

Reported Road Casualties on the Strategic Network 2013 – Appendices

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Appendix A: Glossary

Table A-1 Glossary of terms

Adults	Person aged 16 years and over (except where otherwise stated)
Baseline average	Average of values between the year 2005 and 2009. (2005–2009 baseline average)
Built-up roads	Roads with speed limits of 40mph or less
Buses and coaches	Vehicle equipped to carry 17 or more passengers regardless of use
Cars	Includes cars, private hire cars and private taxis
Collisions	See “Personal injury collisions”
Dual carriageway	Road where two opposing directions of traffic are separated by a physical barrier. For context of this report only; roundabouts, slip roads and one way streets are classed as dual carriageway.
Fatal collision	A collision where at least one person was killed.
Goods vehicles (GV)	Includes all weight categories of goods vehicles unless stated otherwise
Head on collision	A collision involving at least two vehicles moving in opposite directions at point of impact, where both vehicles first point of impact was recorded as “Front”. For example, the front of vehicle 1 moving North to South collides with the front of vehicle 2 moving South to North. Vehicles that hit an object on or off the carriageway, were parked, or where the vehicle movement was unknown are not included.
HGV	Heavy goods vehicle; classed as goods vehicle with known weight over 3.5tonnes respectively.
Junction collision	A collision recorded as occurring within 20m of a junction.
Killed	Human casualties who sustained injuries which caused death less than 30 days after the collision. Confirmed suicides are excluded. Also referred to as fatalities.
KSI	Killed or seriously injured
LGV (Other GV)	Light weight goods vehicle; classed as goods vehicle with known weight equal to or less than 3.5tonnes and those GVs without a classification within STATS19 data.
Motorcycle	Includes all engine capacities of powered two wheelers or motorcycles.
Motorways	Motorway and A(M) roads.
Non built-up roads	Roads with speed limits of 50mph or more.
Other vehicles	Other vehicles include ambulances, fire engines, trams, refuse vehicles, road rollers, agricultural vehicles, excavators, mobile cranes, tower wagons, army tanks, pedestrian-controlled vehicles with a motor. Other non-motor vehicles include those drawn by animals, ridden horses, invalid carriages, etc.
Overtake collision	A collision involving at least one vehicle recorded as overtaking another vehicle.
Pedal cyclist collision	A collision involving at least one pedal cyclist casualty.
Pedestrian collision	A collision involving at least one pedestrian casualty.
Personal injury collisions	Collisions resulting in at least one casualty of any severity.
Serious collision	Collision involving at least one casualty who is seriously injured with no casualties killed.
Seriously injured	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, crushing, burns, severe cuts and lacerations, severe general shock requiring medical treatment and injuries causing death 30 or more days after the collision.
Severity	Of a collision; the severity of the most injured casualty (fatal, serious or slight). Of a casualty; killed, seriously injured or slightly injured.

Glossary continued

Shunt collision	A collision involving at least two vehicles moving in the same directions at point of impact, where one vehicles first point of impact was recorded as "Front" and the other vehicles as "Back". For example, the front of vehicle 1 moving North to South collides with the back of vehicle 2 moving North to South. Vehicles that hit an object on or off the carriageway, were parked, or where the vehicle movement was unknown are not included.
Single vehicle collision	A collision involving a single vehicle (includes collisions involving pedestrians).
Single vehicle run off collision	A collision involving a single vehicle recorded as leaving the carriageway (excludes collisions involving pedestrians).
Slight collision	Collision involving at least one casualty who is slightly injured with no casualties killed or seriously injured.
Slightly injured	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.
Traffic	The number of vehicle-miles of traffic, measured in 100 million vehicle miles (100 MVM). Also referred to as hundred million vehicle miles (HMVM).
Young motorist	Drivers of vehicles aged between 17 and 24 years old whose vehicle is not powered two wheelers or pedal cycle.
Young rider	Rider of vehicles aged between 16 and 19 years old whose vehicle is a powered two wheelers.

Appendix B: Collision Statistics

Table B-1 to Table B-14 Contain breakdowns of collisions referenced to location, time, road conditions and vehicle type.

Table B-1 Collisions by road classification, severity and year

Road Classification		Collision Severity	2005-2009 BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	2013 per cent change from BSL average	2013 per cent change from 2012
Motorway -		Fatal	131.2	156	146	132	123	99	105	78	70	85	-35.2	21.4
		Serious	684.2	731	710	735	642	603	593	537	483	487	-28.8	0.8
		Fatal + Serious	815.4	887	856	867	765	702	698	615	553	572	-29.9	3.4
		Slight	6,135.8	6,850	6,657	6,261	5,697	5,214	5,128	4,538	4,445	4,224	-31.2	-5.0
		Total	6,951.2	7,737	7,513	7,128	6,462	5,916	5,826	5,153	4,998	4,796	-31.0	-4.0
A-road	Dual Carriageway Built-up	Fatal	5.4	8	5	6	3	5	1	4	4	2	-	-
		Serious	50.8	54	42	58	50	50	45	53	50	41	-19.3	-18.0
		Fatal + Serious	56.2	62	47	64	53	55	46	57	54	43	-23.5	-20.4
		Slight	612.2	659	612	637	594	559	443	617	537	493	-19.5	-8.2
		Total	668.4	721	659	701	647	614	489	674	591	536	-19.8	-9.3
	Non Built-up	Fatal	114.4	125	125	124	124	74	86	92	77	80	-30.1	3.9
		Serious	543.4	658	579	527	490	463	490	467	458	422	-22.3	-7.9
		Fatal + Serious	657.8	783	704	651	614	537	576	559	535	502	-23.7	-6.2
		Slight	3,753.8	4,092	4,010	3,865	3,468	3,334	3,083	3,176	2,998	2,934	-21.8	-2.1
		Total	4,411.6	4,875	4,714	4,516	4,082	3,871	3,659	3,735	3,533	3,436	-22.1	-2.7
A-road	Single Carriageway Built-up	Fatal	5.2	4	4	6	9	3	5	7	7	9	-	-
		Serious	57.2	66	46	66	42	66	52	57	50	44	-23.1	-12.0
		Fatal + Serious	62.4	70	50	72	51	69	57	64	57	53	-15.1	-7.0
		Slight	397.4	395	400	397	402	393	328	309	306	314	-21.0	2.6
		Total	459.8	465	450	469	453	462	385	373	363	367	-20.2	1.1
	Non Built-up	Fatal	57.8	71	64	58	50	46	34	45	43	50	-13.5	16.3
		Serious	235.0	266	251	242	199	217	165	164	187	214	-8.9	14.4
		Fatal + Serious	292.8	337	315	300	249	263	199	209	230	264	-9.8	14.8
		Slight	1,087.4	1,218	1,184	1,151	934	950	856	803	805	741	-31.9	-8.0
		Total	1,380.2	1,555	1,499	1,451	1,183	1,213	1,055	1,012	1,035	1,005	-27.2	-2.9
Other	Total	0.0	0	0	0	0	0	0	0	0	5	-	-	

Notes: (a) Where the road classification is denoted as "Other", these collisions were located on sections of the reference network that have been downgraded in class (to B or below) since 2010

Table B-2 Collisions by month and year

Quarter	Month	2005-2009											2013 per cent	2013 per cent
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	change from BSL average	change from 2012	
Q1	Jan	1,117.6	1,205	1,053	1,173	1,116	1,041	771	894	785	709	-36.6	-9.7	
	Feb	1,033.0	1,133	1,158	1,025	1,072	777	882	867	772	706	-31.7	-8.5	
	Mar	1,080.6	1,151	1,118	1,101	1,133	900	838	842	810	775	-28.3	-4.3	
Q2	Apr	1,055.8	1,121	1,074	1,095	1,076	913	946	875	837	690	-34.6	-17.6	
	May	1,103.6	1,230	1,176	1,147	1,007	958	941	823	822	827	-25.1	0.6	
	Jun	1,101.2	1,237	1,221	1,129	978	941	935	929	818	828	-24.8	1.2	
Q3	Jul	1,257.8	1,336	1,404	1,340	1,128	1,081	1,015	970	981	987	-21.5	0.6	
	Aug	1,227.4	1,416	1,254	1,335	1,051	1,081	1,007	947	953	918	-25.2	-3.7	
	Sep	1,164.4	1,298	1,362	1,171	1,005	986	988	941	910	813	-30.2	-10.7	
Q4	Oct	1,231.0	1,419	1,347	1,249	1,109	1,031	1,046	943	909	983	-20.1	8.1	
	Nov	1,284.6	1,432	1,350	1,280	1,150	1,211	1,111	973	1,006	993	-22.7	-1.3	
	Dec	1,214.2	1,375	1,318	1,220	1,002	1,156	934	943	917	916	-24.6	-0.1	

Table B-3 Fatal and serious collisions by month and year

Quarter	Month	2005-2009											2013 per cent	2013 per cent
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	change from BSL average	change from 2012	
Q1	Jan	145.4	169	126	165	121	146	91	118	103	85	-41.5	-17.5	
	Feb	135.2	176	138	121	143	98	104	103	112	87	-35.7	-22.3	
	Mar	144.0	172	142	144	153	109	107	108	106	97	-32.6	-8.5	
Q2	Apr	155.8	155	162	178	153	131	142	115	120	99	-36.5	-17.5	
	May	158.4	173	170	144	132	173	129	123	126	126	-20.5	0.0	
	Jun	161.4	186	160	156	144	161	125	123	109	113	-30.0	3.7	
Q3	Jul	178.4	200	208	188	173	123	162	147	126	155	-13.1	23.0	
	Aug	177.0	198	179	182	178	148	171	152	144	152	-14.1	5.6	
	Sep	163.2	181	170	174	144	147	161	151	114	136	-16.7	19.3	
Q4	Oct	153.6	181	152	167	129	139	128	117	132	146	-4.9	10.6	
	Nov	159.2	184	178	170	134	130	130	124	123	119	-25.3	-3.3	
	Dec	153.0	164	187	165	128	121	126	123	114	120	-21.6	5.3	

Table B-4 Collisions by time period, day and year

Day	Grouped Time	2005-2009 BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	2013 per cent change from average	2013 per cent change from 2012
Monday	0 - 6am	145.8	154	176	168	107	124	105	113	89	90	-38.3	1.1
	6 - 10am	555.2	633	583	568	552	440	432	435	393	415	-25.3	5.6
	10am - 2pm	427.8	538	433	416	389	363	351	297	316	314	-26.6	-0.6
	2 - 6pm	549.0	576	559	582	519	509	458	448	454	421	-23.3	-7.3
	6pm - 0am	346.2	375	362	375	317	302	269	301	284	244	-29.5	-14.1
Tuesday	0 - 6am	129.8	167	119	137	123	103	106	98	92	102	-21.4	10.9
	6 - 10am	513.6	538	548	534	516	432	396	426	389	402	-21.7	3.3
	10am - 2pm	386.6	438	400	424	351	320	324	270	282	285	-26.3	1.1
	2 - 6pm	545.2	614	589	547	520	456	423	452	423	436	-20.0	3.1
	6pm - 0am	376.8	396	390	404	362	332	323	299	264	290	-23.0	9.8
Wednesday	0 - 6am	117.6	127	105	123	115	118	91	81	71	80	-32.0	12.7
	6 - 10am	525.0	566	565	535	496	463	432	375	408	380	-27.6	-6.9
	10am - 2pm	369.2	428	397	373	354	294	291	322	315	261	-29.3	-17.1
	2 - 6pm	555.0	630	572	562	538	473	465	476	494	400	-27.9	-19.0
	6pm - 0am	392.8	449	434	386	331	364	335	311	290	301	-23.4	3.8
Thursday	0 - 6am	134.2	125	148	147	122	129	102	87	93	71	-47.1	-23.7
	6 - 10am	482.4	500	538	528	425	421	404	398	376	378	-21.6	0.5
	10am - 2pm	392.0	427	437	440	330	326	292	312	286	270	-31.1	-5.6
	2 - 6pm	589.6	639	659	598	534	518	508	529	488	442	-25.0	-9.4
	6pm - 0am	413.4	513	421	435	343	355	333	334	321	288	-30.3	-10.3
Friday	0 - 6am	145.6	166	145	152	161	104	115	83	129	95	-34.8	-26.4
	6 - 10am	387.4	418	427	407	357	328	322	320	279	282	-27.2	1.1
	10am - 2pm	522.4	576	597	513	463	463	422	431	387	384	-26.5	-0.8
	2 - 6pm	779.6	860	877	724	696	741	728	659	575	573	-26.5	-0.3
	6pm - 0am	517.4	601	562	511	460	453	454	389	396	436	-15.7	10.1
Saturday	0 - 6am	202.8	232	226	200	181	175	173	159	137	139	-31.5	1.5
	6 - 10am	248.0	256	275	241	234	234	238	172	167	181	-27.0	8.4
	10am - 2pm	532.2	570	552	573	479	487	454	415	412	380	-28.6	-7.8
	2 - 6pm	444.8	505	469	457	412	381	360	325	341	324	-27.2	-5.0
	6pm - 0am	357.4	374	343	374	380	316	269	244	239	269	-24.7	12.6
Sunday	0 - 6am	210.8	226	230	215	197	186	163	164	161	128	-39.3	-20.5
	6 - 10am	215.8	208	236	217	210	208	199	198	201	150	-30.5	-25.4
	10am - 2pm	442.0	470	466	451	417	406	363	342	337	321	-27.4	-4.7
	2 - 6pm	493.8	564	540	488	455	422	388	384	350	326	-34.0	-6.9
	6pm - 0am	423.8	493	455	460	381	330	326	298	281	287	-32.3	2.1

Notes: (a) One collision in 2005 was excluded due to no time being recorded.

Table B-5 Fatal and serious collisions by time period, day and year

Day	Grouped Time	2005-2009 BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	2013 per cent change from average	2013 per cent change from 2012
Monday	0 - 6am	34.0	29	43	52	19	27	24	29	16	20	-41.2	25.0
	6 - 10am	55.6	68	40	68	53	49	34	49	51	41	-26.3	-19.6
	10am - 2pm	49.4	64	46	56	39	42	44	37	44	41	-17.0	-6.8
	2 - 6pm	66.2	72	72	75	50	62	67	69	54	53	-19.9	-1.9
	6pm - 0am	54.0	55	56	54	61	44	45	40	43	51	-5.6	18.6
Tuesday	0 - 6am	27.6	34	22	35	31	16	20	15	19	24	-13.0	26.3
	6 - 10am	59.6	61	63	61	55	58	42	54	42	51	-14.4	21.4
	10am - 2pm	45.8	52	55	41	39	42	42	31	41	39	-14.8	-4.9
	2 - 6pm	61.6	74	64	66	52	52	51	49	51	53	-14.0	3.9
	6pm - 0am	57.2	68	44	59	67	48	42	35	26	53	-7.3	103.8
Wednesday	0 - 6am	30.0	28	35	28	32	27	22	15	20	14	-53.3	-30.0
	6 - 10am	50.2	63	59	46	51	32	45	44	43	42	-16.3	-2.3
	10am - 2pm	41.8	55	48	38	40	28	34	32	37	35	-16.3	-5.4
	2 - 6pm	58.6	59	70	61	57	46	54	55	52	49	-16.4	-5.8
	6pm - 0am	62.8	84	56	75	46	53	53	34	35	39	-37.9	11.4
Thursday	0 - 6am	32.6	39	33	28	35	28	21	17	17	23	-29.4	35.3
	6 - 10am	48.8	46	59	59	34	46	50	24	46	45	-7.8	-2.2
	10am - 2pm	45.0	53	49	51	42	30	30	35	24	33	-26.7	37.5
	2 - 6pm	59.2	61	59	61	64	51	56	49	53	53	-10.5	0.0
	6pm - 0am	68.2	78	75	74	61	53	46	59	42	36	-47.2	-14.3
Friday	0 - 6am	34.6	43	33	35	30	32	31	15	28	23	-33.5	-17.9
	6 - 10am	40.4	39	52	38	35	38	40	39	30	41	1.5	36.7
	10am - 2pm	57.0	66	56	55	52	56	51	60	49	60	5.3	22.4
	2 - 6pm	79.0	90	84	78	77	66	89	77	63	65	-17.7	3.2
	6pm - 0am	76.2	92	78	74	77	60	68	54	59	65	-14.7	10.2
Saturday	0 - 6am	51.4	62	52	59	41	43	44	41	34	34	-33.9	0.0
	6 - 10am	37.6	46	41	33	28	40	40	27	29	23	-38.8	-20.7
	10am - 2pm	60.2	58	61	61	52	69	53	50	46	46	-23.6	0.0
	2 - 6pm	69.8	85	73	72	63	56	49	55	53	52	-25.5	-1.9
	6pm - 0am	67.8	73	64	69	79	54	47	43	46	41	-39.5	-10.9
Sunday	0 - 6am	62.0	74	63	68	51	54	44	49	47	26	-58.1	-44.7
	6 - 10am	32.6	38	30	29	31	35	43	42	39	26	-20.2	-33.3
	10am - 2pm	65.0	66	74	60	65	60	61	69	52	38	-41.5	-26.9
	2 - 6pm	74.8	79	96	71	59	69	54	59	56	58	-22.5	3.6
	6pm - 0am	67.8	84	67	64	64	60	40	52	42	42	-38.1	0.0

Notes: (a) One collision in 2005 was excluded due to no time being recorded.

Table B-6 Collisions by road surface conditions, weather conditions and year

Road surface Conditions	Weather	2005-2009 BSL										2013 per cent change from BSL average	2013 per cent change from 2012
		average	2005	2006	2007	2008	2009	2010	2011	2012	2013		
Dry	Fine	9,064.6	10,097	9,853	9,456	8,156	7,761	7,313	7,756	6,586	6,755	-25.5	2.6
	Rain	11.0	11	10	12	10	12	10	5	13	9	-	-
	Fog or mist	22.4	21	26	24	26	15	14	22	23	11	-50.9	-52.2
	Snow	1.8	0	4	2	0	3	1	0	0	3	-	-
	Other/unknown	199.8	227	197	205	190	180	159	132	120	136	-31.9	13.3
Wet or damp	Fine	1,943.6	2,230	2,135	1,906	1,837	1,610	1,452	1,292	1,471	1,328	-31.7	-9.7
	Rain	1,960.4	1,970	2,070	2,140	1,968	1,654	1,368	1,340	1,749	1,259	-35.8	-28.0
	Fog or mist	112.2	140	152	93	102	74	88	56	77	53	-52.8	-31.2
	Snow	42.6	82	39	31	34	27	56	9	10	50	17.4	-
	Other/unknown	178.4	228	167	183	159	155	153	111	118	112	-37.2	-5.1
Flood over 3cm. deep	Fine	3.2	3	2	4	2	5	0	2	3	0	-	-
	Rain	43.4	37	41	45	46	48	37	27	66	41	-5.5	-37.9
	Fog or mist	0.0	0	0	0	0	0	0	0	0	0	-	-
	Snow	0.6	0	1	0	1	1	0	0	0	2	-	-
	Other/unknown	1.0	1	0	0	1	3	1	0	1	2	-	-
Frost or ice	Fine	103.0	90	49	54	110	212	271	101	105	68	-34.0	-35.2
	Rain	7.4	5	4	3	8	17	23	12	12	14	-	-
	Fog or mist	9.6	10	7	8	13	10	38	3	5	7	-	-
	Snow	20.2	26	13	11	19	32	77	11	21	37	83.2	76.2
	Other/unknown	42.6	36	14	20	39	104	114	30	41	46	8.0	12.2
Snow	Fine	6.4	8	3	3	4	14	42	2	15	22	-	46.7
	Rain	2.6	7	2	0	1	3	2	1	3	6	-	-
	Fog or mist	0.4	0	0	0	0	2	3	0	4	2	-	-
	Snow	70.6	92	27	39	80	115	165	24	53	154	118.1	190.6
	Other/unknown	3.2	6	0	2	2	6	18	1	3	6	-	-
Other	Summation of other codes	20.2	26	19	24	19	13	9	10	21	22	8.9	4.8

Table B-7 Collisions involving single vehicles by severity and year

Severity	2005-2009 BSL										2013 per cent change from BSL average	2013 per cent change from 2012
	average	2005	2006	2007	2008	2009	2010	2011	2012	2013		
Fatal	109.0	117	123	114	112	79	70	80	65	78	-28.4	20.0
Serious	540.2	625	540	567	494	475	454	467	426	381	-29.5	-10.6
Slight	2,499.6	2,652	2,659	2,579	2,349	2,259	2,064	1,927	1,921	1,716	-31.3	-10.7
Total	3,148.8	3,394	3,322	3,260	2,955	2,813	2,588	2,474	2,412	2,175	-30.9	-9.8

Table B-8 Collisions involving HGVs by severity and year

Severity	2005-2009 BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	2013 per cent change from BSL average	2013 per cent change from 2012
Fatal	109.6	133	119	120	103	73	80	71	80	81	-26.1	1.3
Serious	346.8	443	366	357	306	262	273	220	238	262	-24.5	10.1
Slight	2,471.2	2,856	2,750	2,650	2,240	1,860	1,925	1,844	1,674	1,670	-32.4	-0.2
Total	2,927.6	3,432	3,235	3,127	2,649	2,195	2,278	2,135	1,992	2,013	-31.2	1.1

Table B-9 Collisions involving Other GV's by severity and year

Severity	2005-2009 BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	2013 per cent change from BSL average	2013 per cent change from 2012
Fatal	37.6	36	36	48	38	30	38	30	28	25	-33.5	-10.7
Serious	180.6	232	194	158	152	167	146	134	142	144	-20.3	1.4
Slight	1,442.4	1,528	1,592	1,438	1,391	1,263	1,174	1,188	1,123	1,144	-20.7	1.9
Total	1,660.6	1,796.0	1,822.0	1,644.0	1,581.0	1,460.0	1,358.0	1,352.0	1,293.0	1,313.0	-20.9	1.5

Table B-10 Collisions involving young drivers (aged 17 – 24 years) by severity and year

Severity	2005-2009 BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	2013 per cent change from BSL average	2013 per cent change from 2012
Fatal	70.6	93	73	71	68	48	55	57	29	40	-43.3	37.9
Serious	381.0	423	389	412	352	329	320	286	246	226	-40.7	-8.1
Slight	3,583.6	3,904	3,795	3,701	3,267	3,251	2,874	2,689	2,455	2,298	-35.9	-6.4
Total	4,035.2	4,420	4,257	4,184	3,687	3,628	3,249	3,032	2,730	2,564	-36.5	-6.1

Table B-11 Collisions involving elderly drivers (aged 70 years and over) by severity and year

Severity	2005-2009 BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	2013 per cent change from BSL average	2013 per cent change from 2012
Fatal	28.8	34	27	28	33	22	23	28	27	28	-2.8	3.7
Serious	106.8	110	116	102	89	117	110	108	85	129	20.8	51.8
Slight	642.2	697	632	665	599	618	595	588	611	614	-4.4	0.5
Total	777.8	841	775	795	721	757	728	724	723	771	-0.9	6.6

Table B-12 Collisions involving towed caravans by severity and year

Severity	2005-2009											2013 per cent	2013 per cent
	BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	change from BSL average	change from 2012	
Fatal	1.8	1	4	0	1	3	0	0	0	3	-	-	
Serious	7.8	12	6	10	5	6	8	9	7	8	-	-	
Slight	77.0	94	98	71	62	60	60	59	47	37	-51.9	-21.3	
Total	86.6	107	108	81	68	69	68	68	54	48	-44.6	-11.1	

Table B-13 Collisions by top 20 road names and year

No.	Road name	2005-2009											2013 per cent	2013 per cent
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	change from BSL average	change from 2012	
1	M6	896.6	1,017	961	916	861	728	793	670	636	694	-22.6	9.1	
2	M1	1,062.8	1,333	1,146	1,077	917	841	855	659	706	664	-37.5	-5.9	
3	M25	981.8	1,254	1,083	931	858	783	793	790	765	656	-33.2	-14.2	
4	A1	616.6	752	675	589	535	532	500	427	357	381	-38.2	6.7	
5	M4	478.6	506	570	506	454	357	422	377	375	361	-24.6	-3.7	
6	A5	315.2	351	338	331	277	279	294	276	283	281	-10.9	-0.7	
7	A27	312.6	334	348	310	289	282	276	258	247	281	-10.1	13.8	
8	A38	344.0	380	363	363	307	307	277	292	310	274	-20.3	-11.6	
9	A1(M)	272.6	201	282	308	303	269	269	251	234	260	-4.6	11.1	
10	M5	446.4	493	441	496	391	411	330	288	267	246	-44.9	-7.9	
11	A14	334.4	383	334	342	327	286	306	270	253	235	-29.7	-7.1	
12	M3	240.8	239	288	237	223	217	213	208	196	215	-10.7	9.7	
13	A46	285.0	286	312	292	269	266	205	210	224	205	-28.1	-8.5	
14	M62	398.0	430	410	424	396	330	315	311	258	199	-50.0	-22.9	
15	A30	231.2	273	241	259	198	185	184	203	206	194	-16.1	-5.8	
16	A12	264.6	306	266	275	256	220	196	212	195	190	-28.2	-2.6	
17	A2	194.6	205	215	193	184	176	198	189	168	182	-6.5	8.3	
18	M40	304.2	308	337	344	276	256	266	248	216	178	-41.5	-17.6	
19	A47	227.4	255	226	228	219	209	172	180	165	168	-26.1	1.8	
20	A34	166.0	139	206	184	162	139	113	181	164	162	-2.4	-1.2	

Notes: (a) Ranked by 2013

Table B-14 Collisions by collision type and year

Collision Type	2005-2009 BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	2013 per cent change from BSL average	2013 per cent change from 2012
Head On	269.4	291	284	293	247	232	189	167	171	183	-32.1	7.0
Shunt	5,732.6	6,347	6,261	5,842	5,278	4,935	4,766	4,655	4,379	4,360	-23.9	-0.4
Junction	4,100.8	4,503	4,257	4,175	3,831	3,738	3,327	3,574	3,389	3,025	-26.2	-10.7
Pedestrian	201.8	210	176	218	219	186	189	179	141	171	-15.3	21.3
Pedal cyclist	148.4	173	157	139	140	133	145	172	169	146	-1.6	-13.6
Overtake	938.2	1,209	985	948	812	737	701	591	545	578	-38.4	6.1
Single vehicle run-off	2,430.8	2,669	2,557	2,523	2,249	2,156	1,984	1,856	1,854	1,676	-31.1	-9.6
Other	2,840.4	3,120	3,139	2,911	2,605	2,427	2,334	2,111	2,048	1,988	-30.0	-2.9

Notes: (a) For definitions of each collision type refer to Appendix A.

(b) Collisions may fall within more than one collision type and hence may be counted more than once.

Appendix C: Casualty Statistics

Table C-1 to Table C-24 provide breakdowns of casualties by gender, severity, time of day, object hit off/on carriageway, road type and involving different road user groups.

Table C-1 Casualties by road classification, severity and year

Road Classification		Causality Severity	2005-2009 BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	2013 per cent change from BSL average	2013 per cent change from 2012
Motorway	-	Killed	153.6	184	169	156	143	116	110	90	78	87	-43.4	11.5
		Seriously Injured	859.4	938	876	945	783	755	716	654	577	596	-30.6	3.3
		KSI	1,013.0	1,122	1,045	1,101	926	871	826	744	655	683	-32.6	4.3
		Slightly Injured	10,186.6	11,360	11,018	10,426	9,391	8,738	8,552	8,008	7,556	7,154	-29.8	-5.3
		Total	11,199.6	12,482	12,063	11,527	10,317	9,609	9,378	8,752	8,211	7,837	-30.0	-4.6
A-road	Dual Carriageway Built-up	Killed	5.6	8	5	6	4	5	1	6	4	2	-	-
		Seriously Injured	60.0	63	54	64	58	61	48	56	52	42	-30.0	-19.2
		KSI	65.6	71	59	70	62	66	49	62	56	44	-32.9	-21.4
		Slightly Injured	839.2	923	808	868	840	757	632	867	771	692	-17.5	-10.2
		Total	904.8	994	867	938	902	823	681	929	827	736	-18.7	-11.0
	Non Built-up	Killed	127.2	145	136	138	137	80	91	97	80	88	-30.8	10.0
		Seriously Injured	659.6	819	718	628	591	542	584	566	551	494	-25.1	-10.3
		KSI	786.8	964	854	766	728	622	675	663	631	582	-26.0	-7.8
		Slightly Injured	5,812.2	6,426	6,187	5,873	5,326	5,249	4,907	5,041	4,674	4,677	-19.5	0.1
		Total	6,599.0	7,390	7,041	6,639	6,054	5,871	5,582	5,704	5,305	5,259	-20.3	-0.9
A-road	Single Carriageway Built-up	Killed	6.0	6	6	6	9	3	5	8	8	11	-	-
		Seriously Injured	63.6	71	52	76	48	71	55	68	54	49	-23.0	-9.3
		KSI	69.6	77	58	82	57	74	60	76	62	60	-13.8	-3.2
		Slightly Injured	600.6	593	610	596	615	589	475	493	500	512	-14.8	2.4
		Total	670.2	670	668	678	672	663	535	569	562	572	-14.7	1.8
	Non Built-up	Killed	64.8	79	73	64	57	51	42	50	47	56	-13.6	19.1
		Seriously Injured	321.4	378	351	322	273	283	234	234	245	283	-11.9	15.5
		KSI	386.2	457	424	386	330	334	276	284	292	339	-12.2	16.1
		Slightly Injured	1,943.0	2,191	2,133	2,023	1,628	1,740	1,570	1,482	1,476	1,345	-30.8	-8.9
		Total	2,329.2	2,648	2,557	2,409	1,958	2,074	1,846	1,766	1,768	1,684	-27.7	-4.8
Other	-	Total	0.0	0	0	0	0	0	0	0	6	-	-	

Notes: (a) Where the road classification is denoted as "Other", these casualties were located on sections of the reference network that have been downgraded in class (to B or below) since 2010.

Table C-2 Casualties by age, severity and year

Casualties age group	Casualty Severity	2005-2009											2013 per cent	2013 per cent
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	change from BSL average	change from 2012	
Children (0-15)	Killed	11.8	8	10	15	16	10	10	2	7	5	-	-	
	Seriously Injured	70.6	79	77	63	70	64	75	62	53	33	-53.3	-37.7	
	KSI	82.4	87	87	78	86	74	85	64	60	38	-53.9	-36.7	
	Slightly Injured	1,059.2	1,235	1,102	1,033	938	988	850	946	802	775	-26.8	-3.4	
	Total	1,141.6	1,322	1,189	1,111	1,024	1,062	935	1,010	862	813	-28.8	-5.7	
Young (16-19)	Killed	26.4	30	28	30	22	22	16	20	4	18	-31.8	-	
	Seriously Injured	172.2	226	176	171	141	147	115	107	75	85	-50.6	13.3	
	KSI	198.6	256	204	201	163	169	131	127	79	103	-48.1	30.4	
	Slightly Injured	1,551.0	1,657	1,626	1,636	1,468	1,368	1,205	1,085	961	851	-45.1	-11.4	
	Total	1,749.6	1,913	1,830	1,837	1,631	1,537	1,336	1,212	1,040	954	-45.5	-8.3	
Other (20-59)	Killed	258.4	321	290	245	255	181	173	164	151	164	-36.5	8.6	
	Seriously Injured	1,455.0	1,656	1,535	1,541	1,301	1,242	1,174	1,153	1,102	1,059	-27.2	-3.9	
	KSI	1,713.4	1,977	1,825	1,786	1,556	1,423	1,347	1,317	1,253	1,223	-28.6	-2.4	
	Slightly Injured	14,705.8	16,328	15,864	15,000	13,470	12,867	12,307	11,990	11,466	10,936	-25.6	-4.6	
	Total	16,419.2	18,305	17,689	16,786	15,026	14,290	13,654	13,307	12,719	12,159	-25.9	-4.4	
Older (60-69)	Killed	23.8	18	23	34	25	19	20	22	21	21	-11.8	0.0	
	Seriously Injured	136.4	143	122	136	137	144	146	140	130	128	-6.2	-1.5	
	KSI	160.2	161	145	170	162	163	166	162	151	149	-7.0	-1.3	
	Slightly Injured	1,101.4	1,128	1,159	1,137	1,065	1,018	1,017	1,063	994	1,008	-8.5	1.4	
	Total	1,261.6	1,289	1,304	1,307	1,227	1,181	1,183	1,225	1,145	1,157	-8.3	1.0	
Elderly (70+)	Killed	35.8	43	36	45	32	23	30	43	34	36	0.6	5.9	
	Seriously Injured	109.4	133	119	103	91	101	108	108	107	152	38.9	42.1	
	KSI	145.2	176	155	148	123	124	138	151	141	188	29.5	33.3	
	Slightly Injured	690.4	779	679	682	660	652	606	638	578	636	-7.9	10.0	
	Total	835.6	955	834	830	783	776	744	789	719	824	-1.4	14.6	
Unknown	Killed	1.0	2	2	1	0	0	0	0	0	0	-	-	
	Seriously Injured	20.4	32	22	21	13	14	19	8	12	8	-60.8	-	
	KSI	21.4	34	24	22	13	14	19	8	12	8	-62.6	-	
	Slightly Injured	273.8	366	326	298	199	180	151	169	176	179	-34.6	1.7	
	Total	295.2	400	350	320	212	194	170	177	188	187	-36.3	-0.5	

Table C-3i. Casualties by casualty type, severity and year

Casualty type	Casualty Severity	2005-2009 BSL										2013 per cent change from average	2013 per cent change from 2012
		average	2005	2006	2007	2008	2009	2010	2011	2012	2013		
Bus / Coach occupant	Killed	0.8	0	0	3	0	1	2	1	1	1	-	-
	Seriously Injured	14.8	3	10	47	8	6	28	10	6	38	-	-
	KSI	15.6	3	10	50	8	7	30	11	7	39	150.0	-
	Slightly Injured	135.8	92	125	254	134	74	106	228	130	109	-19.7	-16.2
	Total	151.4	95	135	304	142	81	136	239	137	148	-2.2	8.0
Car occupants	Killed	221.4	263	255	208	220	161	133	162	122	133	-39.9	9.0
	Seriously Injured	1,293.2	1,510	1,368	1,302	1,139	1,147	1,088	1,027	969	931	-28.0	-3.9
	KSI	1,514.6	1,773	1,623	1,510	1,359	1,308	1,221	1,189	1,091	1,064	-29.8	-2.5
	Slightly Injured	16,718.8	18,575	17,955	16,870	15,273	14,921	13,999	13,631	12,920	12,375	-26.0	-4.2
	Total	18,233.4	20,348	19,578	18,380	16,632	16,229	15,220	14,820	14,011	13,439	-26.3	-4.1
Other goods vehicle occupant	Killed	12.6	13	11	17	10	12	11	5	11	12	-	-
	Seriously Injured	94.0	109	105	92	82	82	66	57	67	52	-44.7	-22.4
	KSI	106.6	122	116	109	92	94	77	62	78	64	-40.0	-17.9
	Slightly Injured	930.4	1,027	1,019	916	907	783	739	774	742	719	-22.7	-3.1
	Total	1,037.0	1,149	1,135	1,025	999	877	816	836	820	783	-24.5	-4.5
HGV occupant	Killed	22.4	33	21	35	16	7	19	16	16	14	-37.5	-12.5
	Seriously Injured	122.4	166	135	136	102	73	74	66	67	66	-46.1	-1.5
	KSI	144.8	199	156	171	118	80	93	82	83	80	-44.8	-3.6
	Slightly Injured	639.2	786	730	712	554	414	453	373	412	382	-40.2	-7.3
	Total	784.0	985	886	883	672	494	546	455	495	462	-41.1	-6.7
Pedal Cyclist	Killed	8.0	12	8	5	7	8	12	5	8	6	-	-
	Seriously Injured	33.0	45	30	31	29	30	40	37	46	28	-15.2	-39.1
	KSI	41.0	57	38	36	36	38	52	42	54	34	-17.1	-37.0
	Slightly Injured	109.2	120	121	103	105	97	96	131	116	115	5.3	-0.9
	Total	150.2	177	159	139	141	135	148	173	170	149	-0.8	-12.4
PTW users	Killed	44.0	55	46	39	52	28	30	23	23	37	-15.9	60.9
	Seriously Injured	330.4	352	338	354	311	297	273	307	272	277	-16.2	1.8
	KSI	374.4	407	384	393	363	325	303	330	295	314	-16.1	6.4
	Slightly Injured	651.2	702	635	712	616	591	559	600	517	532	-18.3	2.9
	Total	1,025.6	1,109	1,019	1,105	979	916	862	930	812	846	-17.5	4.2
Pedestrian	Killed	46.4	44	46	62	45	35	42	36	36	38	-18.1	5.6
	Seriously Injured	62.6	67	53	60	71	62	64	58	46	52	-16.9	13.0
	KSI	109.0	111	99	122	116	97	106	94	82	90	-17.4	9.8
	Slightly Injured	107.2	112	90	115	117	102	93	88	66	93	-13.2	40.9
	Total	216.2	223	189	237	233	199	199	182	148	183	-15.4	23.6

Table C-3ii. Casualties by casualty type, severity and year (Contd.)

Casualty type	Casualty Severity	2005-2009	2005	2006	2007	2008	2009	2010	2011	2012	2013	2013 per cent	2013 per cent
		BSL average										change from BSL average	change from 2012
Other/Unknown	Killed	1.6	2	2	1	0	3	0	3	0	3	-	-
	Seriously Injured	13.6	17	12	13	11	15	4	16	6	21	-	-
	KSI	15.2	19	14	14	11	18	4	19	6	24	57.9	-
	Slightly Injured	89.8	79	81	104	94	91	91	66	74	60	-33.2	-18.9
	Total	105.0	98	95	118	105	109	95	85	80	84	-20.0	5.0

Table C-4 Bus and coach occupant casualties by age, severity and year

Casualties age group	Casualty Severity	2005-2009 BSL										2013 per cent change from average	2013per cent change from 2012
		average	2005	2006	2007	2008	2009	2010	2011	2012	2013		
Children (0-15)	Killed	0.0	0	0	0	0	0	1	0	0	0	-	-
	Seriously Injured	1.4	1	2	3	1	0	14	1	0	0	-	-
	KSI	1.4	1	2	3	1	0	15	1	0	0	-	-
	Slightly Injured	16.6	12	44	10	12	5	27	97	23	18	8.4	-21.7
	Total	18.0	13	46	13	13	5	42	98	23	18	0.0	-21.7
Young (16-19)	Killed	0.0	0	0	0	0	0	1	0	0	1	-	-
	Seriously Injured	1.4	0	0	5	1	1	3	0	1	0	-	-
	KSI	1.4	0	0	5	1	1	4	0	1	1	-	-
	Slightly Injured	12.6	6	10	40	5	2	9	4	21	7	-	-66.7
	Total	14.0	6	10	45	6	3	13	4	22	8	-	-63.6
Other (20-59)	Killed	0.6	0	0	2	0	1	0	0	1	0	-	-
	Seriously Injured	9.0	2	6	29	4	4	8	6	5	29	-	-
	KSI	9.6	2	6	31	4	5	8	6	6	29	-	-
	Slightly Injured	71.2	50	51	162	57	36	50	64	70	66	-7.3	-5.7
	Total	80.8	52	57	193	61	41	58	70	76	95	17.6	25.0
Older (60-69)	Killed	0.0	0	0	0	0	0	0	1	0	0	-	-
	Seriously Injured	0.6	0	0	2	1	0	3	0	0	3	-	-
	KSI	0.6	0	0	2	1	0	3	1	0	3	-	-
	Slightly Injured	13.2	12	5	19	21	9	8	27	10	2	-	-
	Total	13.8	12	5	21	22	9	11	28	10	5	-	-
Elderly (70+)	Killed	0.2	0	0	1	0	0	0	0	0	0	-	-
	Seriously Injured	2.4	0	2	8	1	1	0	3	0	6	-	-
	KSI	2.6	0	2	9	1	1	0	3	0	6	-	-
	Slightly Injured	15.4	9	8	14	37	9	9	26	1	3	-80.5	-
	Total	18.0	9	10	23	38	10	9	29	1	9	-50.0	-
Unknown	Killed	0.0	0	0	0	0	0	0	0	0	0	-	-
	Seriously Injured	0.0	0	0	0	0	0	0	0	0	0	-	-
	KSI	0.0	0	0	0	0	0	0	0	0	0	-	-
	Slightly Injured	6.8	3	7	9	2	13	3	10	5	13	-	-
	Total	6.8	3	7	9	2	13	3	10	5	13	-	-

Table C-5 Car occupant casualties by age group, severity and year

Casualties age group	Casualty Severity	2005-2009										2013 per cent change from BSL average	2013 per cent change from 2012
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013		
Children (0-15)	Killed	8.8	6	9	8	14	7	7	1	7	2	-	-
	Seriously Injured	55.0	59	60	47	55	54	49	51	48	29	-47.3	-39.6
	KSI	63.8	65	69	55	69	61	56	52	55	31	-51.4	-43.6
	Slightly Injured	989.4	1,157	998	969	881	942	789	802	751	730	-26.2	-2.8
	Total	1,053.2	1,222	1,067	1,024	950	1,003	845	854	806	761	-27.7	-5.6
Young (16-19)	Killed	17.0	25	13	19	11	17	11	18	3	10	-41.2	-
	Seriously Injured	133.4	173	138	125	105	126	84	73	53	54	-59.5	1.9
	KSI	150.4	198	151	144	116	143	95	91	56	64	-57.4	14.3
	Slightly Injured	1,387.0	1,471	1,453	1,449	1,323	1,239	1,119	946	835	748	-46.1	-10.4
	Total	1,537.4	1,669	1,604	1,593	1,439	1,382	1,214	1,037	891	812	-47.2	-8.9
Other (20-59)	Killed	152.2	190	190	125	147	109	78	100	73	80	-47.4	9.6
	Seriously Injured	896.8	1041	947	932	803	761	742	704	676	633	-29.4	-6.4
	KSI	1,049.0	1231	1137	1057	950	870	820	804	749	713	-32.0	-4.8
	Slightly Injured	12,493.0	13,880	13,548	12,580	11,373	11,084	10,512	10,256	9,765	9,246	-26.0	-5.3
	Total	13,542.0	15,111	14,685	13,637	12,323	11,954	11,332	11,060	10,514	9,959	-26.5	-5.3
Older (60-69)	Killed	15.0	8	16	25	17	9	10	10	11	13	-13.3	-
	Seriously Injured	98.2	98	100	101	94	98	101	99	91	81	-17.5	-11.0
	KSI	113.2	106	116	126	111	107	111	109	102	94	-17.0	-7.8
	Slightly Injured	967.4	1,000	1,038	984	924	891	869	916	867	899	-7.1	3.7
	Total	1,080.6	1,106	1,154	1,110	1,035	998	980	1,025	969	993	-8.1	2.5
Elderly (70+)	Killed	28.2	33	27	31	31	19	27	33	28	28	-0.7	0.0
	Seriously Injured	93.8	115	108	78	73	95	98	95	90	129	37.5	43.3
	KSI	122.0	148	135	109	104	114	125	128	118	157	28.7	33.1
	Slightly Injured	645.2	736	640	639	595	616	569	573	549	606	-6.1	10.4
	Total	767.2	884	775	748	699	730	694	701	667	763	-0.5	14.4
Unknown	Killed	0.2	1	0	0	0	0	0	0	0	0	-	-
	Seriously Injured	16.0	24	15	19	9	13	14	5	11	5	-68.8	-
	KSI	16.2	25	15	19	9	13	14	5	11	5	-69.1	-
	Slightly Injured	236.8	331	278	249	177	149	141	138	153	146	-38.3	-4.6
	Total	253.0	356	293	268	186	162	155	143	164	151	-40.3	-7.9

Table C-6 Other goods vehicle occupant casualties by age group, severity and year

Casualties age group	Casualty Severity	2005-2009										2013 per cent change from BSL average	2013 per cent change from 2012	
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013			
Children (0-15)	Killed	0.0	0	0	0	0	0	0	0	0	0	1	-	-
	Seriously Injured	1.8	2	2	2	1	2	1	0	0	0	0	-	-
	KSI	1.8	2	2	2	1	2	1	0	0	0	1	-	-
	Slightly Injured	10.0	13	12	9	8	8	4	13	5	10	10	-	-
	Total	11.8	15	14	11	9	10	5	13	5	11	11	-	-
Young (16-19)	Killed	1.0	1	2	1	1	0	0	0	0	0	0	-	-
	Seriously Injured	4.6	8	4	6	2	3	3	0	4	1	1	-	-
	KSI	5.6	9	6	7	3	3	3	0	4	1	1	-	-
	Slightly Injured	44.6	53	49	38	47	36	26	36	20	23	23	-48.4	15.0
	Total	50.2	62	55	45	50	39	29	36	24	24	24	-52.2	0.0
Other (20-59)	Killed	10.6	10	9	16	7	11	10	4	10	9	9	-	-
	Seriously Injured	79.2	80	94	79	72	71	58	50	59	46	46	-41.9	-22.0
	KSI	89.8	90	103	95	79	82	68	54	69	55	55	-38.8	-20.3
	Slightly Injured	821.4	907	891	817	800	692	655	666	669	642	642	-21.8	-4.0
	Total	911.2	997	994	912	879	774	723	720	738	697	697	-23.5	-5.6
Older (60-69)	Killed	0.8	1	0	0	2	1	0	1	1	1	1	-	-
	Seriously Injured	6.4	15	4	3	4	6	4	6	3	4	4	-	-
	KSI	7.2	16	4	3	6	7	4	7	4	5	5	-	-
	Slightly Injured	37.0	39	40	39	34	33	46	37	33	34	34	-8.1	3.0
	Total	44.2	55	44	42	40	40	50	44	37	39	39	-11.8	5.4
Elderly (70+)	Killed	0.0	0	0	0	0	0	1	0	0	1	1	-	-
	Seriously Injured	1.2	3	0	1	2	0	0	1	1	1	1	-	-
	KSI	1.2	3	0	1	2	0	1	1	1	2	2	-	-
	Slightly Injured	6.6	9	7	3	8	6	8	16	9	4	4	-	-
	Total	7.8	12	7	4	10	6	9	17	10	6	6	-	-
Unknown	Killed	0.2	1	0	0	0	0	0	0	0	0	0	-	-
	Seriously Injured	0.8	1	1	1	1	0	0	0	0	0	0	-	-
	KSI	1.0	2	1	1	1	0	0	0	0	0	0	-	-
	Slightly Injured	10.8	6	20	10	10	8	0	6	6	6	6	-	-
	Total	11.8	8	21	11	11	8	0	6	6	6	6	-	-

Table C-7 Heavy goods vehicle occupant casualties by age group, severity and year

Casualties age group	Casualty Severity	2005-2009										2013 per cent change from average	2013 per cent change from 2012	
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013			
Children (0-15)	Killed	0.0	0	0	0	0	0	0	0	0	0	0	-	-
	Seriously Injured	0.4	1	0	1	0	0	0	0	0	0	0	-	-
	KSI	0.4	1	0	1	0	0	0	0	0	0	0	-	-
	Slightly Injured	7.8	12	12	5	5	5	4	4	2	0	0	-	-
	Total	8.2	13	12	6	5	5	4	4	2	0	0	-	-
Young (16-19)	Killed	0.2	0	0	0	1	0	1	0	0	0	0	-	-
	Seriously Injured	1.2	0	1	3	2	0	0	0	1	1	1	-	-
	KSI	1.4	0	1	3	3	0	1	0	1	1	1	-	-
	Slightly Injured	8.8	11	14	6	7	6	1	0	4	0	0	-	-
	Total	10.2	11	15	9	10	6	2	0	5	1	1	-	-
Other (20-59)	Killed	19.6	29	18	31	14	6	17	13	14	12	12	-38.8	-
	Seriously Injured	108.2	151	123	120	83	64	64	57	56	56	56	-48.2	0.0
	KSI	127.8	180	141	151	97	70	81	70	70	68	68	-46.8	-2.9
	Slightly Injured	565.4	705	654	625	484	359	406	335	352	346	346	-38.8	-1.7
	Total	693.2	885	795	776	581	429	487	405	422	414	414	-40.3	-1.9
Older (60-69)	Killed	2.0	4	2	2	1	1	1	3	2	2	2	-	-
	Seriously Injured	10.4	11	7	10	16	8	8	8	8	6	6	-	-
	KSI	12.4	15	9	12	17	9	9	11	10	8	8	-	-
	Slightly Injured	47.8	42	44	59	53	41	38	28	48	28	28	-41.4	-41.7
	Total	60.2	57	53	71	70	50	47	39	58	36	36	-40.2	-37.9
Elderly (70+)	Killed	0.2	0	0	1	0	0	0	0	0	0	0	-	-
	Seriously Injured	0.8	0	2	1	0	1	1	0	2	2	2	-	-
	KSI	1.0	0	2	2	0	1	1	0	2	2	2	-	-
	Slightly Injured	4.2	9	2	5	4	1	3	2	3	5	5	-	-
	Total	5.2	9	4	7	4	2	4	2	5	7	7	-	-
Unknown	Killed	0.4	0	1	1	0	0	0	0	0	0	0	-	-
	Seriously Injured	1.4	3	2	1	1	0	1	1	0	1	1	-	-
	KSI	1.8	3	3	2	1	0	1	1	0	1	1	-	-
	Slightly Injured	5.2	7	4	12	1	2	1	4	3	3	3	-	-
	Total	7.0	10	7	14	2	2	2	5	3	4	4	-	-

Table C-8 Pedal cycle casualties by age group, severity and year

Casualties age group	Casualty Severity	2005-2009 BSL										2013 per cent change from average	2013 per cent change from 2012	
		average	2005	2006	2007	2008	2009	2010	2011	2012	2013			
Children (0-15)	Killed	0.4	1	0	1	0	0	0	0	0	0	0	-	-
	Seriously Injured	2.4	4	2	4	2	0	1	1	0	0	0	-	-
	KSI	2.8	5	2	5	2	0	1	1	0	0	0	-	-
	Slightly Injured	7.4	10	10	6	9	2	5	10	6	5	5	-	-
	Total	10.2	15	12	11	11	2	6	11	6	5	5	-	-
Young (16-19)	Killed	0.2	0	0	0	1	0	0	0	0	0	0	-	-
	Seriously Injured	2.2	4	3	1	1	2	2	1	1	0	0	-	-
	KSI	2.4	4	3	1	2	2	2	1	1	0	0	-	-
	Slightly Injured	11.0	13	18	9	6	9	9	10	12	5	5	-	-
	Total	13.4	17	21	10	8	11	11	11	13	5	5	-	-
Other (20-59)	Killed	6.0	9	5	4	6	6	9	4	5	3	3	-	-
	Seriously Injured	24.0	32	22	23	21	22	30	30	38	22	22	-8.3	-42.1
	KSI	30.0	41	27	27	27	28	39	34	43	25	25	-16.7	-41.9
	Slightly Injured	73.8	78	75	66	80	70	76	93	87	95	95	28.7	9.2
	Total	103.8	119	102	93	107	98	115	127	130	120	120	15.6	-7.7
Older (60-69)	Killed	0.6	0	1	0	0	2	2	0	2	2	2	-	-
	Seriously Injured	2.2	2	0	2	2	5	5	4	3	4	4	-	-
	KSI	2.8	2	1	2	2	7	7	4	5	6	6	-	-
	Slightly Injured	7.2	9	6	7	4	10	2	8	6	8	8	-	-
	Total	10.0	11	7	9	6	17	9	12	11	14	14	-	-
Elderly (70+)	Killed	0.8	2	2	0	0	0	1	1	1	1	1	-	-
	Seriously Injured	2.0	3	2	1	3	1	1	1	3	2	2	-	-
	KSI	2.8	5	4	1	3	1	2	2	4	3	3	-	-
	Slightly Injured	5.0	4	6	7	4	4	4	5	2	0	0	-	-
	Total	7.8	9	10	8	7	5	6	7	6	3	3	-	-
Unknown	Killed	0.0	0	0	0	0	0	0	0	0	0	0	-	-
	Seriously Injured	0.2	0	1	0	0	0	1	0	1	0	0	-	-
	KSI	0.2	0	1	0	0	0	1	0	1	0	0	-	-
	Slightly Injured	4.8	6	6	8	2	2	0	5	3	2	2	-	-
	Total	5.0	6	7	8	2	2	1	5	4	2	2	-	-

Table C-9 Pedestrian casualties by age group, severity and year

Casualties age group	Casualty Severity	2005-2009										2013 per cent change from average	2013 per cent change from 2012
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013		
Children (0-15)	Killed	2.4	1	1	5	2	3	2	1	0	2	-	-
	Seriously Injured	8.4	10	11	5	10	6	9	7	5	3	-	-
	KSI	10.8	11	12	10	12	9	11	8	5	5	-	-
	Slightly Injured	19.4	18	14	29	15	21	20	14	8	10	-48.5	-
	Total	30.2	29	26	39	27	30	31	22	13	15	-50.3	-
Young (16-19)	Killed	5.4	2	10	8	5	2	3	1	1	3	-	-
	Seriously Injured	7.2	13	4	6	8	5	11	4	4	6	-	-
	KSI	12.6	15	14	14	13	7	14	5	5	9	-	-
	Slightly Injured	9.6	13	6	9	10	10	3	5	9	10	-	-
	Total	22.2	28	20	23	23	17	17	10	14	19	-14.4	-
Other (20-59)	Killed	30.6	33	27	34	34	25	34	24	26	28	-8.5	7.7
	Seriously Injured	39.0	32	35	37	45	46	33	40	28	35	-10.3	25.0
	KSI	69.6	65	62	71	79	71	67	64	54	63	-9.5	16.7
	Slightly Injured	67.0	69	60	66	80	60	61	57	41	67	0.0	63.4
	Total	136.6	134	122	137	159	131	128	121	95	130	-4.8	36.8
Older (60-69)	Killed	3.2	3	2	5	3	3	2	4	5	0	-	-
	Seriously Injured	2.6	5	0	3	1	4	6	3	4	3	-	-
	KSI	5.8	8	2	8	4	7	8	7	9	3	-	-
	Slightly Injured	4.0	3	5	4	6	2	5	6	1	1	-	-
	Total	9.8	11	7	12	10	9	13	13	10	4	-	-
Elderly (70+)	Killed	4.6	5	5	10	1	2	1	6	4	5	-	-
	Seriously Injured	5.0	6	3	9	6	1	5	3	5	5	-	-
	KSI	9.6	11	8	19	7	3	6	9	9	10	-	-
	Slightly Injured	4.6	6	2	5	5	5	2	5	6	2	-	-
	Total	14.2	17	10	24	12	8	8	14	15	12	-	-20.0
Unknown	Killed	0.2	0	1	0	0	0	0	0	0	0	-	-
	Seriously Injured	0.4	1	0	0	1	0	0	1	0	0	-	-
	KSI	0.6	1	1	0	1	0	0	1	0	0	-	-
	Slightly Injured	2.6	3	3	2	1	4	2	1	1	3	-	-
	Total	3.2	4	4	2	2	4	2	2	1	3	-	-

Table C-10 PTW casualties by age group, severity and year

Casualties age group	Casualty Severity	2005-2009										2013 per cent change from average	2013 per cent change from 2012	
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013			
Children (0-15)	Killed	0.2	0	0	1	0	0	0	0	0	0	0	-	-
	Seriously Injured	0.8	2	0	1	1	0	1	1	0	0	0	-	-
	KSI	1.0	2	0	2	1	0	1	1	0	0	0	-	-
	Slightly Injured	4.0	7	4	2	4	3	1	3	6	1	1	-	-
	Total	5.0	9	4	4	5	3	2	4	6	1	1	-	-
Young (16-19)	Killed	2.6	2	3	2	3	3	0	1	0	4	4	-	-
	Seriously Injured	21.8	28	24	25	22	10	12	29	11	20	20	-8.3	-
	KSI	24.4	30	27	27	25	13	12	30	11	24	24	-1.6	-
	Slightly Injured	74.2	84	73	83	66	65	36	80	57	57	57	-23.2	0.0
	Total	98.6	114	100	110	91	78	48	110	68	81	81	-17.8	19.1
Other (20-59)	Killed	37.8	49	40	32	47	21	25	17	22	30	30	-20.6	36.4
	Seriously Injured	288.4	304	298	309	268	263	236	255	237	230	230	-20.2	-3.0
	KSI	326.2	353	338	341	315	284	261	272	259	260	260	-20.3	0.4
	Slightly Injured	545.6	585	531	600	517	495	476	474	423	425	425	-22.1	0.5
	Total	871.8	938	869	941	832	779	737	746	682	685	685	-21.4	0.4
Older (60-69)	Killed	1.8	1	1	2	2	3	5	2	0	2	2	-	-
	Seriously Injured	14.6	11	11	15	14	22	19	19	20	22	22	-	10.0
	KSI	16.4	12	12	17	16	25	24	21	20	24	24	46.3	20.0
	Slightly Injured	17.6	13	15	18	20	22	38	34	22	34	34	93.2	54.5
	Total	34.0	25	27	35	36	47	62	55	42	58	58	70.6	38.1
Elderly (70+)	Killed	1.6	3	2	2	0	1	0	3	1	1	1	-	-
	Seriously Injured	3.4	4	2	4	5	2	2	2	4	3	3	-	-
	KSI	5.0	7	4	6	5	3	2	5	5	4	4	-	-
	Slightly Injured	3.6	3	5	3	3	4	4	6	5	9	9	-	-
	Total	8.6	10	9	9	8	7	6	11	10	13	13	-	-
Unknown	Killed	0.0	0	0	0	0	0	0	0	0	0	0	-	-
	Seriously Injured	1.4	3	3	0	1	0	3	1	0	2	2	-	-
	KSI	1.4	3	3	0	1	0	3	1	0	2	2	-	-
	Slightly Injured	6.2	10	7	6	6	2	4	3	4	6	6	-	-
	Total	7.6	13	10	6	7	2	7	4	4	8	8	-	-

Table C-11 Casualties from vehicles hitting objects off carriageway, 2013

Object hit off carriageway	Number of vehicles	Killed	Seriously Injured	Slightly Injured	Total casualties	Percentage of total casualties
Central crash barrier	1,166	16	126	1,319	1,461	9.1
Near/Offside crash barrier	744	29	108	855	992	6.2
Tree	331	21	88	352	461	2.9
Other permanent object	256	10	54	271	335	2.1
Entered ditch	171	2	29	193	224	1.4
Road sign or traffic signal	198	4	27	214	245	1.5
Wall or fence	76	3	25	90	118	0.7
Lamp post	96	4	15	107	126	0.8
Telegraph or electricity pole	7	0	2	9	11	0.1
Submerged in water	3	0	1	3	4	0.0
Bus stop or bus shelter	3	0	0	3	3	0.0
Object hit off carriageway total	3,051	89	475	3,416	3,980	24.7
No object hit	9,607	155	990	10,969	12,114	75.3
Total	12,658	244	1,465	14,385	16,094	100.0

Notes: (a) Casualties includes pedestrians.

(b) Ranked same as Table C-12 (see below).

Table C-12 KSI casualties from vehicles hitting objects off carriageway by year

Object hit off carriageway	2005-2009 BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	2013 per cent change from BSL average	2013 per cent change from 2012
Central crash barrier	226.0	270	225	225	217	193	196	148	162	142	-37.2	-12.3
Near/Offside crash barrier	194.4	233	195	214	157	173	159	162	145	137	-29.5	-5.5
Tree	159.2	190	163	155	158	130	114	142	108	109	-31.5	0.9
Other permanent object	128.6	164	144	138	113	84	105	99	78	64	-50.2	-17.9
Entered ditch	89.0	98	92	99	85	71	55	49	43	31	-65.2	-27.9
Road sign or traffic signal	70.6	90	77	65	61	60	36	47	41	31	-56.1	-24.4
Wall or fence	0.0	0	0	0	0	0	0	4	7	28	-	-
Lamp post	46.8	56	56	52	37	33	34	18	25	19	-59.4	-24.0
Telegraph or electricity pole	4.8	8	7	5	3	1	2	2	4	2	-	-
Submerged in water	1.6	4	0	2	0	2	0	0	0	1	-	-
Bus stop or bus shelter	0.2	0	1	0	0	0	0	0	1	0	-	-
Object hit off carriageway total	921.2	1,113	960	955	831	747	701	671	614	564	-38.8	-8.1
No object hit	1,400.0	1,578	1,480	1,450	1,272	1,220	1,185	1,158	1,082	1,145	-18.2	5.8
Total	2,321.2	2,691	2,440	2,405	2,103	1,967	1,886	1,829	1,696	1,709	-26.4	0.8

Notes: (a) Casualties includes pedestrians.

