

# Reported Road Casualties on the Strategic Network 2012

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Chapter



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## Summary

### Casualty and Personal Injury Collision Statistics

- There were 10,520 road traffic collisions<sup>1</sup> involving 22,437 vehicles, which resulted in 16,673 casualties. This is an improvement from the 2011 and 2005–2009 baseline average values.
- The casualties comprised 217 fatalities, 1,479 serious injuries and 14,977 slight injuries; an improvement in each case from the 2011 and 2005–2009 baseline average values.
- The number of killed or seriously injured casualties in 2012 decreased by 7.3 per cent to 1,696 casualties from 1,829 casualties in 2011.
- The number of children (0-15 years) killed or seriously injured in 2012 decreased to 60 from 64 in 2011; a reduction of 6.3 per cent.
- The number of elderly (70 years or older) killed or seriously injured casualties in 2012 decreased by 6.6 per cent to 141 from 151 casualties in 2011.
- The number of KSI casualties in 2012 resulting from collisions on motorways, non built-up dual carriageway A-roads and non built-up single carriageway A-roads decreased from the baseline average by 35.3 per cent (1,013 to 655), 19.8 per cent (787 to 631) and 24.4 per cent (386 to 292) respectively.
- From 2010 to 2012, the biggest reduction in KSI casualties was once again on motorways with 20.7 per cent (826 to 655) compared to a 6.5 per cent reduction (675 to 631) on non built-up dual carriageway A-roads and a 5.8 per cent increase (276 to 292) on non built-up single carriageway A-roads.
- The number of killed and seriously injured on the GB network in 2012 decreased to 24,793, only a 0.9 per cent reduction from the 25,023 in 2011, and a 17.5 per cent reduction from the 2005-2009 baseline average (of 30,040.8). Total casualties also reduced by 4.0 per cent (203,950 to 195,723) and 20.5 per cent (246,050.4 to 195,723), for the same two comparators respectively.

### Risk

- The traffic level on the motorways and dual carriageway A-roads increased year-on year; and by 1.6 per cent (approx. 546.4 to 555.2 hundred million vehicle-miles) and 2.8 per cent (approx. 231.2 to 237.5 hundred million vehicle-miles) from the 2005-2009 baseline average. Traffic on the single carriageway A-roads reduced by 3.8 per cent (approx. 56.3 to 54.2 hundred million vehicle-miles) from the baseline average.

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<sup>1</sup> For the context of this report, unless otherwise stated the term “collision” refers to “personal injury collision” or “injury collision” resulting in at least one casualty of any severity

- The overall casualty rate has decreased by 24.4 per cent (approx. 26.0 to 19.7 per hundred million vehicle-miles) from the 2005-2009 baseline average and this reduction is seen across all severities. This is due to reduced casualty numbers and increased traffic.
- The likelihood of an injury occurring on the motorway is smallest, followed by dual carriageways, with single carriageways being the most prone to casualties of all severities.
- The overall casualty rate on the GB network also reduced across all severities from that of the 2005-2009 baseline average but at a lower rate to that on the HA network.

## Contributory Factors

- 'Failed to look properly' was the most frequent contributory factor with it being recorded in 3,355 of the 10,520 collisions (31.9 per cent).
- 'Fatigue' had the greatest KSI to total collision ratio of any contributory factor and accounted for 24.7 per cent (117 of 474 collisions were recorded as KSI severity), with 4.6 per cent associated with fatal collisions (22).
- Contributory factors associated with the Driver/Rider Error grouping were recorded in 7,360 of the 10,520 collisions (70.0 per cent), making it the largest presence by a fair margin.
- The number of collisions involving at least one contributory factor categorised within the Actions of Pedestrians grouping decreased to 89 in 2012 from 220 in the 2005-2009 baseline average (59.5 per cent). However, it has the greatest KSI to total collision ratio of all groups (64.0 per cent, i.e. 57 of 89).
- 1,026 of the 10,520 (9.8 per cent) collisions were without an assigned contributory factor; a significant improvement from previous years. However, these comprised 26 fatal and 134 serious severity collisions.
- 'Slippery road (due to weather)' with records in 1,028 of the 10,520 collisions (9.8 per cent) was the most influential contributory factor from those associated with HA influenced group (Road Conditions (Controllable) group).
- Collisions with the factors 'Inadequate or masked signs or road markings' and 'Temporary road layout' had the biggest reductions within the Road Conditions (Controllable) group with a 58.6 per cent (31.4 to 13) and 47.9 per cent (97.8 to 51) decrease in collisions in 2012 to that in 2005-2009 baseline average.

## Costs

- The total cost of casualties in 2012 was £848.2m, composed of £358.9m fatalities, £274.8m serious injuries and £214.5m slight injuries, or composed of £344.4m on motorways, £446.0m on non built-up A-roads and £57.7m on built-up A-roads.

- The estimated total number (and associated cost) of damage only collisions was 90,501 (£333.7m), composed of 37,985 (£140.0m) on motorways, 35,630 (£149.3m) on non built-up A-roads and 16,886 (£44.5m) on built-up A-roads.

