



Reported Road Casualties in Great Britain: 2011 Annual Report

Overview and trends in reported road casualties

Summary

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

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

Changes in comparison to the 2005-09 average

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

Compared with the 2005-2009 average, in 2011:

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

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

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

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

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

RAS30059: Reported road accident casualties by severity: GB 2011

	Number				2011 Percentage change over:	
	2005-09 average	2009	2010	2011	2010	2005-09 average
Killed	2,816	2,222	1850	1901	3	-32
of which children	127	81	55	60	9	-53
Seriously injured	27,225	24,690	22,660	23,122	2	-15
Killed or seriously injured	30,041	26,912	24,510	25,023	2	-17
of which children	3,067	2,671	2,502	2,412	-4	-21
Slightly injured	216,010	195,234	184,138	178,927	-3	-17
All severities	246,050	222,146	208,648	203,950	-2	-17
Traffic ¹	313	311	306	307	0	-2
KSI rate ¹	96	87	80	82	2	-15
Slight casualty rate ¹	690	628	601	583	-3	-15

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

Part 1: Trends in reported road accident casualties

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

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

Fatalities

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

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

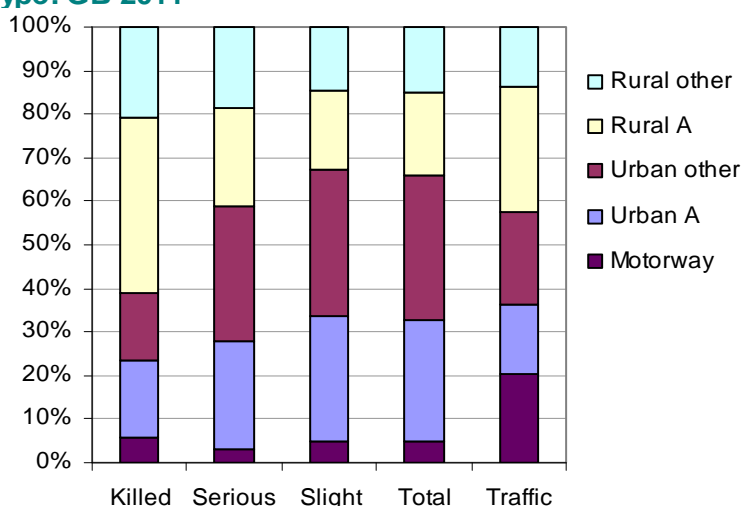
RAS30060: Reported fatalities by road user type: GB 2011

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

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

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

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



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

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

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

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

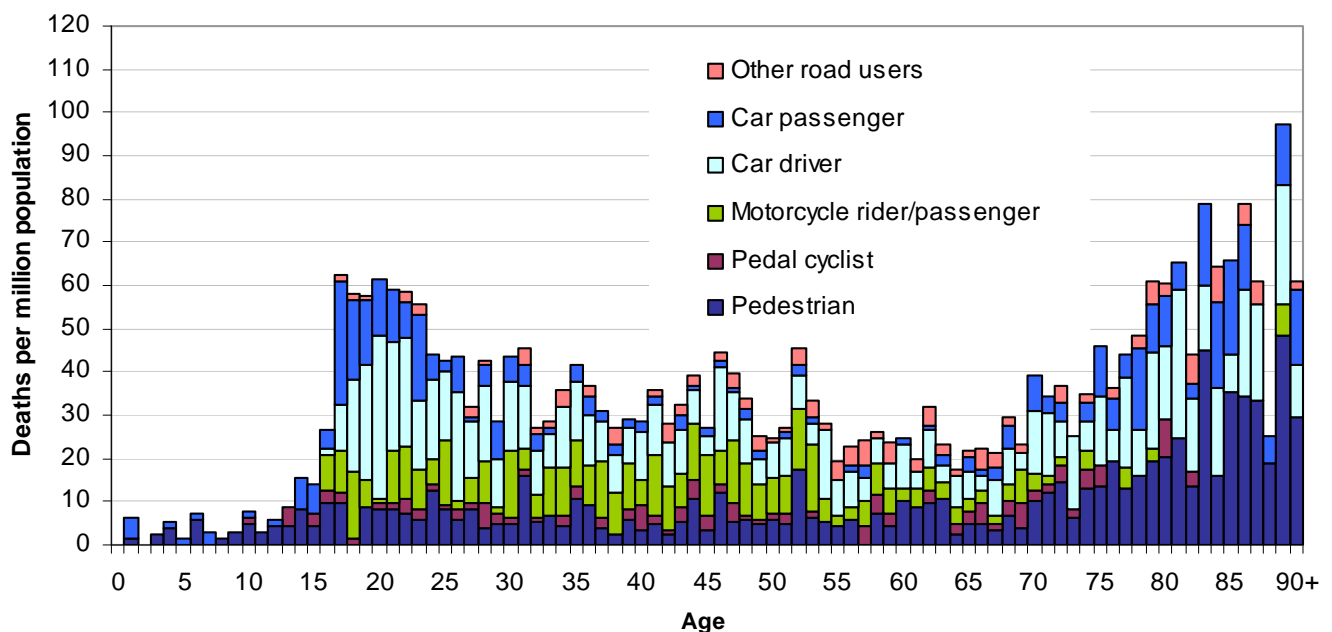
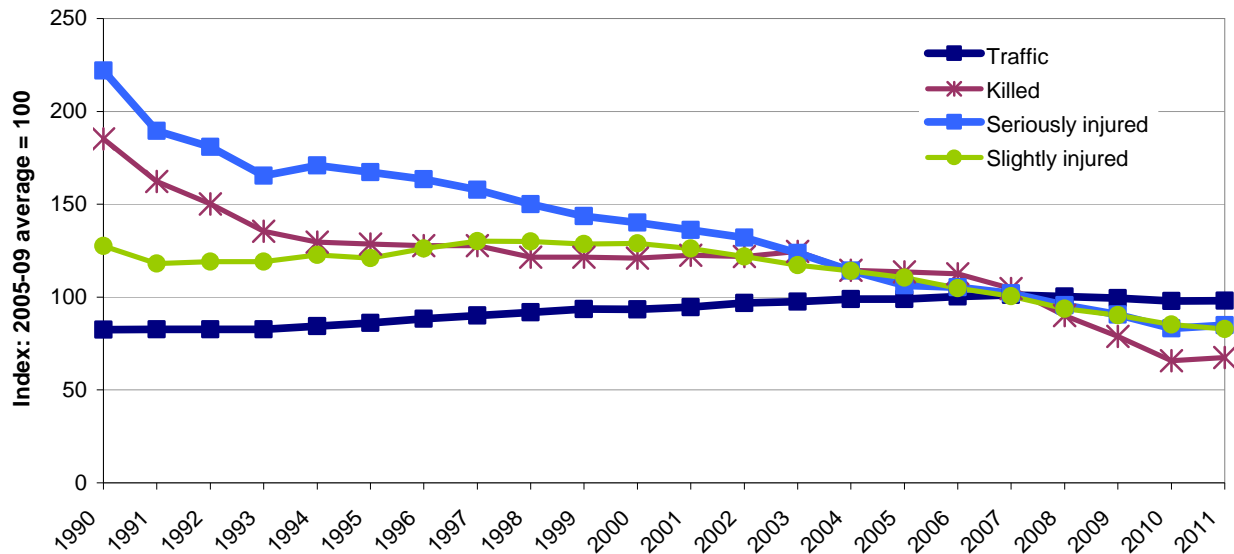