(b) Ranked by 2013.

Table C-13 Casualties from vehicles hitting objects on carriageway, 2013

Object hit off carriageway	Number of vehicles	Killed	Seriously Injured	Slightly Injured	Total casualties	Percentage of total casualties
Kerb	203	4	38	222	264	1.6
Parked vehicle	80	10	16	70	96	0.6
Bollard or refuge	106	0	15	133	148	0.9
Other object	77	2	6	89	97	0.6
Road works	20	1	6	16	23	0.1
Previous accident	18	2	4	18	24	0.1
Bridge (side)	15	0	5	17	22	0.1
Any animal (except ridden horse)	29	0	4	33	37	0.2
Central island of roundabout	19	0	3	19	22	0.1
Bridge (roof)	1	0	1	2	3	0.0
Open door of vehicle	0	0	0	0	0	0.0
Object hit on carriageway total	568	19	98	619	736	4.6
No object hit	12,090	225	1,367	13,766	15,358	95.4
Total	12,658	244	1,465	14,385	16,094	100.0

Notes: (a) Casualties includes pedestrians.

(b) Ranked same as Table C-14 (see below).

Table C-14 KSI casualties from vehicles hitting objects on carriageway by year

Object hit off carriageway	2005-2009 BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	2013 per cent change from BSL average	2013 per cent change from 2012
Kerb	65.2	75	71	69	60	51	36	50	33	42	-35.6	27.3
Parked vehicle	35.4	42	40	34	33	28	22	19	21	26	-26.6	23.8
Bollard or refuge	24.0	31	23	20	23	23	18	26	25	15	-37.5	-40.0
Other object	19.0	21	17	15	24	18	10	15	9	8	-57.9	-
Road works	8.4	9	9	5	8	11	10	3	2	7	-	-
Previous accident	9.6	11	7	10	11	9	7	3	4	6	-	-
Bridge (side)	6.4	8	6	8	8	2	5	5	7	5	-	-
Any animal (except ridden horse)	7.4	9	4	10	5	9	4	5	9	4	-	-
Central island of roundabout	8.8	10	6	8	11	9	7	6	6	3	-	-
Bridge (roof)	0.4	0	2	0	0	0	4	0	0	1	-	-
Open door of vehicle	0.4	2	0	0	0	0	0	0	0	0	-	-
Object hit on carriageway total	185.0	218	185	179	183	160	123	132	116	117	-36.8	0.9
None	2,136.2	2473	2255	2226	1920	1807	1763	1697	1580	1592	-25.5	0.8
Total	2,321.2	2,691	2,440	2,405	2,103	1,967	1,886	1,829	1,696	1,709	-26.4	0.8

Notes: (a) Casualties includes pedestrians.

(b) Ranked by 2013.

Table C-15iii. Casualties involving single vehicles by severity, casualty type and year

Road user type	Casualty Severity	2005-2009										2013 per cent change from BSL average	2013 per cent change from 2012
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013		
Bus / Coach occupant	Killed	0.4	0	0	2	0	0	0	0	0	0	-	-
	Seriously Injured	11.0	2	5	45	1	2	9	0	1	8	-	-
	KSI	11.4	2	5	47	1	2	9	0	1	8	-	-
	Slightly Injured	23.4	20	33	33	15	16	31	14	6	8	-65.8	-
	Total	34.8	22	38	80	16	18	40	14	7	16	-54.0	-
Car occupants	Killed	68.8	88	78	59	64	55	36	58	33	39	-43.3	18.2
	Seriously Injured	418.6	488	421	441	358	385	344	356	318	267	-36.2	-16.0
	KSI	487.4	576	499	500	422	440	380	414	351	306	-37.2	-12.8
	Slightly Injured	2,857.8	3,097	3,045	2,922	2,606	2,619	2,384	2,260	2,230	1,914	-33.0	-14.2
	Total	3,345.2	3,673	3,544	3,422	3,028	3,059	2,764	2,674	2,581	2,220	-33.6	-14.0
Other goods vehicle occupant	Killed	4.0	6	4	6	2	2	3	0	3	2	-	-
	Seriously Injured	29.6	44	37	25	25	17	21	8	12	8	-73.0	-
	KSI	33.6	50	41	31	27	19	24	8	15	10	-70.2	-33.3
	Slightly Injured	152.8	174	164	169	138	119	117	89	127	99	-35.2	-22.0
	Total	186.4	224	205	200	165	138	141	97	142	109	-41.5	-23.2
HGV occupant	Killed	6.0	5	6	13	4	2	4	4	4	4	-	-
	Seriously Injured	38.2	47	41	45	38	20	25	20	19	24	-37.2	26.3
	KSI	44.2	52	47	58	42	22	29	24	23	28	-36.7	21.7
	Slightly Injured	150.8	172	193	165	129	95	101	78	75	81	-46.3	8.0
	Total	195.0	224	240	223	171	117	130	102	98	109	-44.1	11.2
Pedal Cyclist	Killed	0.2	1	0	0	0	0	0	0	0	0	-	-
	Seriously Injured	0.8	1	0	0	1	2	4	4	2	0	-	-
	KSI	1.0	2	0	0	1	2	4	4	2	0	-	-
	Slightly Injured	2.8	1	2	5	1	5	2	2	3	1	-	-
	Total	3.8	3	2	5	2	7	6	6	5	1	-	-
PTW users	Killed	11.8	14	16	7	17	5	7	4	5	12	-	-
	Seriously Injured	101.2	113	96	97	106	94	83	113	96	83	-18.0	-13.5
	KSI	113.0	127	112	104	123	99	90	117	101	95	-15.9	-5.9
	Slightly Injured	150.6	166	137	169	149	132	123	151	124	125	-17.0	0.8
	Total	263.6	293	249	273	272	231	213	268	225	220	-16.5	-2.2
Pedestrian	Killed	27.4	17	28	39	31	22	22	20	23	24	-12.4	4.3
	Seriously Injured	45.8	49	46	44	48	42	44	46	31	37	-19.2	19.4
	KSI	73.2	66	74	83	79	64	66	66	54	61	-16.7	13.0
	Slightly Injured	79.2	81	69	93	86	67	68	67	47	59	-25.5	25.5
	Total	152.4	147	143	176	165	131	134	133	101	120	-21.3	18.8

Notes: (a) Casualties includes pedestrians.

Table C-15iv. Casualties involving single vehicles by severity, casualty type and year (Contd.)

Road user type	Casualty Severity	2005-2009										2013 per cent	2013 per cent
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	change from BSL average	change from 2012
Other/Unknown	Killed	0.2	1	0	0	0	0	0	1	0	1	-	-
	Seriously Injured	1.2	0	1	4	1	0	0	1	1	5	-	-
	KSI	1.4	1	1	4	1	0	0	2	1	6	-	-
	Slightly Injured	20.6	22	19	27	22	13	13	8	19	12	-41.7	-36.8
	Total	22.0	23	20	31	23	13	13	10	20	18	-18.2	-10.0

Notes: (a) Casualties includes pedestrians.

Table C-16i. Casualties involving heavy goods vehicles by severity, casualty type and year

Road user type	Casualty Severity	2005-2009										2013 per cent	2013 per cent
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	change from BSL average	change from 2012
Bus / Coach occupant	Killed	0.2	0	0	1	0	0	0	1	1	1	-	-
	Seriously Injured	1.2	0	2	2	2	0	1	8	2	30	-	-
	KSI	1.4	0	2	3	2	0	1	9	3	31	-	-
	Slightly Injured	52.4	19	35	136	57	15	8	84	58	59	12.6	1.7
	Total	53.8	19	37	139	59	15	9	93	61	90	67.3	47.5
Car occupants	Killed	70.2	88	91	68	62	42	36	47	37	35	-50.1	-5.4
	Seriously Injured	226.4	301	248	216	180	187	197	152	162	175	-22.7	8.0
	KSI	296.6	389	339	284	242	229	233	199	199	210	-29.2	5.5
	Slightly Injured	2,832.4	3,237	3,096	2,992	2,629	2,208	2,217	2,178	1,962	1,982	-30.0	1.0
	Total	3,129.0	3,626	3,435	3,276	2,871	2,437	2,450	2,377	2,161	2,192	-29.9	1.4
Other goods vehicle occupant	Killed	6.2	7	4	8	6	6	4	2	7	7	-	-
	Seriously Injured	31.6	38	25	35	34	26	17	26	23	22	-30.4	-4.3
	KSI	37.8	45	29	43	40	32	21	28	30	29	-23.3	-3.3
	Slightly Injured	228.0	276	266	219	205	174	181	169	148	179	-21.5	20.9
	Total	265.8	321	295	262	245	206	202	197	178	208	-21.7	16.9
HGV occupant	Killed	22.4	33	21	35	16	7	19	16	16	14	-37.5	-12.5
	Seriously Injured	122.4	166	135	136	102	73	74	66	67	66	-46.1	-1.5
	KSI	144.8	199	156	171	118	80	93	82	83	80	-44.8	-3.6
	Slightly Injured	639.2	786	730	712	554	414	453	373	412	382	-40.2	-7.3
	Total	784.0	985	886	883	672	494	546	455	495	462	-41.1	-6.7

Table C-16ii. Casualties involving heavy goods vehicles by severity, casualty type and year (Contd.)

Road user type	Casualty Severity	2005-2009 BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	2013 per cent change from BSL average	2013 per cent change from 2012
Pedal Cyclist	Killed	2.2	4	1	1	3	2	3	1	5	4	-	-
	Seriously Injured	6.2	13	6	6	2	4	3	4	7	1	-	-
	KSI	8.4	17	7	7	5	6	6	5	12	5	-	-
	Slightly Injured	7.2	10	8	6	8	4	7	8	4	2	-	-
	Total	15.6	27	15	13	13	10	13	13	16	7	-55.1	-56.3
PTW users	Killed	9.0	10	8	11	10	6	6	3	5	8	-	-
	Seriously Injured	21.0	25	18	25	25	12	14	11	20	25	19.0	25.0
	KSI	30.0	35	26	36	35	18	20	14	25	33	10.0	32.0
	Slightly Injured	38.4	54	42	49	21	26	29	29	24	37	-3.6	54.2
	Total	68.4	89	68	85	56	44	49	43	49	70	2.3	42.9
Pedestrian	Killed	16.6	15	17	18	20	13	18	11	16	18	8.4	12.5
	Seriously Injured	13.2	11	14	11	17	13	14	10	6	21	-	-
	KSI	29.8	26	31	29	37	26	32	21	22	39	30.9	77.3
	Slightly Injured	16.8	16	14	16	24	14	4	20	3	13	-22.6	-
	Total	46.6	42	45	45	61	40	36	41	25	52	11.6	108.0
Other/Unknown	Killed	0.6	0	1	1	0	1	0	1	0	2	-	-
	Seriously Injured	6.6	7	7	8	3	8	3	4	3	9	-	-
	KSI	7.2	7	8	9	3	9	3	5	3	11	-	-
	Slightly Injured	17.2	16	13	26	14	17	14	17	15	18	4.7	20.0
	Total	24.4	23	21	35	17	26	17	22	18	29	18.9	61.1

Table C-17i. Casualties involving other goods vehicles by severity, casualty type and year

Road user type	Casualty Severity	2005-2009 BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	2013 per cent change from BSL average	2013 per cent change from 2012
Bus / Coach occupant	Killed	0.2	0	0	1	0	0	0	0	0	0	-	-
	Seriously Injured	0.4	0	1	1	0	0	1	2	0	0	-	-
	KSI	0.6	0	1	2	0	0	1	2	0	0	-	-
	Slightly Injured	21.4	4	7	79	14	3	5	89	11	11	-48.6	-
	Total	22.0	4	8	81	14	3	6	91	11	11	-50.0	-
Car occupants	Killed	19.6	24	15	24	22	13	15	19	10	10	-49.0	-
	Seriously Injured	98.6	124	120	80	82	87	84	93	83	83	-15.8	0.0
	KSI	118.2	148	135	104	104	100	99	112	93	93	-21.3	0.0
	Slightly Injured	1,452.8	1,608	1,565	1,370	1,345	1,376	1,257	1,289	1,158	1,188	-18.2	2.6
	Total	1,571.0	1,756	1,700	1,474	1,449	1,476	1,356	1,401	1,251	1,281	-18.5	2.4

Table C-17ii. Casualties involving other goods vehicles by severity, casualty type and year (Contd.)

Road user type	Casualty Severity	2005-2009										2013 per cent	2013 per cent
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	change from BSL average	change from 2012
Other goods vehicle occupant	Killed	12.6	13	11	17	10	12	11	5	11	12	-	-
	Seriously Injured	94.0	109	105	92	82	82	66	57	67	52	-44.7	-22.4
	KSI	106.6	122	116	109	92	94	77	62	78	64	-40.0	-17.9
	Slightly Injured	930.4	1,027	1,019	916	907	783	739	774	742	719	-22.7	-3.1
	Total	1,037.0	1,149	1,135	1,025	999	877	816	836	820	783	-24.5	-4.5
HGV occupant	Killed	2.0	1	2	3	3	1	2	5	1	2	-	-
	Seriously Injured	11.2	21	6	10	11	8	5	4	6	5	-	-
	KSI	13.2	22	8	13	14	9	7	9	7	7	-	-
	Slightly Injured	68.0	91	71	61	69	48	49	41	61	54	-20.6	-11.5
	Total	81.2	113	79	74	83	57	56	50	68	61	-24.9	-10.3
Pedal Cyclist	Killed	0.6	0	1	2	0	0	2	1	0	0	-	-
	Seriously Injured	3.4	7	3	2	3	2	2	5	4	5	-	-
	KSI	4.0	7	4	4	3	2	4	6	4	5	-	-
	Slightly Injured	8.4	8	9	7	5	13	11	7	9	13	-	-
	Total	12.4	15	13	11	8	15	15	13	13	18	-	-
PTW users	Killed	4.2	2	3	6	7	3	2	2	5	0	-	-
	Seriously Injured	20.0	19	24	19	14	24	23	20	17	22	10.0	29.4
	KSI	24.2	21	27	25	21	27	25	22	22	22	-9.1	0.0
	Slightly Injured	37.6	29	45	39	41	34	32	42	24	29	-22.9	20.8
	Total	61.8	50	72	64	62	61	57	64	46	51	-17.5	10.9
Pedestrian	Killed	4.0	5	7	3	2	3	10	5	3	4	-	-
	Seriously Injured	4.0	6	1	3	3	7	7	7	7	8	-	-
	KSI	8.0	11	8	6	5	10	17	12	10	12	-	-
	Slightly Injured	11.8	12	14	14	7	12	12	9	12	15	-	-
	Total	19.8	23	22	20	12	22	29	21	22	27	36.4	22.7
Other/Unknown	Killed	-	0	0	0	0	0	0	0	0	0	-	-
	Seriously Injured	1.0	1	2	0	0	2	0	0	0	2	-	-
	KSI	1.0	1	2	0	0	2	0	0	0	2	-	-
	Slightly Injured	5.8	6	7	4	5	7	12	8	2	8	-	-
	Total	6.8	7	9	4	5	9	12	8	2	10	-	-

Table C-18i. Casualties involving young drivers by severity, casualty type and year

Road user type	Casualty Severity	2005-2009										2013 per cent change from BSL average	2013 per cent change from 2012
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013		
Bus / Coach occupant	Killed	0.0	0	0	0	0	0	0	0	0	0	-	-
	Seriously Injured	0.6	1	0	0	1	1	0	2	1	1	-	-
	KSI	0.6	1	0	0	1	1	0	2	1	1	-	-
	Slightly Injured	8.6	9	15	4	10	5	7	2	17	15	-	-11.8
	Total	9.2	10	15	4	11	6	7	4	18	16	-	-11.1
Car occupants	Killed	65.6	94	62	58	65	49	41	55	22	31	-52.7	40.9
	Seriously Injured	432.0	517	449	452	391	351	332	304	250	229	-47.0	-8.4
	KSI	497.6	611	511	510	456	400	373	359	272	260	-47.7	-4.4
	Slightly Injured	5,830.8	6,431	6,190	5,873	5,351	5,309	4,813	4,551	4,033	3,767	-35.4	-6.6
	Total	6,328.4	7,042	6,701	6,383	5,807	5,709	5,186	4,910	4,305	4,027	-36.4	-6.5
Other goods vehicle occupant	Killed	3.0	3	3	3	4	2	5	0	1	5	-	-
	Seriously Injured	26.2	26	26	32	24	23	16	12	18	11	-58.0	-38.9
	KSI	29.2	29	29	35	28	25	21	12	19	16	-45.2	-15.8
	Slightly Injured	271.8	295	259	281	278	246	221	211	168	179	-34.1	6.5
	Total	301.0	324	288	316	306	271	242	223	187	195	-35.2	4.3
HGV occupant	Killed	3.6	4	5	7	1	1	1	3	1	3	-	-
	Seriously Injured	10.8	14	12	14	9	5	6	5	7	7	-	-
	KSI	14.4	18	17	21	10	6	7	8	8	10	-	-
	Slightly Injured	82.8	105	99	98	64	48	58	59	43	56	-32.4	30.2
	Total	97.2	123	116	119	74	54	65	67	51	66	-32.1	29.4
Pedal Cyclist	Killed	1.4	4	1	0	0	2	0	0	0	0	-	-
	Seriously Injured	1.6	2	2	2	2	0	3	3	6	4	-	-
	KSI	3.0	6	3	2	2	2	3	3	6	4	-	-
	Slightly Injured	8.6	11	6	12	6	8	6	9	8	12	-	-
	Total	11.6	17	9	14	8	10	9	12	14	16	-	-
PTW users	Killed	4.8	3	6	8	4	3	6	5	2	3	-	-
	Seriously Injured	31.0	37	28	38	29	23	28	35	19	20	-35.5	5.3
	KSI	35.8	40	34	46	33	26	34	40	21	23	-35.8	9.5
	Slightly Injured	65.6	67	57	80	71	53	55	52	49	55	-16.2	12.2
	Total	101.4	107	91	126	104	79	89	92	70	78	-23.1	11.4
Pedestrian	Killed	6.4	9	5	7	7	4	7	7	5	3	-	-
	Seriously Injured	10.0	13	3	9	13	12	22	14	7	9	-	-
	KSI	16.4	22	8	16	20	16	29	21	12	12	-26.8	-
	Slightly Injured	17.4	23	14	13	21	16	14	10	11	18	3.4	-
	Total	33.8	45	22	29	41	32	43	31	23	30	-11.2	30.4

Table C-18ii. Casualties involving young drivers by severity, casualty type and year (Contd.)

Road user type	Casualty Severity	2005-2009											2013 per cent	2013 per cent
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	change from BSL average	change from 2012	
Other/Unknown	Killed	0.4	0	0	1	0	1	0	0	0	0	0	-	-
	Seriously Injured	2.0	0	2	1	3	4	1	2	1	1	1	-	-
	KSI	2.4	0	2	2	3	5	1	2	1	1	1	-	-
	Slightly Injured	11.8	7	14	7	15	16	15	12	9	7	7	-	-
	Total	14.2	7	16	9	18	21	16	14	10	8	8	-	-

Table C-19i. Casualties involving elderly drivers by severity, casualty type and year

Road user type	Casualty Severity	2005-2009											2013 per cent	2013 per cent
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	change from BSL average	change from 2012	
Bus / Coach occupant	Killed	0.0	0	0	0	0	0	0	0	0	0	0	-	-
	Seriously Injured	0.8	0	4	0	0	0	0	2	1	0	0	-	-
	KSI	0.8	0	4	0	0	0	0	2	1	0	0	-	-
	Slightly Injured	5.8	1	21	1	3	3	4	6	4	0	0	-	-
	Total	6.6	1	25	1	3	3	4	8	5	0	0	-	-
Car occupants	Killed	26.2	29	23	27	33	19	23	31	32	27	27	3.1	-15.6
	Seriously Injured	122.8	131	139	105	108	131	122	158	104	153	153	24.6	47.1
	KSI	149.0	160	162	132	141	150	145	189	136	180	180	20.8	32.4
	Slightly Injured	1,134.8	1,276	1,114	1,135	1,022	1,127	1,009	1,067	1,019	1,075	1,075	-5.3	5.5
	Total	1,283.8	1,436	1,276	1,267	1,163	1,277	1,154	1,256	1,155	1,255	1,255	-2.2	8.7
Other goods vehicle occupant	Killed	0.4	0	0	0	1	1	1	0	0	2	2	-	-
	Seriously Injured	3.6	5	4	2	4	3	0	2	2	3	3	-	-
	KSI	4.0	5	4	2	5	4	1	2	2	5	5	-	-
	Slightly Injured	30.8	30	25	24	41	34	31	33	37	41	41	33.1	10.8
	Total	34.8	35	29	26	46	38	32	35	39	46	46	32.2	17.9
HGV occupant	Killed	0.8	0	0	4	0	0	0	4	0	0	0	-	-
	Seriously Injured	3.0	2	5	2	2	4	2	3	2	2	2	-	-
	KSI	3.8	2	5	6	2	4	2	7	2	2	2	-	-
	Slightly Injured	18.2	16	13	20	24	18	19	23	22	18	18	-1.1	-18.2
	Total	22.0	18	18	26	26	22	21	30	24	20	20	-9.1	-16.7

Table C-19ii. Casualties involving elderly drivers by severity, casualty type and year (Contd.)

Road user type	Casualty Severity	2005-2009 BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	2013 per cent change from BSL average	2013 per cent change from 2012
Pedal Cyclist	Killed	0.4	0	0	0	0	2	0	0	0	0	-	-
	Seriously Injured	1.4	1	1	4	0	1	3	3	3	1	-	-
	KSI	1.8	1	1	4	0	3	3	3	3	1	-	-
	Slightly Injured	5.4	2	5	6	6	8	8	4	5	6	-	-
	Total	7.2	3	6	10	6	11	11	7	8	7	-	-
PTW users	Killed	3.8	5	5	1	5	3	1	2	0	0	-	-
	Seriously Injured	10.8	9	9	16	8	12	10	6	8	12	-	-
	KSI	14.6	14	14	17	13	15	11	8	8	12	-	-
	Slightly Injured	14.4	17	12	15	16	12	18	19	15	16	-	6.7
	Total	29.0	31	26	32	29	27	29	27	23	28	-3.4	21.7
Pedestrian	Killed	2.0	4	1	2	2	1	0	1	0	2	-	-
	Seriously Injured	2.0	2	0	3	3	2	1	1	2	3	-	-
	KSI	4.0	6	1	5	5	3	1	2	2	5	-	-
	Slightly Injured	3.6	9	3	2	1	3	6	2	4	2	-	-
	Total	7.6	15	4	7	6	6	7	4	6	7	-	-
Other/Unknown	Killed	0.2	0	0	0	0	1	0	0	0	0	-	-
	Seriously Injured	0.4	0	1	0	0	1	0	1	1	0	-	-
	KSI	0.6	0	1	0	0	2	0	1	1	0	-	-
	Slightly Injured	2.0	3	3	1	1	2	5	6	1	2	-	-
	Total	2.6	3	4	1	1	4	5	7	2	2	-	-

Table C-20i. Casualties involving towed caravans by severity, casualty type and year

Road user type	Casualty Severity	2005-2009 BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	2013 per cent change from BSL average	2013 per cent change from 2012
Bus / Coach occupant	Killed	0.0	0	0	0	0	0	0	0	0	0	-	-
	Seriously Injured	0.0	0	0	0	0	0	0	0	0	0	-	-
	KSI	0.0	0	0	0	0	0	0	0	0	0	-	-
	Slightly Injured	0.6	0	0	0	2	1	0	0	4	0	-	-
	Total	0.6	0	0	0	2	1	0	0	4	0	-	-
Car occupants	Killed	1.4	1	1	0	1	4	0	0	0	2	-	-
	Seriously Injured	7.2	13	5	7	5	6	8	11	5	15	-	-
	KSI	8.6	14	6	7	6	10	8	11	5	17	-	-
	Slightly Injured	136.6	179	147	146	114	97	76	118	75	66	-51.7	-12.0
	Total	145.2	193	153	153	120	107	84	129	80	83	-42.8	3.8

Table C-20ii. Casualties involving towed caravans by severity, casualty type and year (Contd.)

Road user type	Casualty Severity	2005-2009 BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	2013 per cent change from BSL average	2013 per cent change from 2012
Other goods vehicle occupant	Killed	0.4	0	0	0	2	0	0	0	0	0	-	-
	Seriously Injured	0.8	2	0	0	0	2	0	0	1	0	-	-
	KSI	1.2	2	0	0	2	2	0	0	1	0	-	-
	Slightly Injured	6.2	10	10	2	3	6	7	3	7	5	-	-
	Total	7.4	12	10	2	5	8	7	3	8	5	-	-
HGV occupant	Killed	0.0	0	0	0	0	0	0	0	0	0	-	-
	Seriously Injured	0.4	0	0	1	0	1	0	1	0	0	-	-
	KSI	0.4	0	0	1	0	1	0	1	0	0	-	-
	Slightly Injured	3.4	6	3	6	2	0	3	1	1	2	-	-
	Total	3.8	6	3	7	2	1	3	2	1	2	-	-
Pedal Cyclist	Killed	0.2	0	1	0	0	0	0	0	0	1	-	-
	Seriously Injured	0.2	0	0	0	1	0	0	0	1	0	-	-
	KSI	0.4	0	1	0	1	0	0	0	1	1	-	-
	Slightly Injured	0.0	0	0	0	0	0	1	0	1	0	-	-
	Total	0.4	0	1	0	1	0	1	0	2	1	-	-
PTW users	Killed	0.2	0	1	0	0	0	0	0	0	0	-	-
	Seriously Injured	0.4	1	1	0	0	0	0	0	1	1	-	-
	KSI	0.6	1	2	0	0	0	0	0	1	1	-	-
	Slightly Injured	2.2	1	2	3	0	5	1	1	2	0	-	-
	Total	2.8	2	4	3	0	5	1	1	3	1	-	-
Pedestrian	Killed	0.4	0	2	0	0	0	0	0	0	0	-	-
	Seriously Injured	0.6	0	0	2	0	1	0	0	0	0	-	-
	KSI	1.0	0	2	2	0	1	0	0	0	0	-	-
	Slightly Injured	0.6	1	2	0	0	0	1	1	0	0	-	-
	Total	1.6	1	4	2	0	1	1	1	0	0	-	-
Other/Unknown	Killed	0.0	0	0	0	0	0	0	0	0	0	-	-
	Seriously Injured	0.0	0	0	0	0	0	0	0	0	0	-	-
	KSI	0.0	0	0	0	0	0	0	0	0	0	-	-
	Slightly Injured	0.6	1	1	1	0	0	0	0	0	0	-	-
	Total	0.6	1	1	1	0	0	0	0	0	0	-	-

Table C-21 Casualties by top 20 road names and year

No.	Road name	2005-2009											2013 per cent	2013 per cent
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	change from BSL average	change from 2012	
1	M6	1,493.8	1,654	1,627	1,489	1,465	1,234	1,314	1,173	1,070	1,169	-21.7	9.3	
2	M1	1,796.0	2,356	1,884	1,850	1,509	1,381	1,355	1,091	1,178	1,096	-39.0	-7.0	
3	M25	1,543.0	1,891	1,671	1,554	1,364	1,235	1,250	1,321	1,234	1,037	-32.8	-16.0	
4	A1	996.6	1,222	1,106	924	855	876	779	695	565	655	-34.3	15.9	
5	M4	749.4	733	904	855	708	547	654	611	627	603	-19.5	-3.8	
6	M5	723.0	793	720	792	602	708	505	538	482	430	-40.5	-10.8	
7	A38	502.4	568	536	522	438	448	454	446	497	424	-15.6	-14.7	
8	A5	457.6	543	481	492	375	397	428	447	413	420	-8.2	1.7	
9	A1(M)	444.0	349	468	482	461	460	420	427	359	418	-5.9	16.4	
10	A27	460.8	511	499	453	414	427	386	392	350	415	-9.9	18.6	
11	M62	702.2	752	739	743	680	597	554	626	423	364	-48.2	-13.9	
12	A14	504.0	577	496	520	499	428	445	406	392	351	-30.4	-10.5	
13	M3	374.2	379	461	358	344	329	333	357	318	350	-6.5	10.1	
14	A46	439.0	455	485	463	413	379	286	314	325	309	-29.6	-4.9	
15	A30	351.4	413	366	376	317	285	287	328	310	297	-15.5	-4.2	
16	M40	483.2	490	533	551	427	415	437	403	382	291	-39.8	-23.8	
17	A47	374.2	415	367	358	360	371	300	301	270	277	-26.0	2.6	
18	A2	289.4	314	334	281	254	264	289	282	260	268	-7.4	3.1	
19	A12	377.2	459	363	376	350	338	292	324	272	264	-30.0	-2.9	
20	A19	354.4	404	390	343	314	321	347	227	298	253	-28.6	-15.1	

Notes: (a) Ranks by 2013.

Table C-22 Killed casualties by top 20 road names and year

No.	Road name	2005-2009											2013 per cent	2013 per cent
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	change from BSL average	change from 2012	
1	A1	19.2	13	22	30	14	17	10	10	14	17	-11.5	-	
2	A1(M)	6.2	9	6	4	8	4	7	3	3	14	-	-	
3	M6	29.2	28	35	24	33	26	12	12	12	12	-58.9	-	
4	A30	8.0	7	6	11	11	5	11	1	8	12	-	-	
5	A47	8.4	15	8	8	5	6	10	14	10	10	-	-	
6	A5	9.0	13	14	7	6	5	5	8	6	10	-	-	
7	M1	25.4	36	23	22	24	22	17	15	13	9	-64.6	-	
8	A14	9.6	6	15	14	7	6	4	7	13	9	-	-	
9	M5	10.4	10	10	11	11	10	10	12	9	9	-	-	
10	A38	9.2	7	12	9	8	10	5	5	8	8	-	-	
11	A46	8.0	10	10	5	7	8	4	5	6	8	-	-	
12	A57	7.6	7	7	7	8	9	5	11	3	8	-	-	
13	A2	2.4	5	3	1	2	1	4	1	1	8	-	-	
14	A405	25.2	25	25	30	29	17	2	26	13	7	-72.2	-	
15	M25	14.6	16	23	18	4	12	8	8	7	7	-	-	
16	A5103	13.8	12	16	19	18	4	10	7	6	7	-	-	
17	A690	2.2	4	0	2	2	3	0	9	4	7	-	-	
18	M48	2.4	6	1	1	0	4	4	6	1	7	-	-	
19	M40	8.2	7	8	11	7	8	8	3	6	6	-	-	
20	M62	6.8	6	8	7	7	6	5	3	5	6	-	-	

Notes: (a) Ranked by 2013.

Table C-23 KSI casualties by top 20 road names and year

No.	Road name	2005-2009 BSL										2013 per cent change from average	2013 per cent change from 2012
		average	2005	2006	2007	2008	2009	2010	2011	2012	2013		
1	M1	144.2	175	137	146	126	137	131	89	85	81	-43.8	-4.7
2	A1	110.4	126	125	98	93	110	85	78	65	81	-26.6	24.6
3	M6	160.0	174	167	152	179	128	114	126	92	78	-51.3	-15.2
4	M25	116.2	127	139	131	75	109	91	75	71	78	-32.9	9.9
5	M62	53.8	77	59	40	51	42	31	41	38	53	-1.5	39.5
6	A1(M)	47.2	37	48	55	49	47	33	36	28	52	10.2	85.7
7	A27	55.2	56	55	54	52	59	49	57	43	50	-9.4	16.3
8	A5	59.4	83	59	53	47	55	50	54	69	48	-19.2	-30.4
9	M5	58.6	70	49	63	47	64	68	47	53	47	-19.8	-11.3
10	M4	79.2	72	89	120	66	49	64	49	47	47	-40.7	0.0
11	A30	37.6	40	34	47	44	23	39	35	41	43	14.4	4.9
12	A14	66.2	92	64	60	57	58	50	50	54	41	-38.1	-24.1
13	A46	54.8	58	59	55	54	48	25	41	37	40	-27.0	8.1
14	A47	51.2	65	56	50	40	45	53	54	29	39	-23.8	34.5
15	M3	36.2	37	35	40	31	38	30	38	36	38	5.0	5.6
16	M40	56.4	67	51	68	57	39	53	50	51	37	-34.4	-27.5
17	A38	44.4	52	43	47	41	39	36	34	59	36	-18.9	-39.0
18	A34	24.2	14	36	23	24	24	23	22	25	36	48.8	44.0
19	A2	24.4	30	36	27	18	11	22	14	7	36	47.5	-
20	A303	44.0	39	55	51	46	29	53	42	37	33	-25.0	-10.8

Notes: (a) Ranked by 2013.

Table C-24 Casualties involving each collision type by year

Collision Type	2005-2009 BSL										2013 per cent change from average	2013 per cent change from 2012
	average	2005	2006	2007	2008	2009	2010	2011	2012	2013		
Head On	651.2	699	683	681	636	557	477	399	403	432	-33.7	7.2
Shunt	9,818.0	10,945	10,720	9,871	8,970	8,584	8,269	8,445	7,719	7,660	-22.0	-0.8
Junction	6,006.8	6,679	6,153	6,165	5,519	5,518	4,916	5,431	5,066	4,525	-24.7	-10.7
Pedestrian	270.8	297	236	291	284	246	243	220	179	289	6.7	61.5
Pedal Cyclist	157.4	189	164	145	149	140	154	176	174	156	-0.9	-10.3
Overtake	1,429.2	1,825	1,518	1,441	1,191	1,171	1,031	875	804	849	-40.6	5.6
Single vehicle run off	3,316.2	3,706	3,477	3,487	2,994	2,917	2,701	2,552	2,491	2,215	-33.2	-11.1
Other	4,265.4	4,679	4,716	4,345	3,911	3,676	3,572	3,274	3,150	3,017	-29.3	-4.2

Note: (a) For definitions of each collision type refer to Appendix A. Casualties may fall within more than one collision type and hence may be counted more than once.

Appendix D: Casualty Rate Statistics

Table D-1 to Table D-8 provide breakdowns of traffic and casualties in context of traffic, expressed as a rate of casualties per 100 million vehicle-miles (MVM).

Table D-1 Total traffic (100 MVM) by top 40 road names and year

No.	Road Name	Length (miles)	2010	2011	2012	2013	2013 per cent change from 2012	No.	Road Name	Length (miles)	2010	2011	2012	2013	2013 per cent change from 2012
1	M1	198.5	73.18	72.40	74.34	76.75	3.23	21	A30	133.5	11.84	12.03	11.82	11.77	-0.47
2	M6	241.2	73.27	73.94	73.94	74.23	0.39	22	A19	69.0	11.10	11.38	11.49	11.41	-0.66
3	M25	118.2	55.39	55.97	57.96	57.75	-0.36	23	A27	70.2	10.63	10.69	11.06	10.96	-0.88
4	M5	167.6	49.42	49.85	49.44	50.67	2.50	24	A46	111.2	11.79	12.06	11.07	10.88	-1.72
5	M4	118.1	39.86	40.73	40.14	40.00	-0.35	25	A5	136.8	10.18	10.32	10.28	10.35	0.67
6	A1(M)	128.7	29.27	29.91	30.01	30.31	0.99	26	A3	51.2	9.07	9.28	9.45	9.89	4.69
7	M62	96.2	30.57	30.73	29.68	30.00	1.07	27	A47	107.3	8.74	8.71	8.78	8.73	-0.54
8	M40	91.1	27.66	27.54	28.70	28.74	0.16	28	A303	97.0	8.52	8.54	8.62	8.61	-0.11
9	A1	215.3	27.66	28.42	27.74	25.23	-9.04	29	A2	38.8	6.95	7.61	7.62	7.38	-3.17
10	A14	135.5	22.28	22.55	22.54	22.88	1.51	30	A50	44.2	6.97	7.11	7.41	7.28	-1.78
11	M3	61.5	19.77	20.39	19.49	19.86	1.92	31	M61	24.3	6.48	7.04	7.06	7.23	2.39
12	M60	37.3	15.60	15.85	15.97	15.81	-1.00	32	M2	26.6	6.33	6.57	6.55	6.70	2.34
13	A38	114.2	15.92	16.12	16.04	15.79	-1.58	33	M18	29.9	5.60	5.68	6.07	6.22	2.35
14	M42	43.7	15.23	15.46	15.26	15.44	1.20	34	A66	103.0	5.76	5.80	5.82	5.82	-0.04
15	M11	52.1	12.72	13.11	13.25	13.16	-0.68	35	A11	54.8	5.43	5.62	5.75	5.82	1.20
16	A12	65.2	12.41	12.44	12.78	12.91	1.04	36	M23	17.3	5.61	5.67	5.74	5.61	-2.22
17	M56	38.2	12.54	12.89	12.62	12.79	1.32	37	A45	34.5	5.37	5.27	5.39	5.42	0.63
18	A34	63.6	12.42	12.30	11.79	12.14	2.96	38	A64	57.2	5.08	5.25	5.09	5.13	0.87
19	M20	51.4	11.55	11.84	12.01	11.90	-0.90	39	M53	21.3	4.57	4.65	4.53	4.59	1.39
20	M27	33.1	12.01	11.87	12.01	11.84	-1.36	40	M65	21.4	4.30	4.43	4.33	4.57	5.64

Notes: (a) Ranked by 2013.

(b) Length is based on 2010 network count points.

Table D-2 Total casualties per 100 MVM by top 40 trafficked roads and year

No.	Road Name	2010	2011	2012	2013	2013 per cent change from 2012	2013 casualty rate ranking	No.	Road Name	2010	2011	2012	2013	2013 per cent change from 2012	2013 casualty rate ranking
1	M1	18.52	15.07	15.85	14.28	-9.87	106	21	A30	24.23	27.27	26.23	25.24	-3.75	66
2	M6	17.93	15.87	14.47	15.75	8.83	101	22	A19	31.27	19.94	25.94	22.17	-14.54	76
3	M25	22.57	23.60	21.29	17.96	-15.66	93	23	A27	36.32	36.66	31.66	37.87	19.63	40
4	M5	10.22	10.79	9.75	8.49	-12.96	127	24	A46	24.26	26.04	29.36	28.40	-3.26	55
5	M4	16.41	15.00	15.62	15.08	-3.49	105	25	A5	42.04	43.33	40.19	40.60	1.02	35
6	A1(M)	14.35	14.28	11.96	13.79	15.29	110	26	A3	27.25	31.78	28.26	23.66	-16.28	72
7	M62	18.12	20.37	14.25	12.13	-14.86	115	27	A47	34.31	34.55	30.75	31.72	3.15	48
8	M40	15.80	14.63	13.31	10.12	-23.95	121	28	A303	25.01	22.84	19.14	22.65	18.32	74
9	A1	28.17	24.46	20.37	25.96	27.45	63	29	A2	41.59	37.05	34.11	36.31	6.45	42
10	A14	19.97	18.01	17.39	15.34	-11.79	102	30	A50	24.97	23.05	18.89	25.96	37.45	62
11	M3	16.84	17.51	16.31	17.62	7.99	94	31	M61	18.66	15.34	12.47	9.69	-22.31	123
12	M60	15.77	13.63	11.52	11.96	3.76	116	32	M2	17.05	19.18	21.53	19.39	-9.91	85
13	A38	28.52	27.68	30.98	26.85	-13.32	58	33	M18	21.24	13.91	13.17	15.29	16.02	103
14	M42	8.34	11.06	8.00	9.13	14.21	125	34	A66	33.00	30.19	30.39	31.26	2.86	49
15	M11	11.95	14.87	11.55	11.17	-3.26	119	35	A11	26.17	18.87	28.16	19.58	-30.47	84
16	A12	23.53	26.05	21.28	20.45	-3.94	81	36	M23	22.10	16.92	17.24	19.06	10.53	87
17	M56	14.83	12.64	11.96	15.09	26.15	104	37	A45	19.35	18.22	16.51	18.99	15.01	88
18	A34	13.77	22.28	21.29	18.95	-11.00	89	38	A64	34.82	26.87	27.32	28.64	4.84	54
19	M20	19.40	15.03	21.40	18.57	-13.23	90	39	M53	18.38	14.85	12.81	12.86	0.33	114
20	M27	22.98	15.25	17.74	13.00	-26.70	112	40	M65	26.04	19.65	23.33	20.33	-12.84	83

Notes:(a) Ranked by Table D-1 traffic levels to ensure most trafficked roads reported.

(b) 2013 casualty rate ranking reports the overall ranking of the specified road name in comparison to all 142 road names by the 2013 casualty rate. For example, the M1 casualty rate was the 106th highest out of 142 roads in 2013.

Table D-3 Total casualties per 100 MVM by top 20 motorways and year

No.	Road Name	2010	2011	2012	2013	2013 per cent change from 2012
1	A308(M)	88.65	106.14	35.39	87.50	147.21
2	M271	69.98	61.50	43.76	54.06	23.55
3	M181	16.95	11.38	11.66	51.46	341.47
4	A38(M)	39.86	0.00	32.05	48.07	49.96
5	M602	38.23	25.12	23.49	32.96	40.33
6	M606	29.35	35.58	34.70	26.85	-22.62
7	A3(M)	27.25	24.24	22.56	21.57	-4.40
8	M65	26.04	19.65	23.33	20.33	-12.84
9	M2	17.05	19.18	21.53	19.39	-9.91
10	A627(M)	53.50	15.46	17.92	19.22	7.24
11	M23	22.10	16.92	17.24	19.06	10.53
12	M20	19.40	15.03	21.40	18.57	-13.23
13	M621	25.05	19.34	23.86	18.52	-22.37
14	M25	22.57	23.60	21.29	17.96	-15.66
15	M3	16.84	17.51	16.31	17.62	7.99
16	M180	27.36	10.51	17.96	17.53	-2.39
17	M48	9.92	14.65	2.48	17.37	601.44
18	M26	19.47	11.00	14.23	16.96	19.24
19	A404(M)	15.79	14.17	24.52	16.08	-34.40
20	M6	17.93	15.87	14.47	15.75	8.83

Notes: (a) Ranked by 2013.

(b) Casualty rates on roads with shorter section lengths on the SRN potentially can be skewed by small changes in number of casualties and traffic levels.

Table D-4 Total casualties per 100 MVM by top 20 A-roads and year

No.	Road Name	2010	2011	2012	2013	2013 per cent change from 2012
1	A59	0.00	172.24	171.01	310.27	81.43
2	A41	72.09	23.95	302.24	152.62	-49.50
3	A61	96.04	137.52	84.78	148.16	74.76
4	A126	0.00	0.00	0.00	130.43	-
5	A160	41.43	44.83	113.95	112.87	-0.95
6	A249	45.16	37.26	35.38	100.62	184.44
7	A62	154.71	210.27	293.43	99.99	-65.92
8	A585	59.04	68.40	52.35	78.13	49.22
9	A458	52.08	52.17	27.04	71.00	162.57
10	A282	59.43	58.73	62.73	66.80	6.48
11	A259	78.47	53.25	57.92	66.32	14.52
12	A1089	84.67	29.70	51.86	66.26	27.76
13	A628	66.15	58.61	82.31	65.36	-20.59
14	A631	212.38	195.90	50.02	65.10	30.14
15	A446	18.05	72.05	57.84	64.20	10.99
16	A26	83.40	88.08	69.65	62.59	-10.13
17	A57	37.35	82.40	22.12	62.31	181.75
18	A405	17.89	229.09	114.47	59.37	-48.14
19	A663	87.58	140.90	53.52	57.32	7.09
20	A20	76.54	54.81	47.67	56.60	18.73

Notes: (a) Ranked by 2013.

(b) Casualty rates on roads with shorter section lengths on the SRN potentially can be skewed by small changes in number of casualties and traffic levels.

Table D-5 Casualty per 100 MVM by road classification, severity and year

Road Classification	Casualty Severity	2010	2011	2012	2013	2013 per cent change from 2012	
Motorway	Killed	0.20	0.16	0.14	0.16	10.38	
	Seriously Injured	1.31	1.18	1.04	1.06	2.22	
	KSI	1.51	1.35	1.18	1.22	3.19	
	Slightly Injured	15.65	14.48	13.61	12.75	-6.30	
	Total	17.16	15.83	14.79	13.97	-5.54	
A-road	Dual Carriageway	Killed	0.40	0.44	0.35	0.38	6.73
		Seriously Injured	2.72	2.63	2.54	2.25	-11.45
		KSI	3.11	3.06	2.89	2.63	-9.23
		Slightly Injured	23.82	24.96	22.92	22.52	-1.77
		Total	26.94	28.02	25.81	25.14	-2.61
	Single Carriageway	Killed	0.84	1.03	1.01	1.23	21.54
		Seriously Injured	5.19	5.39	5.52	6.11	10.79
		KSI	6.03	6.42	6.53	7.34	12.46
		Slightly Injured	36.69	35.23	36.45	34.18	-6.23
		Total	42.72	41.65	42.98	41.53	-3.39

Notes: (a) Six casualties were located on sections of the reference network that have been downgraded in class (to B or below) since 2010 and hence have been excluded from this table.

Table D-6 KSI casualties per 100 MVM by top 40 trafficked road names and year

No.	Road Name	2010	2011	2012	2013	2013 per cent change from 2012	2013 KSI casualty rate ranking	No.	Road Name	2010	2011	2012	2013	2013 per cent change from 2012	2013 KSI casualty rate ranking
1	M1	1.79	1.23	1.14	1.06	-7.69	94	21	A30	3.29	2.91	3.47	3.65	5.37	40
2	M6	1.56	1.70	1.24	1.05	-15.54	95	22	A19	2.61	2.20	2.44	2.54	4.26	55
3	M25	1.64	1.34	1.23	1.35	10.26	86	23	A27	4.61	5.33	3.89	4.56	17.32	29
4	M5	1.38	0.94	1.07	0.93	-13.48	101	24	A46	2.12	3.40	3.34	3.68	10.00	39
5	M4	1.61	1.20	1.17	1.18	0.35	91	25	A5	4.91	5.23	6.71	4.64	-30.89	28
6	A1(M)	1.13	1.20	0.93	1.72	83.89	74	26	A3	3.53	4.20	2.75	2.63	-4.48	53
7	M62	1.01	1.33	1.28	1.77	37.99	73	27	A47	6.06	6.20	3.30	4.47	35.21	30
8	M40	1.92	1.82	1.78	1.29	-27.57	88	28	A303	6.22	4.92	4.29	3.83	-10.71	37
9	A1	3.07	2.74	2.34	3.21	37.00	47	29	A2	3.17	1.84	0.92	4.88	431.11	26
10	A14	2.24	2.22	2.40	1.79	-25.20	71	30	A50	2.01	2.25	1.21	2.06	69.69	66
11	M3	1.52	1.86	1.85	1.91	3.57	69	31	M61	1.54	0.99	1.56	1.52	-2.33	80
12	M60	0.83	1.14	0.56	0.51	-10.21	106	32	M2	1.74	1.22	2.29	1.04	-54.40	97
13	A38	2.26	2.11	3.68	2.28	-38.01	61	33	M18	1.78	0.53	0.16	0.64	290.81	105
14	M42	0.72	0.58	0.52	0.91	72.93	102	34	A66	6.77	5.69	5.67	5.67	0.04	22
15	M11	1.18	1.53	1.36	1.52	11.87	81	35	A11	4.79	3.56	4.35	3.95	-9.09	36
16	A12	3.79	3.78	2.19	2.25	2.51	62	36	M23	2.14	2.29	1.74	1.25	-28.41	89
17	M56	1.04	1.09	0.55	1.41	153.80	84	37	A45	3.91	3.80	3.90	3.32	-14.82	46
18	A34	1.85	1.79	2.12	2.97	39.86	49	38	A64	4.92	4.57	4.91	4.29	-12.76	32
19	M20	1.82	0.93	1.00	1.68	68.17	77	39	M53	0.66	1.29	0.66	0.44	-34.25	107
20	M27	2.08	2.02	1.42	1.01	-28.44	99	40	M65	1.86	2.71	2.31	1.09	-52.67	93

Notes: (a) Ranked by Table D-1 traffic levels to ensure most trafficked roads reported.
 (b) 2013 KSI casualty rate ranking reports the overall ranking of the specified road name in comparison to all 142 road names by the 2013 KSI casualty rate. For example, the M1 KSI casualty rate was the 94th highest out of 142 roads in 2013.

Table D-7 KSI casualties per 100 MVM by top 20 motorways and year

No.	Road Name	2010	2011	2012	2013	2013 per cent change from 2012
1	M181	0.00	0.00	0.00	11.43	-
2	M271	7.24	6.83	2.30	9.01	291.26
3	M48	4.96	0.00	0.00	4.96	-
4	M180	1.00	0.66	1.24	2.42	95.21
5	A194(M)	2.30	0.00	0.00	2.24	-
6	A3(M)	0.00	1.67	0.78	2.23	186.81
7	M26	2.63	0.48	0.98	2.00	103.42
8	M3	1.52	1.86	1.85	1.91	3.57
9	M606	0.00	0.00	0.00	1.79	-
10	M62	1.01	1.33	1.28	1.77	37.99
11	A1(M)	1.13	1.20	0.93	1.72	83.89
12	M20	1.82	0.93	1.00	1.68	68.17
13	M58	1.70	2.34	0.58	1.67	188.29
14	M61	1.54	0.99	1.56	1.52	-2.33
15	M11	1.18	1.53	1.36	1.52	11.87
16	M69	0.91	1.20	0.90	1.47	63.52
17	M56	1.04	1.09	0.55	1.41	153.80
18	M25	1.64	1.34	1.23	1.35	10.26
19	M57	4.30	1.34	0.44	1.30	198.07
20	M40	1.92	1.82	1.78	1.29	-27.57

Notes: (a) Ranked by 2013.

(b) KSI casualty rates on roads with shorter section lengths on the SRN potentially can be skewed by small changes in number of casualties and traffic levels.

Table D-8 KSI casualties per 100 MVM by top 20 A-Roads and year

No.	Road Name	2010	2011	2012	2013	2013 per cent change from 2012
1	A59	0.00	0.00	28.50	28.21	-1.04
2	A446	0.00	0.00	0.00	19.26	-
3	A26	12.83	6.29	6.33	18.78	196.57
4	A57	14.94	0.00	0.00	15.58	-
5	A160	8.29	14.94	22.79	15.05	-33.96
6	A458	6.13	6.14	0.00	14.79	-
7	A41	12.01	11.97	24.18	12.72	-47.40
8	A1033	2.36	2.38	0.00	11.89	-
9	A21	7.29	9.55	5.15	10.20	98.26
10	A35	6.15	5.41	7.01	9.19	31.16
11	A5111	0.00	0.00	0.00	9.01	-
12	A452	0.00	28.24	0.00	8.93	-
13	A453	6.99	7.06	13.41	8.92	-33.51
14	A249	2.71	2.60	0.86	8.67	905.34
15	A259	6.61	7.37	10.07	8.40	-16.65
16	A585	5.27	11.40	3.08	8.12	163.56
17	A31	4.54	2.89	7.12	7.34	3.10
18	A36	4.28	7.44	6.76	7.01	3.70
19	A419	3.22	4.16	0.82	6.33	672.30
20	A66	6.77	5.69	5.67	5.67	0.04

Notes: (a) Ranked by 2013.

(b) KSI casualty rates on roads with shorter section lengths on the SRN potentially can be skewed by small changes in number of casualties and traffic levels.

Appendix E: Vehicle Statistics

Table E-1 and Table E-2 provide breakdowns of the number of vehicles involved in collisions by severity, vehicle type and year. This also includes KSI casualties by vehicle interaction and year.

Table E-1i. Number of vehicles by vehicle type, collision severity and year

Vehicle type	Collision Severity	2005-2009 BSL											2013 per cent change from average	2013 per cent change from 2012
		average	2005	2006	2007	2008	2009	2010	2011	2012	2013			
Bus / Coach	Fatal	4.4	5	3	6	4	4	4	4	3	2	-	-	
	Serious	14.6	12	21	16	10	14	8	7	15	11	-	-33.3	
	KSI	19.0	17	24	22	14	18	12	11	18	13	-31.6	-29.4	
	Slight	114.0	132	116	121	110	91	84	96	60	77	-32.5	12.9	
	Total	133.0	149	140	143	124	109	96	107	78	90	-32.3	8.1	
Cars	Fatal	440.2	501	494	478	427	301	299	349	249	283	-35.7	6.8	
	Serious	2,133.8	2,319	2,211	2,189	1,980	1,970	1,871	1,731	1,659	1,744	-18.3	3.7	
	KSI	2,574.0	2,820	2,705	2,667	2,407	2,271	2,170	2,080	1,908	2,027	-21.3	4.2	
	Slight	20,474.8	22,798	21,960	20,788	18,803	18,025	16,713	16,060	15,626	14,919	-27.1	-3.1	
	Total	23,048.8	25,618	24,665	23,455	21,210	20,296	18,883	18,140	17,534	16,946	-26.5	-2.3	
Goods vehicle	Fatal	43.6	38	40	61	40	39	42	39	32	27	-38.1	-13.2	
	Serious	199.4	250	221	178	163	185	163	148	157	172	-13.7	6.0	
	KSI	243.0	288	261	239	203	224	205	187	189	199	-18.1	3.5	
	Slight	1,628.8	1,738	1,762	1,622	1,585	1,437	1,313	1,337	1,248	1,281	-21.4	1.9	
	Total	1,871.8	2,026	2,023	1,861	1,788	1,661	1,518	1,524	1,437	1,480	-20.9	2.1	
HGV	Fatal	153.0	197	172	168	135	93	118	94	110	105	-31.4	-2.5	
	Serious	441.0	553	468	464	393	327	324	264	284	317	-28.1	6.0	
	KSI	594.0	750	640	632	528	420	442	358	394	422	-29.0	3.7	
	Slight	2,786.0	3,261	3,117	3,010	2,479	2,063	2,144	2,036	1,847	1,852	-33.5	0.2	
	Total	3,380.0	4,011	3,757	3,642	3,007	2,483	2,586	2,394	2,241	2,274	-32.7	0.8	
Pedal Cycles	Fatal	8.6	13	9	5	7	9	12	5	8	6	-	-	
	Serious	34.4	46	31	33	30	32	43	38	46	30	-12.8	-34.8	
	KSI	43.0	59	40	38	37	41	55	43	54	36	-16.3	-30.5	
	Slight	112.8	124	126	106	109	99	103	136	119	119	5.5	0.0	
	Total	155.8	183	166	144	146	140	158	179	173	155	-0.5	-9.8	
PTW	Fatal	47.8	58	48	45	57	31	37	28	24	37	-22.6	22.4	
	Serious	332.6	350	345	354	308	306	272	314	277	270	-18.8	-2.0	
	KSI	380.4	408	393	399	365	337	309	342	301	307	-19.3	1.5	
	Slight	630.6	677	617	690	600	569	538	588	499	508	-19.4	1.3	
	Total	1,011.0	1,085	1,010	1,089	965	906	847	930	800	815	-19.4	1.4	

Notes: (a) This table reports the number of vehicles by vehicle type and collision severity.

Table E-1ii. Number of vehicles by vehicle type, collision severity and year (Contd.)

Road user type	Collision Severity	2005-2009										2013 per cent change from average	2013 per cent change from 2012
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013		
Other/Unknown	Fatal	8.0	5	11	5	10	9	7	7	2	10	-	-
	Serious	33.4	33	38	29	39	28	27	23	23	32	-4.2	27.3
	KSI	41.4	38	49	34	49	37	34	30	25	42	1.4	44.7
	Slight	215.6	221	186	247	207	217	161	157	149	115	-46.7	-15.4
	Total	257.0	259	235	281	256	254	195	187	174	157	-38.9	-6.6
Total vehicles	Fatal	705.6	817	777	768	680	486	519	526	428	470	-33.4	5.1
	Serious	3,189.2	3,563	3,335	3,263	2,923	2,862	2,708	2,525	2,461	2,576	-19.2	3.2
	KSI	3,894.8	4,380	4,112	4,031	3,603	3,348	3,227	3,051	2,889	3,046	-21.8	3.6
	Slight	25,962.6	28,951	27,884	26,584	23,893	22,501	21,056	20,410	19,548	18,871	-27.3	-2.3
	Total	29,857.4	33,331	31,996	30,615	27,496	25,849	24,283	23,461	22,437	21,917	-26.6	-1.6

Notes: (a) This table reports the number of vehicles by vehicle type and collision severity.

Table E-2i. KSI casualties by vehicle interaction and year

Collision Type	Combination and number of vehicle types involved in each collision type						Number of KSI casualties involved in each collision type										2013 per cent change from BSL average	2013 per cent change from 2012
	Car	HGV	PTW	Other	Other GV	Pedal Cycle	2005-2009 BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013		
A	1,281	0	0	0	0	0	1,165.4	1,312	1,200	1,195	1,071	1,049	951	938	839	803	-31.1	-4.3
B	271	215	0	0	0	0	303.6	402	341	309	253	213	236	203	209	224	-26.2	7.2
C	130	0	0	0	89	0	113.8	130	135	111	97	96	107	113	107	97	-14.8	-9.3
D	187	0	155	0	0	0	202.4	224	208	230	179	171	162	175	147	158	-21.9	7.5
E	19	0	0	15	0	0	34.6	37	33	29	43	31	33	26	25	20	-42.2	-20.0
F	0	0	93	0	0	0	122.2	136	122	112	132	109	99	127	108	98	-19.8	-9.3
G	0	101	0	0	0	0	113.4	136	137	131	95	68	76	58	64	77	-32.1	20.3
H	23	22	0	0	14	0	44.6	62	36	43	35	47	27	35	32	17	-61.9	-46.9
I	0	0	0	0	22	0	40.0	57	46	38	28	31	36	16	22	19	-52.5	-13.6
J	0	30	0	0	25	0	35.4	48	29	31	41	28	25	27	21	29	-18.1	38.1
K	21	0	0	0	0	21	26.4	29	23	24	27	29	36	26	35	21	-20.5	-40.0
L	0	13	0	10	0	0	7.6	8	10	12	7	1	6	12	7	38	-	-
M	0	15	15	0	0	0	16.6	23	15	16	20	9	14	13	16	16	-3.6	0.0
N	0	0	0	8	0	0	15.8	4	11	51	7	6	11	5	4	15	-5.1	-
O	0	0	14	0	16	0	15.4	14	18	13	15	17	17	14	12	14	-9.1	-
P	5	5	0	5	0	0	6.8	6	5	3	3	17	12	7	3	4	-	-
Q	0	4	0	0	0	5	8.2	17	7	6	5	6	4	5	12	5	-	-
R	12	12	14	0	0	0	13.0	13	12	17	14	9	3	0	6	14	-	-
S	8	0	5	0	5	0	7.2	7	10	8	4	7	5	7	6	5	-	-

Notes: (a) Table outlines the vehicle interaction together with the total number of vehicles involved in the collision type in 2013 along with the total KSI casualties by year. For example there were 224 KSI casualties in collisions involving only cars (271) and HGVs (215) in 2013.

Table E-2ii. KSI casualties by vehicle interaction and year (Contd.)

