0	354	0
Rider wearing dark clothing	6	0	92	0	329	0	427	0
Driver using mobile phone	29	2	118	1	536	1	683	1
Distraction in vehicle	75	5	692	3	3,687	4	4,454	4
Distraction outside vehicle	17	1	253	1	1,453	2	1,723	1
Behaviour or inexperience	410	26	5,342	26	21,730	23	27,482	24
Aggressive driving	134	9	1,057	5	3,680	4	4,871	4
Driver/Rider careless, reckless or in a hurry	280	18	3,764	18	14,856	16	18,900	16
Driver/Rider nervous, uncertain or panic	12	1	250	1	1,514	2	1,776	2
Driving too slow for conditions or slow veh (eg tractor)	2	0	26	0	132	0	160	0
Learner or inexperienced driver/rider	36	2	868	4	3,684	4	4,588	4
Inexperience of driving on the left	11	1	97	0	401	0	509	0
Unfamiliar with model of vehicle	21	1	184	1	584	1	789	1

RAS50007

Casualties in reported accidents by contributory factor and severity, Great Britain, 2018

Number/ percentage

Contributory factor reported in accident ¹	Killed		Seriously injured		Slightly injured		All casualties	
	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²
Vision affected by external factors	119	8	1,983	10	9,337	10	11,439	10
Stationary or parked vehicle(s)	17	1	546	3	2,351	3	2,914	3
Vegetation	3	0	64	0	190	0	257	0
Road layout (eg. bend, winding road, hill crest)	21	1	220	1	1,171	1	1,412	1
Buildings, road signs, street furniture	4	0	53	0	211	0	268	0
Dazzling headlights	8	1	71	0	271	0	350	0
Dazzling sun	30	2	581	3	2,952	3	3,563	3
Rain, sleet, snow, or fog	22	1	352	2	1,674	2	2,048	2
Spray from other vehicles	1	0	18	0	135	0	154	0
Visor or windscreen dirty, scratched or frosted etc.	3	0	23	0	130	0	156	0
Vehicle blind spot	16	1	224	1	1,029	1	1,269	1
Pedestrian only (casualty or uninjured)	259	17	3,346	16	7,471	8	11,076	10
Crossing road masked by stationary or parked vehicle	15	1	521	3	1,173	1	1,709	1
Pedestrian failed to look properly	117	8	2,283	11	5,177	6	7,577	7
Pedestrian failed to judge vehicle's path or speed	71	5	717	3	1,403	2	2,191	2
Pedestrian wrong use of pedestrian crossing facility	13	1	221	1	513	1	747	1
Dangerous action in carriageway (eg. playing)	40	3	230	1	491	1	761	1
Pedestrian impaired by alcohol	58	4	468	2	783	1	1,309	1
Pedestrian impaired by drugs (illicit or medicinal)	17	1	88	0	107	0	212	0
Pedestrian careless, reckless or in a hurry	44	3	735	4	1,755	2	2,534	2
Pedestrian wearing dark clothing at night	68	4	261	1	409	0	738	1
Pedestrian disability or illness, mental or physical	30	2	176	1	273	0	479	0
Special codes	106	7	1,038	5	4,244	5	5,388	5
Stolen vehicle	11	1	222	1	874	1	1,107	1
Vehicle in course of crime	15	1	159	1	794	1	968	1
Emergency vehicle on a call	6	0	71	0	563	1	640	1
Vehicle door opened or closed negligently	2	0	84	0	239	0	325	0
Other	78	5	577	3	2,171	2	2,826	2
Total number of casualties¹	1,557	100	20,701	100	92,955	100	115,213	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.

Source: STATS19

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RAS50008

Reported accidents and casualties where speed was reported as a contributory factor, by severity, Great Britain, 2018

Number/ percentage

Contributory factor in accident	Accidents							
	Fatal		Serious		Slight		Total	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Exceeding speed limit	177	12	1,251	7	3,224	5	4,652	5
Travelling too fast for conditions ²	104	7	987	5	3,082	5	4,173	5
Exceeding speed limit or travelling too fast for conditions	281	19	2,238	12	6,306	10	8,825	10
Total number of accidents	1,456	100	18,649	100	64,863	100	84,968	100
Contributory factor in accident	Casualties							
	Killed		Seriously injured		Slightly injured		Total	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Exceeding speed limit	186	12	1,505	7	5,500	6	7,191	6
Travelling too fast for conditions ²	112	7	1,181	6	4,941	5	6,234	5
Exceeding speed limit or travelling too fast for conditions	298	19	2,686	13	10,441	11	13,425	12
Total number of casualties	1,557	100	20,701	100	92,955	100	115,213	100

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

2 Excluding accidents and casualties in accidents which had *exceeding the speed limit* reported as a contributory factor. These figures will therefore differ from those shown in other tables in this article.

Source: STATS19

The figures in this table are National Statistics

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RAS50009

Vehicles with speed factors reported by vehicle type, Great Britain, 2018

Number/ percentage

Contributory factor attributed to vehicle ²	Motorcycles		Cars		Light goods vehicles		Heavy goods vehicles		All vehicles ¹	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
	Exceeding speed limit	811	6	3,671	3	161	2	18	0	4,725	3
Travelling too fast for conditions ³	593	4	3,129	3	228	3	74	2	4,293	3
Exceeding speed limit or travelling too fast for conditions	1,404	10	6,800	6	389	4	92	2	9,018	6
All vehicles in accidents	14,312	100	116,250	100	8,828	100	3,692	100	158,417	100

1 Includes all other vehicle types.

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

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

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RAS50011**Reported accidents and vehicles included in the contributory factor analysis,
Great Britain, 2018**

Number/ percentage

Category	Number included in analysis ¹	Total number of accidents	Per cent included in analysis ¹
Accidents: severity			
Fatal	1,456	1,671	87
Serious	18,649	23,165	81
Slight	64,863	97,799	66
Accidents: road class			
Motorways	3,578	4,566	78
A roads	38,965	53,499	73
B roads	10,124	14,210	71
Other roads ²	32,301	50,360	64
Accidents included in analysis	84,968	122,635	69
Category	Number included in analysis ¹	Total number of vehicles	Per cent included in analysis ¹
Vehicles: type			
Pedal cycles	9,999	18,125	55
Motorcycles	14,312	17,890	80
Cars	116,250	165,050	70
Buses or coaches	2,987	4,513	66
Light goods vehicles	8,828	12,062	73
Heavy goods vehicles	3,692	4,753	78
Other vehicles ³	2,349	4,016	58
Vehicles included in analysis	158,417	226,409	70

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

2 Other roads includes C roads and unclassified roads.

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

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Source: STATS19
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RAS50012

Reported road accidents by contributory factor, region and country, Great Britain, 2018

Number/ percentage

Contributory factor reported in accident ^{1,2}	North East		North West		Yorkshire and the Humber		East Midlands		West Midlands		East of England		London		South East		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	237	13	870	9	677	9	774	13	638	13	1,120	15	1,208	7	1,499	11	1,179	16	8,202	11	502	14	845	15	9,549	11
Poor or defective road surface	8	0	63	1	37	1	34	1	18	0	60	1	72	0	110	1	44	1	446	1	22	1	49	1	517	1
Deposit on road (eg. oil, mud, chippings)	19	1	76	1	63	1	94	2	37	1	86	1	39	0	156	1	150	2	720	1	53	1	69	1	842	1
Slippery road (due to weather)	159	9	464	5	384	5	476	8	402	8	701	10	787	4	838	6	736	10	4,947	7	290	8	529	10	5,766	7
Inadequate or masked signs or road markings	6	0	58	1	30	0	26	0	17	0	54	1	41	0	63	0	27	0	322	0	19	1	40	1	381	0
Defective traffic signals	0	0	19	0	13	0	8	0	5	0	4	0	20	0	22	0	14	0	105	0	2	0	3	0	110	0
Traffic calming (eg. road humps, chicane)	2	0	15	0	10	0	5	0	5	0	11	0	25	0	14	0	14	0	101	0	7	0	6	0	114	0
Temporary road layout (eg. contraflow)	5	0	22	0	8	0	16	0	10	0	21	0	60	0	20	0	16	0	178	0	9	0	15	0	202	0
Road layout (eg. bend, hill, narrow road)	46	3	185	2	149	2	126	2	204	4	265	4	181	1	257	2	278	4	1,691	2	128	3	149	3	1,968	2
Animal or object in carriageway	13	1	48	1	53	1	62	1	39	1	75	1	26	0	154	1	107	1	577	1	30	1	77	1	684	1
Slippery inspection cover or road marking	0	0	4	0	3	0	4	0	1	0	8	0	0	0	9	0	2	0	31	0	3	0	2	0	36	0
Vehicle defects	33	2	114	1	124	2	99	2	93	2	140	2	215	1	239	2	174	2	1,231	2	76	2	85	2	1,392	2
Tyres illegal, defective or under inflated	12	1	44	0	38	1	31	1	36	1	51	1	45	0	78	1	61	1	396	1	33	1	30	1	459	1
Defective lights or indicators	1	0	6	0	15	0	8	0	8	0	14	0	37	0	21	0	12	0	122	0	7	0	10	0	139	0
Defective brakes	14	1	42	0	44	1	39	1	31	1	46	1	92	1	92	1	66	1	466	1	26	1	29	1	521	1
Defective steering or suspension	3	0	20	0	15	0	14	0	13	0	21	0	32	0	38	0	26	0	182	0	7	0	11	0	200	0
Defective or missing mirrors	0	0	0	0	1	0	0	0	0	0	1	0	4	0	3	0	1	0	10	0	0	0	0	0	10	0
Overloaded or poorly loaded vehicle or trailer	3	0	8	0	16	0	9	0	10	0	13	0	11	0	13	0	16	0	99	0	8	0	7	0	114	0
Injudicious action	444	25	1,762	19	1,225	17	1,378	23	1,383	27	1,762	24	2,297	13	2,949	22	1,965	27	15,165	20	690	19	984	18	16,839	20
Disobeyed automatic traffic signal	37	2	218	2	141	2	124	2	96	2	87	1	256	1	182	1	118	2	1,259	2	50	1	76	1	1,385	2
Disobeyed 'Give Way' or 'Stop' sign or markings	60	3	243	3	172	2	150	2	171	3	183	3	197	1	293	2	235	3	1,704	2	57	2	128	2	1,889	2
Disobeyed double white lines	1	0	17	0	31	0	19	0	21	0	18	0	6	0	529	4	31	0	673	1	16	0	11	0	700	1
Disobeyed pedestrian crossing facility	7	0	34	0	21	0	21	0	37	1	28	0	66	0	34	0	39	1	287	0	7	0	17	0	311	0
Illegal turn or direction of travel	19	1	74	1	38	1	48	1	63	1	64	1	146	1	84	1	69	1	605	1	26	1	33	1	664	1
Exceeding speed limit	120	7	448	5	185	3	435	7	557	11	561	8	826	5	598	4	508	7	4,238	6	190	5	224	4	4,652	5
Travelling too fast for conditions	124	7	496	5	343	5	357	6	397	8	479	7	600	3	821	6	706	10	4,323	6	252	7	355	6	4,930	6
Following too close	108	6	355	4	293	4	318	5	259	5	528	7	450	2	574	4	485	7	3,370	4	149	4	226	4	3,745	4
Vehicle travelling along pavement	2	0	22	0	13	0	20	0	13	0	20	0	45	0	35	0	15	0	185	0	5	0	13	0	203	0
Cyclist entering road from pavement	23	1	62	1	92	1	76	1	41	1	81	1	51	0	135	1	78	1	639	1	14	0	31	1	684	1
Driver/Rider error or reaction	1,096	61	6,156	67	4,405	60	3,752	62	3,776	75	5,244	72	12,704	70	8,886	65	5,020	70	51,039	67	2,475	68	3,588	65	57,102	67
Junction overshoot	39	2	227	2	83	1	143	2	182	4	192	3	486	3	295	2	159	2	1,806	2	79	2	124	2	2,009	2
Junction restart (moving off at junction)	23	1	104	1	85	1	89	1	71	1	125	2	242	1	180	1	115	2	1,034	1	36	1	22	0	1,092	1
Poor turn or manoeuvre	215	12	1,209	13	678	9	652	11	899	18	959	13	2,491	14	1,493	11	1,007	14	9,603	13	439	12	656	12	10,698	13
Failed to signal or misleading signal	26	1	163	2	86	1	140	2	112	2	112	2	675	4	200	1	152	2	1,666	2	50	1	69	1	1,785	2
Driver/Rider failed to look properly	654	36	3,507	38	2,518	34	2,007	33	2,282	45	3,148	43	7,122	39	5,025	37	2,805	39	29,068	38	1,288	35	1,768	32	32,124	38
Driver/Rider failed to judge other person's path or speed	314	18	1,682	18	1,433	19	1,250	21	1,176	23	1,668	23	3,458	19	2,688	20	1,474	21	15,143	20	734	20	1,006	18	16,883	20
Too close to cyclist, horse rider or pedestrian	15	1	114	1	56	1	78	1	47	1	88	1	316	2	258	2	104	1	1,076	1	46	1	57	1	1,179	1
Sudden braking	80	4	341	4	221	3	320	5	254	5	502	7	1,059	6	587	4	474	7	3,838	5	180	5	251	5	4,269	5
Swerved	38	2	247	3	189	3	235	4	182	4	355	5	512	3	442	3	333	5	2,533	3	136	4	204	4	2,873	3
Loss of control	148	8	866	9	657	9	726	12	900	18	860	12	1,240	7	1,416	10	1,026	14	7,839	10	550	15	797	15	9,186	11
Impairment or distraction	296	17	1,285	14	1,022	14	1,027	17	902	18	1,327	18	1,797	10	2,379	17	1,338	19	11,373	15	569	16	674	12	12,616	15
Driver/Rider impaired by alcohol	126	7	447	5	359	5	425	7	349	7	411	6	588	3	839	6	442	6	3,986	5	180	5	185	3	4,351	5
Driver/Rider impaired by drugs (illicit or medicinal)	44	2	153	2	78	1	81	1	102	2	170	2	144	1	282	2	128	2	1,182	2	66	2	73	1	1,321	2
Fatigue	27	2	112	1	96	1	108	2	112	2	177	2	205	1	301	2	204	3	1,342	2	75	2	111	2	1,528	2
Uncorrected, defective eyesight	6	0	27	0	14	0	13	0	9	0	20	0	18	0	43	0	33	0	183	0	6	0	7	0	196	0
Driver/Rider illness or disability, mental or physical	53	3	236	3	200	3	138	2	145	3	233	3	169	1	427	3	255	4	1,856	2	112	3	121	2	2,089	2
Not displaying lights at night or in poor visibility	5	0	32	0	41	1	23	0	20	0	24	0	43	0	48	0	34	0	270	0	8	0	14	0	292	0
Rider wearing dark clothing	6	0	37	0	36	0	41	1	20	0	51	1	69	0	58	0	35	0	353	0	16	0	39	1	408	0
Driver using mobile phone	10	1	34	0	28	0	31	1	47	1	41	1	87	0	70	1	39	1	387	1	19	1	17	0	423	0
Distraction in vehicle	35	2	254	3	213	3	214	4	193	4	283	4														

RAS50012

Reported road accidents by contributory factor, region and country, Great Britain, 2018

Number/ percentage

Contributory factor reported in accident ^{1,2}	North East		North West		Yorkshire and the Humber		East Midlands		West Midlands		East of England		London		South East		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	389	22	1,483	16	1,850	25	1,659	27	1,484	29	1,913	26	3,098	17	3,248	24	1,860	26	16,984	22	730	20	1,178	21	18,892	22
Aggressive driving	72	4	309	3	320	4	284	5	361	7	240	3	725	4	445	3	248	3	3,004	4	126	3	131	2	3,261	4
Driver/Rider careless, reckless or in a hurry	263	15	906	10	1,378	19	1,216	20	938	19	1,339	18	2,139	12	2,176	16	1,289	18	11,644	15	442	12	840	15	12,926	15
Driver/Rider nervous, uncertain or panic	31	2	122	1	62	1	109	2	83	2	136	2	216	1	222	2	143	2	1,124	1	74	2	80	1	1,278	2
Driving too slow for conditions or slow veh (eg tractor)	3	0	7	0	5	0	8	0	7	0	16	0	15	0	28	0	11	0	100	0	1	0	9	0	110	0
Learner or inexperienced driver/rider	51	3	278	3	257	3	231	4	293	6	391	5	445	2	607	4	350	5	2,903	4	154	4	156	3	3,213	4
Inexperience of driving on the left	6	0	14	0	17	0	19	0	31	1	40	1	27	0	59	0	37	1	250	0	13	0	52	1	315	0
Unfamiliar with model of vehicle	20	1	54	1	32	0	38	1	49	1	61	1	73	0	91	1	65	1	483	1	29	1	45	1	557	1
Vision affected by external factors	175	10	814	9	846	11	740	12	637	13	861	12	1,630	9	1,188	9	951	13	7,842	10	381	10	561	10	8,784	10
Stationary or parked vehicle(s)	43	2	230	2	212	3	169	3	164	3	205	3	679	4	250	2	218	3	2,170	3	75	2	133	2	2,378	3
Vegetation	5	0	12	0	6	0	12	0	26	1	35	0	13	0	35	0	28	0	172	0	10	0	18	0	200	0
Road layout (eg. bend, winding road, hill crest)	20	1	76	1	71	1	91	1	112	2	101	1	101	1	142	1	172	2	886	1	43	1	63	1	992	1
Buildings, road signs, street furniture	1	0	26	0	22	0	12	0	16	0	24	0	32	0	23	0	24	0	180	0	12	0	23	0	215	0
Dazzling headlights	2	0	27	0	19	0	27	0	19	0	29	0	31	0	34	0	42	1	230	0	16	0	23	0	269	0
Dazzling sun	59	3	255	3	291	4	250	4	170	3	315	4	275	2	410	3	302	4	2,327	3	139	4	177	3	2,643	3
Rain, sleet, snow, or fog	37	2	123	1	174	2	149	2	112	2	120	2	204	1	209	2	170	2	1,298	2	84	2	129	2	1,511	2
Spray from other vehicles	2	0	10	0	10	0	12	0	10	0	13	0	7	0	16	0	12	0	92	0	10	0	3	0	105	0
Visor or windscreen dirty, scratched or frosted etc.	6	0	13	0	10	0	9	0	5	0	12	0	20	0	20	0	17	0	112	0	4	0	2	0	118	0
Vehicle blind spot	16	1	104	1	93	1	66	1	76	2	86	1	351	2	141	1	83	1	1,016	1	22	1	46	1	1,084	1
Pedestrian only (casualty or uninjured)	248	14	1,225	13	942	13	632	10	624	12	611	8	3,116	17	1,154	8	664	9	9,216	12	401	11	768	14	10,385	12
Crossing road masked by stationary or parked vehicle	39	2	180	2	184	2	107	2	99	2	55	1	484	3	150	1	81	1	1,379	2	72	2	133	2	1,584	2
Pedestrian failed to look properly	181	10	847	9	593	8	387	6	492	10	460	6	2,068	11	807	6	465	7	6,300	8	280	8	526	10	7,106	8
Pedestrian failed to judge vehicle's path or speed	48	3	245	3	159	2	152	3	182	4	146	2	504	3	226	2	160	2	1,822	2	82	2	155	3	2,059	2
Pedestrian wrong use of pedestrian crossing facility	13	1	63	1	61	1	30	0	48	1	24	0	260	1	56	0	59	1	614	1	12	0	60	1	686	1
Dangerous action in carriageway (eg. playing)	16	1	80	1	51	1	59	1	69	1	39	1	140	1	104	1	68	1	626	1	39	1	60	1	725	1
Pedestrian impaired by alcohol	44	2	164	2	92	1	93	2	75	1	66	1	291	2	151	1	104	1	1,080	1	61	2	112	2	1,253	1
Pedestrian impaired by drugs (illicit or medicinal)	8	0	36	0	15	0	15	0	11	0	13	0	29	0	15	0	21	0	163	0	12	0	26	0	201	0
Pedestrian careless, reckless or in a hurry	64	4	241	3	170	2	203	3	165	3	147	2	666	4	231	2	191	3	2,078	3	108	3	204	4	2,390	3
Pedestrian wearing dark clothing at night	17	1	90	1	63	1	59	1	61	1	44	1	94	1	90	1	67	1	585	1	30	1	82	1	697	1
Pedestrian disability or illness, mental or physical	21	1	46	0	44	1	31	1	35	1	42	1	99	1	60	0	40	1	418	1	20	1	24	0	462	1
Special Codes	73	4	405	4	385	5	335	6	320	6	341	5	889	5	540	4	308	4	3,596	5	148	4	201	4	3,945	5
Stolen vehicle	20	1	125	1	80	1	45	1	116	2	79	1	105	1	84	1	22	0	676	1	15	0	33	1	724	1
Vehicle in course of crime	14	1	65	1	66	1	41	1	96	2	66	1	150	1	69	1	38	1	605	1	10	0	32	1	647	1
Emergency vehicle on a call	8	0	31	0	42	1	31	1	42	1	31	0	87	0	61	0	36	1	369	0	7	0	20	0	396	0
Vehicle door opened or closed negligently	3	0	18	0	19	0	13	0	3	0	10	0	77	0	128	1	11	0	282	0	7	0	8	0	297	0
Other	40	2	193	2	210	3	225	4	126	2	182	2	525	3	236	2	219	3	1,956	3	113	3	117	2	2,186	3
Total number of accidents¹	1,792	100	9,240	100	7,397	100	6,079	100	5,042	100	7,303	100	18,190	100	13,627	100	7,146	100	75,816	100	3,663	100	5,489	100	84,968	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.

