



Transport Accidents and Casualties

This section looks at road and rail accidents and casualties, and motoring offences.

Reported Road Casualties

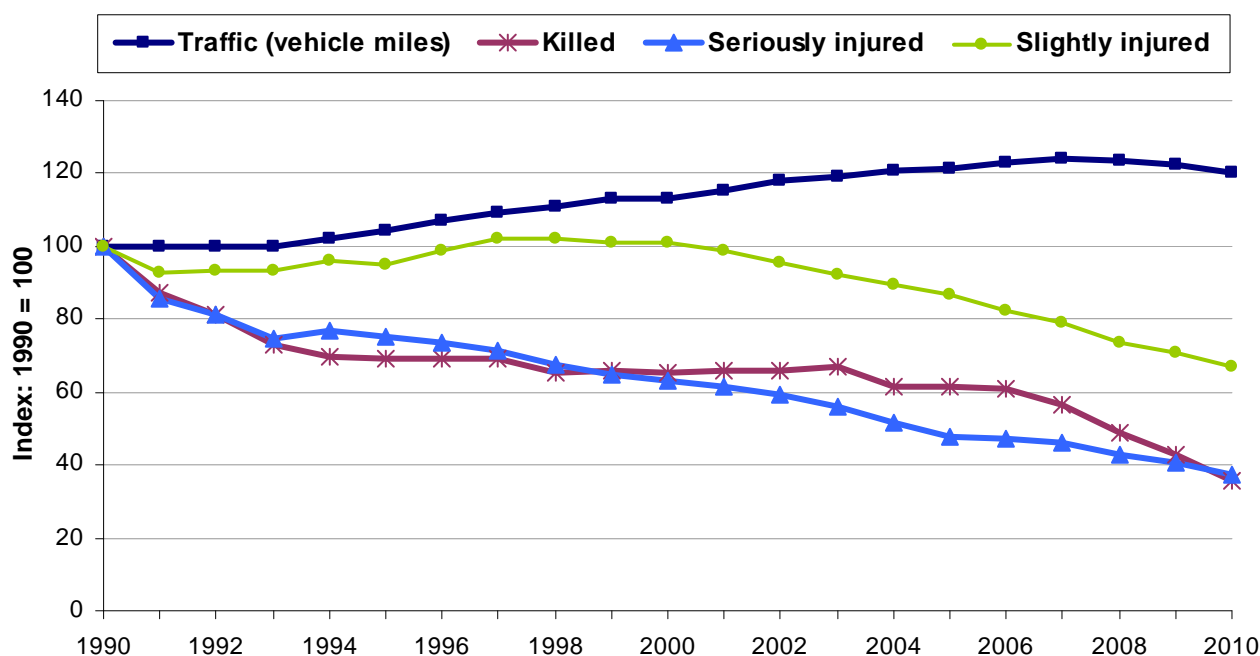
([Tables TSGB0801 – 0804, 0809](#))

- In 2010 there were a total of 208,648 reported road casualties of all severities, 39 per cent lower than in 1990. A total of 1,850 people were killed, 65 per cent lower than in 1990, 22,660 were seriously injured (down 63 per cent) and 184,138 were slightly injured (down 33 per cent). Between 1990 and 2010 traffic grew by 20 per cent.

Transport Accidents and Casualties includes:

- Traffic and reported road accident casualties, by casualty severity, roads user type, road class.
- Reported road accident casualties, by road class, hour of day.
- Breath tests performed on car drivers and motorcycle riders.
- Motoring offences.
- Rail accident casualties by casualty severity and casualty mode.
- Rail signals passed at danger (SPADS) on Network rail controlled infrastructure.