Collision Type	Combination and number of vehicle types involved in each collision type in 2013						Number of KSI casualties involved in each collision type											2013 per cent change from BSL average	2013 per cent change from 2012
	Car	HGV	PTW	Other	Other GV	Pedal Cycle	2005-2009 BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013			
T	0	0	0	0	5	5	3.6	6	3	4	3	2	2	6	4	5	-	-	
U	16	0	0	4	3	0	6.0	5	13	2	7	3	3	0	2	3	-	-	
V	0	0	0	3	3	0	2.6	0	4	0	1	8	2	4	1	3	-	-	
W	49	1	2	0	15	0	1.0	0	2	3	0	0	0	0	4	9	-	-	
X	0	0	0	0	0	2	1.8	3	3	0	1	2	5	4	2	1	-	-	
Y	0	0	0	1	0	1	1.0	2	1	2	0	0	2	1	2	1	-	-	
Z	1	2	0	1	1	0	3.2	1	3	6	5	1	0	1	1	3	-	-	
AA	0	0	4	5	0	0	3.8	5	6	3	3	2	2	2	0	5	-	-	
AB	0	0	0	0	0	0	0.4	1	1	0	0	0	1	0	0	0	-	-	
AC	3	0	2	2	0	0	1.6	1	4	0	2	1	3	0	3	2	-	-	
AD	0	0	1	0	0	1	0.0	0	0	0	0	0	0	2	0	1	-	-	
AE	0	0	0	0	0	0	0.8	1	0	2	0	1	1	1	1	0	-	-	
AF	0	0	0	0	0	0	0.8	0	0	1	0	3	0	0	0	0	-	-	
AG	0	0	0	0	0	0	0.6	0	0	1	2	0	3	1	1	0	-	-	
AH	0	1	1	0	0	1	0.2	0	0	1	0	0	0	0	0	1	-	-	
AI	0	0	0	0	0	0	0.4	1	1	0	0	0	0	0	0	0	-	-	
AJ	0	0	0	0	0	0	0.4	0	1	0	1	0	0	0	0	0	-	-	
AK	0	0	0	0	0	0	0.0	0	0	0	0	0	1	0	0	0	-	-	
AL	0	0	0	0	0	0	0.4	0	0	0	2	0	0	0	0	0	-	-	
AM	1	1	1	1	1	0	0.0	0	0	0	0	0	0	0	0	1	-	-	
AN	0	0	0	0	0	0	0.2	0	0	1	0	0	1	0	0	0	-	-	

Notes: (a) Table outlines the vehicle interaction together with the total number of vehicles involved in the collision type in 2013 along with the total KSI casualties by year. For example there were 224 KSI casualties in collisions involving only cars (271) and HGVs (215) in 2013.

Table E-3 Casualties by vehicle interaction and severity in 2013

Collision Type	Combination of vehicle types involved in each collision type						Total casualties involved in the collision type			
	Car	HGV	PTW	Other	Other GV	Pedal Cycle	Killed	Seriously Injured	Slightly Injured	Total
A	12,447	0	0	0	0	0	99	704	9,176	9,979
B	1,945	1,550	0	0	0	0	44	180	1,963	2,187
C	1,420	0	0	0	942	0	14	83	1,412	1,509
D	558	0	475	0	0	0	15	143	393	551
E	180	0	0	124	0	0	4	16	203	223
F	0	0	213	0	0	0	12	86	134	232
G	0	349	0	0	0	0	21	56	192	269
H	135	110	0	0	103	0	2	15	155	172
I	0	0	0	0	172	0	4	15	156	175
J	0	144	0	0	141	0	7	22	147	176
K	115	0	0	0	0	112	2	19	93	114
L	0	32	0	24	0	0	3	35	79	117
M	0	38	38	0	0	0	6	10	27	43
N	0	0	0	31	0	0	2	13	27	42
O	0	0	40	0	43	0	0	14	28	42
P	20	15	0	15	0	0	0	4	22	26
Q	0	6	0	0	0	7	4	1	3	8
R	24	20	22	0	0	0	2	12	13	27
S	12	0	9	0	9	0	0	5	10	15
T	0	0	0	0	18	18	0	5	13	18
U	28	0	0	13	13	0	0	3	26	29

Collision Type	Combination of vehicle types involved in each collision type						Total casualties involved in the collision type			
	Car	HGV	PTW	Other	Other GV	Pedal Cycle	Killed	Seriously Injured	Slightly Injured	Total
V	0	0	0	18	18	0	1	2	21	24
W	49	1	2	0	15	0	0	9	61	70
X	0	0	0	0	0	7	0	1	5	6
Y	0	0	0	4	0	4	0	1	4	5
Z	5	4	0	3	4	0	0	3	4	7
AA	0	0	6	7	0	0	2	3	3	8
AB	0	0	0	0	0	0	0	0	0	0
AC	5	0	4	4	0	0	0	2	3	5
AD	0	0	3	0	0	3	0	1	5	6
AE	0	1	0	1	1	0	0	0	4	4
AF	0	0	0	0	0	0	0	0	0	0
AG	0	0	0	0	0	0	0	0	0	0
AH	0	1	1	0	0	1	0	1	0	1
AI	0	1	1	1	0	0	0	0	1	1
AJ	0	0	0	0	0	0	0	0	0	0
AK	0	0	0	0	0	0	0	0	0	0
AL	0	0	0	0	0	0	0	0	0	0
AM	1	1	1	1	1	0	0	1	0	1
AN	1	1	0	0	0	2	0	0	1	1
AO	1	0	0	1	0	1	0	0	1	1

Appendix F: Contributory Factor Statistics

Appendix F tabulates statistics on all 78 contributory factors and their groupings.

Table F-1i. Contributory factor group classification and codes

CF Group I: Road environment contributed			
101	Poor or defective road surface	106	Traffic calming (e.g. speed cushions, road humps, chicanes)
102	Deposit on road (e.g. oil, mud, chippings)	107	Temporary road layout (e.g. contraflow)
103	Slippery road (due to weather)	108	Road layout (e.g. bend, hill, narrow carriageway)
104	Inadequate or masked signs or road markings	109	Animal or object in carriageway
105	Defective traffic signals	110	Slippery inspection cover or road marking
CF Group II: Vehicle defect			
201	Tyres illegal, defective or under inflated	204	Defective steering or suspension
202	Defective lights or indicators	205	Defective or missing mirrors
203	Defective brakes	206	Overloaded or poorly loaded vehicle or trailer
CF Group III: Injudicious action			
301	Disobeyed automatic traffic signal	306	Exceeding speed limit
302	Disobeyed 'Give Way' or 'Stop' sign or markings	307	Travelling too fast for conditions
303	Disobeyed double white lines	308	Following too close
304	Disobeyed pedestrian crossing facility	309	Vehicle travelling along pavement
305	Illegal turn or direction of travel	310	Cyclist entering road from pavement
CF Group IV: Driver/Rider error or reaction			
401	Junction overshoot	406	Failed to judge other person's path or speed
402	Junction restart (moving off at junction)	407	Too close to cyclist, horse rider or pedestrian
403	Poor turn or manoeuvre	408	Sudden braking
404	Failed to signal or misleading signal	409	Swerved
405	Failed to look properly	410	Loss of control
CF Group V: Impairment or distraction			
501	Impaired by alcohol	506	Not displaying lights at night or in poor visibility
502	Impaired by drugs (illicit or medicinal)	507	Rider wearing dark clothing
503	Fatigue	508	Driver using mobile phone
504	Uncorrected, defective eyesight	509	Distraction in vehicle
505	Illness or disability, mental or physical	510	Distraction outside vehicle
CF Group VI: Behaviour or inexperience			
601	Aggressive driving	605	Learner or inexperienced driver/rider
602	Careless, reckless or in a hurry	606	Inexperience of driving on the left
603	Nervous, uncertain or panic	607	Unfamiliar with model of vehicle
604	Driving too slow for conditions or slow veh (e.g. tractor)		

Table F-1ii. Contributory factor group classification and codes (Contd.)

CF Group VII: Vision affected by			
701	Stationary or parked vehicle(s)	706	Dazzling sun
702	Vegetation	707	Rain, sleet, snow, or fog
703	Road layout (e.g. bend, winding road, hill crest)	708	Spray from other vehicles
704	Buildings, road signs, street furniture	709	Visor or windscreen dirty, scratched or frosted etc.
705	Dazzling headlights	710	Vehicle blind spot
CF Group VIII: Pedestrian only (Casualty or uninjured)			
801	Crossing road masked by stationary or parked vehicle	806	Impaired by alcohol
802	Failed to look properly	807	Impaired by drugs (illicit or medicinal)
803	Failed to judge vehicle's path or speed	808	Careless, reckless or in a hurry
804	Wrong use of pedestrian crossing facility	809	Pedestrian wearing dark clothing at night
805	Dangerous action in carriageway (e.g. playing)	810	Disability or illness, mental or physical
CF Group IX: Special codes			
901	Stolen vehicle	904	Vehicle door opened or closed negligently
902	Vehicle in course of crime	999	Other – Please specify below
903	Emergency vehicle on a call		

Table F-2i. Contributory factors by severity 2013 [1-20]

No.	Contributory Factor	KSI	Fatal	Serious	Slight	Total
1	405 Failed to look properly	412	59	353	2,580	2,992
2	410 Loss of control	323	58	265	1,322	1,645
3	406 Failed to judge other person's path or speed	322	32	290	2,240	2,562
4	403 Poor turn or manoeuvre	210	23	187	940	1,150
5	602 Careless, reckless or in a hurry	189	30	159	863	1,052
6	409 Swerved	129	19	110	569	698
7	503 Fatigue	117	24	93	331	448
8	308 Following too close	115	5	110	1,141	1,256
9	408 Sudden braking	113	9	104	1,016	1,129
10	103 Slippery road (due to weather)	107	13	94	785	892
11	307 Travelling too fast for conditions	99	15	84	575	674
12	501 Impaired by alcohol (driver or rider)	79	19	60	239	318
13	505 Illness or disability, mental or physical	73	15	58	156	229
14	509 Distraction in vehicle	69	16	53	333	402
15	999 Other – Please specify below	60	6	54	221	281
16	306 Exceeding speed limit	58	19	39	191	249
17	601 Aggressive driving	46	14	32	170	216
18	605 Learner or inexperienced driver/rider	37	4	33	209	246
19	707 Rain, sleet, snow, or fog	29	3	26	176	205
20	510 Distraction outside vehicle	26	5	21	142	168

Notes: (a) Values in the table report the number of collisions by severity where at least one of the specified contributory factors was recorded.

(b) Ranked by KSI.

Table F-2ii. Contributory factors by severity 2013 [21-50] (Contd.)

No.	Contributory Factor	KSI	Fatal	Serious	Slight	Total
21	201 Tyres illegal, defective or under inflated	26	2	24	132	158
22	706 Dazzling sun	23	4	19	122	145
23	404 Failed to signal or misleading signal	23	0	23	115	138
24	603 Nervous, uncertain or panic	21	3	18	148	169
25	401 Junction overshoot	20	3	17	82	102
26	802 Failed to look properly	19	9	10	17	36
27	508 Driver using mobile phone	19	7	12	50	69
28	806 Impaired by alcohol (pedestrian)	18	12	6	4	22
29	607 Unfamiliar with model of vehicle	18	5	13	52	70
30	810 Disability or illness, mental or physical	17	10	7	4	21
31	803 Failed to judge vehicle's path or speed	17	9	8	9	26
32	108 Road layout (e.g. bend, hill, narrow carriageway)	17	2	15	91	108
33	809 Pedestrian wearing dark clothing at night	16	10	6	3	19
34	805 Dangerous action in carriageway (e.g. playing)	16	8	8	4	20
35	102 Deposit on road (e.g. oil, mud, chippings)	15	3	12	44	59
36	502 Impaired by drugs (illicit or medicinal)	14	4	10	25	39
37	109 Animal or object in carriageway	14	1	13	110	124
38	101 Poor or defective road surface	12	0	12	18	30
39	701 Stationary or parked vehicle(s)	11	7	4	36	47
40	302 Disobeyed 'Give Way' or 'Stop' sign or markings	10	1	9	39	49
41	710 Vehicle blind spot	10	0	10	252	262
42	206 Overloaded or poorly loaded vehicle or trailer	10	0	10	51	61
43	808 Careless, reckless or in a hurry	9	4	5	8	17
44	708 Spray from other vehicles	9	0	9	74	83
45	703 Road layout (e.g. bend, winding road, hill crest)	9	0	9	24	33
46	807 Impaired by drugs (illicit or medicinal)	7	3	4	0	7
47	107 Temporary road layout (e.g. contraflow)	7	1	6	39	46
48	901 Stolen vehicle	7	1	6	16	23
49	305 Illegal turn or direction of travel	6	3	3	50	56
50	301 Disobeyed automatic traffic signal	6	1	5	51	57

Notes: (a) Values in the table report the number of collisions by severity where at least one of the specified contributory factors was recorded.

(b) Ranked by KSI.

Table F-2iii. Contributory factors by severity 2013 [51-78] (Contd.)

No.	Contributory Factor	KSI	Fatal	Serious	Slight	Total
51	203 Defective brakes	6	0	6	47	53
52	604 Driving too slow for conditions or slow veh (e.g. tractor)	6	0	6	11	17
53	303 Disobeyed double white lines	5	2	3	19	24
54	504 Uncorrected, defective eyesight	5	2	3	13	18
55	204 Defective steering or suspension	5	1	4	41	46
56	506 Not displaying lights at night or in poor visibility	5	1	4	9	14
57	402 Junction restart (moving off at junction)	5	0	5	64	69
58	801 Crossing road masked by stationary or parked vehicle	5	0	5	4	9
59	606 Inexperience of driving on the left	4	1	3	64	68
60	507 Rider wearing dark clothing	4	1	3	4	8
61	407 Too close to cyclist, horse rider or pedestrian	3	2	1	26	29
62	902 Vehicle in course of crime	3	0	3	20	23
63	903 Emergency vehicle on a call	2	1	1	23	25
64	704 Buildings, road signs, street furniture	2	1	1	2	4
65	104 Inadequate or masked signs or road markings	2	0	2	14	16
66	904 Vehicle door opened or closed negligently	2	0	2	2	4
67	804 Wrong use of pedestrian crossing facility	2	0	2	1	3
68	705 Dazzling headlights	1	0	1	11	12
69	202 Defective lights or indicators	1	0	1	6	7
70	105 Defective traffic signals	1	0	1	5	6
71	310 Cyclist entering road from pavement	1	0	1	4	5
72	309 Vehicle travelling along pavement	1	0	1	3	4
73	106 Traffic calming (e.g. speed cushions, road humps, chicanes)	1	0	1	2	3
74	702 Vegetation	1	0	1	2	3
75	304 Disobeyed pedestrian crossing facility	1	0	1	1	2
76	709 Visor or windscreen dirty, scratched or frosted etc.	0	0	0	4	4
77	205 Defective or missing mirrors	0	0	0	0	0
78	110 Slippery inspection cover or road marking	0	0	0	0	0
-	No factor recorded	113	25	88	1,249	1,362

Notes: (a) Values in the table report the number of collisions by severity where at least one of the specified contributory factors was recorded.

(b) Ranked by KSI.

Table F-3i. Top 20 contributory factors by severity and year [1-8]

No.	Contributory Factor	Severity	2005-2009										2013 per cent change from BSL average	2013 per cent change from 2012
			BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013		
1	405 Failed to look properly	Fatal	52.8	65	48	50	53	48	59	40	48	59	11.7	22.9
		Serious	370.0	349	402	378	350	371	321	349	334	353	-4.6	5.7
		Slight	2,881.8	2,641	3,147	3,076	2,912	2,633	2,859	2,906	3,093	2,580	-10.5	-16.6
		Total	3,304.6	3,055	3,597	3,504	3,315	3,052	3,239	3,295	3,475	2,992	-9.5	-13.9
2	410 Loss of control	Fatal	91.0	108	113	77	89	68	57	74	50	58	-36.3	16.0
		Serious	399.4	476	420	417	346	338	371	309	313	265	-33.7	-15.3
		Slight	1,926.0	2,004	2,069	1,968	1,824	1,765	1,661	1,478	1,543	1,322	-31.4	-14.3
		Total	2,416.4	2,588	2,602	2,462	2,259	2,171	2,089	1,861	1,906	1,645	-31.9	-13.7
3	406 Failed to judge other person's path or speed	Fatal	46.0	48	46	50	55	31	35	29	28	32	-30.4	14.3
		Serious	304.6	316	341	316	278	272	281	249	258	290	-4.8	12.4
		Slight	2,616.2	2,696	2,828	2,748	2,507	2,302	2,390	2,303	2,525	2,240	-14.4	-11.3
		Total	2,966.8	3,060	3,215	3,114	2,840	2,605	2,706	2,581	2,811	2,562	-13.6	-8.9
4	602 Careless, reckless or in a hurry	Fatal	32.2	40	31	35	31	24	33	18	24	30	-6.8	25.0
		Serious	192.2	212	223	211	151	164	181	173	163	159	-17.3	-2.5
		Slight	1,139.6	1,202	1,241	1,254	1,062	939	900	974	972	863	-24.3	-11.2
		Total	1,364.0	1,454	1,495	1,500	1,244	1,127	1,114	1,165	1,159	1,052	-22.9	-9.2
5	503 Fatigue	Fatal	32.6	39	38	31	27	28	28	28	22	24	-26.4	9.1
		Serious	122.6	134	128	122	113	116	105	79	100	93	-24.1	-7.0
		Slight	452.8	471	505	483	402	403	401	373	370	331	-26.9	-10.5
		Total	608.0	644	671	636	542	547	534	480	492	448	-26.3	-8.9
6	403 Poor turn or manoeuvre	Fatal	30.4	42	36	26	25	23	27	16	25	23	-24.3	-8.0
		Serious	205.6	236	226	212	156	198	162	172	150	187	-9.0	24.7
		Slight	1,216.2	1,331	1,336	1,245	1,131	1,038	968	968	1,029	940	-22.7	-8.6
		Total	1,452.2	1,609	1,598	1,483	1,312	1,259	1,157	1,156	1,204	1,150	-20.8	-4.5
7	409 Swerved	Fatal	27.2	31	31	31	26	17	17	17	21	19	-30.1	-9.5
		Serious	132.0	152	126	143	119	120	126	99	112	110	-16.7	-1.8
		Slight	772.4	845	826	783	696	712	708	639	614	569	-26.3	-7.3
		Total	931.6	1,028	983	957	841	849	851	755	747	698	-25.1	-6.6
8	501 Impaired by alcohol (driver or rider)	Fatal	23.0	22	27	20	24	22	13	8	9	19	-17.4	-
		Serious	94.8	109	95	98	80	92	87	78	74	60	-36.7	-18.9
		Slight	353.2	356	389	385	320	316	262	283	287	239	-32.3	-16.7
		Total	471.0	487	511	503	424	430	362	369	370	318	-32.5	-14.1

Notes: (a) Values in the table report the number of collisions by severity where at least one of the specified contributory factors was recorded.

(b) Ranked by 2013 fatal.

Table F-3ii. Top 20 contributory factors by severity and year [9-16]

No.	Contributory Factor	Severity	2005-2009											2013 per cent change from BSL average	2013 per cent change from 2012
			BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013			
9	306 Exceeding speed limit	Fatal	31.6	48	33	26	33	18	17	16	8	19	-39.9	-	
		Serious	73.8	81	81	82	54	71	67	51	50	39	-47.2	-22.0	
		Slight	273.4	293	292	296	252	234	213	219	187	191	-30.1	2.1	
		Total	378.8	422	406	404	339	323	297	286	245	249	-34.3	1.6	
10	509 Distraction in vehicle	Fatal	12.4	10	14	14	12	12	18	18	9	16	-	-	
		Serious	52.6	52	61	60	47	43	45	54	62	53	0.8	-14.5	
		Slight	299.0	359	285	301	275	275	270	291	329	333	11.4	1.2	
		Total	364.0	421	360	375	334	330	333	363	400	402	10.4	0.5	
11	505 Illness or disability, mental or physical	Fatal	17.2	17	13	28	16	12	10	12	20	15	-12.8	-25.0	
		Serious	39.8	39	40	33	47	40	41	50	44	58	45.7	31.8	
		Slight	139.2	125	156	140	133	142	133	160	141	156	12.1	10.6	
		Total	196.2	181	209	201	196	194	184	222	205	229	16.7	11.7	
12	307 Travelling too fast for conditions	Fatal	31.6	42	43	29	25	19	20	15	19	15	-52.5	-21.1	
		Serious	160.0	190	161	164	164	121	126	107	121	84	-47.5	-30.6	
		Slight	1,099.4	1,281	1,210	1,134	944	928	787	676	776	575	-47.7	-25.9	
		Total	1,291.0	1,513	1,414	1,327	1,133	1,068	933	798	916	674	-47.8	-26.4	
13	601 Aggressive driving	Fatal	14.2	19	13	12	20	7	9	6	4	14	-	-	
		Serious	50.4	48	65	51	39	49	42	43	41	32	-36.5	-22.0	
		Slight	243.0	253	241	255	223	243	188	192	222	170	-30.0	-23.4	
		Total	307.6	320	319	318	282	299	239	241	267	216	-29.8	-19.1	
14	103 Slippery road (due to weather)	Fatal	15.4	15	14	14	16	18	12	8	13	13	-15.6	-	
		Serious	112.8	115	96	116	117	120	141	86	104	94	-16.7	-9.6	
		Slight	1,021.6	1,025	969	998	1,026	1,090	1,046	664	973	785	-23.2	-19.3	
		Total	1,149.8	1,155	1,079	1,128	1,159	1,228	1,199	758	1,090	892	-22.4	-18.2	
15	806 Impaired by alcohol (pedestrian)	Fatal	12.8	6	19	18	13	8	9	8	8	12	-	-	
		Serious	15.0	17	15	12	16	15	10	8	11	6	-60.0	-	
		Slight	15.2	18	11	16	17	14	16	12	7	4	-73.7	-	
		Total	43.0	41	45	46	46	37	35	28	26	22	-48.8	-15.4	
16	809 Pedestrian wearing dark clothing at night	Fatal	11.0	10	14	15	10	6	8	9	13	10	-	-	
		Serious	9.0	12	7	9	10	7	5	10	6	6	-	-	
		Slight	6.2	7	3	10	4	7	7	5	7	3	-	-	
		Total	26.2	29	24	34	24	20	20	24	26	19	-27.5	-26.9	

Notes: (a) Values in the table report the number of collisions by severity where at least one of the specified contributory factors was recorded.

(b) Ranked by 2013 fatal.

Table F-3iii. Top 20 contributory factors by severity and year [17-20]

No.	Contributory Factor	Severity	2005-2009										2013 per cent change from BSL average	2013 per cent change from 2012
			BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013		
17	810 Disability or illness, mental or physical	Fatal	7.6	5	11	4	13	5	7	5	10	10	-	-
		Serious	6.6	6	7	4	8	8	4	7	4	7	-	-
		Slight	7.6	6	10	10	9	3	4	5	2	4	-	-
		Total	21.8	17	28	18	30	16	15	17	16	21	-3.7	31.3
18	802 Failed to look properly	Fatal	13.8	7	19	23	12	8	8	13	7	9	-	-
		Serious	23.0	26	19	26	23	21	25	23	18	10	-56.5	-44.4
		Slight	62.0	80	59	60	59	52	42	25	20	17	-72.6	-15.0
		Total	98.8	113	97	109	94	81	75	61	45	36	-63.6	-20.0
19	408 Sudden braking	Fatal	8.2	8	10	12	6	5	5	4	7	9	-	-
		Serious	121.0	108	130	131	111	125	104	93	104	104	-14.0	0.0
		Slight	1,337.8	1,492	1,433	1,349	1,168	1,247	1,151	1,135	1,130	1,016	-24.1	-10.1
		Total	1,467.0	1,608	1,573	1,492	1,285	1,377	1,260	1,232	1,241	1,129	-23.0	-9.0
20	803 Failed to judge vehicle's path or speed	Fatal	10.0	8	13	16	8	5	7	8	4	9	-	-
		Serious	16.0	20	10	22	15	13	13	11	6	8	-50.0	-
		Slight	49.0	78	58	34	48	27	24	10	5	9	-81.6	-
		Total	75.0	106	81	72	71	45	44	29	15	26	-65.3	73.3

Notes: (a) Values in the table report the number of collisions by severity where at least one of the specified contributory factors was recorded.

(b) Ranked by 2013 fatal.

Table F-4 Casualties involving drivers or riders impaired by alcohol and/or drugs by road classification, severity and year

Road Classification		2005-2009										2013 per cent change from BSL average	2013 per cent change from 2012		
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013				
Motorway -	Killed	13.2	16	18	10	11	11	7	2	6	7	-	-		
	Seriously Injured	56.6	52	62	51	55	63	57	37	38	41	-27.6	7.9		
	KSI	69.8	68	80	61	66	74	64	39	44	48	-31.2	9.1		
	Slightly Injured	319.0	314	372	376	264	269	232	225	288	193	-39.5	-33.0		
	Total	388.8	382	452	437	330	343	296	264	332	241	-38.0	-27.4		
A-road	Dual Carriageway Built-up	Killed	1.0	1	0	0	2	2	0	0	0	0	-	-	
		Seriously Injured	6.4	4	2	2	10	14	1	3	5	0	-	-	
		KSI	7.4	5	2	2	12	16	1	3	5	0	-	-	
		Slightly Injured	21.6	29	16	22	19	22	24	24	18	14	-35.2	-22.2	
		Total	29.0	34	18	24	31	38	25	27	23	14	-51.7	-39.1	
	Non Built-up	Killed	11.2	11	11	13	15	6	6	5	4	10	-	-	
		Seriously Injured	53.4	73	57	53	52	32	53	38	33	28	-47.6	-15.2	
		KSI	64.6	84	68	66	67	38	59	43	37	38	-41.2	2.7	
		Slightly Injured	195.6	224	202	212	182	158	147	152	161	151	-22.8	-6.2	
		Total	260.2	308	270	278	249	196	206	195	198	189	-27.4	-4.5	
	A-road	Single Carriageway Built-up	Killed	1.6	0	3	1	3	1	0	0	1	0	-	-
			Seriously Injured	4.2	6	7	1	2	5	1	3	1	2	-	-
			KSI	5.8	6	10	2	5	6	1	3	2	2	-	-
			Slightly Injured	20.8	20	32	11	20	21	17	25	10	14	-32.7	-
Total			26.6	26	42	13	25	27	18	28	12	16	-39.8	-	
Non Built-up		Killed	7.0	6	5	10	4	10	5	6	1	6	-	-	
		Seriously Injured	19.8	26	21	20	16	16	18	20	18	11	-44.4	-38.9	
		KSI	26.8	32	26	30	20	26	23	26	19	17	-36.6	-10.5	
		Slightly Injured	69.4	62	82	77	59	67	55	51	42	38	-45.2	-9.5	
		Total	96.2	94	108	107	79	93	78	77	61	55	-42.8	-9.8	

Table F-5 Collision involving drivers or riders impaired by alcohol and/or drugs by road classification, severity and year

Road Classification		2005-2009										2013 per cent change from BSL average	2013 per cent change from 2012		
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013				
Motorway -	Fatal	11.0	15	15	9	8	8	7	2	5	7	-	-		
	Serious	44.0	36	49	44	42	49	51	37	33	33	-25.0	0.0		
	KSI	55.0	51	64	53	50	57	58	39	38	40	-27.3	5.3		
	Slight	188.8	187	213	204	169	171	139	138	154	115	-39.1	-25.3		
	Total	243.8	238	277	257	219	228	197	177	192	155	-36.4	-19.3		
A-road	Dual Carriageway Built-up	Fatal	0.8	1	0	0	1	2	0	0	0	0	-	-	
		Serious	3.8	2	2	2	6	7	1	3	4	0	-	-	
		KSI	4.6	3	2	2	7	9	1	3	4	0	-	-	
		Slight	14.4	18	13	16	11	14	18	13	13	12	-	-	
		Total	19.0	21	15	18	18	23	19	16	17	12	-36.8	-29.4	
	Non Built-up	Fatal	8.6	7	10	8	12	6	6	5	4	8	-	-	
		Serious	41.4	60	37	45	35	30	39	32	26	24	-42.0	-7.7	
		KSI	50.0	67	47	53	47	36	45	37	30	32	-36.0	6.7	
		Slight	124.2	126	137	142	109	107	85	105	108	97	-21.9	-10.2	
		Total	174.2	193	184	195	156	143	130	142	138	129	-25.9	-6.5	
	A-road	Single Carriageway Built-up	Fatal	1.2	0	1	1	3	1	0	0	1	0	-	-
			Serious	3.4	5	5	1	1	5	1	3	1	2	-	-
			KSI	4.6	5	6	2	4	6	1	3	2	2	-	-
			Slight	11.0	9	14	8	14	10	10	12	6	6	-	-
Total			15.6	14	20	10	18	16	11	15	8	8	-48.7	-	
Non Built-up		Fatal	6.6	5	5	9	4	10	4	5	1	5	-	-	
		Serious	11.0	13	12	13	9	8	11	10	14	7	-	-	
		KSI	17.6	18	17	22	13	18	15	15	15	12	-31.8	-20.0	
		Slight	35.6	33	37	41	35	32	28	28	21	24	-32.6	14.3	
		Total	53.2	51	54	63	48	50	43	43	36	36	-32.3	0.0	

Table F-6 Collisions involving drivers or riders impaired by alcohol and/or drugs by top 20 road names and year

No.	Road name	2005-2009										2013 per cent change from BSL average	2013 per cent change from 2012
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013		
1	M6	30.0	26	43	29	28	24	19	19	19	19	-36.7	0.0
2	M1	28.8	41	33	23	26	21	35	24	20	18	-37.5	-10.0
3	M4	17.8	12	17	24	18	18	12	15	17	16	-10.1	-5.9
4	M25	26.4	33	23	25	26	25	26	23	27	14	-47.0	-48.1
5	A1	22.2	34	20	22	14	21	16	17	7	14	-36.9	-
6	M5	15.2	23	17	20	11	5	16	5	14	13	-14.5	-
7	A1(M)	8.6	9	10	12	8	4	7	7	8	12	-	-
8	A5	10.8	12	14	8	11	9	14	10	9	11	-	-
9	A2	8.2	11	10	9	5	6	11	7	5	11	-	-
10	A12	12.6	14	19	13	8	9	8	2	13	10	-	-
11	M62	14.6	14	14	16	18	11	5	6	11	10	-	-
12	A47	10.0	9	11	15	9	6	3	10	8	10	-	-
13	A21	4.4	4	3	2	9	4	2	5	5	10	-	-
14	A38	11.6	12	6	12	12	16	8	15	13	9	-	-
15	M3	12.6	14	14	11	9	15	13	6	9	9	-	-
16	M40	12.0	9	15	14	6	16	13	13	12	8	-	-
17	A30	7.0	8	6	10	6	5	5	6	10	6	-	-
18	A27	12.4	16	16	10	7	13	7	13	8	6	-	-
19	A46	10.2	11	14	10	7	9	6	9	7	6	-	-
20	A34	6.8	2	8	8	6	10	4	5	8	5	-	-

Notes: (a) Ranked by 2013.

Table F-7 Casualties involving drivers or riders fatigued by road classification, severity and year

Road Classification		2005-2009										2013 per cent change from BSL average	2013 per cent change from 2012		
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013				
Motorway -	Killed	24.4	31	30	23	19	19	15	9	7	13	-46.7	-		
	Seriously Injured	97.4	105	96	108	87	91	81	63	55	58	-40.5	5.5		
	KSI	121.8	136	126	131	106	110	96	72	62	71	-41.7	14.5		
	Slightly Injured	490.4	510	509	508	479	446	412	363	420	323	-34.1	-23.1		
	Total	612.2	646	635	639	585	556	508	435	482	394	-35.6	-18.3		
A-road	Dual Carriageway Built-up	Killed	0.2	0	1	0	0	0	0	0	0	0	-	-	
		Seriously Injured	0.6	0	0	0	2	1	3	1	1	0	-	-	
		KSI	0.8	0	1	0	2	1	3	1	1	0	-	-	
		Slightly Injured	6.2	13	1	8	7	2	10	4	7	8	-	-	
		Total	7.0	13	2	8	9	3	13	5	8	8	-	-	
	Non Built-up	Killed	8.8	14	11	12	6	1	14	12	8	8	-	-	
		Seriously Injured	43.0	57	49	41	36	32	37	35	41	31	-27.9	-24.4	
		KSI	51.8	71	60	53	42	33	51	47	49	39	-24.7	-20.4	
		Slightly Injured	187.6	201	214	189	167	167	161	149	139	141	-24.8	1.4	
		Total	239.4	272	274	242	209	200	212	196	188	180	-24.8	-4.3	
	A-road	Single Carriageway Built-up	Killed	0.4	0	0	0	1	1	0	0	2	0	-	-
			Seriously Injured	2.8	2	6	0	5	1	1	1	4	4	-	-
			KSI	3.2	2	6	0	6	2	1	1	6	4	-	-
			Slightly Injured	13.2	13	15	11	10	17	14	16	15	27	-	80.0
Total			16.4	15	21	11	16	19	15	17	21	31	89.0	47.6	
Non Built-up		Killed	4.8	4	4	3	5	8	0	8	8	5	-	-	
		Seriously Injured	18.6	22	10	11	21	29	21	16	31	30	61.3	-3.2	
		KSI	23.4	26	14	14	26	37	21	24	39	35	49.6	-10.3	
		Slightly Injured	70.6	99	50	73	50	81	70	61	75	53	-24.9	-29.3	
		Total	94.0	125	64	87	76	118	91	85	114	88	-6.4	-22.8	

Table F-8 Collisions involving drivers or riders fatigued by road classification, severity and year

Road Classification		2005-2009										2013 per cent change from BSL average	2013 per cent change from 2012		
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013				
Motorway -	Fatal	19.6	23	23	19	15	18	15	9	6	13	-33.7	-		
	Serious	73.2	73	72	84	67	70	60	51	45	46	-37.2	2.2		
	KSI	92.8	96	95	103	82	88	75	60	51	59	-36.4	15.7		
	Slight	280.8	288	315	289	267	245	250	230	240	203	-27.7	-15.4		
	Total	373.6	384	410	392	349	333	325	290	291	262	-29.9	-10.0		
A-road	Dual Carriageway Built-up	Fatal	0.2	0	1	0	0	0	0	0	0	0	-	-	
		Serious	0.4	0	0	0	1	1	3	1	1	0	-	-	
		KSI	0.6	0	1	0	1	1	3	1	1	0	-	-	
		Slight	4.2	8	1	6	4	2	4	4	6	6	-	-	
		Total	4.8	8	2	6	5	3	7	5	7	6	-	-	
	Non Built-up	Fatal	7.6	12	10	9	6	1	13	12	7	6	-	-	
		Serious	35.6	44	43	31	32	28	28	22	30	27	-24.2	-10.0	
		KSI	43.2	56	53	40	38	29	41	34	37	33	-23.6	-10.8	
		Slight	124.2	120	147	138	104	112	104	101	89	88	-29.1	-1.1	
		Total	167.4	176	200	178	142	141	145	135	126	121	-27.7	-4.0	
	A-road	Single Carriageway Built-up	Fatal	0.4	0	0	0	1	1	0	0	1	0	-	-
			Serious	1.8	2	4	0	2	1	1	1	3	4	-	-
			KSI	2.2	2	4	0	3	2	1	1	4	4	-	-
			Slight	6.8	6	9	7	3	9	10	8	5	9	-	-
Total			9.0	8	13	7	6	11	11	9	9	13	-	-	
Non Built-up		Fatal	4.8	4	4	3	5	8	0	7	8	5	-	-	
		Serious	11.6	15	9	7	11	16	13	4	21	16	-	-23.8	
		KSI	16.4	19	13	10	16	24	13	11	29	21	28.0	-27.6	
		Slight	36.8	49	33	43	24	35	33	30	30	25	-32.1	-16.7	
		Total	53.2	68	46	53	40	59	46	41	59	46	-13.5	-22.0	

Table F-9 Collisions involving drivers or riders fatigued by top 20 road names and year

No.	Road name	2005-2009 BSL										2013 per cent change from average	2013 per cent change from 2012
		average	2005	2006	2007	2008	2009	2010	2011	2012	2013		
1	M6	54.8	44	67	54	62	47	46	50	46	36	-34.3	-21.7
2	M1	58.0	58	75	62	51	44	54	38	31	34	-41.4	9.7
3	M4	42.0	42	36	51	41	40	37	39	28	33	-21.4	17.9
4	A1(M)	17.4	14	19	16	18	20	15	15	19	27	55.2	42.1
5	M40	33.8	41	34	40	23	31	29	29	28	26	-23.1	-7.1
6	M5	31.2	41	23	28	29	35	22	17	25	23	-26.3	-8.0
7	M25	42.8	46	59	38	36	35	43	27	55	21	-50.9	-61.8
8	M3	18.4	27	16	22	18	9	13	13	8	18	-2.2	-
9	A30	7.2	11	3	7	7	8	11	11	11	15	-	-
10	A1	27.4	22	39	27	25	24	22	17	23	12	-56.2	-47.8
11	A14	17.8	22	24	22	13	8	9	20	11	12	-32.6	-
12	A34	12.8	17	15	13	9	10	6	5	8	11	-	-
13	A38	8.2	10	6	11	6	8	17	10	7	11	-	-
14	A12	10.0	10	9	11	10	10	5	5	8	10	-	-
15	M42	3.4	4	5	4	1	3	6	7	3	9	-	-
16	A303	12.6	16	14	11	12	10	13	5	11	8	-	-
17	A27	7.0	7	5	9	4	10	9	5	6	7	-	-
18	A11	3.6	6	2	3	4	3	5	2	4	6	-	-
19	A35	2.4	1	3	2	4	2	2	3	2	6	-	-
20	A46	7.0	9	7	6	5	8	3	3	6	5	-	-

Notes: (a) Ranked by 2013.

Table F-10 Casualties involving drivers or riders exceeding the speed limit by road classification, severity and year

Road Classification		2005-2009										2013 per cent change from BSL average	2013 per cent change from 2012		
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013				
Motorway -	Killed	13.2	24	13	10	10	9	5	12	5	9	-	-		
	Seriously Injured	39.6	43	44	32	39	40	32	26	23	19	-52.0	-17.4		
	KSI	52.8	67	57	42	49	49	37	38	28	28	-47.0	0.0		
	Slightly Injured	223.6	233	301	225	194	165	223	202	119	192	-14.1	61.3		
	Total	276.4	300	358	267	243	214	260	240	147	220	-20.4	49.7		
A-road	Dual Carriageway Built-up	Killed	1.0	2	2	0	0	1	0	2	0	0	-	-	
		Seriously Injured	5.6	5	5	4	9	5	2	1	3	1	-	-	
		KSI	6.6	7	7	4	9	6	2	3	3	1	-	-	
		Slightly Injured	24.0	31	24	26	25	14	14	29	19	13	-45.8	-31.6	
		Total	30.6	38	31	30	34	20	16	32	22	14	-54.2	-36.4	
	Non Built-up	Killed	15.0	22	17	9	22	5	7	2	4	8	-46.7	-	
		Seriously Injured	32.6	37	41	39	25	21	36	24	18	13	-60.1	-27.8	
		KSI	47.6	59	58	48	47	26	43	26	22	21	-55.9	-4.5	
		Slightly Injured	163.2	185	150	189	141	151	104	124	133	114	-30.1	-14.3	
		Total	210.8	244	208	237	188	177	147	150	155	135	-36.0	-12.9	
	A-road	Single Carriageway Built-up	Killed	1.0	1	3	0	1	0	1	0	0	0	-	-
			Seriously Injured	5.6	4	3	8	8	5	4	4	2	3	-	-
			KSI	6.6	5	6	8	9	5	5	4	2	3	-	-
			Slightly Injured	19.2	27	16	20	10	23	22	27	22	20	4.2	-9.1
Total			25.8	32	22	28	19	28	27	31	24	23	-10.9	-4.2	
Non Built-up		Killed	8.4	13	3	10	8	8	5	3	0	5	-	-	
		Seriously Injured	21.8	29	20	20	22	18	21	15	15	9	-58.7	-40.0	
		KSI	30.2	42	23	30	30	26	26	18	15	14	-53.6	-6.7	
		Slightly Injured	66.4	73	65	61	74	59	55	56	36	21	-68.4	-41.7	
		Total	96.6	115	88	91	104	85	81	74	51	35	-63.8	-31.4	

Table F-11 Collisions involving drivers or riders exceeding the speed limit by road classification, severity and year

Road Classification		2005-2009										2013 per cent		2013 per cent	
		BSL	average	2005	2006	2007	2008	2009	2010	2011	2012	2013	change from BSL	average	change from
Motorway	-	Fatal	11.0	18	13	10	7	7	5	10	4	9	-	-	
		Serious	28.4	28	34	28	21	31	24	18	15	16	-43.7	6.7	
		KSI	39.4	46	47	38	28	38	29	28	19	25	-36.5	31.6	
		Slight	120.8	114	146	132	116	96	117	95	69	91	-24.7	31.9	
		Total	160.2	160	193	170	144	134	146	123	88	116	-27.6	31.8	
A-road	Dual Carriageway	Built-up	Fatal	1.0	2	2	0	0	1	0	1	0	0	-	-
			Serious	4.2	5	4	3	7	2	2	0	3	1	-	-
			KSI	5.2	7	6	3	7	3	2	1	3	1	-	-
			Slight	15.2	17	18	18	14	9	8	13	11	12	-21.1	-
			Total	20.4	24	24	21	21	12	10	14	14	13	-36.3	-
		Non Built-up	Fatal	13.2	18	15	9	19	5	7	2	4	6	-	-
			Serious	23.0	28	29	29	9	20	26	19	16	12	-47.8	-25.0
			KSI	36.2	46	44	38	28	25	33	21	20	18	-50.3	-10.0
			Slight	95.0	109	87	109	81	89	55	72	80	64	-32.6	-20.0
			Total	131.2	155	131	147	109	114	88	93	100	82	-37.5	-18.0
A-road	Single Carriageway	Built-up	Fatal	0.6	1	1	0	1	0	1	0	0	0	-	-
			Serious	4.0	3	2	5	6	4	4	4	2	3	-	-
			KSI	4.6	4	3	5	7	4	5	4	2	3	-	-
			Slight	12.2	21	10	11	6	13	9	14	8	11	-	-
			Total	16.8	25	13	16	13	17	14	18	10	14	-16.7	-
		Non Built-up	Fatal	5.8	9	2	7	6	5	4	3	0	4	-	-
			Serious	14.2	17	12	17	11	14	11	10	14	7	-	-
			KSI	20.0	26	14	24	17	19	15	13	14	11	-45.0	-
			Slight	30.2	32	31	26	35	27	24	25	19	13	-57.0	-31.6
			Total	50.2	58	45	50	52	46	39	38	33	24	-52.2	-27.3

Table F-12 Collisions involving drivers or riders exceeding the speed limit by top 20 road names and year

No.	Road Name	2005-2009										2013 per cent change from BSL average	2013 per cent change from 2012
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013		
1	M1	19.0	23	25	20	11	16	19	19	11	22	15.8	-
2	A38	11.4	24	7	12	4	10	10	8	17	16	-	-5.9
3	M6	22.2	18	34	21	28	10	11	12	11	15	-32.4	-
4	M4	16.6	12	16	18	20	17	24	18	6	11	-33.7	-
5	A50	4.6	5	8	7	2	1	2	3	4	11	-	-
6	A1(M)	6.6	4	6	10	6	7	5	4	4	10	-	-
7	A1	16.4	19	16	16	12	19	5	8	7	9	-45.1	-
8	M40	7.6	4	11	11	7	5	7	6	7	9	-	-
9	A5	15.0	17	15	15	17	11	14	11	14	8	-46.7	-
10	M5	12.2	15	12	15	10	9	9	7	4	7	-	-
11	M11	5.4	7	9	4	3	4	2	1	0	7	-	-
12	M25	16.0	21	20	14	18	7	21	13	15	6	-62.5	-60.0
13	A30	8.8	10	5	10	11	8	5	6	5	6	-	-
14	A47	5.4	9	4	8	4	2	4	2	2	6	-	-
15	A66	4.6	6	3	6	4	4	2	5	3	5	-	-
16	A46	7.4	8	13	7	5	4	10	5	8	4	-	-
17	M3	4.4	1	9	6	2	4	4	6	4	4	-	-
18	A11	3.4	1	5	7	1	3	4	2	4	4	-	-
19	A45	3.4	4	4	5	3	1	0	0	0	4	-	-
20	A3	9.6	6	11	12	12	7	5	9	8	3	-	-

Notes: (a) Ranked by 2013.

Table F-13 Casualties involving drivers or riders distracted by road classification, severity and year

Road Classification		2005-2009										2013 per cent change from BSL average	2013 per cent change from 2012		
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013				
Motorway -	Killed	7.8	9	15	6	4	5	4	0	2	4	-	-		
	Seriously Injured	77.4	88	87	73	76	63	54	49	67	64	-17.3	-4.5		
	KSI	85.2	97	102	79	80	68	58	49	69	68	-20.2	-1.4		
	Slightly Injured	1,799.8	2,167	1,985	1,743	1,635	1,469	1,560	1,437	1,390	1,223	-32.0	-12.0		
	Total	1,885.0	2,264	2,087	1,822	1,715	1,537	1,618	1,486	1,459	1,291	-31.5	-11.5		
A-road	Dual Carriageway Built-up	Killed	0.2	0	0	1	0	0	0	0	0	0	-	-	
		Seriously Injured	2.8	2	1	2	4	5	2	1	2	1	-	-	
		KSI	3.0	2	1	3	4	5	2	1	2	1	-	-	
		Slightly Injured	69.4	89	65	79	58	56	64	66	104	71	2.3	-31.7	
		Total	72.4	91	66	82	62	61	66	67	106	72	-0.6	-32.1	
	Non Built-up	Killed	2.4	2	1	2	4	3	2	0	1	1	-	-	
		Seriously Injured	39.2	34	47	34	40	41	34	42	32	37	-5.6	15.6	
		KSI	41.6	36	48	36	44	44	36	42	33	38	-8.7	15.2	
		Slightly Injured	787.8	893	807	794	691	754	625	658	660	569	-27.8	-13.8	
		Total	829.4	929	855	830	735	798	661	700	693	607	-26.8	-12.4	
	A-road	Single Carriageway Built-up	Killed	0.0	0	0	0	0	0	0	0	0	0	-	-
			Seriously Injured	2.8	3	1	1	3	6	4	5	2	3	-	-
			KSI	2.8	3	1	1	3	6	4	5	2	3	-	-
			Slightly Injured	74.4	82	94	68	73	55	45	52	78	76	2.2	-2.6
Total			77.2	85	95	69	76	61	49	57	80	79	2.3	-1.3	
Non Built-up		Killed	1.2	2	2	1	0	1	1	1	2	1	-	-	
		Seriously Injured	19.6	23	23	14	12	26	11	12	10	15	-23.5	-	
		KSI	20.8	25	25	15	12	27	12	13	12	16	-23.1	-	
		Slightly Injured	278.4	332	298	257	209	296	213	190	176	192	-31.0	9.1	
		Total	299.2	357	323	272	221	323	225	203	188	208	-30.5	10.6	

Table F-14 Collisions involving drivers or riders distracted by road classification, severity and year

Road Classification		2005-2009										2013 per cent change from BSL average	2013 per cent change from 2012		
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013				
Motorway -	Fatal	6.8	8	11	6	4	5	4	0	2	3	-	-		
	Serious	65.8	72	76	63	64	54	50	45	58	59	-10.3	1.7		
	KSI	72.6	80	87	69	68	59	54	45	60	62	-14.6	3.3		
	Slight	935.4	1,148	1,035	915	827	752	817	735	718	628	-32.9	-12.5		
	Total	1,008.0	1,228	1,122	984	895	811	871	780	778	690	-31.5	-11.3		
A-road	Dual Carriageway Built-up	Fatal	0.2	0	0	1	0	0	0	0	0	0	-	-	
		Serious	2.4	2	1	2	4	3	2	1	2	1	-	-	
		KSI	2.6	2	1	3	4	3	2	1	2	1	-	-	
		Slight	44.8	55	50	46	34	39	26	42	66	45	0.4	-31.8	
		Total	47.4	57	51	49	38	42	28	43	68	46	-3.0	-32.4	
	Non Built-up	Fatal	2.4	2	1	2	4	3	2	0	1	1	-	-	
		Serious	33.0	30	39	28	31	37	31	36	29	35	6.1	20.7	
		KSI	35.4	32	40	30	35	40	33	36	30	36	1.7	20.0	
		Slight	445.6	519	463	467	397	382	350	357	377	325	-27.1	-13.8	
		Total	481.0	551	503	497	432	422	383	393	407	361	-24.9	-11.3	
	A-road	Single Carriageway Built-up	Fatal	0.0	0	0	0	0	0	0	0	0	0	-	-
			Serious	2.8	3	1	1	3	6	4	5	2	3	-	-
			KSI	2.8	3	1	1	3	6	4	5	2	3	-	-
			Slight	42.6	49	51	37	38	38	29	27	44	41	-3.8	-6.8
Total			45.4	52	52	38	41	44	33	32	46	44	-3.1	-4.3	
Non Built-up		Fatal	1.2	2	2	1	0	1	1	1	2	1	-	-	
		Serious	15.8	19	16	14	12	18	10	8	9	13	-17.7	-	
		KSI	17.0	21	18	15	12	19	11	9	11	14	-17.6	-	
		Slight	144.0	166	143	153	117	141	116	97	100	105	-27.1	5.0	
		Total	161.0	187	161	168	129	160	127	106	111	119	-26.1	7.2	

Table F-15 Collisions involving distracted drivers or riders by top 20 road names and year

No.	Road name	2005-2009										2013 per cent change from BSL average	2013 per cent change from 2012
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013		
1	M6	146.6	159	160	133	151	130	161	126	111	130	-11.3	17.1
2	M1	190.0	305	200	192	144	109	118	100	125	90	-52.6	-28.0
3	M4	86.2	81	106	89	85	70	94	66	76	85	-1.4	11.8
4	M25	150.8	236	173	124	116	105	135	129	131	79	-47.6	-39.7
5	A1	80.4	98	84	79	66	75	56	53	35	56	-30.3	60.0
6	M5	59.0	80	64	49	50	52	44	36	44	41	-30.5	-6.8
7	A1(M)	40.6	22	49	48	38	46	50	41	45	38	-6.4	-15.6
8	A46	29.2	31	29	23	31	32	25	27	24	38	30.1	58.3
9	A14	42.6	51	43	47	40	32	42	37	41	34	-20.2	-17.1
10	M3	42.4	41	54	43	35	39	42	42	46	26	-38.7	-43.5
11	A34	30.6	23	37	36	24	33	21	32	37	26	-15.0	-29.7
12	A38	38.0	42	31	42	39	36	22	34	49	25	-34.2	-49.0
13	M62	61.2	61	70	65	58	52	39	52	23	25	-59.2	8.7
14	M56	19.0	16	18	17	26	18	13	14	13	25	31.6	-
15	M42	19.6	23	12	26	24	13	9	21	15	23	17.3	53.3
16	A5	29.6	39	29	30	24	26	22	26	28	20	-32.4	-28.6
17	A19	25.8	33	30	26	22	18	17	12	26	20	-22.5	-23.1
18	A30	19.6	23	13	24	18	20	15	18	24	20	2.0	-16.7
19	A27	52.8	56	63	48	50	47	39	20	22	18	-65.9	-18.2
20	A50	13.0	10	16	17	11	11	17	7	13	18	-	-

Notes: (a) Ranked by 2013.

Table F-16 Contributory factor recording statistics by year

Year	Number of contributory factors per collision							Total collisions	Percentage of collisions with at least one CF	Average number of CFs per collision	Standard deviation from mean
	0	1	2	3	4	5	6				
2005	2,441	4,070	4,396	2,524	1,149	416	357	15,353	84.1	1.91	1.40
2006	2,039	3,959	4,504	2,366	1,130	497	340	14,835	86.3	1.96	1.40
2007	2,015	3,719	4,301	2,324	1,089	483	334	14,265	85.9	1.97	1.40
2008	1,776	3,294	3,882	2,167	996	406	306	12,827	86.2	1.98	1.40
2009	1,706	2,997	3,632	2,019	992	400	330	12,076	85.9	2.01	1.43
2010	1,539	2,784	3,353	2,016	1,041	395	286	11,414	86.5	2.05	1.43
2011	1,517	2,710	3,230	1,922	933	362	273	10,947	86.1	2.02	1.42
2012	541	2,889	3,409	2,015	976	398	292	10,520	94.9	2.22	1.33
2013	1,362	2,551	2,940	1,839	891	308	254	10,145	86.6	2.03	1.41

Notes: (a) Table reports number of collisions by the frequency of contributory factors recorded (0 to 6 factors) per collision.
 (b) standard deviation calculated with no correction for bias.

Appendix G: Comparison to Great Britain Statistics

A comparison of collisions and casualties on all roads in Great Britain and those on the Highways Agency's 2010 network is shown below. The points presented are in line with those reported in the Department for Transportation's 'Reported Road Casualties in Great Britain: Main Results 2013'. Note percentages are reported with no decimal places.

Table G-1 Comparison to Great Britain statistics

All roads in GB	Highways Agency's 2010 network
<p>In 2013, there were 183,670 reported casualties on all roads in Great Britain, i.e. all major and minor roads in England, Wales and Scotland.</p>	<p>In 2013, there were 16,094 reported casualties on the Highways Agency's 2010 network.</p>
<p>Compared with 2012:</p> <ul style="list-style-type: none"> • This represents 6 per cent fewer casualties; • 1,713 people were killed, 2 per cent lower; • 23,370 people were killed or seriously injured, 6 per cent lower; • 160,300 people were slightly injured, 6 per cent fewer; • 1,980 children were killed or seriously injured, 13 per cent fewer; • 15,756 child casualties were reported, 9 per cent fewer. 	<p>Compared with 2012:</p> <ul style="list-style-type: none"> • This represents 3 per cent fewer casualties; • 244 people were killed, 12 per cent higher; • 1,709 people were killed or seriously injured, 1 per cent higher; • 14,385 people were slightly injured, 4 per cent fewer; • 38 children were killed or seriously injured, 37 per cent fewer; • 813 child casualties were reported, 6 per cent lower.
<p>Compared with the 2005 to 2009 baseline values:</p> <ul style="list-style-type: none"> • The number of people killed or seriously injured was 22 per cent lower; • The total number of casualties was 25 per cent lower; • Fatalities were 39 per cent lower; • The number of children killed or seriously injured was 35 per cent lower; • The total number of child casualties was 34 per cent lower; • The number of child fatalities was 62 per cent lower; • There were 138,660 reported road injury collisions, 23 per cent fewer; • Killed or seriously injured was the outcome of 21,232 injury collisions, down 20 per cent. 	<p>Compared with the 2005 to 2009 baseline values:</p> <ul style="list-style-type: none"> • The number of people killed or seriously injured was 26 per cent lower; • The total number of casualties was 26 per cent lower; • Fatalities were 32 per cent lower; • The number of children killed or seriously injured was 54 per cent lower; • The total number of child casualties was 29 per cent lower; • The number of child fatalities was 58 per cent lower; • There were 10,145 reported road injury collisions, 27 per cent fewer; • Killed or seriously injured was the outcome of 1,435 injury collisions, down 24 per cent.

All roads in GB
By road user type:

- 46 per cent of all fatalities were car occupants, while pedestrians and motorcyclists accounted for 23 and 19 per cent respectively;
- Car occupant fatalities were 785, 2 per cent lower than in 2012, serious injuries amongst car occupants were 7,641, 7 per cent lower and total casualties were 109,787, 8 per cent lower;
- 398 pedestrians were killed, 5 per cent lower than in 2012 and the number of seriously injured pedestrians decreased by 10 per cent to 4,998;
- Pedal cyclist fatalities decreased by 8 per cent to 109, serious injuries decreased by 2 per cent to 3,143 and total casualties increased by 2 per cent to 19,438 since 2012;
- Motorcycle user fatalities increased by 0.9 per cent to 331, serious injuries decreased by 3 per cent to 4,866 and total casualties decreased by 3 per cent to 18,752 since 2012.
- Buses/Coaches fatalities decreased to 10 from 11, serious injuries increased to 332 from 312 and slight injuries decreased to 4,531 from 4,911 in 2012.

Highways Agency's 2010 network
By road user type:

- 55 per cent of all fatalities were car occupants, while pedestrians and motorcyclists accounted for 16 and 15 per cent respectively;
- Car occupant fatalities were 133, 9 per cent higher than in 2012, serious injuries amongst car occupants were 931, 4 per cent lower and total casualties were 13,439, 4 per cent lower;
- 38 pedestrians were killed, 6 per cent higher than in 2012 and the number of seriously injured pedestrians increased by 13 per cent to 52;
- Pedal cyclist fatalities decreased by 25 per cent to 6, serious injuries decreased by 39 per cent to 28 and total casualties decreased by 12 per cent to 149 since 2012;
- Motorcycle user fatalities increased by 61 per cent to 37, serious injuries increased by 2 per cent to 277 and total casualties increased by 4 per cent to 846 since 2012.
- Buses/Coaches fatalities remained unchanged at 1, serious injuries increased to 38 from 6 and slight injuries decreased to 109 from 130 in 2012.

Appendix H: Fatalities

Table H-1 to Table H-15 provide breakdowns of fatalities by road name, road classification, contributory factors, objects hit on/off carriageway, road condition, light condition, junction location, vehicle location, age group, vehicle type, journey purpose, time of day, day of week and month of year.

Table H-1 Fatalities by top 20 road names and year

No.	Road name	2005-2009 BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	2013 per cent change from BSL average	2013 per cent change from 2012
1	A1	19.2	13	22	30	14	17	10	10	14	17	-11.5	-
2	A1(M)	6.2	9	6	4	8	4	7	3	3	14	-	-
3	M6	29.2	28	35	24	33	26	12	12	12	12	-58.9	-
4	A30	8.0	7	6	11	11	5	11	1	8	12	-	-
5	A47	8.4	15	8	8	5	6	10	14	10	10	-	-
6	A5	9.0	13	14	7	6	5	5	8	6	10	-	-
7	M1	25.4	36	23	22	24	22	17	15	13	9	-64.6	-
8	A14	9.6	6	15	14	7	6	4	7	13	9	-	-
9	M5	10.4	10	10	11	11	10	10	12	9	9	-	-
10	A38	9.2	7	12	9	8	10	5	5	8	8	-	-
11	A46	8.0	10	10	5	7	8	4	5	6	8	-	-
12	A2	2.4	5	3	1	2	1	4	1	1	8	-	-
13	M25	14.6	16	23	18	4	12	8	8	7	7	-	-
14	M40	8.2	7	8	11	7	8	8	3	6	6	-	-
15	M62	6.8	6	8	7	7	6	5	3	5	6	-	-
16	A19	5.8	9	3	6	10	1	1	4	3	6	-	-
17	A35	3.6	7	4	2	4	1	0	2	2	5	-	-
18	M4	12.0	18	14	9	11	8	13	7	7	4	-	-
19	A36	3.8	4	4	8	0	3	0	3	5	4	-	-
20	A31	3.0	2	4	0	4	5	1	3	3	4	-	-

Notes: (a) Ranked by 2013.

Table H-2 Fatalities by road classification and year

Road classification		2005-2009 BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	2013 per cent change from BSL average	2013 per cent change from 2012
Motorway -		153.6	184	169	156	143	116	110	90	78	87	-43.4	11.5
A-road	Dual Carriageway												
	Built-up	5.6	8	5	6	4	5	1	6	4	2	-	-
	Non Built-up	127.2	145	136	138	137	80	91	97	80	88	-30.8	10.0
A-road	Single Carriageway												
	Built-up	6.0	6	6	6	9	3	5	8	8	11	-	-
	Non Built-up	64.8	79	73	64	57	51	42	50	47	56	-13.6	19.1

Table H-3 Top 20 contributory factors involving fatal collisions by year

No.	Contributory Factor	2005-2009 BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	2013 per cent change from BSL average	2013 per cent change from 2012
1	405 Failed to look properly	52.8	65	48	50	53	48	59	40	48	59	11.7	22.9
2	410 Loss of control	91.0	108	113	77	89	68	57	74	50	58	-36.3	16.0
3	406 Failed to judge other person's path or speed	46.0	48	46	50	55	31	35	29	28	32	-30.4	14.3
4	602 Careless, reckless or in a hurry	32.2	40	31	35	31	24	33	18	24	30	-6.8	25.0
5	503 Fatigue	32.6	39	38	31	27	28	28	28	22	24	-26.4	9.1
6	403 Poor turn or manoeuvre	30.4	42	36	26	25	23	27	16	25	23	-24.3	-8.0
7	409 Swerved	27.2	31	31	31	26	17	17	17	21	19	-30.1	-9.5
8	501 Impaired by alcohol	23.0	22	27	20	24	22	13	8	9	19	-17.4	-
9	306 Exceeding speed limit	31.6	48	33	26	33	18	17	16	8	19	-39.9	-
10	509 Distraction in vehicle	12.4	10	14	14	12	12	18	18	9	16	-	-
11	505 Illness or disability, mental or physical	17.2	17	13	28	16	12	10	12	20	15	-12.8	-25.0
12	307 Travelling too fast for conditions	31.6	42	43	29	25	19	20	15	19	15	-52.5	-21.1
13	601 Aggressive driving	14.2	19	13	12	20	7	9	6	4	14	-	-
14	103 Slippery road (due to weather)	15.4	15	14	14	16	18	12	8	13	13	-15.6	-
15	806 Impaired by alcohol	12.8	6	19	18	13	8	9	8	8	12	-	-
16	809 Pedestrian wearing dark clothing at night	11.0	10	14	15	10	6	8	9	13	10	-	-
17	810 Disability or illness, mental or physical	7.6	5	11	4	13	5	7	5	10	10	-	-
18	802 Failed to look properly	13.8	7	19	23	12	8	8	13	7	9	-	-
19	408 Sudden braking	8.2	8	10	12	6	5	5	4	7	9	-	-
20	803 Failed to judge vehicle's path or speed	10.0	8	13	16	8	5	7	8	4	9	-	-

Notes: (a) Values in the table report the number of fatal collisions where at least one of the specified contributory factors was recorded.