Chart 3 below shows the trends in reported fatal, serious and slight casualties. Trends in fatalities and serious injuries were generally very similar between 1990 and 1998, with a divergence between 1998 and 2005; deaths falling by 6 per cent and serious injuries by 29 per cent. In contrast, between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

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



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

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

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

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

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

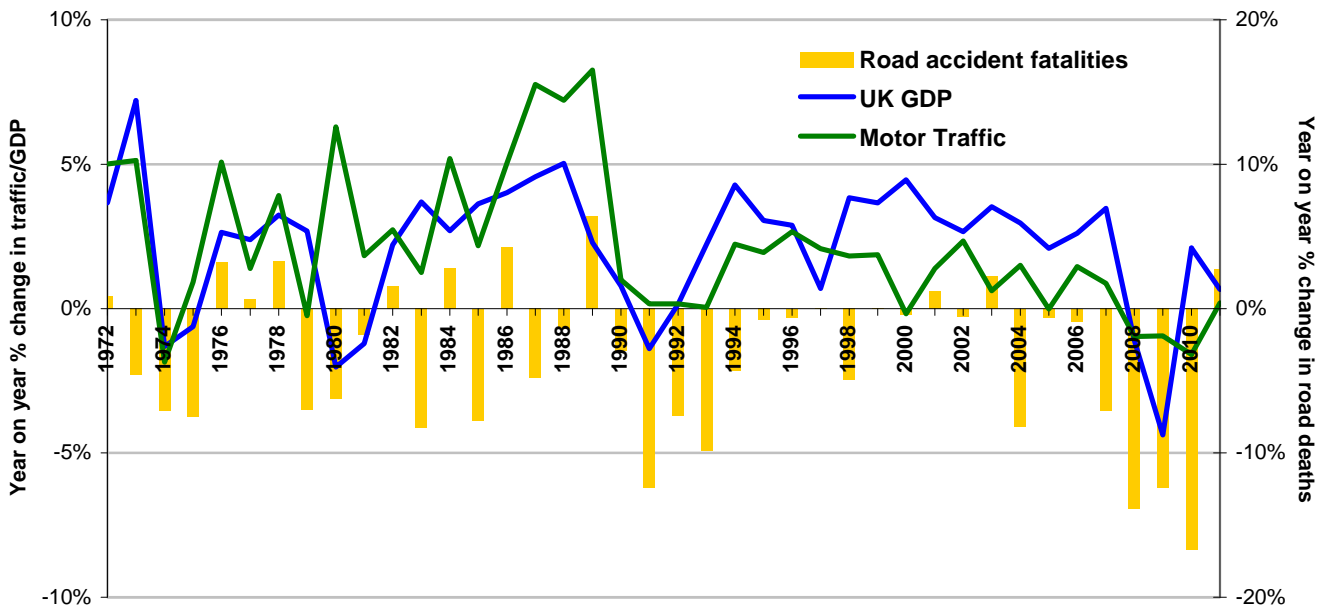
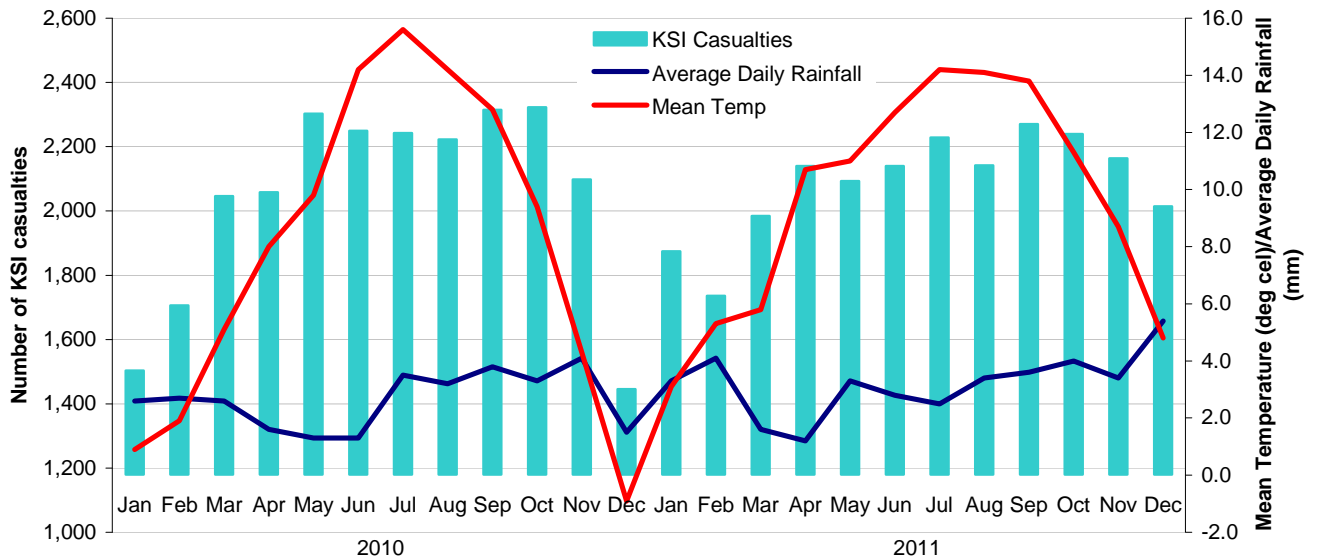


Chart 4b: Reported KSI casualties, mean temperature and average daily rainfall: GB 2010-2011