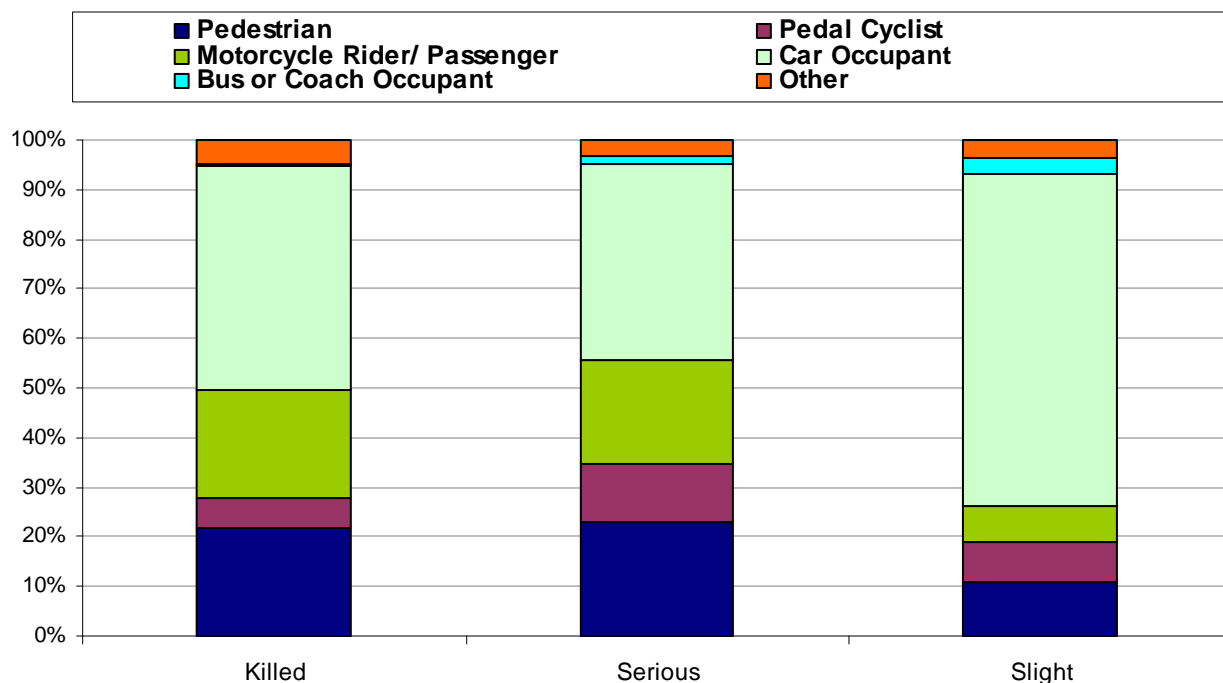
Traffic and reported road casualties by severity: GB 1990 – 2010: Index 1990=100



- The chart above shows the trends in killed, seriously and slightly injured casualties between 1990 and 2010. Trends in fatal and seriously injured casualties were similar between 1990 and 1998 with a divergence between 1998 and 2005.

- Fatal casualties fell by 6 per cent and serious injuries by 29 per cent between 1998 and 2005, however between 2005 and 2010 fatalities decreased by 42 per cent, compared to a 22 per cent fall in serious injuries.

Proportion of reported road casualties by road user type and severity: GB 2010



- The chart above shows that car occupants were the largest group of casualties for all severities, accounting for about two thirds of reported slight casualties and nearly half of all fatalities.
- Pedestrians accounted for 23 per cent of reported deaths and serious injuries but only 11 per cent of slight injuries. Similarly, 22 per cent of all fatalities were motorcycle users, but only 7 per cent of those slightly injured.
- Together, car occupants, pedestrians and motorcyclists account for 89 per cent of deaths, and 85 per cent of all reported casualties. Of the remainder, pedal cyclists made up 8 per cent and bus users 3 per cent of all casualties.
- Most fatalities occur on rural roads, 40 per cent occurred on rural A roads with a further 22 per cent on other rural roads. Thirty two per cent of fatalities occurred on urban roads, compared to 60 per cent of all casualties. Only 6 per cent of fatalities occurred on motorways, although they account for 20 per cent of traffic.