Source: STATS19

The figures in this table are National Statistics

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Last updated: 26 September 2019

Next update: September 2020

RAS50013

Reported road casualties resulting from accidents, by contributory factor, region and country, Great Britain, 2018

Number/ percentage

Contributory factor reported in accident ^{1,2}	North East		North West		Yorkshire and the Humber		East Midlands		West Midlands		East of England		London		South East		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	372	14	1,244	10	967	9	1,101	13	909	13	1,584	15	1,468	7	1,983	11	1,632	16	11,260	11	703	14	1,110	15	13,073	11
Poor or defective road surface	12	0	77	1	48	0	39	0	27	0	83	1	82	0	124	1	60	1	552	1	26	1	59	1	637	1
Deposit on road (eg. oil, mud, chippings)	29	1	91	1	78	1	115	1	55	1	113	1	47	0	198	1	196	2	922	1	71	1	100	1	1,093	1
Slippery road (due to weather)	247	9	684	5	526	5	677	8	556	8	985	9	974	4	1,127	6	991	10	6,767	7	405	8	684	9	7,856	7
Inadequate or masked signs or road markings	9	0	95	1	50	0	44	1	26	0	85	1	47	0	98	1	47	0	501	0	40	1	66	1	607	1
Defective traffic signals	0	0	28	0	21	0	12	0	8	0	4	0	25	0	29	0	26	0	153	0	3	0	4	0	160	0
Traffic calming (eg. road humps, chicane)	2	0	19	0	16	0	9	0	12	0	20	0	28	0	15	0	14	0	135	0	8	0	8	0	151	0
Temporary road layout (eg. contraflow)	13	0	30	0	12	0	24	0	12	0	25	0	66	0	31	0	27	0	240	0	12	0	19	0	271	0
Road layout (eg. bend, hill, narrow road)	72	3	267	2	242	2	194	2	303	4	381	4	219	1	333	2	408	4	2,419	2	178	3	194	3	2,791	2
Animal or object in carriageway	17	1	62	0	73	1	78	1	50	1	99	1	28	0	192	1	145	1	744	1	45	1	104	1	893	1
Slippery inspection cover or road marking	0	0	4	0	4	0	4	0	1	0	9	0	0	0	10	0	3	0	35	0	3	0	2	0	40	0
Vehicle defects	43	2	177	1	199	2	141	2	130	2	207	2	291	1	339	2	263	3	1,790	2	100	2	140	2	2,030	2
Tyres illegal, defective or under inflated	15	1	77	1	71	1	49	1	55	1	77	1	62	0	117	1	98	1	621	1	42	1	48	1	711	1
Defective lights or indicators	2	0	7	0	19	0	9	0	9	0	15	0	42	0	26	0	14	0	143	0	12	0	11	0	166	0
Defective brakes	20	1	59	0	71	1	53	1	39	1	70	1	133	1	122	1	104	1	671	1	35	1	35	0	741	1
Defective steering or suspension	3	0	29	0	20	0	24	0	22	0	33	0	46	0	58	0	36	0	271	0	13	0	41	1	325	0
Defective or missing mirrors	0	0	0	0	1	0	0	0	0	0	2	0	4	0	9	0	1	0	17	0	0	0	0	0	17	0
Overloaded or poorly loaded vehicle or trailer	3	0	13	0	22	0	11	0	11	0	18	0	15	0	14	0	21	0	128	0	11	0	7	0	146	0
Injudicious action	698	26	2,752	21	1,899	18	2,000	24	2,112	29	2,681	26	3,113	14	4,342	23	2,976	30	22,573	22	1,058	21	1,432	20	25,063	22
Disobeyed automatic traffic signal	52	2	357	3	213	2	186	2	167	2	124	1	341	2	253	1	178	2	1,871	2	94	2	109	1	2,074	2
Disobeyed 'Give Way' or 'Stop' sign or markings	90	3	370	3	290	3	227	3	264	4	286	3	278	1	443	2	363	4	2,611	3	88	2	188	3	2,887	3
Disobeyed double white lines	3	0	35	0	51	0	30	0	45	1	34	0	8	0	776	4	71	1	1,053	1	32	1	20	0	1,105	1
Disobeyed pedestrian crossing facility	7	0	36	0	25	0	25	0	45	1	34	0	72	0	37	0	46	0	327	0	7	0	22	0	356	0
Illegal turn or direction of travel	31	1	96	1	50	0	58	1	106	1	90	1	187	1	135	1	109	1	862	1	44	1	48	1	954	1
Exceeding speed limit	184	7	722	6	312	3	669	8	872	12	872	8	1,203	5	925	5	796	8	6,555	6	305	6	331	5	7,191	6
Travelling too fast for conditions	201	8	839	7	548	5	540	6	602	8	714	7	796	4	1,205	6	1,062	11	6,507	6	396	8	522	7	7,425	6
Following too close	184	7	566	4	478	5	456	5	399	6	852	8	610	3	885	5	771	8	5,201	5	202	4	316	4	5,719	5
Vehicle travelling along pavement	2	0	32	0	13	0	21	0	13	0	24	0	51	0	46	0	16	0	218	0	5	0	16	0	239	0
Cyclist entering road from pavement	23	1	67	1	100	1	79	1	44	1	86	1	54	0	142	1	86	1	681	1	16	0	32	0	729	1
Driver/Rider error or reaction	1,698	64	8,839	69	6,394	62	5,311	63	5,473	76	7,655	73	15,772	71	12,471	67	7,135	72	70,748	69	3,539	69	4,868	66	79,155	69
Junction overshoot	67	3	344	3	130	1	217	3	275	4	305	3	628	3	434	2	255	3	2,655	3	144	3	170	2	2,969	3
Junction restart (moving off at junction)	34	1	147	1	120	1	134	2	95	1	193	2	288	1	262	1	171	2	1,444	1	53	1	28	0	1,525	1
Poor turn or manoeuvre	339	13	1,774	14	996	10	883	11	1,301	18	1,392	13	3,064	14	2,134	11	1,433	14	13,316	13	606	12	898	12	14,820	13
Failed to signal or misleading signal	38	1	211	2	132	1	174	2	178	2	153	1	770	3	294	2	210	2	2,160	2	71	1	95	1	2,326	2
Driver/Rider failed to look properly	1,019	38	4,998	39	3,592	35	2,787	33	3,253	45	4,584	44	8,605	39	6,945	37	3,888	39	39,671	39	1,829	36	2,350	32	43,850	38
Driver/Rider failed to judge other person's path or speed	511	19	2,606	20	2,162	21	1,801	22	1,780	25	2,540	24	4,471	20	4,024	21	2,176	22	22,071	21	1,114	22	1,421	19	24,606	21
Too close to cyclist, horse rider or pedestrian	16	1	121	1	65	1	90	1	51	1	99	1	329	1	325	2	112	1	1,208	1	49	1	62	1	1,319	1
Sudden braking	141	5	472	4	363	3	502	6	394	5	774	7	1,386	6	885	5	746	7	5,663	6	264	5	337	5	6,264	5
Swerved	73	3	387	3	302	3	376	4	279	4	554	5	672	3	667	4	496	5	3,806	4	216	4	290	4	4,312	4
Loss of control	227	9	1,319	10	960	9	1,036	12	1,328	19	1,245	12	1,687	8	1,945	10	1,495	15	11,242	11	785	15	1,116	15	13,143	11
Impairment or distraction	464	18	1,944	15	1,527	15	1,497	18	1,438	20	2,004	19	2,437	11	3,522	19	2,044	21	16,877	16	907	18	966	13	18,750	16
Driver/Rider impaired by alcohol	197	7	636	5	525	5	623	7	527	7	601	6	804	4	1,159	6	643	6	5,715	6	287	6	246	3	6,248	5
Driver/Rider impaired by drugs (illicit or medicinal)	82	3	236	2	124	1	119	1	162	2	245	2	220	1	462	2	188	2	1,838	2	98	2	120	2	2,056	2
Fatigue	48	2	196	2	151	1	154	2	205	3	266	3	292	1	460	2	332	3	2,104	2	126	2	183	2	2,413	2
Uncorrected, defective eyesight	6	0	35	0	14	0	16	0	11	0	23	0	20	0	57	0	46	0	228	0	7	0	8	0	243	0
Driver/Rider illness or disability, mental or physical	75	3	373	3	308	3	202	2	241	3	338	3	243	1	635	3	417	4	2,832	3	182	4	180	2	3,194	3
Not displaying lights at night or in poor visibility	5	0	44	0	49	0	26	0	22	0	31	0	46	0	63	0	43	0	329	0	11	0	14	0	354	0
Rider wearing dark clothing	6	0	40	0	40	0	43	1	20	0	54	1	74	0	58	0	36	0	371	0	16	0	40	1	427	0
Driver using mobile phone	15	1	59	0	43	0	50	1	70	1	64	1	129	1	114	1	62	1	606	1	44	1	33	0	683	

RAS50013

Reported road casualties resulting from accidents, by contributory factor, region and country, Great Britain, 2018

Number/ percentage

Contributory factor reported in accident ^{1,2}	North East		North West		Yorkshire and the Humber		East Midlands		West Midlands		East of England		London		South East		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	637	24	2,215	17	2,815	27	2,419	29	2,238	31	2,871	27	4,043	18	4,698	25	2,731	27	24,667	24	1,095	21	1,720	23	27,482	24
Aggressive driving	128	5	460	4	546	5	392	5	554	8	357	3	994	4	633	3	398	4	4,462	4	215	4	194	3	4,871	4
Driver/Rider careless, reckless or in a hurry	420	16	1,363	11	2,077	20	1,803	22	1,413	20	2,048	20	2,778	12	3,157	17	1,924	19	16,983	17	664	13	1,253	17	18,900	16
Driver/Rider nervous, uncertain or panic	51	2	164	1	90	1	148	2	129	2	193	2	279	1	318	2	207	2	1,579	2	91	2	106	1	1,776	2
Driving too slow for conditions or slow veh (eg tractor)	5	0	8	0	8	0	13	0	8	0	24	0	17	0	47	0	18	0	148	0	1	0	11	0	160	0
Learner or inexperienced driver/rider	78	3	427	3	388	4	333	4	422	6	587	6	552	2	856	5	501	5	4,144	4	235	5	209	3	4,588	4
Inexperience of driving on the left	9	0	23	0	21	0	29	0	58	1	55	1	38	0	105	1	51	1	389	0	25	0	95	1	509	0
Unfamiliar with model of vehicle	33	1	80	1	42	0	49	1	70	1	88	1	101	0	125	1	97	1	685	1	39	1	65	1	789	1
Vision affected by external factors	254	10	1,071	8	1,164	11	994	12	837	12	1,163	11	1,904	9	1,578	8	1,260	13	10,225	10	508	10	706	10	11,439	10
Stationary or parked vehicle(s)	55	2	295	2	269	3	225	3	200	3	260	2	806	4	296	2	253	3	2,659	3	91	2	164	2	2,914	3
Vegetation	10	0	14	0	7	0	13	0	30	0	46	0	16	0	50	0	35	0	221	0	14	0	22	0	257	0
Road layout (eg. bend, winding road, hill crest)	33	1	107	1	103	1	134	2	158	2	139	1	127	1	196	1	263	3	1,260	1	70	1	82	1	1,412	1
Buildings, road signs, street furniture	1	0	34	0	35	0	16	0	18	0	33	0	34	0	26	0	31	0	228	0	12	0	28	0	268	0
Dazzling headlights	2	0	40	0	25	0	40	0	24	0	40	0	36	0	40	0	52	1	299	0	22	0	29	0	350	0
Dazzling sun	85	3	349	3	409	4	330	4	229	3	446	4	338	2	562	3	411	4	3,159	3	185	4	219	3	3,563	3
Rain, sleet, snow, or fog	62	2	166	1	252	2	211	3	157	2	164	2	225	1	289	2	231	2	1,757	2	116	2	175	2	2,048	2
Spray from other vehicles	2	0	16	0	14	0	14	0	16	0	19	0	8	0	31	0	18	0	138	0	12	0	4	0	154	0
Visor or windscreen dirty, scratched or frosted etc.	7	0	21	0	16	0	11	0	7	0	15	0	23	0	26	0	24	0	150	0	4	0	2	0	156	0
Vehicle blind spot	19	1	122	1	117	1	76	1	86	1	102	1	387	2	188	1	96	1	1,193	1	22	0	54	1	1,269	1
Pedestrian only (casualty or uninjured)	260	10	1,289	10	997	10	654	8	660	9	652	6	3,393	15	1,248	7	707	7	9,860	10	416	8	800	11	11,076	10
Crossing road masked by stationary or parked vehicle	39	1	193	2	193	2	109	1	102	1	58	1	552	2	167	1	84	1	1,497	1	73	1	139	2	1,709	1
Pedestrian failed to look properly	187	7	890	7	623	6	401	5	517	7	491	5	2,262	10	871	5	500	5	6,742	7	290	6	545	7	7,577	7
Pedestrian failed to judge vehicle's path or speed	50	2	262	2	167	2	158	2	192	3	159	2	531	2	247	1	180	2	1,946	2	88	2	157	2	2,191	2
Pedestrian wrong use of pedestrian crossing facility	13	0	63	0	65	1	32	0	50	1	26	0	295	1	64	0	64	1	672	1	12	0	63	1	747	1
Dangerous action in carriageway (eg. playing)	16	1	82	1	58	1	59	1	74	1	39	0	149	1	112	1	68	1	657	1	42	1	62	1	761	1
Pedestrian impaired by alcohol	45	2	171	1	97	1	95	1	79	1	71	1	301	1	165	1	108	1	1,132	1	65	1	112	2	1,309	1
Pedestrian impaired by drugs (illicit or medicinal)	8	0	38	0	15	0	15	0	11	0	15	0	31	0	16	0	21	0	170	0	14	0	28	0	212	0
Pedestrian careless, reckless or in a hurry	69	3	247	2	183	2	210	3	170	2	155	1	719	3	244	1	204	2	2,201	2	115	2	218	3	2,534	2
Pedestrian wearing dark clothing at night	17	1	93	1	70	1	60	1	69	1	45	0	96	0	98	1	73	1	621	1	32	1	85	1	738	1
Pedestrian disability or illness, mental or physical	23	1	49	0	44	0	31	0	37	1	42	0	103	0	65	0	41	0	435	0	20	0	24	0	479	0
Special Codes	106	4	558	4	543	5	458	5	485	7	505	5	1,102	5	736	4	405	4	4,898	5	213	4	277	4	5,388	5
Stolen vehicle	35	1	183	1	118	1	63	1	182	3	121	1	153	1	135	1	34	0	1,024	1	32	1	51	1	1,107	1
Vehicle in course of crime	22	1	102	1	101	1	60	1	144	2	101	1	214	1	101	1	51	1	896	1	22	0	50	1	968	1
Emergency vehicle on a call	12	0	51	0	78	1	56	1	76	1	46	0	129	1	92	0	53	1	593	1	18	0	29	0	640	1
Vehicle door opened or closed negligently	3	0	22	0	20	0	14	0	3	0	10	0	78	0	148	1	12	0	310	0	7	0	8	0	325	0
Other	55	2	240	2	269	3	297	4	183	3	263	3	615	3	324	2	279	3	2,525	2	146	3	155	2	2,826	2
Total number of accidents¹	2,648	100	12,830	100	10,375	100	8,372	100	7,176	100	10,454	100	22,229	100	18,736	100	9,958	100	102,778	100	5,107	100	7,328	100	115,213	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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The figures in this table are National Statistics

Source: STATS19

Last updated: 26 September 2019

Next update: September 2020

RAS51

Drink Drive

RAS51001

Estimated number of reported drink drive accidents and casualties in Great Britain¹: 1979 - 2017

Year	Accidents ²				Casualties ²						Number
	Fatal	Serious ⁴	Slight ⁴	Total	95% CI	Killed	95% CI	Serious ⁴	Slight ⁴	Total	
					lower ³		upper ³				
1979	1,380	5,630	12,460	19,470	:	1,640	:	8,300	21,490	31,430	
1980	1,280	5,430	11,860	18,570	:	1,450	:	7,970	20,420	29,830	
1981	1,200	4,940	10,900	17,040	:	1,420	:	7,370	19,160	27,950	
1982	1,300	5,420	12,070	18,800	:	1,550	:	8,010	20,660	30,220	
1983	950	4,750	11,430	17,130	:	1,110	:	6,800	18,610	26,520	
1984	1,000	4,790	11,540	17,320	:	1,170	:	6,820	19,410	27,390	
1985	900	4,900	11,460	17,260	:	1,040	:	6,810	19,380	27,220	
1986	850	4,590	11,510	16,940	:	990	:	6,440	19,220	26,650	
1987	780	4,220	10,560	15,560	:	900	:	5,900	17,670	24,470	
1988	680	3,660	10,190	14,520	:	790	:	5,100	16,860	22,740	
1989	700	3,390	10,300	14,390	:	810	:	4,790	16,620	22,220	
1990	650	2,910	9,650	13,210	:	760	:	4,090	15,550	20,400	
1991	570	2,590	8,530	11,690	:	660	:	3,610	13,610	17,880	
1992	540	2,360	7,890	10,790	:	660	:	3,280	12,770	16,710	
1993	460	1,870	7,160	9,480	:	540	:	2,660	11,780	14,980	
1994	470	2,090	7,330	9,900	:	540	:	2,840	11,780	15,160	
1995	460	2,140	7,590	10,180	:	540	:	3,000	12,450	16,000	
1996	480	2,150	8,240	10,870	:	580	:	3,010	13,450	17,040	
1997	470	2,140	8,100	10,710	:	550	:	2,940	13,310	16,800	
1998	410	1,860	7,840	10,100	:	460	:	2,520	12,610	15,580	
1999	400	1,850	8,800	11,050	:	460	:	2,470	13,980	16,910	
2000	450	1,950	9,410	11,800	500	530	560	2,540	14,990	18,060	
2001	470	2,020	9,780	12,270	510	530	560	2,700	15,550	18,780	
2002	480	2,050	10,620	13,150	520	550	580	2,790	16,760	20,100	
2003	500	1,970	9,930	12,400	550	580	600	2,590	15,820	18,990	
2004	520	1,790	8,900	11,210	560	580	610	2,340	14,060	16,980	
2005	470	1,550	8,060	10,080	530	550	580	2,090	12,760	15,400	
2006	490	1,480	7,430	9,400	530	560	580	1,970	11,850	14,370	
2007	370	1,400	7,520	9,290	390	410	430	1,760	11,850	14,020	
2008	350	1,280	6,980	8,620	380	400	420	1,620	10,970	12,990	
2009	340	1,180	6,530	8,050	360	380	400	1,500	10,150	12,030	
2010	220	990	5,420	6,620	220	240	260	1,240	8,210	9,690	
2011	220	1,040	5,430	6,690	220	240	250	1,270	8,420	9,930	
2012	210	960	5,460	6,630	210	230	250	1,200	8,510	9,930	
2013	230	880	4,590	5,690	220	240	260	1,100	6,930	8,270	
2014	220	880	4,530	5,620	220	240	260	1,070	6,900	8,210	
2015	170	980	4,570	5,730	180	200	220	1,170	7,100	8,470	
2016	220	1,000	4,860	6,070	220	230	250	1,250	7,550	9,040	
2017	220	1,110	4,370	5,700	230	250	270	1,380	6,970	8,600	

1 On the 5th December 2014 the limit in Scotland was reduced to 50 milligrams of alcohol per 100ml of blood. It remains at 80 milligrams of alcohol per 100ml of blood in England and Wales.

2 Estimates are rounded to the nearest ten.

3 Upper and lower range for fatalities based on the 95% confidence interval.

4 Figures for serious and slight injuries are shown unadjusted for changes in severity reporting. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, as reported by the police are not comparable with earlier years. Adjustments to account for the change have been produced for high level series. More information on the change and the adjustment process is available in the 2018 main results publication.

The figures in this table are National Statistics Source: STATS19, coroners and procurators fiscal

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Notes & Definitions

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RAS51002

Breath tests and breath test failures by drivers and riders involved in reported accidents, 2008-2018

	Number/percentage										
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Car drivers											
Involved in accidents	236,923	227,244	212,685	204,720	197,388	185,769	195,576	188,872	185,307	174,143	165,050
Number breath tested	132,708	124,779	115,674	112,448	107,436	100,197	101,831	94,961	89,202	78,284	70,198
Percentage of drivers involved	56	55	54	55	54	54	52	50	48	45	43
Number failing breath test ¹	4,899	4,594	3,868	3,858	3,655	3,296	3,227	3,450	3,424	3,379	3,349
Percentage of drivers breath tested	3.7	3.7	3.3	3.4	3.4	3.3	3.2	3.6	3.8	4.3	4.8
involved in accidents	2.1	2.0	1.8	1.9	1.9	1.8	1.6	1.8	1.8	1.9	2.0
Motorcycle riders											
Involved in accidents	22,427	21,590	19,534	21,059	20,171	19,538	21,378	20,996	20,423	19,204	17,890
Number breath tested	11,569	10,862	9,765	10,785	10,007	9,639	10,181	9,300	8,510	7,085	6,312
Percentage of riders involved	52	50	50	51	50	49	48	44	42	37	35
Number failing breath test ¹	314	282	222	251	228	234	234	208	245	227	221
Percentage of riders breath tested	2.7	2.6	2.3	2.3	2.3	2.4	2.3	2.2	2.9	3.2	3.5
involved in accidents	1.4	1.3	1.1	1.2	1.1	1.2	1.1	1.0	1.2	1.2	1.2
Other vehicle drivers											
Involved in accidents ²	35,258	32,100	31,198	30,322	28,439	27,402	29,456	28,372	27,274	26,243	24,986
Number breath tested	18,717	16,292	15,825	15,417	14,573	14,120	14,860	14,005	13,115	12,002	10,707
Percentage of drivers involved	53	51	51	51	51	52	50	49	48	46	43
Number failing breath test ¹	308	253	198	257	229	197	220	226	214	256	237
Percentage of drivers breath tested	1.6	1.6	1.3	1.7	1.6	1.4	1.5	1.6	1.6	2.1	2.2
involved in accidents	0.9	0.8	0.6	0.8	0.8	0.7	0.7	0.8	0.8	1.0	0.9
All driver/riders											
Involved in accidents	294,608	280,934	263,417	256,101	245,998	232,709	246,410	238,240	233,004	219,590	207,926
Number breath tested	162,994	151,933	141,264	138,650	132,016	123,956	126,872	118,266	110,827	97,371	87,217
Percentage involved	55	54	54	54	54	53	51	50	48	44	42
Number failing breath test ¹	5,521	5,129	4,288	4,366	4,112	3,727	3,681	3,884	3,883	3,862	3,807
Percentage of driver riders breath tested	3.4	3.4	3.0	3.1	3.1	3.0	2.9	3.3	3.5	4.0	4.4
involved in accidents	1.9	1.8	1.6	1.7	1.7	1.6	1.5	1.6	1.7	1.8	1.8

1 Failed or refused to provide a specimen of breath.

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

Source: DfT STATS19

The figures in this table are National 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, 2018

(a) All motor vehicles involved in accidents ¹								Number of drivers & riders
Hour beginning	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	All days
Midnight	337	262	268	275	391	588	792	2,913
01:00	199	165	168	189	240	487	591	2,039
02:00	201	106	161	139	168	381	481	1,637
03:00	162	106	105	102	140	262	395	1,272
04:00	191	109	133	130	131	274	302	1,270
05:00	274	238	275	281	298	296	269	1,931
06:00	644	801	616	726	658	344	329	4,118
07:00	1,684	1,760	1,846	1,828	1,568	472	373	9,531
08:00	2,419	2,634	2,704	2,745	2,384	779	482	14,147
09:00	1,671	1,747	1,622	1,591	1,527	978	809	9,945
10:00	1,339	1,290	1,315	1,474	1,305	1,523	1,182	9,428
11:00	1,459	1,491	1,481	1,482	1,674	1,760	1,437	10,784
12:00	1,766	1,574	1,713	1,673	1,932	2,084	1,807	12,549
13:00	1,695	1,625	1,506	1,736	2,095	1,989	1,762	12,408
14:00	1,856	1,762	1,870	1,800	2,278	1,949	1,730	13,245
15:00	2,427	2,275	2,492	2,405	2,761	1,773	1,763	15,896
16:00	2,630	2,583	2,707	2,723	2,996	1,881	1,604	17,124
17:00	2,837	3,000	2,944	3,021	3,005	1,924	1,631	18,362
18:00	2,115	2,321	2,357	2,487	2,505	1,696	1,473	14,954
19:00	1,349	1,527	1,516	1,604	1,848	1,605	1,246	10,695
20:00	919	1,092	1,034	1,086	1,313	1,352	973	7,769
21:00	735	771	848	854	1,118	1,010	777	6,113
22:00	667	667	761	768	964	910	666	5,403
23:00	445	406	555	587	923	945	532	4,393
All hours ²	30,021	30,312	30,997	31,706	34,222	27,262	23,406	207,926