(b) Up to six contributory factors can be recorded per collision.

(c) The table is ranked by the year 2013.

Table H-4 Fatalities by objects hit on carriageway and year

Object hit on carriageway	2005-2009 BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	2013 per cent change from BSL average	2013 per cent change from 2012
Any animal (except ridden horse)	1.4	3	0	3	1	0	0	1	1	0	-	-
Bollard or refuge	2.8	4	1	3	4	2	0	4	2	0	-	-
Bridge (roof)	0.0	0	0	0	0	0	1	0	0	0	-	-
Bridge (side)	2.6	5	3	2	3	0	2	2	2	0	-	-
Central island of roundabout	0.8	1	0	0	3	0	0	1	1	0	-	-
Data missing or out of range	0.2	1	0	0	0	0	0	0	0	0	-	-
Kerb	9.4	9	8	6	13	11	2	9	3	4	-	-
Parked vehicle	6.6	9	9	3	3	9	8	10	2	10	-	-
Previous accident	1.2	2	0	1	1	2	1	1	0	2	-	-
Road works	1.8	2	1	1	3	2	2	2	1	1	-	-
Other object	4.8	7	2	3	6	6	3	1	2	2	-	-
Total	31.6	43	24	22	37	32	19	31	14	19	-39.9	-
None	325.6	379	365	348	313	223	230	220	203	225	-30.9	10.8

Table H-5 Fatalities by objects hit off carriageway and year

Object hit off carriageway	2005-2009 BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	2013 per cent change from BSL average	2013 per cent change from 2012
Bus stop or bus shelter	0.2	0	1	0	0	0	0	0	0	0	-	-
Central crash barrier	36.4	48	32	32	41	29	27	22	17	16	-56.0	-5.9
Entered ditch	12.6	13	12	15	16	7	8	12	3	2	-	-
Lamp post	9.2	14	5	10	12	5	4	3	1	4	-	-
Near/Offside crash barrier	28.2	41	30	19	32	19	18	23	17	29	2.8	70.6
Road sign or traffic signal	13.8	17	14	12	15	11	4	6	7	4	-	-
Submerged in water	0.2	1	0	0	0	0	0	0	0	0	-	-
Telegraph or electricity pole	0.4	1	1	0	0	0	0	0	1	0	-	-
Tree	33.2	33	38	35	34	26	24	32	19	21	-36.7	10.5
Wall or fence	0.0	0	0	0	0	0	0	1	1	3	-	-
Other permanent object	20.4	24	22	22	19	15	20	10	10	10	-51.0	-
Total	154.6	192	155	145	169	112	105	109	76	89	-42.4	17.1
None	202.6	230	234	225	181	143	144	142	141	155	-23.5	9.9

Table H-6 Fatalities by road condition, skidding and year

Road condition	Skidding	2005-2009										2013 per cent change from BSL average	2013 per cent change from 2012
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013		
Dry	Jack-knifed	2.0	3	4	0	1	2	0	0	1	1	-	-
	Jack-knifed and overturned	1.0	3	0	1	1	0	0	1	0	3	-	-
	Overturned	20.2	21	30	23	21	6	7	15	12	13	-35.6	-
	Skidded	48.4	53	47	66	37	39	35	40	27	26	-46.3	-3.7
	Skidded and overturned	25.4	38	24	29	20	16	19	22	9	5	-80.3	-
	Total	97.0	118	105	119	80	63	61	78	49	48	-50.5	-2.0
	None	151.0	190	163	136	162	104	112	109	93	114	-24.5	22.6
Snow	Jack-knifed	0.0	0	0	0	0	0	1	0	0	0	-	-
	Jack-knifed and overturned	0.0	0	0	0	0	0	0	0	0	0	-	-
	Overturned	0.0	0	0	0	0	0	0	0	0	1	-	-
	Skidded	0.0	0	0	0	0	0	0	0	1	0	-	-
	Skidded and overturned	0.8	1	0	0	0	3	0	0	0	1	-	-
	Total	0.8	1	0	0	0	3	1	0	1	2	-	-
	None	0.8	1	2	1	0	0	4	0	0	1	-	-
Wet or damp	Jack-knifed	0.0	0	0	0	0	0	0	0	0	0	-	-
	Jack-knifed and overturned	0.4	1	0	0	1	0	0	0	1	0	-	-
	Overturned	10.4	9	12	12	8	11	3	3	3	4	-	-
	Skidded	26.8	29	31	35	17	22	19	16	12	21	-21.6	-
	Skidded and overturned	12.8	18	15	10	15	6	3	6	8	6	-	-
	Total	50.4	57	58	57	41	39	25	25	24	31	-38.5	29.2
	None	52.4	49	58	55	63	37	41	36	47	44	-16.0	-6.4
Frost or ice	Jack-knifed	0.0	0	0	0	0	0	0	0	0	0	-	-
	Jack-knifed and overturned	0.0	0	0	0	0	0	0	0	0	0	-	-
	Overturned	0.0	0	0	0	0	0	0	0	0	0	-	-
	Skidded	1.2	1	0	0	3	2	2	1	1	1	-	-
	Skidded and overturned	1.2	1	0	1	1	3	0	0	0	0	-	-
	Total	2.4	2	0	1	4	5	2	1	1	1	-	-
	None	1.0	1	1	0	0	3	2	2	2	1	-	-
Flood over 3cm. deep	Jack-knifed	0.0	0	0	0	0	0	0	0	0	0	-	-
	Jack-knifed and overturned	0.0	0	0	0	0	0	0	0	0	0	-	-
	Overturned	0.0	0	0	0	0	0	0	0	0	1	-	-
	Skidded	0.8	2	0	1	0	1	1	0	0	0	-	-
	Skidded and overturned	0.4	0	2	0	0	0	0	0	0	0	-	-
	Total	1.2	2	2	1	0	1	1	0	0	1	-	-
	None	0.0	0	0	0	0	0	0	0	0	0	-	-
Data missing or out of range	Total	0.2	1	0	0	0	0	0	0	0	1	-	-

Table H-7 Fatalities by light conditions, road classification and year

Road Class	Light Condition	2005-2009 BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	2013 per cent change from BSL average	2013 per cent change from 2012
A-road	Darkness - lights lit	23.6	23	22	24	31	18	11	12	7	15	-36.4	-
	Darkness - lights unlit	1.6	0	3	2	3	0	0	1	0	2	-	-
	Darkness - no lighting	67.0	84	76	65	64	46	43	53	50	51	-23.9	2.0
	Darkness - lighting unknown	0.6	2	1	0	0	0	1	2	5	1	-	-
	Total Darkness	92.8	109	102	91	98	64	55	68	62	69	-25.6	11.3
	Daylight	110.8	129	118	123	109	75	84	93	77	88	-20.6	14.3
Motorway	Darkness - lights lit	31.2	43	31	28	21	33	18	15	18	10	-67.9	-44.4
	Darkness - lights unlit	0.4	0	0	0	2	0	1	2	0	2	-	-
	Darkness - no lighting	49.0	57	57	53	49	29	30	20	23	28	-42.9	21.7
	Darkness - lighting unknown	1.2	4	0	1	1	0	0	2	2	1	-	-
	Total Darkness	81.8	104	88	82	73	62	49	39	43	41	-49.9	-4.7
	Daylight	71.8	80	81	74	70	54	61	51	35	46	-35.9	31.4

Table H-8 Fatalities by junction detail and year

Junction detail	2005-2009 BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	2013 per cent change from BSL average	2013 per cent change from 2012
Crossroads	4.6	6	0	6	7	4	3	7	0	1	-	-
Junction - more than 4 arms (not roundabout)	1.8	1	2	0	4	2	1	0	2	0	-	-
Mini-roundabout	0.2	1	0	0	0	0	0	0	0	0	-	-
Other junction	7.2	9	7	11	7	2	1	3	8	3	-	-
Private drive or entrance	2.6	7	2	4	0	0	1	1	3	3	-	-
Roundabout	5.8	8	2	3	11	5	1	10	3	5	-	-
Slip road	26.2	34	34	25	23	15	18	18	13	12	-54.2	-
T or staggered junction	23.2	29	21	30	21	15	14	16	15	18	-22.4	20.0
Total	71.6	95	68	79	73	43	39	55	44	42	-41.3	-4.5
Not at junction or within 20 metres	285.6	327	321	291	277	212	210	196	173	202	-29.3	16.8

Table H-9 Fatalities involving hard shoulders or laybys by vehicle location and year

Vehicle Location	2005-2009 BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	2013 per cent change from BSL average	2013 per cent change from 2012
Entering lay-by or hard shoulder	4.8	7	6	5	4	2	5	3	4	4	-	-
Leaving lay-by or hard shoulder	2.6	0	3	6	2	2	1	1	2	0	-	-
On lay-by or hard shoulder	18.0	23	18	17	19	13	22	16	11	14	-22.2	-

Notes: (a) Values in the table report the number of fatalities where at least one of the vehicles involved was reported with the specified vehicle location.

Table H-10 Fatalities by driver age group involved and year

Driver type	Driver age group	2005-2009 BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	2013 per cent change from BSL average	2013 per cent change from 2012
Motorist	Underage Motorist (0-16)	0.6	0	0	2	1	0	0	0	0	0	-	-
	Young Motorist (17-24)	85.2	117	82	84	81	62	60	70	31	45	-47.2	45.2
	Other Motorist (25-59)	281.4	327	314	296	269	201	196	198	187	186	-33.9	-0.5
	Older Motorist (60-69)	51.0	48	54	60	58	35	33	48	39	43	-15.7	10.3
	Elderly Motorist (70+)	33.8	38	29	34	41	27	25	38	32	31	-8.3	-3.1
Rider	Young Rider (16-19)	2.4	2	3	2	3	2	0	1	0	3	-	-
	Other Rider (20-59)	39.4	50	42	34	50	21	27	18	22	32	-18.8	45.5
	Older Rider (60-69)	2.4	1	1	4	2	4	5	3	0	2	-	-
	Elderly Rider (70+)	1.6	3	2	2	0	1	0	3	1	1	-	-
Unknown	Unknown	37.0	54	43	30	35	23	31	21	16	16	-56.8	0.0

Notes: (a) Values in the table report the number of fatalities where at least one driver involved was reported with the specified driver age group.

Table H-11 Fatalities by vehicle type involved and year

Vehicle type	2005-2009 BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	2013 per cent change from BSL average	2013 per cent change from 2012
Agricultural vehicle	2.6	2	3	2	2	4	2	4	1	4	-	-
Bus or coach	5.2	6	3	7	6	4	6	4	4	2	-	-
Car	297.0	354	326	300	289	216	190	216	164	182	-38.7	11.0
Goods Vehicle	43.2	45	39	56	44	32	42	37	30	28	-35.2	-6.7
HGV	127.4	157	143	143	117	77	86	82	87	89	-30.1	2.3
Motorcycle	45.4	56	48	40	55	28	31	25	23	37	-18.5	60.9
Pedal cycle	8.0	12	8	5	7	8	12	5	8	6	-	-
Other	5.6	5	6	3	8	6	4	4	1	6	-	-

Notes: (a) Values in the table report the number of fatalities where at least one vehicle involved was reported with the specified vehicle type.

Table H-12 Fatalities by journey purpose and year

Journey purpose	Vehicle type	2005-2009 BSL										2013 per cent change from average	2013 per cent change from 2012	
		average	2005	2006	2007	2008	2009	2010	2011	2012	2013			
Commuting to/from work	Agricultural vehicle	0.0	0	0	0	0	0	0	0	0	0	0	-	-
	Bus or coach	0.0	0	0	0	0	0	0	0	0	0	0	-	-
	Car	19.8	21	21	27	20	10	12	16	5	18		-9.1	-
	Goods Vehicle	1.2	0	1	2	0	3	1	2	2	2		-	-
	HGV	0.2	0	0	1	0	0	0	0	0	0		-	-
	Motorcycle	6.4	11	7	4	8	2	2	3	4	5		-	-
	Pedal cycle	0.4	1	0	0	1	0	1	1	1	0		-	-
	Other	0.0	0	0	0	0	0	0	0	0	0		-	-
	Total	28.0	33	29	34	29	15	16	22	12	25		-10.7	-
Journey as part of work	Car	21.2	24	26	20	22	14	12	15	14	9		-57.5	-
	Goods Vehicle	8.6	9	12	11	3	8	10	4	9	10		-	-
	HGV	31.8	40	34	39	31	15	30	23	25	28		-11.9	12.0
	Motorcycle	3.8	9	5	3	2	0	0	1	2	1		-	-
	Pedal cycle	0.8	1	0	0	2	1	0	1	0	0		-	-
	Agricultural vehicle	0.8	1	1	0	0	2	0	1	0	2		-	-
	Other	0.2	0	0	0	0	1	1	0	1	2		-	-
	Bus or coach	1.0	0	0	3	1	1	0	1	1	1		-	-
	Total	68.2	84	78	76	61	42	53	46	52	53		-22.3	1.9
Pupil riding to/from school	Car	0.2	0	0	1	0	0	0	1	0	0		-	-
	Goods Vehicle	0.0	0	0	0	0	0	0	0	0	0		-	-
	HGV	0.0	0	0	0	0	0	0	0	0	0		-	-
	Motorcycle	0.2	0	0	0	0	1	0	0	0	0		-	-
	Pedal cycle	0.2	0	0	1	0	0	0	0	0	0		-	-
	Agricultural vehicle	0.0	0	0	0	0	0	0	0	0	0		-	-
	Other	0.0	0	0	0	0	0	0	0	0	0		-	-
	Bus or coach	0.0	0	0	0	0	0	0	0	0	0		-	-
	Total	0.6	0	0	2	0	1	0	1	0	0		-	-
Taking pupil to/from school	Car	0.0	0	0	0	0	0	0	0	0	1		-	-
	Goods Vehicle	0.0	0	0	0	0	0	0	0	0	0		-	-
	HGV	0.0	0	0	0	0	0	0	0	0	0		-	-
	Motorcycle	0.0	0	0	0	0	0	0	0	0	0		-	-
	Pedal cycle	0.0	0	0	0	0	0	0	0	0	0		-	-
	Agricultural vehicle	0.0	0	0	0	0	0	0	0	0	0		-	-
	Other	0.0	0	0	0	0	0	0	0	0	0		-	-
	Bus or coach	0.0	0	0	0	0	0	2	0	0	0		-	-
	Total	0.0	0	0	0	0	0	2	0	0	1		-	-
Other	Total	0.0	0	0	0	0	0	0	1	15	2		-	-86.7
Unknown	Total	260.4	305	282	258	260	197	178	181	138	163		-37.4	18.1

Notes: (a) Values in this table report the number of fatalities (pedestrian and occupant) with respect to the vehicle and driver they were associated with.

Table H-13 Fatalities by time of day and year

Grouped Time	2005-2009 BSL average										2013 per cent change from BSL average	2013 per cent change from 2012
	2005	2006	2007	2008	2009	2010	2011	2012	2013			
0 - 6am	78.8	90	84	82	75	63	52	41	53	49	-37.8	-7.5
6 - 10am	52.8	58	63	47	45	51	44	41	38	35	-33.7	-7.9
10am - 2pm	53.2	65	54	62	52	33	44	44	35	44	-17.3	25.7
2 - 6pm	72.4	88	79	74	79	42	49	48	44	52	-28.2	18.2
6pm - 0am	100.0	121	109	105	99	66	60	77	47	64	-36.0	36.2

Table H-14 Fatalities by day of week and year

Day	2005-2009 BSL average										2013 per cent change from BSL average	2013 per cent change from 2012
	2005	2006	2007	2008	2009	2010	2011	2012	2013			
Monday	51.0	58	61	70	36	30	39	26	34	45	-11.8	32.4
Tuesday	48.6	54	57	50	44	38	24	43	36	27	-44.4	-25.0
Wednesday	44.4	55	37	53	51	26	31	27	29	30	-32.4	3.4
Thursday	44.2	58	46	50	40	27	27	26	29	28	-36.7	-3.4
Friday	50.2	62	61	43	46	39	47	51	32	35	-30.3	9.4
Saturday	63.0	73	58	60	76	48	34	47	23	39	-38.1	69.6
Sunday	55.8	62	69	44	57	47	47	31	34	40	-28.3	17.6

Table H-15 Fatalities distributed by month of year and year

Month	2005-2009 BSL average										2013 per cent change from BSL average	2013 per cent change from 2012
	2005	2006	2007	2008	2009	2010	2011	2012	2013			
Jan	24.4	24	21	27	29	21	14	19	16	16	-34.4	0.0
Feb	30.0	36	38	25	38	13	15	16	15	16	-46.7	6.7
Mar	24.2	38	22	31	19	11	17	21	20	23	-5.0	15.0
Apr	30.4	35	27	26	31	33	19	11	18	18	-40.8	0.0
May	32.2	33	37	31	27	33	24	16	17	28	-13.0	64.7
Jun	25.8	31	23	29	24	22	14	27	17	16	-38.0	-5.9
Jul	31.8	22	40	34	45	18	25	18	23	27	-15.1	17.4
Aug	33.2	38	42	35	26	25	29	24	20	21	-36.7	5.0
Sep	30.0	37	38	33	21	21	31	26	15	20	-33.3	33.3
Oct	31.6	27	27	42	39	23	21	20	18	19	-39.9	5.6
Nov	29.0	45	29	27	24	20	19	25	9	19	-34.5	-
Dec	34.6	56	45	30	27	15	21	28	29	21	-39.3	-27.6

Appendix I: Seriously Injured Casualties

Table I-1 to Table I-15 provide breakdowns of seriously injured casualties by road name, road classification, contributory factors, objects hit on/off carriageway, road condition, light condition, junction location, vehicle location, age group, vehicle type, journey purpose, time of day, day of week and month of year.

Table I-1 Seriously injured casualties by road name and year

No.	Road name	2005-2009 BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	2013 per cent change from BSL average	2013 per cent change from 2012
1	M1	118.8	139	114	124	102	115	114	74	72	72	-39.4	0.0
2	M25	101.6	111	116	113	71	97	83	67	64	71	-30.1	10.9
3	M6	130.8	146	132	128	146	102	102	114	80	66	-49.5	-17.5
4	A1	91.2	113	103	68	79	93	75	68	51	64	-29.8	25.5
5	A27	47.0	43	49	47	44	52	46	47	40	47	0.0	17.5
6	M62	47.0	71	51	33	44	36	26	38	33	47	0.0	42.4
7	M4	67.2	54	75	111	55	41	51	42	40	43	-36.0	7.5
8	A5	50.4	70	45	46	41	50	45	46	63	38	-24.6	-39.7
9	M5	48.2	60	39	52	36	54	58	35	44	38	-21.2	-13.6
10	A1(M)	41.0	28	42	51	41	43	26	33	25	38	-7.3	52.0
11	M3	32.4	33	32	36	24	37	29	35	33	35	8.0	6.1
12	A34	19.6	12	28	19	18	21	19	20	23	33	68.4	43.5
13	A14	56.6	86	49	46	50	52	46	43	41	32	-43.5	-22.0
14	A46	46.8	48	49	50	47	40	21	36	31	32	-31.6	3.2
15	M40	48.2	60	43	57	50	31	45	47	45	31	-35.7	-31.1
16	A30	29.6	33	28	36	33	18	28	34	33	31	4.7	-6.1
17	A66	26.6	31	28	28	22	24	33	24	30	31	16.5	3.3
18	A303	36.4	33	47	40	37	25	46	37	31	30	-17.6	-3.2
19	A47	42.8	50	48	42	35	39	43	40	19	29	-32.2	52.6
20	A21	26.2	23	27	28	27	26	23	25	14	29	10.7	-

Notes: (a) The table is ranked by the year 2013.

Table I-2 Seriously injured casualties by road classification and year

Road Classification		2005-2009 BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	2013 per cent change from BSL average	2013 per cent change from 2012
Motorway	-	859.4	938	876	945	783	755	716	654	577	596	-30.6	3.3
A-road	Dual Carriageway												
	Built-up	60.0	63	54	64	58	61	48	56	52	42	-30.0	-19.2
	Non Built-up	659.6	819	718	628	591	542	584	566	551	494	-25.1	-10.3
A-road	Single Carriageway												
	Built-up	63.6	71	52	76	48	71	55	68	54	49	-23.0	-9.3
	Non Built-up	321.4	378	351	322	273	283	234	234	245	283	-11.9	15.5
Other	-	0.0	0	0	0	0	0	0	0	0	1	-	-

Notes: (a) Where the road classification is denoted as "Other", these collisions were located on sections of the reference network that have been downgraded in class (to B or below) since 2010.

Table I-3 Serious collisions by contributory factors and year

No.	Contributory Factors	2005-2009 BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	2013 per cent change from BSL average	2013 per cent change from 2012
1	405 Failed to look properly	386.0	368	417	395	367	383	333	359	350	369	-4.4	5.4
2	406 Failed to judge other person's path or speed	318.2	332	352	332	293	282	290	261	268	299	-6.0	11.6
3	410 Loss of control	429.0	506	461	444	374	360	382	333	326	274	-36.1	-16.0
4	403 Poor turn or manoeuvre	215.4	250	241	217	165	204	168	181	158	190	-11.8	20.3
5	602 Careless, reckless or in a hurry	204.2	228	232	225	162	174	191	180	170	164	-19.7	-3.5
6	409 Swerved	141.0	160	136	154	131	124	132	104	117	112	-20.6	-4.3
7	308 Following too close	122.2	130	134	111	117	119	98	95	101	112	-8.3	10.9
8	408 Sudden braking	123.0	110	133	134	113	125	105	93	106	106	-13.8	0.0
9	503 Fatigue	133.4	146	139	133	122	127	110	94	111	100	-25.0	-9.9
10	103 Slippery road (due to weather)	118.0	120	101	123	120	126	144	88	107	97	-17.8	-9.3
11	307 Travelling too fast for conditions	169.4	200	173	175	172	127	129	113	128	89	-47.5	-30.5
12	501 Impaired by alcohol	103.0	115	107	102	92	99	88	80	77	65	-36.9	-15.6
13	505 Illness or disability, mental or physical	45.0	42	44	41	53	45	43	54	48	60	33.3	25.0
14	509 Distraction in vehicle	57.2	57	68	63	51	47	50	60	67	59	3.1	-11.9
15	306 Exceeding speed limit	83.8	96	89	87	71	76	70	56	51	40	-52.3	-21.6
16	601 Aggressive driving	56.8	55	71	56	50	52	43	46	42	33	-41.9	-21.4
17	605 Learner or inexperienced driver/rider	56.4	60	61	70	45	46	31	48	38	33	-41.5	-13.2
18	707 Rain, sleet, snow, or fog	35.2	39	43	36	35	23	33	24	31	26	-26.1	-16.1
19	201 Tyres illegal, defective or under inflated	41.6	57	44	43	35	29	32	35	32	24	-42.3	-25.0
20	404 Failed to signal or misleading signal	21.2	31	15	21	17	22	14	14	17	23	8.5	35.3

Notes: (a) Values in the table report the number of collisions with at least one seriously injured casualty where at least one of the specified contributory factors was recorded.

(b) Up to six contributory factors can be recorded per collision.

(c) The table is ranked by the year 2013.

Table I-4 Seriously injured casualties by objects hit on carriageway and year

Object hit on carriageway	2005-2009										2013 per cent	2013 per cent
	BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	change from BSL average	change from 2012
Any animal (except ridden horse)	6.0	6	4	7	4	9	4	4	8	4	-	-
Bollard or refuge	21.2	27	22	17	19	21	18	22	23	15	-29.2	-34.8
Bridge (roof)	0.4	0	2	0	0	0	3	0	0	1	-	-
Bridge (side)	3.8	3	3	6	5	2	3	3	5	5	-	-
Central island of roundabout	8.0	9	6	8	8	9	7	5	5	3	-	-
Data missing or out of range	0.0	0	0	0	0	0	0	0	0	0	-	-
Kerb	55.8	66	63	63	47	40	34	41	30	38	-31.9	26.7
Open door of vehicle	0.4	2	0	0	0	0	0	0	0	0	-	-
Parked vehicle	28.8	33	31	31	30	19	14	9	19	16	-44.4	-15.8
Previous accident	8.4	9	7	9	10	7	6	2	4	4	-	-
Road works	6.6	7	8	4	5	9	8	1	1	6	-	-
Other object	14.2	14	15	12	18	12	7	14	7	6	-	-
Total	153.6	176	161	157	146	128	104	101	102	98	-36.2	-3.9
None	1,810.4	2,093	1,890	1,878	1,607	1,584	1,533	1,477	1,377	1,367	-24.5	-0.7

Table I-5 Seriously injured casualties by objects hit off carriageway and year

Object hit off carriageway	2005-2009										2013 per cent	2013 per cent
	BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	change from BSL average	change from 2012
Bus stop or bus shelter	0.0	0	0	0	0	0	0	0	1	0	-	-
Central crash barrier	189.6	222	193	193	176	164	169	126	145	126	-33.5	-13.1
Entered ditch	76.4	85	80	84	69	64	47	37	40	29	-62.0	-27.5
Lamp post	37.6	42	51	42	25	28	30	15	24	15	-60.1	-37.5
Near/Offside crash barrier	166.2	192	165	195	125	154	141	139	128	108	-35.0	-15.6
Road sign or traffic signal	56.8	73	63	53	46	49	32	41	34	27	-52.5	-20.6
Submerged in water	1.4	3	0	2	0	2	0	0	0	1	-	-
Telegraph or electricity pole	4.4	7	6	5	3	1	2	2	3	2	-	-
Tree	126.0	157	125	120	124	104	90	110	89	88	-30.2	-1.1
Wall or fence	0.0	0	0	0	0	0	0	3	6	25	-	-
Other permanent object	108.2	140	122	116	94	69	85	89	68	54	-50.1	-20.6
Total	766.6	921	805	810	662	635	596	562	538	475	-38.0	-11.7
None	1,197.4	1,348	1,246	1,225	1,091	1,077	1,041	1,016	941	990	-17.3	5.2

Table I-6 Seriously injured casualties by road condition, skidding and year

Road Condition	Skidding	2005-2009	2005	2006	2007	2008	2009	2010	2011	2012	2013	2013 per cent	2013 per cent
		BSL average										change from BSL average	change from 2012
Dry	Jackknifed	6.0	5	5	8	6	6	2	4	2	4	-	-
	Jackknifed and overturned	6.6	7	3	10	9	4	3	4	4	5	-	-
	Overturned	115.6	145	115	137	101	80	90	97	77	112	-3.1	45.5
	Skidded	302.2	372	325	313	231	270	238	236	183	191	-36.8	4.4
	Skidded and overturned	181.2	230	184	216	153	123	163	131	112	114	-37.1	1.8
	Total	611.6	759	632	684	500	483	496	472	378	426	-30.3	12.7
	None	750.4	830	783	735	692	712	624	721	572	630	-16.0	10.1
Snow	Jackknifed	0.0	0	0	0	0	0	1	0	0	0	-	-
	Jackknifed and overturned	0.2	0	0	0	0	1	0	0	0	0	-	-
	Overturned	0.2	0	0	0	0	1	1	0	1	1	-	-
	Skidded	5.6	12	0	2	6	8	18	3	4	10	-	-
	Skidded and overturned	1.8	4	0	1	2	2	8	0	2	1	-	-
	Total	7.8	16	0	3	8	12	28	3	7	12	-	-
	None	3.8	6	9	1	0	3	9	1	3	7	-	-
Wet or damp	Jackknifed	3.0	7	2	4	1	1	1	0	0	0	-	-
	Jackknifed and overturned	1.8	2	2	1	4	0	0	1	1	0	-	-
	Overturned	37.6	38	49	36	36	29	26	19	30	26	-30.9	-13.3
	Skidded	153.0	196	156	137	137	139	102	107	115	90	-41.2	-21.7
	Skidded and overturned	80.6	73	73	144	57	56	53	46	61	37	-54.1	-39.3
	Total	276.0	316	282	322	235	225	182	173	207	153	-44.6	-26.1
	None	283.4	323	328	267	271	228	227	189	277	198	-30.1	-28.5
Frost or ice	Jackknifed	0.2	0	0	0	1	0	2	0	0	0	-	-
	Jackknifed and overturned	0.0	0	0	0	0	0	0	0	0	0	-	-
	Overturned	2.4	0	2	2	5	3	8	0	0	1	-	-
	Skidded	10.4	5	9	4	13	21	19	9	6	14	-	-
	Skidded and overturned	3.6	2	0	1	8	7	13	4	6	4	-	-
	Total	16.6	7	11	7	27	31	42	13	12	19	14.5	-
	None	6.4	6	2	2	11	11	20	5	10	10	-	-
Flood over 3cm. deep	Jackknifed	0.0	0	0	0	0	0	0	0	0	0	-	-
	Jackknifed and overturned	0.0	0	0	0	0	0	0	0	0	0	-	-
	Overturned	0.4	0	0	1	0	1	0	0	2	2	-	-
	Skidded	3.0	2	1	6	5	1	4	0	3	1	-	-
	Skidded and overturned	1.2	0	0	3	2	1	4	1	1	2	-	-
	Total	4.6	2	1	10	7	3	8	1	6	5	-	-
	None	2.6	2	3	3	2	3	1	0	3	3	-	-
Data missing or out of range	Total	0.8	2	0	1	0	1	0	0	4	2	-	-

Table I-7 Seriously injured casualties by light conditions, road classification and year

Road Class	Light Condition	2005-2009 BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	2013 per cent change from BSL average	2013 per cent change from 2012
A-road	Darkness - lights lit	129.2	175	123	129	113	106	84	82	108	71	-45.0	-34.3
	Darkness - lights unlit	4.0	2	4	6	4	4	3	5	1	3	-	-
	Darkness - no lighting	221.2	274	228	230	199	175	192	194	175	167	-24.5	-4.6
	Darkness - lighting unknown	8.4	13	3	15	4	7	7	11	4	7	-	-
	Total Darkness	362.8	464	358	380	320	292	286	292	288	248	-31.6	-13.9
	Daylight	741.8	867	817	710	650	665	635	632	614	620	-16.4	1.0
Motorway	Darkness - lights lit	154.8	147	159	186	141	141	122	89	85	71	-54.1	-16.5
	Darkness - lights unlit	3.2	6	1	4	4	1	4	10	3	5	-	-
	Darkness - no lighting	161.2	195	151	181	151	128	131	110	108	127	-21.2	17.6
	Darkness - lighting unknown	5.8	6	3	7	4	9	8	8	13	9	-	-
	Total Darkness	325.0	354	314	378	300	279	265	217	209	212	-34.8	1.4
	Daylight	534.4	584	562	567	483	476	451	437	368	384	-28.1	4.3
Other	-	0.0	0	0	0	0	0	0	0	0	1	-	-

Notes: (a) Where the road classification is denoted as "Other", these collisions were located on sections of the reference network that have been downgraded in class (to B or below) since 2010.

Table I-8 Seriously injured casualties by junction detail and year

Junction Detail	2005-2009 BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	2013 per cent change from BSL average	2013 per cent change from 2012
Crossroads	31.8	47	18	24	46	24	25	25	29	23	-27.7	-20.7
Junction - more than 4 arms (not roundabout)	9.6	6	11	11	8	12	10	10	12	3	-	-
Mini-roundabout	0.8	2	0	2	0	0	0	0	0	0	-	-
Other junction	34	38	37	32	40	23	21	22	23	18	-47.1	-21.7
Private drive or entrance	22.8	29	28	25	17	15	19	19	19	23	0.9	21.1
Roundabout	123.4	127	114	146	108	122	111	117	100	95	-23.0	-5.0
Slip road	169.6	211	184	195	122	136	144	151	117	139	-18.0	18.8
T or staggered junction	129.8	144	119	127	107	152	113	101	110	92	-29.1	-16.4
Total	521.8	604	511	562	448	484	443	445	410	393	-24.7	-4.1
Not at junction or within 20 metres	1,442.2	1,665	1,540	1,473	1,305	1,228	1,194	1,133	1,069	1,072	-25.7	0.3

Table I-9 Seriously injured casualties involving hard shoulders or laybys by vehicle location and year

Vehicle Location	2005-2009 BSL										2013 per cent change from BSL average	2013 per cent change from 2012
	average	2005	2006	2007	2008	2009	2010	2011	2012	2013		
Entering lay-by or hard shoulder	11	13	11	9	17	5	11	12	4	8	-	-
Leaving lay-by or hard shoulder	9.4	9	14	4	12	8	5	10	5	12	-	-
On lay-by or hard shoulder	51.8	58	54	48	55	44	45	30	32	23	-55.6	-28.1

Notes: (a) Values in the table report the number of seriously injured casualties where at least one of the vehicles involved was reported with the specified vehicle location.

Table I-10 Seriously injured casualties by driver age group involved and year

Driver type	Driver age group	2005-2009 BSL										2013 per cent change from BSL average	2013 per cent change from 2012
		average	2005	2006	2007	2008	2009	2010	2011	2012	2013		
Motorist	Underage Motorist (0-16)	2.4	2	3	3	4	0	0	1	0	1	-	-
	Young Motorist (17-24)	514.2	610	522	548	472	419	408	377	309	282	-45.2	-8.7
	Other Motorist (25-59)	1486.4	1726	1568	1542	1301	1295	1210	1119	1126	1117	-24.9	-0.8
	Older Motorist (60-69)	259.6	271	256	282	247	242	256	267	254	273	5.2	7.5
	Elderly Motorist (70+)	144.8	150	163	132	125	154	138	176	123	174	20.2	41.5
Rider	Underage Rider (0-15)	0.2	1	0	0	0	0	0	0	0	0	-	-
	Young Rider (16-19)	22	27	26	24	21	12	12	29	11	20	-9.1	-
	Other Rider (20-59)	300.4	325	308	326	277	266	240	261	244	242	-19.4	-0.8
	Older Rider (60-69)	17	11	13	19	16	26	24	21	22	23	35.3	4.5
	Elderly Rider (70+)	4.2	5	2	6	6	2	2	4	4	3	-	-
Unknown	Unknown	225.4	273	247	217	198	192	170	176	152	158	-29.9	3.9

Notes: (a) Values in the table report the number of seriously injured casualties where at least one driver involved was reported with the specified driver age group.

Table I-11 Seriously injured casualties by vehicle type involved and year

Vehicle type	2005-2009 BSL										2013 per cent change from BSL average	2013 per cent change from 2012
	average	2005	2006	2007	2008	2009	2010	2011	2012	2013		
Agricultural vehicle	11.8	13	18	11	8	9	14	11	8	13	-	-
Bus or coach	29	15	28	68	18	16	31	14	21	44	51.7	109.5
Car	1634	1,876	1,701	1,681	1,454	1,458	1,391	1,315	1,255	1,199	-26.6	-4.5
Goods Vehicle	232.6	287	262	207	195	212	188	188	184	177	-23.9	-3.8
HGV	428.6	561	455	439	365	323	323	281	290	349	-18.6	20.3
Motorcycle	340.6	368	351	365	319	300	277	316	280	287	-15.7	2.5
Pedal cycle	33.8	46	30	33	29	31	40	39	47	29	-14.2	-38.3
Other	33.2	31	34	24	41	36	18	24	15	30	-9.6	100.0

Notes: (a) Values in the table report the number of seriously injured casualties where at least one vehicle involved was reported with the specified vehicle type.

Table I-12 Seriously injured casualties by journey purpose and year

Journey purpose	Vehicle type	2005-2009 BSL										2013 per cent change from average	2013 per cent change from 2012	
		average	2005	2006	2007	2008	2009	2010	2011	2012	2013			
Commuting to/from work	Agricultural vehicle	0	0	0	0	0	0	0	0	0	0	0	-	-
	Bus or coach	0	0	0	0	0	0	0	0	0	0	0	-	-
	Car	114.2	135	124	104	115	93	107	104	79	82		-28.2	3.8
	Goods Vehicle	6.2	10	8	5	2	6	2	10	12	5		-	-
	HGV	0.2	1	0	0	0	0	0	0	3	0		-	-
	Motorcycle	56.8	64	60	58	50	52	43	68	43	55		-3.2	27.9
	Pedal cycle	5.4	6	3	7	3	8	5	5	11	4		-	-
	Other	0.2	1	0	0	0	0	1	0	0	0		-	-
	Total	183	217	195	174	170	159	158	187	148	146		-20.2	-1.4
Journey as part of work	Car	130.2	174	117	122	118	120	98	91	100	85		-34.7	-15.0
	Goods Vehicle	62.4	67	76	60	63	46	44	45	43	39		-37.5	-9.3
	HGV	119.6	147	130	134	113	74	77	68	58	78		-34.8	34.5
	Motorcycle	27.6	33	27	32	28	18	24	33	21	19		-31.2	-9.5
	Pedal cycle	2.0	1	5	1	2	1	3	4	1	2		-	-
	Agricultural vehicle	2.6	3	4	2	3	1	1	3	3	2		-	-
	Other	5.0	9	4	6	3	3	2	2	1	2		-	-
	Bus or coach	15.0	2	12	47	8	6	11	10	5	37		146.7	-
	Total	364.4	436	375	404	338	269	260	256	232	264		-27.6	13.8
Pupil riding to/from school	Car	2.0	2	1	3	2	2	3	3	1	1		-	-
	Goods Vehicle	0.0	0	0	0	0	0	0	0	0	0		-	-
	HGV	0.0	0	0	0	0	0	0	0	0	0		-	-
	Motorcycle	0.0	0	0	0	0	0	0	0	0	0		-	-
	Pedal cycle	0.4	1	0	1	0	0	1	1	0	0		-	-
	Agricultural vehicle	0.0	0	0	0	0	0	0	0	0	0		-	-
	Other	0.0	0	0	0	0	0	0	0	0	0		-	-
	Bus or coach	0.0	0	0	0	0	0	0	0	0	0		-	-
	Total	2.4	3	1	4	2	2	4	4	1	1		-	-
Taking pupil to/from school	Car	2.8	8	2	3	1	0	5	0	1	3		-	-
	Goods Vehicle	0	0	0	0	0	0	0	1	0	0		-	-
	HGV	0	0	0	0	0	0	0	0	0	0		-	-
	Motorcycle	0	0	0	0	0	0	0	0	0	0		-	-
	Pedal cycle	0	0	0	0	0	0	0	0	0	0		-	-
	Agricultural vehicle	0	0	0	0	0	0	0	0	0	0		-	-
	Other	0	0	0	0	0	0	0	0	0	0		-	-
	Bus or coach	0.2	1	0	0	0	0	17	0	0	0		-	-
	Total	3	9	2	3	1	0	22	1	1	3		-	-
Other	Total	0	0	0	0	0	0	0	8	170	13		-	-92.4
Unknown	Total	1411.2	1604	1478	1450	1242	1282	1193	1122	927	1038		-26.4	12.0

Notes: (a) Values in this table report the number of fatalities (pedestrian and occupant) with respect to the vehicle and driver they were associated with.

Table I-13 Seriously injured casualties distributed by time of day and year

Grouped Time	2005-2009 BSL average										2013 per cent change from BSL average	2013 per cent change from 2012
	2005	2006	2007	2008	2009	2010	2011	2012	2013			
0 - 6am	270.2	329	279	295	231	217	218	192	169	150	-44.5	-11.2
6 - 10am	327.4	366	339	344	288	300	276	269	272	270	-17.5	-0.7
10am - 2pm	390.8	465	410	374	344	361	325	352	332	334	-14.5	0.6
2 - 6pm	500.6	546	570	508	430	449	465	438	395	402	-19.7	1.8
6pm - 0am	474.8	562	453	514	460	385	353	327	311	309	-34.9	-0.6

Notes: (a) One collision in 2005 was excluded due to no time being recorded.

Table I-14 Seriously injured casualties by day of week and year

Day	2005-2009 BSL average										2013 per cent change from BSL average	2013 per cent change from 2012
	2005	2006	2007	2008	2009	2010	2011	2012	2013			
Monday	265.8	303	254	312	222	238	243	228	211	192	-27.8	-9.0
Tuesday	249	288	246	258	231	222	191	189	171	230	-7.6	34.5
Wednesday	255.8	286	300	279	214	200	206	185	179	177	-30.8	-1.1
Thursday	259.8	291	284	261	247	216	217	188	184	203	-21.9	10.3
Friday	302.0	362	306	292	285	265	296	257	242	261	-13.6	7.9
Saturday	304.4	361	302	313	260	286	244	229	242	207	-32.0	-14.5
Sunday	327.2	378	359	320	294	285	240	302	250	195	-40.4	-22.0

Table I-15 Seriously injured casualties distributed by month of year and year

Month	2005-2009 BSL average										2013 per cent change from BSL average	2013 per cent change from 2012
	2005	2006	2007	2008	2009	2010	2011	2012	2013			
Jan	160.6	189	137	198	121	158	92	114	100	89	-44.6	-11.0
Feb	134.6	174	131	124	146	98	107	100	113	91	-32.4	-19.5
Mar	148.2	163	145	147	162	124	110	112	114	93	-37.2	-18.4
Apr	166.2	160	174	191	171	135	163	132	129	111	-33.2	-14.0
May	158.4	180	168	147	123	174	144	149	129	123	-22.3	-4.7
Jun	173.2	203	177	167	149	170	129	125	112	113	-34.8	0.9
Jul	189.8	239	223	189	174	124	175	147	125	159	-16.2	27.2
Aug	192.0	211	197	192	194	166	176	165	156	163	-15.1	4.5
Sep	167.2	196	161	179	138	162	154	157	118	142	-15.1	20.3
Oct	151.2	194	156	161	117	128	132	119	129	148	-2.1	14.7
Nov	161.6	185	182	177	132	132	128	144	131	113	-30.1	-13.7
Dec	161.0	175	200	163	126	141	127	114	123	120	-25.5	-2.4

Appendix J: Young Motorists

Table J-1 to Table J-10 provide breakdowns of collisions and casualties involving young motorist by road name, road classification, contributory factors, severity, age group, time of day and month of year.

Table J-1 Collisions involving young motorists by road classification, severity and year

Road Classification	Collision Severity	2005-2009										2013 per cent change from BSL average	2013 per cent change from 2012	
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013			
Motorway -	Fatal	31.8	40	38	32	30	19	23	20	10	12	-62.3	-	
	Serious	163.0	172	159	188	160	136	149	118	97	106	-35.0	9.3	
	Fatal + Serious	194.8	212	197	220	190	155	172	138	107	118	-39.4	10.3	
	Slight	1,800.8	1,985	1,869	1,862	1,648	1,640	1,479	1,282	1,141	1,094	-39.2	-4.1	
	Total	1,995.6	2,197	2,066	2,082	1,838	1,795	1,651	1,420	1,248	1,212	-39.3	-2.9	
A-road	Dual Carriageway Built-up	Fatal	1.0	1	1	0	2	1	0	1	1	0	-	-
		Serious	10.2	10	8	11	9	13	9	7	10	6	-	-
		Fatal + Serious	11.2	11	9	11	11	14	9	8	11	6	-	-
		Slight	160.8	161	157	170	174	142	116	145	130	111	-31.0	-14.6
		Total	172.0	172	166	181	185	156	125	153	141	117	-32.0	-17.0
	Non Built-up	Fatal	25.4	29	22	31	23	22	20	24	11	21	-17.3	-
		Serious	131.8	158	144	127	119	111	104	109	92	65	-50.7	-29.3
		Fatal + Serious	157.2	187	166	158	142	133	124	133	103	86	-45.3	-16.5
		Slight	1,162.8	1,244	1,281	1,182	1,056	1,051	933	957	882	803	-30.9	-9.0
		Total	1,320.0	1,431	1,447	1,340	1,198	1,184	1,057	1,090	985	889	-32.7	-9.7
A-road	Single Carriageway Built-up	Fatal	1.0	1	1	1	1	1	4	1	0	0	-	-
		Serious	12.6	16	8	17	8	14	11	15	8	11	-	-
		Fatal + Serious	13.6	17	9	18	9	15	15	16	8	11	-	-
		Slight	115.6	125	109	121	114	109	79	87	86	89	-23.0	3.5
		Total	129.2	142	118	139	123	124	94	103	94	100	-22.6	6.4
	Non Built-up	Fatal	11.4	22	11	7	12	5	8	11	7	7	-	-
		Serious	63.4	67	70	69	56	55	47	37	39	38	-40.1	-2.6
		Fatal + Serious	74.8	89	81	76	68	60	55	48	46	45	-39.8	-2.2
		Slight	343.6	389	379	366	275	309	267	218	216	200	-41.8	-7.4
		Total	418.4	478	460	442	343	369	322	266	262	245	-41.4	-6.5
Other -	Total	0.0	0	0	0	0	0	0	0	0	1	-	-	

Notes: (a) Values in the table report the number of collisions where at least one of the drivers was recorded as a young motorist.

(b) Where the road classification is denoted as "Other", these collisions were located on sections of the reference network that have been downgraded in class (to B or below) since 2010.

Table J-2 Casualties involving young motorists by road classification, severity and year

Road Classification		2005-2009										2013 per cent change from BSL average	2013 per cent change from 2012		
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013				
Motorway -	Killed	38.8	50	44	37	36	27	25	28	11	13	-66.5	-		
	Seriously Injured	216.8	245	214	250	206	169	186	157	120	124	-42.8	3.3		
	KSI	255.6	295	258	287	242	196	211	185	131	137	-46.4	4.6		
	Slightly Injured	3,271.6	3,598	3,435	3,309	3,063	2,953	2,720	2,495	2,035	2,022	-38.2	-0.6		
	Total	3,527.2	3,893	3,693	3,596	3,305	3,149	2,931	2,680	2,166	2,159	-38.8	-0.3		
A-road	Dual Carriageway Built-up	Killed	1.2	1	1	0	3	1	0	2	1	0	-	-	
		Seriously Injured	13.4	19	9	12	12	15	9	8	10	7	-	-	
		KSI	14.6	20	10	12	15	16	9	10	11	7	-	-	
		Slightly Injured	241.6	261	211	250	281	205	173	222	210	160	-33.8	-23.8	
		Total	256.2	281	221	262	296	221	182	232	221	167	-34.8	-24.4	
	Non Built-up	Killed	29.6	39	22	37	26	24	21	28	12	24	-18.9	-	
		Seriously Injured	174.2	217	188	175	148	143	132	135	118	92	-47.2	-22.0	
		KSI	203.8	256	210	212	174	167	153	163	130	116	-43.1	-10.8	
		Slightly Injured	1,940.4	2,139	2,111	1,927	1,756	1,769	1,635	1,642	1,509	1,387	-28.5	-8.1	
		Total	2,144.2	2,395	2,321	2,139	1,930	1,936	1,788	1,805	1,639	1,503	-29.9	-8.3	
	A-road	Single Carriageway Built-up	Killed	0.0	0	0	0	0	0	0	0	0	0	-	-
			Seriously Injured	14.2	17	9	20	9	16	12	18	9	12	-	-
			KSI	15.8	19	12	21	10	17	16	19	9	12	-24.1	-
			Slightly Injured	187.6	198	182	191	193	174	124	166	158	164	-12.6	3.8
Total			203.4	217	194	212	203	191	140	185	167	176	-13.5	5.4	
Non Built-up		Killed	14.0	25	12	9	15	9	10	11	7	8	-	-	
		Seriously Injured	95.6	112	102	91	97	76	69	59	52	47	-50.8	-9.6	
		KSI	109.6	137	114	100	112	85	79	70	59	55	-49.8	-6.8	
		Slightly Injured	656.2	752	715	691	523	600	537	381	426	375	-42.9	-12.0	
		Total	765.8	889	829	791	635	685	616	451	485	430	-43.8	-11.3	
Other -	Total	0.0	0	0	0	0	0	0	0	0	1	-	-		

Notes: (a) Values in the table report the number of casualties where at least one of the drivers was recorded as a young motorist.

(b) Where the road classification is denoted as "Other", these casualties were located on sections of the reference network that have been downgraded in class (to B or below) since 2010.

Table J-3 Collisions involving young motorists by severity and year

Collision Severity	2005-2009 BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	2013 per cent change from BSL average	2013 per cent change from 2012
Fatal	70.6	93	73	71	68	48	55	57	29	40	-43.3	37.9
Serious	381.0	423	389	412	352	329	320	286	246	226	-40.7	-8.1
Fatal + Serious	451.6	516	462	483	420	377	375	343	275	266	-41.1	-3.3
Slight	3,583.6	3,904	3,795	3,701	3,267	3,251	2,874	2,689	2,455	2,298	-35.9	-6.4
Total	4,035.2	4,420	4,257	4,184	3,687	3,628	3,249	3,032	2,730	2,564	-36.5	-6.1

Notes: (a) Values in the table report the number of collisions where at least one of the drivers was recorded as a young motorist.

Table J-4i. Casualties involving young motorists by age group, severity and year

Casualty Age Group	Casualty Severity	2005-2009 BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	2013 per cent change from BSL average	2013 per cent change from 2012
Children (0-15)	Killed	2.8	3	0	3	4	4	0	0	0	1	-	-
	Seriously Injured	18.2	18	22	19	22	10	12	15	11	2	-89.0	-
	KSI	21.0	21	22	22	26	14	12	15	11	3	-85.7	-
	Slightly Injured	251.2	305	285	216	225	225	196	175	180	195	-22.4	8.3
	Total	272.2	326	307	238	251	239	208	190	191	198	-27.3	3.7
Young (16-19)	Killed	16.2	24	13	20	12	12	8	15	2	10	-38.3	-
	Seriously Injured	123.6	169	129	120	95	105	80	67	47	46	-62.8	-2.1
	KSI	139.8	193	142	140	107	117	88	82	49	56	-59.9	14.3
	Slightly Injured	1,208.8	1,287	1,254	1,263	1,168	1,072	975	807	688	625	-48.3	-9.2
	Total	1,348.6	1,480	1,396	1,403	1,275	1,189	1,063	889	737	681	-49.5	-7.6
Other (20-59)	Killed	59.0	83	58	57	58	39	45	45	26	30	-49.2	15.4
	Seriously Injured	335.0	377	335	380	316	267	277	263	213	211	-37.0	-0.9
	KSI	394.0	460	393	437	374	306	322	308	239	241	-38.8	0.8
	Slightly Injured	4,491.0	4,987	4,745	4,549	4,094	4,080	3,759	3,647	3,212	3,018	-32.8	-6.0
	Total	4,885.0	5,447	5,138	4,986	4,468	4,386	4,081	3,955	3,451	3,259	-33.3	-5.6
Older (60-69)	Killed	3.2	2	5	1	4	4	3	3	1	2	-	-
	Seriously Injured	19.0	27	14	17	22	15	23	18	18	15	-21.1	-16.7
	KSI	22.2	29	19	18	26	19	26	21	19	17	-23.4	-10.5
	Slightly Injured	174.6	163	195	173	183	159	147	169	133	147	-15.8	10.5
	Total	196.8	192	214	191	209	178	173	190	152	164	-16.7	7.9
Elderly (70+)	Killed	4.0	5	6	3	3	3	4	7	2	2	-	-
	Seriously Injured	14.6	12	20	8	13	20	14	13	18	7	-	-61.1
	KSI	18.6	17	26	11	16	23	18	20	20	9	-51.6	-55.0
	Slightly Injured	101.0	101	80	94	105	125	82	69	87	74	-26.7	-14.9
	Total	119.6	118	106	105	121	148	100	89	107	83	-30.6	-22.4

Notes: (a) Values in the table report the number of casualties where at least one of the drivers was recorded as a young motorist.

Table J-4ii. Casualties involving young motorists by age group, severity and year (Contd.)

Casualty Age Group	Casualty Severity	2005-2009										2013 per cent change from BSL average	2013 per cent change from 2012	
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013			
Unknown	Killed	0.0	0	0	0	0	0	0	0	0	0	0	-	-
	Seriously Injured	3.8	7	2	4	4	2	2	1	2	1	1	-	-
	KSI	3.8	7	2	4	4	2	2	1	2	1	1	-	-
	Slightly Injured	70.8	105	95	73	41	40	30	39	38	50	50	-29.4	31.6
	Total	74.6	112	97	77	45	42	32	40	40	51	51	-31.6	27.5

Notes: (a) Values in the table report the number of casualties where at least one of the drivers was recorded as a young motorist.

Table J-5 Killed casualties involving young motorists by top 20 road names and year

No.	Road Name	2005-2009										2013 per cent change from BSL average	2013 per cent change from 2012
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013		
1	A1	3.0	3	3	6	1	2	1	2	1	7	-	-
2	A14	1.6	0	1	5	0	2	1	2	2	4	-	-
3	A30	1.8	3	0	2	3	1	2	0	1	3	-	-
4	A419	0.2	0	0	1	0	0	0	0	0	3	-	-
5	A46	1.6	3	1	0	2	2	2	1	2	2	-	-
6	A36	1.2	1	2	1	0	2	0	1	1	2	-	-
7	M40	2.6	1	2	5	4	1	1	0	1	2	-	-
8	M6	6.4	6	11	4	7	4	2	3	0	2	-	-
9	A47	2.6	7	2	3	1	0	3	2	0	2	-	-
10	A1(M)	2.0	5	1	1	3	0	2	1	0	2	-	-
11	A19	1.2	1	1	1	2	1	0	1	0	2	-	-
12	M1	9.0	10	10	9	5	11	4	6	5	1	-	-
13	A5	2.4	5	2	3	2	0	2	0	3	1	-	-
14	M4	3.2	6	4	3	0	3	3	2	2	1	-	-
15	M5	2.8	4	1	2	5	2	7	8	0	1	-	-
16	A12	1.0	2	1	1	0	1	2	3	0	1	-	-
17	A590	0.0	0	0	0	0	0	0	2	0	1	-	-
18	A500	1.2	1	0	1	2	2	1	1	0	1	-	-
19	M25	2.0	1	6	0	0	3	1	1	0	1	-	-
20	A1304	0.0	0	0	0	0	0	0	0	0	1	-	-

Notes: (a) Values in the table report the number of killed casualties where at least one of the drivers was recorded as a young motorist.
 (b) Ranked by 2013.

Table J-6 KSI casualties involving young motorists by top 20 road names and year

No.	Road Name	2005-2009											2013 per cent	2013 per cent
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	change from BSL average	change from 2012	
1	M25	22.2	20	33	17	19	22	23	16	12	24	8.1	-	
2	A27	17.6	21	10	19	19	19	14	8	13	13	-26.1	-	
3	M62	17.0	23	16	10	24	12	6	9	11	12	-29.4	-	
4	M4	19.4	22	27	26	13	9	12	9	5	12	-38.1	-	
5	A30	9.0	12	5	14	8	6	6	9	5	11	-	-	
6	A1	23.6	26	24	26	14	28	15	16	12	10	-57.6	-	
7	A249	1.6	1	3	4	0	0	1	0	0	10	-	-	
8	M1	41.8	64	45	45	26	29	28	25	29	9	-78.5	-69.0	
9	M40	17.0	14	10	25	20	16	9	14	9	9	-47.1	-	
10	A14	14.0	19	7	14	14	16	11	12	8	9	-	-	
11	M5	13.8	12	4	23	12	18	26	22	6	9	-	-	
12	A1(M)	12.8	15	14	13	13	9	10	8	5	9	-	-	
13	A19	8.0	5	9	12	7	7	3	12	2	9	-	-	
14	A46	16.0	20	12	15	20	13	3	9	9	8	-50.0	-	
15	A419	1.6	2	3	1	1	1	2	5	1	8	-	-	
16	M6	36.2	34	41	32	53	21	21	21	15	7	-80.7	-53.3	
17	M3	11.4	11	6	12	10	18	10	7	9	7	-	-	
18	A47	15.6	26	13	12	19	8	19	12	5	7	-55.1	-	
19	A66	4.0	3	6	4	5	2	4	12	5	7	-	-	
20	A36	8.6	11	6	4	9	13	3	7	8	6	-	-	

Notes: (a) Values in the table report the number of KSI casualties where at least one of the drivers was recorded as a young motorist.
 (b) Ranked by 2013.

Table J-7 Top 20 contributory factors in collisions involving young motorists

No.	CF	Contributory Factors	2005-2009											2013 per cent	2013 per cent
			BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	change from BSL average	change from 2012	
1	405	Failed to look properly	915.8	801	970	985	928	895	865	847	854	756	-17.4	-11.5	
2	406	Failed to judge other person's path or speed	931.8	923	1,009	977	905	845	807	751	778	747	-19.8	-4.0	
3	308	Following too close	606.4	717	665	587	512	551	463	466	442	412	-32.1	-6.8	
4	410	Loss of control	761.4	794	813	829	679	692	653	559	520	402	-47.2	-22.7	
5	408	Sudden braking	540.0	537	629	555	454	525	427	429	340	372	-31.1	9.4	
6	602	Careless, reckless or in a hurry	471.4	515	488	545	400	409	342	363	321	272	-42.3	-15.3	
7	403	Poor turn or manoeuvre	396.4	434	425	411	361	351	317	293	279	263	-33.7	-5.7	
8	103	Slippery road (due to weather)	396.0	403	380	374	389	434	370	241	313	242	-38.9	-22.7	
9	307	Travelling too fast for conditions	465.6	510	513	504	401	400	305	266	247	196	-57.9	-20.6	
10	409	Swerved	307.4	316	356	321	260	284	286	225	231	192	-37.5	-16.9	
11	605	Learner or inexperienced driver/rider	295.0	300	324	329	278	244	224	182	174	166	-43.7	-4.6	
12	509	Distraction in vehicle	129.8	169	114	135	106	125	124	130	116	113	-12.9	-2.6	
13	503	Fatigue	163.4	156	193	161	156	151	136	127	117	97	-40.6	-17.1	
14	306	Exceeding speed limit	148.0	165	166	166	128	115	109	117	88	80	-45.9	-9.1	
15	501	Impaired by alcohol	142.8	132	169	144	135	134	108	106	106	74	-48.2	-30.2	
16	601	Aggressive driving	112.4	121	120	117	101	103	95	83	77	66	-41.3	-14.3	
17	707	Rain, sleet, snow, or fog	93.0	102	99	83	102	79	81	51	80	57	-38.7	-28.8	
18	603	Nervous, uncertain or panic	80.2	83	84	96	73	65	77	69	61	52	-35.2	-14.8	
19	510	Distraction outside vehicle	68.2	68	68	62	73	70	43	49	65	45	-34.0	-30.8	
20	710	Vehicle blind spot	68.8	75	76	69	64	60	67	49	48	43	-37.5	-10.4	

Notes: (a) Values in the table report the number of collisions where at least one of the drivers was recorded as a young motorist and at least one of the specified contributory factors was recorded.

(b) Ranked by 2013.