## Topics of Interest

- The total number of casualties on motorway hardshoulders has decreased to 112 in 2012 from 165 in 2011 (32.1 per cent), and is attributed to the decrease in slight casualties (the number of KSI casualties increased by 2).
- The number of casualties involving vehicle manoeuvring to or from the hardshoulder accounted for only 14.3 per cent (16 of 112), whereas 57.1 per cent of casualties involved vehicles situated on the hard shoulder (64 of 112).
- Pedal cyclist traffic levels on the HA network showed an increase by 1.8 per cent from 2011 to 2012 (despite a reduction of 3.8 per cent on the GB network). Number of killed and seriously injured pedal cyclists on the HA network in 2012 increased by 60.0 per cent (5 to 8) and 24.3 per cent (37 to 46) respectively from 2011.
- The main reduction in fatal collisions in 2012 from the 2005-2009 baseline average was for young (16-19), car occupants, and casualties involving young drivers with 84.8 per cent (26.4 to 4), 44.9 per cent (221.4 to 122) and 61.7 per cent (81.0 to 31) respectively.
- The total number of casualties involving close following has reduced from 3,716 in 2005 to 2,380 in 2012 (36.0 per cent). Fatal casualties showed the greatest relative reduction with a 61.5 per cent reduction from 2005 to 2012 (albeit the corresponding numbers being small – from 13 to 5).
- Although on the decline when compared to the 2005-2009 baseline average, Male drivers and riders of age group 20s to 50s can be seen as being more likely to cause an accident due to close following than female drivers and riders of this age group.
- Although the number of collisions involving tyres has reduced in the range of 22.2 to 33.6 per cent in 2012 from the 2005-2009 baseline average for the different severities, the total number of collisions (190) has remained relatively unchanged since 2010.
- HGV traffic decreased by 7.9 per cent (approx. 94.8 to 87.3 hundred million vehicle-miles), whereas Other GV traffic increased by 8.5 per cent (approx. 103.1 to 111.8 hundred million vehicle-miles) compared to the 2005-2009 baseline average. The corresponding number of casualties involving these vehicles decreased (with the reduction being greater for HGVs than Other GVs) by 31.6 per cent (4,387.6 to 3,003) and 21.1 per cent (2,812 to 2,219) respectively.



# 1 Introduction

## 1.1 Background

The 'Safety Framework for the Strategic Road Network' sets out the approach the Agency will take in support of the Department for Transport's 'Strategic Framework for Road Safety', published in May 2011.

The safety framework establishes how the Highways Agency will work with partners, suppliers and stakeholders from the safety community to target investment in safety related interventions/campaigns to target 'at risk' road user groups; specific causes of collisions; and interventions on the strategic road network with the aim of reducing the number of casualties now and in the future.

It is the Highways Agency's intention to continue the downward trend in casualties that has occurred over recent years, and also contribute to the Aiming for Zero initiative, within the safety framework and help achieve the Highways Agency's vision to be: 'The world's leading road operator' and the goal of having the safest roads in the world.

The Department for Transport's 'Action for Roads – A network for the 21<sup>st</sup> century', published in July 2013 following the spending review, further emphasises the need for the continuous improvement of road user safety.

## 1.2 Purpose of Document

The document is intended for use by the Highways Agency staff and those in the public arena with an interest.

This document 'Reported Road Casualties on the Strategic Network 2012' follows on from the series of 'Accidents on the trunk road' and 'Reported Casualties on the HA network' documents which have been published annually since 1999. They provide quantified road safety information and guidance that describes the current state of the Highways Agency's reportable network in terms of collisions and casualties.

This information is designed to enable the Highways Agency to:

- answer safety queries from the Government, colleagues and the public;
- provide a national safety perspective for balancing needs across the network;
- make sound strategic and budgeting decisions concerning the future management and safety of the network;
- monitor changes in safety on the network year on year and against baseline;
- assist in developing and monitoring the safety statements prepared by agents; and

- assist in the provision of requirements of the EU Directive on Road Infrastructure Safety Management.

### 1.3 Structure of Document

The structure of the rest of the document is as follows:

- Chapter 2 – Overview of road safety performance in terms of casualty trajectories and 2010 to 2012 snapshot.
- Chapter 3 – Assessment of collision and casualty trends with comparison between HA and GB networks as required.
- Chapter 4 – Assessment of traffic and casualty rates indicating likelihood of injury on different road types.
- Chapter 5 – Analysis of contributory factors by investigating different categories and historic trends.
- Chapter 6 – Appraisal of the value of preventing road casualties on the strategic road network and value of damage only collisions.
- Chapter 7 – Evaluation of topics of interest, including motorway hardshoulder, pedal cyclist interaction, driver and rider profile statistics, fatalities, close following, tyres, HGV and LGV (Other GV) statistics.
- Appendix A – Glossary of terms
- Appendix B – Detailed collision statistics with respect to severity, location, time, road conditions and vehicle type.
- Appendix C – Detailed casualty statistics with respect to severity, road user age, vehicle type and interaction with other user types.
- Appendix D – Detailed casualty statistics in context of traffic and likelihood of casualties for different road types.
- Appendix E – Detailed vehicle collision statistics and KSI casualties resulting from vehicle collision interactions.
- Appendix F – Details the complete list of 78 contributory factors and their grouping together with detailed statistics of selected contributory factors.
- Appendix G – Summary comparison of collisions and casualties on all roads in GB with the HA strategic road network.
- Appendix H – Detailed motorway hardshoulder, pedal cyclist interaction, driver and rider profile, fatalities, close following, tyres, HGV and LGV (Other GV) statistics.