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	149	129	108	123	156	246	313	1,224
01:00	95	68	79	83	100	178	220	823
02:00	103	54	61	48	76	159	211	712
03:00	70	56	48	45	51	115	168	553
04:00	95	34	65	53	50	118	116	531
05:00	131	108	118	131	131	115	125	859
06:00	307	396	258	333	284	161	144	1,883
07:00	764	738	788	807	687	260	175	4,219
08:00	1,036	1,084	1,115	1,100	1,039	353	241	5,968
09:00	691	732	712	616	623	474	396	4,244
10:00	577	545	571	631	589	711	554	4,178
11:00	617	603	638	666	685	816	658	4,683
12:00	766	614	656	675	816	950	824	5,301
13:00	677	618	631	701	875	829	704	5,035
14:00	739	725	762	707	957	792	753	5,435
15:00	991	821	1,024	963	1,134	732	779	6,444
16:00	1,085	1,107	1,118	1,107	1,181	761	750	7,109
17:00	1,206	1,280	1,240	1,324	1,232	796	717	7,795
18:00	820	886	963	1,007	1,036	653	628	5,993
19:00	553	603	592	645	762	608	523	4,286
20:00	352	460	414	435	534	542	388	3,125
21:00	285	324	390	350	466	419	323	2,557
22:00	284	273	332	365	426	426	283	2,389
23:00	202	177	218	259	383	415	217	1,871
All hours ²	12,595	12,435	12,901	13,174	14,273	11,629	10,210	87,217

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

2 Includes cases where hour of day was not reported.

RAS51003**Reported breath tests and breath test failures, all drivers and riders involved by day of week and time of day, Great Britain, 2018**

(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	20	14	28	31	63	69	259
01:00	24	7	18	17	16	62	70	214
02:00	25	4	14	11	21	57	58	190
03:00	20	11	12	12	9	46	55	165
04:00	17	4	13	9	5	40	48	136
05:00	12	5	4	7	8	29	37	102
06:00	9	8	6	6	7	22	29	87
07:00	9	5	6	6	11	27	18	82
08:00	13	8	20	14	11	14	14	94
09:00	8	4	7	7	4	12	9	51
10:00	8	4	5	13	10	14	17	71
11:00	3	9	6	3	5	14	9	49
12:00	11	5	12	8	10	19	14	79
13:00	8	11	14	5	11	20	14	83
14:00	18	10	9	10	14	5	13	79
15:00	12	21	14	15	17	25	27	131
16:00	17	22	21	23	15	24	32	154
17:00	26	16	20	22	35	42	38	199
18:00	34	23	20	25	50	37	43	232
19:00	19	30	32	22	49	42	49	243
20:00	23	29	15	28	31	56	40	222
21:00	24	24	32	27	49	58	36	250
22:00	29	25	33	43	52	81	41	304
23:00	32	29	38	41	60	77	54	331
All hours ²	435	334	385	402	531	886	834	3,807

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

2 Includes cases where hour of day was not reported.

Source: DfT STATS19

The figures in this table are National Statistics

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[Notes & Definitions](#)

Last updated: 26 September 2019

Next update: September 2020

RAS51004

Reported breath tests and breath test failures by road user type and age, Great Britain, 2018

	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	118	29	25	1	0.8	3.4
17-19	6,825	3,948	58	181	2.7	4.6
20-24	15,491	8,129	52	541	3.5	6.7
25-29	17,351	8,507	49	664	3.8	7.8
30-34	17,496	7,593	43	523	3.0	6.9
35-39	14,844	7,062	48	383	2.6	5.4
40-49	25,638	12,199	48	509	2.0	4.2
50-59	21,106	10,343	49	303	1.4	2.9
60-69	11,578	5,931	51	128	1.1	2.2
70 and over	11,290	5,691	50	68	0.6	1.2
Age not reported	23,313	766	3	48	0.2	6.3
All ages	165,050	70,198	43	3,349	2.0	4.8
Motorcycle riders						
Under 17	454	174	38	6	1.3	3.4
17-19	1,950	773	40	19	1.0	2.5
20-24	2,773	1,048	38	42	1.5	4.0
25-29	2,626	890	34	37	1.4	4.2
30-34	2,087	636	30	33	1.6	5.2
35-39	1,498	490	33	25	1.7	5.1
40-49	2,450	897	37	27	1.1	3.0
50-59	2,239	938	42	22	1.0	2.3
60-69	816	347	43	7	0.9	2.0
70 and over	241	97	40	0	0.0	0.0
Age not reported	756	22	3	3	0.4	13.6
All ages	17,890	6,312	35	221	1.2	3.5
Bus/coach drivers	4,513	1,297	29	3	0.1	0.2
Van / Light goods vehicle drivers	12,062	5,318	44	186	1.5	3.5
Heavy goods vehicle drivers	4,753	2,842	60	22	0.5	0.8
Other drivers/riders ²	3,658	1,250	34	26	0.7	2.1
All motor vehicle drivers and riders²						
Under 17	621	208	33	7	1.1	3.4
17-19	9,007	4,832	54	204	2.3	4.2
20-24	19,514	9,853	50	593	3.0	6.0
25-29	22,330	10,665	48	738	3.3	6.9
30-34	22,293	9,532	43	593	2.7	6.2
35-39	18,678	8,705	47	452	2.4	5.2
40-49	32,766	15,485	47	589	1.8	3.8
50-59	28,272	13,786	49	359	1.3	2.6
60-69	14,271	7,278	51	144	1.0	2.0
70 and over	12,028	5,980	50	69	0.6	1.2
Age not reported	28,146	893	3	59	0.2	6.6
All ages	207,926	87,217	42	3,807	1.8	4.4

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

Source: DfT STATS19

The figures in this table are National Statistics

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[Notes & Definitions](#)

Last updated: 26 September 2019

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RAS51005

Estimated number of drink drive casualties by casualty type and age¹: GB 2017

Numbers

	<u>Killed or seriously injured casualties</u>							Male	Female	Total
	Pedestrians	Cyclists	Motor-cyclists	Car drivers		Car passenger	Other			
				Over limit	Under limit					
0-15	10	-	-	-	-	40	-	30	20	50
16-24	20	10	60	110	20	190	10	300	130	430
25-59	70	20	160	420	110	180	60	790	230	1,020
60+	20	-	10	30	20	20	10	80	40	120
All ages^{2,3}	130	30	240	570	160	420	80	1,210	430	1,640
<u>Total Casualties</u>										
0-15	40	20	-	-	-	310	10	200	180	390
16-24	60	10	150	750	270	840	60	1,400	740	2,150
25-59	160	70	320	2,220	1,250	1,050	330	3,670	1,730	5,400
60+	50	10	20	160	200	100	30	360	230	590
All ages^{2,3}	310	110	490	3,150	1,740	2,340	450	5,690	2,910	8,600

- = fewer than 5 casualties

Source: STATS19, coroners and procurators fiscal
The figures in this table are National Statistics

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

2 Includes age not recorded.

3 May not sum to total due to rounding

[Notes & Definitions](#)

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Last updated: 28 August 2019

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Department for Transport statistics
[Drink-drive accidents and casualties 2017](#)

RAS51006

Driver and rider fatalities in reported accidents: over the legal blood alcohol limit¹: GB 1979 - 2017

Year/ Age	Percentage										
	Motorcycle riders					Cars and other motor vehicles					All
	16-19	20-29	30-39	40+	Total	16-19	20-29	30-39	40+	Total	
1979	25	40	46	19	31	34	42	47	20	32	32
1980	22	39	38	24	30	33	44	35	23	32	31
1981	16	39	38	29	28	20	45	39	20	31	30
1982	17	43	34	17	29	31	50	52	20	36	33
1983	16	29	30	8	22	34	42	43	14	31	28
1984	24	30	28	22	27	18	39	33	15	26	26
1985	15	27	39	11	22	25	40	38	14	28	26
1986	15	28	33	14	22	19	36	33	13	25	24
1987	16	31	24	16	24	16	32	27	13	22	23
1988	9	33	33	9	23	12	30	27	9	20	21
1989	12	25	19	18	21	12	25	30	8	18	19
1990	8	25	21	9	18	13	22	33	10	18	18
1991	13	16	25	12	17	11	29	24	13	20	19
1992	10	30	34	20	26	13	26	18	10	17	20
1993	16	16	17	10	15	20	28	26	10	20	19
1994	13	17	23	20	18	16	31	30	11	22	21
1995	11	18	12	13	15	18	28	26	13	21	19
1996	16	12	15	9	13	24	38	32	9	23	21
1997	10	14	16	7	13	25	23	26	12	19	17
1998	15	7	18	6	11	17	25	24	9	17	15
1999	23	8	12	2	9	21	31	31	7	20	17
2000	17	10	13	5	10	20	32	34	12	22	18
2001	11	14	12	1	10	18	35	25	14	22	18
2002	27	15	10	2	11	18	31	37	14	23	19
2003	10	20	12	8	13	18	33	28	12	22	19
2004	19	19	13	10	14	26	31	32	16	25	21
2005	26	11	13	11	13	25	33	33	13	24	20
2006	8	18	12	9	13	25	36	31	17	26	22
2007	18	17	7	8	11	18	31	31	13	22	18
2008	9	9	12	7	9	23	36	35	13	24	19
2009	7	17	5	12	11	25	39	33	13	25	20
2010	12	16	16	2	9	15	35	35	12	22	17
2011	7	18	8	8	10	17	32	25	10	19	15
2012	6	4	21	3	6	21	40	41	11	24	18
2013	0	14	17	5	9	19	27	41	12	21	17
2014	10	13	14	6	10	23	31	30	12	20	17
2015	14	8	20	5	9	10	28	22	10	17	14
2016	0	13	6	6	8	15	30	30	13	21	16
2017	0	6	17	7	9	7	30	37	14	22	17

The figures in this table are National Statistics

Source: STATS19, coroners and procurators fiscal

1 On the 5th December 2014 the limit in Scotland was reduced to 50 milligrams of alcohol per 100ml of blood. It remains at 80 milligrams of alcohol per 100ml of blood in England and Wales.

[Notes & Definitions](#)

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RAS51007

Driver/rider fatalities in reported accidents, by BAC category, gender and age: GB 2017

A) England and Wales

Blood alcohol Content (BAC) milligrams (mg) per 100 ml of blood	Age	Male	Female	Total	Per cent of age group
No alcohol present (0 - 9 mg)¹	16-19	25	1	26	79%
	20-24	35	7	42	63%
	25-29	42	5	47	63%
	30-34	31	8	39	57%
	35-39	36	3	39	68%
	40-49	47	4	51	72%
	50-59	56	7	63	75%
	60 +	62	23	85	83%
Total		334	58	392	70%
Alcohol present but not over the limit (10 - 80 mg)	16-19	3	2	5	15%
	20-24	12	0	12	18%
	25-29	10	0	10	13%
	30-34	4	0	4	6%
	35-39	3	1	4	7%
	40-49	4	0	4	6%
	50-59	11	0	11	13%
	60 +	11	0	11	11%
Total		58	3	61	11%
Over the limit (81 mg +)	16-19	2	0	2	6%
	20-24	11	2	13	19%
	25-29	15	3	18	24%
	30-34	23	2	25	37%
	35-39	14	0	14	25%
	40-49	13	3	16	23%
	50-59	9	1	10	12%
	60 +	6	0	6	6%
Total		93	11	104	19%
Of which, over twice the limit (161 mg +)	16-19	1	0	1	3%
	20-24	5	1	6	9%
	25-29	10	2	12	16%
	30-34	16	1	17	25%
	35-39	9	0	9	16%
	40-49	10	2	12	17%
	50-59	4	1	5	6%
	60 +	3	0	3	3%
Total		58	7	65	12%
All categories	16-19	30	3	33	100%
	20-24	58	9	67	100%
	25-29	67	8	75	100%
	30-34	58	10	68	100%
	35-39	53	4	57	100%
	40-49	64	7	71	100%
	50-59	76	8	84	100%
	60 +	79	23	102	100%
Total		485	72	557	100%

B) Scotland²

Blood alcohol Content (BAC) milligrams (mg) per 100 ml of blood	Age	Male	Female	Total	Per cent of age group
No alcohol present (0 - 9 mg)¹	16-19	4	0	4	100%
	20-24	4	1	5	71%
	25-29	8	0	8	89%
	30-34	2	1	3	100%
	35-39	5	1	6	86%
	40-49	10	2	12	100%
	50-59	9	2	11	85%
	60 +	6	4	10	91%
Total		48	11	59	89%
Alcohol present but not over the limit (10 - 50 mg)	16-19	0	0	0	0%
	20-24	1	0	1	14%
	25-29	1	0	1	11%
	30-34	0	0	0	0%
	35-39	0	0	0	0%
	40-49	0	0	0	0%
	50-59	1	0	1	8%
	60 +	0	0	0	0%
Total		3	0	3	5%
Over the limit (51 mg +)	16-19	0	0	0	0%
	20-24	0	1	1	14%
	25-29	0	0	0	0%
	30-34	0	0	0	0%
	35-39	1	0	1	14%
	40-49	0	0	0	0%
	50-59	1	0	1	8%
	60 +	1	0	1	9%
Total		3	1	4	6%
Of which, over twice the limit (101 mg +)	16-19	0	0	0	0%
	20-24	0	1	1	14%
	25-29	0	0	0	0%
	30-34	0	0	0	0%
	35-39	1	0	1	14%
	40-49	0	0	0	0%
	50-59	1	0	1	8%
	60 +	1	0	1	9%
Total		3	1	4	6%
All categories	16-19	4	0	4	100%
	20-24	5	2	7	100%
	25-29	9	0	9	100%
	30-34	2	1	3	100%
	35-39	6	1	7	100%
	40-49	10	2	12	100%
	50-59	11	2	13	100%
	60 +	7	4	11	100%
Total		54	12	66	100%

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

2 On the 5 December 2014 the limit in Scotland was reduced to 22 micrograms of alcohol per 100ml of breath or 50 milligrams of alcohol per 100ml of blood. It remains at 35 micrograms of alcohol per 100ml of breath or 80 milligrams of alcohol per 100ml of blood in England and Wales.

RAS51008

Killed and seriously injured casualties in reported accidents involving young drivers and riders (17-24 years old) over the legal alcohol limit: Great Britain 2001 - 2017

Year	Casualty type		
	Young driver over limit	Passenger of young driver over limit	Other casualties
2001	440	420	210
2002	520	430	230
2003	500	480	200
2004	480	420	200
2005	430	400	210
2006	460	360	180
2007	400	310	160
2008	340	210	140
2009	340	230	110
2010	250	180	90
2011	250	150	110
2012	240	140	70
2013	210	140	70
2014	190	130	70
2015	170	120	90
2016	190	130	60
2017	160	130	70

[Figures for serious and slight injuries are shown unadjusted for changes in severity reporting. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, as reported by the police are not comparable with earlier years. Adjustments to account for the change have been produced for high level series. More information on the change and the adjustment process is available in the 2018 main results publication.](#)

Source: STATS19, coroners and procurators fiscal
The figures in this table are National Statistics

[Notes & Definitions](#)

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RAS51009

Blood alcohol levels of reported fatalities aged 16 and over: GB 2017

England and Wales

	Cumulative percentage over blood alcohol levels (mg/100ml)						Percentage		
	Below driving limit		Above driving limit				Sample size	Percentage over driving limit time of accident	
	9	50	80	100	150	200		22:00- 03:59	04:00- 21:59
Motorcycle riders	21	10	9	8	6	5	208	27	8
Car drivers	36	27	24	22	16	9	311	51	17
Other vehicle drivers/riders	26	24	24	21	18	11	38	36	19
Passengers	36	26	24	23	16	10	87	36	19
Pedestrians	47	38	36	33	27	18	184	74	25
Pedal cyclists	15	10	8	8	5	3	40	25	6

Scotland

	Cumulative percentage over blood alcohol levels (mg/100ml)						Percentage		
	Below driving limit		Above driving limit				Sample size	Percentage over driving limit time of accident	
	9	30	50	80	100	200		22:00- 03:59	04:00- 21:59
Motorcycle riders	16	5	5	5	5	5	19	0	6
Car drivers	10	8	8	8	5	5	40	33	3
Other vehicle drivers/riders	0	0	0	0	0	0	7	0	0
Passengers	0	0	0	0	0	0	7	0	0
Pedestrians	38	33	33	33	29	24	21	100	13
Pedal cyclists	33	0	0	0	0	0	3	0	0

Source: Coroners and procurators fiscal
The figures in this table are National Statistics

[Notes & Definitions](#)

RAS51010

Estimated number of reported road accidents involving a car drink driver, by driver age, accidents per licence holder and per mile driven: GB, 2017 and 2010 to 2014 average

	Car driver drink drive accidents					Number / Rate			
						Drink drive accidents per 100 thousand licence holders		Drink drive accidents per billion miles driven	
	2017								
	2010 to 2014	Fatal	Serious	Slight	Total	2010 to 2014	2017	2010 to 2014	2017
Under 20 ¹	370	-	60	180	240	28	19	119	97
20 - 24	1,210	30	150	680	850	42	30	102	69
25 - 29	1,000	30	180	750	960	33	29	54	42
30 - 34	740	40	150	580	760	24	24	33	37
35 - 39	530	20	90	490	600	17	19	21	22
40 - 49	870	20	120	620	770	13	12	14	13
50 - 59	470	10	80	380	470	8	7	10	8
60 or over	280	10	60	230	300	3	3	6	6
All ages ²	5,550	60	1,000	4,350	5,400	16	15	23	21

1 Figures based on a small NTS sample.

2 Includes age not known.

Source: National Travel Survey, STATS19, coroners and procurators fiscal
The figures in this table are National Statistics

[Notes & Definitions](#)

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RAS51011**Estimated number¹ of reported drink drive accidents and casualties, by month:
Great Britain 2010/14 average, 2012 to 2017**

	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec	Number Total ²
2010/14 Average													
Accidents	450	470	500	520	550	530	530	560	510	570	550	510	6,250
Casualties	660	680	740	760	810	770	780	840	760	850	810	730	9,200
2012													
Accidents	560	500	570	540	500	580	570	550	590	590	550	530	6,630
Casualties	850	760	900	790	770	800	830	850	900	900	810	780	9,930
2013													
Accidents	360	410	440	450	510	520	470	490	500	520	550	480	5,690
Casualties	510	570	680	650	730	750	690	700	740	750	800	690	8,270
2014													
Accidents	430	450	470	460	530	430	460	570	410	440	510	470	5,620
Casualties	610	650	650	670	760	630	670	850	620	650	780	650	8,210
2015													
Accidents	460	450	400	450	480	430	520	570	430	480	560	500	5,730
Casualties	660	660	590	640	710	670	760	850	650	760	790	720	8,470
2016													
Accidents	440	440	510	460	530	500	540	540	470	520	520	610	6,070
Casualties	660	650	710	670	800	740	850	790	700	800	790	870	9,040
2017													
Accidents	500	390	450	450	480	480	560	490	470	450	450	540	5,700
Casualties	730	600	680	670	730	680	870	770	710	660	660	840	8,600

1 Figures rounded to the nearest ten to reflect the uncertainty associated with making estimates from incomplete data sources.

2 Totals may not sum due to rounding

[Notes & Definitions](#)

Source: STATS19, coroners and procurators fiscal
The figures in this table are National Statistics

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RAS51012

Estimated number of reported drink-drive accidents by time of accident in Great Britain: 2017

Time of Day	Number				Percentage			
	Accidents ¹				Fatal	Serious	Slight	Total
00:00-00:59	20	90	300	410	10%	8%	7%	7%
01:00-01:59	10	80	240	330	5%	7%	5%	6%
02:00-02:59	10	40	190	240	4%	4%	4%	4%
03:00-03:59	20	60	190	260	7%	5%	4%	5%
04:00-04:59	10	40	120	180	5%	4%	3%	3%
05:00-05:59	10	30	120	160	6%	3%	3%	3%
06:00-06:59	0	20	80	100	1%	1%	2%	2%
07:00-07:59	10	30	80	110	4%	3%	2%	2%
08:00-08:59	0	20	100	120	1%	2%	2%	2%
09:00-09:59	0	10	100	110	1%	1%	2%	2%
10:00-10:59	0	20	80	100	2%	1%	2%	2%
11:00-11:59	0	20	70	90	2%	2%	2%	2%
12:00-12:59	0	20	100	120	2%	2%	2%	2%
13:00-13:59	10	30	120	150	4%	2%	3%	3%
14:00-14:59	10	30	90	130	3%	3%	2%	2%
15:00-15:59	10	30	130	160	3%	3%	3%	3%
16:00-16:59	10	50	190	250	4%	4%	4%	4%
17:00-17:59	10	50	240	300	4%	5%	6%	5%
18:00-18:59	10	50	250	310	6%	4%	6%	5%
19:00-19:59	10	70	280	360	6%	6%	6%	6%
20:00-20:59	10	80	280	360	4%	7%	6%	6%
21:00-21:59	10	90	310	400	3%	8%	7%	7%
22:00-22:59	20	100	380	490	7%	9%	9%	9%
23:00-23:59	20	90	340	440	8%	8%	8%	8%
All Hours	220	1,110	4,370	5,700				

1. Estimates are rounded to the nearest ten.

Source: STATS19, coroners and procurators fiscal
The figures in this table are National Statistics

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RAS51013
Estimated reported drink drive accidents by pedestrian
and vehicle involvement: GB 2017¹

All severities	Number of vehicles involved			Number
	1	2	3 or more	Total ²
Pedestrian casualties				
No	1,980	2,510	940	5,430
Yes	190	60	20	270
Total	2,170	2,570	960	5,700

Fatal	Number of vehicles involved			Number
	1	2	3 or more	Total ²
Pedestrian casualties				
No	120	60	20	200
Yes	10	-	-	20
Total	130	60	20	220

Serious	Number of vehicles involved			Number
	1	2	3 or more	Total ²
Pedestrian casualties				
No	460	400	150	1,000
Yes	80	20	10	110
Total	540	420	160	1,110

Slight	Number of vehicles involved			Number
	1	2	3 or more	Total ²
Pedestrian casualties				
No	1,400	2,050	780	4,230
Yes	100	30	10	140
Total	1,500	2,080	790	4,370

- = fewer than 5 accidents

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

2 May not sum to total due to rounding

[Notes & Definitions](#)

Source: STATS19, coroners and procurators fiscal
The figures in this table are National Statistics

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RAS51014

**Motor vehicle drivers and riders involved in personal injury road accidents: breath tests and failures
GB 2005 - 2018**

	Number / Percentage					
	a. All drivers / riders involved ¹	b. Tests requested	c. Tests failed / refused	Testing rate (b/a x 100)	Test failure rate (c/b x 100)	Total failure rate (c/a x 100)
2005	348,957	183,239	7,116	53	3.9	2.0
2006	331,272	179,290	6,595	54	3.7	2.0
2007	318,166	179,572	6,279	56	3.5	2.0
2008	294,608	162,994	5,521	55	3.4	1.9
2009	280,934	151,933	5,129	54	3.4	1.8
2010	263,417	141,264	4,288	54	3.0	1.6
2011	256,101	138,650	4,366	54	3.1	1.7
2012	245,998	132,016	4,112	54	3.1	1.7
2013	232,709	123,956	3,727	53	3.0	1.6
2014	246,410	126,872	3,681	51	2.9	1.5
2015	238,240	118,266	3,884	50	3.3	1.6
2016	233,004	110,827	3,883	48	3.5	1.7
2017	219,590	97,371	3,862	44	4.0	1.8
2018	207,926	87,217	3,807	42	4.4	1.8

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

Source: STATS19

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RAS51015

Car drivers in reported injury road accidents: breath tests and failures: GB 2018

Number/percentage

	Male						Female					
	a: Involved in	b: Tested	c: Failed	b as % of a	c as % of b	c as % of a	a: Involved in	b: Tested	c: Failed	b as % of a	c as % of b	c as % of a
<17	81	26	1	32	3.8	1.2	11	3	0	27	0.0	0.0
17 - 19	4,239	2,523	143	60	5.7	3.4	2,498	1,421	38	57	2.7	1.5
20 - 24	9,432	5,152	443	55	8.6	4.7	5,952	2,967	98	50	3.3	1.6
25 - 29	10,244	5,321	513	52	9.6	5.0	6,856	3,177	150	46	4.7	2.2
30 - 34	10,404	4,805	417	46	8.7	4.0	6,510	2,780	105	43	3.8	1.6
35 - 39	8,894	4,420	304	50	6.9	3.4	5,797	2,632	79	45	3.0	1.4
40 - 49	15,513	7,640	371	49	4.9	2.4	9,862	4,547	137	46	3.0	1.4
50 - 59	12,851	6,462	229	50	3.5	1.8	8,096	3,872	74	48	1.9	0.9
60 - 69	7,418	3,932	97	53	2.5	1.3	4,094	1,993	31	49	1.6	0.8
70 - 99	7,537	4,001	54	53	1.3	0.7	3,708	1,684	14	45	0.8	0.4
All ages ¹	92,005	44,754	2,591	49	5.8	2.8	55,268	25,211	732	46	2.9	1.3

¹ Includes age not known

Source: STATS19

The figures in this table are National Statistics

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RAS51016

Reported roadside screening breath tests and breath test failures: England and Wales 2001 - 2017

Number (thousands) / *percentage*

	Roadside screening breath tests	Positive/refuse d breath tests	Percentage of tests: positive or refused ⁷
2001	624	100	16
2002	570	103	18
2003	534	106	20
2004	578	103	18
2005	607	104	17
2006	602	104	17
2007	600	98	16
2008	712	92	13
2009	815	93	11
2010	737	84	11
2011	686	81	12
2012	686	76	11
2013	676	71	10
2014	606	66	11
2015	520	60	12
2016	463	59	13
2017	326	51	16

Source: Home Office

1. For 2003 to 2009, estimated figures are included for Greater Manchester.
2. For 2003 to 2008, estimated figures are included for Cambridgeshire.
3. For 2012, some estimated figures are included for Lincolnshire.
4. For 2013, some estimated figures are included for Bedfordshire.
5. For 2015, some estimated figures are included for Northamptonshire
6. For 2016, some estimated figures are included for City of London
7. The higher proportion of positive/refused tests in earlier years is likely to be in part down to recording practices. Negative tests were less likely to be recorded than positive/refused tests.