Table J-8 Collisions involving young motorist by severity, time of day and year

Grouped Time	Collision Severity	2005-2009										2013 per cent change from BSL average	2013 per cent change from 2012
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013		
0 - 6am	Fatal	18.0	23	15	19	20	13	15	13	8	10	-44.4	-
	Serious	63.2	66	68	81	54	47	51	42	35	24	-62.0	-31.4
	Fatal + Serious	81.2	89	83	100	74	60	66	55	43	34	-58.1	-20.9
	Slight	271.8	285	294	263	271	246	193	185	179	154	-43.3	-14.0
	Total	353.0	374	377	363	345	306	259	240	222	188	-46.7	-15.3
6 - 10am	Fatal	10.6	11	14	7	8	13	8	6	5	8	-	-
	Serious	61.2	54	58	69	68	57	49	51	43	37	-39.5	-14.0
	Fatal + Serious	71.8	65	72	76	76	70	57	57	48	45	-37.3	-6.3
	Slight	719.6	730	770	779	672	647	585	548	482	442	-38.6	-8.3
	Total	791.4	795	842	855	748	717	642	605	530	487	-38.5	-8.1
10am - 2pm	Fatal	8.2	7	10	9	10	5	4	6	2	3	-	-
	Serious	55.6	67	62	60	50	39	48	52	39	35	-37.1	-10.3
	Fatal + Serious	63.8	74	72	69	60	44	52	58	41	38	-40.4	-7.3
	Slight	685.8	746	726	734	604	619	549	505	490	430	-37.3	-12.2
	Total	749.6	820	798	803	664	663	601	563	531	468	-37.6	-11.9
2 - 6pm	Fatal	11.2	19	13	8	12	4	12	8	4	6	-	-
	Serious	89.2	98	104	84	66	94	84	75	79	58	-35.0	-26.6
	Fatal + Serious	100.4	117	117	92	78	98	96	83	83	64	-36.3	-22.9
	Slight	1,068.0	1,193	1,112	1,086	973	976	877	797	715	713	-33.2	-0.3
	Total	1,168.4	1,310	1,229	1,178	1,051	1,074	973	880	798	777	-33.5	-2.6
6pm - 0am	Fatal	22.6	33	21	28	18	13	16	24	10	13	-42.5	-
	Serious	111.8	138	97	118	114	92	88	66	50	72	-35.6	44.0
	Fatal + Serious	134.4	171	118	146	132	105	104	90	60	85	-36.8	41.7
	Slight	838.4	950	893	839	747	763	670	654	589	559	-33.3	-5.1
	Total	972.8	1,121	1,011	985	879	868	774	744	649	644	-33.8	-0.8

Notes: (a) Values in the table report the number of collisions where at least one of the drivers was recorded as a young motorist.

Table J-9i. Collisions involving young motorists by severity, month of year and year

Month	Collision Severity	2005-2009										2013 per cent change from average	2013 per cent change from 2012
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013		
Jan	Fatal	5.0	8	6	2	6	3	0	5	2	4	-	-
	Serious	32.0	36	26	28	37	33	22	18	13	11	-65.6	-
	Fatal + Serious	37.0	44	32	30	43	36	22	23	15	15	-59.5	0.0
	Slight	294.2	277	285	297	293	319	222	196	201	172	-41.5	-14.4
	Total	331.2	321	317	327	336	355	244	219	216	187	-43.5	-13.4
Feb	Fatal	5.6	6	5	5	11	1	3	4	3	3	-	-
	Serious	28.2	34	29	22	29	27	23	21	20	17	-39.7	-15.0
	Fatal + Serious	33.8	40	34	27	40	28	26	25	23	20	-40.8	-13.0
	Slight	281.8	309	327	267	296	210	234	230	174	165	-41.4	-5.2
	Total	315.6	349	361	294	336	238	260	255	197	185	-41.4	-6.1
Mar	Fatal	4.6	9	3	2	6	3	4	4	3	4	-	-
	Serious	30.0	30	33	32	33	22	18	23	17	19	-36.7	11.8
	Fatal + Serious	34.6	39	36	34	39	25	22	27	20	23	-33.5	15.0
	Slight	282.6	303	286	285	282	257	239	199	187	201	-28.9	7.5
	Total	317.2	342	322	319	321	282	261	226	207	224	-29.4	8.2
Apr	Fatal	6.0	7	7	4	7	5	4	2	3	3	-	-
	Serious	29.6	36	31	35	27	19	32	22	26	16	-45.9	-38.5
	Fatal + Serious	35.6	43	38	39	34	24	36	24	29	19	-46.6	-34.5
	Slight	265.0	292	255	259	282	237	234	194	197	164	-38.1	-16.8
	Total	300.6	335	293	298	316	261	270	218	226	183	-39.1	-19.0
May	Fatal	5.4	7	4	7	3	6	6	2	2	4	-	-
	Serious	29.4	25	26	36	29	31	21	25	19	19	-35.4	0.0
	Fatal + Serious	34.8	32	30	43	32	37	27	27	21	23	-33.9	9.5
	Slight	270.6	309	292	297	231	224	227	203	178	188	-30.5	5.6
	Total	305.4	341	322	340	263	261	254	230	199	211	-30.9	6.0
Jun	Fatal	5.6	4	3	9	7	5	3	5	1	3	-	-
	Serious	30.8	30	31	34	32	27	27	25	20	19	-38.3	-5.0
	Fatal + Serious	36.4	34	34	43	39	32	30	30	21	22	-39.6	4.8
	Slight	269.2	285	298	302	232	229	226	217	188	172	-36.1	-8.5
	Total	305.6	319	332	345	271	261	256	247	209	194	-36.5	-7.2
Jul	Fatal	5.8	7	8	4	8	2	6	3	2	5	-	-
	Serious	33.4	49	35	35	27	21	38	27	10	24	-28.1	-
	Fatal + Serious	39.2	56	43	39	35	23	44	30	12	29	-26.0	-
	Slight	287.0	328	311	300	246	250	216	236	218	211	-26.5	-3.2
	Total	326.2	384	354	339	281	273	260	266	230	240	-26.4	4.3

Table J-9ii. Collisions involving young motorists by severity, month of year and year

Month	Collision Severity	2005-2009										2013 per cent change from average	2013 per cent change from 2012
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013		
Aug	Fatal	6.4	8	5	7	6	6	10	7	1	3	-	-
	Serious	33.6	33	35	39	32	29	19	22	26	22	-34.5	-15.4
	Fatal + Serious	40.0	41	40	46	38	35	29	29	27	25	-37.5	-7.4
	Slight	309.2	366	294	337	264	285	215	222	225	205	-33.7	-8.9
	Total	349.2	407	334	383	302	320	244	251	252	230	-34.1	-8.7
Sep	Fatal	6.0	9	8	6	2	5	6	6	2	2	-	-
	Serious	31.2	33	28	37	27	31	27	34	17	23	-26.3	35.3
	Fatal + Serious	37.2	42	36	43	29	36	33	40	19	25	-32.8	31.6
	Slight	295.0	292	358	321	245	259	253	209	197	189	-35.9	-4.1
	Total	332.2	334	394	364	274	295	286	249	216	214	-35.6	-0.9
Oct	Fatal	5.2	6	4	10	4	2	6	4	5	0	-	-
	Serious	33.0	49	32	36	22	26	29	24	29	22	-33.3	-24.1
	Fatal + Serious	38.2	55	36	46	26	28	35	28	34	22	-42.4	-35.3
	Slight	329.6	392	355	334	291	276	278	265	182	222	-32.6	22.0
	Total	367.8	447	391	380	317	304	313	293	216	244	-33.7	13.0
Nov	Fatal	5.6	7	8	6	2	5	3	7	1	4	-	-
	Serious	35.6	37	39	38	30	34	35	22	29	17	-52.2	-41.4
	Fatal + Serious	41.2	44	47	44	32	39	38	29	30	21	-49.0	-30.0
	Slight	367.0	399	382	344	338	372	307	251	270	217	-40.9	-19.6
	Total	408.2	443	429	388	370	411	345	280	300	238	-41.7	-20.7
Dec	Fatal	9.4	15	12	9	6	5	4	8	4	5	-	-
	Serious	34.2	31	44	40	27	29	29	23	20	17	-50.3	-15.0
	Fatal + Serious	43.6	46	56	49	33	34	33	31	24	22	-49.5	-8.3
	Slight	332.4	352	352	358	267	333	223	267	238	192	-42.2	-19.3
	Total	376.0	398	408	407	300	367	256	298	262	214	-43.1	-18.3

Table J-10 Casualties by young motorist involvement in contributory factors, severity and year

CF Involvement	Casualty Severity	2005-2009 BSL										2013 per cent change from average	2013 per cent change from 2012
		average	2005	2006	2007	2008	2009	2010	2011	2012	2013		
Full	Killed	45.4	63	45	32	43	44	24	30	9	26	-42.7	-
	Seriously Injured	292.4	344	321	292	272	233	226	230	168	149	-49.0	-11.3
	KSI	337.8	407	366	324	315	277	250	260	177	175	-48.2	-1.1
	Slightly Injured	2,981.8	3,196	3,094	3,140	2,761	2,718	2,383	2,198	2,065	1,737	-41.7	-15.9
	Total	3,319.6	3,603	3,460	3,464	3,076	2,995	2,633	2,458	2,242	1,912	-42.4	-14.7
Partially	Killed	11.8	16	8	13	14	8	7	9	6	4	-	-
	Seriously Injured	81.8	93	78	91	82	65	53	41	50	50	-38.9	0.0
	KSI	93.6	109	86	104	96	73	60	50	56	54	-42.3	-3.6
	Slightly Injured	1,113.2	1,160	1,257	1,028	1,129	992	1,004	1,027	884	733	-34.2	-17.1
	Total	1,206.8	1,269	1,343	1,132	1,225	1,065	1,064	1,077	940	787	-34.8	-16.3
None	Killed	31.2	42	32	45	26	11	31	32	20	19	-39.1	-5.0
	Seriously Injured	172.2	215	149	191	155	151	150	123	103	95	-44.8	-7.8
	KSI	203.4	257	181	236	181	162	181	155	123	114	-44.0	-7.3
	Slightly Injured	2,706.8	3,111	2,835	2,706	2,424	2,458	2,147	2,075	1,614	1,882	-30.5	16.6
	Total	2,910.2	3,368	3,016	2,942	2,605	2,620	2,328	2,230	1,737	1,996	-31.4	14.9

Notes: (a) Values in the table report the number of casualties by severity where at least one young motorist was recorded as being involved and had the corresponding contributory factor involvement.

Appendix K: Smart Motorways

This section reports on each smart motorway scheme by casualty severity, HATRIS links, casualty rates and contributory factors. The notes on this page should be referred to when considering any of the diagrams or tables within this section.

Important Notes:

- (a) All collisions and casualties are located on the main carriageway of the given scheme, any collisions involving roundabouts or collisions located on slip roads have been excluded.
- (b) The limits of each scheme are to the centre of the junctions that define the scheme ends.
- (c) “Road link ref.” is the HATRIS link that the collision and associated casualties are located on, and is from the centre of a junction to the centre of the adjacent junction.
- (d) Values in the contributory factors table reports the codes of the top ten contributory factors by year (a list of codes and their descriptions can be found in **Appendix F Table F-1**). It is ranked based on collisions where at least one of the specified contributory factors was recorded within that year.
- (e) Casualty rates indicate the number of casualties by traffic. The yearly traffic for each scheme has been estimated by combining the traffic and length in the DFT count points relevant for the scheme.
- (f) The date indicated as the “open to traffic date” is only an approximation.
- (g) The diagram provided for each scheme are to aid the locations of HATRIS links and are a simplified representation of the road.

Different types of smart motorway include:

[Adapted from Highways Agency Smart Motorway information website. Accessed at:

<http://www.highways.gov.uk/our-road-network/managing-our-roads/improving-our-network/smart-motorways/>]

Controlled motorway: Controlled motorways have three or more lanes with variable speed limits. The hard shoulder is only used in emergencies.

All lane running (ALR): There is no hard shoulder on these sections of motorway. Road users must obey variable speed limits and not stop on the motorway. In an emergency, road users will need to use an emergency refuge area, motorway service area or leave at the next junction.

Hard shoulder running (HSR): The hard shoulder is operational during busy periods; the speed limit is reduced. Road users cannot use the hard shoulder unless overhead signs indicate they are open.

Table K-1 Scheme data for M1 J10-13

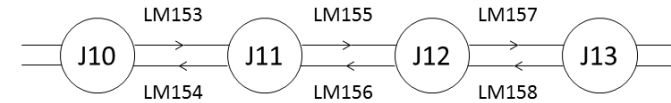
Scheme Type: Hard shoulder running (HSR)

Approx. open to traffic date: 01/12/2012

	2005	2006	2007	2008	2009	2010	2011	2012	2013
Casualties by road link and year									
LM153	22	12	20	15	26	27	13	26	12
LM155	23	15	18	15	46	28	21	22	25
LM157	35	18	26	30	43	44	26	20	30
LM154	22	53	28	22	15	27	11	22	10
LM156	9	32	29	23	23	21	19	16	25
LM158	23	43	24	27	40	27	26	28	49
Casualty Severity by year									
Killed	4	1	1	0	5	0	1	1	0
Serious	9	11	6	2	9	13	2	3	17
KSI	13	12	7	2	14	13	3	4	17
Slight	121	161	138	130	179	161	113	130	134
Total	134	173	145	132	193	174	116	134	151
Casualty Rates by year									
Killed rate	0.64	0.18	0.19	0.00	0.90	0.00	0.18	0.17	0.00
Serious rate	1.45	2.01	1.15	0.35	1.61	2.29	0.35	0.52	2.61
KSI rate	2.09	2.19	1.34	0.35	2.51	2.29	0.53	0.69	2.61
Slight rate	19.48	29.43	26.44	22.57	32.08	28.35	19.79	22.45	20.55
Total rate	21.58	31.63	27.78	22.92	34.59	30.63	20.32	23.14	23.16
Traffic (100MVM)	6.21	5.47	5.22	5.76	5.58	5.68	5.71	5.79	6.52
Top 10 Contributory Factors by year									
No.	2005	2006	2007	2008	2009	2010	2011	2012	2013
1	405	405	405	405	405	405	405	405	405
2	406	406	406	308	308	406	710	406	406
3	410	403	710	406	406	710	406	308	408
4	308	410	403	710	408	308	308	403	308
5	403	408	410	503	307	403	403	710	710
6	409	503	308	410	710	408	408	408	410
7	408	308	408	403	410	503	602	602	403
8	602	710	503	408	403	410	107	503	409
9	307	409	409	103	503	602	306	601	307
10	503	501	509	602	602	509	503	409	602

Important Notes:

Refer to accompanying notes provided at the start of this section (Appendix K)


Casualties by road link and severity for 2013

Road Link Ref.	Road Link Description	KSI	Killed	Serious	Slight	Total
LM153	M1 J10 to M1 J11	5	0	5	7	12
LM155	M1 J11 to M1 J12	0	0	0	25	25
LM157	M1 J12 to M1 J13	2	0	2	28	30
LM154	M1 J11 to M1 J10	1	0	1	9	10
LM156	M1 J12 to M1 J11	2	0	2	23	25
LM158	M1 J13 to M1 J12	7	0	7	42	49

Table K-2 Scheme data for M1 J32-35A

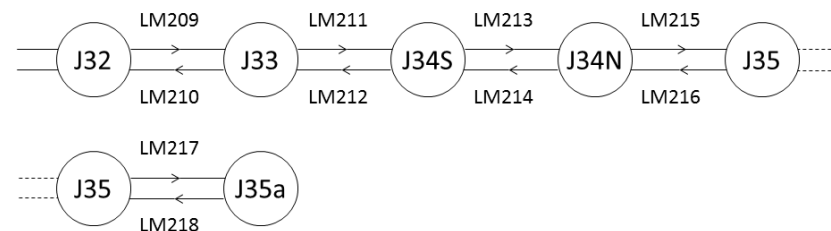
Scheme Type: All lane running (ALR)

Approx. open to traffic date: Currently not opened, scheduled to open summer 2015.

	2005	2006	2007	2008	2009	2010	2011	2012	2013
Casualties by road link and year									
LM209	9	18	16	19	12	11	15	3	5
LM211	20	16	8	9	13	25	8	14	11
LM213	0	2	1	0	2	0	0	2	1
LM215	12	8	9	9	11	0	9	4	8
LM217	3	2	2	3	1	4	3	3	8
LM210	7	11	22	15	5	8	6	10	6
LM212	22	23	7	16	6	10	4	9	6
LM214	3	4	0	0	1	2	0	0	1
LM216	7	28	24	14	10	12	9	4	9
LM218	1	8	5	4	0	2	4	6	1
Casualty Severity by year									
Killed	0	4	3	0	1	1	0	1	0
Serious	3	9	7	4	6	3	4	2	2
KSI	3	13	10	4	7	4	4	3	2
Slight	81	107	84	85	54	70	54	52	54
Total	84	120	94	89	61	74	58	55	56
Casualty Rates by year									
Killed rate	0.00	0.98	0.74	0.00	0.25	0.25	0.00	0.26	0.00
Serious rate	0.75	2.20	1.72	1.02	1.49	0.76	1.00	0.53	0.51
KSI rate	0.75	3.17	2.46	1.02	1.73	1.01	1.00	0.79	0.51
Slight rate	20.25	26.10	20.64	21.57	13.37	17.72	13.50	13.68	13.71
Total rate	21.00	29.27	23.10	22.59	15.10	18.73	14.50	14.47	14.21
Traffic (100MVM)	4.00	4.10	4.07	3.94	4.04	3.95	4.00	3.80	3.94
Top 10 Contributory Factors by year									
No.	2005	2006	2007	2008	2009	2010	2011	2012	2013
1	406	410	406	406	406	406	406	406	405
2	308	406	405	405	405	408	405	405	406
3	410	405	410	410	410	405	408	410	308
4	405	408	308	307	409	410	410	308	408
5	408	409	408	403	408	710	308	408	710
6	710	308	307	409	308	308	409	307	403
7	307	710	403	103	307	409	103	409	410
8	509	602	409	408	103	103	710	602	307
9	409	307	710	308	403	403	403	103	509
10	602	103	605	501	602	501	605	710	409

Important Notes:

Refer to accompanying notes provided at the start of this section (Appendix K)


Casualties by road link and severity for 2013

Road Link Ref.	Road Link Description	KSI	Killed	Serious	Slight	Total
LM209	M1 J32 to M1 J33	0	0	0	5	5
LM211	M1 J33 to M1 J34S	2	0	2	9	11
LM213	M1 J34S to M1 J34N	0	0	0	1	1
LM215	M1 J34N to M1 J35	0	0	0	8	8
LM217	M1 J35 to M1 J35a	0	0	0	8	8
LM210	M1 J33 to M1 J32	0	0	0	6	6
LM212	M1 J34S to M1 J33	0	0	0	6	6
LM214	M1 J34N to M1 J34S	0	0	0	1	1
LM216	M1 J35 to M1 J34N	0	0	0	9	9
LM218	M1 J35a to M1 J35	0	0	0	1	1

Table K-3 Scheme data for M1 J28-31

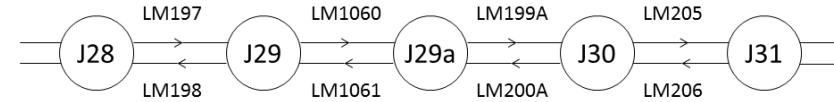
Scheme Type: All lane running (ALR)

Approx. open to traffic date: Currently not opened, scheduled to open summer 2015.

	2005	2006	2007	2008	2009	2010	2011	2012	2013
Casualties by road link and year									
LM197	69	76	24	67	33	23	25	42	34
LM1060	37	29	31	24	17	17	21	30	19
LM199A	30	41	11	7	8	4	15	11	12
LM205	14	24	49	7	11	9	8	6	8
LM198	59	61	48	39	33	22	31	14	31
LM1061	16	21	24	7	17	9	25	12	12
LM200A	41	8	15	29	28	25	15	31	13
LM206	23	18	2	4	15	19	14	13	12
Casualty Severity by year									
Killed	1	4	2	2	2	0	2	1	0
Serious	6	6	12	12	9	7	8	6	3
KSI	7	10	14	14	11	7	10	7	3
Slight	282	268	190	170	151	121	144	152	138
Total	289	278	204	184	162	128	154	159	141
Casualty Rates by year									
Killed rate	0.13	0.52	0.26	0.26	0.26	0.00	0.25	0.13	0.00
Serious rate	0.78	0.79	1.58	1.55	1.18	0.90	1.01	0.77	0.38
KSI rate	0.91	1.31	1.84	1.81	1.44	0.90	1.26	0.90	0.38
Slight rate	36.62	35.12	25.00	21.99	19.74	15.63	18.09	19.46	17.47
Total rate	37.53	36.44	26.84	23.80	21.18	16.54	19.35	20.36	17.85
Traffic (100MVM)	7.70	7.63	7.60	7.73	7.65	7.74	7.96	7.81	7.90
Top 10 Contributory Factors by year									
No.	2005	2006	2007	2008	2009	2010	2011	2012	2013
1	406	308	308	406	406	410	308	308	406
2	308	406	406	405	405	406	405	405	308
3	408	307	405	408	308	408	406	307	405
4	405	405	408	308	410	308	410	410	408
5	410	408	410	410	408	405	307	406	410
6	307	410	403	602	710	307	602	408	103
7	403	602	307	307	307	409	509	103	307
8	409	403	602	403	602	103	408	710	403
9	602	503	503	503	403	710	103	503	710
10	103	103	103	605	409	602	306	403	503

Important Notes:

Refer to accompanying notes provided at the start of this section (Appendix K)


Casualties by road link and severity for 2013

Road Link Ref.	Road Link Description	KSI	Killed	Serious	Slight	Total
LM197	M1 J28 to M1 J29	2	0	2	32	34
LM1060	M1 J29 to M1 J29a	0	0	0	19	19
LM199A	M1 J29a to M1 J30	0	0	0	12	12
LM205	M1 J30 to M1 J31	0	0	0	8	8
LM198	M1 J29 to M1 J28	0	0	0	31	31
LM1061	M1 J29a to M1 J29	1	0	1	11	12
LM200A	M1 J30 to M1 J29a	0	0	0	13	13
LM206	M1 J31 to M1 J30	0	0	0	12	12

Table K-4 Scheme data for M1 J39-42

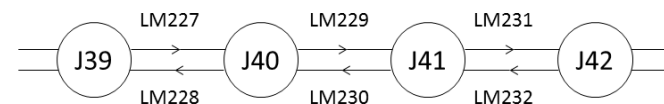
Scheme Type: All lane running (ALR)

Approx. open to traffic date: Currently not opened, scheduled to open summer 2015.

	2005	2006	2007	2008	2009	2010	2011	2012	2013
Casualties by road link and year									
LM227	8	4	9	14	1	1	7	3	6
LM229	4	5	3	7	4	6	3	2	4
LM231	11	8	16	8	4	5	3	10	6
LM228	6	2	3	3	3	7	1	4	2
LM230	10	4	7	6	9	3	4	5	2
LM232	5	7	6	3	6	3	6	0	4
Casualty Severity by year									
Killed	0	1	0	0	1	1	0	0	1
Serious	1	1	2	5	2	1	1	1	4
KSI	1	2	2	5	3	2	1	1	5
Slight	43	28	42	36	24	23	23	23	19
Total	44	30	44	41	27	25	24	24	24
Casualty Rates by year									
Killed rate	0.00	0.35	0.00	0.00	0.38	0.38	0.00	0.00	0.39
Serious rate	0.35	0.35	0.73	1.75	0.77	0.38	0.37	0.38	1.56
KSI rate	0.35	0.70	0.73	1.75	1.15	0.75	0.37	0.38	1.95
Slight rate	15.19	9.86	15.27	12.63	9.23	8.68	8.61	8.75	7.42
Total rate	15.55	10.56	16.00	14.39	10.38	9.43	8.99	9.13	9.38
Traffic (100MVM)	2.83	2.84	2.75	2.85	2.60	2.65	2.67	2.63	2.56
Top 10 Contributory Factors by year									
No.	2005	2006	2007	2008	2009	2010	2011	2012	2013
1	405	405	406	406	308	405	405	405	405
2	406	410	405	410	405	410	406	406	406
3	409	307	308	405	410	308	410	408	410
4	308	409	410	408	403	408	308	410	408
5	410	406	710	308	406	307	408	409	409
6	307	308	403	602	103	403	103	306	107
7	602	602	503	109	602	406	107	308	501
8	510	509	605	307	109	103	206	103	306
9	509	710	306	409	204	710	605	401	308
10	710	503	408	103	503	607	710	505	402

Important Notes:

Refer to accompanying notes provided at the start of this section (Appendix K)


Casualties by road link and severity for 2013

Road Link Ref.	Road Link Description	KSI	Killed	Serious	Slight	Total
LM227	M1 J39 to M1 J40	1	0	1	5	6
LM229	M1 J40 to M1 J41	1	0	1	3	4
LM231	M1 J41 to M1 J42	2	1	1	4	6
LM228	M1 J40 to M1 J39	1	0	1	1	2
LM230	M1 J41 to M1 J40	0	0	0	2	2
LM232	M1 J42 to M1 J41	0	0	0	4	4

Table K-5 Scheme data for M1 J6a-10

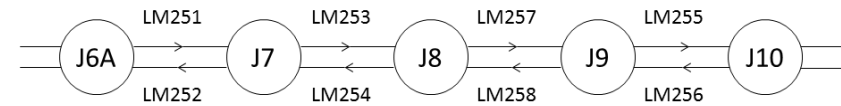
Scheme Type: Controlled motorway – 4 lanes

Approx. open to traffic date: 01/12/2008

	2005	2006	2007	2008	2009	2010	2011	2012	2013
Casualties by road link and year									
LM251	32	31	33	34	22	11	10	27	14
LM253	7	13	8	6	9	10	3	11	7
LM257	200	53	85	42	35	43	30	31	29
LM255	45	12	22	10	24	22	9	21	8
LM252	59	10	29	23	19	16	20	8	24
LM254	8	9	6	3	2	2	2	5	1
LM258	109	63	48	85	22	21	11	8	7
LM256	102	88	41	24	4	16	3	10	7
Casualty Severity by year									
Killed	7	0	0	0	0	1	0	1	1
Serious	30	11	10	16	10	13	3	6	7
KSI	37	11	10	16	10	14	3	7	8
Slight	525	268	262	211	127	127	85	114	89
Total	562	279	272	227	137	141	88	121	97
Casualty Rates by year									
Killed rate	0.99	0.00	0.00	0.00	0.00	0.14	0.00	0.12	0.12
Serious rate	4.25	1.55	1.53	2.51	1.29	1.83	0.40	0.75	0.85
KSI rate	5.24	1.55	1.53	2.51	1.29	1.97	0.40	0.87	0.97
Slight rate	74.36	37.69	40.12	33.12	16.39	17.86	11.27	14.16	10.76
Total rate	79.60	39.24	41.65	35.64	17.68	19.83	11.67	15.03	11.73
Traffic (100MVM)	7.06	7.11	6.53	6.37	7.75	7.11	7.54	8.05	8.27
Top 10 Contributory Factors by year									
No.	2005	2006	2007	2008	2009	2010	2011	2012	2013
1	308	308	405	405	405	405	405	405	405
2	406	405	308	406	410	406	410	103	406
3	408	406	406	308	408	410	406	410	308
4	405	602	602	408	406	408	408	307	410
5	307	307	307	403	409	308	307	406	408
6	602	408	408	602	307	307	710	408	409
7	410	710	107	710	403	409	308	308	103
8	710	403	403	107	602	602	403	602	307
9	403	410	710	307	103	710	103	409	501
10	409	103	103	409	308	103	509	306	602

Important Notes:

Refer to accompanying notes provided at the start of this section (Appendix K)


Casualties by road link and severity for 2013

Road Link Ref.	Road Link Description	KSI	Killed	Serious	Slight	Total
LM251	M1 J6A to M1 J7	4	0	4	10	14
LM253	M1 J7 to M1 J8	0	0	0	7	7
LM257	M1 J8 to M1 J9	1	0	1	28	29
LM255	M1 J9 to M1 J10	0	0	0	8	8
LM252	M1 J7 to M1 J6A	1	0	1	23	24
LM254	M1 J8 to M1 J7	0	0	0	1	1
LM258	M1 J9 to M1 J8	1	0	1	6	7
LM256	M1 J10 to M1 J9	1	1	0	6	7

Table K-6 Scheme data for M25 J5-7

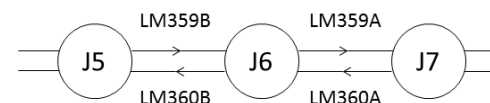
Scheme Type: All lane running (ALR)

Approx. open to traffic date: 01/05/2014

	2005	2006	2007	2008	2009	2010	2011	2012	2013
Casualties by road link and year									
LM359B	61	37	26	38	46	47	39	25	32
LM359A	12	27	9	17	8	11	15	9	13
LM360B	64	81	66	49	51	73	60	57	61
LM360A	31	27	19	27	25	15	16	20	17
Casualty Severity by year									
Killed	3	5	1	1	1	1	0	0	1
Serious	6	9	8	7	9	7	6	3	4
KSI	9	14	9	8	10	8	6	3	5
Slight	159	158	111	123	120	138	124	108	118
Total	168	172	120	131	130	146	130	111	123
Casualty Rates by year									
Killed rate	0.49	0.85	0.17	0.17	0.16	0.17	0.00	0.00	0.17
Serious rate	0.98	1.52	1.35	1.17	1.48	1.21	0.99	0.47	0.70
KSI rate	1.47	2.37	1.52	1.34	1.64	1.38	0.99	0.47	0.87
Slight rate	25.98	26.73	18.75	20.57	19.70	23.79	20.50	16.74	20.52
Total rate	27.45	29.10	20.27	21.91	21.35	25.17	21.49	17.21	21.39
Traffic (100MVM)	6.12	5.91	5.92	5.98	6.09	5.80	6.05	6.45	5.75
Top 10 Contributory Factors by year									
No.	2005	2006	2007	2008	2009	2010	2011	2012	2013
1	405	405	405	405	405	405	405	405	405
2	308	308	406	406	410	410	406	406	406
3	710	406	308	410	406	710	408	410	408
4	403	403	403	103	103	308	410	503	403
5	406	710	408	710	307	103	308	408	710
6	408	307	410	408	408	408	103	308	410
7	307	410	710	308	308	406	307	403	606
8	410	408	307	403	710	503	710	307	107
9	602	602	409	307	403	307	503	710	308
10	103	409	103	602	708	403	403	409	409

Important Notes:

Refer to accompanying notes provided at the start of this section (Appendix K)


Casualties by road link and severity for 2013

Road Link Ref.	Road Link Description	KSI	Killed	Serious	Slight	Total
LM359B	M25 J5 to M25 J6	1	0	1	31	32
LM359A	M25 J6 to M25 J7	1	1	0	12	13
LM360B	M25 J6 to M25 J5	3	0	3	58	61
LM360A	M25 J7 to M25 J6	0	0	0	17	17

Table K-7 Scheme data for M25 J23-27

Scheme Type: All lane running (ALR)

Approx. open to traffic date: 01/12/2014

	2005	2006	2007	2008	2009	2010	2011	2012	2013
Casualties by road link and year									
LM331	20	16	26	9	17	10	10	13	9
LM333	68	50	38	17	29	19	27	19	15
LM335	15	15	13	13	11	13	19	2	10
LM337	15	14	12	17	16	21	12	10	16
LM332	22	13	24	21	20	17	24	16	3
LM334	23	33	24	19	10	17	19	25	17
LM336	31	25	78	21	13	17	16	28	17
LM338	2	14	10	9	7	9	10	16	10

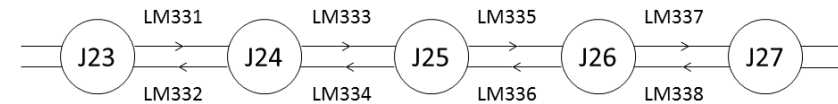
Casualty Severity by year									
Killed	1	4	5	1	2	1	2	1	1
Serious	18	20	14	9	11	11	11	10	9
KSI	19	24	19	10	13	12	13	11	10
Slight	177	156	206	116	110	111	124	118	87
Total	196	180	225	126	123	123	137	129	97

Casualty Rates by year									
Killed rate	0.15	0.47	0.57	0.00	0.14	0.14	0.29	0.14	0.15
Serious rate	1.95	1.40	1.01	0.75	1.00	1.29	0.88	1.08	0.73
KSI rate	2.11	1.86	1.58	0.75	1.15	1.43	1.17	1.22	0.87
Slight rate	17.89	15.22	14.66	9.10	9.74	7.57	10.57	8.67	5.54
Total rate	20.00	17.08	16.24	9.85	10.89	9.00	11.75	9.89	6.41
Traffic (100MVM)	6.65	6.44	6.96	6.70	6.98	7.00	6.81	7.38	6.86

Top 10 Contributory Factors by year									
No.	2005	2006	2007	2008	2009	2010	2011	2012	2013
1	405	405	405	405	405	405	405	405	405
2	308	602	602	308	307	406	308	308	602
3	307	307	308	602	308	410	406	406	406
4	406	406	307	410	406	308	408	410	308
5	403	308	410	406	408	408	410	602	408
6	410	410	406	307	602	602	602	408	403
7	602	408	408	408	410	710	307	307	410
8	710	403	403	403	710	307	403	409	307
9	408	503	103	409	403	403	409	403	509
10	409	409	503	603	103	501	710	103	103

Important Notes:

Refer to accompanying notes provided at the start of this section (Appendix K)



Casualties by road link and severity for 2013						
Road Link Ref.	Road Link Description	KSI	Killed	Serious	Slight	Total
LM331	M25 J23 to M25 J24	2	0	2	7	9
LM333	M25 J24 to M25 J25	1	1	0	14	15
LM335	M25 J25 to M25 J26	0	0	0	10	10
LM337	M25 J26 to M25 J27	1	0	1	15	16
LM332	M25 J24 to M25 J23	0	0	0	3	3
LM334	M25 J25 to M25 J24	3	0	3	14	17
LM336	M25 J26 to M25 J26	2	0	2	15	17
LM338	M25 J27 to M25 J26	1	0	1	9	10

Table K-8 Scheme data for M25 J16-23

Scheme Type: Controlled motorways – 4 lanes

Approx. open to traffic date: 01/04/2012

	2005	2006	2007	2008	2009	2010	2011	2012	2013
Casualties by road link and year									
LM311	62	38	41	23	27	47	12	16	4
LM313	10	12	9	11	13	7	0	7	1
LM315	26	19	24	18	10	11	14	6	12
LM321	8	6	8	5	6	6	4	5	2
LM323	32	16	6	22	8	23	26	14	4
LM325	10	2	10	2	2	4	2	1	0
LM327	36	29	28	25	15	20	11	16	11
LM329	30	23	23	10	27	22	17	18	26
LM312	38	43	65	17	29	5	24	27	19
LM314	10	16	8	7	15	1	10	4	3
LM316	17	11	19	5	15	7	11	10	3
LM322	8	12	14	6	13	7	8	4	2
LM324	36	18	28	12	15	17	1	4	8
LM326	4	5	1	2	0	6	7	2	1
LM328	18	18	36	25	15	21	11	11	5
LM330	37	44	26	46	26	26	8	12	14

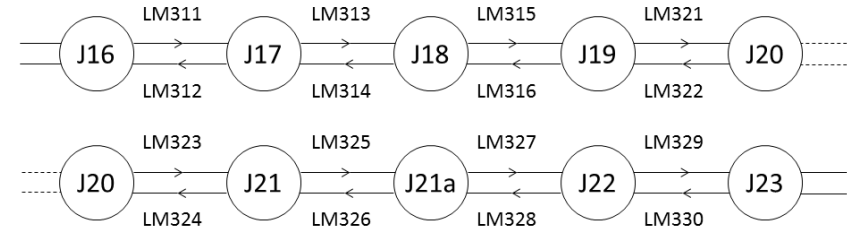
Casualty Severity by year									
Killed	5	5	1	1	3	2	1	3	1
Serious	17	17	28	5	19	10	6	14	11
KSI	22	22	29	6	22	12	7	17	12
Slight	360	290	317	230	214	218	159	140	103
Total	382	312	346	236	236	230	166	157	115

Casualty Rates by year									
Killed rate	0.50	0.49	0.10	0.10	0.31	0.21	0.10	0.27	0.09
Serious rate	1.69	1.65	2.81	0.50	1.95	1.06	0.58	1.28	0.96
KSI rate	2.19	2.14	2.91	0.60	2.25	1.27	0.68	1.55	1.05
Slight rate	35.82	28.18	31.80	22.93	21.93	23.02	15.41	12.77	9.02
Total rate	38.01	30.32	34.70	23.53	24.18	24.29	16.09	14.32	10.07
Traffic (100MVM)	10.05	10.29	9.97	10.03	9.76	9.47	10.32	10.96	11.42

Top 10 Contributory Factors by year									
No.	2005	2006	2007	2008	2009	2010	2011	2012	2013
1	308	406	405	405	405	405	405	405	405
2	406	405	406	406	308	406	308	406	406
3	405	308	308	308	406	308	408	410	308
4	408	410	408	408	408	408	406	602	410
5	410	408	602	410	602	307	403	308	403
6	403	307	410	403	403	602	410	503	602
7	602	403	403	307	410	710	710	403	710
8	103	103	503	602	409	410	409	307	408
9	409	710	710	710	307	503	307	103	409
10	710	602	307	103	103	103	602	710	103

Important Notes:

Refer to accompanying notes provided at the start of this section (Appendix K)



Casualties by road link and severity for 2013						
Road Link Ref.	Road Link Description	KSI	Killed	Serious	Slight	Total
LM311	M25 J16 to M25 J17	2	1	1	2	4
LM313	M25 J17 to M25 J18	0	0	0	1	1
LM315	M25 J18 to M25 J19	1	0	1	11	12
LM321	M25 J19 to M25 J20	0	0	0	2	2
LM323	M25 J20 to M25 J21	1	0	1	3	4
LM325	M25 J21 to M25 J21A	0	0	0	0	0
LM327	M25 J21A to M25 J22	1	0	1	10	11
LM329	M25 J22 to M25 J23	3	0	3	23	26
LM312	M25 J17 to M25 J16	1	0	1	18	19
LM314	M25 J18 to M25 J17	0	0	0	3	3
LM316	M25 J19 to M25 J18	0	0	0	3	3
LM322	M25 J20 to M25 J19	0	0	0	2	2
LM324	M25 J21 to M25 J20	1	0	1	7	8
LM326	M25 J21A to M25 J21	0	0	0	1	1
LM328	M25 J22 to M25 J21A	0	0	0	5	5
LM330	M25 J23 to M25 J22	2	0	2	12	14

Table K-9 Scheme data for M25 J27-30

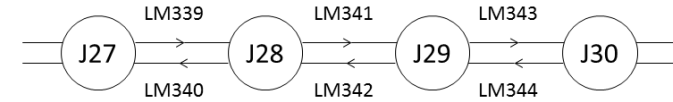
Scheme Type: Controlled motorways – 4 lanes

Approx. open to traffic date: 01/05/2012

	2005	2006	2007	2008	2009	2010	2011	2012	2013
Casualties by road link and year									
LM339	15	19	22	25	24	27	16	16	5
LM341	5	20	18	7	6	5	8	5	0
LM343	35	40	30	20	14	8	14	13	4
LM340	23	34	26	19	33	39	25	19	17
LM342	13	13	7	5	13	1	6	3	5
LM344	29	19	28	32	18	28	29	10	13
Casualty Severity by year									
Killed	0	3	4	0	2	2	1	1	0
Serious	15	24	17	13	9	9	5	6	6
KSI	15	27	21	13	11	11	6	7	6
Slight	105	118	110	95	97	97	92	59	38
Total	120	145	131	108	108	108	98	66	44
Casualty Rates by year									
Killed rate	0.00	0.53	0.76	0.00	0.35	0.38	0.18	0.19	0.00
Serious rate	3.03	4.27	3.23	2.33	1.58	1.70	0.91	1.13	1.06
KSI rate	3.03	4.80	3.99	2.33	1.93	2.08	1.09	1.32	1.06
Slight rate	21.21	21.00	20.91	17.03	17.02	18.30	16.67	11.09	6.73
Total rate	24.24	25.80	24.90	19.35	18.95	20.38	17.75	12.41	7.79
Traffic (100MVM)	4.95	5.62	5.26	5.58	5.70	5.30	5.52	5.32	5.65
Top 10 Contributory Factors by year									
No.	2005	2006	2007	2008	2009	2010	2011	2012	2013
1	405	405	405	405	405	405	602	405	405
2	406	406	406	410	406	602	405	410	406
3	403	602	410	602	602	406	410	406	403
4	410	410	602	710	410	410	406	403	602
5	408	403	710	406	403	403	403	602	410
6	308	308	403	409	503	408	408	308	606
7	602	710	308	307	308	308	308	710	308
8	307	307	409	403	710	710	710	103	710
9	710	503	408	308	409	307	409	408	307
10	409	409	503	606	408	103	103	409	409

Important Notes:

Refer to accompanying notes provided at the start of this section (Appendix K)


Casualties by road link and severity for 2013

Road Link Ref.	Road Link Description	KSI	Killed	Serious	Slight	Total
LM339	M25 J27 to M25 J28	0	0	0	5	5
LM341	M25 J28 to M25 J29	0	0	0	0	0
LM343	M25 J29 to M25 J30	0	0	0	4	4
LM340	M25 J28 to M25 J27	3	0	3	14	17
LM342	M25 J29 to M25 J28	2	0	2	3	5
LM344	M25 J30 to M25 J29	1	0	1	12	13

Table K-10 Scheme data for M3 J2-4a

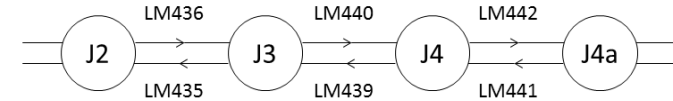
Scheme Type: All lane running (ALR)

Approx. open to traffic date: Currently not opened, scheduled open date TBC.

	2005	2006	2007	2008	2009	2010	2011	2012	2013
Casualties by road link and year									
LM436	25	32	30	31	32	13	31	25	8
LM440	8	18	7	12	7	9	13	16	6
LM442	1	3	0	5	3	3	5	0	3
LM435	77	90	47	62	70	81	88	64	87
LM439	25	47	14	22	15	34	28	37	21
LM441	7	3	4	2	0	1	6	2	0
Casualty Severity by year									
Killed	1	1	0	4	1	0	2	0	3
Serious	8	5	7	5	12	9	12	7	5
KSI	9	6	7	9	13	9	14	7	8
Slight	134	187	95	125	114	132	157	137	117
Total	143	193	102	134	127	141	171	144	125
Casualty Rates by year									
Killed rate	0.17	0.16	0.00	0.65	0.17	0.00	0.33	0.00	0.51
Serious rate	1.39	0.81	1.11	0.81	2.02	1.56	1.96	1.25	0.86
KSI rate	1.57	0.97	1.11	1.45	2.19	1.56	2.29	1.25	1.37
Slight rate	23.34	30.26	15.13	20.19	19.19	22.92	25.70	24.46	20.03
Total rate	24.91	31.23	16.24	21.65	21.38	24.48	27.99	25.71	21.40
Traffic (100MVM)	5.74	6.18	6.28	6.19	5.94	5.76	6.11	5.60	5.84
Top 10 Contributory Factors by year									
No.	2005	2006	2007	2008	2009	2010	2011	2012	2013
1	410	406	410	406	405	405	405	405	406
2	308	405	409	410	410	308	406	406	405
3	405	308	405	405	406	406	410	308	410
4	406	410	406	308	308	410	308	408	408
5	408	408	308	408	408	408	408	409	509
6	403	307	408	307	403	501	403	410	403
7	409	103	307	503	409	103	409	103	409
8	307	602	503	501	501	409	307	403	602
9	503	409	403	710	710	509	602	602	308
10	602	503	501	403	503	307	503	509	503

Important Notes:

Refer to accompanying notes provided at the start of this section (Appendix K)


Casualties by road link and severity for 2013

Road Link Ref.	Road Link Description	KSI	Killed	Serious	Slight	Total
LM436	M3 J2 to M3 J3	1	1	0	7	8
LM440	M3 J3 to M3 J4	2	0	2	4	6
LM442	M3 J4 to M3 J4a	0	0	0	3	3
LM435	M3 J3 to M3 J2	5	2	3	82	87
LM439	M3 J4 to M3 J3	0	0	0	21	21
LM441	M3 J4a to M3 J4	0	0	0	0	0

Table K-11 Scheme data for M4 J19-20 and M5 J15-17

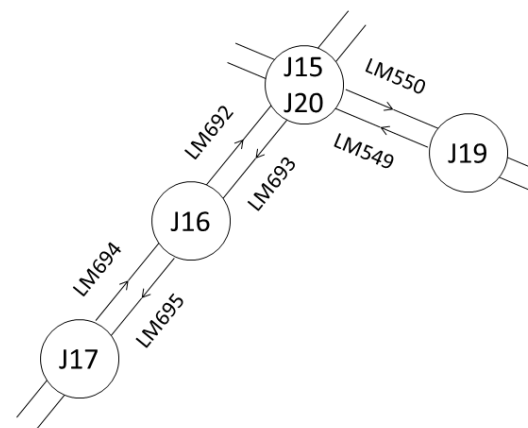
Scheme Type: Hard shoulder running (HSR)

Approx. open to traffic date: 15/01/2014

	2005	2006	2007	2008	2009	2010	2011	2012	2013
Casualties by road link and year									
LM549	17	16	7	10	5	17	17	15	33
LM550	18	19	19	5	6	18	15	21	5
LM693	0	1	2	3	1	1	1	1	0
LM695	4	7	3	6	1	3	1	4	3
LM692	11	10	11	7	12	1	13	5	1
LM694	7	17	8	4	9	15	12	1	9
Casualty Severity by year									
Killed	0	0	0	0	1	0	0	0	0
Serious	5	2	1	2	2	0	3	2	2
KSI	5	2	1	2	3	0	3	2	2
Slight	52	68	49	33	31	55	56	45	49
Total	57	70	50	35	34	55	59	47	51
Casualty Rates by year									
Killed rate	0.00	0.00	0.00	0.00	0.40	0.00	0.00	0.00	0.00
Serious rate	2.01	0.77	0.38	0.82	0.80	0.00	1.18	0.87	0.83
KSI rate	2.01	0.77	0.38	0.82	1.20	0.00	1.18	0.87	0.83
Slight rate	20.88	26.15	18.42	13.52	12.45	22.09	22.05	19.48	20.33
Total rate	22.89	26.92	18.80	14.34	13.65	22.09	23.23	20.35	21.16
Traffic (100MVM)	2.49	2.60	2.66	2.44	2.49	2.49	2.54	2.31	2.41
Top 10 Contributory Factors by year									
No.	2005	2006	2007	2008	2009	2010	2011	2012	2013
1	308	406	405	406	308	406	405	405	308
2	406	405	307	405	406	405	406	406	307
3	405	308	406	410	403	308	308	403	406
4	403	307	410	408	307	509	408	308	408
5	307	408	308	706	409	410	307	602	405
6	410	410	602	308	405	408	103	410	710
7	408	403	408	307	410	307	602	710	107
8	409	602	409	409	408	602	710	107	401
9	710	409	403	602	602	409	509	408	403
10	602	501	503	103	601	103	605	409	409

Important Notes:

Refer to accompanying notes provided at the start of this section (Appendix K)


Casualties by road link and severity for 2013

Road Link Ref.	Road Link Description	KSI	Killed	Serious	Slight	Total
LM549	M4 J19 to M4 J20	1	0	1	32	33
LM550	M4 J20 to M4 J19	0	0	0	5	5
LM693	M5 J15 to M5 J16	0	0	0	0	0
LM695	M5 J16 to M5 J17	0	0	0	3	3
LM692	M5 J16 to M5 J15	0	0	0	1	1
LM694	M5 J17 to M5 J16	1	0	1	8	9

Table K-12 Scheme data for M42 J3a-7

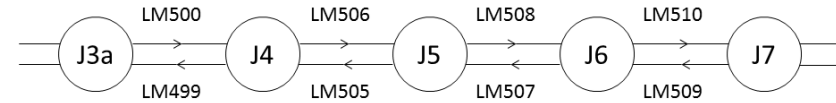
Scheme Type: Hard shoulder running (HSR)

Approx. open to traffic date: 01/10/2006

	2005	2006	2007	2008	2009	2010	2011	2012	2013
Casualties by road link and year									
LM500	4	0	0	4	3	2	2	0	4
LM506	7	4	7	6	6	2	6	0	3
LM508	21	31	16	12	19	12	6	7	5
LM510	9	5	4	1	2	4	8	7	5
LM499	15	2	0	1	0	3	4	2	1
LM505	6	5	8	3	1	1	11	4	7
LM507	7	9	2	2	7	6	3	0	2
LM509	9	2	2	5	5	4	2	2	7
Casualty Severity by year									
Killed	0	0	0	0	0	0	0	1	0
Serious	5	6	4	1	1	2	2	2	1
KSI	5	6	4	1	1	2	2	3	1
Slight	73	52	35	33	42	32	40	19	33
Total	78	58	39	34	43	34	42	22	34
Casualty Rates by year									
Killed rate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.20	0.00
Serious rate	1.10	1.34	0.84	0.21	0.22	0.43	0.39	0.40	0.20
KSI rate	1.10	1.34	0.84	0.21	0.22	0.43	0.39	0.59	0.20
Slight rate	16.04	11.58	7.35	6.86	9.07	6.84	7.81	3.75	6.57
Total rate	17.14	12.92	8.19	7.07	9.29	7.26	8.20	4.35	6.77
Traffic (100MVM)	4.55	4.49	4.76	4.81	4.63	4.68	5.12	5.06	5.02
Top 10 Contributory Factors by year									
No.	2005	2006	2007	2008	2009	2010	2011	2012	2013
1	406	405	405	405	405	406	405	405	405
2	308	308	406	403	403	405	406	406	403
3	405	403	308	406	710	403	410	403	406
4	408	410	403	710	308	307	602	408	408
5	403	307	410	508	406	408	408	710	710
6	410	409	602	408	408	308	308	308	307
7	307	710	307	410	410	103	103	410	410
8	602	406	408	602	602	505	403	602	602
9	103	602	605	103	103	601	708	501	308
10	409	408	708	605	505	410	707	509	409

Important Notes:

Refer to accompanying notes provided at the start of this section (Appendix K)


Casualties by road link and severity for 2013

Road Link Ref.	Road Link Description	KSI	Killed	Serious	Slight	Total
LM500	M42 J3a to M42 J4	0	0	0	4	4
LM506	M42 J4 to M42 J5	0	0	0	3	3
LM508	M42 J5 to M42 J6	0	0	0	5	5
LM510	M42 J6 to M42 J7	0	0	0	5	5
LM499	M42 J4 to M42 J3a	0	0	0	1	1
LM505	M42 J5 to M42 J4	0	0	0	7	7
LM507	M42 J6 to M42 J5	0	0	0	2	2
LM509	M42 J7 to M42 J6	1	0	1	6	7

Table K-13 Scheme data for M42 J7-9

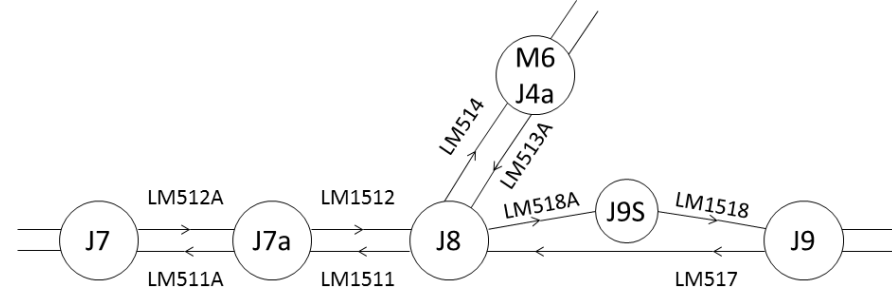
Scheme Type: Controlled motorways – 3 lanes

Approx. open to traffic date: 01/11/09

	2005	2006	2007	2008	2009	2010	2011	2012	2013
Casualties by road link and year									
LM514	0	0	0	0	0	2	0	0	0
LM513A	0	0	1	1	1	0	3	0	0
LM512A	8	1	2	1	0	3	5	0	6
LM1512	0	1	0	4	0	0	6	0	1
LM518A	2	8	1	6	1	3	8	4	3
LM1518	0	0	4	2	0	2	0	1	1
LM511A	5	3	3	3	0	1	1	12	5
LM1511	1	4	1	0	0	3	9	2	1
LM517	4	11	2	1	1	3	0	2	9
Casualty Severity by year									
Killed	0	0	0	0	0	1	0	0	0
Serious	2	1	0	1	0	2	0	1	1
KSI	2	1	0	1	0	3	0	1	1
Slight	18	27	14	17	3	14	32	20	25
Total	20	28	14	18	3	17	32	21	26
Casualty Rates by year									
Killed rate	0.00	0.00	0.00	0.00	0.00	0.36	0.00	0.00	0.00
Serious rate	0.71	0.36	0.00	0.36	0.00	0.73	0.00	0.40	0.40
KSI rate	0.71	0.36	0.00	0.36	0.00	1.09	0.00	0.40	0.40
Slight rate	6.36	9.71	5.15	6.07	1.13	5.09	12.75	8.03	10.08
Total rate	7.07	10.07	5.15	6.43	1.13	6.18	12.75	8.43	10.48
Traffic (100MVM)	2.83	2.78	2.72	2.80	2.65	2.75	2.51	2.49	2.48
Top 10 Contributory Factors by year									
No.	2005	2006	2007	2008	2009	2010	2011	2012	2013
1	406	405	308	405	405	405	405	405	308
2	405	308	405	308	602	602	406	406	602
3	308	410	410	403	403	410	403	103	405
4	410	403	406	103	103	406	308	307	406
5	403	406	307	406	501	403	710	308	503
6	409	307	403	505	707	505	602	710	103
7	509	103	103	409	-	710	410	403	307
8	605	602	409	408	-	503	409	602	509
9	-	408	408	602	-	103	503	201	710
10	-	306	710	410	-	509	303	410	201

Important Notes:

Refer to accompanying notes provided at the start of this section (Appendix K)


Casualties by road link and severity for 2013

Road Link Ref.	Road Link Description	KSI	Killed	Serious	Slight	Total
LM514	M42 J8 to M6 J4a	0	0	0	0	0
LM513A	M6 J4a to M42 J8	0	0	0	0	0
LM512A	M42 J7 to M42 J7a	0	0	0	6	6
LM1512	M42 J7a to M42 J8	0	0	0	1	1
LM518A	M42 J8 to M42 J9S	1	0	1	2	3
LM1518	M42 J9S to M42 J9	0	0	0	1	1
LM511A	M42 J7a to M42 J7	0	0	0	5	5
LM1511	M42 J8 to M42 J7a	0	0	0	1	1
LM517	M42 J9 to M42 J8	0	0	0	9	9

Table K-14 Scheme data for M42 J3a – M40 J16

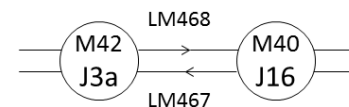
Scheme Type: Controlled motorways – 3 lanes

Approx. open to traffic date: 01/11/09

	2005	2006	2007	2008	2009	2010	2011	2012	2013
Casualties by road link and year									
LM468	2	0	11	5	4	2	1	1	1
LM467	1	3	2	1	4	8	4	4	1
Casualty Severity by year									
Killed	0	0	0	0	0	1	0	0	0
Serious	2	2	0	1	0	1	1	1	0
KSI	2	2	0	1	0	2	1	1	0
Slight	1	1	13	5	8	8	4	4	2
Total	3	3	13	6	8	10	5	5	2
Casualty Rates by year									
Killed rate	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00
Serious rate	4.08	4.08	0.00	1.96	0.00	2.00	2.00	1.82	0.00
KSI rate	4.08	4.08	0.00	1.96	0.00	4.00	2.00	1.82	0.00
Slight rate	2.04	2.04	25.00	9.80	16.33	16.00	8.00	7.27	3.45
Total rate	6.12	6.12	25.00	11.76	16.33	20.00	10.00	9.09	3.45
Traffic (100MVM)	0.49	0.49	0.52	0.51	0.49	0.50	0.50	0.55	0.58
Top 10 Contributory Factors by year									
No.	2005	2006	2007	2008	2009	2010	2011	2012	2013
1	410	503	406	406	308	410	308	405	103
2	406	501	308	308	405	308	405	410	410
3	308	410	405	405	103	405	410	307	510
4	405	307	603	602	602	103	307	509	602
5	607	201	410	509	408	503	602	606	603
6	605	502	503	601	406	307	406	-	707
7	-	-	-	607	509	602	409	-	-
8	-	-	-	-	603	408	-	-	-
9	-	-	-	-	501	-	-	-	-
10	-	-	-	-	-	-	-	-	-

Important Notes:

Refer to accompanying notes provided at the start of this section (Appendix K)


Casualties by road link and severity for 2013

Road Link Ref.	Road Link Description	KSI	Killed	Serious	Slight	Total
LM468	M42 J3A to M40 J16	0	0	0	1	1
LM467	M40 J16 to M42 J3A	0	0	0	1	1

Table K-15 Scheme data for M5 J4a-6

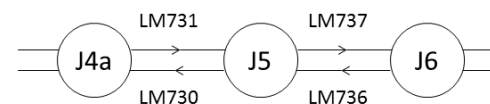
Scheme Type: All lane running (ALR)

Approx. open to traffic date: Currently not opened, scheduled open date TBC.