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

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

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

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

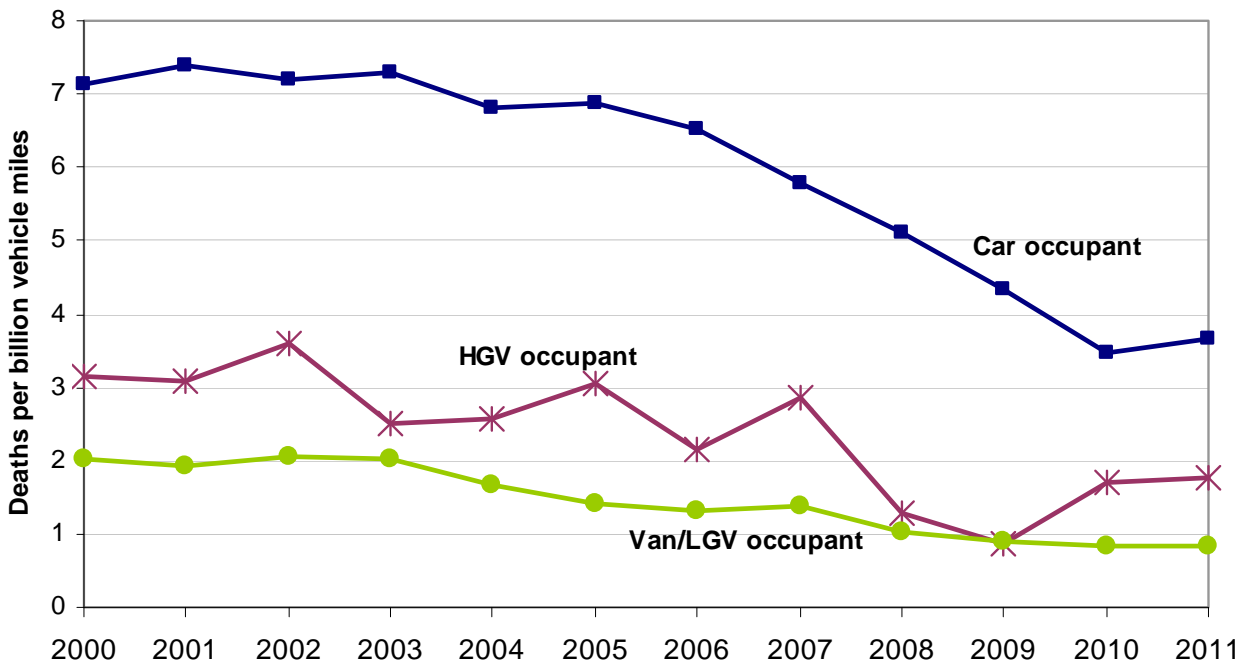
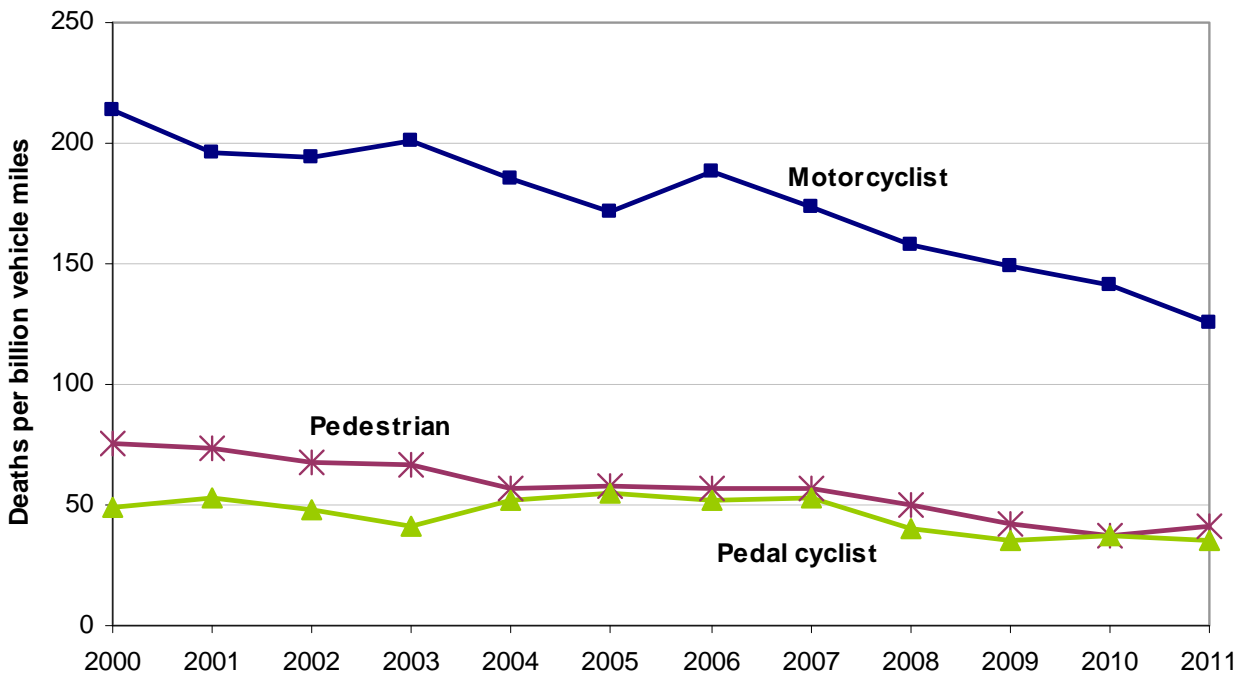


Chart 5b: Pedestrian, motorcyclist and pedal cyclist fatality rates: GB 2000- 2011



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

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

Killed or seriously injured (KSI) casualties

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

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

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

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

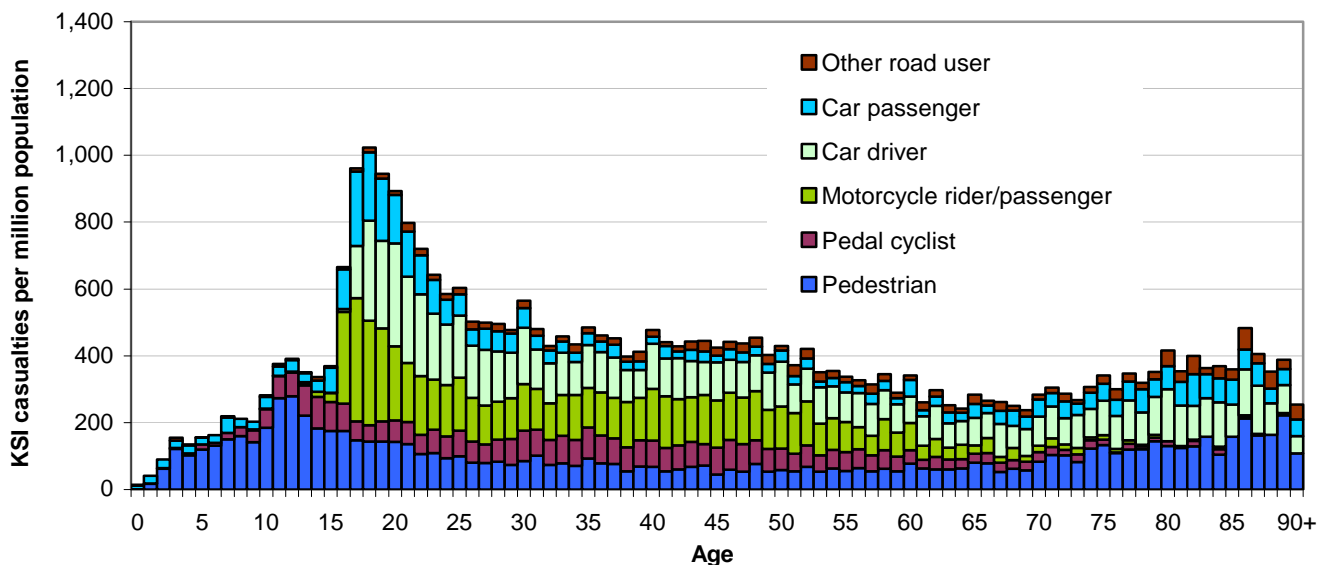
RAS30061: Reported killed or seriously injured casualties by road user type: GB 2011