The figures in this table are National Statistics

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Source: Home Office, <https://www.gov.uk/government/collections/police-powers-and-procedures-england-and-wales>

RAS51017

Screening test results, by reason for test¹: England and Wales², 2018

Number / Per cent

Reason for test	0 - 4 mcg	5 - 20 mcg	21 - 35 mcg	36 - 50 mcg	51 - 80 mcg	81 mcg +	% Under the limit	% Over the limit
Moving Traffic Offence	27,728	2,109	1,229	1,068	1,666	1,095	89	11
Road Traffic Collision ³	48,610	1,339	1,090	1,240	2,592	2,455	89	11
Suspicion of Alcohol	13,700	1,979	1,368	1,328	2,071	1,614	77	23
Other/ unknown	9,186	497	528	558	674	569	85	15
All	99,224	5,924	4,215	4,194	7,003	5,733	87	13

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.

Source: DfT digital breath test data

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RAS51018

Results of screening breath tests following a road traffic collision¹: England and Wales², 2018

								Number	
		Negative			Positive			Under the limit	Over the limit
		0 - 4 mcg	5 - 20 mcg	21 - 35 mcg	36 - 50 mcg	51 - 80 mcg	81 mcg and over		
16-19	Male	2,383	79	54	68	128	55	2,516	251
	Female	921	29	15	9	30	19	965	58
20-24	Male	4,483	195	162	168	378	229	4,840	775
	Female	1,860	32	41	34	104	87	1,933	225
25-29	Male	4,154	159	149	192	432	347	4,462	971
	Female	1,776	23	29	45	98	97	1,828	240
30-39	Male	7,322	273	248	307	629	520	7,843	1,456
	Female	2,925	54	54	56	111	166	3,033	333
40-49	Male	5,941	169	137	133	264	351	6,247	748
	Female	2,439	29	28	34	76	143	2,496	253
50-59	Male	5,125	119	76	85	163	218	5,320	466
	Female	1,937	26	20	28	43	91	1,983	162
60-69	Male	2,910	52	40	38	73	81	3,002	192
	Female	1,026	13	4	2	20	17	1,043	39
70+	Male	2,362	69	30	34	37	26	2,461	97
	Female	909	10	3	3	5	3	922	11
All ³	Male	34,683	1,115	896	1,025	2,104	1,827	36,694	4,956
	Female	13,795	216	194	211	487	623	14,205	1,321
Total ⁴		48,610	1,339	1,090	1,240	2,592	2,455	51,039	6,287

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

Source: DfT digital breath test data

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

3. Includes tests where the age of the driver/rider is unrecorded.

4. Includes tests where the gender and age of the driver/rider is unrecorded.

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RAS51019

Estimated number of reported drink-drive accidents and casualties, by country and English region: GB 2017

	Accidents				Casualties				
	Fatal	Serious	Slight	Total ²	Killed	Seriously injured	Killed or seriously injured	Slightly injured	Total ²
North East	-	40	130	180	-	50	60	260	320
North West	20	110	440	580	20	140	160	690	850
Yorkshire & the Humber	20	120	310	460	30	150	170	520	690
East Midlands	20	90	390	500	20	120	140	580	720
West Midlands	30	100	370	500	30	130	160	640	790
East	30	140	500	670	30	170	190	800	1,000
South East	40	180	810	1,030	60	220	280	1,250	1,530
London	10	110	650	760	10	130	130	1,040	1,170
South West	30	100	400	530	30	130	160	640	800
England	200	1,000	4,020	5,210	230	1,230	1,460	6,410	7,870
Wales	10	60	150	220	10	80	90	240	330
Scotland ³	10	60	200	270	10	80	90	320	410
Total	220	1,110	4,370	5,700	250	1,380	1,640	6,970	8,600

1 Figures rounded to the nearest ten to reflect the uncertainty associated with making estimates from incomplete data sources.

2 Totals may not sum due to rounding

3 On the 5 December 2014 the limit in Scotland was reduced to 22 micrograms of alcohol per 100ml of breath or 50 milligrams of alcohol per 100ml of blood. It remains at 35 micrograms of alcohol per 100ml of breath or 80 milligrams of alcohol per 100ml of blood in England and Wales.

- = Fewer than 5 accidents or casualties

[Notes & Definitions](#)

Source: STATS19, coroners and procurators fiscal

The figures in this table are National Statistics

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RAS51020

Car drivers in reported injury road accidents, breath tests and failures by region, England, 2018

		Number/Percentage				
		(a) Involved in accident	(b) Tested	(c) Failed	(b) as % of (a)	(c) as % of (a)
North East	Under 20	276	151	8	54.7	2.9
	20-24	561	316	14	56.3	2.5
	25-29	550	307	29	55.8	5.3
	30-34	603	272	15	45.1	2.5
	35-39	472	243	13	51.5	2.8
	40-49	839	379	25	45.2	3.0
	50-59	771	398	12	51.6	1.6
	60-69	425	239	6	56.2	1.4
	70 or over	368	196	3	53.3	0.8
	Age not reported	517	12	1	2.3	0.2
All	5,382	2,513	126	46.7	2.3	
North West	Under 20	664	435	15	65.5	2.3
	20-24	1,567	930	47	59.3	3.0
	25-29	1,840	1,057	64	57.4	3.5
	30-34	2,437	935	64	38.4	2.6
	35-39	1,524	857	40	56.2	2.6
	40-49	2,629	1,469	56	55.9	2.1
	50-59	2,270	1,278	33	56.3	1.5
	60-69	1,332	758	16	56.9	1.2
	70 or over	1,276	703	6	55.1	0.5
	Age not reported	2,087	124	15	5.9	0.7
All	17,626	8,546	356	48.5	2.0	
Yorkshire and the Humber	Under 20	649	341	18	52.5	2.8
	20-24	1,477	801	48	54.2	3.2
	25-29	1,612	815	61	50.6	3.8
	30-34	1,419	680	46	47.9	3.2
	35-39	1,332	627	37	47.1	2.8
	40-49	2,219	1,103	43	49.7	1.9
	50-59	1,801	920	16	51.1	0.9
	60-69	1,001	497	11	49.7	1.1
	70 or over	940	461	5	49.0	0.5
	Age not reported	1,764	34	1	1.9	0.1
All	14,214	6,279	286	44.2	2.0	
East Midlands	Under 20	522	310	13	59.4	2.5
	20-24	1,160	678	57	58.4	4.9
	25-29	1,270	722	61	56.9	4.8
	30-34	1,108	582	50	52.5	4.5
	35-39	958	511	32	53.3	3.3
	40-49	1,731	940	52	54.3	3.0
	50-59	1,518	810	35	53.4	2.3
	60-69	752	438	10	58.2	1.3
	70 or over	782	427	4	54.6	0.5
	Age not reported	1,916	132	13	6.9	0.7
All	11,717	5,550	327	47.4	2.8	
West Midlands	Under 20	536	260	12	48.5	2.2
	20-24	1,515	544	40	35.9	2.6
	25-29	1,520	508	37	33.4	2.4
	30-34	1,728	482	51	27.9	3.0
	35-39	1,343	480	48	35.7	3.6
	40-49	2,194	756	37	34.5	1.7
	50-59	1,737	629	21	36.2	1.2
	60-69	892	376	7	42.2	0.8
	70 or over	801	327	6	40.8	0.7
	Age not reported	2,657	128	4	4.8	0.2
All	14,923	4,490	263	30.1	1.8	
East of England	Under 20	850	507	21	59.6	2.5
	20-24	1,760	1,044	59	59.3	3.4
	25-29	1,804	1,036	76	57.4	4.2
	30-34	1,658	956	54	57.7	3.3
	35-39	1,545	881	30	57.0	1.9
	40-49	2,760	1,564	56	56.7	2.0
	50-59	2,173	1,236	36	56.9	1.7
	60-69	1,269	726	12	57.2	0.9
	70 or over	1,387	789	14	56.9	1.0
	Age not reported	1,942	68	2	3.5	0.1
All	17,148	8,807	360	51.4	2.1	
London	Under 20	732	165	16	22.5	2.2
	20-24	2,171	555	73	25.6	3.4
	25-29	3,200	777	95	24.3	3.0

RAS51020

Car drivers in reported injury road accidents, breath tests and failures by region, England, 2018

		Number/Percentage				
		(a) Involved in accident	(b) Tested	(c) Failed	(b) as % of (a)	(c) as % of (a)
	30-34	2,902	660	54	22.7	1.9
	35-39	2,763	594	50	21.5	1.8
	40-49	4,628	1,017	65	22.0	1.4
	50-59	3,376	745	44	22.1	1.3
	60-69	1,372	290	19	21.1	1.4
	70 or over	976	173	7	17.7	0.7
	Age not reported	7,252	9	1	0.1	0.0
	All	29,372	4,985	424	17.0	1.4
South East	Under 20	1,292	893	42	69.1	3.3
	20-24	2,432	1,577	98	64.8	4.0
	25-29	2,684	1,658	126	61.8	4.7
	30-34	2,808	1,555	95	55.4	3.4
	35-39	2,496	1,468	67	58.8	2.7
	40-49	4,284	2,518	96	58.8	2.2
	50-59	3,557	2,150	50	60.4	1.4
	60-69	2,060	1,215	24	59.0	1.2
	70 or over	2,147	1,234	13	57.5	0.6
	Age not reported	2,905	177	7	6.1	0.2
	All	26,665	14,445	618	54.2	2.3
South West	Under 20	643	396	19	61.6	3.0
	20-24	1,317	722	53	54.8	4.0
	25-29	1,381	742	62	53.7	4.5
	30-34	1,454	685	45	47.1	3.1
	35-39	1,169	637	33	54.5	2.8
	40-49	2,086	1,079	38	51.7	1.8
	50-59	1,868	986	31	52.8	1.7
	60-69	1,209	661	9	54.7	0.7
	70 or over	1,324	653	5	49.3	0.4
	Age not reported	1,083	31	1	2.9	0.1
	All	13,534	6,592	296	48.7	2.2
England	Under 20	6,164	3,458	164	56.1	2.7
	20-24	13,960	7,167	489	51.3	3.5
	25-29	15,861	7,622	611	48.1	3.9
	30-34	16,117	6,807	474	42.2	2.9
	35-39	13,602	6,298	350	46.3	2.6
	40-49	23,370	10,825	468	46.3	2.0
	50-59	19,071	9,152	278	48.0	1.5
	60-69	10,312	5,200	114	50.4	1.1
	70 or over	10,001	4,963	63	49.6	0.6
	Age not reported	22,123	715	45	3.2	0.2
	All	150,581	62,207	3,056	41.3	2.0

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Source: DfT STATS19
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Table RAS51021**Reported motorcyclist breath tests and failure rates by age, Great Britain: 2018**

	Number/percentage				
	All motorcyclists			Failed as % of tested	
	Number involved in accidents	Number tested	Number of failures	Motorcyclists	All vehicles (inc. motorcyclists)
Under 20	2,404	947	25	2.6	4.2
20-24	2,773	1,048	42	4.0	6.0
25-29	2,626	890	37	4.2	6.9
30-34	2,087	636	33	5.2	6.3
35-39	1,498	490	25	5.1	5.2
40-49	2,450	897	27	3.0	3.8
50-59	2,239	938	22	2.3	2.6
60-69	816	347	7	2.0	2.0
70 and over	241	97	0	0.0	1.2
All ages¹	17,890	6,312	221	3.5	4.4

1. Includes tests where the age was not known

Source: DfT STATS19

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RAS51022a

Estimated number of reported drink-drive accidents in Great Britain¹, by gender of driver/rider over the drink-drive limit: 1979 - 2017

Year	Number											
	Male drivers/riders ²				Female drivers/riders ²				All drivers/riders ^{2,3}			
	Fatal	Serious ⁴	Slight ⁴	Total	Fatal	Serious ⁴	Slight ⁴	Total	Fatal	Serious ⁴	Slight ⁴	Total
1979	1,340	5,370	11,630	18,340	50	220	600	860	1,380	5,630	12,460	19,470
1980	1,220	5,180	11,000	17,410	60	230	680	970	1,280	5,430	11,860	18,570
1981	1,150	4,680	10,180	16,020	50	260	710	1,020	1,200	4,940	10,900	17,040
1982	1,250	5,150	11,230	17,630	60	280	830	1,170	1,300	5,420	12,070	18,800
1983	900	4,430	10,560	15,900	50	330	870	1,240	950	4,750	11,430	17,130
1984	960	4,520	10,670	16,150	40	280	880	1,190	1,000	4,790	11,540	17,320
1985	860	4,590	10,550	16,000	50	320	930	1,290	900	4,900	11,460	17,260
1986	790	4,300	10,600	15,690	50	300	910	1,260	850	4,590	11,510	16,940
1987	730	3,910	9,660	14,300	50	300	900	1,250	780	4,220	10,560	15,560
1988	660	3,410	9,300	13,370	30	250	890	1,170	680	3,660	10,190	14,520
1989	670	3,140	9,300	13,110	40	270	1,020	1,330	700	3,390	10,300	14,390
1990	590	2,640	8,670	11,910	50	270	960	1,290	650	2,910	9,650	13,210
1991	530	2,370	7,570	10,470	40	220	950	1,220	570	2,590	8,530	11,690
1992	510	2,120	6,980	9,610	40	230	910	1,180	540	2,360	7,890	10,790
1993	430	1,680	6,310	8,420	20	190	830	1,040	460	1,870	7,160	9,480
1994	450	1,870	6,350	8,670	30	220	960	1,210	470	2,090	7,330	9,900
1995	420	1,910	6,620	8,950	30	240	950	1,220	460	2,140	7,590	10,180
1996	450	1,930	7,210	9,590	30	230	1,000	1,260	480	2,150	8,240	10,870
1997	440	1,900	7,000	9,340	40	240	1,080	1,350	470	2,140	8,100	10,710
1998	370	1,600	6,710	8,690	30	250	1,090	1,370	410	1,860	7,840	10,100
1999	370	1,640	7,450	9,460	30	200	1,250	1,480	400	1,850	8,800	11,050
2000	410	1,700	8,020	10,130	40	230	1,350	1,620	450	1,950	9,410	11,800
2001	430	1,790	8,330	10,540	40	230	1,420	1,690	470	2,020	9,780	12,270
2002	440	1,830	8,920	11,190	40	220	1,620	1,880	480	2,050	10,620	13,150
2003	460	1,720	8,340	10,530	40	240	1,530	1,800	500	1,970	9,930	12,400
2004	470	1,550	7,460	9,470	50	240	1,380	1,670	520	1,790	8,900	11,210
2005	440	1,350	6,660	8,450	40	190	1,360	1,590	470	1,550	8,060	10,080
2006	450	1,300	6,110	7,850	50	170	1,300	1,520	490	1,480	7,430	9,400
2007	330	1,230	6,110	7,670	40	170	1,400	1,610	370	1,400	7,520	9,290
2008	300	1,080	5,590	6,970	50	200	1,390	1,640	350	1,280	6,980	8,620
2009	310	990	5,150	6,450	40	180	1,360	1,580	340	1,180	6,530	8,050
2010	200	820	4,260	5,280	20	170	1,150	1,340	220	990	5,420	6,620
2011	190	870	4,330	5,390	30	170	1,080	1,280	220	1,040	5,430	6,690
2012	190	780	4,250	5,220	20	180	1,190	1,390	210	960	5,460	6,630
2013	200	720	3,500	4,410	30	150	1,060	1,240	230	880	4,590	5,690
2014	190	740	3,450	4,380	30	130	1,050	1,210	220	880	4,530	5,620
2015	160	810	3,510	4,490	10	160	1,050	1,220	170	980	4,570	5,730
2016	200	810	3,780	4,790	20	180	1,030	1,230	220	1,000	4,860	6,070
2017	190	930	3,370	4,490	30	180	1,000	1,200	220	1,110	4,370	5,700

1 On the 5th December 2014 the limit in Scotland was reduced to 50 milligrams of alcohol per 100ml of blood. It remains at 80 milligrams of alcohol per 100ml of blood in England and Wales.

2 Estimates are rounded to the nearest ten.

3 Totals may not add up to the sum of the number of accidents involving male and female drivers. This happens when at least one male driver and at least one female driver are over the drink-drive limit in the same accident or where the gender is unknown for all the drivers over the limit in a single accident.

4 Figures for serious and slight injuries are shown unadjusted for changes in severity reporting. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, as reported by the police are not comparable with earlier years. Adjustments to account for the change have been produced for high level series. More information on the change and the adjustment process is available in the 2018 main results publication.

[Notes & Definitions](#)

The figures in this table are National Statistics Source: STATS19, coroners and procurators fiscal

RAS51022b

Estimated number of casualties in reported drink-drive accidents in Great Britain¹, by gender of driver/rider over the drink-drive limit: 1979 - 2017

Year	Number											
	Male drivers/riders ²				Female drivers/riders ²				All drivers/riders ^{2,3}			
	Killed	Serious ⁴	Slight ⁴	Total	Killed	Serious ⁴	Slight ⁴	Total	Killed	Serious ⁴	Slight ⁴	Total
1979	1,590	7,950	20,260	29,800	50	310	970	1,340	1,640	8,300	21,490	31,430
1980	1,380	7,620	19,140	28,130	70	340	1,080	1,490	1,450	7,970	20,420	29,830
1981	1,360	7,000	18,000	26,360	60	380	1,160	1,600	1,420	7,370	19,160	27,950
1982	1,470	7,620	19,300	28,390	80	400	1,360	1,840	1,550	8,010	20,660	30,220
1983	1,060	6,370	17,270	24,700	50	450	1,340	1,840	1,110	6,800	18,610	26,520
1984	1,130	6,470	18,050	25,650	40	350	1,380	1,780	1,170	6,820	19,410	27,390
1985	980	6,390	17,940	25,310	50	430	1,480	1,960	1,040	6,810	19,380	27,220
1986	930	6,060	17,760	24,750	60	390	1,470	1,930	990	6,440	19,220	26,650
1987	840	5,510	16,220	22,580	50	390	1,460	1,900	900	5,900	17,670	24,470
1988	760	4,760	15,500	21,020	30	360	1,390	1,780	790	5,100	16,860	22,740
1989	780	4,480	15,080	20,340	40	340	1,610	1,990	810	4,790	16,620	22,220
1990	700	3,710	13,980	18,380	60	380	1,560	1,990	760	4,090	15,550	20,400
1991	620	3,300	12,140	16,060	40	310	1,480	1,840	660	3,610	13,610	17,880
1992	620	2,980	11,340	14,940	40	300	1,430	1,780	660	3,280	12,770	16,710
1993	510	2,410	10,400	13,320	30	260	1,360	1,640	540	2,660	11,780	14,980
1994	510	2,540	10,260	13,320	30	290	1,510	1,830	540	2,840	11,780	15,160
1995	500	2,710	10,930	14,140	40	310	1,500	1,850	540	3,000	12,450	16,000
1996	550	2,710	11,870	15,130	40	310	1,550	1,890	580	3,010	13,450	17,040
1997	510	2,630	11,560	14,710	40	310	1,720	2,070	550	2,940	13,310	16,800
1998	420	2,190	10,870	13,490	40	320	1,690	2,050	460	2,520	12,610	15,580
1999	420	2,200	11,960	14,580	40	270	1,910	2,220	460	2,470	13,980	16,910
2000	490	2,230	12,840	15,560	40	290	2,100	2,430	530	2,540	14,990	18,060
2001	490	2,390	13,340	16,220	50	300	2,180	2,530	530	2,700	15,550	18,780
2002	500	2,470	14,350	17,330	40	310	2,330	2,690	550	2,790	16,760	20,100
2003	530	2,280	13,430	16,240	40	310	2,320	2,670	580	2,590	15,820	18,990
2004	530	2,040	11,850	14,420	50	300	2,140	2,490	580	2,340	14,060	16,980
2005	510	1,820	10,670	13,010	50	260	2,040	2,350	550	2,090	12,760	15,400
2006	510	1,740	9,860	12,110	50	220	1,950	2,220	560	1,970	11,850	14,370
2007	370	1,540	9,780	11,680	40	220	2,060	2,330	410	1,760	11,850	14,020
2008	350	1,380	8,810	10,530	50	250	2,160	2,460	400	1,620	10,970	12,990
2009	350	1,280	8,100	9,720	40	210	2,020	2,270	380	1,500	10,150	12,030
2010	220	1,030	6,460	7,710	20	200	1,770	2,000	240	1,240	8,210	9,690
2011	210	1,060	6,760	8,030	30	200	1,640	1,870	240	1,270	8,420	9,930
2012	210	990	6,650	7,840	20	210	1,830	2,060	230	1,200	8,510	9,930
2013	210	910	5,320	6,440	30	190	1,570	1,790	240	1,100	6,930	8,270
2014	210	920	5,330	6,460	30	150	1,540	1,710	240	1,070	6,900	8,210
2015	180	980	5,540	6,700	10	180	1,550	1,740	200	1,170	7,100	8,470
2016	210	1,030	5,910	7,150	20	210	1,590	1,820	230	1,250	7,550	9,040
2017	220	1,160	5,480	6,860	30	220	1,470	1,720	250	1,380	6,970	8,600

¹ On the 5th December 2014 the limit in Scotland was reduced to 50 milligrams of alcohol per 100ml of blood. It remains at 80 milligrams of alcohol per 100ml of blood in England and Wales.