	2005	2006	2007	2008	2009	2010	2011	2012	2013
Casualties by road link and year									
LM731	21	7	19	18	10	14	16	12	16
LM737	14	16	11	12	16	17	8	8	5
LM730	10	13	6	10	15	4	17	5	3
LM736	17	11	26	4	19	18	9	5	6
Casualty Severity by year									
Killed	1	1	0	0	1	2	0	0	1
Serious	4	3	1	1	6	10	2	1	1
KSI	5	4	1	1	7	12	2	1	2
Slight	57	43	61	43	53	41	48	29	28
Total	62	47	62	44	60	53	50	30	30
Casualty Rates by year									
Killed rate	0.24	0.25	0.00	0.00	0.25	0.51	0.00	0.00	0.23
Serious rate	0.98	0.74	0.24	0.25	1.51	2.54	0.47	0.24	0.23
KSI rate	1.22	0.99	0.24	0.25	1.76	3.05	0.47	0.24	0.47
Slight rate	13.94	10.67	14.70	10.54	13.35	10.41	11.29	7.02	6.51
Total rate	15.16	11.66	14.94	10.78	15.11	13.45	11.76	7.26	6.98
Traffic (100MVM)	4.09	4.03	4.15	4.08	3.97	3.94	4.25	4.13	4.30
Top 10 Contributory Factors by year									
No.	2005	2006	2007	2008	2009	2010	2011	2012	2013
1	410	406	410	406	410	406	406	406	405
2	308	410	406	410	406	410	405	405	406
3	406	308	308	308	405	405	308	308	410
4	602	408	405	103	308	602	410	410	403
5	405	602	307	405	103	308	408	403	409
6	403	503	602	403	408	103	602	409	103
7	408	306	408	602	503	409	103	103	201
8	409	405	103	307	409	403	201	201	308
9	509	307	403	708	403	307	306	408	407
10	601	501	409	710	307	408	403	503	408

Important Notes:

Refer to accompanying notes provided at the start of this section (Appendix K)


Casualties by road link and severity for 2013

Road Link Ref.	Road Link Description	KSI	Killed	Serious	Slight	Total
LM731	M5 J4a to M5 J5	0	0	0	16	16
LM737	M5 J5 to M5 J6	1	1	0	4	5
LM730	M5 J5 to M5 J4a	1	0	1	2	3
LM736	M5 J6 to M5 J5	0	0	0	6	6

Table K-16 Scheme data for M6 J5-8

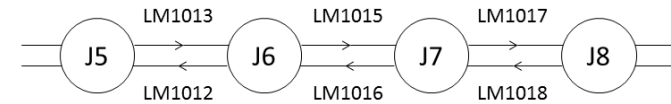
Scheme Type: Hard shoulder running (HSR)

Approx. open to traffic date: 01/04/2013

	2005	2006	2007	2008	2009	2010	2011	2012	2013
Casualties by road link and year									
LM1013	17	25	31	19	17	10	17	7	12
LM1015	29	7	26	23	17	18	17	13	17
LM1017	8	22	16	11	12	5	2	5	2
LM1012	12	7	21	22	14	7	10	15	2
LM1016	24	15	14	29	15	22	21	20	30
LM1018	4	2	8	3	2	7	2	10	7
Casualty Severity by year									
Killed	1	1	0	1	4	1	0	0	0
Serious	14	5	10	10	2	5	9	2	0
KSI	15	6	10	11	6	6	9	2	0
Slight	79	72	106	96	71	63	60	68	70
Total	94	78	116	107	77	69	69	70	70
Casualty Rates by year									
Killed rate	0.26	0.25	0.00	0.26	1.02	0.24	0.00	0.00	0.00
Serious rate	3.57	1.25	2.45	2.60	0.51	1.19	2.14	0.46	0.00
KSI rate	3.83	1.50	2.45	2.86	1.52	1.43	2.14	0.46	0.00
Slight rate	20.15	18.00	25.98	25.00	18.02	15.04	14.25	15.78	17.63
Total rate	23.98	19.50	28.43	27.86	19.54	16.47	16.39	16.24	17.63
Traffic (100MVM)	3.92	4.00	4.08	3.84	3.94	4.19	4.21	4.31	3.97
Top 10 Contributory Factors by year									
No.	2005	2006	2007	2008	2009	2010	2011	2012	2013
1	406	405	405	405	405	405	405	405	405
2	405	403	403	410	403	406	406	406	406
3	403	406	410	406	308	308	308	308	408
4	410	410	406	403	406	307	710	408	308
5	710	710	308	308	307	403	408	403	710
6	308	308	602	408	602	410	403	307	103
7	409	307	710	409	410	602	410	710	403
8	605	408	103	307	408	408	307	103	410
9	408	103	408	710	710	710	509	410	602
10	103	501	501	206	409	103	602	602	107

Important Notes:

Refer to accompanying notes provided at the start of this section (Appendix K)


Casualties by road link and severity for 2013

Road Link Ref.	Road Link Description	KSI	Killed	Serious	Slight	Total
LM1013	M6 J5 to M6 J6	0	0	0	12	12
LM1015	M6 J6 to M6 J7	0	0	0	17	17
LM1017	M6 J7 to M6 J8	0	0	0	2	2
LM1012	M6 J6 to M6 J5	0	0	0	2	2
LM1016	M6 J7 to M6 J6	0	0	0	30	30
LM1018	M6 J8 to M6 J7	0	0	0	7	7

Table K-17 Scheme data for M6 J4-5

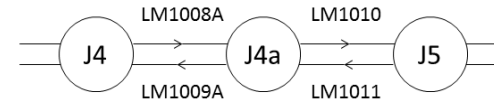
Scheme Type: Hard shoulder running (HSR)

Approx. open to traffic date: 01/11/09

	2005	2006	2007	2008	2009	2010	2011	2012	2013
Casualties by road link and year									
LM1008A	6	4	3	10	8	7	3	4	2
LM1010	11	11	12	16	14	16	4	8	8
LM1009A	2	6	1	2	1	0	0	1	5
LM1011	12	15	12	4	7	11	4	7	5
Casualty Severity by year									
Killed	1	2	0	0	0	0	0	0	0
Serious	5	4	3	1	1	1	1	3	1
KSI	6	6	3	1	1	1	1	3	1
Slight	25	30	25	31	29	33	10	17	19
Total	31	36	28	32	30	34	11	20	20
Casualty Rates by year									
Killed rate	0.62	1.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Serious rate	3.09	2.42	1.63	0.61	0.60	0.58	0.57	1.65	0.56
KSI rate	3.70	3.64	1.63	0.61	0.60	0.58	0.57	1.65	0.56
Slight rate	15.43	18.18	13.59	18.90	17.26	19.30	5.75	9.34	10.56
Total rate	19.14	21.82	15.22	19.51	17.86	19.88	6.32	10.99	11.11
Traffic (100MVM)	1.62	1.65	1.84	1.64	1.68	1.71	1.74	1.82	1.80
Top 10 Contributory Factors by year									
No.	2005	2006	2007	2008	2009	2010	2011	2012	2013
1	405	405	405	405	405	405	406	406	405
2	403	308	410	406	403	410	405	405	406
3	710	406	403	403	308	308	408	408	308
4	406	403	308	308	710	406	710	503	403
5	410	710	710	602	602	408	410	308	408
6	408	503	509	107	406	403	404	403	409
7	308	410	406	410	107	710	606	409	602
8	601	602	602	408	410	307	109	602	103
9	404	404	103	103	408	404	-	103	307
10	509	107	307	307	201	503	-	710	410

Important Notes:

Refer to accompanying notes provided at the start of this section (Appendix K)


Casualties by road link and severity for 2013

Road Link Ref.	Road Link Description	KSI	Killed	Serious	Slight	Total
LM1008A	M6 J4 to M6 J4A	0	0	0	2	2
LM1010	M6 J4A to M6 J5	0	0	0	8	8
LM1009A	M6 J4A to M6 J4	0	0	0	5	5
LM1011	M6 J5 to M6 J4A	1	0	1	4	5

Table K-18 Scheme data for M6 J8-10a

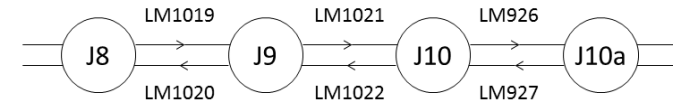
Scheme Type: Hard shoulder running (HSR)

Approx. open to traffic date: 01/03/2014

	2005	2006	2007	2008	2009	2010	2011	2012	2013
Casualties by road link and year									
LM1019	13	9	9	10	10	21	14	16	14
LM1021	5	12	11	12	16	16	9	3	6
LM926	8	20	17	15	3	11	8	6	5
LM1020	5	17	14	4	4	7	6	4	12
LM1022	14	18	21	9	19	10	11	14	32
LM927	13	9	16	6	10	31	7	17	22
Casualty Severity by year									
Killed	0	2	0	0	2	0	0	0	0
Serious	5	7	3	5	5	1	2	0	2
KSI	5	9	3	5	7	1	2	0	2
Slight	53	76	85	51	55	95	53	60	89
Total	58	85	88	56	62	96	55	60	91
Casualty Rates by year									
Killed rate	0.00	0.65	0.00	0.00	0.76	0.00	0.00	0.00	0.00
Serious rate	1.60	2.29	1.05	1.87	1.89	0.36	0.70	0.00	0.68
KSI rate	1.60	2.94	1.05	1.87	2.65	0.36	0.70	0.00	0.68
Slight rate	16.99	24.84	29.72	19.03	20.83	34.05	18.66	20.98	30.17
Total rate	18.59	27.78	30.77	20.90	23.48	34.41	19.37	20.98	30.85
Traffic (100MVM)	3.12	3.06	2.86	2.68	2.64	2.79	2.84	2.86	2.95
Top 10 Contributory Factors by year									
No.	2005	2006	2007	2008	2009	2010	2011	2012	2013
1	405	405	405	405	405	405	405	405	405
2	710	308	406	410	406	406	406	406	406
3	403	406	403	403	403	308	308	710	710
4	308	403	602	308	602	403	403	308	308
5	406	408	308	307	408	408	408	408	403
6	410	410	408	406	308	602	410	403	408
7	408	501	710	602	710	307	710	410	410
8	602	602	410	408	410	710	409	602	602
9	409	710	107	710	409	410	509	409	103
10	503	307	706	409	404	409	307	307	601

Important Notes:

Refer to accompanying notes provided at the start of this section (Appendix K)


Casualties by road link and severity for 2013

Road Link Ref.	Road Link Description	KSI	Killed	Serious	Slight	Total
LM1019	M6 J8 to M6 J9	0	0	0	14	14
LM1021	M6 J9 to M6 J10	1	0	1	5	6
LM926	M6 J10 to M6 J10A	0	0	0	5	5
LM1020	M6 J9 to M6 J8	0	0	0	12	12
LM1022	M6 J10 to M6 J9	0	0	0	32	32
LM927	M6 J10A to M6 J10	1	0	1	21	22

Table K-19 Scheme data for M6 J10a-13

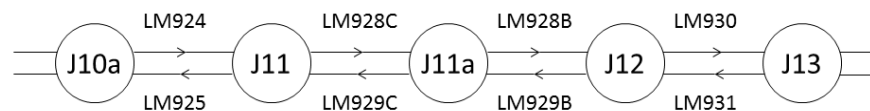
Scheme Type: All lane running (ALR)

Approx. open to traffic date: Currently not opened, scheduled to open spring 2015.

	2005	2006	2007	2008	2009	2010	2011	2012	2013
Casualties by road link and year									
LM924	5	6	5	4	4	10	2	3	4
LM928C	4	22	4	5	5	6	4	2	1
LM928B	4	6	8	2	3	8	9	3	0
LM930	70	20	34	19	13	29	24	21	19
LM925	9	8	6	8	8	5	2	1	19
LM929C	9	0	1	3	1	2	2	3	0
LM929B	10	13	9	6	2	9	4	6	4
LM931	26	25	15	12	21	16	15	9	10
Casualty Severity by year									
Killed	1	5	0	2	1	0	2	0	1
Serious	2	10	6	2	4	0	1	0	1
KSI	3	15	6	4	5	0	3	0	2
Slight	134	85	76	55	52	85	59	48	55
Total	137	100	82	59	57	85	62	48	57
Casualty Rates by year									
Killed rate	0.27	1.31	0.00	0.50	0.26	0.00	0.51	0.00	0.25
Serious rate	0.54	2.62	1.50	0.50	1.05	0.00	0.26	0.00	0.25
KSI rate	0.81	3.93	1.50	1.00	1.31	0.00	0.77	0.00	0.50
Slight rate	36.22	22.25	18.95	13.75	13.65	22.55	15.17	12.18	13.72
Total rate	37.03	26.18	20.45	14.75	14.96	22.55	15.94	12.18	14.21
Traffic (100MVM)	3.70	3.82	4.01	4.00	3.81	3.77	3.89	3.94	4.01
Top 10 Contributory Factors by year									
No.	2005	2006	2007	2008	2009	2010	2011	2012	2013
1	410	406	406	406	308	308	308	405	405
2	308	308	405	405	408	405	408	406	408
3	405	405	308	408	406	406	405	410	308
4	408	307	410	308	410	408	410	408	406
5	406	410	408	307	307	410	406	308	602
6	403	403	307	410	602	307	409	710	410
7	602	408	103	403	405	409	307	307	307
8	307	409	501	602	409	602	602	602	403
9	710	501	403	103	503	503	306	403	505
10	409	601	710	503	710	710	710	306	509

Important Notes:

Refer to accompanying notes provided at the start of this section (Appendix K)


Casualties by road link and severity for 2013

Road Link Ref.	Road Link Description	KSI	Killed	Serious	Slight	Total
LM924	M6 J10a to M6 J11	1	0	1	3	4
LM928C	M6 J11 to M6 J11a	0	0	0	1	1
LM928B	M6 J11a to M6 J12	0	0	0	0	0
LM930	M6 J12 to M6 J13	0	0	0	19	19
LM925	M6 J11 to M6 J10A	1	1	0	18	19
LM929C	M6 J11a to M6 J11	0	0	0	0	0
LM929B	M6 J12 to M6 J11a	0	0	0	4	4
LM931	M6 J13 to M6 J12	0	0	0	10	10

Table K-20 Scheme data for M6 J16-19

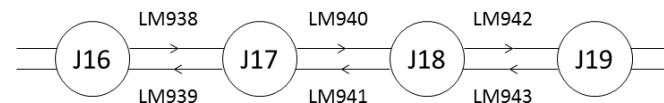
Scheme Type: All lane running (ALR)

Approx. open to traffic date: Currently not opened, scheduled open date TBC.

	2005	2006	2007	2008	2009	2010	2011	2012	2013
Casualties by road link and year									
LM938	42	40	17	36	37	49	45	39	31
LM940	27	39	50	31	21	43	11	15	14
LM942	35	32	44	68	23	41	52	56	49
LM939	32	28	24	25	31	31	21	33	20
LM941	9	11	7	13	5	2	5	4	6
LM943	32	49	35	71	42	39	36	41	45
Casualty Severity by year									
Killed	2	2	1	8	0	4	1	2	1
Serious	10	11	6	20	4	12	11	19	7
KSI	12	13	7	28	4	16	12	21	8
Slight	165	186	170	216	155	189	158	167	157
Total	177	199	177	244	159	205	170	188	165
Casualty Rates by year									
Killed rate	0.27	0.26	0.13	1.03	0.00	0.53	0.13	0.26	0.13
Serious rate	1.33	1.42	0.76	2.58	0.50	1.60	1.42	2.48	0.92
KSI rate	1.59	1.67	0.88	3.62	0.50	2.13	1.55	2.74	1.05
Slight rate	21.91	23.94	21.44	27.91	19.30	25.20	20.36	21.80	20.69
Total rate	23.51	25.61	22.32	31.52	19.80	27.33	21.91	24.54	21.74
Traffic (100MVM)	7.53	7.77	7.93	7.74	8.03	7.50	7.76	7.66	7.59
Top 10 Contributory Factors by year									
No.	2005	2006	2007	2008	2009	2010	2011	2012	2013
1	308	308	406	406	308	308	308	308	308
2	406	405	308	308	406	406	405	405	406
3	405	406	405	405	408	405	406	406	405
4	403	408	408	410	405	408	408	408	307
5	307	410	403	307	410	410	307	410	408
6	408	403	410	408	307	307	410	103	710
7	410	307	307	403	710	409	409	403	410
8	409	409	409	509	403	403	103	307	403
9	710	710	710	710	409	710	503	503	103
10	708	505	503	409	509	503	201	409	409

Important Notes:

Refer to accompanying notes provided at the start of this section (Appendix K)


Casualties by road link and severity for 2013

Road Link Ref.	Road Link Description	KSI	Killed	Serious	Slight	Total
LM938	M6 J16 to M6 J17	1	0	1	30	31
LM940	M6 J17 to M6 J18	1	0	1	13	14
LM942	M6 J18 to M6 J19	2	0	2	47	49
LM939	M6 J17 to M6 J16	1	0	1	19	20
LM941	M6 J18 to M6 J17	0	0	0	6	6
LM943	M6 J19 to M6 J18	3	1	2	42	45

Table K-21 Scheme data for M6 J13-15

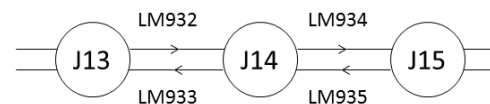
Scheme Type: All lane running (ALR)

Approx. open to traffic date: Currently not opened, scheduled open date TBC.

	2005	2006	2007	2008	2009	2010	2011	2012	2013
Casualties by road link and year									
LM932	31	28	27	25	16	16	17	7	10
LM934	43	52	50	26	26	42	27	35	22
LM933	18	17	16	25	29	27	10	19	16
LM935	50	53	36	47	36	53	38	28	27
Casualty Severity by year									
Killed	2	2	2	2	1	1	2	3	1
Serious	6	4	7	10	4	3	4	4	1
KSI	8	6	9	12	5	4	6	7	2
Slight	134	144	120	111	102	134	86	82	73
Total	142	150	129	123	107	138	92	89	75
Casualty Rates by year									
Killed rate	0.30	0.30	0.30	0.29	0.15	0.15	0.29	0.41	0.14
Serious rate	0.90	0.60	1.05	1.45	0.58	0.46	0.58	0.54	0.14
KSI rate	1.21	0.91	1.35	1.73	0.73	0.62	0.87	0.95	0.29
Slight rate	20.21	21.75	18.02	16.04	14.80	20.65	12.45	11.17	10.55
Total rate	21.42	22.66	19.37	17.77	15.53	21.26	13.31	12.13	10.84
Traffic (100MVM)	6.63	6.62	6.66	6.92	6.89	6.49	6.91	7.34	6.92
Top 10 Contributory Factors by year									
No.	2005	2006	2007	2008	2009	2010	2011	2012	2013
1	410	406	405	410	410	405	408	406	308
2	406	308	308	308	308	410	405	405	410
3	710	410	406	406	405	710	410	410	405
4	405	405	307	405	408	408	406	408	406
5	308	408	410	408	403	406	308	308	408
6	403	409	408	503	710	308	409	409	307
7	408	710	409	307	409	409	403	307	503
8	602	307	602	403	602	602	602	503	409
9	307	503	710	602	406	307	503	602	403
10	409	602	103	603	503	503	307	103	509

Important Notes:

Refer to accompanying notes provided at the start of this section (Appendix K)


Casualties by road link and severity for 2013

Road Link Ref.	Road Link Description	KSI	Killed	Serious	Slight	Total
LM932	M6 J13 to M6 J14	0	0	0	10	10
LM934	M6 J14 to M6 J15	0	0	0	22	22
LM933	M6 J14 to M6 J13	0	0	0	16	16
LM935	M6 J15 to M6 J14	2	1	1	25	27

Table K-22 Scheme data for M60 J8-18

Scheme Type: Controlled motorway – 4 lanes

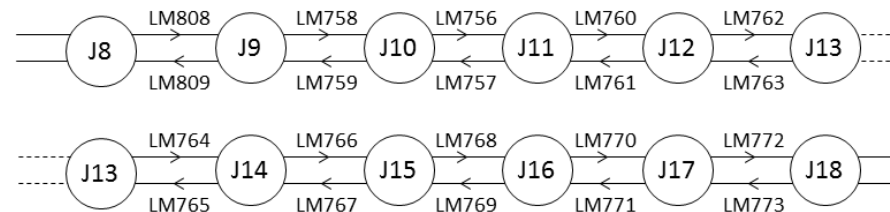
Approx. open to traffic date: Currently not opened, scheduled to open autumn 2017.

	2005	2006	2007	2008	2009	2010	2011	2012	2013
Casualties by road link and year									
LM808	4	4	4	0	3	3	1	2	8
LM758	1	9	9	3	2	1	0	1	3
LM756	12	11	22	13	6	7	1	4	5
LM760	5	5	10	5	14	2	3	11	3
LM762	3	4	7	9	3	3	0	5	2
LM764	0	6	9	11	5	9	2	1	0
LM766	5	3	2	3	5	2	2	0	0
LM768	2	3	4	4	10	4	6	4	0
LM770	10	4	7	8	6	5	7	0	1
LM772	6	13	11	9	11	5	1	16	8
LM809	8	2	7	0	2	5	0	2	3
LM759	0	4	4	6	0	2	0	3	1
LM757	15	17	42	26	4	29	32	7	13
LM761	4	11	2	5	9	2	1	6	4
LM763	10	14	11	14	26	9	16	0	4
LM765	10	17	14	15	11	5	9	6	7
LM767	11	8	2	1	4	1	8	5	5
LM769	1	7	17	10	7	9	7	3	2
LM771	17	10	9	6	33	1	6	1	0
LM773	12	11	8	6	13	3	6	2	1
Casualty Severity by year									
Killed	0	1	2	1	0	0	0	0	1
Serious	8	3	8	7	12	4	5	2	2
KSI	8	4	10	8	12	4	5	2	3
Slight	128	159	191	146	162	103	103	77	67
Total	136	163	201	154	174	107	108	79	70
Casualty Rates by year									
Killed rate	0.00	0.17	0.32	0.17	0.00	0.00	0.00	0.00	0.15
Serious rate	1.34	0.50	1.28	1.16	1.91	0.63	0.77	0.30	0.31
KSI rate	1.34	0.66	1.61	1.33	1.91	0.63	0.77	0.30	0.46
Slight rate	21.40	26.24	30.66	24.21	25.76	16.32	15.77	11.70	10.32
Total rate	22.74	26.90	32.26	25.54	27.66	16.96	16.54	12.01	10.79
Traffic (100MVM)	5.98	6.06	6.23	6.03	6.29	6.31	6.53	6.58	6.49

Top 10 Contributory Factors by year									
No.	2005	2006	2007	2008	2009	2010	2011	2012	2013
1	406	406	405	405	403	405	406	406	405
2	408	403	406	406	405	406	405	405	406
3	308	308	308	408	406	308	308	403	308
4	405	405	408	308	408	408	403	308	410
5	403	307	410	410	410	307	602	103	403
6	410	408	403	403	308	409	410	410	408
7	103	103	307	602	307	710	710	408	409
8	307	710	602	103	409	403	408	602	602
9	710	410	103	307	501	501	103	501	509
10	409	602	710	601	103	602	708	307	605

Important Notes:

Refer to accompanying notes provided at the start of this section (Appendix K)



Casualties by road link and severity for 2013						
Road Link Ref.	Road Link Description	KSI	Killed	Serious	Slight	Total
LM808	M60 J8 to M60 J9	1	0	1	7	8
LM758	M60 J9 to M60 J10	0	0	0	3	3
LM756	M60 J10 to M60 J11	0	0	0	5	5
LM760	M60 J11 to M60 J12	0	0	0	3	3
LM762	M60 J12 to M60 J13	0	0	0	2	2
LM764	M60 J13 to M60 J14	0	0	0	0	0
LM766	M60 J14 to M60 J15	0	0	0	0	0
LM768	M60 J15 to M60 J16	0	0	0	0	0
LM770	M60 J16 to M60 J17	0	0	0	1	1
LM772	M60 J17 to M60 J18	0	0	0	8	8
LM809	M60 J9 to M60 J8	1	0	1	2	3
LM759	M60 J10 to M60 J9	0	0	0	1	1
LM757	M60 J11 to M60 J10	0	0	0	13	13
LM761	M60 J12 to M60 J11	0	0	0	4	4
LM763	M60 J13 to M60 J12	0	0	0	4	4
LM765	M60 J14 to M60 J13	0	0	0	7	7
LM767	M60 J15 to M60 J14	0	0	0	5	5
LM769	M60 J16 to M60 J15	0	0	0	2	2
LM771	M60 J17 to M60 J16	0	0	0	0	0
LM773	M60 J18 to M60 J17	1	1	0	0	1

Table K-23 Scheme data for M62 J25-30

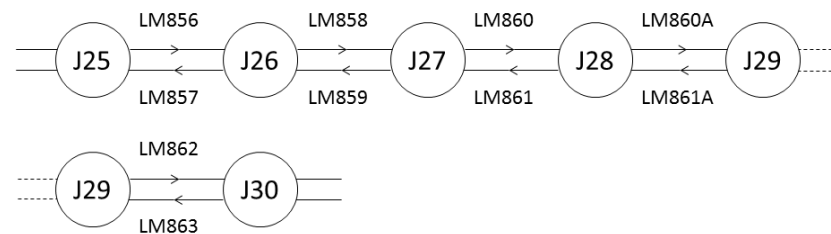
Scheme Type: Hard shoulder running (HSR)

Approx. open to traffic date: 01/09/2013

	2005	2006	2007	2008	2009	2010	2011	2012	2013
Casualties by road link and year									
LM856	10	14	14	15	18	14	20	15	18
LM858	19	28	24	33	27	26	43	22	10
LM860	16	10	7	17	13	13	11	5	1
LM860A	8	23	23	5	5	19	5	5	3
LM862	4	7	22	12	10	15	12	3	3
LM857	4	16	10	6	11	10	3	4	4
LM859	19	9	17	7	13	11	9	8	9
LM861	8	6	13	9	18	5	20	7	4
LM861A	8	20	10	20	9	10	15	7	4
LM863	12	12	20	18	7	2	10	1	6
Casualty Severity by year									
Killed	0	2	1	2	3	0	1	2	1
Serious	4	8	5	11	15	6	3	6	6
KSI	4	10	6	13	18	6	4	8	7
Slight	104	135	154	129	113	119	144	69	55
Total	108	145	160	142	131	125	148	77	62
Casualty Rates by year									
Killed rate	0.00	0.30	0.14	0.29	0.47	0.00	0.16	0.33	0.16
Serious rate	0.61	1.19	0.72	1.62	2.33	0.94	0.48	0.98	0.95
KSI rate	0.61	1.48	0.87	1.91	2.80	0.94	0.63	1.31	1.11
Slight rate	15.93	20.00	22.29	19.00	17.55	18.59	22.82	11.29	8.72
Total rate	16.54	21.48	23.15	20.91	20.34	19.53	23.45	12.60	9.83
Traffic (100MVM)	6.53	6.75	6.91	6.79	6.44	6.40	6.31	6.11	6.31
Top 10 Contributory Factors by year									
No.	2005	2006	2007	2008	2009	2010	2011	2012	2013
1	406	406	406	308	308	405	405	405	406
2	308	308	405	406	405	406	308	406	405
3	307	405	308	405	406	710	406	403	308
4	410	307	408	410	410	308	408	408	408
5	405	403	410	307	408	410	403	308	409
6	103	410	403	408	103	408	410	710	710
7	408	408	307	409	307	103	409	410	103
8	602	710	409	605	710	403	509	409	403
9	409	409	505	403	409	602	710	501	410
10	503	503	710	103	503	307	602	602	102

Important Notes:

Refer to accompanying notes provided at the start of this section (Appendix K)


Casualties by road link and severity for 2013

Road Link Ref.	Road Link Description	KSI	Killed	Serious	Slight	Total
LM856	M62 J25 to M62 J26	1	0	1	17	18
LM858	M62 J26 to M62 J27	3	0	3	7	10
LM860	M62 J27 to M62 J28	0	0	0	1	1
LM860A	M62 J28 to M62 J29	0	0	0	3	3
LM862	M62 J29 to M62 J30	1	0	1	2	3
LM857	M62 J26 to M62 J25	1	0	1	3	4
LM859	M62 J27 to M62 J26	0	0	0	9	9
LM861	M62 J28 to M62 J27	0	0	0	4	4
LM861A	M62 J29 to M62 J28	1	1	0	3	4
LM863	M62 J30 to M62 J29	0	0	0	6	6

Table K-24 Scheme data for M62 J18-21

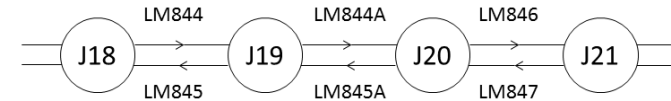
Scheme Type: All lane running (ALR)

Approx. open to traffic date: Currently not opened, scheduled open date TBC.

	2005	2006	2007	2008	2009	2010	2011	2012	2013
Casualties by road link and year									
LM844	16	30	19	10	14	17	8	5	1
LM844A	6	5	11	15	6	4	5	7	1
LM846	1	13	5	5	13	4	4	1	7
LM845	14	11	8	30	16	6	4	17	15
LM845A	17	13	12	17	8	17	15	9	5
LM847	11	3	16	9	13	5	5	8	12
Casualty Severity by year									
Killed	0	0	0	2	0	0	1	1	0
Serious	3	4	0	5	1	1	1	2	1
KSI	3	4	0	7	1	1	2	3	1
Slight	62	71	71	79	69	52	39	44	40
Total	65	75	71	86	70	53	41	47	41
Casualty Rates by year									
Killed rate	0.00	0.00	0.00	0.61	0.00	0.00	0.33	0.33	0.00
Serious rate	0.86	1.19	0.00	1.53	0.31	0.30	0.33	0.66	0.32
KSI rate	0.86	1.19	0.00	2.14	0.31	0.30	0.66	0.99	0.32
Slight rate	17.71	21.07	20.34	24.16	21.10	15.52	12.79	14.57	12.62
Total rate	18.57	22.26	20.34	26.30	21.41	15.82	13.44	15.56	12.93
Traffic (100MVM)	3.50	3.37	3.49	3.27	3.27	3.35	3.05	3.02	3.17
Top 10 Contributory Factors by year									
No.	2005	2006	2007	2008	2009	2010	2011	2012	2013
1	406	406	406	406	405	405	405	405	406
2	405	403	308	405	406	406	406	406	405
3	403	405	405	410	408	308	308	410	103
4	410	308	408	403	308	307	602	408	307
5	308	408	602	408	602	602	408	602	308
6	103	410	403	103	307	408	403	103	408
7	307	602	103	501	410	410	307	308	410
8	409	103	307	308	403	103	409	403	710
9	710	307	410	409	708	409	510	307	601
10	708	605	505	602	103	510	410	601	602

Important Notes:

Refer to accompanying notes provided at the start of this section (Appendix K)


Casualties by road link and severity for 2013

Road Link Ref.	Road Link Description	KSI	Killed	Serious	Slight	Total
LM844	M62 J18 to M62 J19	0	0	0	1	1
LM844A	M62 J19 to M62 J20	0	0	0	1	1
LM846	M62 J20 to M62 J21	1	0	1	6	7
LM845	M62 J19 to M62 J18	0	0	0	15	15
LM845A	M62 J20 to M62 J19	0	0	0	5	5
LM847	M62 J21 to M62 J20	0	0	0	12	12

Table K-25 Scheme data for M62 J10-12

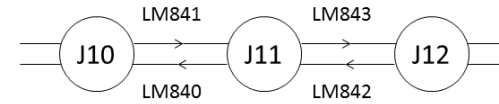
Scheme Type: All lane running (ALR)

Approx. open to traffic date: Currently not opened, scheduled open date TBC.

	2005	2006	2007	2008	2009	2010	2011	2012	2013
Casualties by road link and year									
LM841	13	21	11	18	6	22	10	19	16
LM843	54	37	37	38	23	14	114	11	22
LM840	3	6	3	4	6	2	8	3	0
LM842	27	21	21	28	12	10	21	12	11
Casualty Severity by year									
Killed	1	0	0	2	0	0	0	0	1
Serious	12	4	3	5	2	3	8	5	1
KSI	13	4	3	7	2	3	8	5	2
Slight	84	81	69	81	45	45	145	40	47
Total	97	85	72	88	47	48	153	45	49
Casualty Rates by year									
Killed rate	0.28	0.00	0.00	0.51	0.00	0.00	0.00	0.00	0.26
Serious rate	3.31	1.03	0.79	1.26	0.50	0.73	2.08	1.34	0.26
KSI rate	3.59	1.03	0.79	1.77	0.50	0.73	2.08	1.34	0.51
Slight rate	23.20	20.93	18.06	20.45	11.31	10.90	37.76	10.75	12.05
Total rate	26.80	21.96	18.85	22.22	11.81	11.62	39.84	12.10	12.56
Traffic (100MVM)	3.62	3.87	3.82	3.96	3.98	4.13	3.84	3.72	3.90
Top 10 Contributory Factors by year									
No.	2005	2006	2007	2008	2009	2010	2011	2012	2013
1	406	406	406	406	308	406	406	406	406
2	308	408	405	405	405	405	408	405	308
3	410	308	308	308	410	308	308	410	408
4	408	103	410	410	406	410	405	308	405
5	103	410	408	103	409	408	410	710	103
6	405	409	103	408	408	103	403	602	410
7	307	307	307	501	307	409	103	403	601
8	403	405	501	602	501	307	409	408	602
9	602	501	602	403	602	710	710	103	710
10	409	403	403	307	508	602	307	307	108

Important Notes:

Refer to accompanying notes provided at the start of this section (Appendix K)


Casualties by road link and severity for 2013

Road Link Ref.	Road Link Description	KSI	Killed	Serious	Slight	Total
LM841	M62 J10 to M62 J11	2	1	1	14	16
LM843	M62 J11 to M62 J12	0	0	0	22	22
LM840	M62 J11 to M62 J10	0	0	0	0	0
LM842	M62 J12 to M62 J11	0	0	0	11	11

Appendix L: Lighting

Table L-1 to Table L-5 provide breakdowns of collisions and casualties by lighting condition, road name, road classification, contributory factors, and severity.

Table L-1 Collisions by Lighting condition, road classification and year

Light Condition	Road Classification	2005-2009 BSL										2013 per cent change from BSL average	2013 per cent change from 2012
		average	2005	2006	2007	2008	2009	2010	2011	2012	2013		
Darkness - lighting unknown	Motorway -	63.4	56	39	85	63	74	83	67	109	94	48.3	-13.8
	A-road Dual Carriageway	48.2	48	43	47	45	58	35	49	60	49	1.7	-18.3
	A-road Single Carriageway	14.0	11	11	19	19	10	14	18	9	6	-	-
	Other -	0.0	0	0	0	0	0	0	0	0	0	-	-
	Total	125.6	115	93	151	127	142	132	134	178	149	18.6	-16.3
Darkness - lights lit	Motorway -	1,071.8	1,157	1,172	1,089	997	944	902	803	733	645	-39.8	-12.0
	A-road Dual Carriageway	672.2	734	710	674	595	648	512	570	527	493	-26.7	-6.5
	A-road Single Carriageway	152.4	133	162	178	144	145	117	116	124	117	-23.2	-5.6
	Other -	0.0	0	0	0	0	0	0	0	0	0	-	-
	Total	1,896.4	2,024	2,044	1,941	1,736	1,737	1,531	1,489	1,384	1,255	-33.8	-9.3
Darkness - lights unlit	Motorway -	30.0	35	29	30	26	30	31	42	46	57	90.0	23.9
	A-road Dual Carriageway	25.6	29	23	20	25	31	21	21	25	21	-18.0	-16.0
	A-road Single Carriageway	5.2	7	3	5	5	6	7	7	2	5	-	-
	Other -	0.0	0	0	0	0	0	0	0	0	0	-	-
	Total	60.8	71	55	55	56	67	59	70	73	83	36.5	13.7
Darkness - no lighting	Motorway -	868.6	978	937	913	813	702	712	630	610	676	-22.2	10.8
	A-road Dual Carriageway	664.8	757	674	664	649	580	545	554	543	529	-20.4	-2.6
	A-road Single Carriageway	280.2	309	315	287	266	224	198	192	196	205	-26.8	4.6
	Other -	0.0	0	0	0	0	0	0	0	0	2	-	-
	Total	1,813.6	2,044	1,926	1,864	1,728	1,506	1,455	1,376	1,349	1,412	-22.1	4.7
Daylight	Motorway -	4,917.4	5,511	5,336	5,011	4,563	4,166	4,098	3,611	3,500	3,324	-32.4	-5.0
	A-road Dual Carriageway	3,669.2	4,028	3,923	3,812	3,415	3,168	3,035	3,215	2,969	2,880	-21.5	-3.0
	A-road Single Carriageway	1,388.2	1,560	1,458	1,431	1,202	1,290	1,104	1,052	1,067	1,039	-25.2	-2.6
	Other -	0.0	0	0	0	0	0	0	0	0	3	-	-
	Total	9,974.8	11,099	10,717	10,254	9,180	8,624	8,237	7,878	7,536	7,246	-27.4	-3.8

Notes: (a) Where the road classification is denoted as "Other", these collisions were located on sections of the reference network that have been downgraded in class (to B or below) since 2010

Table L-2 Casualties by lighting condition, road type and year

Light Condition	Road Classification	2005-2009										2013 per cent change from BSL average	2013 per cent change from 2012
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013		
Darkness - lighting unknown	Motorway -	91.6	81	59	122	94	102	118	109	171	127	38.6	-25.7
	A-road Dual Carriageway	65.8	65	54	69	58	83	53	66	86	59	-10.3	-31.4
	A-road Single Carriageway	20.4	16	18	27	22	19	17	29	11	8	-60.8	-
	Other -	0.0	0	0	0	0	0	0	0	0	0	-	-
	Total		177.8	162	131	218	174	204	188	204	268	194	9.1
Darkness - lights lit	Motorway -	1,746.8	1,891	1,844	1,851	1,610	1,538	1,492	1,348	1,184	1,046	-40.1	-11.7
	A-road Dual Carriageway	990.6	1,123	1,039	970	857	964	764	850	755	693	-30.0	-8.2
	A-road Single Carriageway	224.8	211	231	267	202	213	167	188	195	192	-14.6	-1.5
	Other -	0.0	0	0	0	0	0	0	0	0	0	-	-
	Total		2,962.2	3,225	3,114	3,088	2,669	2,715	2,423	2,386	2,134	1,931	-34.8
Darkness - lights unlit	Motorway -	46.8	50	48	52	41	43	39	75	80	106	126.5	32.5
	A-road Dual Carriageway	34.8	37	29	30	37	41	39	25	44	29	-16.7	-34.1
	A-road Single Carriageway	7.8	11	4	9	7	8	15	10	3	9	-	-
	Other -	0.0	0	0	0	0	0	0	0	0	0	-	-
	Total		89.4	98	81	91	85	92	93	110	127	144	61.1
Darkness - no lighting	Motorway -	1,474.4	1,687	1,614	1,559	1,356	1,156	1,176	1,103	1,007	1,146	-22.3	13.8
	A-road Dual Carriageway	1,031.8	1,200	1,032	983	1,008	936	849	854	821	855	-17.1	4.1
	A-road Single Carriageway	469.4	539	514	488	441	365	339	324	344	335	-28.6	-2.6
	Other -	0.0	0	0	0	0	0	0	0	0	3	-	-
	Total		2,975.6	3,426	3,160	3,030	2,805	2,457	2,364	2,281	2,172	2,339	-21.4
Daylight	Motorway -	7,840.0	8,773	8,498	7,943	7,216	6,770	6,553	6,117	5,769	5,412	-31.0	-6.2
	A-road Dual Carriageway	5,380.8	5,959	5,754	5,525	4,996	4,670	4,558	4,838	4,426	4,359	-19.0	-1.5
	A-road Single Carriageway	2,277.0	2,541	2,458	2,296	1,958	2,132	1,843	1,784	1,777	1,712	-24.8	-3.7
	Other -	0.0	0	0	0	0	0	0	0	0	3	-	-
	Total		15,497.8	17,273	16,710	15,764	14,170	13,572	12,954	12,739	11,972	11,486	-25.9

Notes: (a) Where the road classification is denoted as "Other", these casualties were located on sections of the reference network that have been downgraded in class (to B or below) since 2010

Table L-3 Casualties by lighting condition, severity and year

Light Condition	Casualty Severity	2005-2009										2013 per cent change from BSL average	2013 per cent change from 2012
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013		
Darkness - lighting unknown	Killed	1.8	6	1	1	1	0	1	4	7	2	-	-
	Seriously Injured	14.2	19	6	22	8	16	15	19	17	16	-	-5.9
	KSI	16.0	25	7	23	9	16	16	23	24	18	12.5	-25.0
	Slightly Injured	161.8	137	124	195	165	188	172	181	244	176	8.8	-27.9
	Total	177.8	162	131	218	174	204	188	204	268	194	9.1	-27.6
Darkness - lights lit	Killed	54.8	66	53	52	52	51	29	27	25	25	-54.4	0.0
	Seriously Injured	284.0	322	282	315	254	247	206	171	193	142	-50.0	-26.4
	KSI	338.8	388	335	367	306	298	235	198	218	167	-50.7	-23.4
	Slightly Injured	2,623.4	2,837	2,779	2,721	2,363	2,417	2,188	2,188	1,916	1,764	-32.8	-7.9
	Total	2,962.2	3,225	3,114	3,088	2,669	2,715	2,423	2,386	2,134	1,931	-34.8	-9.5
Darkness - lights unlit	Killed	2.0	0	3	2	5	0	1	3	0	4	-	-
	Seriously Injured	7.2	8	5	10	8	5	7	15	4	8	-	-
	KSI	9.2	8	8	12	13	5	8	18	4	12	-	-
	Slightly Injured	80.2	90	73	79	72	87	85	92	123	132	64.6	7.3
	Total	89.4	98	81	91	85	92	93	110	127	144	61.1	13.4
Darkness - no lighting	Killed	116.0	141	133	118	113	75	73	73	73	79	-31.9	8.2
	Seriously Injured	382.4	469	379	411	350	303	323	304	283	295	-22.9	4.2
	KSI	498.4	610	512	529	463	378	396	377	356	374	-25.0	5.1
	Slightly Injured	2,477.2	2,816	2,648	2,501	2,342	2,079	1,968	1,904	1,816	1,965	-20.7	8.2
	Total	2,975.6	3,426	3,160	3,030	2,805	2,457	2,364	2,281	2,172	2,339	-21.4	7.7
Daylight	Killed	182.6	209	199	197	179	129	145	144	112	134	-26.6	19.6
	Seriously Injured	1,276.2	1,451	1,379	1,277	1,133	1,141	1,086	1,069	982	1,004	-21.3	2.2
	KSI	1,458.8	1,660	1,578	1,474	1,312	1,270	1,231	1,213	1,094	1,138	-22.0	4.0
	Slightly Injured	14,039.0	15,613	15,132	14,290	12,858	12,302	11,723	11,526	10,878	10,348	-26.3	-4.9
	Total	15,497.8	17,273	16,710	15,764	14,170	13,572	12,954	12,739	11,972	11,486	-25.9	-4.1

Table L-4 Top 20 contributory factors in collisions during darkness by year

No.	CF	Contributory Factors	2005-2009	2005	2006	2007	2008	2009	2010	2011	2012	2013	2013 per cent	2013 per cent
			BSL average										change from BSL average	change from 2012
1	405	Failed to look properly	768.4	697	820	862	784	679	762	761	806	759	-1.2	-5.8
2	406	Failed to judge other person's path or speed	710.6	744	781	744	685	599	639	573	682	637	-10.4	-6.6
3	410	Loss of control	843.0	895	904	858	772	786	729	617	636	571	-32.3	-10.2
4	103	Slippery road (due to weather)	433.2	414	398	392	422	540	519	320	429	390	-10.0	-9.1
5	602	Careless, reckless or in a hurry	395.6	419	433	437	362	327	321	348	332	315	-20.4	-5.1
6	403	Poor turn or manoeuvre	375.4	407	412	403	319	336	325	259	287	301	-19.8	4.9
7	308	Following too close	363.0	439	383	343	342	308	281	296	303	272	-25.1	-10.2
8	408	Sudden braking	314.2	314	334	326	273	324	259	293	293	266	-15.3	-9.2
9	307	Travelling too fast for conditions	408.6	445	439	424	364	371	308	274	319	230	-43.7	-27.9
10	409	Swerved	294.8	331	305	297	276	265	235	235	247	230	-22.0	-6.9
11	501	Impaired by alcohol	310.4	321	334	341	285	271	240	244	230	212	-31.7	-7.8
12	503	Fatigue	298.8	317	349	307	262	259	246	239	223	204	-31.7	-8.5
13	306	Exceeding speed limit	159.8	181	176	158	140	144	114	130	93	106	-33.7	14.0
14	707	Rain, sleet, snow, or fog	125.2	124	138	109	125	130	115	85	138	99	-20.9	-28.3
15	509	Distraction in vehicle	97.6	108	92	118	97	73	90	115	95	88	-9.8	-7.4
16	601	Aggressive driving	96.4	101	105	90	91	95	80	70	86	77	-20.1	-10.5
17	605	Learner or inexperienced driver/rider	146.6	148	164	159	136	126	99	95	89	74	-49.5	-16.9
18	710	Vehicle blind spot	99.4	130	104	95	73	95	109	75	62	71	-28.6	14.5
19	109	Animal or object in carriageway	105.8	113	111	111	96	98	68	75	76	65	-38.6	-14.5
20	505	Illness or disability, mental or physical	40.2	37	38	39	37	50	39	54	40	55	36.8	37.5

Notes: (a) Values in the table report the number of collisions where at least one of the specified contributory factors was recorded.

(b) Ranked by 2013.

Table L-5 Casualties during darkness top 20 road names and year

No.	Road Name	2005-2009 BSL average											2013 per cent	2013 per cent
			2005	2006	2007	2008	2009	2010	2011	2012	2013	change from BSL average	change from 2012	
1	M1	569.6	739	557	611	469	472	427	356	363	326	-42.8	-10.2	
2	M25	464.8	551	518	491	383	381	354	367	371	305	-34.4	-17.8	
3	M6	434.0	473	462	450	455	330	340	362	253	297	-31.6	17.4	
4	M4	233.4	192	250	333	237	155	184	202	182	192	-17.7	5.5	
5	A1	274.4	326	291	228	251	276	219	146	160	190	-30.8	18.8	
6	A1(M)	123.6	85	140	137	137	119	116	119	114	143	15.7	25.4	
7	A5	131.0	183	129	142	103	98	112	119	141	135	3.1	-4.3	
8	M40	161.8	164	175	179	148	143	161	157	167	125	-22.7	-25.1	
9	M5	187.0	239	188	170	162	176	149	118	122	124	-33.7	1.6	
10	A38	138.6	138	165	131	140	119	116	104	125	121	-12.7	-3.2	
11	M62	198.8	212	196	220	184	182	151	125	158	113	-43.2	-28.5	
12	A27	125.8	141	129	125	111	123	96	91	91	102	-18.9	12.1	
13	M3	120.4	110	164	105	131	92	108	112	74	101	-16.1	36.5	
14	A2	85.4	111	94	84	79	59	103	76	99	88	3.0	-11.1	
15	A19	90.6	96	88	61	82	126	118	63	81	85	-6.2	4.9	
16	A14	133.2	153	131	146	141	95	113	121	100	83	-37.7	-17.0	
17	A46	109.2	135	110	109	106	86	61	98	94	81	-25.8	-13.8	
18	A30	76.8	89	69	88	82	56	59	63	74	81	5.5	9.5	
19	A3	131.8	148	124	150	134	103	81	109	97	79	-40.1	-18.6	
20	A12	110.4	138	120	109	91	94	74	100	63	79	-28.4	25.4	

Notes: (a) Ranked by 2013.

Appendix M: Weather

Table M-1 to Table M-7 provide breakdowns of collisions and casualties by weather group, road classification, contributory factors, severity, age group, vehicle type and skidding.

Table M-1 Collisions by weather group, road classification and year

Weather Group	Road Classification	2005-2009 BSL average										2013 per cent change from average	2013 per cent change from 2012
		2005	2006	2007	2008	2009	2010	2011	2012	2013			
Fine	Motorway -	5,573.4	6,296	6,116	5,710	5,052	4,693	4,641	4,279	3,833	3,804	-31.7	-0.8
	A-road Dual Carriageway	4,059.4	4,472	4,365	4,177	3,737	3,546	3,278	3,703	3,231	3,209	-20.9	-0.7
	A-road Single Carriageway	1,491.2	1,663	1,564	1,537	1,324	1,368	1,159	1,172	1,120	1,163	-22.0	3.8
	Other -	0.0	0	0	0	0	0	0	0	0	5	-	-
	Total		11,124.0	12,431	12,045	11,424	10,113	9,607	9,078	9,154	8,184	8,181	-26.5
Fog or mist	Motorway -	54.4	65	75	45	53	34	72	28	50	28	-48.5	-44.0
	A-road Dual Carriageway	63.6	82	75	55	64	42	57	36	45	36	-43.4	-20.0
	A-road Single Carriageway	26.6	24	35	25	24	25	14	17	15	9	-66.2	-40.0
	Other -	0.0	0	0	0	0	0	0	0	0	0	-	-
	Total		144.6	171	185	125	141	101	143	81	110	73	-49.5
Rain	Motorway -	1,054.2	1,045	1,119	1,119	1,104	884	746	694	944	695	-34.1	-26.4
	A-road Dual Carriageway	714.4	738	737	777	696	624	522	521	680	488	-31.7	-28.2
	A-road Single Carriageway	256.4	247	271	305	233	226	172	170	219	147	-42.7	-32.9
	Other -	0.0	0	0	0	0	0	0	0	0	0	-	-
	Total		2,025.0	2,030	2,127	2,201	2,033	1,734	1,440	1,385	1,843	1,330	-34.3
Snow	Motorway -	62.6	93	35	40	56	89	154	29	40	120	91.7	200.0
	A-road Dual Carriageway	62.2	87	37	40	68	79	112	13	35	111	78.5	217.1
	A-road Single Carriageway	11.0	20	12	3	10	10	33	2	9	15	-	-
	Other -	0.0	0	0	0	0	0	0	0	0	0	-	-
	Total		135.8	200	84	83	134	178	299	44	84	246	81.1
Other	Motorway -	102.6	134	80	86	90	123	126	61	65	62	-39.6	-4.6
	A-road Dual Carriageway	97.0	126	73	88	82	116	114	79	67	75	-22.7	11.9
	A-road Single Carriageway	32.0	37	38	29	31	25	39	14	19	21	-34.4	10.5
	Other -	0.0	0	0	0	0	0	0	0	0	0	-	-
	Total		231.6	297	191	203	203	264	279	154	151	158	-31.8
Unknown	Total -	210.2	224	203	229	203	192	175	129	148	157	-25.3	6.1

Notes: (a) Where the road classification is denoted as "Other", these collisions were located on sections of the reference network that have been downgraded in class (to B or below) since 2010

Table M-2 Casualties by weather group, road classification and year

Weather Group	Road Classification	2005-2009										2013 per cent change from average	2013 per cent change from 2012
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013		
Fine	Motorway -	8,996.4	10,183	9,837	9,207	8,093	7,662	7,495	7,219	6,260	6,308	-29.9	0.8
	A-road Dual Carriageway	5,992.8	6,695	6,440	6,046	5,498	5,285	4,989	5,580	4,857	4,797	-20.0	-1.2
	A-road Single Carriageway	2,430.6	2,734	2,568	2,453	2,141	2,257	1,958	1,976	1,884	1,926	-20.8	2.2
	Other -	0.0	0	0	0	0	0	0	0	0	6	-	-
	Total		17,419.8	19,612	18,845	17,706	15,732	15,204	14,442	14,775	13,001	13,037	-25.2
Fog or mist	Motorway -	103.6	119	121	124	97	57	127	40	118	46	-55.6	-61.0
	A-road Dual Carriageway	100.0	124	105	95	97	79	83	63	73	134	34.0	83.6
	A-road Single Carriageway	43.2	45	53	43	41	34	20	24	20	17	-60.6	-15.0
	Other -	0.0	0	0	0	0	0	0	0	0	0	-	-
	Total		246.8	288	279	262	235	170	230	127	211	197	-20.2
Rain	Motorway -	1,694.6	1,675	1,774	1,813	1,747	1,464	1,217	1,215	1,571	1,079	-36.3	-31.3
	A-road Dual Carriageway	1,064.8	1,105	1,108	1,137	1,032	942	787	791	974	740	-30.5	-24.0
	A-road Single Carriageway	424.8	415	487	506	363	353	271	300	355	243	-42.8	-31.5
	Other -	0.0	0	0	0	0	0	0	0	0	0	-	-
	Total		3,184.2	3,195	3,369	3,456	3,142	2,759	2,275	2,306	2,900	2,062	-35.2
Snow	Motorway -	96.6	139	58	59	97	130	225	44	67	180	86.3	168.7
	A-road Dual Carriageway	88.2	128	52	49	100	112	143	16	49	144	63.3	193.9
	A-road Single Carriageway	16.0	28	23	3	15	11	41	2	13	24	50.0	-
	Other -	0.0	0	0	0	0	0	0	0	0	0	-	-
	Total		200.8	295	133	111	212	253	409	62	129	348	73.3
Other	Motorway -	161.8	213	151	143	133	169	184	97	102	107	-33.9	4.9
	A-road Dual Carriageway	145.2	201	101	125	124	175	160	109	94	109	-24.9	16.0
	A-road Single Carriageway	52.6	57	55	54	55	42	57	21	31	28	-46.8	-9.7
	Other -	0.0	0	0	0	0	0	0	0	0	0	-	-
	Total		359.6	471	307	322	312	386	401	227	227	244	-32.1
Unknown	Total -	291.6	323	263	334	270	268	265	223	205	206	-29.4	0.5

Notes: (a) Where the road classification is denoted as "Other", these casualties were located on sections of the reference network that have been downgraded in class (to B or below) since 2010.

Table M-3 Casualties by weather group, severity and year

Weather Group	Casualty Severity	2005-2009										2013 per cent	2013 per cent
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	change from BSL average	change from 2012
Fine	Killed	300.2	363	329	312	294	203	206	218	167	204	-32.0	22.2
	Seriously Injured	1,627.4	1,939	1,698	1,634	1,432	1,434	1,345	1,331	1,152	1,237	-24.0	7.4
	KSI	1,927.6	2,302	2,027	1,946	1,726	1,637	1,551	1,549	1,319	1,441	-25.2	9.2
	Slightly Injured	15,492.2	17,310	16,818	15,760	14,006	13,567	12,891	13,226	11,682	11,596	-25.1	-0.7
	Total	17,419.8	19,612	18,845	17,706	15,732	15,204	14,442	14,775	13,001	13,037	-25.2	0.3
Fog or mist	Killed	5.4	3	8	9	6	1	3	1	7	1	-	-
	Seriously Injured	28.4	30	33	32	25	22	19	19	17	24	-15.5	41.2
	KSI	33.8	33	41	41	31	23	22	20	24	25	-26.0	4.2
	Slightly Injured	213.0	255	238	221	204	147	208	107	187	172	-19.2	-8.0
	Total	246.8	288	279	262	235	170	230	127	211	197	-20.2	-6.6
Rain	Killed	39.2	34	39	44	39	40	24	21	41	23	-41.3	-43.9
	Seriously Injured	244.8	224	259	307	236	198	180	183	268	159	-35.0	-40.7
	KSI	284.0	258	298	351	275	238	204	204	309	182	-35.9	-41.1
	Slightly Injured	2,900.2	2,937	3,071	3,105	2,867	2,521	2,071	2,102	2,591	1,880	-35.2	-27.4
	Total	3,184.2	3,195	3,369	3,456	3,142	2,759	2,275	2,306	2,900	2,062	-35.2	-28.9
Snow	Killed	2.0	4	1	0	2	3	7	1	0	9	-	-
	Seriously Injured	17.6	31	13	11	15	18	37	6	11	20	13.6	-
	KSI	19.6	35	14	11	17	21	44	7	11	29	48.0	-
	Slightly Injured	181.2	260	119	100	195	232	365	55	118	319	76.0	170.3
	Total	200.8	295	133	111	212	253	409	62	129	348	73.3	169.8
Other	Killed	5.2	3	8	3	7	5	3	3	1	3	-	-
	Seriously Injured	29.6	28	32	31	30	27	33	18	18	17	-42.6	-5.6
	KSI	34.8	31	40	34	37	32	36	21	19	20	-42.5	5.3
	Slightly Injured	324.8	440	267	288	275	354	365	206	208	224	-31.0	7.7
	Total	359.6	471	307	322	312	386	401	227	227	244	-32.1	7.5
Unknown	Total	291.6	323	263	334	270	268	265	223	205	206	-29.4	0.5

Table M-4 Casualties by weather group, severity and vehicle type, 2013

Weather Group	Casualty Severity	Vehicle Type							
		Agricultural vehicle	Bus or coach	Car	Goods Vehicle	HGV	Motorcycle	Pedal cycle	Other
Fine	Killed	2	1	123	14	23	34	6	1
	Seriously Injured	2	27	796	48	74	249	24	17
	KSI	4	28	919	62	97	283	30	18
	Slightly Injured	12	76	10,013	581	312	454	106	42
	Total	16	104	10,932	643	409	737	136	60
Fog or mist	Killed	0	0	1	0	0	0	0	0
	Seriously Injured	1	0	19	0	1	3	0	0
	KSI	1	0	20	0	1	3	0	0
	Slightly Injured	1	0	137	23	6	5	0	0
	Total	2	0	157	23	7	8	0	0
Rain	Killed	0	0	15	1	4	3	0	0
	Seriously Injured	0	11	115	5	7	17	3	1
	KSI	0	11	130	6	11	20	3	1
	Slightly Injured	0	35	1,636	88	50	59	7	5
	Total	0	46	1,766	94	61	79	10	6
Snow	Killed	0	0	8	0	0	0	0	1
	Seriously Injured	0	0	16	0	1	3	0	0
	KSI	0	0	24	0	1	3	0	1
	Slightly Injured	0	0	282	15	19	3	0	0
	Total	0	0	306	15	20	6	0	1
Other	Killed	0	0	2	0	1	0	0	0
	Seriously Injured	0	0	13	1	1	2	0	0
	KSI	0	0	15	1	2	2	0	0
	Slightly Injured	0	0	199	12	2	9	1	1
	Total	0	0	214	13	4	11	1	1
Unknown	Total	0	1	181	11	4	7	2	0

Table M-5 Collisions by weather group and skidding category

Weather Group	Skidding Category	2005-2009 BSL										2013 per cent change from average	2013 per cent change from 2012
		average	2005	2006	2007	2008	2009	2010	2011	2012	2013		
Fine	Jackknifed	58.4	74	73	50	50	45	34	42	33	31	-46.9	-6.1
	Jackknifed and overturned	46.2	63	49	58	36	25	24	27	24	29	-37.2	20.8
	Overturned	583.4	647	623	634	550	463	416	408	380	372	-36.2	-2.1
	Skidded	3,101.6	3,699	3,364	3,123	2,688	2,634	2,395	2,168	1,905	1,825	-41.2	-4.2
	Skidded and overturned	924.6	1,080	1,018	977	839	709	690	648	548	519	-43.9	-5.3
	None/Unknown	9,279.8	10,307	10,045	9,543	8,479	8,025	7,590	7,763	7,012	7,097	-23.5	1.2
	Total		13,994.0	15,870	15,172	14,385	12,642	11,901	11,149	11,056	9,902	9,873	-29.4
Fog or mist	Jackknifed	1.0	1	2	2	0	0	2	1	1	0	-	-
	Jackknifed and overturned	0.4	1	1	0	0	0	0	0	1	0	-	-
	Overturned	7.4	8	7	10	10	2	4	9	8	3	-	-
	Skidded	56.2	69	71	46	54	41	51	25	35	16	-71.5	-54.3
	Skidded and overturned	11.2	12	20	7	10	7	15	10	9	6	-	-
	None/Unknown	117.6	146	147	100	117	78	110	56	90	61	-48.1	-32.2
	Total		193.8	237	248	165	191	128	182	101	144	86	-55.6
Rain	Jackknifed	10.2	9	10	12	14	6	8	8	7	4	-	-
	Jackknifed and overturned	4.8	5	5	2	8	4	4	2	2	3	-	-
	Overturned	75.0	71	73	102	67	62	44	42	81	64	-14.7	-21.0
	Skidded	851.0	811	930	930	869	715	581	556	690	477	-43.9	-30.9
	Skidded and overturned	173.6	158	168	229	175	138	106	123	156	105	-39.5	-32.7
	None/Unknown	1,522.8	1,587	1,626	1,613	1,501	1,287	1,069	1,027	1,327	983	-35.4	-25.9
	Total		2,637.4	2,641	2,812	2,888	2,634	2,212	1,812	1,758	2,263	1,636	-38.0
Snow	Jackknifed	1.6	2	3	0	0	3	11	0	1	7	-	-
	Jackknifed and overturned	0.8	2	0	1	0	1	0	0	0	1	-	-
	Overturned	3.6	8	1	3	2	4	6	2	2	6	-	-
	Skidded	73.4	92	40	36	78	121	180	28	55	136	85.3	147.3
	Skidded and overturned	19.6	26	13	20	19	20	30	8	14	37	88.8	-
	None/Unknown	78.2	131	57	37	76	90	170	19	39	132	68.8	238.5
	Total		177.2	261	114	97	175	239	397	57	111	319	80.0
Other	Jackknifed	1.2	2	1	2	1	0	2	1	1	0	-	-
	Jackknifed and overturned	0.8	2	0	2	0	0	1	0	0	0	-	-
	Overturned	10.2	10	13	9	10	9	13	6	7	6	-	-
	Skidded	94.2	114	72	83	83	119	119	60	60	66	-29.9	10.0
	Skidded and overturned	22.2	17	16	26	25	27	28	13	15	15	-32.4	0.0
	None/Unknown	172.8	241	147	149	145	182	195	104	103	109	-36.9	5.8
	Total		301.4	386	249	271	264	337	358	184	186	196	-35.0
Unknown	Total	229.6	254	218	252	215	209	187	141	165	178	-22.5	7.9

Notes: (a) Values in the table report the number of collisions by weather group where at least one of the vehicles involved was recorded with the specified skidding category.

Table M-6 Collisions with weather contributory factors

Contributory Factors	2005-2009											2013 per cent change from BSL average	2013 per cent change from 2012
	BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013			
103 Slippery road (due to weather)	1,149.8	1,155	1,079	1,128	1,159	1,228	1,199	758	1,090	892		-22.4	-18.2
307 Travelling too fast for conditions	1,291.0	1,513	1,414	1,327	1,133	1,068	933	798	916	674		-47.8	-26.4
706 Dazzling sun	181.6	200	187	188	173	160	145	121	167	145		-20.2	-13.2
707 Rain, sleet, snow, or fog	291.8	315	308	276	304	256	229	181	292	205		-29.7	-29.8
708 Spray from other vehicles	132.0	137	135	129	139	120	87	84	130	83		-37.1	-36.2

Notes: (a) Values in the table report the number of collisions by year where at least one of the specified contributory factors was recorded.