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

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

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

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



Child KSI casualties

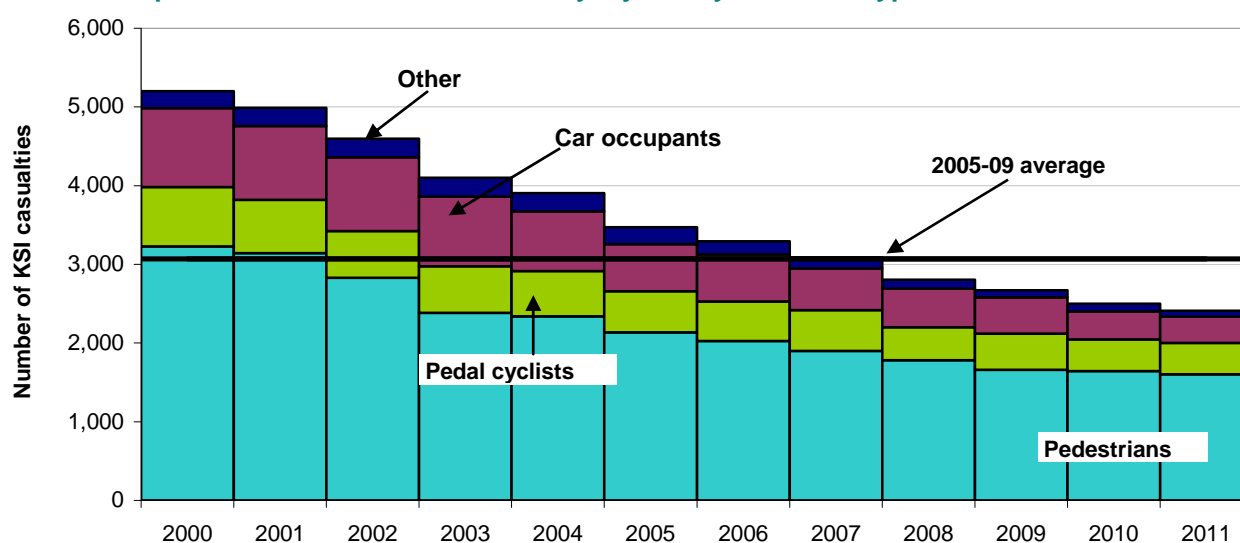
In 2011, the number of children aged 0-15 killed or seriously injured was 2,412 - 21 per cent below the 2005-09 average and 4 per cent lower than in 2010. Around two out of every three child KSI casualties were male.

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

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

	Number			2011 Percentage change over:		
	2005-09 average	2009	2010	2011	2010	2005-09 average
Pedestrians	1,900	1,660	1646	1,602	-3	-16
Pedal cyclists	485	458	398	398	0	-18
Car users	534	463	360	336	-7	-37
Other road users	147	90	98	76	-22	-48
Males	1,984	1,757	1,628	1,519	-7	-23
Females	1,082	914	874	893	2	-17
Age 0-4	359	314	324	328	1	-9
Age 5-8	576	512	504	514	2	-11
Age 9-11	664	584	595	561	-6	-15
Age 12-15	1,469	1,261	1079	1,009	-6	-31
All children (aged 0-15)	3,067	2,671	2502	2,412	-4	-21

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



Slightly injured casualties

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

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

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

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

1 Rate per billion miles walked

2 Rate per billion vehicle miles

3 Includes other vehicles

4 Rate per billion vehicle miles (excluding distance walked)

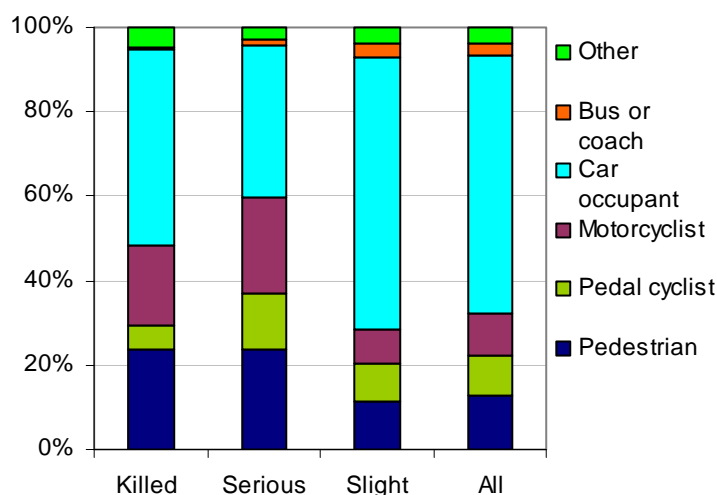
5 2010 NTS data used to calculate 2011 pedestrian rates

Part 2: Reported casualties by road user type

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

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

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



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

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

Pedestrian casualties

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

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

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

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

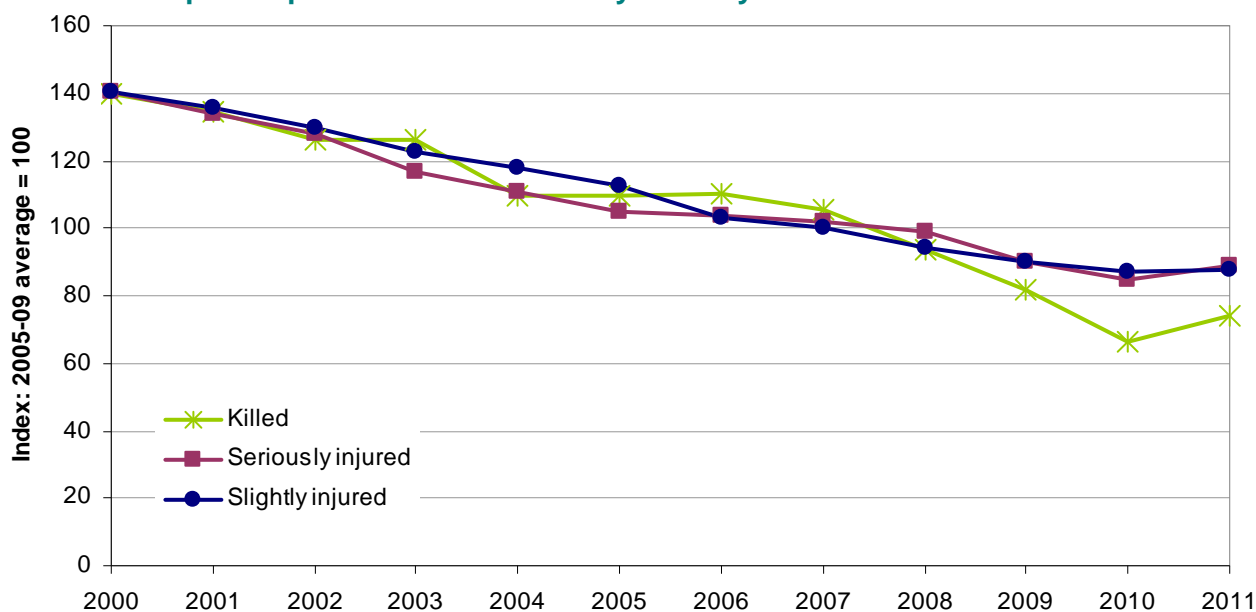
RAS30064: Reported pedestrian casualties by age: GB 2011