² Estimates are rounded to the nearest ten.

³ Totals may not add up to the sum of the number of accidents involving male and female drivers. This happens when at least one male driver and at least one female driver are over the drink-drive limit in the same accident or where the gender is unknown for all the drivers over the limit in a single accident.

⁴ [Figures for serious and slight injuries are shown unadjusted for changes in severity reporting. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, as reported by the police are not comparable with earlier years. Adjustments to account for the change have been produced for high level series. More information on the change and the adjustment process is available in the 2018 main results publication.](#)

Notes & Definitions

The figures in this table are National Statistics Source: STATS19, coroners and procurators fiscal

RAS51101: Self-reported drink driving

a. As a proportion of all drivers¹

Percentage

In the last 12 months how often, if at all, have you driven when you think you may have been over the legal alcohol limit?									
	2009/10 ²	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18
At least once	7.3	6.9	7.4	6.4	5.9	6.2	7.6	7.6	6.6
<i>95% confidence: upper limit</i>	7.8	7.5	7.8	6.9	6.4	6.7	8.1	8.1	7.0
<i>95% confidence: lower limit</i>	6.9	6.3	6.9	5.9	5.5	5.8	7.1	7.1	6.2
<i>of which</i>									
Every day/almost every day	-	-	0.1	0.1	-	-	0.1	0.1	-
A few times a week	0.3	0.2	0.3	0.2	0.2	0.2	0.3	0.3	0.3
Once or twice a week	0.6	0.5	0.5	0.5	0.5	0.5	1.1	1.0	0.8
Once or twice a month	0.9	0.8	0.9	0.8	0.7	1.0	1.4	1.3	1.0
Once every couple of months	1.0	0.9	1.0	0.9	0.8	0.9	1.0	1.0	0.9
Once or twice in the last 12 months	4.6	4.4	4.7	4.0	3.6	3.7	3.7	3.8	3.5
Not at all	92.7	93.1	92.6	93.6	94.1	93.8	92.4	92.4	93.4
<i>of which</i>									
Drunk alcohol in the last 12 months	82.8	83.6	81.8	82.2	81.6	80.6	79.2	78.9	79.4
Not drunk alcohol in the last 12 months	9.8	9.5	10.8	11.4	12.5	13.2	13.2	13.5	14.0
All drivers	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Source: ONS Crime Survey for England and Wales

1. A "driver" in this context is a survey respondent who stated they had driven at least once in the last 12 months.
2. Data for 2010/11 onwards is for financial years (Apr - Mar). Data for 2009/10 is for the period Oct 2009 to Sept 2010.
3. Percentages below 0.1% are suppressed and shown as " - "
4. For base sample size, see table ras51102a.
5. Caution is needed when looking at trends and differences involving small sample sizes or very low percentages. Small differences may not be statistically significant.
6. May not sum to totals due to rounding.

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[Crime Survey Methodology Note](#)

Last updated: 26 September 2019

Next update: September 2020

RAS51101: Self-reported drink driving

b. As a proportion of all drivers¹ who have drunk alcohol in the last 12 months

Percentage

		In the last 12 months how often, if at all, have you driven when you think you may have been over the legal alcohol limit?								
		2009/10 ²	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18
At least once		8.1	7.6	8.2	7.2	6.8	7.2	8.8	8.8	7.7
	<i>95% confidence: upper limit</i>	8.6	8.3	8.7	7.8	7.3	7.7	9.4	9.3	8.1
	<i>95% confidence: lower limit</i>	7.7	7.0	7.8	6.7	6.3	6.6	8.2	8.2	7.2
<i>of which</i>										
	Every day/almost every day	-	-	0.1	0.1	-	-	0.1	0.1	0.1
	A few times a week	0.3	0.2	0.3	0.2	0.2	0.2	0.4	0.4	0.4
	Once or twice a week	0.6	0.5	0.5	0.6	0.6	0.5	1.3	1.2	1.0
	Once or twice a month	1.0	0.9	1.0	0.9	0.8	1.1	1.6	1.5	1.2
	Once every couple of months	1.1	1.0	1.1	1.0	0.9	1.0	1.2	1.1	1.0
	Once or twice in the last 12 months	5.1	4.9	5.2	4.5	4.2	4.3	4.2	4.4	4.1
Not at all		91.9	92.4	91.8	92.8	93.2	92.8	91.2	91.2	92.3
All drivers who have drunk alcohol in last 12 months		100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

1. A "driver" in this context is a survey respondent who stated they had driven at least once in the last 12 months.

2. Data for 2010/11 onwards is for financial years (Apr - Mar). Data for 2009/10 is for the period Oct 2009 to Sept 2010.

3. Percentages below 0.1% are suppressed and shown as "-"

4. For base sample size, see table ras51102B.

5. Caution is needed when looking at trends and differences involving small sample sizes or very low percentages. Small differences may not be statistically significant.

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RAS51102: Self-reported drink driving by age and sex
a. As a proportion of all drivers¹

Percentage

	Percentage reporting driving whilst thinking they are over the legal alcohol limit at least once in last 12 months										2016/17- 2018/19 average
	2009/10 ²	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	
All adults	7.3	6.9	7.4	6.4	5.9	6.2	7.6	7.6	6.6	5.4	6.5
Males	9.6	9.5	9.5	8.7	8.1	8.1	9.6	9.8	8.4	6.8	8.2
Females	4.7	3.9	5.0	3.9	3.5	4.2	5.5	5.1	4.6	3.8	5.0
Age 16-19	12.2	9.2	8.2	4.1	7.7	7.0	9.9	7.0	6.5	7.4	7.0
Age 20-24	8.0	7.9	9.8	9.7	8.9	8.8	9.0	9.8	12.1	8.1	10.0
Age 25-29	9.0	7.7	8.6	10.0	7.9	9.3	8.9	10.3	7.5	7.6	8.4
Age 30-39	7.2	6.5	7.7	6.1	5.7	5.5	7.6	7.4	6.3	5.3	6.3
Age 40-49	6.5	6.3	6.8	5.3	5.2	5.7	7.2	7.0	6.8	5.0	6.3
Age 50 and over	6.3	6.7	6.0	5.6	4.9	5.3	6.8	6.7	5.6	4.7	5.5

1. A "driver" in this context is a survey respondent who stated they had driven at least once in the last 12 months.

2. Data for 2010/11 onwards is for financial years (Apr - Mar). Data for 2009/10 is for the period Oct 2009 to Sept 2010.

3. Percentages below 0.1% are suppressed and shown as " - "

4. Caution is needed when looking at trends and differences involving small sample sizes or very low percentages. Small differences may not be statistically significant.

Three year averages have been provided for more robust figures for some variables with small sample sizes.

5. May not sum to totals due to rounding.

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[Crime Survey Technical Note](#)

Source: ONS Crime Survey for England and Wales

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	Unweighted base (sample size)									
	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19
All adults	20,156	10,251	20,048	15,674	15,917	14,658	15,603	17,006	21,638	20,994
Males	9,797	4,998	9,789	7,468	7,752	7,033	7,425	8,277	10,831	10,332
Females	10,359	5,253	10,259	8,206	8,165	7,625	8,178	8,729	10,807	10,662
Age 16-19	563	272	457	312	299	257	254	282	257	237
Age 20-24	1,162	603	1,191	837	855	754	802	833	753	701
Age 25-29	1,892	958	1,967	1,446	1,451	1,386	1,515	1,593	1,423	1,468
Age 30-39	5,250	2,663	5,141	4,060	4,048	3,785	3,927	4,185	4,218	4,017
Age 40-49	6,147	3,143	6,097	4,756	4,829	4,400	4,717	4,649	4,302	4,309
Age 50 and over	5,142	2,612	5,195	4,263	4,435	4,076	4,388	5,464	10,685	10,262

RAS51102: Self-reported drink driving by age and sex

b. As a proportion of all drivers¹ who have drunk alcohol in the last 12 months

Percentage

	Percentage reporting driving whilst thinking they are over the legal alcohol limit at least once in last 12 months										2016/17- 2018/19 average
	2009/10 ²	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	
All adults	8.1	7.6	8.2	7.2	6.8	7.2	8.8	8.8	7.7	6.3	7.5
Males	10.5	10.3	10.5	9.7	9.2	9.2	11.0	11.2	9.7	7.9	9.5
Females	5.3	4.3	5.7	4.5	4.1	4.9	6.4	6.0	5.5	4.5	5.9
Age 16-19	13.2	10.1	9.1	4.6	8.6	7.7	10.8	7.9	7.4	8.2	7.9
Age 20-24	8.8	8.7	10.8	10.7	10.0	10.0	10.2	11.0	14.1	9.3	11.5
Age 25-29	10.0	8.6	9.9	11.4	9.0	10.7	10.4	12.0	8.8	8.7	9.8
Age 30-39	8.1	7.4	8.7	7.0	6.7	6.5	9.0	8.8	7.5	6.4	7.6
Age 40-49	7.3	6.9	7.5	5.9	5.9	6.5	8.3	8.0	8.0	5.8	7.3
Age 50 and over	7.0	7.3	6.7	6.3	5.6	6.1	7.8	7.7	6.5	5.4	6.3

1. A "driver" in this context is a survey respondent who stated they had driven at least once in the last 12 months.

2. Data for 2010/11 onwards is for financial years (Apr - Mar). Data for 2009/10 is for the period Oct 2009 to Sept 2010.

3. Percentages below 0.1% are suppressed and shown as "-"

4. Caution is needed when looking at trends and differences involving small sample sizes or very low percentages. Small differences may not be statistically significant.

Three year averages have been provided for more robust figures for some variables with small sample sizes.

5. May not sum to totals due to rounding.

Source: ONS Crime Survey for England and Wales

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	Unweighted base (sample size)									
	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19
All adults	18,344	9,358	18,056	14,019	14,071	12,847	13,680	14,819	18,700	18,108
Males	9,016	4,621	8,916	6,764	6,918	6,233	6,562	7,304	9,502	9,034
Females	9,328	4,737	9,140	7,255	7,153	6,614	7,118	7,515	9,198	9,074
Age 16-19	535	256	414	280	269	234	234	252	225	213
Age 20-24	1,075	555	1,092	762	770	671	704	744	659	610
Age 25-29	1,722	875	1,758	1,293	1,298	1,220	1,317	1,389	1,229	1,283
Age 30-39	4,717	2,399	4,587	3,583	3,480	3,258	3,370	3,563	3,580	3,363
Age 40-49	5,607	2,886	5,529	4,266	4,304	3,873	4,162	4,084	3,715	3,720
Age 50 and over	4,688	2,387	4,676	3,835	3,950	3,591	3,893	4,787	9,292	8,919

RAS51103: Self-reported drug driving
a. As a proportion of all drivers¹

Percentage

In the last 12 months how often, if at all, have you driven when you think you may have been affected by or under the influence of illegal drugs?										
	2009/10 ²	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19
At least once	2.3	1.3	1.0	0.5	0.7	0.9	0.6	0.4	0.4	0.5
95% confidence: upper limit	2.6	1.6	1.1	0.7	0.9	1.1	0.8	0.5	0.5	0.6
95% confidence: lower limit	1.9	1.1	0.8	0.4	0.6	0.7	0.5	0.2	0.3	0.4
<i>of which</i>										
Every day/almost every day	0.2	0.1	0.1	-	0.1	0.1	0.1	-	-	-
A few times a week	0.2	0.1	0.1	-	-	0.1	0.1	-	-	0.1
Once or twice a week	0.1	0.1	0.1	-	0.1	-	-	-	-	0.1
Once or twice a month	0.4	0.3	0.1	-	0.1	0.2	0.1	-	0.1	0.1
Once every couple of months	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Once or twice in the last 12 months	1.2	0.6	0.4	0.3	0.3	0.4	0.3	0.1	0.2	0.2
Not at all	97.7	98.7	99.0	99.5	99.3	99.1	99.4	99.6	99.6	99.5
<i>of which</i>										
Taken drugs in the last 12 months	10.9	5.6	5.7	5.3	5.6	8.8	12.0	5.8	5.2	5.5
Not taken drugs in the last 12 months	86.8	93.1	93.3	94.2	93.7	90.4	87.3	93.9	94.4	94.0
All drivers	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

1. A "driver" in this context is a survey respondent who stated they had driven at least once in the last 12 months.

2. Data for 2010/11 onwards is for financial years (Apr - Mar). Data for 2009/10 is for the period Oct 2009 to Sept 2010.

3. Percentages below 0.1% are suppressed and shown as " - "

4. For base sample size, see table ras51104a.

5. Caution is needed when looking at trends and differences involving small sample sizes or very low percentages. Small differences may not be statistically significant.

6. May not sum to totals due to rounding.

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[Crime Survey Technical Note](#)

Source: ONS Crime Survey for England and Wales

Last updated: 26 September 2019

Next update: September 2020

RAS51103: Self-reported drug driving

b. As a proportion of all drivers¹ who have taken drugs in the last 12 months

Percentage

		In the last 12 months how often, if at all, have you driven when you think you may have been affected by or under the influence of illegal drugs?									
		2009/10 ²	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19
At least once		17.2	19.5	14.7	9.0	11.3	9.2	5.0	5.8	7.0	7.8
	<i>95% confidence: upper limit</i>	19.7	23.3	17.2	11.3	13.8	11.1	6.3	7.6	8.9	9.8
	<i>95% confidence: lower limit</i>	14.6	15.7	12.3	6.6	8.8	7.3	3.8	3.9	5.1	5.8
<i>of which</i>											
	Every day/almost every day	1.3	0.9	2.0	0.7	0.8	1.1	0.4	0.7	0.6	0.4
	A few times a week	1.8	1.8	1.5	0.7	0.3	0.6	0.5	0.7	0.1	0.8
	Once or twice a week	0.8	1.3	1.7	0.5	0.9	0.5	0.4	0.4	0.2	1.2
	Once or twice a month	2.7	4.2	1.7	0.4	2.1	1.8	0.7	0.6	0.9	1.4
	Once every couple of months	1.5	2.0	1.7	1.6	1.8	1.1	0.6	1.1	1.3	1.3
	Once or twice in the last 12 months	9.2	9.3	6.0	5.0	5.4	4.1	2.4	2.3	3.8	2.7
Not at all		82.8	80.5	85.3	91.0	88.7	90.8	95.0	94.2	93.0	92.2
All drivers who have taken drugs in last 12 months		100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

1. A "driver" in this context is a survey respondent who stated they had driven at least once in the last 12 months.

2. Data for 2010/11 onwards is for financial years (Apr - Mar). Data for 2009/10 is for the period Oct 2009 to Sept 2010.

3. Percentages below 0.1% are suppressed and shown as " - "

4. For base sample size, see table ras51104b.

5. Caution is needed when looking at trends and differences involving small sample sizes or very low percentages. Small differences may not be statistically significant.

6. May not sum to totals due to rounding.

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[Crime Survey Technical Note](#)

Source: ONS Crime Survey for England and Wales

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RAS51104: Self-reported drug driving by age and sex
a. As a proportion of all drivers¹

Percentage

Percentage reporting driving whilst thinking they are under the influence of illegal drugs at least once in last 12 months											2016/17- 2018/19 average
	2009/10 ²	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	
All adults	2.3	1.3	1.0	0.5	0.7	0.9	0.6	0.4	0.4	0.5	0.4
Males	3.4	2.0	1.5	0.8	1.1	1.4	1.0	0.6	0.5	0.7	0.6
Females	1.0	0.6	0.4	0.2	0.3	0.3	0.2	0.1	0.2	0.2	0.2
Age 16-19	5.8	4.4	2.7	0.5	1.4	2.6	1.3	1.4	1.0	2.0	1.5
Age 20-24	4.9	3.1	2.5	1.0	1.6	2.2	1.9	0.4	1.6	1.8	1.3
Age 25-29	3.4	2.3	1.9	1.0	1.2	1.1	0.9	0.7	0.5	1.7	1.0
Age 30-39	2.3	1.3	1.0	0.6	0.9	1.2	0.7	0.4	0.6	0.4	0.5
Age 40-49	1.3	0.7	0.4	0.3	0.4	0.6	0.4	0.4	0.3	0.2	0.3
Age 50 and over	0.7	0.4	0.3	0.3	0.3	0.2	0.3 -		0.1	0.1	0.1

1. A "driver" in this context is a survey respondent who stated they had driven at least once in the last 12 months.

2. Data for 2010/11 onwards is for financial years (Apr - Mar). Data for 2009/10 is for the period Oct 2009 to Sept 2010.

3. Percentages below 0.1% are suppressed and shown as " - "

4. Caution is needed when looking at trends and differences involving small sample sizes or very low percentages. Small differences may not be statistically significant.

Three year averages have been provided for more robust figures for some variables with small sample sizes.

5. May not sum to totals due to rounding.

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Unweighted sample size

	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19
All adults	10507	10221	19935	15652	15805	14606	15510	16805	21572	20921
Males	5237	4977	9743	7458	7689	7006	7362	8165	10829	10298
Females	5270	5244	10192	8194	8116	7600	8148	8640	10743	10623
Age 16-19	346	269	443	312	295	253	241	273	252	233
Age 20-24	666	596	1188	830	835	749	794	819	743	687
Age 25-29	1032	952	1942	1446	1434	1373	1498	1564	1414	1451
Age 30-39	2765	2632	5064	4041	3986	3739	3890	4111	4170	3982
Age 40-49	3104	3143	6076	4745	4799	4387	4704	4589	4240	4265
Age 50 and over	2594	2629	5222	4278	4456	4105	4383	5449	10753	10303

RAS51104: Self-reported drug driving by age and sex
b. As a proportion of all drivers¹ who have taken drugs in the last 12 months

Percentage

Percentage reporting driving whilst thinking they are under the influence of illegal drugs at least once in last 12 months											2016/17- 2018/19 average
	2009/10 ²	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	
All adults	17.2	19.5	14.7	9.0	11.3	9.2	5.0	5.8	7.0	7.8	6.9
Males	19.0	20.7	16.6	10.5	13.1	11.5	6.3	7.7	7.3	9.4	8.2
Females	12.3	15.7	10.0	5.2	7.4	4.2	2.7	1.6	6.4	4.4	4.2
Age 16-19	16.4	22.9	16.4	3.2	6.9	11.3	5.3	7.4	6.9	8.8	7.8
Age 20-24	17.7	19.2	15.3	7.8	10.7	10.5	7.7	2.1	8.4	8.0	6.3
Age 25-29	14.6	17.8	15.3	9.4	11.5	7.4	4.7	6.5	4.2	11.8	7.8
Age 30-39	16.1	16.7	13.5	10.5	11.9	11.9	5.3	6.8	8.6	5.6	7.0
Age 40-49	22.5	25.4	11.7	7.9	10.5	8.6	3.7	9.4	6.2	4.1	6.6
Age 50 and over	20.1	20.3	21.7	15.4	19.1	3.7	4.2	2.0	6.6	7.9	6.2

1. A "driver" in this context is a survey respondent who stated they had driven at least once in the last 12 months.

2. Data for 2010/11 onwards is for financial years (Apr - Mar). Data for 2009/10 is for the period Oct 2009 to Sept 2010.

3. Percentages below 0.1% are suppressed and shown as " - "

4. Caution is needed when looking at trends and differences involving small sample sizes or very low percentages.

Small differences may not be statistically significant. Three year averages have been provided for more robust figures for some variables with small sample sizes.

5. May not sum to totals due to rounding.

Source: ONS Crime Survey for England and Wales

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	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19
All adults	1,211	611	1,156	826	887	1,285	1,829	884	990	989
Males	845	435	806	559	584	829	1,118	576	644	652
Females	366	176	350	267	303	456	711	308	346	337
Age 16-19	124	53	77	49	62	55	56	52	38	51
Age 20-24	190	102	174	114	123	142	174	137	136	135
Age 25-29	219	110	218	138	145	191	257	162	174	178
Age 30-39	384	201	385	249	275	372	518	241	272	280
Age 40-49	197	100	221	185	199	318	477	203	201	184
Age 50 and over	97	45	81	91	83	207	347	89	169	161

RAS51105: Self-reported mobile phone use as a proportion of all drivers^{1,2}

		Percentage
		In the last 12 months, have you used your mobile phone while you were driving or stationary in traffic?
		2018/19
Any mobile phone use		42.1
	<i>95% confidence: upper limit</i>	42.9
	<i>95% confidence: lower limit</i>	41.3
<i>of which:</i>		
Yes - in my hand		5.5
<i>of which:</i> ³		
Every time I drove		0.1
Most times I drove		0.4
Occasionally		2.8
Once or twice only		2.2
Yes - via Bluetooth, Voice Command or dashboard holder		36.7
Not at all		57.9
All drivers^{1,2}		100.0
<i>Unweighted base (sample size)</i>		<i>21,071</i>

1. A "driver" in this context is a survey respondent who stated they had driven at least once in the last 12 months.

2. Excludes drivers who answered 'don't know' and 'don't want to answer'.

3. Excludes drivers who answered 'don't know', 'don't want to answer' and 'not at all'. The 'not at all' option is excluded as it contradicts the answer given at the previous question.

Caution is needed when looking at trends and differences involving small sample sizes or very low percentages. Small differences may not be statistically significant. May not sum to totals due to rounding.

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[Crime Survey Methodology Note](#)

Source: ONS Crime Survey for England and Wales

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RAS51106: Self-reported mobile phone use by age and sex of drivers¹

	Percentage	Unweighted base (sample size)
	Percentage reporting using a mobile phone² while driving or stationary in traffic in the last 12 months	
	2018/19	2018/19
All adults	42.1	<i>21,071</i>
Males	45.1	<i>10,369</i>
Females	38.8	<i>10,702</i>
Age 16-19	35.4	<i>236</i>
Age 20-24	52.4	<i>703</i>
Age 25-29	53.7	<i>1,469</i>
Age 30-39	53.2	<i>4,012</i>
Age 40-49	48.0	<i>4,326</i>
Age 50 and over	31.2	<i>10,275</i>

1. A "driver" in this context is a survey respondent who stated they had driven at least once in the last 12 months.

2. Either in hand or via Bluetooth, Voice Command or a dashboard holder.

Caution is needed when looking at trends and differences involving small sample sizes or very low percentages. Small differences may not be statistically significant. May not sum to totals due to rounding.