Table M-7 Casualties with weather contributory factors by severity and year

Contributory Factors	Casualty Severity	2005-2009											2013 per cent change from BSL average	2013 per cent change from 2012
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013			
103 Slippery road (due to weather)	Killed	17.8	16	14	16	17	26	13	8	14	16		-10.1	-
	Seriously Injured	144.8	147	123	180	132	142	161	104	126	103		-28.9	-18.3
	KSI	162.6	163	137	196	149	168	174	112	140	119		-26.8	-15.0
	Slightly Injured	1,621.8	1,657	1,557	1,581	1,626	1,688	1,618	1,038	1,512	1,196		-26.3	-20.9
	Total	1,784.4	1,820	1,694	1,777	1,775	1,856	1,792	1,150	1,652	1,315		-26.3	-20.4
307 Travelling too fast for conditions	Killed	36.2	45	49	33	26	28	21	16	24	16		-55.8	-33.3
	Seriously Injured	211.6	241	219	248	200	150	153	145	156	108		-49.0	-30.8
	KSI	247.8	286	268	281	226	178	174	161	180	124		-50.0	-31.1
	Slightly Injured	2,001.2	2,356	2,207	2,111	1,706	1,626	1,477	1,235	1,437	1,045		-47.8	-27.3
	Total	2,249.0	2,642	2,475	2,392	1,932	1,804	1,651	1,396	1,617	1,169		-48.0	-27.7
706 Dazzling sun	Killed	2.6	5	3	1	4	0	1	2	1	5		-	-
	Seriously Injured	18.8	27	18	25	12	12	19	12	20	23		22.3	15.0
	KSI	21.4	32	21	26	16	12	20	14	21	28		30.8	33.3
	Slightly Injured	279.6	293	294	263	273	275	257	204	246	208		-25.6	-15.4
	Total	301.0	325	315	289	289	287	277	218	267	236		-21.6	-11.6
707 Rain, sleet, snow, or fog	Killed	7.0	7	7	8	8	5	4	3	6	3		-	-
	Seriously Injured	40.8	45	49	41	41	28	41	25	37	38		-6.9	2.7
	KSI	47.8	52	56	49	49	33	45	28	43	41		-14.2	-4.7
	Slightly Injured	425.2	468	442	411	441	364	325	281	459	352		-17.2	-23.3
	Total	473.0	520	498	460	490	397	370	309	502	393		-16.9	-21.7
708 Spray from other vehicles	Killed	1.2	0	3	1	1	1	2	1	2	0		-	-
	Seriously Injured	16.0	11	18	16	16	19	16	11	16	9		-43.8	-43.8
	KSI	17.2	11	21	17	17	20	18	12	18	9		-47.7	-50.0
	Slightly Injured	198.0	213	190	199	187	201	135	145	191	118		-40.4	-38.2
	Total	215.2	224	211	216	204	221	153	157	209	127		-41.0	-39.2

Notes: (a) Values in the table report the number of casualties by severity where at least one of the specified contributory factors was recorded.

Appendix N: Roadworks

Table N-1 to Table N-9 provide breakdowns of collisions and casualties involving roadworks¹ by road classification, junction detail, vehicle type, driver age, pedestrian involvement, contributory factors, severity and severity ratios.

Table N-1 Casualties during roadworks by road classification, severity and year

Road Classification		Casualty Severity	2005-2009 BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	2013 per cent change from BSL average	2013 per cent change from 2012		
Motorway	-	Killed	8.0	13	3	6	13	5	4	3	5	2	-	-		
		Seriously Injured	33.4	32	33	18	49	35	30	15	14	23	-31.1	-		
		KSI	41.4	45	36	24	62	40	34	18	19	25	-39.6	31.6		
		Slightly Injured	522.4	532	533	535	533	479	596	402	323	338	-35.3	4.6		
		Total	563.8	577	569	559	595	519	630	420	342	363	-35.6	6.1		
A-road	Dual Carriageway Built-up	Killed	0.0	0	0	0	0	0	0	0	0	0	-	-		
		Seriously Injured	0.6	1	1	0	0	1	0	0	0	1	1	-	-	
		KSI	3.6	5	4	5	2	2	3	0	0	0	2	-	-	
		Slightly Injured	4.2	6	5	5	2	3	0	0	1	1	3	-	-	
		Total	42.8	70	38	49	37	20	21	52	22	13	16	-69.6	-40.9	
	Non Built-up	Total	47.0	76	43	54	39	23	24	52	23	16	16	-66.0	-30.4	
		Killed	2.4	3	5	2	1	1	2	0	0	0	1	-	-	
		Seriously Injured	11.6	19	13	13	7	6	9	8	8	1	9	-	-	
		KSI	14.0	22	18	15	8	7	11	8	8	1	10	-	-	
		Slightly Injured	168.2	184	195	185	151	126	174	81	71	62	62	-63.1	-12.7	
		Total	182.2	206	213	200	159	133	185	89	72	72	72	-60.5	0.0	
		Single Carriageway Built-up	Killed	0.0	0	0	0	0	0	0	0	0	0	0	-	-
			Seriously Injured	0.2	0	0	1	0	0	0	0	0	0	0	-	-
			KSI	3.2	5	1	7	3	0	0	0	1	0	2	-	-
Slightly Injured	3.4		5	1	8	3	0	0	0	1	0	2	-	-		
Total	24.4		18	22	34	34	14	12	7	7	13	9	-63.1	-		
Total	27.8		23	23	42	37	14	12	8	8	13	11	-60.4	-		
Non Built-up	Killed		0.4	0	1	0	0	1	0	0	1	0	0	-	-	
	Seriously Injured		5.4	3	12	2	6	4	4	4	2	1	5	-	-	
	KSI		5.8	3	13	2	6	5	4	4	3	1	5	-	-	
	Slightly Injured	42.4	50	50	45	34	33	45	26	23	23	25	-41.0	8.7		
	Total	48.2	53	63	47	40	38	49	29	29	24	30	-37.8	25.0		

¹ Collisions and casualties involving roadworks are where 'special conditions at site' equals roadworks on the STATS19 record.

Table N-2 Casualties during roadworks by junction detail, severity and year

Junction Detail	Casualty Severity	2005-2009										2013 per cent	2013 per cent	
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	change from BSL average	change from 2012	
Crossroads	Killed	0.0	0	0	0	0	0	0	0	0	0	0	-	-
	Seriously Injured	0.4	1	1	0	0	0	2	0	0	0	0	-	-
	KSI	0.4	1	1	0	0	0	2	0	0	0	0	-	-
	Slightly Injured	4.6	6	7	0	6	4	8	1	7	2	2	-	-
	Total	5.0	7	8	0	6	4	10	1	7	2	2	-	-
Junction - more than 4 arms (not roundabout)	Killed	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	-	-
	KSI	0.0	0	0	0	0	0	0	0	0	0	0	-	-
	Slightly Injured	4.2	5	5	5	2	4	0	2	3	1	1	-	-
	Total	4.2	5	5	5	2	4	0	2	3	1	1	-	-
Private drive or entrance	Killed	0.0	0	0	0	0	0	0	0	0	0	0	-	-
	Seriously Injured	0.0	0	0	0	0	0	1	1	0	0	0	-	-
	KSI	0.0	0	0	0	0	0	1	1	0	0	0	-	-
	Slightly Injured	1.0	1	0	2	2	0	0	0	0	0	0	-	-
	Total	1.0	1	0	2	2	0	1	1	0	0	0	-	-
Roundabout	Killed	0.2	0	0	0	0	1	0	0	0	0	0	-	-
	Seriously Injured	2.4	2	2	3	4	1	0	1	1	1	1	-	-
	KSI	2.6	2	2	3	4	2	0	1	1	1	1	-	-
	Slightly Injured	42.8	43	48	55	39	29	28	45	22	11	11	-74.3	-50.0
	Total	45.4	45	50	58	43	31	28	46	23	12	12	-73.6	-47.8
Slip road	Killed	0.6	1	1	0	1	0	0	0	0	0	0	-	-
	Seriously Injured	5.8	3	6	4	9	7	4	2	3	5	5	-	-
	KSI	6.4	4	7	4	10	7	4	2	3	5	5	-	-
	Slightly Injured	97.2	119	87	99	106	75	82	71	66	71	71	-27.0	7.6
	Total	103.6	123	94	103	116	82	86	73	69	76	76	-26.6	10.1
T or staggered junction	Killed	0.0	0	0	0	0	0	0	0	0	0	0	-	-
	Seriously Injured	0.6	2	0	0	0	1	3	0	0	1	1	-	-
	KSI	0.6	2	0	0	0	1	3	0	0	1	1	-	-
	Slightly Injured	13.0	14	14	11	11	15	16	10	9	3	3	-	-
	Total	13.6	16	14	11	11	16	19	10	9	4	4	-	-
Other junction	Total	9.8	11	11	11	11	5	4	5	4	4	4	-	-
Not at junction or within 20 metres	Total	686.4	727	729	712	679	585	752	460	359	393	393	-42.7	9.5

Table N-3 Casualties during roadworks by time of day, severity and year

Grouped Time	Casualty Severity	2005-2009 BSL										2013 per cent change from average	2013 per cent change from 2012
		average	2005	2006	2007	2008	2009	2010	2011	2012	2013		
0 - 6am	Killed	4.2	7	2	4	6	2	1	1	3	1	-	-
	Seriously Injured	11.4	16	12	4	15	10	10	1	2	5	-	-
	KSI	15.6	23	14	8	21	12	11	2	5	6	-61.5	-
	Slightly Injured	68.8	57	75	60	89	63	80	43	33	33	-52.0	0.0
	Total	84.4	80	89	68	110	75	91	45	38	39	-53.8	2.6
6 - 10am	Killed	1.6	4	1	1	1	1	0	1	0	0	-	-
	Seriously Injured	8.6	5	12	10	10	6	11	7	2	11	-	-
	KSI	10.2	9	13	11	11	7	11	8	2	11	-	-
	Slightly Injured	115.6	137	109	115	117	100	121	81	84	89	-23.0	6.0
	Total	125.8	146	122	126	128	107	132	89	86	100	-20.5	16.3
10am - 2pm	Killed	0.8	0	3	0	0	1	2	1	0	2	-	-
	Seriously Injured	11.8	17	12	8	14	8	2	4	4	6	-	-
	KSI	12.6	17	15	8	14	9	4	5	4	8	-	-
	Slightly Injured	229.4	258	272	261	200	156	195	166	86	95	-58.6	10.5
	Total	242.0	275	287	269	214	165	199	171	90	103	-57.4	14.4
2 - 6pm	Killed	0.2	0	0	0	0	1	1	1	1	1	-	-
	Seriously Injured	10.6	13	9	12	11	8	8	3	1	8	-	-
	KSI	10.8	13	9	12	11	9	9	4	2	9	-	-
	Slightly Injured	188.0	191	191	192	184	182	229	140	105	95	-49.5	-9.5
	Total	198.8	204	200	204	195	191	238	144	107	104	-47.7	-2.8
6pm - 0am	Killed	4.8	6	4	4	7	3	2	0	2	0	-	-
	Seriously Injured	14.8	13	18	11	17	15	15	11	7	11	-	-
	KSI	19.6	19	22	15	24	18	17	11	9	11	-43.9	-
	Slightly Injured	198.4	211	191	220	199	171	223	138	144	135	-32.0	-6.3
	Total	218.0	230	213	235	223	189	240	149	153	146	-33.0	-4.6

Table N-4i. Casualties during roadworks by months of the year, severity and year

Month	Casualty Severity	2005-2009										2013 per cent	2013 per cent
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	change from BSL average	change from 2012
Jan	Killed	0.6	0	1	1	1	0	0	0	0	0	-	-
	Seriously Injured	5.0	5	6	5	5	4	5	3	1	1	-	-
	KSI	5.6	5	7	6	6	4	5	3	1	1	-	-
	Slightly Injured	50.2	47	61	52	49	42	64	52	32	16	-68.1	-50.0
	Total	55.8	52	68	58	55	46	69	55	33	17	-69.5	-48.5
Feb	Killed	1.8	1	2	1	3	2	1	1	0	0	-	-
	Seriously Injured	5.2	7	4	5	5	5	2	3	1	2	-	-
	KSI	7.0	8	6	6	8	7	3	4	1	2	-	-
	Slightly Injured	66.2	67	84	76	72	32	101	54	48	25	-62.2	-47.9
	Total	73.2	75	90	82	80	39	104	58	49	27	-63.1	-44.9
Mar	Killed	0.6	0	1	1	0	1	1	1	0	0	-	-
	Seriously Injured	4.2	1	4	4	8	4	9	3	3	2	-	-
	KSI	4.8	1	5	5	8	5	10	4	3	2	-	-
	Slightly Injured	65.2	63	74	58	75	56	96	65	60	32	-50.9	-46.7
	Total	70.0	64	79	63	83	61	106	69	63	34	-51.4	-46.0
Apr	Killed	0.6	2	0	0	1	0	1	0	1	0	-	-
	Seriously Injured	2.6	3	4	1	5	0	4	2	1	5	-	-
	KSI	3.2	5	4	1	6	0	5	2	2	5	-	-
	Slightly Injured	50.6	53	68	53	56	23	109	28	51	46	-9.1	-9.8
	Total	53.8	58	72	54	62	23	114	30	53	51	-5.2	-3.8
May	Killed	1.2	4	0	1	1	0	0	0	2	0	-	-
	Seriously Injured	4.6	7	6	1	6	3	4	1	2	6	-	-
	KSI	5.8	11	6	2	7	3	4	1	4	6	-	-
	Slightly Injured	54.6	64	42	90	44	33	72	48	32	44	-19.4	37.5
	Total	60.4	75	48	92	51	36	76	49	36	50	-17.2	38.9
Jun	Killed	0.4	1	0	0	1	0	1	0	0	0	-	-
	Seriously Injured	5.2	4	7	4	7	4	2	1	2	3	-	-
	KSI	5.6	5	7	4	8	4	3	1	2	3	-	-
	Slightly Injured	61.6	81	52	69	61	45	57	25	35	41	-33.4	17.1
	Total	67.2	86	59	73	69	49	60	26	37	44	-34.5	18.9
Jul	Killed	0.8	0	3	0	0	1	1	0	2	1	-	-
	Seriously Injured	5.8	3	10	5	7	4	9	4	0	6	-	-
	KSI	6.6	3	13	5	7	5	10	4	2	7	-	-
	Slightly Injured	75.8	76	70	91	83	59	55	50	33	40	-47.2	21.2
	Total	82.4	79	83	96	90	64	65	54	35	47	-43.0	34.3
Aug	Killed	1.2	1	0	2	0	3	1	1	0	0	-	-
	Seriously Injured	4.2	4	2	6	8	1	2	1	0	3	-	-
	KSI	5.4	5	2	8	8	4	3	2	0	3	-	-
	Slightly Injured	74.8	93	33	84	97	67	76	40	48	44	-41.2	-8.3
	Total	80.2	98	35	92	105	71	79	42	48	47	-41.4	-2.1

Table N-4ii. Casualties during roadworks by months of the year, severity and year

Month	Casualty Severity	2005-2009										2013 per cent	2013 per cent
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	change from BSL average	change from 2012
Sep	Killed	0.4	2	0	0	0	0	0	0	1	0	-	-
	Seriously Injured	6.8	11	6	4	3	10	4	1	1	6	-	-
	KSI	7.2	13	6	4	3	10	4	1	2	6	-	-
	Slightly Injured	70.8	80	69	78	47	80	53	45	38	47	-33.6	23.7
	Total	78.0	93	75	82	50	90	57	46	40	53	-32.1	32.5
Oct	Killed	2.2	0	2	3	6	0	0	1	0	3	-	-
	Seriously Injured	4.0	4	6	3	5	2	2	2	2	1	-	-
	KSI	6.2	4	8	6	11	2	2	3	2	4	-	-
	Slightly Injured	85.8	80	115	83	67	84	80	60	26	43	-49.9	65.4
	Total	92.0	84	123	89	78	86	82	63	28	47	-48.9	67.9
Nov	Killed	0.6	0	1	0	1	1	0	0	0	0	-	-
	Seriously Injured	6.2	7	6	5	7	6	2	0	2	5	-	-
	KSI	6.8	7	7	5	8	7	2	0	2	5	-	-
	Slightly Injured	86.4	80	105	67	97	83	60	59	24	40	-53.7	66.7
	Total	93.2	87	112	72	105	90	62	59	26	45	-51.7	73.1
Dec	Killed	1.2	6	0	0	0	0	0	0	0	0	-	-
	Seriously Injured	3.4	8	2	2	1	4	1	5	1	1	-	-
	KSI	4.6	14	2	2	1	4	1	5	1	1	-	-
	Slightly Injured	58.2	70	65	47	41	68	25	42	25	29	-50.2	16.0
	Total	62.8	84	67	49	42	72	26	47	26	30	-52.2	15.4

Table N-5 Casualties during roadworks by vehicle type, severity and year

Vehicle Type	Casualty Severity	2005-2009										2013 per cent change from BSL average	2013 per cent change from 2012
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013		
Bus or coach	Killed	0.0	0	0	0	0	0	0	0	0	0	-	-
	Seriously Injured	0.0	0	0	0	0	0	0	0	0	0	-	-
	KSI	0.0	0	0	0	0	0	0	0	0	0	-	-
	Slightly Injured	8.6	8	1	27	2	5	1	2	3	0	-	-
	Total	8.6	8	1	27	2	5	1	2	3	0	-	-
Car	Killed	8.4	11	6	8	12	5	3	2	2	2	-	-
	Seriously Injured	37.2	47	43	27	42	27	24	18	11	17	-54.3	-
	KSI	45.6	58	49	35	54	32	27	20	13	19	-58.3	-
	Slightly Injured	675.8	696	732	673	694	584	757	493	381	388	-42.6	1.8
	Total	721.4	754	781	708	748	616	784	513	394	407	-43.6	3.3
Goods Vehicle	Killed	0.0	0	0	0	0	0	2	1	1	0	-	-
	Seriously Injured	2.6	1	5	1	1	5	2	0	2	4	-	-
	KSI	2.6	1	5	1	1	5	4	1	3	4	-	-
	Slightly Injured	40.4	49	38	45	34	36	36	24	35	17	-57.9	-51.4
	Total	43.0	50	43	46	35	41	40	25	38	21	-51.2	-44.7
HGV	Killed	2.0	4	3	1	1	1	1	1	2	1	-	-
	Seriously Injured	6.4	8	7	5	8	4	8	3	0	7	-	-
	KSI	8.4	12	10	6	9	5	9	4	2	8	-	-
	Slightly Injured	47.4	66	47	62	34	28	28	27	20	22	-53.6	10.0
	Total	55.8	78	57	68	43	33	37	31	22	30	-46.2	36.4
Motorcycle	Killed	1.2	2	1	0	1	2	0	0	1	1	-	-
	Seriously Injured	9.8	8	6	12	13	10	10	5	3	9	-	-
	KSI	11.0	10	7	12	14	12	10	5	4	10	-	-
	Slightly Injured	23.2	31	18	30	22	15	19	15	8	17	-26.7	-
	Total	34.2	41	25	42	36	27	29	20	12	27	-21.1	-
Pedal cycle	Killed	0.0	0	0	0	0	0	0	0	0	0	-	-
	Seriously Injured	0.6	0	1	0	1	1	0	0	0	0	-	-
	KSI	0.6	0	1	0	1	1	0	0	0	0	-	-
	Slightly Injured	1.8	2	1	5	0	1	3	6	0	2	-	-
	Total	2.4	2	2	5	1	2	3	6	0	2	-	-
Other	Killed	0.0	0	0	0	0	0	0	0	0	0	-	-
	Seriously Injured	0.6	0	1	0	2	0	2	0	0	4	-	-
	KSI	0.6	0	1	0	2	0	2	0	0	4	-	-
	Slightly Injured	3.0	2	1	6	3	3	4	1	5	1	-	-
	Total	3.6	2	2	6	5	3	6	1	5	5	-	-

Table N-6i. Casualties during roadworks by driver age involved, severity and year

Driver age band	Casualty Severity	2005-2009										2013 per cent change from BSL average	2013 per cent change from 2012	
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013			
Underage Motorist (0-16)	Killed	0.2	0	0	0	1	0	0	0	0	0	0	-	-
	Seriously Injured	0.4	0	0	0	2	0	0	0	0	0	0	-	-
	KSI	0.6	0	0	0	3	0	0	0	0	0	0	-	-
	Slightly Injured	0.2	1	0	0	0	0	0	0	0	0	0	-	-
	Total	0.8	1	0	0	3	0	0	0	0	0	0	-	-
Young Motorist (17-24)	Killed	2.8	6	4	0	4	0	1	0	0	0	0	-	-
	Seriously Injured	14.2	17	13	14	18	9	13	5	3	6	6	-	-
	KSI	17.0	23	17	14	22	9	14	5	3	6	6	-64.7	-
	Slightly Injured	246.4	305	260	217	236	214	251	156	113	129	129	-47.6	14.2
	Total	263.4	328	277	231	258	223	265	161	116	135	135	-48.7	16.4
Other Motorist (25-59)	Killed	10.6	15	8	9	13	8	5	4	6	3	3	-	-
	Seriously Injured	44.6	56	53	35	43	36	31	21	13	33	33	-26.0	-
	KSI	55.2	71	61	44	56	44	36	25	19	36	36	-34.8	89.5
	Slightly Injured	714.0	761	747	748	705	609	759	502	414	397	397	-44.4	-4.1
	Total	769.2	832	808	792	761	653	795	527	433	433	433	-43.7	0.0
Older Motorist (60-69)	Killed	2.2	1	1	1	6	2	1	1	3	2	2	-	-
	Seriously Injured	11.0	14	9	11	16	5	8	6	3	5	5	-	-
	KSI	13.2	15	10	12	22	7	9	7	6	7	7	-	-
	Slightly Injured	141.0	147	128	169	144	117	155	81	102	66	66	-53.2	-35.3
	Total	154.2	162	138	181	166	124	164	88	108	73	73	-52.7	-32.4
Elderly Motorist (70+)	Killed	0.0	0	0	0	0	0	0	0	0	0	0	-	-
	Seriously Injured	3.0	3	7	0	3	2	2	1	0	2	2	-	-
	KSI	3.0	3	7	0	3	2	2	1	0	2	2	-	-
	Slightly Injured	44.2	75	42	17	54	33	55	36	33	40	40	-9.5	21.2
	Total	47.2	78	49	17	57	35	57	37	33	42	42	-11.0	27.3
Young Rider (16-19)	Killed	0.2	0	0	0	1	0	0	0	0	0	0	-	-
	Seriously Injured	0.6	2	0	0	1	0	1	1	0	2	2	-	-
	KSI	0.8	2	0	0	2	0	1	1	0	2	2	-	-
	Slightly Injured	1.8	1	2	3	2	1	1	3	1	1	1	-	-
	Total	2.6	3	2	3	4	1	2	4	1	3	3	-	-
Other Rider (20-59)	Killed	0.8	2	0	0	0	2	0	0	1	1	1	-	-
	Seriously Injured	8.4	4	6	11	11	10	8	3	3	6	6	-	-
	KSI	9.2	6	6	11	11	12	8	3	4	7	7	-	-
	Slightly Injured	22.8	31	17	30	20	16	18	11	7	16	16	-29.8	-
	Total	32.0	37	23	41	31	28	26	14	11	23	23	-28.1	-

Notes: (a) This table reports the number of casualties during roadworks where at least one of the drivers involved falls within the reported driver age band.

Table N-6ii. Casualties during roadworks by driver age, severity and year

Driver age band	Casualty Severity	2005-2009										2013 per cent change from BSL average	2013 per cent change from 2012	
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013			
Older Rider (60-69)	Killed	0.0	0	0	0	0	0	0	0	0	0	0	-	-
	Seriously Injured	0.8	2	0	1	1	0	1	1	0	1	1	-	-
	KSI	0.8	2	0	1	1	0	1	1	0	1	1	-	-
	Slightly Injured	0.8	1	0	1	1	1	2	1	1	1	1	-	-
	Total	1.6	3	0	2	2	1	3	2	1	2	2	-	-
Elderly Rider (70+)	Killed	0.2	0	1	0	0	0	0	0	0	0	0	-	-
	Seriously Injured	0.4	1	0	1	0	0	0	0	0	0	0	-	-
	KSI	0.6	1	1	1	0	0	0	0	0	0	0	-	-
	Slightly Injured	0.4	1	1	0	0	0	0	0	0	0	0	-	-
	Total	1.0	2	2	1	0	0	0	0	0	0	0	-	-
Unknown	Total	0.0	0	0	0	0	0	0	0	0	0	0	-	-

Notes: (a) This table reports the number of casualties during roadworks where at least one of the drivers involved falls within the reported driver age band.

Table N-7 Casualties during roadworks by casualty class, severity and year

Casualty Class	Casualty Severity	2005-2009										2013 per cent change from BSL average	2013 per cent change from 2012
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013		
Driver or rider	Killed	6.6	11	7	6	7	2	2	3	4	3	-	-
	Seriously Injured	40.6	40	45	34	44	40	28	18	16	24	-40.9	50.0
	KSI	47.2	51	52	40	51	42	30	21	20	27	-42.8	35.0
	Slightly Injured	526.0	585	529	559	515	442	548	362	312	296	-43.7	-5.1
	Total	573.2	636	581	599	566	484	578	383	332	323	-43.6	-2.7
Passenger	Killed	3.2	3	2	1	7	3	2	0	2	0	-	-
	Seriously Injured	14.0	24	16	9	18	3	14	7	0	9	-	-
	KSI	17.2	27	18	10	25	6	16	7	2	9	-47.7	-
	Slightly Injured	267.2	262	302	282	263	227	297	202	135	143	-46.5	5.9
	Total	284.4	289	320	292	288	233	313	209	137	152	-46.6	10.9
Pedestrian	Killed	1.8	3	1	2	0	3	2	1	0	1	-	-
	Seriously Injured	2.6	0	2	2	5	4	4	1	0	8	-	-
	KSI	4.4	3	3	4	5	7	6	2	0	9	-	-
	Slightly Injured	7.0	7	7	7	11	3	3	4	5	8	-	-
	Total	11.4	10	10	11	16	10	9	6	5	17	-	-

Notes: (a) There is no direct link to pedestrians being road workers although five pedestrians were recorded as being road workers in 2013, two of which were seriously injured and three slightly injured.

Table N-8 Top 20 contributory factors for collisions involving roadworks by year

No.	Contributory Factors	2005-2009										2013 per cent change from average	2013 per cent change from 2012
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013		
1	405 Failed to look properly	149.8	127	154	173	164	131	204	129	109	137	-8.5	25.7
2	406 Failed to judge other person's path or speed	134.8	136	137	151	142	108	162	79	91	104	-22.8	14.3
3	308 Following too close	98.4	121	95	114	86	76	106	58	53	55	-44.1	3.8
4	408 Sudden braking	71.6	75	81	75	69	58	77	49	34	55	-23.2	61.8
5	602 Careless, reckless or in a hurry	48.8	47	61	55	45	36	57	35	29	40	-18.0	37.9
6	107 Temporary road layout (eg. contraflow)	80.2	94	77	73	75	82	60	44	38	37	-53.9	-2.6
7	403 Poor turn or manoeuvre	50.0	46	56	48	59	41	66	41	41	30	-40.0	-26.8
8	410 Loss of control	39.8	38	42	32	48	39	50	20	22	27	-32.2	22.7
9	307 Travelling too fast for conditions	52.0	70	59	65	38	28	38	22	17	23	-55.8	35.3
10	103 Slippery road (due to weather)	29.2	32	24	34	29	27	17	8	13	17	-41.8	-
11	710 Vehicle blind spot	25.6	25	22	26	29	26	56	36	20	14	-45.3	-30.0
12	409 Swerved	22.2	21	28	14	22	26	21	15	9	13	-41.4	-
13	509 Distraction in vehicle	11.4	12	10	11	13	11	17	10	5	13	-	-
14	501 Impaired by alcohol	20.4	18	20	21	23	20	20	19	10	10	-51.0	-
15	601 Aggressive driving	9.8	9	7	12	11	10	14	9	10	9	-	-
16	503 Fatigue	15.8	15	16	14	20	14	28	14	9	8	-49.4	-
17	306 Exceeding speed limit	15.8	19	23	6	18	13	10	15	4	8	-49.4	-
18	605 Learner or inexperienced driver/rider	11.4	10	14	14	8	11	11	8	9	7	-	-
19	510 Distraction outside vehicle	7.0	10	8	5	5	7	10	3	3	6	-	-
20	508 Driver using mobile phone	1.4	1	1	1	1	3	1	2	0	6	-	-

Notes: (a) Values in the table report the number of collisions by severity where at least one of the specified contributory factors was recorded.

Table N-9 Severity per cent for collision at roadworks and not at roadworks by year

Collision Location	Collision Severity	Severity per cent									
		2005-2009 BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013
At Roadworks	Fatal	1.6	2.3	1.6	1.3	1.3	1.5	1.1	1.1	1.3	1.2
	Serious	8.7	7.1	9.9	6.7	10.4	9.7	7.1	6.7	5.0	10.5
	Fatal + Serious	10.3	9.3	11.5	8.0	11.6	11.2	8.2	7.9	6.4	11.7
	Slight	89.7	90.7	88.5	92.0	88.4	88.8	91.8	92.1	93.6	88.3
Not At Roadworks	Fatal	2.3	2.4	2.3	2.3	2.5	1.9	2.1	2.1	1.9	2.3
	Serious	11.4	11.7	11.0	11.6	11.1	11.7	12.0	11.8	11.9	12.0
	Fatal + Serious	13.7	14.1	13.4	13.9	13.6	13.6	14.1	13.9	13.8	14.2
	Slight	86.3	85.9	86.6	86.1	86.4	86.4	85.9	86.1	86.2	85.8

Notes: (a) The severity per cent is the percentage of collisions that the given severity makes up of the total collisions for the given collision location. For example if there were 100 collisions at roadworks and 3 of these were fatal in 2013, then the severity per cent for this situation would be 3.0.

Appendix O: Object Hit on and Off Carriageway

Table O-1 to Table O-6 provide breakdowns of collisions and casualties involving objects hit on and off carriageways by objects hit, road classification, contributory factors and severity.

Table O-1i. Casualties by objects hit on carriageway, severity and year

Object hit on carriageway	Casualty Severity	2005-2009	2005	2006	2007	2008	2009	2010	2011	2012	2013	2013 per cent change from BSL average	2013 per cent change from 2012
		BSL average											
Any animal (except ridden horse)	Killed	1.4	3	0	3	1	0	0	1	1	0	-	-
	Seriously Injured	6.0	6	4	7	4	9	4	4	8	4	-	-
	KSI	7.4	9	4	10	5	9	4	5	9	4	-	-
	Slightly Injured	41.4	31	53	50	27	46	37	31	20	33	-20.3	65.0
	Total	48.8	40	57	60	32	55	41	36	29	37	-24.2	27.6
Bollard or refuge	Killed	2.8	4	1	3	4	2	0	4	2	0	-	-
	Seriously Injured	21.2	27	22	17	19	21	18	22	23	15	-29.2	-34.8
	KSI	24.0	31	23	20	23	23	18	26	25	15	-37.5	-40.0
	Slightly Injured	166.2	155	138	177	182	179	149	150	120	133	-20.0	10.8
	Total	190.2	186	161	197	205	202	167	176	145	148	-22.2	2.1
Bridge (Side & Roof)	Killed	2.6	5	3	2	3	0	3	2	2	0	-	-
	Seriously Injured	4.2	3	5	6	5	2	6	3	5	6	-	-
	KSI	6.8	8	8	8	8	2	9	5	7	6	-	-
	Slightly Injured	20.6	23	26	17	16	21	18	14	14	19	-7.8	-
	Total	27.4	31	34	25	24	23	27	19	21	25	-8.8	19.0
Central island of roundabout	Killed	0.8	1	0	0	3	0	0	1	1	0	-	-
	Seriously Injured	8.0	9	6	8	8	9	7	5	5	3	-	-
	KSI	8.8	10	6	8	11	9	7	6	6	3	-	-
	Slightly Injured	41.8	52	53	45	26	33	20	32	24	19	-54.5	-20.8
	Total	50.6	62	59	53	37	42	27	38	30	22	-56.5	-26.7
Kerb	Killed	9.4	9	8	6	13	11	2	9	3	4	-	-
	Seriously Injured	55.8	66	63	63	47	40	34	41	30	38	-31.9	26.7
	KSI	65.2	75	71	69	60	51	36	50	33	42	-35.6	27.3
	Slightly Injured	302.0	331	347	299	280	253	208	212	162	222	-26.5	37.0
	Total	367.2	406	418	368	340	304	244	262	195	264	-28.1	35.4
Open door of vehicle	Killed	0.0	0	0	0	0	0	0	0	0	0	-	-
	Seriously Injured	0.4	2	0	0	0	0	0	0	0	0	-	-
	KSI	0.4	2	0	0	0	0	0	0	0	0	-	-
	Slightly Injured	3.2	4	2	6	2	2	2	3	0	0	-	-
	Total	3.6	6	2	6	2	2	2	3	0	0	-	-

Table O-1ii. Casualties by objects hit on carriageway, severity and year (Contd.)

Object hit on carriageway	Casualty Severity	2005-2009										2013 per cent change from BSL average	2013 per cent change from 2012
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013		
Parked vehicle	Killed	6.6	9	9	3	3	9	8	10	2	10	-	-
	Seriously Injured	28.8	33	31	31	30	19	14	9	19	16	-44.4	-15.8
	KSI	35.4	42	40	34	33	28	22	19	21	26	-26.6	23.8
	Slightly Injured	98.0	101	102	103	106	78	89	64	56	70	-28.6	25.0
	Total	133.4	143	142	137	139	106	111	83	77	96	-28.0	24.7
Previous accident	Killed	1.2	2	0	1	1	2	1	1	0	2	-	-
	Seriously Injured	8.4	9	7	9	10	7	6	2	4	4	-	-
	KSI	9.6	11	7	10	11	9	7	3	4	6	-	-
	Slightly Injured	38.2	46	44	45	26	30	21	36	17	18	-52.9	5.9
	Total	47.8	57	51	55	37	39	28	39	21	24	-49.8	14.3
Road works	Killed	1.8	2	1	1	3	2	2	2	1	1	-	-
	Seriously Injured	6.6	7	8	4	5	9	8	1	1	6	-	-
	KSI	8.4	9	9	5	8	11	10	3	2	7	-	-
	Slightly Injured	42.2	43	48	33	38	49	57	26	20	16	-62.1	-20.0
	Total	50.6	52	57	38	46	60	67	29	22	23	-54.5	4.5
Other object	Killed	4.8	7	2	3	6	6	3	1	2	2	-	-
	Seriously Injured	14.2	14	15	12	18	12	7	14	7	6	-	-
	KSI	19.0	21	17	15	24	18	10	15	9	8	-57.9	-
	Slightly Injured	131.0	158	134	127	119	117	84	71	93	89	-32.1	-4.3
	Total	150.0	179	151	142	143	135	94	86	102	97	-35.3	-4.9
No Object hit	Total	20,633.2	23,022	22,064	21,110	18,898	18,072	17,214	16,949	16,031	15,358	-25.6	-4.2

Table O-2 Casualties by objects hit on carriageway by road classification and year

Road Classification		Casualty Severity	2005-2009	2005	2006	2007	2008	2009	2010	2011	2012	2013	2013 per cent	2013 per cent		
			BSL										change from BSL	change from		
			average										average	2012		
Motorway	-	Killed	12.0	20	11	7	10	12	7	10	7	5	-	-		
		Seriously Injured	55.6	65	55	55	60	43	33	32	41	40	-28.1	-2.4		
		KSI	67.6	85	66	62	70	55	40	42	48	45	-33.4	-6.3		
		Slightly Injured	386.6	415	417	390	362	349	303	257	217	236	-39.0	8.8		
		Total	454.2	500	483	452	432	404	343	299	265	281	-38.1	6.0		
A-road	Dual Carriageway	Built-up														
			Killed	1.0	0	2	1	1	1	0	2	1	1	-	-	
			Seriously Injured	7.6	8	7	6	10	7	4	8	4	6	-	-	
			KSI	8.6	8	9	7	11	8	4	10	5	7	-	-	
			Slightly Injured	37.8	52	31	35	33	38	29	39	21	31	-18.0	47.6	
		Total	46.4	60	40	42	44	46	33	49	26	38	-18.1	46.2		
		Non Built-up	Killed	16.0	19	7	14	23	17	9	15	5	12	-25.0	-	
			Seriously Injured	69.6	80	79	72	59	58	61	47	43	38	-45.4	-11.6	
			KSI	85.6	99	86	86	82	75	70	62	48	50	-41.6	4.2	
			Slightly Injured	366.6	378	397	385	337	336	291	293	231	281	-23.3	21.6	
			Total	452.2	477	483	471	419	411	361	355	279	331	-26.8	18.6	
	A-road	Single Carriageway	Built-up													
				Killed	0.8	1	1	0	2	0	1	2	1	0	-	-
				Seriously Injured	4.0	4	3	6	2	5	2	3	3	4	-	-
			KSI	4.8	5	4	6	4	5	3	5	4	4	-	-	
			Slightly Injured	21.8	16	20	20	27	26	12	16	10	8	-63.3	-	
		Total	26.6	21	24	26	31	31	15	21	14	12	-54.9	-		
		Non Built-up	Killed	1.6	2	3	0	1	2	2	2	0	1	-	-	
			Seriously Injured	16.8	19	17	18	15	15	4	11	11	10	-40.5	-	
			KSI	18.4	21	20	18	16	17	6	13	11	11	-40.2	-	
			Slightly Injured	71.8	83	82	72	63	59	50	34	47	62	-13.6	31.9	
	Total		90.2	104	102	90	79	76	56	47	58	73	-19.1	25.9		
Other	Total	0.0	0	0	0	0	0	0	0	0	1	-	-			

Notes: (a) Where the road classification is denoted as "Other", these casualties were located on sections of the reference network that have been downgraded in class (to B or below) since 2010.

Table O-3i. Casualties by objects hit off carriageway by severity and year

Object hit off carriageway	Casualty Severity	2005-2009										2013 per cent change from BSL average	2013 per cent change from 2012	
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013			
Bus stop or bus shelter	Killed	0.2	0	1	0	0	0	0	0	0	0	0	-	-
	Seriously Injured	0.0	0	0	0	0	0	0	0	0	1	0	-	-
	KSI	0.2	0	1	0	0	0	0	0	0	1	0	-	-
	Slightly Injured	3.0	5	2	5	1	2	4	4	2	3	3	-	-
	Total	3.2	5	3	5	1	2	4	4	3	3	3	-	-
Central crash barrier	Killed	36.4	48	32	32	41	29	27	22	17	16	16	-56.0	-5.9
	Seriously Injured	189.6	222	193	193	176	164	169	126	145	126	126	-33.5	-13.1
	KSI	226.0	270	225	225	217	193	196	148	162	142	142	-37.2	-12.3
	Slightly Injured	1,805.8	1,988	1,880	1,824	1,701	1,636	1,518	1,378	1,404	1,319	1,319	-27.0	-6.1
	Total	2,031.8	2,258	2,105	2,049	1,918	1,829	1,714	1,526	1,566	1,461	1,461	-28.1	-6.7
Entered ditch	Killed	12.6	13	12	15	16	7	8	12	3	2	2	-	-
	Seriously Injured	76.4	85	80	84	69	64	47	37	40	29	29	-62.0	-27.5
	KSI	89.0	98	92	99	85	71	55	49	43	31	31	-65.2	-27.9
	Slightly Injured	380.8	471	419	385	342	287	322	246	251	193	193	-49.3	-23.1
	Total	469.8	569	511	484	427	358	377	295	294	224	224	-52.3	-23.8
Lamp post	Killed	9.2	14	5	10	12	5	4	3	1	4	4	-	-
	Seriously Injured	37.6	42	51	42	25	28	30	15	24	15	15	-60.1	-37.5
	KSI	46.8	56	56	52	37	33	34	18	25	19	19	-59.4	-24.0
	Slightly Injured	176.2	214	184	174	145	164	119	121	103	107	107	-39.3	3.9
	Total	223.0	270	240	226	182	197	153	139	128	126	126	-43.5	-1.6
Near/Offside crash barrier	Killed	28.2	41	30	19	32	19	18	23	17	29	29	2.8	70.6
	Seriously Injured	166.2	192	165	195	125	154	141	139	128	108	108	-35.0	-15.6
	KSI	194.4	233	195	214	157	173	159	162	145	137	137	-29.5	-5.5
	Slightly Injured	1,285.4	1,390	1,376	1,271	1,183	1,207	1,091	1,026	984	855	855	-33.5	-13.1
	Total	1,479.8	1,623	1,571	1,485	1,340	1,380	1,250	1,188	1,129	992	992	-33.0	-12.1
Road sign or traffic signal	Killed	13.8	17	14	12	15	11	4	6	7	4	4	-	-
	Seriously Injured	56.8	73	63	53	46	49	32	41	34	27	27	-52.5	-20.6
	KSI	70.6	90	77	65	61	60	36	47	41	31	31	-56.1	-24.4
	Slightly Injured	319.8	373	348	311	255	312	213	227	208	214	214	-33.1	2.9
	Total	390.4	463	425	376	316	372	249	274	249	245	245	-37.2	-1.6
Submerged in water	Killed	0.2	1	0	0	0	0	0	0	0	0	0	-	-
	Seriously Injured	1.4	3	0	2	0	2	0	0	0	1	1	-	-
	KSI	1.6	4	0	2	0	2	0	0	0	1	1	-	-
	Slightly Injured	1.4	0	0	6	1	0	2	3	1	3	3	-	-
	Total	3.0	4	0	8	1	2	2	3	1	4	4	-	-

Table O-3ii. Casualties by objects hit off carriageway by severity and year

Object hit off carriageway	Casualty Severity	2005-2009										2013 per cent change from BSL average	2013 per cent change from 2012
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013		
Telegraph or electricity pole	Killed	0.4	1	1	0	0	0	0	0	1	0	-	-
	Seriously Injured	4.4	7	6	5	3	1	2	2	3	2	-	-
	KSI	4.8	8	7	5	3	1	2	2	4	2	-	-
	Slightly Injured	21.8	24	20	20	20	25	8	20	17	9	-58.7	-47.1
	Total	26.6	32	27	25	23	26	10	22	21	11	-58.6	-47.6
Tree	Killed	33.2	33	38	35	34	26	24	32	19	21	-36.7	10.5
	Seriously Injured	126.0	157	125	120	124	104	90	110	89	88	-30.2	-1.1
	KSI	159.2	190	163	155	158	130	114	142	108	109	-31.5	0.9
	Slightly Injured	493.2	515	535	497	448	471	420	406	401	352	-28.6	-12.2
	Total	652.4	705	698	652	606	601	534	548	509	461	-29.3	-9.4
Wall or fence	Killed	0.0	0	0	0	0	0	0	1	1	3	-	-
	Seriously Injured	0.0	0	0	0	0	0	0	3	6	25	-	-
	KSI	0.0	0	0	0	0	0	0	4	7	28	-	-
	Slightly Injured	0.0	0	0	0	0	0	0	5	31	90	-	190.3
	Total	0.0	0	0	0	0	0	0	9	38	118	-	210.5
Other permanent object	Killed	20.4	24	22	22	19	15	20	10	10	10	-51.0	-
	Seriously Injured	108.2	140	122	116	94	69	85	89	68	54	-50.1	-20.6
	KSI	128.6	164	144	138	113	84	105	99	78	64	-50.2	-17.9
	Slightly Injured	573.4	677	584	634	508	464	456	413	332	271	-52.7	-18.4
	Total	702.0	841	728	772	621	548	561	512	410	335	-52.3	-18.3
None	Total	15,720.8	17,414	16,888	16,109	14,468	13,725	13,168	13,200	12,325	12,114	-22.9	-1.7

Table O-4 Casualties by objects hit off carriageway by road type and year

Road Classification		2005-2009										2013 per cent change from BSL average	2013 per cent change from 2012		
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013				
Motorway -	Killed	79.2	98	81	75	77	65	51	45	28	48	-39.4	71.4		
	Seriously Injured	406.0	430	404	470	356	370	306	278	253	245	-39.7	-3.2		
	KSI	485.2	528	485	545	433	435	357	323	281	293	-39.6	4.3		
	Slightly Injured	2,980.2	3,302	3,184	2,994	2,715	2,706	2,417	2,136	2,163	1,889	-36.6	-12.7		
	Total	3,465.4	3,830	3,669	3,539	3,148	3,141	2,774	2,459	2,444	2,182	-37.0	-10.7		
A-road	Dual Carriageway Built-up	Killed	1.8	0	2	2	4	1	0	4	1	1	-	-	
		Seriously Injured	14.0	11	16	11	14	18	10	9	8	7	-	-	
		KSI	15.8	11	18	13	18	19	10	13	9	8	-49.4	-	
		Slightly Injured	96.0	110	86	85	96	103	62	82	71	68	-29.2	-4.2	
		Total	111.8	121	104	98	114	122	72	95	80	76	-32.0	-5.0	
	Non Built-up	Killed	56.2	69	54	57	64	37	41	46	36	32	-43.1	-11.1	
		Seriously Injured	276.8	387	304	256	231	206	230	210	215	170	-38.6	-20.9	
		KSI	333.0	456	358	313	295	243	271	256	251	202	-39.3	-19.5	
		Slightly Injured	1,647.0	1,842	1,726	1,686	1,510	1,471	1,422	1,356	1,252	1,243	-24.5	-0.7	
		Total	1,980.0	2,298	2,084	1,999	1,805	1,714	1,693	1,612	1,503	1,445	-27.0	-3.9	
	A-road	Single Carriageway Built-up	Killed	1.6	1	1	0	5	1	1	0	2	0	-	-
			Seriously Injured	8.4	10	6	15	6	5	6	15	7	6	-	-
			KSI	10.0	11	7	15	11	6	7	15	9	6	-	-
			Slightly Injured	45.4	44	47	43	51	42	33	43	28	44	-3.1	57.1
Total			55.4	55	54	58	62	48	40	58	37	50	-9.7	35.1	
Non Built-up		Killed	15.8	24	17	11	19	8	12	14	9	8	-49.4	-	
		Seriously Injured	61.4	83	75	58	55	36	44	50	55	47	-23.5	-14.5	
		KSI	77.2	107	92	69	74	44	56	64	64	55	-28.8	-14.1	
		Slightly Injured	292.2	359	305	319	232	246	219	232	220	171	-41.5	-22.3	
		Total	369.4	466	397	388	306	290	275	296	284	226	-38.8	-20.4	
Other	Total	0.0	0	0	0	0	0	0	0	0	1	-	-		

Table O-5 Top 20 contributory factors for collisions involving objects hit on carriageway by year

No.	Contributory Factors	2005-2009											2013 per cent	2013 per cent
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	change from BSL average	change from 2012	
1	410 Loss of control	268.2	295	298	245	285	218	202	201	172	192	-28.4	11.6	
2	405 Failed to look properly	154.4	140	170	167	146	149	155	142	116	144	-6.7	24.1	
3	602 Careless, reckless or in a hurry	96.0	102	104	112	84	78	76	79	69	91	-5.2	31.9	
4	103 Slippery road (due to weather)	97.4	105	86	99	99	98	94	52	72	78	-19.9	8.3	
5	403 Poor turn or manoeuvre	93.8	102	97	84	82	104	75	65	63	71	-24.3	12.7	
6	409 Swerved	110.6	126	127	110	99	91	87	76	72	68	-38.5	-5.6	
7	406 Failed to judge other person's path or speed	98.2	97	128	101	93	72	74	67	56	67	-31.8	19.6	
8	109 Animal or object in carriageway	97.2	116	99	95	88	88	68	67	57	49	-49.6	-14.0	
9	307 Travelling too fast for conditions	98.6	116	109	108	90	70	55	48	51	49	-50.3	-3.9	
10	408 Sudden braking	71.8	75	85	79	59	61	50	49	36	40	-44.3	11.1	
11	501 Impaired by alcohol	55.4	69	60	50	46	52	39	47	41	38	-31.4	-7.3	
12	503 Fatigue	55.8	68	61	53	50	47	44	39	33	33	-40.9	0.0	
13	509 Distraction in vehicle	30.8	32	35	25	32	30	27	23	31	31	0.6	0.0	
14	308 Following too close	42.0	54	47	37	42	30	25	20	12	29	-31.0	-	
15	601 Aggressive driving	25.0	17	34	25	27	22	20	19	10	27	8.0	-	
16	306 Exceeding speed limit	46.0	59	40	49	44	38	18	32	20	24	-47.8	20.0	
17	707 Rain, sleet, snow, or fog	29.8	37	33	26	31	22	12	18	17	24	-19.5	41.2	
18	605 Learner or inexperienced driver/rider	35.6	38	32	41	31	36	18	24	15	18	-49.4	20.0	
19	603 Nervous, uncertain or panic	20.2	28	23	20	14	16	15	15	17	16	-20.8	-5.9	
20	505 Illness or disability, mental or physical	17.6	17	17	15	15	24	16	27	15	16	-9.1	6.7	

Notes: (a) Values in the table report the number of collisions by severity where at least one of the specified contributory factors was recorded.

Table O-6 Top 20 contributory factors for collisions involving objects hit off carriageway by year

No.	Contributory Factors	2005-2009										2013 per cent	2013 per cent
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	change from BSL average	change from 2012
1	410 Loss of control	1,617.8	1,753	1,724	1,639	1,506	1,467	1,394	1,254	1,253	1,084	-33.0	-13.5
2	405 Failed to look properly	765.8	780	854	759	729	707	752	677	670	654	-14.6	-2.4
3	103 Slippery road (due to weather)	575.6	512	523	552	610	681	640	419	601	522	-9.3	-13.1
4	406 Failed to judge other person's path or speed	587.2	653	621	591	549	522	532	441	474	457	-22.2	-3.6
5	403 Poor turn or manoeuvre	576.2	706	633	574	484	484	471	401	432	441	-23.5	2.1
6	409 Swerved	582.8	669	610	597	528	510	543	480	457	426	-26.9	-6.8
7	602 Careless, reckless or in a hurry	458.2	499	511	499	390	392	382	379	347	356	-22.3	2.6
8	307 Travelling too fast for conditions	502.2	537	530	520	457	467	356	335	410	283	-43.6	-31.0
9	503 Fatigue	368.8	379	406	398	329	332	294	291	265	268	-27.3	1.1
10	408 Sudden braking	328.6	366	355	335	288	299	280	229	244	187	-43.1	-23.4
11	501 Impaired by alcohol	270.4	274	295	286	252	245	203	214	222	172	-36.4	-22.5
12	509 Distraction in vehicle	167.4	205	172	176	147	137	143	147	152	153	-8.6	0.7
13	308 Following too close	194.8	243	206	175	189	161	157	132	150	129	-33.8	-14.0
14	505 Illness or disability, mental or physical	121.6	115	130	120	122	121	112	139	133	122	0.3	-8.3
15	306 Exceeding speed limit	206.4	240	222	213	175	182	162	156	141	121	-41.4	-14.2
16	201 Tyres illegal, defective or under inflated	171.8	191	181	178	154	155	128	131	130	115	-33.1	-11.5
17	707 Rain, sleet, snow, or fog	121.2	122	111	127	133	113	99	84	118	107	-11.7	-9.3
18	601 Aggressive driving	150.2	164	153	151	145	138	118	109	90	107	-28.8	18.9
19	710 Vehicle blind spot	189.4	238	205	162	174	168	161	111	129	99	-47.7	-23.3
20	605 Learner or inexperienced driver/rider	172.6	172	186	193	158	154	118	122	88	92	-46.7	4.5

Notes: (a) Values in the table report the number of collisions by severity where at least one of the specified contributory factors was recorded.

Appendix P: Junction Type

Table P-1 to Table P-7 provide breakdowns of collisions and casualties by junction detail, junction control, road name, road classification, vehicle type, driver age, contributory factors and severity.

Table P-1i. Collisions by junction detail, junction control and year

Junction Detail	Junction Control	2005-2009										2013 per cent	2013 per cent
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	change from BSL average	change from 2012
Crossroads	Auto traffic signal	89.6	82	95	83	103	85	70	71	51	61	-31.9	19.6
	Stop sign	3.2	6	3	4	1	2	2	1	5	1	-	-
	Give way or uncontrolled	82.8	102	83	80	87	62	79	54	76	54	-34.8	-28.9
	Other	0.4	1	0	0	1	0	0	0	0	0	-	-
	Total	176.0	191	181	167	192	149	151	126	132	116	-34.1	-12.1
Junction - more than 4 arms (not roundabout)	Auto traffic signal	28.8	27	27	29	30	31	17	33	40	6	-79.2	-85.0
	Stop sign	1.0	1	1	2	0	1	0	0	0	0	-	-
	Give way or uncontrolled	34.8	34	35	34	34	37	29	32	32	18	-48.3	-43.8
	Other	0.4	1	0	0	1	0	0	0	0	0	-	-
	Total	65.0	63	63	65	65	69	46	65	72	24	-63.1	-66.7
Mini-roundabout	Auto traffic signal	0.8	0	0	4	0	0	0	0	0	1	-	-
	Stop sign	0.2	0	1	0	0	0	0	0	0	0	-	-
	Give way or uncontrolled	5.6	7	3	7	2	9	8	0	3	1	-	-
	Other	0.0	0	0	0	0	0	0	0	0	0	-	-
	Total	6.6	7	4	11	2	9	8	0	3	2	-	-
Private drive or entrance	Auto traffic signal	0.2	1	0	0	0	0	0	0	0	0	-	-
	Stop sign	0.0	0	0	0	0	0	0	0	0	1	-	-
	Give way or uncontrolled	107.2	125	104	120	105	82	98	100	83	104	-3.0	25.3
	Other	5.0	12	2	3	4	4	7	0	0	2	-	-
	Total	112.4	138	106	123	109	86	105	100	83	107	-4.8	28.9
Roundabout	Auto traffic signal	293.6	290	272	306	278	322	245	389	349	313	6.6	-10.3
	Stop sign	9.0	11	6	10	10	8	7	2	6	4	-	-
	Give way or uncontrolled	1,313.4	1,468	1,405	1,328	1,218	1,148	1,036	1,115	993	897	-31.7	-9.7
	Other	5.2	7	4	6	3	6	4	4	0	5	-	-
	Total	1,621.2	1,776	1,687	1,650	1,509	1,484	1,292	1,510	1,348	1,219	-24.8	-9.6
Slip road	Auto traffic signal	44.4	60	53	41	41	27	43	31	44	24	-45.9	-45.5
	Stop sign	3.4	2	6	4	2	3	3	0	2	1	-	-
	Give way or uncontrolled	1,194.4	1,349	1,334	1,172	1,061	1,056	960	1,033	1,014	899	-24.7	-11.3
	Other	5.4	6	8	4	4	5	3	3	5	4	-	-
	Total	1,247.6	1,417	1,401	1,221	1,108	1,091	1,009	1,067	1,065	928	-25.6	-12.9

Table P-1ii. Collisions by junction detail, junction control and year (Contd.)

Junction Detail	Junction Control	2005-2009										2013 per cent change from BSL average	2013 per cent change from 2012
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013		
T or staggered junction	Auto traffic signal	47.6	44	46	48	41	59	43	47	45	29	-39.1	-35.6
	Stop sign	12.0	10	16	11	11	12	4	7	11	5	-	-
	Give way or uncontrolled	627.0	672	630	679	577	577	525	512	498	481	-23.3	-3.4
	Other	0.8	1	0	0	2	1	0	1	4	0	-	-
	Total	687.4	727	692	738	631	649	572	567	558	515	-25.1	-7.7
Other junction	Total	210.0	213	192	218	226	201	144	141	128	120	-42.9	-6.3
Not at junction or within 20 metres	Total	9,745.0	10,821	10,509	10,072	8,985	8,338	8,087	7,371	7,131	7,114	-27.0	-0.2

Table P-2 Collisions at junctions by top 20 road names and junction detail, 2013

No.	Road Name	Crossroads	Junction - more than 4 arms (not roundabout)	Mini-roundabout	Private drive or entrance	Roundabout	Slip road	T or staggered junction	Other junction	Total
1	A5	14	0	0	19	59	8	55	1	156
2	A27	14	2	0	6	68	9	25	0	124
3	A1	0	0	0	7	21	49	28	17	122
4	M1	0	2	0	2	25	76	1	0	106
5	A38	0	0	0	1	36	40	22	4	103
6	A46	1	0	0	1	64	10	14	1	91
7	M25	0	1	0	0	24	60	0	3	88
8	M6	0	0	0	0	18	58	6	4	86
9	A30	6	2	0	0	36	17	11	6	78
10	A2	3	1	0	0	23	45	4	1	77
11	A19	1	1	0	2	34	29	8	1	76
12	A47	5	1	0	6	30	6	23	2	73
13	A12	0	0	0	0	22	28	12	5	67
14	A52	3	0	0	6	27	8	16	2	62
15	A50	0	0	0	0	30	24	7	0	61
16	A14	0	1	0	1	24	16	8	8	58
17	A34	4	0	0	0	30	21	2	0	57
18	A1(M)	0	0	0	0	20	26	2	2	50
19	A36	2	0	0	6	11	2	24	1	46
20	A49	6	0	0	0	3	1	21	12	43

Notes: (a) Ranked by Total.