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

¹ Includes cases where age was not reported.

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

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



Pedal cycle casualties

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

RAS30065: Reported pedal cycle casualties: GB 2011

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

¹ Includes cases where age was not reported.

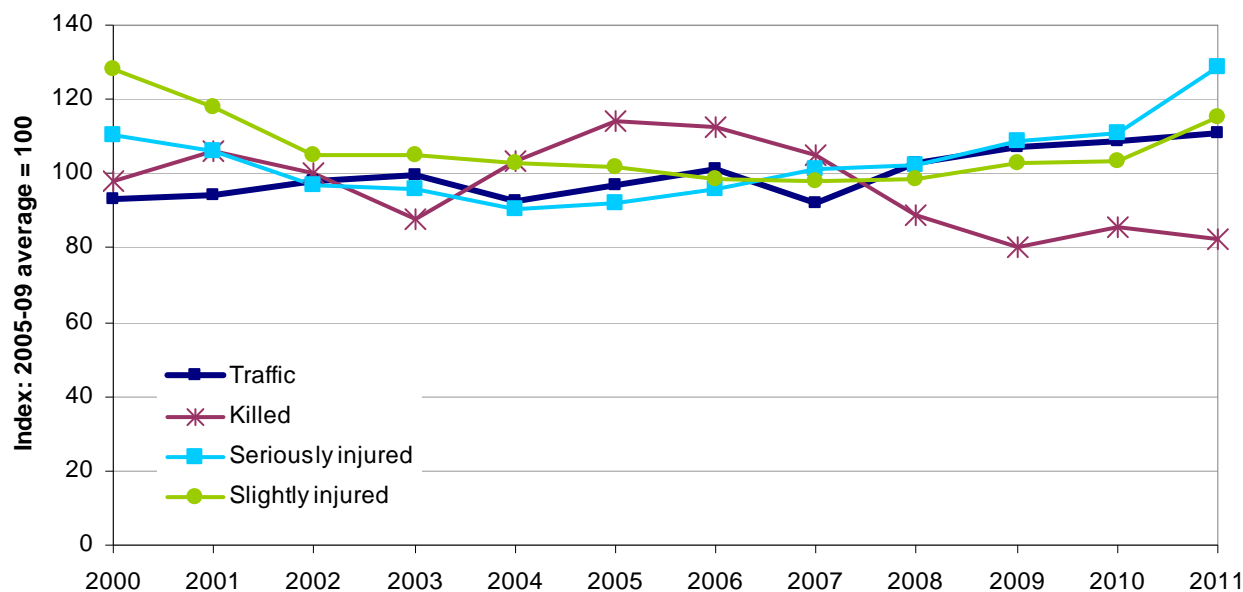
² Billion vehicle miles.

³ Rate per billion vehicle miles.

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

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

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



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

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

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

Motorcycle user casualties

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

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

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

RAS30066: Reported motorcycle casualties: GB 2011

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

1 Billion vehicle miles.

2 Rate per billion vehicle miles.

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

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

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

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

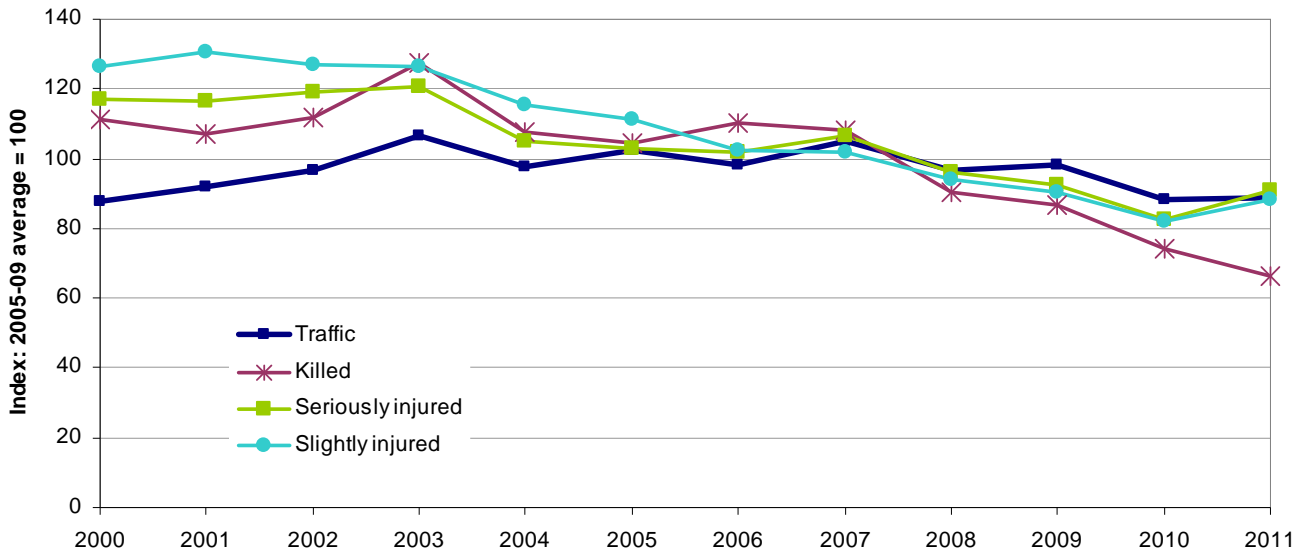
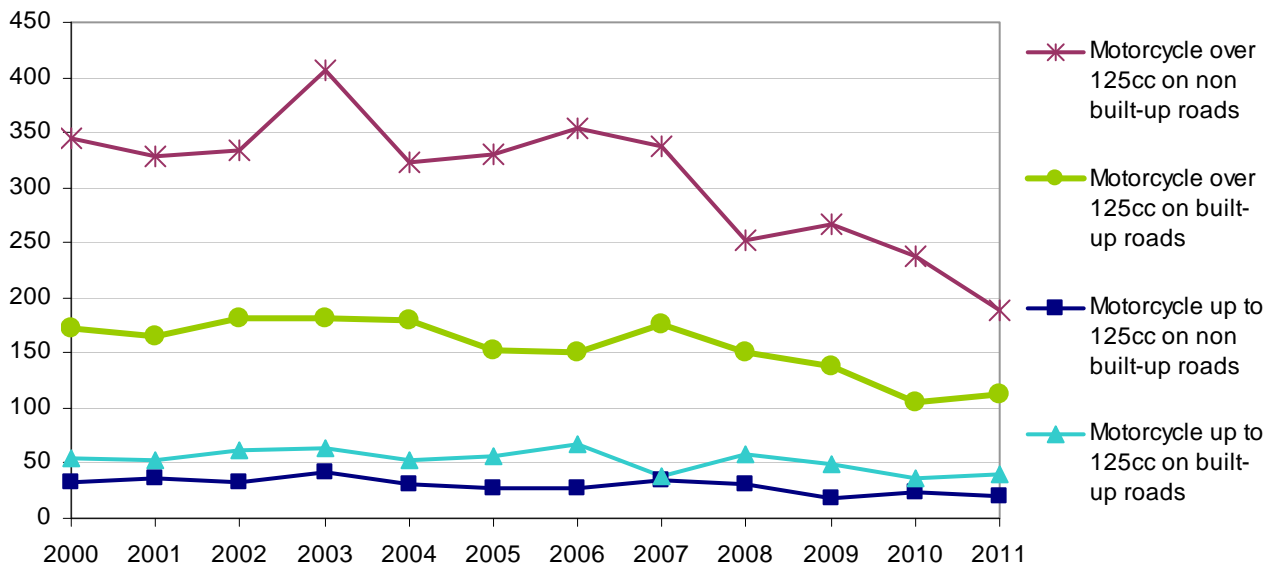