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[Crime Survey Methodology Note](#)

Source: ONS Crime Survey for England and Wales

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RAS52

International comparisons

RAS52001
**International comparisons of road deaths¹: number and rates for different road users:
by selected countries: 2017 and 2018 (provisional)**

	2017						2018		
	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	669	410	7.4	1.7	3.8	1,544	28	1,521	27
Wales	53	22	7.0	3.8	5.7	103	33	103	33
Scotland	65	38	7.0	1.2	1.2	146	27	160	29
Great Britain	787	470	7.3	1.7	3.7	1,793	28	1,784	28
Northern Ireland	36	15	8.0	5.4	8.1	63	34	55	29
United Kingdom	823	485	7.3	1.9	3.8	1,856	28	1,839	28
Austria	182	74	8.4	2.4	6.3	414	47	409	46
Belgium	285	95	8.4	3.1	7.3	609	54	604	53
Bulgaria	..	..	..	..	..	682	96	682	97
Croatia	187	56	13.5	3.3	14.9	331	80	317	77
Cyprus	..	14	16.4	7.2	7.2	46	54	53	61
Czech Republic	279	129	12.2	4.2	7.3	577	55	656	62
Denmark	99	20	3.5	1.0	3.1	175	30	175	30
Estonia	27	10	7.6	0.0	9.4	48	36	67	51
Finland	133	27	4.9	1.1	8.9	238	43	225	41
France	1,767	484	7.2	1.7	8.5	3,448	52	3,259	49
Germany	1,434	483	5.9	1.7	5.5	3,180	39	3,275	40
Greece	286	118	11.0	3.2	7.7	731	68	690	64
Hungary	277	170	17.4	1.4	6.3	625	64	629	64
Irish Republic	89	30	6.3	1.0	4.0	159	33	148	31
Italy	1,464	600	9.9	1.5	5.3	3,378	56	3,310	55
Latvia	59	51	26.2	3.3	19.8	136	70	148	77
Lithuania	87	68	23.9	7.1	14.2	192	67	170	61
Luxembourg	13	4	6.8	0.0	0.0	25	42	36	60
Malta	..	..	..	..	..	19	41	18	38
Netherlands	194	64	3.7	2.9	5.4	613	36	678	39
Poland	1,295	873	23.0	3.1	9.8	2,831	75	2,862	75
Portugal	204	130	12.6	0.7	2.1	602	58	606	59
Romania	812	733	37.3	10.5	21.9	1,951	99	1,867	96
Slovakia	..	..	..	..	..	276	51	229	42
Slovenia	48	10	4.8	0.0	9.7	104	50	91	44
Spain	799	351	7.5	1.3	5.0	1,830	39	1,806	39
Sweden	130	37	3.7	1.1	4.5	252	25	324	32
Israel	107	112	12.9	5.7	11.4	364	42	316	36
Iceland	9	0	0.0	0.0	29.9	16	47	18	52
Norway	56	10	1.9	0.0	4.3	106	20	108	20
Serbia	271	141	20.0	4.9	16.8	579	82	546	78
Switzerland	78	47	5.6	1.6	4.8	230	27	233	27
Australia	593	167	6.8	2.6	6.9	1,225	50	1,145	46
Canada	..	..	..	..	..	1,841	50	1,804	..
Japan	928	1,637	12.9	1.9	4.6	4,431	35	4,166	33
New Zealand	252	39	8.1	1.1	13.9	379	79	380	78
Republic of Korea	793	1,675	32.6	5.3	9.0	4,182	81	3,781	73
United States of America	13,363	5,977	18.4	3.5	18.8	37,133	114	36,750	112

The figures for non United Kingdom countries are outside the scope of National Statistics.

1 In accordance with the commonly agreed international definition, most countries define a fatality as one being due to a road accident where death occurs within 30 days of the accident. The official road accident statistics of some countries however, limit the fatalities to those occurring within shorter periods after the accident. Numbers of deaths and death rates in the above table have been adjusted according to the factors used by the Economic Commission for Europe and the International Transport Forum (ITF) (formerly known as ECMT) to represent standardised 30-day deaths: Italy (7 days) +8%; France (6 days) +5.7%; Portugal (1 day) +14%; Republic of Korea (3 days) +15%.

2 Source: International Road Traffic and Accident Database (OECD), ETSC, EUROSTAT and CARE (EU road accidents database).

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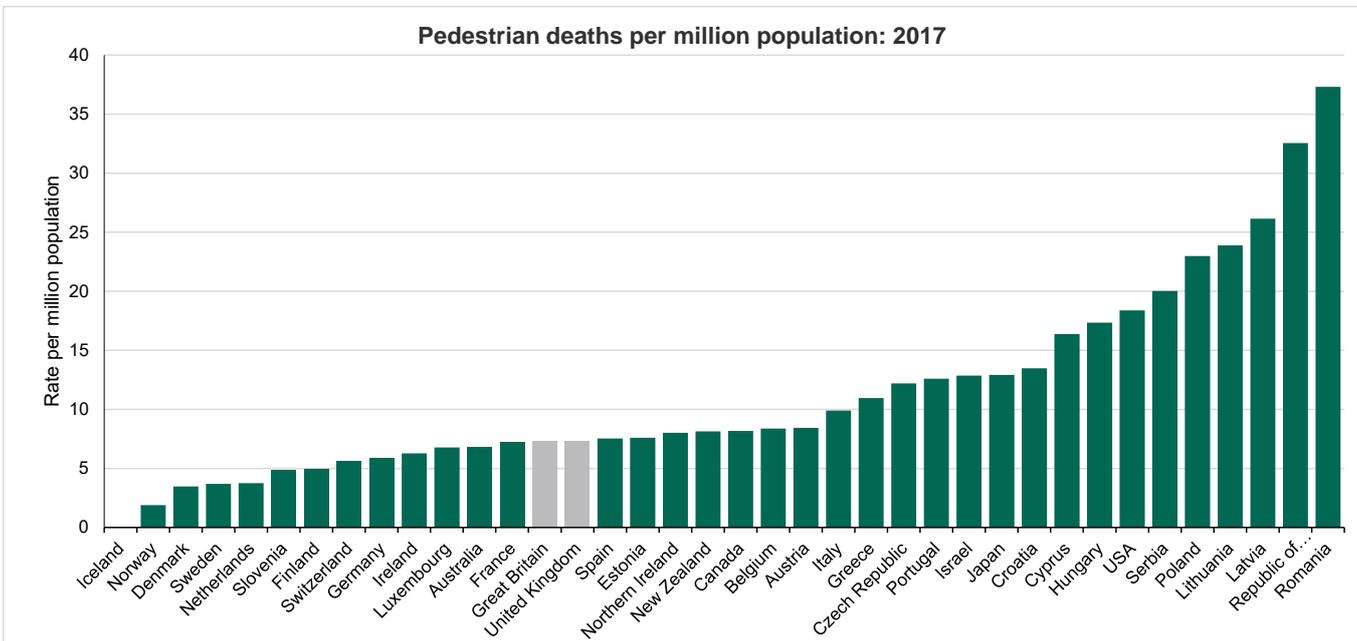
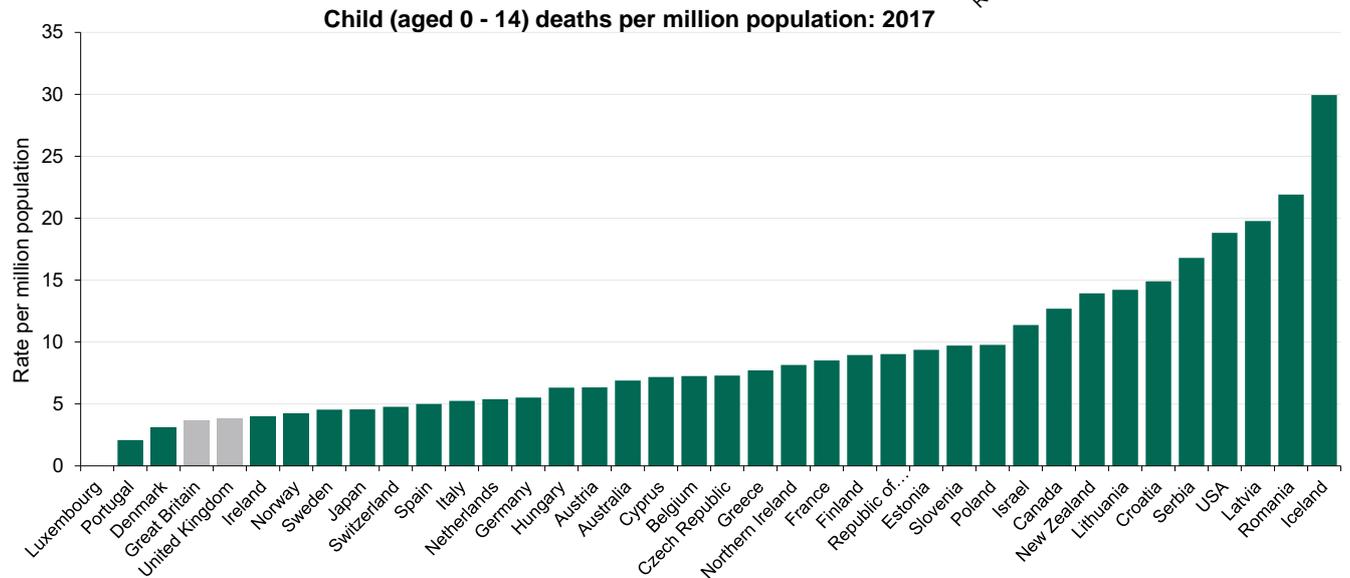
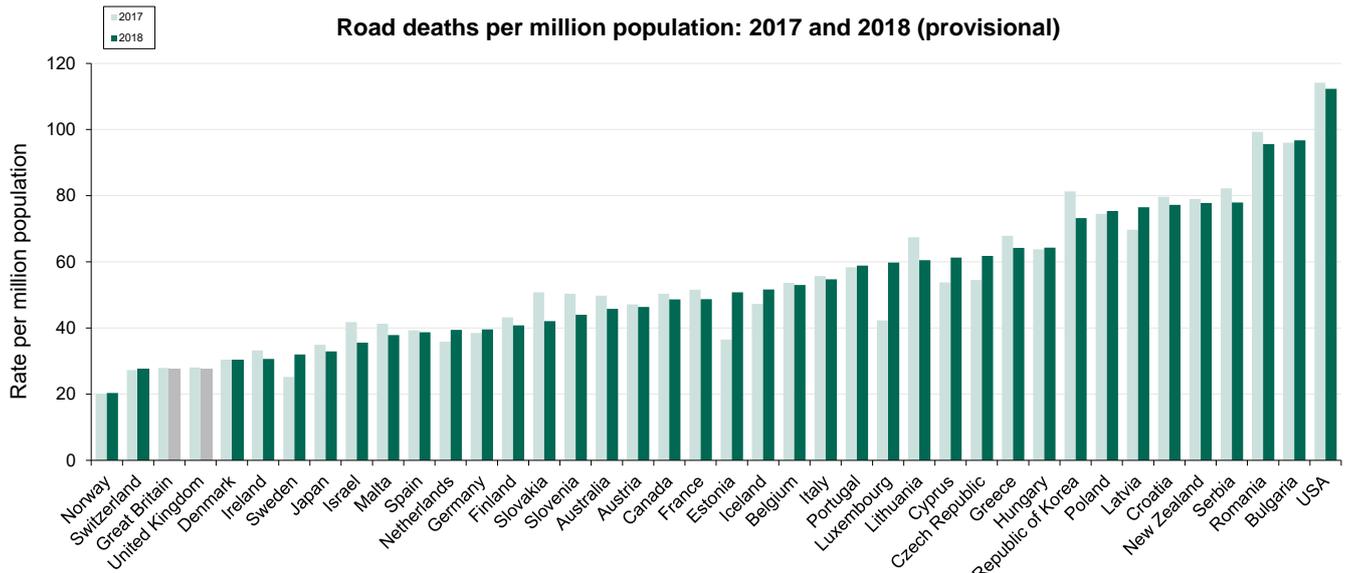
[Notes & Definitions](#)

Last updated: 26 September 2019

Next update: September 2020

RAS52001

International comparisons of road deaths: number and rates for different road users:
by selected countries: 2017 and 2018 (provisional) - Charts



International comparisons of road deaths¹: number and rates: by selected countries: 2008-2018

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018 ²	Rate of road deaths in 2018 per million population ³
Great Britain	2,538	2,222	1,850	1,901	1,754	1,713	1,775	1,730	1,792	1,793	1,784	27.6
Northern Ireland	107	115	55	59	48	57	79	74	68	63	55	29.2
United Kingdom	2,645	2,337	1,905	1,960	1,802	1,770	1,854	1,804	1,860	1,856	1,839	27.7
Austria	679	633	552	523	531	455	430	475	432	413	409	46.4
Belgium	922	955	840	875	767	723	727	755	637	620	604	53.0
Bulgaria	1,061	901	775	658	605	601	655	708	708	682	682	96.7
Croatia	659	538	426	416	393	368	308	348	307	331	317	77.2
Cyprus	82	71	60	71	51	44	45	57	46	53	53	61.3
Czech Republic	1,076	901	802	773	742	654	688	732	611	577	656	61.8
Denmark	392	303	265	220	167	191	182	180	211	183	175	30.3
Estonia	132	100	78	101	87	81	78	67	71	48	67	50.8
Finland	344	281	270	292	255	258	224	260	258	212	225	40.8
France	4,275	4,273	3,992	3,970	3,653	3,268	3,384	3,464	3,477	3,448	3,259	48.7
Germany	4,477	4,152	3,651	4,002	3,601	3,339	3,377	3,475	3,206	3,177	3,275	39.6
Greece	1,559	1,453	1,281	1,087	1,027	879	795	805	824	739	690	64.2
Hungary	996	822	739	638	605	591	626	647	607	624	629	64.3
Irish Republic	279	239	212	186	162	188	194	166	186	157	148	30.6
Italy	4,739	4,050	3,998	3,800	3,650	3,385	3,381	3,430	3,283	3,340	3,310	54.7
Latvia	316	254	218	179	177	179	212	188	158	136	148	76.5
Lithuania	498	370	300	297	301	258	265	241	192	192	170	60.5
Luxembourg	35	47	32	33	34	45	35	36	32	25	36	59.8
Malta	15	21	15	17	9	18	10	11	22	19	18	37.8
Netherlands	750	720	640	661	650	570	570	620	629	613	678	39.5
Poland	5,437	4,572	3,907	4,189	3,571	3,357	3,202	2,938	2,992	2,831	2,862	75.4
Portugal	882	839	845	785	743	637	638	627	565	624	606	58.9
Romania	3,063	2,796	2,377	2,018	2,042	1,861	1,818	1,893	1,913	1,951	1,867	95.6
Slovakia	606	385	353	324	295	223	258	274	275	276	229	42.1
Slovenia	214	171	138	141	130	125	108	120	130	104	91	44.0
Spain	3,102	2,668	2,470	2,056	1,903	1,680	1,661	1,688	1,810	1,827	1,806	38.7
Sweden	380	341	266	314	285	260	270	259	270	253	324	32.0
Israel	412	314	352	341	263	277	279	322	335	321	316	35.6
Iceland	12	17	8	12	9	15	4	16	18	16	18	51.7
Norway	255	212	210	168	145	187	147	118	135	106	108	20.4
Serbia	905	809	660	731	688	650	536	599	607	579	546	78.0
Switzerland	357	349	327	320	286	269	243	253	216	230	233	27.5
Australia	1,466	1,504	1,366	1,292	1,299	1,185	1,155	1,207	1,296	1,227	1,145	45.8
Canada ^f	2,434	2,223	2,237	2,006	2,077	1,923	1,834	..	..	..	1,804	48.7
Japan	6,023	5,772	5,745	5,449	5,237	5,152	4,838	4,859	4,698	4,431	4,166	32.9
New Zealand	366	384	375	284	308	253	295	320	327	379	380	77.8
Republic of Korea	5,870	5,838	5,505	5,229	5,392	5,092	4,762	4,621	..	4,182	3,781	73.2
USA	37,261	33,963	32,788	32,310	33,561	32,719	32,675	38,300	37,461	37,150	36,750	112.3

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 Provisional data.

3 Population taken from the OECD's International Road and Traffic Accidents Database and EUROSTAT and may differ from the figures in INT0101 and INT0104.

Source: International Road Traffic and Accident Database (OECD), EISC, EUROSTAT and CARE (EU road accident database).

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RAS53

Passenger casualty rates for different modes of travel

RAS53001

Passenger casualty rates by mode: 2006 to 2018

Per billion passenger kilometres

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2009-2018 average
Air ¹														
Killed	0.00	0.00	0.01	0.01	0.00	0.01	0.01	0.03	0.02	0.01	0.01	0.03	0.02	0.01
KSI ²	0.00	0.01	0.01	0.01	0.00	0.01	0.02	0.05	0.04	0.01	0.01	0.04	0.02	0.02
All ³	0.00	0.01	0.04	0.02	0.00	0.01	0.12	0.06	0.06	0.03	0.03	0.04	0.04	0.04
Rail ^{4,5,6}														
Killed	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	..	..	..	..
All	26.3	23.3	24.6	26.0	26.4	25.5	25.2	26.4	24.1	24.1	..	..	..	..
Water ⁷														
Killed	0.4	0.0	1.1	0.5	1.4	0.8	0.0	0.0	0.8	1.6	0.8	0.0	0.0	1
KSI	48	48	89	56	67	93	43	40	47	45	43	18	67	52
Bus or coach														
Killed	0.4	0.3	0.1	0.3	0.2	0.2	0.3	0.2	0.2	0.1	0.3	0.2	0.2	0.2
KSI	10	11	10	8	9	8	8	8	8	7	8	8	10	8
All	161	174	160	143	145	140	124	121	131	118	124	112	108	127
Car ⁸														
Killed	2.5	2.2	1.9	1.6	1.3	1.4	1.3	1.2	1.2	1.1	1.2	1.2	1.1	1.3
KSI	22	20	18	17	15	14	14	13	14	13	15	14	15	14
All	263	251	228	221	209	195	188	172	178	170	163	148	139	178
Van ⁸														
Killed	0.6	0.6	0.5	0.4	0.4	0.4	0.4	0.4	0.3	0.3	0.5	0.4	0.3	0.4
KSI	7	5	5	5	4	4	4	4	4	4	4	4	5	4
All	69	59	55	54	51	51	51	48	51	47	42	39	36	47
Motorcycles ⁸														
Killed	109	100	91	85	81	72	70	71	70	76	65	73	74	74
KSI	1,175	1,141	1,113	1,054	1,044	1,119	1,150	1,112	1,168	1,122	1,195	1,236	1,229	1,135
All	4,227	3,972	3,966	3,749	3,764	4,019	4,131	4,011	4,228	4,132	3,927	3,755	3,533	3,902
Pedal cycle														
Killed	32	33	25	22	23	22	24	22	22	19	18	19	18	21
KSI	542	561	561	568	573	646	668	646	672	639	630	722	710	644
All	3,598	3,945	3,566	3,575	3,555	3,889	3,816	3,860	4,074	3,605	3,326	3,482	3,276	3,617
Pedestrian														
Killed	35	35	31	26	22	24	23	21	24	22	22	22	21	23
KSI	363	375	357	313	309	317	330	288	302	286	275	285	286	298
All	1,596	1,636	1,530	1,392	1,425	1,405	1,393	1,281	1,357	1,285	1,158	1,119	1,030	1,276

1. Passenger casualties in accidents involving UK registered airline aircraft in UK and foreign airspace.

2. KSI = Killed or seriously injured.

3. All = Killed, seriously and slightly injured.

4. Financial years and National Rail only.

5. 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 2011, Wrexham and Shropshire.

6. Due to changes in reporting systems in 2016/17, the Rail Safety and Standards Board are currently unable to isolate data relating to passenger casualties as a result of train movement. Work is ongoing to return to reporting passenger injury data by type of incident. The rail passenger casualty rate has therefore not been updated to include data for 2016/17 onwards.

7. Passenger casualties on UK registered merchant vessels. From 2010 there are no UK registered Cruise ships.

8. Driver and passenger casualties.

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 The figures for Air, Rail and Water modes are outside the scope of National Statistics

RAS60

Accident and casualty costs

RAS60001

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

GB 2018

Accident/casualty type	Cost per casualty	Cost per accident
Fatal	1,958,303	2,196,534
Serious	220,058	251,458
Slight	16,964	26,087
Average for all severities	70,791	98,232
Damage only	-	2,344

£ (2018 prices)

1 The costs were based on 2018 prices and values

Source: STATS19, Transport Analysis Guidance - WebTAG

2 The number of reported road accidents were based on 2018 data

The figures in this table are National Statistics

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[Notes & Definitions](#)

For further information on Transport Analysis Guidance - [WebTAG](https://www.gov.uk/government/publications/tag-data-book), see: <https://www.gov.uk/government/publications/tag-data-book>

For more information on the accident and casualty analysis, see the chapter in the 2012 Annual Report:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/244913/rrcgb2012-02.pdf

RAS60002

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

GB 2018

£ (2018 prices)

Accident Type	Road Type			All Roads
	Built-up roads ³	Non Built-up roads ⁴	Motorways ⁵	
Fatal	2,092,586	2,276,105	2,394,758	2,196,534
Serious	242,375	274,826	282,167	251,458
Slight	24,722	30,007	35,654	26,087
All injury accidents	80,823	162,786	120,223	98,232
Damage only	2,226	3,254	3,127	2,344
All accidents	6,429	21,383	16,742	8,191

1 The costs were based on 2018 prices and values

Source: STATS19, Transport Analysis Guidance - WebTAG

2 The number of reported road accidents were based on 2018 data

The figures in this table are National Statistics

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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For more information on the accident and casualty analysis, see the chapter in the 2012 Annual Report:

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RAS60003

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

GB 2018

£ million (2018 prices)

Accident severity	Cost Elements						Total
	Casualty related costs			Accident related costs			
	Lost output	Medical and ambulance	Human costs	Police costs	Insurance and admin	Damage to property	
Fatal	1,215	11	2,386	36	1	22	3,670
Serious	668	401	4,556	58	5	137	5,825
Slight	344	146	1,641	63	13	343	2,551
All injury accidents	2,228	558	8,583	156	19	502	12,047
Damage only accidents	0	0	0	79	122	4,225	4,426
Non-fatal accidents not reported to the police ³	2,364	1,259	14,249	0	46	1,186	19,104
All accidents	4,592	1,817	22,832	236	186	5,913	35,576

1 The costs were based on 2018 prices and values

The costs are based on estimated real costs for lost output, medical and ambulance, police, insurance and admin and damage to property.

The human costs are based on the 'willingness to pay' principle. More information is provided in https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/244913/rrcgb2012-02.pdf

Source: STATS19, Transport Analysis Guidance - WebTAG

The figures in this table are National Statistics

2 The number of reported road accidents were based on 2018 data

3 Produced using the estimated number of non-fatal road casualties that were not reported to the police. See table ras54004.

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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:

For more information on the accident and casualty analysis, see the chapter in the 2012 Annual Report: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/244913/rrcgb2012-02.pdf

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RAS60004**Total value of prevention¹ of accidents² by severity and road type:
GB 2018**

£ million (2018 prices)

Accident severity	Road Type			All roads
	Built-up roads ³	Non built-up roads ⁴	Motorways ⁵	
Fatal	1,641	1,810	220	3,670
Serious	4,081	1,551	194	5,825
Slight	1,894	523	135	2,551
All reported injury accidents	7,615	3,883	549	12,047
Damage only accidents	3,712	605	108	4,426
Non-fatal injury accidents not reported to the police ⁶	-	-	-	19,104
All accidents	-	-	-	35,576

1 The costs were based on 2018 prices and values

2 The number of reported road accidents were based on 2018 data

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

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

5 Includes motorways and A(M) roads

6 Produced using the estimated number of non-fatal road casualties that were not reported to the police. See table ras54004.

Source: STATS19, Transport Analysis Guidance - WebTAG

The figures in this table are National Statistics

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For more information on the accident and casualty analysis, see the chapter in the 2012 Annual Report:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/244913/rrcgb2012-02.pdf

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RAS61

Motor Offences

TSGB0811 (RAS61001): Motoring offences

Findings of guilt at all courts: Includes all motoring offences which have resulted in a finding of guilt either after a summary trial at Magistrates' Court or else at the Crown Court. The figures relate to persons for whom these offences were the principal offences for which they were dealt with. When a defendant has been found guilty of two or more offences it is the offence for which the heaviest penalty is imposed. Where the same disposal is imposed for two or more offences, the offence selected is the offence for which the statutory maximum penalty is the most severe. Offences have been aggregated in ras61001 according to the groupings in the 'offences' worksheet.