Table P-3 Casualties by junction detail, severity and year

Junction Detail	Casualty Severity	2005-2009										2013 per cent change from BSL average	2013 per cent change from 2012
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013		
Crossroads	Killed	4.6	6	0	6	7	4	3	7	0	1	-	-
	Seriously Injured	31.8	47	18	24	46	24	25	25	29	23	-27.7	-20.7
	KSI	36.4	53	18	30	53	28	28	32	29	24	-34.1	-17.2
	Slightly Injured	246.8	275	241	249	256	213	219	198	199	171	-30.7	-14.1
	Total	283.2	328	259	279	309	241	247	230	228	195	-31.1	-14.5
Junction - more than 4 arms (not roundabout)	Killed	1.8	1	2	0	4	2	1	0	2	0	-	-
	Seriously Injured	9.6	6	11	11	8	12	10	10	12	3	-	-
	KSI	11.4	7	13	11	12	14	11	10	14	3	-	-
	Slightly Injured	93.6	91	88	93	89	107	65	110	126	39	-58.3	-69.0
	Total	105.0	98	101	104	101	121	76	120	140	42	-60.0	-70.0
Mini-roundabout	Killed	0.2	1	0	0	0	0	0	0	0	0	-	-
	Seriously Injured	0.8	2	0	2	0	0	0	0	0	0	-	-
	KSI	1.0	3	0	2	0	0	0	0	0	0	-	-
	Slightly Injured	8.4	6	6	15	2	13	12	0	3	6	-	-
	Total	9.4	9	6	17	2	13	12	0	3	6	-	-
Private drive or entrance	Killed	2.6	7	2	4	0	0	1	1	3	3	-	-
	Seriously Injured	22.8	29	28	25	17	15	19	19	19	23	0.9	21.1
	KSI	25.4	36	30	29	17	15	20	20	22	26	2.4	18.2
	Slightly Injured	167.0	206	152	162	180	135	154	133	103	142	-15.0	37.9
	Total	192.4	242	182	191	197	150	174	153	125	168	-12.7	34.4
Roundabout	Killed	5.8	8	2	3	11	5	1	10	3	5	-	-
	Seriously Injured	123.4	127	114	146	108	122	111	117	100	95	-23.0	-5.0
	KSI	129.2	135	116	149	119	127	112	127	103	100	-22.6	-2.9
	Slightly Injured	2,007.8	2,200	2,055	2,049	1,894	1,841	1,611	1,937	1,735	1,566	-22.0	-9.7
	Total	2,137.0	2,335	2,171	2,198	2,013	1,968	1,723	2,064	1,838	1,666	-22.0	-9.4
Slip road	Killed	26.2	34	34	25	23	15	18	18	13	12	-54.2	-
	Seriously Injured	169.6	211	184	195	122	136	144	151	117	139	-18.0	18.8
	KSI	195.8	245	218	220	145	151	162	169	130	151	-22.9	16.2
	Slightly Injured	1,700.4	1,947	1,883	1,689	1,450	1,533	1,407	1,511	1,482	1,287	-24.3	-13.2
	Total	1,896.2	2,192	2,101	1,909	1,595	1,684	1,569	1,680	1,612	1,438	-24.2	-10.8
T or staggered junction	Killed	23.2	29	21	30	21	15	14	16	15	18	-22.4	20.0
	Seriously Injured	129.8	144	119	127	107	152	113	101	110	92	-29.1	-16.4
	KSI	153.0	173	140	157	128	167	127	117	125	110	-28.1	-12.0
	Slightly Injured	931.4	986	976	1,003	846	846	768	853	769	731	-21.5	-4.9
	Total	1,084.4	1,159	1,116	1,160	974	1,013	895	970	894	841	-22.4	-5.9
Other junction	Total	336.8	359	321	331	345	328	220	219	226	182	-46.0	-19.5
Not at junction or within 20 metres	Total	15,658.4	17,462	16,939	16,002	14,367	13,522	13,106	12,284	11,607	11,556	-26.2	-0.4

Table P-4 Casualties at junctions by vehicle type and year

Vehicle Type	2005-2009 BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	2013 per cent change from BSL average	2013 per cent change from 2012
Agricultural vehicle	2.4	3	4	3	2	0	6	4	2	3	-	-
Bus or coach	54.2	32	41	117	45	36	43	41	45	66	21.8	46.7
Car	4,997.2	5,593	5,185	5,015	4,549	4,643	4,082	4,488	4,197	3,692	-26.1	-12.0
Other goods vehicle	230.6	260	262	219	239	173	181	205	199	183	-20.6	-8.0
HGV	183.8	207	196	207	161	148	121	110	111	108	-41.2	-2.7
Motorcycle	452.2	495	442	505	420	399	373	451	373	366	-19.1	-1.9
Pedal cycle	101.2	114	105	101	91	95	86	115	118	102	0.8	-13.6
Other	23.0	18	22	22	29	24	24	22	21	18	-21.7	-14.3
Total	6,044.6	6,722	6,257	6,190	5,536	5,518	4,916	5,436	5,066	4,538	-24.9	-10.4

Table P-5i. Casualties at junctions by driver age, severity and year

Driver Age Band	Casualty Severity	2005-2009 BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	2013 per cent change from BSL average	2013 per cent change from 2012
Underage Motorist (0-16)	Killed	0.0	0	0	0	0	0	0	0	0	0	-	-
	Seriously Injured	0.2	1	0	0	0	0	0	0	0	0	-	-
	KSI	0.2	1	0	0	0	0	0	0	0	0	-	-
	Slightly Injured	2.4	3	4	1	3	1	1	0	0	2	-	-
	Total	2.6	4	4	1	3	1	1	0	0	2	-	-
Young Motorist (17-24)	Killed	9.6	16	10	11	9	2	4	11	4	7	-	-
	Seriously Injured	77.8	101	91	73	55	69	52	63	49	33	-57.6	-32.7
	KSI	87.4	117	101	84	64	71	56	74	53	40	-54.2	-24.5
	Slightly Injured	1,007.8	1,073	1,061	1,001	955	949	805	856	737	654	-35.1	-11.3
	Total	1,095.2	1,190	1,162	1,085	1,019	1,020	861	930	790	694	-36.6	-12.2
Other Motorist (25-59)	Killed	27.0	33	31	30	22	19	15	20	15	12	-55.6	-20.0
	Seriously Injured	220.2	258	196	260	192	195	199	172	147	152	-31.0	3.4
	KSI	247.2	291	227	290	214	214	214	192	162	164	-33.7	1.2
	Slightly Injured	3,426.8	3,841	3,587	3,473	3,122	3,111	2,798	3,056	2,963	2,577	-24.8	-13.0
	Total	3,674.0	4,132	3,814	3,763	3,336	3,325	3,012	3,248	3,125	2,741	-25.4	-12.3
Older Motorist (60-69)	Killed	5.6	5	6	8	7	2	2	0	2	5	-	-
	Seriously Injured	29.6	39	21	25	34	29	26	28	26	42	41.9	61.5
	KSI	35.2	44	27	33	41	31	28	28	28	47	33.5	67.9
	Slightly Injured	333.8	350	344	333	316	326	279	351	315	281	-15.8	-10.8
	Total	369.0	394	371	366	357	357	307	379	343	328	-11.1	-4.4
Elderly Motorist (70+)	Killed	13.2	16	11	15	13	11	8	11	9	7	-	-
	Seriously Injured	35.0	36	40	33	27	39	29	32	34	34	-2.9	0.0
	KSI	48.2	52	51	48	40	50	37	43	43	41	-14.9	-4.7
	Slightly Injured	208.6	240	202	224	183	194	167	204	209	203	-2.7	-2.9
	Total	256.8	292	253	272	223	244	204	247	252	244	-5.0	-3.2

Table P-5ii. Casualties at junctions by driver age, severity and year (Contd.)

Driver Age Band	Casualty Severity	2005-2009										2013 per cent change from BSL average	2013 per cent change from 2012	
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013			
Underage Rider (0-15)	Killed	0.0	0	0	0	0	0	0	0	0	0	0	-	-
	Seriously Injured	0.2	1	0	0	0	0	0	0	0	0	0	-	-
	KSI	0.2	1	0	0	0	0	0	0	0	0	0	-	-
	Slightly Injured	0.0	0	0	0	0	0	0	0	0	0	0	-	-
	Total	0.2	1	0	0	0	0	0	0	0	0	0	-	-
Young Rider (16-19)	Killed	1.0	1	1	1	1	1	0	1	0	1	1	-	-
	Seriously Injured	8.8	9	13	12	7	3	4	13	8	4	4	-	-
	KSI	9.8	10	14	13	8	4	4	14	8	5	5	-	-
	Slightly Injured	40.6	46	45	47	35	30	17	56	35	32	32	-21.2	-8.6
	Total	50.4	56	59	60	43	34	21	70	43	37	37	-26.6	-14.0
Other Rider (20-59)	Killed	10.4	12	6	12	18	4	5	5	12	8	8	-	-
	Seriously Injured	110.8	109	116	119	96	114	99	105	105	92	92	-17.0	-12.4
	KSI	121.2	121	122	131	114	118	104	110	117	100	100	-17.5	-14.5
	Slightly Injured	254.4	290	239	283	239	221	209	234	182	195	195	-23.3	7.1
	Total	375.6	411	361	414	353	339	313	344	299	295	295	-21.5	-1.3
Older Rider (60-69)	Killed	0.6	0	0	1	1	1	1	1	0	1	1	-	-
	Seriously Injured	6.0	5	6	7	5	7	8	8	10	9	9	-	-
	KSI	6.6	5	6	8	6	8	9	9	10	10	10	-	-
	Slightly Injured	9.0	5	7	14	8	11	21	17	13	12	12	-	-
	Total	15.6	10	13	22	14	19	30	26	23	22	22	41.0	-4.3
Elderly Rider (70+)	Killed	0.8	3	0	0	0	1	0	3	1	0	0	-	-
	Seriously Injured	2.8	2	2	3	5	2	2	1	1	3	3	-	-
	KSI	3.6	5	2	3	5	3	2	4	2	3	3	-	-
	Slightly Injured	2.0	2	3	3	1	1	2	4	3	7	7	-	-
	Total	5.6	7	5	6	6	4	4	8	5	10	10	-	-
Unknown	-	199.4	225	215	200	182	175	163	184	186	165	165	-17.3	-11.3

Table P-6 Top 20 contributory factors for collisions at junctions by year

No	Contributory Factors	2005-2009 BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	2013 per cent change from BSL average	2013 per cent change from 2012
1	405 Failed to look properly	1,278.0	1,189	1,339	1,349	1,267	1,246	1,163	1,323	1,521	1,142	-10.6	-24.9
2	406 Failed to judge other person's path or speed	967.4	985	1,017	1,005	921	909	879	938	1,030	879	-9.1	-14.7
3	403 Poor turn or manoeuvre	549.8	582	577	571	518	501	495	523	555	464	-15.6	-16.4
4	602 Careless, reckless or in a hurry	433.2	473	441	486	405	361	358	403	456	332	-23.4	-27.2
5	408 Sudden braking	333.2	349	353	355	259	350	248	344	320	295	-11.5	-7.8
6	308 Following too close	364.8	413	397	337	331	346	292	318	362	272	-25.4	-24.9
7	410 Loss of control	428.8	487	487	448	381	341	353	329	343	260	-39.4	-24.2
8	307 Travelling too fast for conditions	328.4	388	360	351	275	268	223	221	245	164	-50.1	-33.1
9	103 Slippery road (due to weather)	273.0	295	261	285	255	269	249	165	248	159	-41.8	-35.9
10	409 Swerved	152.8	166	181	149	127	141	139	143	124	114	-25.4	-8.1
11	501 Impaired by alcohol	114.8	125	118	127	101	103	77	102	98	84	-26.8	-14.3
12	401 Junction overshoot	126.4	161	142	125	110	94	105	106	114	79	-37.5	-30.7
13	605 Learner or inexperienced driver/rider	131.2	133	144	135	134	110	88	101	92	77	-41.3	-16.3
14	509 Distraction in vehicle	56.4	62	55	58	43	64	55	84	98	70	24.1	-28.6
15	404 Failed to signal or misleading signal	83.0	78	87	92	70	88	60	68	80	70	-15.7	-12.5
16	306 Exceeding speed limit	99.6	113	89	110	93	93	77	74	80	68	-31.7	-15.0
17	603 Nervous, uncertain or panic	80.4	86	89	87	75	65	72	75	93	65	-19.2	-30.1
18	402 Junction restart (moving off at junction)	134.0	171	137	130	120	112	93	103	91	64	-52.2	-29.7
19	706 Dazzling sun	63.2	68	64	71	64	49	47	41	68	60	-5.1	-11.8
20	601 Aggressive driving	79.0	77	86	83	71	78	64	74	87	58	-26.6	-33.3

Notes: (a) Values in the table report the number of collisions at junctions where at least one of the specified contributory factors was recorded.

Table P-7 Top 20 contributory factors for collision not at Junctions by year

No	Contributory Factors	2005-2009											2013 per cent	2013 per cent
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	change from BSL average	change from 2012	
1	405 Failed to look properly	2,026.4	1,866	2,258	2,154	2,048	1,806	2,076	1,972	1,954	1,850	-8.7	-5.3	
2	406 Failed to judge other person's path or speed	1,999.2	2,075	2,198	2,108	1,919	1,696	1,827	1,643	1,781	1,683	-15.8	-5.5	
3	410 Loss of control	1,987.6	2,101	2,115	2,014	1,878	1,830	1,736	1,532	1,563	1,385	-30.3	-11.4	
4	308 Following too close	1,373.0	1,657	1,485	1,398	1,198	1,127	1,148	1,032	1,047	984	-28.3	-6.0	
5	408 Sudden braking	1,133.8	1,259	1,220	1,137	1,026	1,027	1,012	888	921	834	-26.4	-9.4	
6	103 Slippery road (due to weather)	876.8	860	818	843	904	959	950	593	842	733	-16.4	-12.9	
7	602 Careless, reckless or in a hurry	930.8	981	1,054	1,014	839	766	756	762	703	720	-22.6	2.4	
8	403 Poor turn or manoeuvre	902.4	1,027	1,021	912	794	758	662	633	649	686	-24.0	5.7	
9	409 Swerved	778.8	862	802	808	714	708	712	612	623	584	-25.0	-6.3	
10	307 Travelling too fast for conditions	962.6	1,125	1,054	976	858	800	710	577	671	510	-47.0	-24.0	
11	503 Fatigue	547.2	582	600	573	501	480	474	433	440	418	-23.6	-5.0	
12	509 Distraction in vehicle	307.6	359	305	317	291	266	278	279	302	332	7.9	9.9	
13	501 Impaired by alcohol	356.2	362	393	376	323	327	285	267	272	234	-34.3	-14.0	
14	710 Vehicle blind spot	362.0	465	387	336	323	299	314	249	249	221	-39.0	-11.2	
15	306 Exceeding speed limit	279.2	309	317	294	246	230	220	212	165	181	-35.2	9.7	
16	505 Illness or disability, mental or physical	162.0	135	173	171	172	159	158	178	161	177	9.3	9.9	
17	707 Rain, sleet, snow, or fog	220.4	243	219	208	240	192	180	132	228	169	-23.3	-25.9	
18	605 Learner or inexperienced driver/rider	276.4	286	295	300	259	242	187	182	152	169	-38.9	11.2	
19	601 Aggressive driving	228.6	243	233	235	211	221	175	167	180	158	-30.9	-12.2	
20	201 Tyres illegal, defective or under inflated	223.4	250	230	236	203	198	185	167	175	142	-36.4	-18.9	

Notes: (a) Values in the table report the number of collisions not at junctions where at least one of the specified contributory factors was recorded.

Appendix Q: Tyres

Table Q-1 to Table Q-4 provide breakdowns of collisions and casualties involving illegal, defective or under inflated tyres by road name, road surface condition, weather condition, casualty type contributory factors and severity.

Table Q-1 Casualties involving illegal defective or under inflated tyres by severity and year

Casualty Severity	2005-2009 BSL average											2013 per cent change from BSL average	2013 per cent change from 2012
	2005	2006	2007	2008	2009	2010	2011	2012	2013				
Killed	9.8	9	11	12	9	8	2	9	4	2	-	-	
Seriously Injured	50.6	76	50	48	42	37	37	45	37	27	-46.6	-27.0	
KSI	60.4	85	61	60	51	45	39	54	41	29	-52.0	-29.3	
Slightly Injured	354.4	402	351	383	311	325	335	258	290	196	-44.7	-32.4	
Total	414.8	487	412	443	362	370	374	312	331	225	-45.8	-32.0	

Table Q-2 Collisions involving illegal, defective or under inflated tyres by top 20 road names and year

No.	Road Name	2005-2009 BSL average										2013 per cent change from BSL average	2013 per cent change from 2012
		2005	2006	2007	2008	2009	2010	2011	2012	2013			
1	M6	26.2	30	33	25	22	14	22	11	15	-42.7	-	
2	M25	14.4	15	13	16	13	11	13	15	10	-	-33.3	
3	M4	14.0	14	16	13	11	8	9	11	9	-	-	
4	M40	19.2	16	20	21	15	12	14	10	8	-58.3	-	
5	M1	22.8	32	29	17	18	15	6	19	7	-69.3	-63.2	
6	A1(M)	6.2	6	5	9	6	5	2	4	6	-	-	
7	M5	8.2	9	10	8	11	8	9	6	5	-	-	
8	M3	5.6	6	12	4	4	10	4	4	5	-	-	
9	M11	2.4	2	4	2	1	2	2	3	5	-	-	
10	A2	2.8	5	0	4	4	2	1	0	5	-	-	
11	A38	5.8	5	5	8	7	7	5	8	4	-	-	
12	A34	4.0	3	3	5	4	1	3	8	4	-	-	
13	M2	1.6	3	1	2	2	2	2	3	4	-	-	
14	A1	14.6	22	15	17	13	10	12	0	4	-	-	
15	A64	2.4	1	1	2	4	2	2	0	4	-	-	
16	M20	4.6	3	4	3	6	5	3	9	3	-	-	
17	A12	2.8	6	2	4	0	2	0	7	3	-	-	
18	A3	2.4	5	2	2	2	3	7	3	3	-	-	
19	M42	2.2	2	3	1	4	2	0	3	3	-	-	
20	A11	3.2	1	5	3	3	3	2	2	3	-	-	

Notes: (a) Ranked by 2013.

Table Q-3 Collisions involving illegal, defective or under inflated tyres by road surface conditions, weather conditions and year

Road surface condition	Weather	2005-2009										2013 per cent change from BSL average	2013 per cent change from 2012
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013		
Dry	Fine	183.4	218	182	195	161	161	144	142	121	110	-40.0	-9.1
	Fog or mist	0.2	1	0	0	0	0	0	0	1	0	-	-
	Rain	0.0	0	0	0	0	0	0	0	2	0	-	-
	Snow	0.0	0	0	0	0	0	0	0	0	0	-	-
	Other/unknown	0.6	1	1	0	1	0	2	3	2	2	-	-
Frost or ice or snow	Fine	1.0	0	1	1	1	2	4	1	2	0	-	-
	Fog or mist	0.0	0	0	0	0	0	0	0	0	0	-	-
	Rain	0.0	0	0	0	0	0	0	0	0	1	-	-
	Snow	0.6	0	0	0	0	3	1	0	0	0	-	-
	Other/unknown	0.2	0	1	0	0	0	1	0	1	1	-	-
Wet or damp	Fine	30.4	33	41	29	27	22	26	16	26	23	-24.3	-11.5
	Fog or mist	1.0	0	2	1	1	1	3	2	0	0	-	-
	Rain	30.4	25	33	29	36	29	19	23	35	17	-44.1	-51.4
	Snow	0.4	1	0	0	1	0	0	0	2	1	-	-
	Other/unknown	2.2	3	2	2	3	1	4	1	2	1	-	-
Other	Summation of other codes	0.8	0	1	1	2	0	0	1	0	2	-	-

Table Q-4 Casualties involving illegal, defective or under inflated tyres by casualty type, severity and year

Casualty type	Casualty severity	2005-2009										2013 per cent	2013 per cent
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	change from BSL average	change from 2012
Car occupants	Killed	7.2	8	8	8	8	4	0	7	4	2	-	-
	Seriously Injured	36.4	61	34	33	25	29	24	36	29	18	-50.5	-37.9
	KSI	43.6	69	42	41	33	33	24	43	33	20	-54.1	-39.4
	Slightly Injured	304.6	342	304	339	254	284	283	221	246	162	-46.8	-34.1
	Total	348.2	411	346	380	287	317	307	264	279	182	-47.7	-34.8
PTW users	Killed	1.2	0	1	2	1	2	1	1	0	0	-	-
	Seriously Injured	6.0	5	7	3	9	6	9	5	6	8	-	-
	KSI	7.2	5	8	5	10	8	10	6	6	8	-	-
	Slightly Injured	9.8	13	6	4	14	12	9	5	3	9	-	-
	Total	17.0	18	14	9	24	20	19	11	9	17	0.0	-
HGV occupant	Killed	0.2	0	0	1	0	0	1	0	0	0	-	-
	Seriously Injured	1.4	0	1	5	1	0	0	2	0	1	-	-
	KSI	1.6	0	1	6	1	0	1	2	0	1	-	-
	Slightly Injured	7.0	6	10	8	7	4	5	3	8	7	-	-
	Total	8.6	6	11	14	8	4	6	5	8	8	-	-
Goods vehicle occupant	Killed	0.6	1	2	0	0	0	0	0	0	0	-	-
	Seriously Injured	5.6	7	7	6	7	1	3	2	1	0	-	-
	KSI	6.2	8	9	6	7	1	3	2	1	0	-	-
	Slightly Injured	27.6	35	26	30	27	20	33	28	31	15	-45.7	-51.6
	Total	33.8	43	35	36	34	21	36	30	32	15	-55.6	-53.1
Any other casualty type	Killed	0.6	0	0	1	0	2	0	1	0	0	-	-
	Seriously Injured	1.2	3	1	1	0	1	1	0	1	0	-	-
	KSI	1.8	3	1	2	0	3	1	1	1	0	-	-
	Slightly Injured	5.4	6	5	2	9	5	5	1	2	3	-	-
	Total	7.2	9	6	4	9	8	6	2	3	3	-	-

Table Q-5 Top 20 contributory factors involving illegal, defective or under inflated tyres by year

No.	Contributory Factors	2005-2009 BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	2013 per cent change from BSL average	2013 per cent change from 2012
1	201 Tyres illegal, defective or under inflated	252.2	284	266	258	233	220	204	189	195	158	-37.4	-19.0
2	410 Loss of control	97.2	95	99	97	100	95	84	71	65	62	-36.2	-4.6
3	103 Slippery road (due to weather)	22.0	17	25	23	26	19	29	14	30	14	-36.4	-53.3
4	306 Exceeding speed limit	9.0	15	4	11	6	9	5	6	5	9	-	-
5	403 Poor turn or manoeuvre	5.8	10	7	7	2	3	5	4	5	9	-	-
6	602 Careless, reckless or in a hurry	12.8	17	14	18	9	6	15	14	11	8	-	-
7	409 Swerved	13.2	8	10	20	12	16	10	23	9	8	-	-
8	405 Failed to look properly	9.2	11	9	7	10	9	10	7	8	8	-	-
9	406 Failed to judge other person's path or speed	8.6	5	10	9	10	9	9	5	13	7	-	-
10	503 Fatigue	7.6	11	9	8	6	4	7	4	4	7	-	-
11	206 Overloaded or poorly loaded vehicle or trailer	4.8	7	3	4	9	1	6	5	4	6	-	-
12	307 Travelling too fast for conditions	18.8	24	15	21	23	11	10	5	19	5	-73.4	-73.7
13	308 Following too close	7.0	8	9	5	4	9	11	5	9	5	-	-
14	408 Sudden braking	9.0	10	8	6	14	7	17	13	7	5	-	-
15	501 Impaired by alcohol	7.4	12	5	5	9	6	3	2	3	5	-	-
16	204 Defective steering or suspension	6.8	5	8	9	7	5	3	3	6	3	-	-
17	603 Nervous, uncertain or panic	2.8	2	4	2	3	3	8	3	4	3	-	-
18	203 Defective brakes	3.0	7	2	1	2	3	0	1	1	3	-	-
19	707 Rain, sleet, snow, or fog	2.8	3	2	4	3	2	3	3	6	2	-	-
20	401 Junction overshoot	1.4	2	0	1	1	3	0	2	1	2	-	-

Notes: (a) Values in the table report the number of collisions by severity where at least one of the specified contributory factors was recorded.

Appendix R: Goods Vehicles: LGVs (Other GV) and HGVs

Table R-1 to Table R-7 provide breakdowns of collisions and casualties involving LGVs (other GVs) and HGVs by road name, casualty age, contributory factors and severity.

Table R-1 Casualties involving LGVs (other GV) and HGVs by severity and year

Vehicle Type	Casualty Severity	2005-2009 BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	2013 per cent change from BSL average	2013 per cent change from 2012
HGV	Killed	127.4	157	143	143	117	77	86	82	87	89	-30.1	2.3
	Seriously Injured	428.6	561	455	439	365	323	323	281	290	349	-18.6	20.3
	KSI	556.0	718	598	582	482	400	409	363	377	438	-21.2	16.2
	Slightly Injured	3,831.6	4,414	4,204	4,156	3,512	2,872	2,913	2,878	2,626	2,672	-30.3	1.8
	Total	4,387.6	5,132	4,802	4,738	3,994	3,272	3,322	3,241	3,003	3,110	-29.1	3.6
LGV (Other GV)	Killed	43.2	45	39	56	44	32	42	37	30	28	-35.2	-6.7
	Seriously Injured	232.6	287	262	207	195	212	188	188	184	177	-23.9	-3.8
	KSI	275.8	332	301	263	239	244	230	225	214	205	-25.7	-4.2
	Slightly Injured	2,536.2	2,785	2,737	2,490	2,393	2,276	2,117	2,259	2,019	2,037	-19.7	0.9
	Total	2,812.0	3,117	3,038	2,753	2,632	2,520	2,347	2,484	2,233	2,242	-20.3	0.4

Notes: (a) Values in the table report the number of casualties where at least one of the specified vehicles was recorded as being involved.

Table R-2 Casualties involving LGV (other GV) by top 20 road names and year

No.	Road Name	2005-2009											2013 per cent	2013 per cent
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	change from BSL average	change from 2012	
1	M1	275.4	340	264	291	250	232	183	192	216	169	-38.6	-21.8	
2	M6	244.4	242	277	275	253	175	190	216	162	157	-35.8	-3.1	
3	M25	192.2	248	207	179	187	140	155	202	185	143	-25.6	-22.7	
4	M4	87.0	76	100	100	77	82	84	94	73	92	5.7	26.0	
5	A1	149.8	191	172	117	135	134	101	107	79	90	-39.9	13.9	
6	A27	66.6	81	69	69	57	57	64	64	51	85	27.6	66.7	
7	A249	4.4	8	8	5	0	1	3	2	3	74	-	-	
8	A1(M)	66.4	45	60	100	67	60	76	57	62	71	6.9	14.5	
9	A38	45.2	50	40	52	44	40	43	39	57	65	43.8	14.0	
10	A5	49.6	48	56	54	39	51	53	71	52	63	27.0	21.2	
11	M62	113.4	140	121	113	109	84	88	194	90	53	-53.3	-41.1	
12	A14	78.6	114	61	59	80	79	65	49	67	49	-37.7	-26.9	
13	M40	64.8	66	62	77	70	49	49	47	34	47	-27.5	38.2	
14	A34	29.6	21	32	37	33	25	18	32	35	44	48.6	25.7	
15	A3	37.2	58	38	35	26	29	48	34	53	40	7.5	-24.5	
16	M5	81.4	85	83	86	72	81	62	128	49	40	-50.9	-18.4	
17	M3	49.6	50	61	44	36	57	51	41	55	39	-21.4	-29.1	
18	A12	49.0	72	44	37	40	52	36	29	20	37	-24.5	85.0	
19	A46	62.8	68	81	67	53	45	34	40	38	36	-42.7	-5.3	
20	M42	22.8	25	7	17	30	35	10	34	21	35	53.5	66.7	

Notes: (a) Values in the table report the number of casualties where at least one LGV (other GV) was recorded as being involved.

Table R-3 Casualties involving HGVs by top 20 road names and year

No.	Road Name	2005-2009 BSL average	2013 per cent change from BSL average										2013 per cent change from 2012
			2005	2006	2007	2008	2009	2010	2011	2012	2013		
1	M25	522.4	679	562	596	454	321	351	377	331	376	-28.0	13.6
2	M6	468.6	566	541	490	408	338	382	323	321	334	-28.7	4.0
3	M1	494.8	633	500	582	421	338	358	292	315	292	-41.0	-7.3
4	A1	205.0	274	205	209	176	161	146	151	118	152	-25.9	28.8
5	M62	151.2	177	179	150	160	90	170	110	117	103	-31.9	-12.0
6	A14	174.6	209	186	190	160	128	144	118	98	86	-50.7	-12.2
7	M4	119.4	146	138	133	112	68	112	94	100	85	-28.8	-15.0
8	M20	103.6	107	95	144	105	67	47	52	88	80	-22.8	-9.1
9	A249	8.0	16	5	1	13	5	6	6	1	78	-	-
10	M40	132.4	144	144	145	123	106	105	83	60	77	-41.8	28.3
11	A50	40.6	29	48	41	40	45	32	34	27	70	72.4	159.3
12	A1(M)	90.0	76	97	101	65	111	78	71	67	66	-26.7	-1.5
13	M5	136.8	165	167	142	109	101	89	151	124	57	-58.3	-54.0
14	A5	70.2	65	82	90	72	42	61	56	64	56	-20.2	-12.5
15	A38	72.4	81	89	87	55	50	55	49	63	55	-24.0	-12.7
16	A34	55.8	52	73	47	56	51	18	35	36	46	-17.6	27.8
17	A19	57.2	80	80	46	39	41	44	21	44	40	-30.1	-9.1
18	A30	22.6	20	23	35	18	17	14	24	28	38	68.1	35.7
19	M42	56.0	53	52	28	101	46	29	45	20	38	-32.1	90.0
20	M3	56.4	63	63	58	57	41	38	51	36	37	-34.4	2.8

Notes: (a) Values in the table report the number of casualties where at least one HGV was recorded as being involved.

Table R-4 Casualties involving HGVs by casualty age, severity and year

Casualty Age Group	Casualty Severity	2005-2009										2013 per cent change from BSL average	2013 per cent change from 2012
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013		
Children (0-15)	Killed	5.0	5	6	5	5	4	4	0	2	1	-	-
	Seriously Injured	10.0	9	18	8	8	7	14	7	5	5	-	-
	KSI	15.0	14	24	13	13	11	18	7	7	6	-60.0	-
	Slightly Injured	150.0	182	155	149	145	119	117	111	84	105	-30.0	25.0
	Total	165.0	196	179	162	158	130	135	118	91	111	-32.7	22.0
Young (16-19)	Killed	6.0	7	8	5	5	5	5	5	3	7	-	-
	Seriously Injured	23.8	37	24	19	21	18	11	12	12	16	-32.8	-
	KSI	29.8	44	32	24	26	23	16	17	15	23	-22.8	53.3
	Slightly Injured	197.8	205	203	252	177	152	123	120	119	102	-48.4	-14.3
	Total	227.6	249	235	276	203	175	139	137	134	125	-45.1	-6.7
Other (20-59)	Killed	100.6	126	116	114	93	54	63	58	58	60	-40.4	3.4
	Seriously Injured	337.2	441	350	357	287	251	251	211	219	267	-20.8	21.9
	KSI	437.8	567	466	471	380	305	314	269	277	327	-25.3	18.1
	Slightly Injured	2,997.0	3,499	3,368	3,210	2,701	2,207	2,317	2,208	2,057	2,071	-30.9	0.7
	Total	3,434.8	4,066	3,834	3,681	3,081	2,512	2,631	2,477	2,334	2,398	-30.2	2.7
Older (60-69)	Killed	8.6	9	6	11	8	9	8	8	10	9	-	-
	Seriously Injured	32.8	38	28	33	31	34	30	27	38	22	-32.9	-42.1
	KSI	41.4	47	34	44	39	43	38	35	48	31	-25.1	-35.4
	Slightly Injured	286.2	297	281	313	292	248	227	268	235	228	-20.3	-3.0
	Total	327.6	344	315	357	331	291	265	303	283	259	-20.9	-8.5
Elderly (70+)	Killed	6.8	10	6	7	6	5	6	11	14	12	-	-
	Seriously Injured	19.4	30	28	14	14	11	15	23	15	36	85.6	140.0
	KSI	26.2	40	34	21	20	16	21	34	29	48	83.2	65.5
	Slightly Injured	151.4	159	149	156	171	122	108	137	112	130	-14.1	16.1
	Total	177.6	199	183	177	191	138	129	171	141	178	0.2	26.2
Unknown	Total	55.0	78	56	85	30	26	23	35	20	39	-29.1	95.0

Notes: (a) Values in the table report the number of casualties by casualty age group where at least one HGV was recorded as being involved.

Table R-5 Casualties involving LGVs (other GV) by casualty age, severity and year

Casualty Age Group	Casualty Severity	2005-2009										2013 per cent change from BSL average	2013 per cent change from 2012
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013		
Children (0-15)	Killed	1.4	0	1	2	3	1	3	1	0	1	-	-
	Seriously Injured	7.2	12	5	6	8	5	4	5	5	2	-	-
	KSI	8.6	12	6	8	11	6	7	6	5	3	-	-
	Slightly Injured	83.8	94	97	85	79	64	86	151	59	73	-12.9	23.7
	Total	92.4	106	103	93	90	70	93	157	64	76	-17.7	18.8
Young (16-19)	Killed	2.6	4	2	2	2	3	1	3	0	0	-	-
	Seriously Injured	12.4	22	13	12	5	10	8	13	5	5	-	-
	KSI	15.0	26	15	14	7	13	9	16	5	5	-66.7	-
	Slightly Injured	138.4	142	150	140	140	120	107	112	86	85	-38.6	-1.2
	Total	153.4	168	165	154	147	133	116	128	91	90	-41.3	-1.1
Other (20-59)	Killed	33.6	38	31	43	32	24	34	26	25	17	-49.4	-32.0
	Seriously Injured	182.2	202	205	170	159	175	150	139	147	137	-24.8	-6.8
	KSI	215.8	240	236	213	191	199	184	165	172	154	-28.6	-10.5
	Slightly Injured	2,079.4	2,288	2,248	2,029	1,953	1,879	1,718	1,787	1,665	1,677	-19.4	0.7
	Total	2,295.2	2,528	2,484	2,242	2,144	2,078	1,902	1,952	1,837	1,831	-20.2	-0.3
Older (60-69)	Killed	3.6	1	3	7	5	2	2	3	3	4	-	-
	Seriously Injured	18.0	30	24	11	13	12	20	20	18	18	0.0	0.0
	KSI	21.6	31	27	18	18	14	22	23	21	22	1.9	4.8
	Slightly Injured	135.0	148	138	135	134	120	135	111	137	128	-5.2	-6.6
	Total	156.6	179	165	153	152	134	157	134	158	150	-4.2	-5.1
Elderly (70+)	Killed	1.8	1	2	2	2	2	2	4	2	6	-	-
	Seriously Injured	10.2	19	10	5	9	8	6	11	7	14	-	-
	KSI	12.0	20	12	7	11	10	8	15	9	20	-	-
	Slightly Injured	66.0	84	54	53	66	73	50	78	49	47	-28.8	-4.1
	Total	78.0	104	66	60	77	83	58	93	58	67	-14.1	15.5
Unknown	Total	36.4	32	55	51	22	22	21	20	25	28	-23.1	12.0

Notes: (a) Values in the table report the number of casualties by casualty age group where at least one LGV (other GV) was recorded as being involved.

Table R-6 Top 20 contributory factors for casualties involving LGV (other GV) by year

No.	Contributory Factors	2005-2009											2013 per cent	2013 per cent
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	change from BSL average	change from 2012	
1	405 Failed to look properly	716.0	571	803	704	773	729	666	793	766	716	0.0	-6.5	
2	406 Failed to judge other person's path or speed	753.6	748	845	752	766	657	693	774	769	651	-13.6	-15.3	
3	308 Following too close	592.2	735	590	535	567	534	487	523	473	422	-28.7	-10.8	
4	408 Sudden braking	417.8	498	468	358	398	367	331	504	372	308	-26.3	-17.2	
5	602 Careless, reckless or in a hurry	349.4	405	385	324	357	276	252	311	301	264	-24.4	-12.3	
6	307 Travelling too fast for conditions	352.2	464	354	375	292	276	208	219	240	226	-35.8	-5.8	
7	410 Loss of control	339.6	396	406	317	290	289	305	216	250	217	-36.1	-13.2	
8	403 Poor turn or manoeuvre	237.2	235	253	265	236	197	213	199	189	204	-14.0	7.9	
9	409 Swerved	187.4	204	193	205	189	146	154	153	116	157	-16.2	35.3	
10	103 Slippery road (due to weather)	208.0	252	193	187	207	201	237	129	175	127	-38.9	-27.4	
11	707 Rain, sleet, snow, or fog	82.8	77	90	108	84	55	44	39	54	114	37.7	111.1	
12	509 Distraction in vehicle	74.4	88	76	98	47	63	70	100	84	107	43.8	27.4	
13	503 Fatigue	134.0	139	137	148	109	137	105	91	122	100	-25.4	-18.0	
14	505 Illness or disability, mental or physical	38.6	15	35	58	32	53	25	51	42	57	47.7	35.7	
15	601 Aggressive driving	65.0	48	87	74	55	61	38	57	62	50	-23.1	-19.4	
16	501 Impaired by alcohol	70.8	81	57	75	71	70	46	52	57	40	-43.5	-29.8	
17	510 Distraction outside vehicle	47.8	51	61	40	54	33	60	36	39	40	-16.3	2.6	
18	306 Exceeding speed limit	60.8	63	50	54	71	66	50	64	38	37	-39.1	-2.6	
19	404 Failed to signal or misleading signal	31.6	32	22	32	32	40	26	30	28	35	10.8	25.0	
20	108 Road layout (eg. bend, hill, narrow carriageway)	17.6	21	20	8	24	15	9	19	12	33	87.5	-	

Notes: (a) Values in the table report the number of casualties involving at least one LGV (other GV) where at least one of the specified contributory factors was recorded.

(b) Ranked by 2013.

Table R-7 Top 20 contributory factors for casualties involving HGVs by year

No.	Contributory Factors	2005-2009										2013 per cent	2013 per cent
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	change from BSL average	change from 2012
1	405 Failed to look properly	1,433.2	1,493	1,566	1,583	1,394	1,130	1,278	1,272	1,238	1,143	-20.2	-7.7
2	406 Failed to judge other person's path or speed	1,057.2	1,146	1,218	1,083	1,023	816	879	809	891	907	-14.2	1.8
3	403 Poor turn or manoeuvre	666.2	764	725	691	649	502	452	464	458	461	-30.8	0.7
4	410 Loss of control	503.4	570	595	515	455	382	377	375	308	350	-30.5	13.6
5	602 Careless, reckless or in a hurry	439.8	581	503	454	367	294	400	352	315	335	-23.8	6.3
6	308 Following too close	516.8	568	593	579	452	392	319	301	295	318	-38.5	7.8
7	710 Vehicle blind spot	492.2	610	488	475	474	414	420	321	317	302	-38.6	-4.7
8	307 Travelling too fast for conditions	322.0	385	399	405	236	185	196	158	215	218	-32.3	1.4
9	408 Sudden braking	385.4	426	447	446	335	273	285	258	280	208	-46.0	-25.7
10	503 Fatigue	300.6	345	343	291	280	244	220	182	214	199	-33.8	-7.0
11	409 Swerved	261.4	323	284	261	243	196	250	172	187	177	-32.3	-5.3
12	509 Distraction in vehicle	120.0	137	124	134	101	104	109	112	112	130	8.3	16.1
13	707 Rain, sleet, snow, or fog	98.6	122	95	117	86	73	64	64	102	111	12.6	8.8
14	103 Slippery road (due to weather)	202.2	225	181	221	189	195	197	106	156	109	-46.1	-30.1
15	505 Illness or disability, mental or physical	66.8	66	72	74	71	51	49	57	57	71	6.3	24.6
16	501 Impaired by alcohol	83.8	92	93	80	72	82	59	67	86	62	-26.0	-27.9
17	606 Inexperience of driving on the left	83.4	109	104	89	70	45	59	44	56	62	-25.7	10.7
18	306 Exceeding speed limit	86.2	90	109	85	106	41	51	51	42	47	-45.5	11.9
19	706 Dazzling sun	47.4	55	47	50	38	47	41	33	43	46	-3.0	7.0
20	601 Aggressive driving	65.6	81	55	56	77	59	56	53	52	44	-32.9	-15.4

Notes: (a) Values in the table report the number of casualties involving at least one HGV where at least one of the specified contributory factors was recorded.

(b) Ranked by 2013.

Appendix S: Motorcycles

Table S-1 to Table S-5 provide breakdowns of collisions and casualties involving motorcycles by road name, casualty age, contributory factors and severity.

Table S-1 Casualties involving motorcycles by severity and year

Casualty Severity	2005-2009 BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	2013 per cent change from BSL average	2013 per cent change from 2012
Killed	45.4	56	48	40	55	28	31	25	23	37	-18.5	60.9
Seriously Injured	340.6	368	351	365	319	300	277	316	280	287	-15.7	2.5
KSI	386.0	424	399	405	374	328	308	341	303	324	-16.1	6.9
Slightly Injured	775.4	832	747	860	716	722	652	696	584	678	-12.6	16.1
Total	1,161.4	1,256	1,146	1,265	1,090	1,050	960	1,037	887	1,002	-13.7	13.0

Notes: (a) Values in the table report the number of casualties where at least one motorcycle was recorded as being involved.

Table S-2 Casualties involving motorcycles by top 20 road names and year

No.	Road Name	2005-2009 BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	2013 per cent change from BSL average	2013 per cent change from 2012
1	A249	6.8	7	6	7	9	5	2	5	2	72	-	-
2	A5	57.2	68	67	57	46	48	53	63	44	54	-5.6	22.7
3	A27	44.0	43	37	47	57	36	38	46	28	51	15.9	82.1
4	M25	68.6	73	71	87	50	62	62	73	45	35	-49.0	-22.2
5	A47	30.2	33	27	30	28	33	25	28	28	33	9.3	17.9
6	A38	33.6	39	30	40	25	34	27	35	45	30	-10.7	-33.3
7	A1	42.2	46	38	44	41	42	29	29	27	28	-33.6	3.7
8	M4	36.8	41	39	34	41	29	27	36	27	27	-26.6	0.0
9	A3	19.0	20	31	15	15	14	18	27	15	27	42.1	80.0
10	A2	21.8	28	19	14	30	18	18	21	23	24	10.1	4.3
11	M1	54.2	52	50	90	36	43	49	21	24	23	-57.6	-4.2
12	A30	24.8	26	25	29	24	20	15	16	26	21	-15.3	-19.2
13	A12	33.6	33	26	29	48	32	23	27	14	21	-37.5	-
14	M6	41.8	53	36	48	35	37	31	21	13	21	-49.8	-
15	A64	15.6	15	20	16	12	15	19	10	16	20	28.2	25.0
16	A46	31.4	39	28	34	26	30	22	21	24	18	-42.7	-25.0
17	A14	19.2	29	17	12	14	24	19	20	16	18	-6.3	12.5
18	A31	17.2	25	14	15	23	9	18	15	22	17	-1.2	-22.7
19	A35	13.6	18	9	12	16	13	11	10	18	17	-	-5.6
20	M27	14.2	12	16	15	19	9	24	14	17	16	-	-5.9

Notes: (a) Values in the table report the number of casualties where at least one motorcycle was recorded as being involved.

(b) A249 showing large increase due to a single multiple vehicle collision.

Table S-3 Casualties involving motorcycles by casualty age, severity and year

Casualty Age Group	Casualty Severity	2005-2009										2013 per cent change from BSL average	2013 per cent change from 2012	
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013			
Children (0-15)	Killed	0.2	0	0	1	0	0	0	0	0	0	0	-	-
	Seriously Injured	1.2	2	1	2	1	0	1	1	0	0	0	-	-
	KSI	1.4	2	1	3	1	0	1	1	0	0	0	-	-
	Slightly Injured	12.6	20	9	10	7	17	6	9	9	4	4	-	-
	Total	14.0	22	10	13	8	17	7	10	9	4	4	-	-
Young (16-19)	Killed	2.6	2	3	2	3	3	0	1	0	4	4	-	-
	Seriously Injured	23.0	31	24	26	23	11	13	30	11	20	20	-13.0	-
	KSI	25.6	33	27	28	26	14	13	31	11	24	24	-6.3	-
	Slightly Injured	80.6	90	77	88	76	72	42	86	59	65	65	-19.4	10.2
	Total	106.2	123	104	116	102	86	55	117	70	89	89	-16.2	27.1
Other (20-59)	Killed	38.8	50	42	33	48	21	25	17	22	30	30	-22.7	36.4
	Seriously Injured	296.2	316	310	318	272	265	237	260	244	239	239	-19.3	-2.0
	KSI	335.0	366	352	351	320	286	262	277	266	269	269	-19.7	1.1
	Slightly Injured	638.4	674	625	713	590	590	551	551	475	545	545	-14.6	14.7
	Total	973.4	1,040	977	1,064	910	876	813	828	741	814	814	-16.4	9.9
Older (60-69)	Killed	1.8	1	1	2	2	3	5	2	0	2	2	-	-
	Seriously Injured	15.0	12	11	15	15	22	21	21	21	22	22	46.7	4.8
	KSI	16.8	13	12	17	17	25	26	23	21	24	24	42.9	14.3
	Slightly Injured	25.2	22	22	29	25	28	42	38	29	42	42	66.7	44.8
	Total	42.0	35	34	46	42	53	68	61	50	66	66	57.1	32.0
Elderly (70+)	Killed	2.0	3	2	2	2	1	1	5	1	1	1	-	-
	Seriously Injured	3.8	4	2	4	7	2	2	3	4	3	3	-	-
	KSI	5.8	7	4	6	9	3	3	8	5	4	4	-	-
	Slightly Injured	10.2	12	7	8	11	13	6	9	8	14	14	-	-
	Total	16.0	19	11	14	20	16	9	17	13	18	18	12.5	-
Unknown	Total	9.8	17	10	12	8	2	8	4	4	11	11	-	-

Notes: (a) Values in the table report the number of casualties by casualty age group where at least one motorcycle was recorded as being involved.

Table S-4 Casualties involving motorcycles by road classification, severity and year

Road Classification		Casualty Severity	2005-2009 BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	2013 per cent change from BSL average	2013 per cent change from 2012	
Motorway	-	Killed	15.2	17	21	14	13	11	12	6	2	13	-14.5	-	
		Seriously Injured	115.8	120	123	128	113	95	106	107	84	72	-37.8	-14.3	
		KSI	131.0	137	144	142	126	106	118	113	86	85	-35.1	-1.2	
		Slightly Injured	256.2	264	259	316	221	221	221	221	212	164	163	-36.4	-0.6
		Total	387.2	401	403	458	347	327	339	325	250	248	-36.0	-0.8	
A-road	Dual Carriageway Built-up	Killed	2.0	4	1	2	1	2	0	0	3	2	-	-	
		Seriously Injured	20.0	25	20	20	19	16	9	15	13	15	15	-25.0	-
		KSI	22.0	29	21	22	20	18	9	15	16	17	17	-22.7	6.3
		Slightly Injured	72.4	77	70	80	73	62	48	75	58	44	44	-39.2	-24.1
		Total	94.4	106	91	102	93	80	57	90	74	61	61	-35.4	-17.6
	Non Built-up	Killed	15.0	20	15	11	23	6	10	10	6	11	11	-26.7	-
		Seriously Injured	121.6	138	126	126	118	100	106	128	119	113	113	-7.1	-5.0
		KSI	136.6	158	141	137	141	106	116	138	125	124	124	-9.2	-0.8
		Slightly Injured	279.8	298	255	282	278	286	241	277	225	327	327	16.9	45.3
		Total	416.4	456	396	419	419	392	357	415	350	451	451	8.3	28.9
A-road	Single Carriageway Built-up	Killed	1.8	2	2	0	4	1	1	1	1	1	1	-	-
		Seriously Injured	20.6	25	20	19	13	26	12	19	15	14	14	-32.0	-6.7
		KSI	22.4	27	22	19	17	27	13	20	16	15	15	-33.0	-6.3
		Slightly Injured	57.6	56	62	58	51	61	49	52	48	47	47	-18.4	-2.1
		Total	80.0	83	84	77	68	88	62	72	64	62	62	-22.5	-3.1
	Non Built-up	Killed	11.4	13	9	13	14	8	8	8	8	11	10	-	-
		Seriously Injured	62.6	60	62	72	56	63	44	47	49	49	73	16.6	49.0
		KSI	74.0	73	71	85	70	71	52	55	60	83	83	12.2	38.3
		Slightly Injured	109.4	137	101	124	93	92	93	80	89	97	97	-11.3	9.0
		Total	183.4	210	172	209	163	163	145	135	149	180	180	-1.9	20.8

Table S-5 Top 20 contributory factors for casualties involving motorcycles by year

No.	Contributory Factors	2005-2009											2013 per cent	2013 per cent
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	change from BSL average	change from 2012	
1	405 Failed to look properly	385.0	370	405	422	372	356	346	352	366	320	-16.9	-12.6	
2	406 Failed to judge other person's path or speed	274.6	271	268	321	262	251	288	254	234	233	-15.1	-0.4	
3	410 Loss of control	197.2	204	211	207	198	166	185	181	160	164	-16.8	2.5	
4	403 Poor turn or manoeuvre	215.8	228	228	209	206	208	181	189	177	163	-24.5	-7.9	
5	408 Sudden braking	124.6	142	101	132	114	134	110	94	111	109	-12.5	-1.8	
6	307 Travelling too fast for conditions	89.0	113	94	98	85	55	67	79	60	106	19.1	76.7	
7	602 Careless, reckless or in a hurry	120.4	130	124	137	120	91	105	98	95	103	-14.5	8.4	
8	707 Rain, sleet, snow, or fog	21.0	21	22	13	21	28	8	13	20	80	281.0	300.0	
9	308 Following too close	103.4	100	105	108	93	111	100	85	76	79	-23.6	3.9	
10	103 Slippery road (due to weather)	72.6	73	68	89	72	61	49	70	62	63	-13.2	1.6	
11	409 Swerved	48.4	44	40	54	50	54	41	43	36	47	-2.9	30.6	
12	605 Learner or inexperienced driver/rider	63.8	60	64	68	70	57	26	64	44	42	-34.2	-4.5	
13	404 Failed to signal or misleading signal	36.4	47	31	24	39	41	29	30	37	32	-12.1	-13.5	
14	306 Exceeding speed limit	46.0	60	47	44	38	41	36	29	25	32	-30.4	28.0	
15	601 Aggressive driving	29.0	32	40	29	27	17	24	32	33	28	-3.4	-15.2	
16	102 Deposit on road (eg. oil, mud, chippings)	42.0	41	36	54	44	35	32	29	31	25	-40.5	-19.4	
17	607 Unfamiliar with model of vehicle	17.4	17	16	19	14	21	10	14	9	18	3.4	-	
18	201 Tyres illegal, defective or under inflated	17.4	18	14	10	25	20	23	11	9	17	-2.3	-	
19	603 Nervous, uncertain or panic	17.4	14	19	16	26	12	9	18	20	15	-13.8	-25.0	
20	501 Impaired by alcohol	20.4	25	17	21	18	21	16	25	11	15	-26.5	-	

Notes: (a) Values in the table report the number of casualties involving at least one motorcycle where at least one of the specified contributory factors was recorded.

(b) Ranked by 2013.

Appendix T: Hard Shoulders and laybys

Table T-1 to Table L-5 provide breakdowns of collisions and casualties involving hard shoulders and laybys by road name, road classification, casualty age, contributory factors and severity. In the majority of cases it is assumed that if the road classification was recorded as “motorway” and the vehicle location was reported as “On lay-by or hard shoulder” then the vehicle was located on a motorway hardshoulder at the time of the collision. In contrast, if the road classification was denoted as “A-road” and the vehicle location was reported as “On lay-by or hard shoulder”, then the vehicle was located on an A-road lay-by.

Table T-1 Casualties involving hard shoulders or laybys by severity and year

Casualty Severity	2005-2009	2005	2006	2007	2008	2009	2010	2011	2012	2013	2013 per cent	2013 per cent
	BSL										change from BSL	change from
	average										average	2012
Killed	20.6	24	21	24	19	15	22	17	14	14	-32.0	-
Seriously Injured	63.6	69	69	54	72	54	50	46	38	38	-40.3	0.0
KSI	84.2	93	90	78	91	69	72	63	52	52	-38.2	0.0
Slightly Injured	288.4	307	267	301	311	256	264	285	191	211	-26.8	10.5
Total	372.6	400	357	379	402	325	336	348	243	263	-29.4	8.2

Notes: (a) Values in the table report the number of casualties where at least one vehicle involved was recorded as being located on/entering/leaving a layby or hard shoulder.

Table T-2 Casualties involving hard shoulders or laybys by top 20 road names and year

No.	Road Name	2005-2009											2013 per cent	2013 per cent
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013	change from BSL average	change from 2012	
1	A1	20.2	22	17	23	22	17	13	20	15	23	13.9	53.3	
2	M25	23.8	27	19	43	17	13	17	4	27	19	-20.2	-29.6	
3	M1	25.2	40	18	17	35	16	24	16	13	17	-32.5	-	
4	M6	25.8	43	20	19	31	16	15	21	14	13	-49.6	-	
5	M20	9.0	11	5	11	9	9	5	3	2	13	-	-	
6	M4	8.2	13	4	5	4	15	2	3	5	12	-	-	
7	A14	14.4	16	21	16	12	7	8	20	5	11	-	-	
8	A30	5.2	5	3	5	11	2	11	6	4	11	-	-	
9	M11	6.0	4	7	9	4	6	3	51	1	11	-	-	
10	A303	5.4	4	5	8	5	5	7	8	7	9	-	-	
11	A27	6.6	3	9	7	5	9	5	10	3	9	-	-	
12	A50	4.4	6	12	0	2	2	1	4	1	9	-	-	
13	M40	9.2	18	10	5	10	3	8	7	8	7	-	-	
14	A46	9.0	7	11	3	11	13	3	7	7	7	-	-	
15	A1(M)	15.4	6	8	18	26	19	15	11	4	7	-54.5	-	
16	M5	8.6	10	13	7	6	7	8	7	1	7	-	-	
17	A12	3.2	3	1	5	3	4	8	8	7	6	-	-	
18	A34	5.8	3	7	9	9	1	5	9	3	5	-	-	
19	A20	4.0	5	4	1	5	5	9	0	1	5	-	-	
20	A5	8.0	6	18	6	7	3	5	3	4	4	-	-	

Notes: (a) Values in the table report the number of casualties where at least one vehicle involved was recorded as being located on/entering/leaving a layby or hard shoulder.

(b) Ranked by 2013

Table T-3 Casualties involving hard shoulders or laybys by road classification, severity and year

Road Classification		Casualty Severity	2005-2009									2013 per cent change from BSL average	2013 per cent change from 2012	
			BSL average	2005	2006	2007	2008	2009	2010	2011	2012			2013
Motorway	-	Killed	11.6	15	13	13	10	7	10	8	8	7	-	-
		Seriously Injured	34.0	42	27	31	37	33	25	17	19	19	-44.1	0.0
		KSI	45.6	57	40	44	47	40	35	25	27	26	-43.0	-3.7
		Slightly Injured	139.2	161	99	140	160	136	129	140	85	95	-31.8	11.8
		Total	184.8	218	139	184	207	176	164	165	112	121	-34.5	8.0
A-road	Dual Carriageway Built-up	Killed	0.0	0	0	0	0	0	0	0	0	0	-	-
		Seriously Injured	0.0	0	0	0	0	0	0	0	0	0	-	-
		KSI	0.2	1	0	0	0	0	1	0	0	0	-	-
		Slightly Injured	0.2	1	0	0	0	0	1	0	0	0	-	-
		Total	2.0	1	2	2	3	2	3	4	1	0	-	-
	Non Built-up	Killed	2.2	2	2	2	3	2	4	4	1	0	-	-
		Seriously Injured	8.2	8	8	9	9	7	11	8	5	7	-	-
		KSI	22.2	18	31	18	29	15	20	20	16	17	-23.4	6.3
		Slightly Injured	30.4	26	39	27	38	22	31	28	21	24	-21.1	14.3
		Total	113.0	121	122	116	116	90	101	102	80	81	-28.3	1.3
	Total	143.4	147	161	143	154	112	132	130	101	105	-26.8	4.0	
A-road	Single Carriageway Built-up	Killed	0.0	0	0	0	0	0	0	0	0	0	-	-
		Seriously Injured	0.0	0	0	0	0	0	0	1	0	0	-	-
		KSI	0.0	0	0	0	0	0	0	1	0	0	-	-
		Slightly Injured	3.0	1	4	7	2	1	0	0	2	1	-	-
		Total	3.0	1	4	7	2	1	0	1	2	1	-	-
	Non Built-up	Killed	0.8	1	0	2	0	1	1	1	1	0	-	-
		Seriously Injured	7.2	8	11	5	6	6	4	8	3	2	-	-
		KSI	8.0	9	11	7	6	7	5	9	4	2	-	-
		Slightly Injured	31.2	23	40	36	30	27	31	39	23	34	9.0	47.8
		Total	39.2	32	51	43	36	34	36	48	27	36	-8.2	33.3

Notes: (a) Values in the table report the number of casualties where at least one vehicle involved was recorded as being located on/entering/leaving a layby or hard shoulder.

Table T-4 Casualties involving hard shoulders or laybys by casualty age, severity and year

Casualty Age Group	Casualty Severity	2005-2009										2013 per cent change from average	2013 per cent change from 2012	
		BSL average	2005	2006	2007	2008	2009	2010	2011	2012	2013			
Children (0-15)	Killed	0.6	0	2	0	1	0	2	0	0	0	0	-	-
	Seriously Injured	2.6	3	4	1	3	2	1	1	2	0	0	-	-
	KSI	3.2	3	6	1	4	2	3	1	2	0	0	-	-
	Slightly Injured	14.0	15	12	7	17	19	4	12	17	10	10	-	-41.2
	Total	17.2	18	18	8	21	21	7	13	19	10	10	-41.9	-47.4
Young (16-19)	Killed	0.8	1	1	0	0	2	1	1	1	1	1	-	-
	Seriously Injured	3.2	0	5	2	7	2	5	6	2	2	2	-	-
	KSI	4.0	1	6	2	7	4	6	7	3	3	3	-	-
	Slightly Injured	20.6	22	22	19	22	18	11	14	11	7	7	-66.0	-
	Total	24.6	23	28	21	29	22	17	21	14	10	10	-59.3	-
Other (20-59)	Killed	15.2	20	14	18	15	9	18	13	9	12	12	-21.1	-
	Seriously Injured	49.0	54	53	45	52	41	34	30	23	28	28	-42.9	21.7
	KSI	64.2	74	67	63	67	50	52	43	32	40	40	-37.7	25.0
	Slightly Injured	220.2	231	200	241	237	192	207	196	138	144	144	-34.6	4.3
	Total	284.4	305	267	304	304	242	259	239	170	184	184	-35.3	8.2
Older (60-69)	Killed	2.4	1	1	4	3	3	1	1	3	1	1	-	-
	Seriously Injured	5.2	7	4	4	5	6	6	6	8	2	2	-	-
	KSI	7.6	8	5	8	8	9	7	7	11	3	3	-	-
	Slightly Injured	18.8	16	18	19	26	15	23	42	11	26	26	38.3	-
	Total	26.4	24	23	27	34	24	30	49	22	29	29	9.8	31.8
Elderly (70+)	Killed	1.4	1	3	2	0	1	0	2	1	0	0	-	-
	Seriously Injured	2.4	3	2	2	2	3	4	3	3	6	6	-	-
	KSI	3.8	4	5	4	2	4	4	5	4	6	6	-	-
	Slightly Injured	11.2	15	11	11	9	10	15	21	10	24	24	-	-
	Total	15.0	19	16	15	11	14	19	26	14	30	30	100.0	-
Unknown	Total	5.0	11	5	4	3	2	4	0	4	0	0	-	-

Notes: (a) Values in the table report the number of casualties where at least one vehicle involved was recorded as being located on/entering/leaving a layby or hard shoulder.

Table T-5 Top 20 contributory factors for casualties involving hard shoulders or laybys by year

No.	Contributory Factors	2005-2009	2005	2006	2007	2008	2009	2010	2011	2012	2013	2013 per cent	2013 per cent
		BSL average										change from BSL average	change from 2012
1	405 Failed to look properly	102.6	100	94	113	116	90	94	110	88	84	-18.1	-4.5
2	406 Failed to judge other person's path or speed	60.6	67	58	68	71	39	72	61	55	52	-14.2	-5.5
3	410 Loss of control	66.2	76	61	67	78	49	80	62	33	40	-39.6	21.2
4	403 Poor turn or manoeuvre	59.2	57	57	71	73	38	47	62	48	37	-37.5	-22.9
5	602 Careless, reckless or in a hurry	46.0	55	44	52	37	42	39	38	43	36	-21.7	-16.3
6	103 Slippery road (due to weather)	31.4	36	19	38	25	39	47	16	30	33	5.1	10.0
7	409 Swerved	33.2	41	29	32	34	30	40	23	12	32	-3.6	-
8	503 Fatigue	50.0	69	61	40	37	43	29	20	26	30	-40.0	15.4
9	307 Travelling too fast for conditions	27.4	22	24	36	34	21	27	9	20	22	-19.7	10.0
10	308 Following too close	18.2	17	24	26	11	13	23	17	9	22	20.9	-
11	509 Distraction in vehicle	15.8	20	17	15	12	15	12	11	10	19	20.3	-
12	408 Sudden braking	31.6	22	21	32	64	19	26	26	19	18	-43.0	-5.3
13	109 Animal or object in carriageway	5.2	10	3	3	3	7	6	4	4	15	-	-
14	501 Impaired by alcohol	20.8	20	40	14	8	22	6	13	9	13	-37.5	-
15	710 Vehicle blind spot	6.8	16	3	5	6	4	7	8	7	11	-	-
16	707 Rain, sleet, snow, or fog	14.8	18	8	16	15	17	15	8	12	9	-	-
17	505 Illness or disability, mental or physical	14.2	14	11	16	19	11	20	11	16	8	-	-50.0
18	306 Exceeding speed limit	11.2	9	17	14	14	2	1	8	10	7	-	-
19	605 Learner or inexperienced driver/rider	10.4	14	9	10	12	7	3	9	9	5	-	-
20	204 Defective steering or suspension	2.2	6	0	2	3	0	4	1	3	4	-	-

Notes: (a) Values in the table report the number of casualties where at least one vehicle involved was recorded as being located on/entering/leaving a layby or hard shoulder.

(b) Ranked by 2013.