Chart 12 below shows the number of reported motorcyclists killed, by road type and engine size since 2000. For riders on non-built up roads and motorways, fatalities decreased from 24 to 20 amongst riders of motorcycles up to 125cc, and from 135 to 105 amongst riders of motorcycles over 125cc (these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

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

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



1. Non built-up roads include motorways.

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

RAS51021 on breath alcohol tests.

Car occupant casualties

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

RAS30067: Reported car user casualties: GB 2011

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

1 Billion vehicle miles.

2 Rate per billion vehicle miles.

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

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

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

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

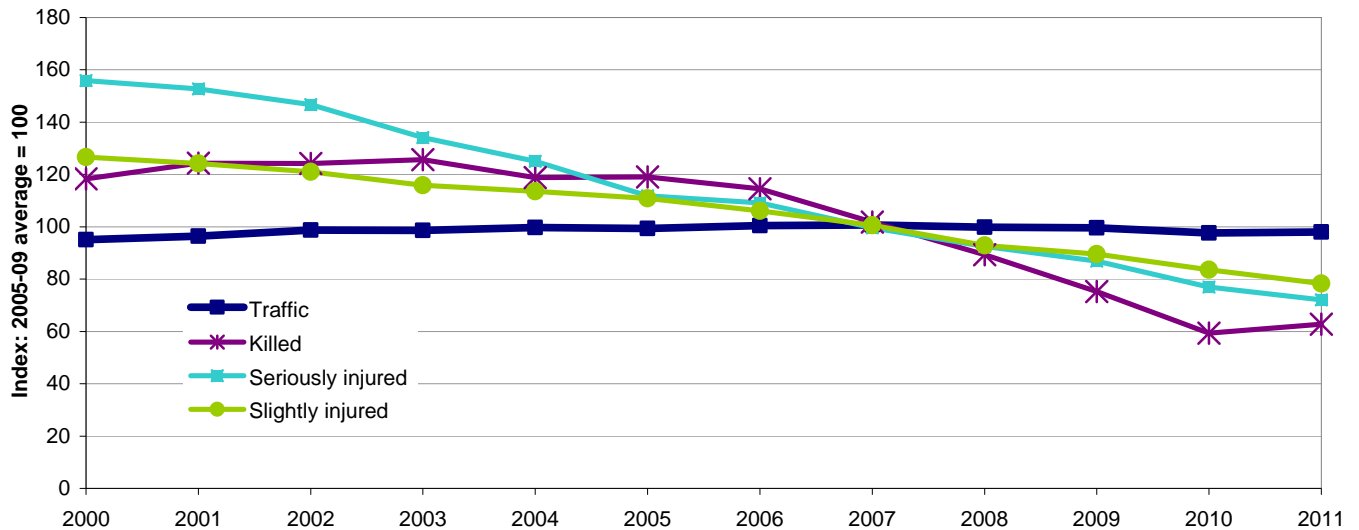


Chart 14 below shows the number of reported car occupants killed by age group.