Fixed penalty notices: A large number of motoring offences are dealt with by fixed penalty notices. Under the extended fixed penalty system introduced by the Transport Act 1982, now incorporated in Part III of the Road Traffic Offenders Act 1988, the police can issue fixed penalty notices for a wide range of offences. The court can automatically register an unpaid notice as a fine without any court appearance.

Written warnings: These include cautions given in lieu of prosecutions for offences where there would have been enough evidence to support a prosecution. Informal warnings and advice, whether oral or written, are not included.

Obstruction, waiting and parking offences are dealt with both by fixed penalty notices and penalty charge notices. Penalty Charge Notices are issued by Local Authorities under Civil Parking Enforcement powers. The fall in fixed penalty notices issued by the police can be attributed mainly to more local authorities issuing Penalty Charge Notices. Further information on decriminalised parking, including data collected from Local Authorities by the Department for Transport can be found at:

<http://www.dft.gov.uk/statistics/releases/civil-parking-enforcement-statistics-200910>

Traffic Penalty Tribunal may hold information for later years in their annual reports, available at: <http://www.trafficpenaltytribunal.gov.uk/publications/>

Table TSGB0811 (RAS61001)

Motor vehicle offences: findings of guilt at all courts, fixed penalty notices and written warnings by type of offence, England and Wales: 2004 to 2018 ^{1,2}

	Thousands of offences														
	2004	2005	2006	2007	2008	2009	2010	2011 ⁴	2012 ⁴	2013 ⁴	2014 ⁴	2015 ⁴	2016 ^{r4}	2017 ^r	2018
Offence type:															
Dangerous, careless or drunken driving etc	204	249	284	244	239	249	235	276	238	212	197	190	182	150	142
Accident offences	6	6	6	6	4	6	5	6	6	5	5	5	5	4	4
Speed limit offences	2,071	2,134	1,977	1,607	1,351	1,201	1,103	1617	1714	1787	2023	2125	2153	2190	2295
Unauthorised taking or theft of motor vehicle	12	11	11	10	9	9	8	9	8	7	7	7	6	6	5
Licence, insurance and record keeping offences	543	476	444	408	376	352	316	343	318	316	300	306	337	364	382
Vehicle test and condition offences	35	36	39	50	71	83	89	95	95	99	80	70	69	60	58
Other offences relating to motor vehicles ³	1,462	1,163	1,055	1,005	883	780	670	546	494	391	318	347	309	291	302
All offences	4,333	4,075	3,814	3,330	2,933	2,679	2,426	2,892	2,871	2,817	2,929	3,049	3,062	3,065	3,187

1. For details on vehicle offences dealt with by the courts see Ministry of Justice Statistical Bulletin, "Criminal justice system statistics quarterly: December 2018" and associated "Motoring data tool" <https://www.gov.uk/government/statistics/criminal-justice-system-statistics-quarterly-december-2018>

2. For details on fixed penalty notices and written warnings see Home Office Statistical Bulletin, "Police powers and procedures England and Wales year ending 31 March 2019". <https://www.gov.uk/government/statistics/police-powers-and-procedures-england-and-wales-year-ending-31-march-2019>

3. From 2011 onwards this category includes fixed penalty notices for offences relating to the failure of employers to monitor and observe limits on hours of driving, to ensure rest requirements are being met.

4. Fixed penalty data for 2011 to 2016 is extracted from PentiP and is not directly comparable with data from the previous system.

r. figures for 2016 and 2017 have been revised due to revisions in Ministry of Justice Statistical Bulletin and Home Office Statistical Bulletin

RAS61001 Offence groupings

The following offence groupings have been used to aggregate Ministry of Justice data (from the "Motoring data tool" available at: ["Criminal justice system statistics quarterly: December 2018"](#))

Offence group	Offence type
Dangerous, careless or drunken driving etc	01. Causing death by dangerous driving 02. Causing death by careless driving under influence of drink or drugs 03. Causing death by careless or inconsiderate driving 04. Causing death by driving without due care / consideration while over prescribed limit - specified controlled drug 05. Causing death by driving unlicensed, disqualified or uninsured drivers 06. Causing death by aggravated vehicle taking 07. Causing serious injury by dangerous driving 08. Cause serious injury by driving whilst disqualified 09. Causing bodily harm by furious driving 10. Causing danger by interfering with a vehicle, road or traffic equipment 11. Dangerous driving 12. Driving with alcohol in the blood above the prescribed limit 13. Drive a motor vehicle with the proportion of specified controlled drug above specified limit 14. Attempt to drive a motor vehicle with the proportion of specified controlled drug above specified limit 15. Driving and failing to provide specimen for analysis (breath, blood or urine) 16. In charge of motor vehicle with alcohol in the blood above the prescribed limit 17. In charge of a motor vehicle with the proportion of specified controlled drug above specified limit 18. In charge of motor vehicle while unfit through drink or drugs (impairment) 19. In charge of motor vehicle and failing to provide specimen for analysis (breath, blood or urine) 20. In charge of a vehicle whilst unfit to drive through drink or drugs (impairment) – Drink 21. In charge of a vehicle whilst unfit to drive through drink or drugs (impairment)– Drugs 22. Driving or attempting to drive a vehicle whilst unfit to drive through drink or drugs (impairment) - Drink 23. Driving or attempting to drive a vehicle whilst unfit to drive through drink or drugs (impairment) - Drugs 24. Driving or attempting to drive a motor vehicle whilst unfit through drink or drugs (impairment) 25. Failing to provide specimen for initial breath test 26. Failing to allow specimens of blood to be subjected to laboratory test 27. Using or causing others to use a mobile phone whilst driving 28. Careless driving offences (excl. mobile phone offences)
Accident offences	29. Failing to stop after accident, etc 30. Failing to report accident within 24 hours 31. Failing to give name and address after accident
Unauthorised taking or theft of motor vehicle	32. Causing injury or damage by aggravated vehicle taking 33. Summary aggravated vehicle taking 34. Aggravated vehicle taking causing damage to property other than vehicle under £5000 35. Theft of a motor vehicle
Licence, insurance and record keeping offences	36. Driving while disqualified 37. Driving or causing or permitting another person to drive other than in accordance with licence 38. Other driving licence related offences 39. Using motor vehicle uninsured against third party risks 40. Keeping vehicle which does not meet insurance requirements 41. Making false statements or withholding information to obtain insurance 42. Other insurance offences (excluding fraud and forgery) 43. Vehicle registration and excise licence offences 44. Work record and employment offences 45. Fraud and forgery: Driving licence 46. Fraud and forgery: Insurance certificate 47. Fraud and forgery: Registration and licensing 48. Fraud and forgery: Other
Vehicle test and condition offences	49. Defective vehicle parts 50. Vehicle test offences
Speed limit offences	51. Speed limit offences
Other offences relating to motor vehicles	52. Neglecting road regulations (other than speeding) 53. Failing to supply information as to identity of driver when required 54. Miscellaneous (other) motoring offences

Reported Road Casualties in Great Britain: notes, definitions, symbols and conventions – 2018

Notes

The statistics refer to personal injury accidents on public roads (including footways) which become known to the police within 30 days. In particular, damage-only accidents, with no human casualties or accidents on private roads or car parks are not included. The data are collected by police at the scene of an accident or in some cases reported by a member of the public at a police station. Some 50 data items are collected for each accident, including the time and location of the accident, the types of vehicles involved and what they were doing at the time of the accident, and some information on the drivers and casualties involved. The data are processed and then passed by the police (or their agent) to the Department for final checking and analysis.

The form (STATS19) used to collect the statistics and instructions (STATS20) which give more detail on the definitions used for completion) are published by the Department for Transport, the Scottish Government and the Welsh Assembly Government, on the DfT website at: <https://www.gov.uk/transport-statistics-notes-and-guidance-road-accident-and-safety>.

As noted above, statistics on road safety in Great Britain are mostly based on accidents reported to the police via the STATS19 system. Comparisons with death registration statistics show that very few, if any, road accident fatalities are not reported to the police. However, it has long been known that a considerable proportion of non-fatal casualties are not known to the police, as hospital, survey and compensation claims data all indicate a higher number of casualties than are reported.

The Department produces an annual 'best estimate' of the total number of road casualties in Great Britain each year, including those not reported to police. This is derived primarily from National Travel Survey (NTS) data, which, from 2013 is based on an England only resident sample. The latest such estimates, along with a description of how they have been derived and their limitations, are set out in an annual article published in the Reported Road Casualties Great Britain annual report.

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

Definitions

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

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

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

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

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

Cars: Includes *taxis*, estate cars, three and four wheel cars and minibuses except where otherwise stated. Also includes motor caravans prior to 1999.

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

Children: Persons under 16 years of age (except where otherwise stated).

Darkness: From half an hour after sunset to half an hour before sunrise, i.e. "lighting-up time".

Daylight: All times other than *darkness*.

DfT: Department for Transport

Drivers: Persons in control of *vehicles* other than *pedal cycles*, *motorcycles* and ridden animals (see *riders*). Other occupants of *vehicles* are *passengers*.

Failed breath test: *Drivers* or *riders* who were tested with a positive result, or who failed or refused to provide a specimen of breath (see note on Table RAS51002 in "Notes to individual tables" for the coverage of breath test data).

Fatal accident: An accident in which at least one person is *killed*.

Goods vehicles: These are divided into two groups according to vehicle weight. They include tankers, tractor units without their semi-trailers, trailers, articulated vehicles and pick-up trucks.

Heavy goods vehicles (HGV): Goods vehicles over 3.5 tonnes maximum permissible gross vehicle weight (gvw).

Light goods vehicles: Goods vehicles, mainly vans (including car derived vans), not over 3.5 tonnes maximum permissible gross vehicle weight.

Injury accident: An *accident* involving human injury or death.

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

KSI: Killed or seriously injured.

Light Goods Vehicle: see *Goods vehicles*

Motorcycles: Two-wheel motor vehicles, including mopeds, motor scooters and motor cycle combinations.

Motorways: Motorway and A(M) roads.

Mobility scooter: A powered wheelchair or scooter with a maximum unladen weight of 150kg and a maximum speed of 8mph.

Other roads: All B, C and unclassified roads, unless otherwise noted (i.e. Table RAS30009).

Other vehicles: Other *vehicles* include ambulances, fire engines, trams, refuse *vehicles*, road rollers, *agricultural vehicles*, excavators, mobile cranes, *mobility scooters* and motorised wheelchairs etc, except where otherwise stated. Also included are non motorised *vehicles* include those drawn by an animal, ridden horse, wheelchairs without a motor, street barrows etc, except where otherwise stated. In certain tables "*other vehicles*" may also include *buses and coaches* and/or *goods vehicles*, as indicated in a footnote.

Passengers: Occupants of *vehicles*, other than the person in control (the *driver* or *rider*). Includes pillion passengers.

Pedal cycles: Includes tandems, tricycles and toy cycles ridden on the carriageway. From 1983 the definition includes a small number of cycles and tricycles with battery assistance with a maximum speed of 15 mph.

Pedal cyclists: *Riders* of *pedal cycles*, including any *passengers*.

Pedestrians: Includes children riding toy cycles on the footway, persons pushing bicycles, pushing or pulling other *vehicles* or operating pedestrian-controlled *vehicles*, those leading or herding animals, children in prams or buggies, and people who alight safely from *vehicles* and are subsequently injured.

Riders: Persons in control of *pedal cycles*, *motorcycles* or ridden animals. Other occupants of these *vehicles* are *passengers*.

Road users: Pedestrians and vehicle riders, drivers and passengers.

Rural Roads: Major roads and minor roads outside urban areas and having a population of less than 10 thousand.

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

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

Severity: Of an *accident*, the severity of the most severely injured *casualty* (either *fatal*, *serious* or *slight*). Of a *casualty*; *killed*, *seriously injured* or *slightly injured*.

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

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

Speed limits: Permanent speed limits applicable to the roadway.

Taxi: Any vehicle operating as a hackney carriage, regardless of construction, and bearing the appropriate district council or local authority hackney carriage plates. Also includes private hire cars.

Users of a vehicle: All occupants, i.e. *driver* (or *rider*) and *passengers*, including persons injured while boarding or alighting from the *vehicle*.

Urban / rural roads: Urban roads are those within an area of population of 10,000 or more. Tables produced for years prior to 2017 are based on the 2001 Communities and Local Government definition of Urban Settlements. Tables produced for 2017 are based on the 2011 census data that uses a revised 2001 Communities and Local Government classification. Roads outside these areas will be classified as Rural.

Vehicles: Vehicles (except *taxis*) are classified according to their structural type and not according to their employment or category of licence at the time of an *accident*.

Vehicles involved in accidents: *Vehicles* whose *drivers* or *passengers* are injured, which hit and injure a *pedestrian* or another *vehicle* whose *driver* or *passengers* are injured, or which contributes to the *accident*. *Vehicles* which collide, after the initial

accident which caused injury, are not included unless they aggravate the degree of injury or lead to further *casualties*. Includes *pedal cycles* ridden on the footway.

Symbols and conventions used

Rounding of figures: In tables where figures have been rounded, there may be an apparent slight discrepancy between the sum of the constituent items and the total as shown.

Symbols: The following symbols have been used throughout:

0 = nil or negligible (less than half the final digit shown).

.. = not available/applicable.

Conversion factor: 1 mile = 1.6093 kilometres.

Billion = One thousand million = 1000,000,000 = 10^9

Notes to individual tables

A list of the table numbers can be found in the index sheet of all Road Safety Statistics tables

RAS10004 – The total number of accidents is classified according to the number of each severity of injury resulting from them.

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.

RAS20008 – In all cases the manoeuvres are those being performed immediately before the accident. For definition of “at a junction” see note to RAS10009.

RAS20010 – The journey purpose of around three quarters of drivers/riders of non-commercial vehicles is either classified as “other” or “unknown”. These two categories cannot be separated although changes to the collection of data may make this possible in the future. It is therefore likely that, for example, the number of work trips is under-reported.

RAS30013 – The casualty rates for each type of vehicle have been calculated by dividing the number of user casualties by the total amount of traffic estimated for the particular type of vehicle. For pedal cyclists, an additional rate has been provided, based on the National Travel Survey (NTS).

RAS30017 – The table gives the number of casualties in accidents involving different types of vehicle. As a large proportion of accidents involve two or more vehicles, not necessarily of the same type, many casualties will be counted in two or more columns of this table. Pedestrian casualties are included under each type of vehicle involved in the accident. For example (first row, under the heading “Car”), 249 road users were killed in accidents on built-up A roads in which a car was involved.

RAS30018 – The casualty rates, for a particular type of vehicle, have been calculated by dividing the number of user or pedestrian casualties by the total amount of traffic estimated for the particular type of vehicle on a particular class of road.

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).

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.

RAS40004 – Columns 1 and 2 gives, for each vehicle type, the number of accidents in which only one such vehicle was involved, showing the user casualties and any pedestrian casualties involved; e.g. in the All Areas table, 853 accidents involved only a pedal cycle, giving rise to 856 cyclist casualties (riders and passengers); a further 461 accidents also involved 467 pedestrian casualties as well as 132 cyclist casualties.

Columns 3 to 10 analyse two-vehicle accidents according to both vehicle types, also giving, by severity of injury, the casualties for the users of the vehicle class defined on the left (under vehicle A) and pedestrians who were (first) hit by vehicles of that class. Thus 16,932 accidents involved a pedal cycle and a car, resulting in 16,847 pedal cyclist casualties and 23 pedestrian casualties hit by the pedal cycle. The car user casualties and pedestrians hit by cars, in these same accidents, appear in the fourth group of column 3. Where both vehicles are of the same class, the casualties refer to those deriving from both vehicles, e.g. 41,462 accidents involved two cars with 63,272 car occupant casualties, with 807 pedestrians hit by one or other car.

Column 11 shows the total number of two vehicle accidents for the vehicle class defined on the left (under vehicle A).

Column 12 includes all accidents involving 3 or more vehicles, at least one of which is of the class on the left (under vehicle A), together with casualties associated with that class

in such accidents; e.g. 659 such accidents involved at least one pedal cycle, with 764 cyclist casualties but with no pedestrians involved. Other casualties in these accidents would appear against the other vehicle classes concerned.

Column 13 is the sum of columns 1, 2, 11, and 12. In multi-vehicle accidents, the accidents (but not casualties) are multi-counted; e.g. the total number of accidents involving goods vehicles is the sum of involving 13,315 light goods vehicles (LGV) and 6,389 heavy goods vehicles (HGV) less the 276 accidents which involved both an HGV and a LGV and less any of the 3 or more vehicle accidents which involved at least one of each.

RAS40005 – This table shows the number of vehicles involved in accidents and (where applicable) the number which were Left Hand Drive, the number of accidents involving these vehicles and casualties arising from these accidents.

RAS51002 – The figures relate to drivers (or riders) of cars, motor vehicles and motorcycles involved in accidents, whether or not the driver was a casualty. The first line gives the number of all such drivers of accident involved vehicles, including those who were not with their vehicles or not contacted by the police, as well as cases where injury or circumstances would have prevented a breath test. The second line gives the number required to take a breath test near the place of the accident, or at a hospital in the case of a casualty admitted there as a patient, provided the doctor in charge of the patient has not objected; it does not include breath tests at a police station following an arrest. The fourth line gives the number of positive tests, which indicated a breath alcohol concentration in excess of 35 micrograms per 100 millilitres of blood, plus the number of drivers required to provide a breath test who either refused or failed to provide a specimen of breath. No account is taken of whether or not a possible second breath test, or blood or urine test, confirmed the results, and whether or not a prosecution followed.

RAS51003 and ras51004 – See note to RAS51002 for the coverage of breath test data. The small number of breath tests which have been recorded as carried out on pedal cyclists have been excluded.

RAS52001 – Provisional 2014 fatality and fatality rates per million population have been included together with 2013 data. Population data used for 2014 are ONS 2011 census - based population estimates.

RAS53001 – There have been a number of small changes due to revisions in road traffic and rail usage data to this table, but these have had little effect on the comparisons of the different modes.

Due to changes in reporting systems in 2016/17, the Rail Safety and Standards Board are currently unable to isolate data relating to passenger casualties as a result of train movement. Work is ongoing to return to reporting passenger injury data by type of incident. The rail passenger casualty rate has therefore not been updated to include data for 2016/17 onwards. We will continue to review this for future publication upon the provision of further passenger casualty information.

For Pedestrians, exposure is calculated using trip data from the National Travel Survey (NTS) which, from 2013, is based on an England only resident sample. There is an apparent under-recording of short walks in 2002-2003 and in 2007- 2008 compared to

other years. See section 1 of National Travel Survey 2008 Bulletin at:
<http://www.dft.gov.uk/pgr/statistics/datatablespublications/personal/mainresults/nts2008/>
For 2011 data, 2010 NTS data is used together with projected 2011 population data.

Passenger casualty rates given in the table can be interpreted as the risk a traveller runs of being injured, per billion kilometres travelled. The coverage varies for each mode of travel and the definitions of injuries and accidents are different. Thus care should be exercised in drawing comparisons between the rates for different modes. Further information can be found in article 7 of RCGB 2007 (page 79).

<http://webarchive.nationalarchives.gov.uk/20110503151558/http://dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesgbar/roadcasualtiesgreatbritain20071>

The table provides information on passenger casualties and where possible travel by drivers and other crew in the course of their work has been excluded. Exceptions are for private journeys and those in company owned cars and vans where drivers are included. Figures for all modes of transport exclude confirmed suicides and deaths through natural causes. Figures for air, rail and water exclude trespassers and rail excludes attempted suicides. Accidents occurring in airports, seaports and railway stations that do not directly involve the mode of transport concerned are also excluded; for example, injuries sustained on escalators or falling over packages on platforms.

The following definitions are used:

Air: Accidents involving UK registered airline aircraft in UK and foreign airspace. Fixed wing and rotary wing aircraft are included but air taxis are excluded. Accidents cover UK airline aircraft around the world not just in the UK.

Rail: Train accidents and movement accidents involving people on board trains or in the act of boarding or alighting from them in Great Britain. These figures only cover National Rail, and do not cover accidents on Eurotunnel, London Underground, trams, other rail guided systems and trolley vehicle systems.

Water: Figures for travel by water include both domestic and international passenger carrying services of UK registered merchant vessels.

Road: Figures refer to Great Britain and include accidents occurring on the public highway (including footways) in which at least one road vehicle or a vehicle in collision with a pedestrian is involved and which becomes known to the police within 30 days of its occurrence. Figures include both public and private transport. More information and analyses on road accidents and casualties can be found in Part 4: Road traffic, freight, accidents and motor vehicle offences.

Bus or coach: Figures for work buses are included.

Car: Includes taxis, invalid tricycles, three and four wheels cars and minibuses. Prior to 1999 motor caravans were also included.

Van: Vans mainly include vehicles of the van type constructed on a car chassis. These are defined as those vehicles not over 3.5 tonnes maximum permissible gross vehicle weight.

Motorcycles: Mopeds, motor scooters and two-wheeled motor vehicles (including motor cycle combinations).

Pedal cycle: Includes tandems, tricycles and toy cycles ridden on the carriageway.

Pedestrian: Includes persons riding toy cycles on the footway, persons pushing bicycles, pushing or pulling other vehicles or operating pedestrian controlled vehicles, those leading or herding animals, occupants of prams or wheelchairs, and people who alight safely from vehicles and are subsequently injured.

RAS55050 – This table contains provisional estimates of the number of people seriously injured in road traffic accidents in the UK for 1999 to 2015 using a clinical definition. These estimates have been produced using data on road casualties admitted to hospital contained in Hospital Episode Statistics (HES) as well as data on road casualties in road traffic accidents reported to the police (Stats19). This definition is based on the Maximum Abbreviated Injury Scale (MAIS3+). A casualty that sustains an injury with a score of 3 or higher on the Abbreviated Injury Scale (AIS) is classified as MAIS3+. The table also includes seriously injured casualties reported in Stats19 police data for comparison.

RAS61001 – The figures in this table have been revised from previous versions as the Ministry of Justice data on findings of guilt at all courts for motoring offences are now published on a principle offence basis. In contrast, previous versions of this table contained all offences i.e. principal and secondary.

Findings of guilt at all courts: Includes all motoring offences which have resulted in a finding of guilt either after a summary trial at Magistrates' Court or else at the Crown Court. The figures relate to persons for whom these offences were the principal offences for which they were dealt with. When a defendant has been found guilty of two or more offences it is the offence for which the heaviest penalty is imposed. Where the same disposal is imposed for two or more offences, the offence selected is the offence for which the statutory maximum penalty is the most severe.

Fixed penalty notices: A large number of motoring offences are dealt with by fixed penalty notices. Under the extended fixed penalty system introduced by the Transport Act 1982, now incorporated in Part III of the Road Traffic Offenders Act 1988, the police can issue fixed penalty notices for a wide range of offences. The court can automatically register an unpaid notice as a fine without any court appearance.

Written warnings: These include cautions given in lieu of prosecutions for offences where there would have been enough evidence to support a prosecution. Informal warnings and advice, whether oral or written, are not included.

Obstruction, waiting and parking offences are dealt with both by fixed penalty notices and penalty charge notices. Penalty Charge Notices are issued by Local Authorities under Civil Parking Enforcement powers. The fall in fixed penalty notices issued by the police can be attributed mainly to more local authorities issuing Penalty Charge Notices.

Traffic Penalty Tribunal may hold information for later years in their annual reports, available: <http://www.trafficpenaltytribunal.gov.uk/publications/>

Calendar of events affecting road safety and traffic

1903-1904: Motor Car Act introduced driving licences. Vehicle braking requirements are introduced for the first time.

1926 Driving whilst unfit through drink became an offence.

1927: First automatic traffic light signals installed.