Motoring offences ([Tables TSGB0804, TSGB0810 - 0811](#))

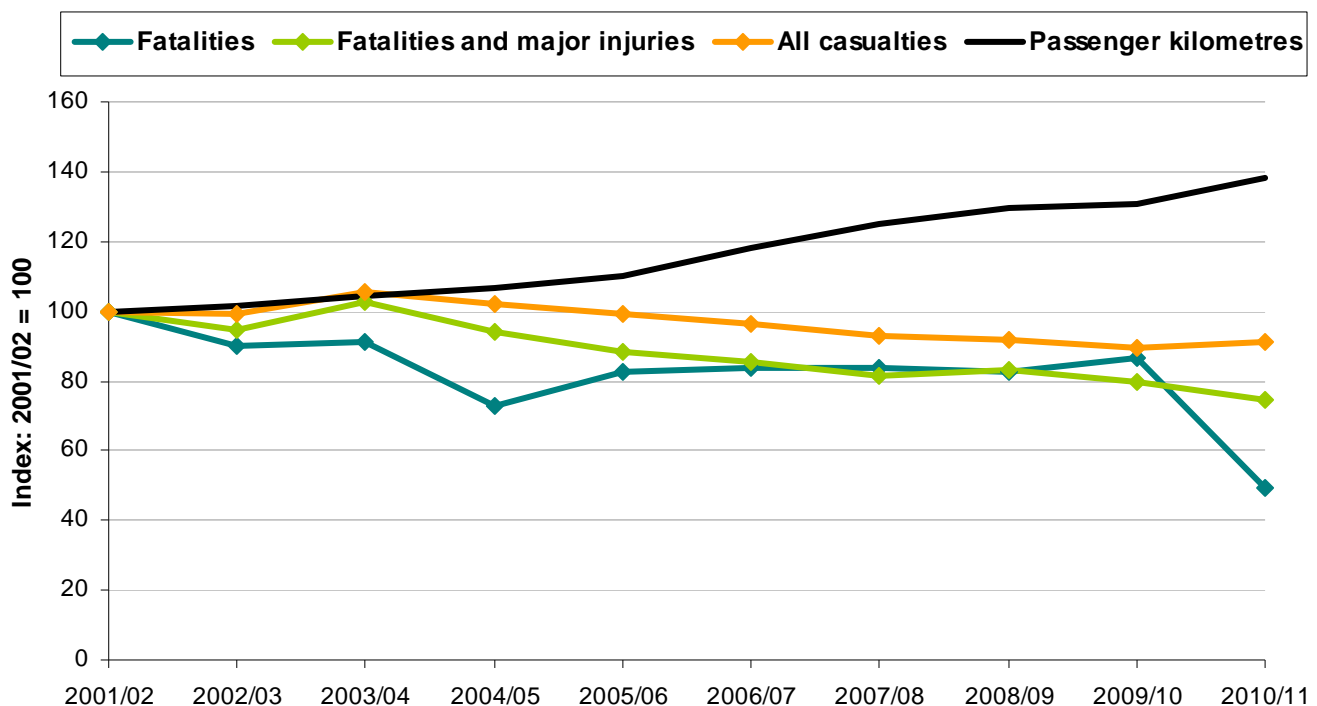
- In 2009 speed limit offences accounted for just under half of all motoring offences (excluding obstruction, waiting and parking offences) with licence, insurance and record keeping offences accounting for around a further fifth.

Rail accidents and casualties ([Tables TSGB0805 – TSGB0808](#))