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

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

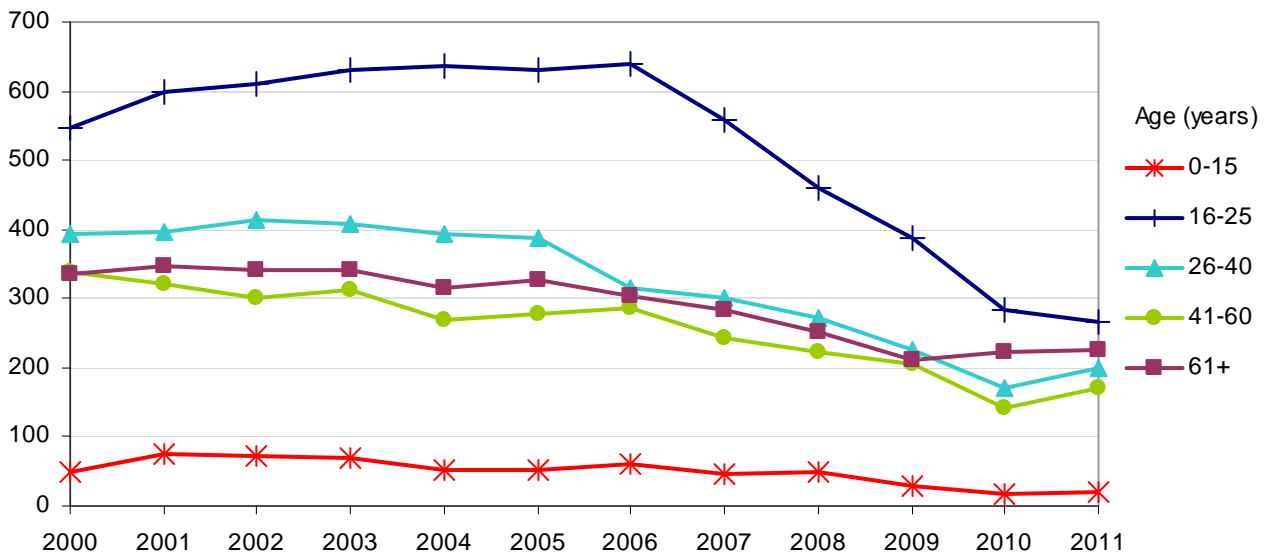
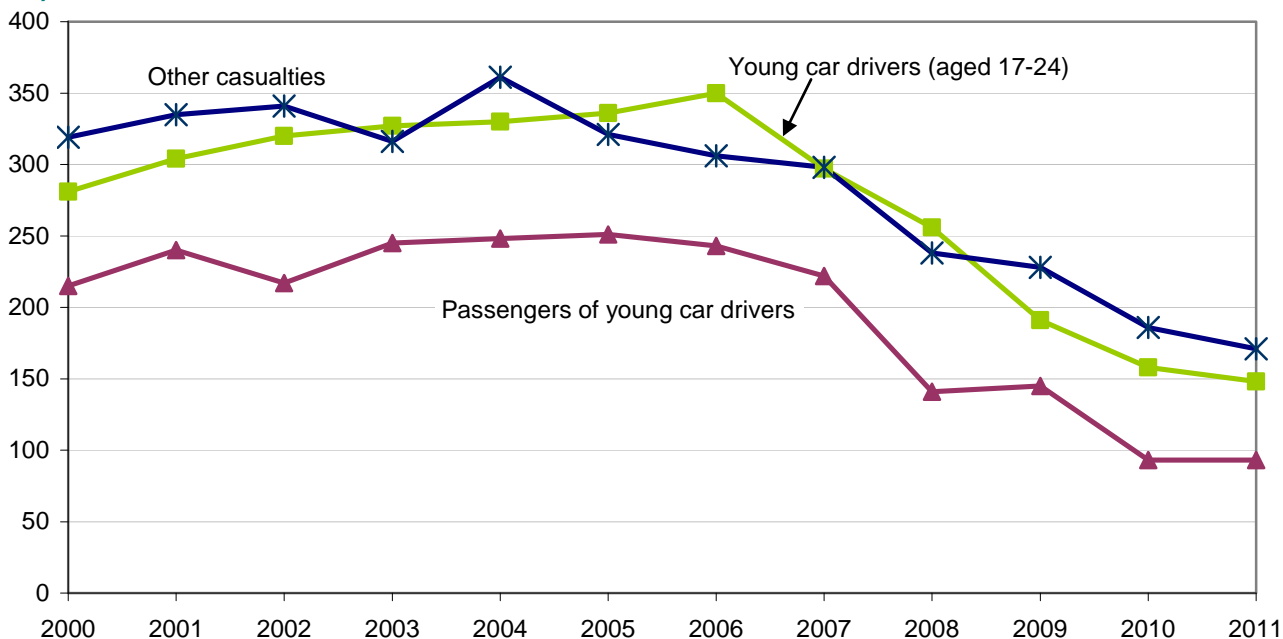


Table RAS20002 in the *tables* section looks at the age distribution of car drivers involved in reported personal injury road accidents by gender. Chart 15 below shows the number of fatalities resulting from accidents involving at least one young car driver (17-24 years old):

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

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



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

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

Other road user casualties

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

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

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

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

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

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

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

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

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

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

RAS30068: Reported other road user casualties: GB 2011

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

¹ Billion vehicle miles.