1930: Speed limit of 20 mph is abolished for cars and cycles. PSVs are limited to 30 mph and maximum working hours for PSV and goods vehicle drivers are introduced. Testing for some driving licences is made compulsory. Third party insurance cover becomes necessary. Minimum driving age set. Driving whilst unfit through drugs became an offence.

1931: Highway Code first issued.

1934-1935: In built-up areas a speed limit of 30 mph is made compulsory. HGV licences are introduced. The first pedestrian crossings appear. Regulations concerning vehicle safety glass and windscreen wipers are introduced. Invention of "cats eyes" reflecting road studs. Compulsory driving tests introduced as part of the Road Traffic Act. "L" plates introduced.

1939-1945: Signposts removed during wartime. Driving tests are suspended with examiners designated as Traffic Officers, supervising fuel rationing.

1946-1948: Wartime lighting restrictions are relaxed and driving tests restored in 1946. Petrol allowance of 180 miles per month is permitted.

1949-1954: New anti-dazzle regulations are introduced. Legislation concerning new lighting and school crossing patrols are introduced. Flashing indicators on motor vehicles are legalised. Brakes on pedal cycles are made compulsory. Introduction of zebra crossings. New Highway Code features first colour illustrations.

1955-1957: Regulations concerning parking without lights in London are introduced. The maximum length allowed for vehicles is increased. Holders of lapsed licences issued over 10 years previously must retake driving test to obtain a new licence. Penalties for drinking and driving are extended to pedal cyclists. Fuel shortages resulting from the Suez crisis in 1956 decrease motor traffic; driving tests are suspended during the crisis. First motorway opened.

1959-1960: Motorway regulations, new vehicle lighting regulations and double white lines are introduced. Speed limit of 40 mph introduced for some roads. Learner motorcyclists are restricted to riding machines of under 250 cc. Annual testing of 10 year old cars and LGVs is introduced. Introduction of parking meters on London streets. Yellow lines denoting waiting restrictions introduced. Stanmore examiner training school opened.

1961-1963: Testing of all vehicles of 30 cwt and under and more than 7 years old is made compulsory. A valid test certificate is required to obtain a vehicle licence. Free copies of the Highway Code are circulated. TV car safety campaign *You Know It Makes Sense* launched, encouraging use of seatbelts. Motorcyclists permitted to ride bikes over 250cc (after passing their test) under the Road Traffic Act 1962.

1964-1965: Introduction of trial speed limit of 70 mph on motorways and other previously derestricted roads. First "Drink and Drive" publicity campaign.

1966-1967: Seat belt fitting is made compulsory for new cars. It becomes an offence to drive with over 80mg of alcohol per 100ml of blood. Breath tests introduced. Permanent maximum speed limit of 70 mph introduced for previously unrestricted roads. HGVs banned from the outside lane of motorways.

1968-1969: Introduction of plating and testing of goods vehicles and voluntary HGV driving tests - Regulations on drivers' working hours are introduced. Test certificate now required for cars more than 3 years old. Pelican crossings are introduced. First UK bus lane introduced in Park Lane, London.

1970-1972: HGV driving test and registration of driving instructors becomes compulsory. 16 year olds are limited to riding mopeds only. Rear markings and long vehicle signs are made compulsory for HGVs. Zig Zag markings introduced at zebra crossings. Child seatbelt TV campaign *Your Seatbelt is their Security* is launched in 1970. The following year sees the introduction of the *Clunk Click Every Trip* seatbelt campaign. The Green Cross Code is launched to promote child pedestrian safety, aimed specifically at children themselves.

1973-1974: Safety helmets are made compulsory for two-wheeled motor vehicle users. Energy crisis leads to petrol shortages and large fuel price increases and to temporary 50 mph national maximum speed limit.

1975-1976: Vehicles now required to be lit when daylight visibility is seriously reduced. Minimum age of trainee HGV drivers reduced to 18.

1977: Mopeds redefined to 30 mph maximum design speed. MOT test widened to include windscreen wipers and washers and exhaust systems. 1977 Christmas drink drive campaign slogan *Think before you drink before you drive* is used by the Brewers and Licensed Retailers Association in later education campaigns.

1978: 60 and 70 mph speed limits are made permanent. New rules on the maximum number of hours that may be worked by goods vehicle drivers are introduced. High intensity rear fog lamps become a mandatory fitment to most vehicles manufactured after 1 October 1979 and used from 1 April 1980.

1979: Regulations are introduced to help prevent lorries hitting overhead bridges. Code of practice issued on vehicle safety defects (arrangements for recall on new vehicles found to be defective). Use of tachograph accepted by Government. Start of long-term drink/driving tracking research.

1980-1981: Reform of bus licensing and removal of advertising restrictions from private car sharing schemes. Reduction in minimum driving age of invalid car drivers to 16.

1982: Two part motorcycle test introduced. Provisional motorcycle licences restricted to two years. Recall code announced for manufacturers to recall potentially defective motorcycles. Tougher written examination for entrants to driving instructor registration scheme.

1983: Seat belt wearing becomes law for drivers and front seat passengers. Learner motorcyclists now only allowed to ride machines of up to 125 cc. First road hump regulations made.

1984: Stiffer driving tests for entrants of driving instructor registration scheme. Tougher internal checks on tuition given by qualified driving instructors. New pedal cycles are required to meet British Standards. Revised Code of Practice on safety of loads on vehicles is issued. Spray reducing devices required to be fitted to lorries and trailers.

1985: Both load and speed performance to be marked on new car tyres. Regulations allowing the use of traffic cones, warning lamps, and triangles in the event of breakdowns come into force. PSV driving tests made compulsory.

1986: Uniform construction standards to apply to minibuses first used from April 1988. Tyres are now required to support maximum axle weights at a vehicle's maximum speed. Seat belt legislation is made permanent. White on brown signs to tourist attractions introduced. European Road Safety Year.

1987: The Secretary of State for Transport sets a target to achieve a one third reduction in road accident casualties by the year 2000. All newly registered cars to be fitted with rear seat belts or child restraints. Use of amber flashing lights on slow moving vehicles is made compulsory. Zig-zag markings extended to Pelican crossings. Closure of 586 emergency crossing points on central reservations of motorways.

1988: Close proximity and wide angle rear view mirrors become a legal requirement on new HGVs. All new cars first used from 1 April must be able to use unleaded petrol. All coaches first used from 1 April 1974 must have 70 mph limiters fitted by 1 April 1992. Driving tests hereafter conducted under the provisions of the Road Traffic Act 1988.

1989: Penalty points increased for careless driving, driving without insurance, and failing to stop after or to report an accident. Accompanied motorcycle testing becomes mandatory. Seat belt wearing by rear child passengers becomes law in cars where appropriate restraints have been fitted and are available. The Booth Report published, assessing motorcycle accidents in the Metropolitan Police area. Motorcycle test revised to include radio contact and accompaniment by examiner.

1990: Compulsory basic training for motorcyclists introduced. Learner motorcyclists banned from carrying pillion passengers. New road hump regulations. High Risk Offenders Scheme for problem drink-drivers extended; introduction of charges for medical examination required before return of licence. New regulations require those accompanying learner drivers to be at least 21 years old and to have held a licence for 3 years. Experimental Red Routes introduced in London.

1991: First 20mph zones introduced. Chevron markings introduced on the M1 to help drivers keep a safe distance from the vehicle in front. First trials of nearside pedestrian signal at junctions. First edition of *Car and Driver: Injury Accident and Casualty Rates* published giving information on comparative accident involvement and injury risks of popular makes and models of car. Seat belt wearing by rear adult passengers becomes law in cars where belts are fitted and available.

1992: Requirement for a minimum tread depth of 1.6mm introduced for cars and light vans. Traffic Calming Act 1992 receives Royal Assent. Launch of road safety campaign *Kill Your Speed, Not A Child*. Government issues *Killing Speed and Saving Lives* consultation paper. Safety helmets made compulsory for child horse riders. Speed enforcement cameras and retesting of dangerous drivers introduced. All new goods vehicles over 7.5 tonnes fitted with

60 mph speed limiters. New emission requirements made 3-way catalytic converters necessary on virtually all new petrol-engined cars.

1993: Experimental scheme begins in the use of rehabilitation courses for drink/drive offenders. MOT test for cars extended to include checks on mirrors, fuel tanks and pipes, body security, seat and door security, additional lighting items, number plates and windscreen condition. Consolidation of seat belt wearing regulations. Bus Advance Areas introduced. Traffic Calming Regulations enable highway authorities to introduce a wider range of traffic calming features.

1994: Publication of *Safer by Design* brochure produced for local councils to encourage traffic calming. London Boroughs take over most parking enforcement in the capital. 100th speed camera site established and 100th 20mph speed limit zone opened. Launch of *Elephant* rear seat belt and *Kill Your Speed* TV publicity campaigns. Major revision of traffic signs regulations introducing modified system of colour coded direction signs, simplification of yellow line system of waiting restrictions and a range of new warning and regulatory signs. Speed limiter settings lowered to 65 mph for new buses and coaches and to 56 mph for HGVs.

1995: Publication of *Road Safety Report 1995*. Pass Plus scheme introduced for new drivers, which encourages new drivers to take more lessons by offering discount on motor insurance. New edition of the Highway Code for young road users. Speed campaign *Don't Look Now* incorporates radio commercials for the first time. New edition of *Choosing Safety* booklet published, giving advice on car safety and security features.

1996: Driving theory test introduced for car and motorcycle learners (1 July). Latest *Kill Your Speed* campaign focuses on children killed near their homes using emotive music, poetry and relatives voices. *Child Pedestrian Safety in the UK* published. Publication of advice booklets on the forthcoming requirement for seat belts in minibuses and coaches carrying children. Publication of consultation document *Targeting the Future* which sets out options for post 2000 casualty targets.

1997: New Zebra, Pelican and Puffin crossing regulations introduced. Road Traffic (New Drivers) Act 1995 comes into force; withdrawal of licence and compulsory retesting for new drivers who accumulate 6 or more penalty points within 2 years of passing their driving test. Written theory test introduced for LGV and PCV drivers.

1998: Transport white paper *A New Deal for Transport: Better for Everyone* published, promoting public transport and safer, more secure transport systems. Drink-drive rehabilitation experiment expanded to cover around one-third of courts in Great Britain and extended for 2 years to the end of 1999. Publication of *Combating Drink-drive: Next Steps* consultation paper. The Continuous Registration scheme came into force. From January 1998 it has been a legal requirement for the registered keeper of a vehicle to ensure that it is, at all times, either licensed or a Statutory off Road Notification (SORN) is in force.

1999: *Kill your Speed* campaign launched (six weeks: £3.5m). GLA Road Network announced (220 miles of trunk roads and 105 miles of borough roads). *Cycle Smart* campaign for child cyclists launched. First BBC simulcast commercial for £2.6m Millennium Drink-Drive campaign. Changes to practical driving test introduced.

2000: The government announced a new road safety strategy and casualty reduction targets for the year 2010 in *Tomorrows Roads - Safer for Everyone*. A review of speed

policy was conducted and reported in *New Directions in Speed Management*. £1.4bn targeted programme of improvements announced in *A New Deal for Trunk Roads in England* following the Roads Review. National Cycle Network officially opened. *Think!* road safety campaign launched. Eight pilot areas to recover costs of operating speed and red light cameras (safety cameras) from fines resulting from enforcement.

2001: The government announced a £10 million pilot of road safety schemes for children in deprived areas. *Road Safety Good Practice Guidance* published. First national campaign launched for fitting child car seats correctly. "Hedgehogs" road safety website launched for children. Legislation introduced that extends the cost recovery system piloted in 2000 to all areas. A national safety camera programme is gradually introduced.

2002: The government seeks views on banning mobile phones whilst driving. £6 million was made available to improve road safety in most deprived cities. A new motorcycle safety campaign is launched, as is a campaign urging parents to check their child's car seat every trip. *Dangerous driving and the Law* report published.

2003: The phased introduction of the hazard perception test into the theory test was completed. As of 1 December the new offence of using a hand held mobile phone while driving is introduced. *Seatbelt campaign THINK! Wear a seatbelt.... You don't get a second chance* features an online interactive crash simulator. Radio drink driving campaign timed to coincide with early morning pub opening during Rugby Union World Cup. Congestion Charging introduced in London.

2004: The first three year review of the Government's road safety strategy published. The World Health Organisation dedicated World Health Day to the issue of road safety. The United Nations issued a resolution on global road safety.

2005: Roads Policing Strategy published jointly by Dept for Transport, Home Office and Association of Chief Police Officers. Publication of Government's Motorcycling Strategy, recognising motorcycling as a "mainstream" mode of transport. *Distractions* campaign, aimed at teenage pedestrians, features *Camera Phone*, first TV commercial shot entirely on a mobile video phone. The police are given the power to seize uninsured vehicles being driven on the road - those which are not reclaimed may be sold off or crushed.

2006: Road Safety Act passed. The act made provision for a wide range of road safety matters including: drink driving, speeding, driver training, driver and vehicle licensing.

2007: New THINK! drink-drive advert launched, emphasising the consequences of a drink-drive conviction. New crash helmet safety rating scheme announced: 'SHARP' - *Safety Helmet Assessment and Rating Programme* giving an independent rating (from 1 to 5 stars) of how much protection a helmet can provide in an impact. The cost recovery system for safety cameras ends. From 1 April cameras to be funded like other safety measures through the Local Transport Plan process.

2008: *Learning to Drive* consultation, reforming car driver training and testing, published. Driver Certificate of Professional Competence (DCPC) was introduced for bus and coach drivers.

2009: The Department evaluated the safety performance of motorcycle helmets and published ratings under the Safety Helmet Assessment and Rating Programme (SHARP). First national THINK! campaign about drug driving launched. The department introduced Road Casualties Online to its website, a web based tool which allows members of the public to perform their own analysis and examination of Reported Road Accident Statistics. The two part, modular motorcycle test was introduced. Driver Certificate of Professional Competence (DCPC) was introduced for lorries.

2010: Government-commissioned independent North Review of drink and drug driving published. Specific funding for safety cameras abolished and local safety funding mainstreamed. Significant changes to practical car tests with 'independent driving' introduced. Driver Certificate of Professional Competence (DCPC) was introduced for lorry drivers. National Driver and Rider Standards published.

2011: The Strategic Framework for Road Safety was published, setting out the Government's approach to continuing to reduce killed and seriously injured casualties on Britain's roads. Continuous Insurance Enforcement (CIE) scheme introduced making it an offence to keep any vehicle which has no valid insurance unless a valid Statutory Off Road Notification (SORN) declaration has been made to the Driver and Vehicle Licensing Agency (DVLA). National Driver and Rider Training Standards published.

2013: In January 2013 the Department published revised guidance to local authorities on setting local speed limits. This revision will help local authorities implement more consistent speed limits on local roads and incorporates recent changes that create more flexibility for authorities to implement 20mph limits and zones.

Changes giving the police powers to issue fixed penalty notices for careless or inconsiderate driving have come into effect on 16 August 2013. Careless drivers who put other road users at risk by committing offences such as tailgating or poor lane discipline will face on-the-spot penalties. Existing fixed penalty levels for most motoring offences - including using a mobile phone at the wheel and not wearing a seatbelt - rise to £100, bringing them into line with penalties for similar non-motoring fixed penalties.

2014: The car tax disc is being abolished on 1 October this year after 93 years.

50 Years of Drink Driving Campaign. See Montage at: http://assets.dft.gov.uk/think/think-downloads/drink-drive/films/YouTube-Video_montage_long.mp4

In December 2014 the drink drive limit was lowered in Scotland. The maximum legal alcohol limit in relation to driving or attempting to drive and being in charge of a vehicle in Scotland changed from 80mg of alcohol per 100ml of blood to 50mg of alcohol per 100ml of blood.

2015: New drug driving laws came into force.

The Government published the [Road Safety Statement](#).

2016: As part of the Autumn Statement the Government announced the launch of the Safer Roads Fund to improve the Top 50 most dangerous 'A' roads in England.

2017: On 1 March 2017 the Government increased the penalties for using a hand-held mobile phone while driving; a £200 fine and six penalty points.

2018: In June the Government published a [progress report](#) on the 2015 Road Safety Statement alongside the list of the [successful bids](#) for Safer Roads Fund.

From 4 June 2018 learner drivers can take motorway driving lessons with an approved driving instructor.

2019: The Government published the refreshed Road Safety Statement – [‘A Lifetime of Road Safety’](#).

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

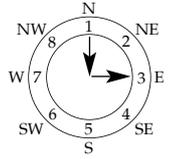
2.8 DIRECTION OF VEHICLE TRAVEL

- 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	0	<input type="text"/>				
Yes	1	<input type="text"/>				
No	2	<input type="text"/>				
Not known	3	<input type="text"/>				

3.15 CAR PASSENGER (not driver) **X**

Not a car passenger	0	<input type="text"/>					
Front seat passenger	1	<input type="text"/>					
Rear seat passenger	2	<input type="text"/>					

3.16 BUS OR COACH PASSENGER **X**
(17 passenger seats or more)

Not a bus or coach passenger	0	<input type="text"/>					
Boarding	1	<input type="text"/>					
Alighting	2	<input type="text"/>					
Standing passenger	3	<input type="text"/>					
Seated passenger	4	<input type="text"/>					

LOCAL STATISTICS

Area reserved for local statistics.

3.14 SEAT BELT IN USE **X**

Not applicable	0	<input type="text"/>					
Worn and independently confirmed	1	<input type="text"/>					
Worn but not independently confirmed	2	<input type="text"/>					
Not worn	3	<input type="text"/>					
Unknown	4	<input type="text"/>					

3.10 PEDESTRIAN LOCATION **X**

	CASUALTY					
	1	2	3	4	5	6
In carriageway, crossing on pedestrian crossing facility	01	<input type="text"/>				
In carriageway, crossing within zig-zag lines at crossing approach	02	<input type="text"/>				
In carriageway, crossing within zig-zag lines at crossing exit	03	<input type="text"/>				
In carriageway, crossing elsewhere within 50m of pedestrian crossing	04	<input type="text"/>				
In carriageway, crossing elsewhere	05	<input type="text"/>				
On footway or verge	06	<input type="text"/>				
On refuge, central island or central reservation	07	<input type="text"/>				
In centre of carriageway, not on refuge, island or central reservation	08	<input type="text"/>				
In carriageway, not crossing	09	<input type="text"/>				
Unknown or other	10	<input type="text"/>				

PEDESTRIAN CASUALTIES ONLY

3.12 PEDESTRIAN DIRECTION **X**

	CASUALTY					
	1	2	3	4	5	6
Standing still	0	<input type="text"/>				
Northbound	1	<input type="text"/>				
Northeast bound	2	<input type="text"/>				
Eastbound	3	<input type="text"/>				
Southeast bound	4	<input type="text"/>				
Southbound	5	<input type="text"/>				
Southwest bound	6	<input type="text"/>				
Westbound	7	<input type="text"/>				
Northwest bound	8	<input type="text"/>				
Unknown	9	<input type="text"/>				

3.19 PEDESTRIAN ROAD MAINTENANCE WORKER **X**

No / not applicable	0	<input type="text"/>					
Yes	1	<input type="text"/>					
Not known	2	<input type="text"/>					

3.11 PEDESTRIAN MOVEMENT **X**

	CASUALTY					
	1	2	3	4	5	6
Crossing from driver's nearside	1	<input type="text"/>				
Crossing from driver's nearside-masked by parked or stationary veh'	2	<input type="text"/>				
Crossing from driver's offside	3	<input type="text"/>				
Crossing from driver's offside-masked by parked or stationary veh'	4	<input type="text"/>				
In carriageway, stationary - not crossing (standing or playing)	5	<input type="text"/>				
In carriageway, stationary -not crossing (standing or playing), masked by parked or stationary veh'	6	<input type="text"/>				
Walking along in carriageway-facing traffic	7	<input type="text"/>				
Walking along in carriageway-back to traffic	8	<input type="text"/>				
Unknown or other	9	<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

CLIP Transport Statistics

Central and Local (Government) Information Partnership (CLIP)

CLIP Transport Statistics (CLIP-TS) is a sub-group of the Central and Local (Government) Information Partnership (CLIP), the main forum for discussion between central and local government on statistical matters.

CLIP-TS comprises of representatives from Local Authorities (Combined Authorities, Shire Counties and Unitary Authorities) and DfT.

The group fulfils the following aims:

- To act as a forum for consultation between DfT and local authorities on any transport statistics of interest to either side that are not dealt with by other groups; and on any gaps in the department's coverage.
- To act as a point of contact between local authorities and DfT on statistical matters of common concern, including the statistics needed for the monitoring of Local Transport Plans, Local Indicators, Regional and Local Statistics and other relevant matters.
- To review on-going data collections on the Single Data List on a rolling basis, to identify data returns or elements of data returns that are no longer appropriate.

Dissemination of agendas, minutes and papers presented to the group will be through three channels:

- Published on the LGA Knowledge Hub by DfT within two weeks of the end of the meeting. These can be accessed here: <https://khub.net/web/clip>
- By DfT internally to the statistical community in the department and interested officials in policy and other analytical professions
- By local authority CLIP representatives to their local contacts.

Membership of the group:

Julie Sullivan/Pat Kilbey (job-share)
(Joint Chair, Buses and Local
Transport Statistics)

Clare Horton (Joint Chair, Staffordshire)

William Bryans (Vice Chair, Surrey)

Paul Syron (Secretariat, Buses and
Local Transport Statistics)

Steve Berry (Local Roads, Light Rail
and Cableways)

Dave Gillet (Local Economics)

Lee Sambrook (Local Transport
Funding & Investment Strategy)

Hannah Bishop (Buckinghamshire)

Gary Beaumont (Hertfordshire)

Keith Dove (Luton)

Tim Harvey (Leeds)

John Horne (North East Combined
Authority)

Nola Cooper (Kent)

Robert Smith (Nottingham)

Hannah Groot (Transport for London)

Helen Wilkinson (Local Government
Association)

Andrew Webster (Leicester)

Tom Ellerton (Urban Transport Group)

Christopher Storey (Transport For The North)

David Kinloch (Leeds)

For further information contact:

Paul Syron, DfT (Secretary) 020 7944
3077

Scottish Government – Transport Scotland

Transport Publications

Scottish Transport Statistics
Transport and Travel in Scotland Reported Road Casualties
Scotland
Key Reported Road Casualties Scotland

Available from :

<http://www.transportscotland.gov.uk/statistics/statistical-publications>

General enquires on Scottish Transport Statistics:
Transport Statistics Branch, Transport Scotland,
Victoria Quay, Edinburgh, EH6 6QQ

Phone: +44 (0)131-244 7256

E-mail: transtat@transportscotland.gsi.gov.uk

Web: <http://www.transportscotland.gov.uk/publications-stats>

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 seminars have included:

- Air Quality
- Appraisal of Transport Projects
- The Internet and Travel Behaviour
- London & Manchester – are the travelling in the same direction?
- Using Census Data
- Measures of mobility and the road network in London
- Transport and Economic Development
-

We also publish a monthly review looking at developments in statistics and discussing releases.

Corporate membership of the Group is £50, personal membership £22.50, and student membership £10. For further details please visit www.tsug.org.uk , email membership@tsug.org.uk or contact:

Heather Ward
Dept Civil, Environmental, & Geomatic Engineering
UCL
Gower Street
London
WC1E 6BT

Email: admin@tsug.org.uk

The TSUG also produces a *Transport Yearbook* which contains information on sources from governmental and non-governmental organisations, including some European sources. The yearbook is supplied free to TSUG members. Non-members can purchase a copy from The Stationery Office (TSO).