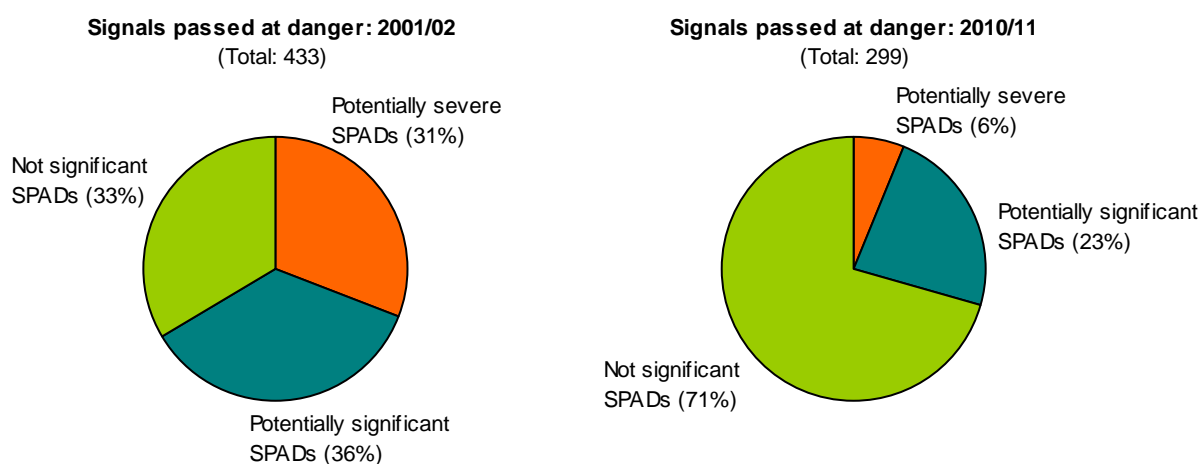
In a change to previous publications the rail safety figures have been sourced from the Rail Safety and Standards Board (RSSB) rather than from the Office of Rail Regulation's (ORR's) SIGNAL database. This follows ORR's decision to source the figures in their publications from RSSB rather than SIGNAL. Therefore there are a number of differences between these figures and those published in previous years. In particular these figures now only cover National Rail, while in previous years they included accidents and casualties occurring on all other forms of rail as well, such as light rail and tram systems and London Underground.

- Excluding suicides, in 2010/11 there were 40 fatalities on the National Rail network, a 43 per cent fall from 2009/10 when there were 70. This reduction is mainly due to a large fall in the number of trespassers killed, 27 of whom were killed in 2010/11 compared to 50 the year before. There were also 8 passenger fatalities, 1 member of the workforce and 4 members of the public (excluding trespassers).
- Excluding attempted suicides, there were 395 major injuries in 2010/11 compared to 396 the previous year. This number has fallen by 21 per cent since 2001/02. Overall casualties rose by 2 per cent from 12,585 in 2009/10 to 12,841 in 2010/11, although this follows six consecutive years of falls. Passenger kilometres rose by 6 per cent from 2009/10 to 2010/11, and have risen by 38 per cent since 2001/02.

Casualties on the rail network by severity, excluding suicides: GB 2001/02 – 2010/11



- The majority of fatalities on the rail network are suicides. In 2010/11 there were 208, 84 per cent of the total 248 fatalities. There were also 36 major injuries and 15 minor injuries following suicide attempts.
- In most years the number of passengers killed in railway accidents is very small. In years when fatalities are high it tends to be as a result of a major accident. For example, in 1999 the majority of fatalities occurred in the accident at Ladbroke Grove. Since 2005/06, only one passenger has been killed in a train accident.
- The passenger casualty rate in train accidents and movement accidents has fallen from 36.7 casualties per billion passenger kilometres in 2001/02 to 26.4 in 2010/11. The fatality and major injury rate has fallen from 1.2 to 0.9 over the same period.



- The number of signals passed at danger (SPADs) has fallen gradually during the last decade, from 433 reported incidents in 2001/02 to 299 in 2010/11.
- The number of cases where a SPAD could have led to potentially severe accident has fallen by 87 per cent between 2001/02 and 2010/11, while the not significant cases have increased by 46 per cent over the same period. The number of potentially severe or significant cases has dropped from 67 per cent of all reported cases in 2001/02 to 29 per cent in 2010/11.

Detailed statistics (tables and charts) can be found on the [Transport Statistics Great Britain Accidents and Casualties web page](#)

Background notes

1. Full guidance on the methods used to compile these statistics and their sources can be found in the [Accidents and Casualties Notes and Definitions](#).
2. Fuller analysis and statistics on reported road casualties and accidents can be found on the [Road accidents and safety statistics page of the DfT web site](#). The statistics are based on personal injury road accidents reported to the police, however, it is known that a significant proportion of non-fatal accidents are not reported and this should be borne in mind when using and analysing the data. Further information on sources of data can be found in the annual report [Reported Road Casualties Great Britain](#).