Part 3- Strategic Framework for Road Safety - Outcomes Framework

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

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

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

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

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

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

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

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

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

2 Rate per billion miles walked

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

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

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

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

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

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

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

Background notes

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

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

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

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

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

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

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

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

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

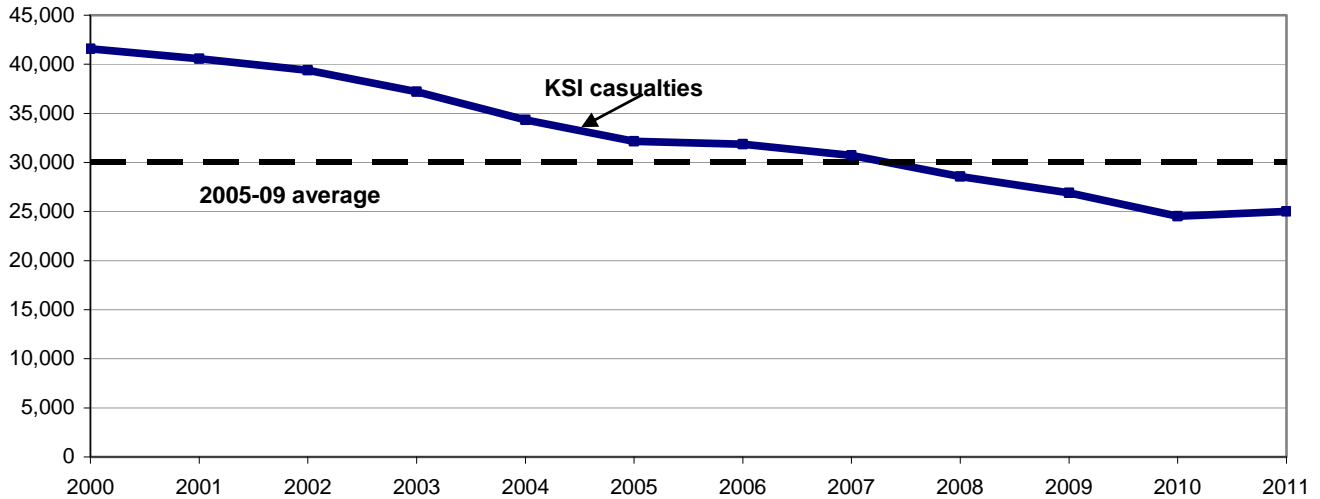


Chart 17: Reported killed or seriously injured child casualties: GB 2000-2011

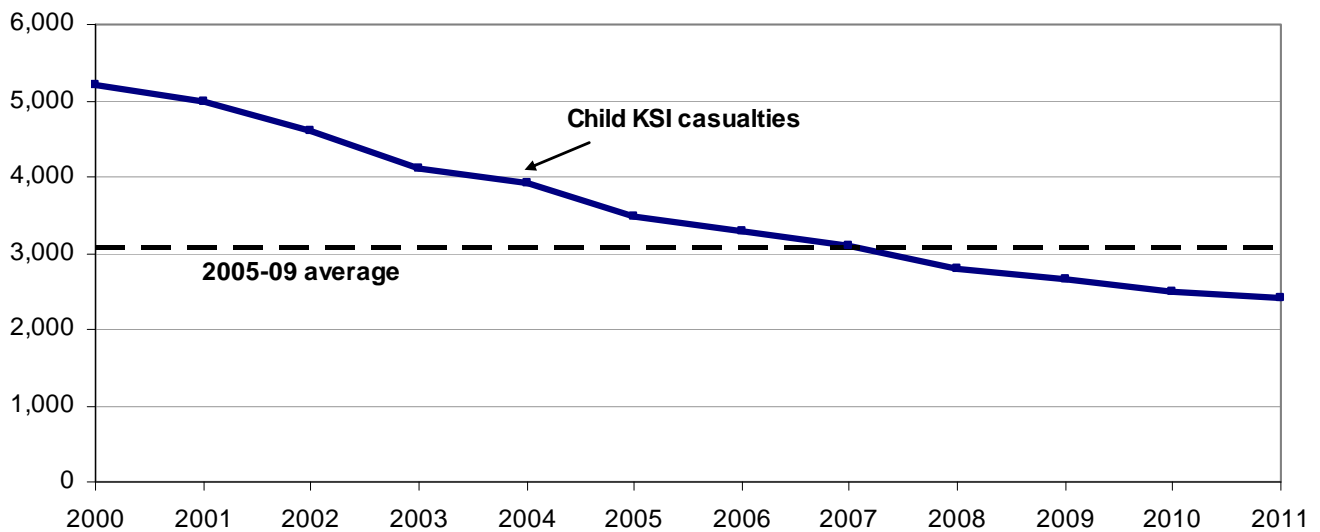
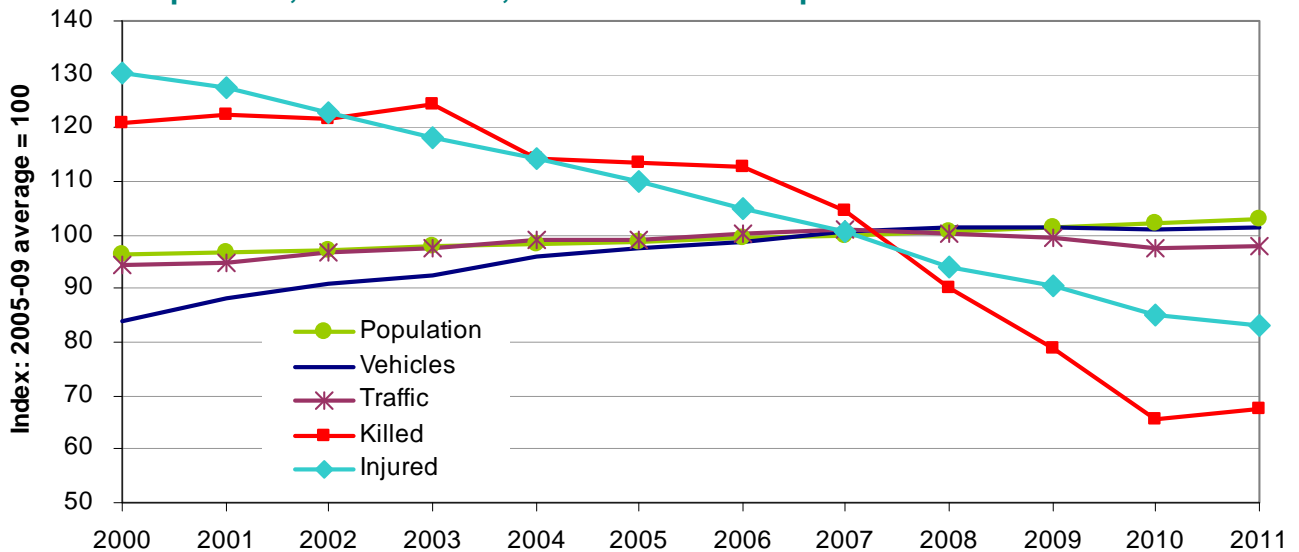


Chart 18: Population, vehicle stock, motor traffic and reported casualties: 2000-2011



RAS40006

Annex: Long term trends and summary statistics

Summary statistics: GB 2011

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

RAS40006

Summary statistics: GB 2011 (continued)

	Number			2011 Percentage change over:	
	2005-09 average	2010	2011	2010	2005-09 average
Motorcyclists					
Fatalities	544	403	362	-10	-33
Seriously injured	5,776	4,780	5,247	10	-9
Slightly injured	16,452	13,503	14,541	8	-12
Total	22,772	18,686	20,150	8	-12
Motorcycle traffic (billion vehicle miles)	3.2	2.9	2.9	1	-11
Fatalities on					
Motorways	17	13	8	-38	-52
Built-up roads	208	141	153	9	-26
Non built-up roads	320	249	201	-19	-37
KSI on					
Motorways	143	128	124	-3	-13
Built-up roads	3,865	3,050	3,444	13	-11
Non built-up roads	2,312	2,005	2,041	2	-12
Motorcycles with engine size up to 125 cc					
Fatalities	82	60	60	0	-27
Seriously injured	2,059	1,663	1,984	19	-4
Slightly injured	8,259	6,998	7,881	13	-5
Motorcycles with engine size over 125 cc					
Fatalities	462	343	302	-12	-35
Seriously injured	3,716	3,117	3,263	5	-12
Slightly injured	8,194	6,505	6,660	2	-19
Pedal cyclists					
Fatalities	130	111	107	-4	-18
Seriously injured	2,398	2,660	3,085	16	29
Slightly injured	13,934	14,414	16,023	11	15
Total	16,463	17,185	19,215	12	17
Child (0-15) KSI	485	398	398	0	-18
Adult (16+) KSI	2,001	2,333	2,750	18	37
Pedal cycle traffic (billion vehicle miles)	2.8	3.0	3.1	2	11
Vans/Light Goods Vehicles (LGV)					
Fatalities	49	34	34	0	-30
Seriously injured	453	325	306	-6	-32
Slightly injured	4,890	4,135	4,159	1	-15
LGV traffic (billion vehicle miles)	40.5	41.0	41.4	1	2
Casualties in accidents involving at least one LGV					
Fatalities	246	169	191	13	-22
KSI	2,154	1,835	1,872	2	-13
All casualties	19,409	16,941	17,359	2	-11
Heavy Goods Vehicles (HGV)					
Fatalities	37	28	28	0	-23
Seriously injured	277	184	167	-9	-40
Slightly injured	1,946	1,366	1,220	-11	-37
Casualties in accidents involving at least one HGV					
Fatalities	395	263	257	-2	-35
KSI	1,910	1,379	1,334	-3	-30
All casualties	13,092	9,686	9,350	-3	-29
HGV traffic (billion vehicle miles)	17.7	16.4	15.9	-3	-10
Children (aged 0-15)					
Fatalities	127	55	60	9	-53
Male	80	38	40	5	-50
Female	47	17	20	18	-58
KSI	3,067	2,502	2,412	-4	-21
All casualties	24,021	19,569	19,474	0	-19