**1.4 2010 Reference Network**



**Figure 1-1 Area map 2010 network<sup>2</sup>**

<sup>2</sup> Reported Road Casualties on the Strategic Network 2010

The Highways Agency collision and casualty data provided in this document are based on the Highways Agency's 2010 strategic road network (Figure 1-1) as adopted in the 2011 report. The reports prior to 2010 were based on the 2006 network and the 2010 report made reference to both). The use of a network 'fixed' in time enables like-for-like comparisons to be made rather than when using the ever changing 'live' network.

The baseline used for this report is the 2005–2009 average as adopted in the 2011 report (in line with the change to the reference network).

Table 1-1 shows the breakdown of road lengths of the 2010 reference network by road classification and corresponding 2012 estimated traffic.

**Table 1-1 Road characteristics of the strategic road network by road type 2012**

| Road Classification       | Average AADT | Length (miles) | Traffic (100 MVM) |
|---------------------------|--------------|----------------|-------------------|
| Motorway                  | 81,925.4     | 1,856.6        | 555.2             |
| A-road Dual Carriageway   | 40,046.1     | 1,625.2        | 237.5             |
| A-road Single Carriageway | 15,738.1     | 943.6          | 54.2              |
| Total                     | 52,432.9     | 4,425.4        | 846.9             |

Notes: Traffic 100 MVM = 100 million vehicle-miles

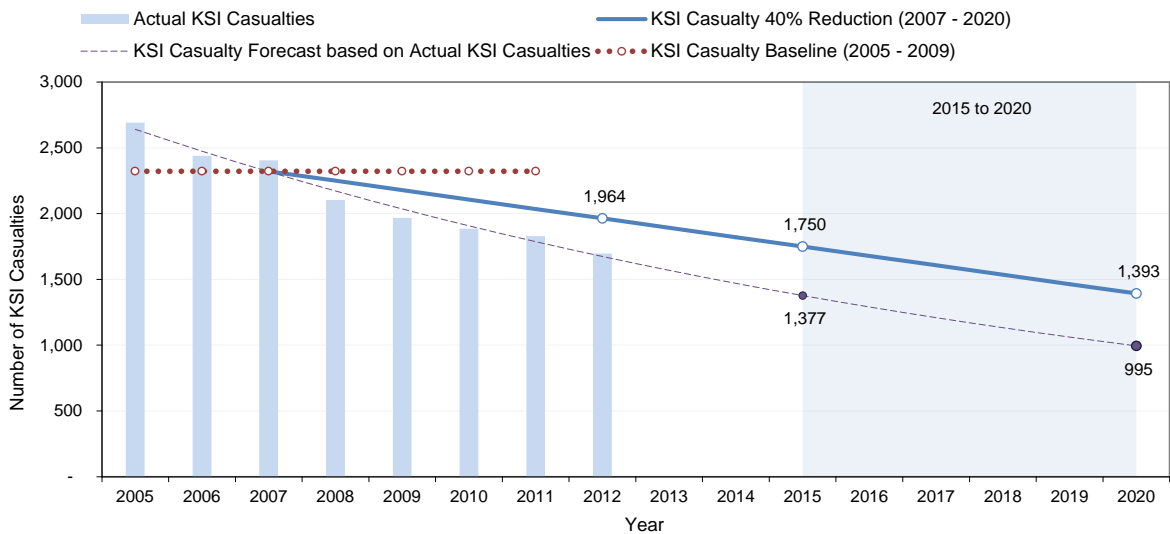
## 2 Highways Agency Road Safety Performance Summary

This chapter provides the Highways Agency (HA) casualty trajectories to 2020 and the 2010 to 2012 headline figures.

### 2.1 KSI and Slight Casualty Trajectories

This subsection illustrates the trends associated with killed and seriously injured (KSI) and slight casualties for the 2005 – 2012 period (actuals) and provides two forecasts for 2020, based on i) the values over the reported period, and ii) a 40 per cent reduction to 2020<sup>3</sup>.

Figure 2-1 illustrates the yearly KSI casualty statistics and projections on the HA strategic road network. The total number of KSI casualties on the HA’s network decreased by 7.3 per cent in 2012 (to 1,696 from 1,829) when compared to 2011. This reduction of KSI is comprised of a 13.5 per cent (to 217 from 251) decrease in fatalities and a 6.3 per cent (to 1,479 from 1,578) decrease in serious injuries.

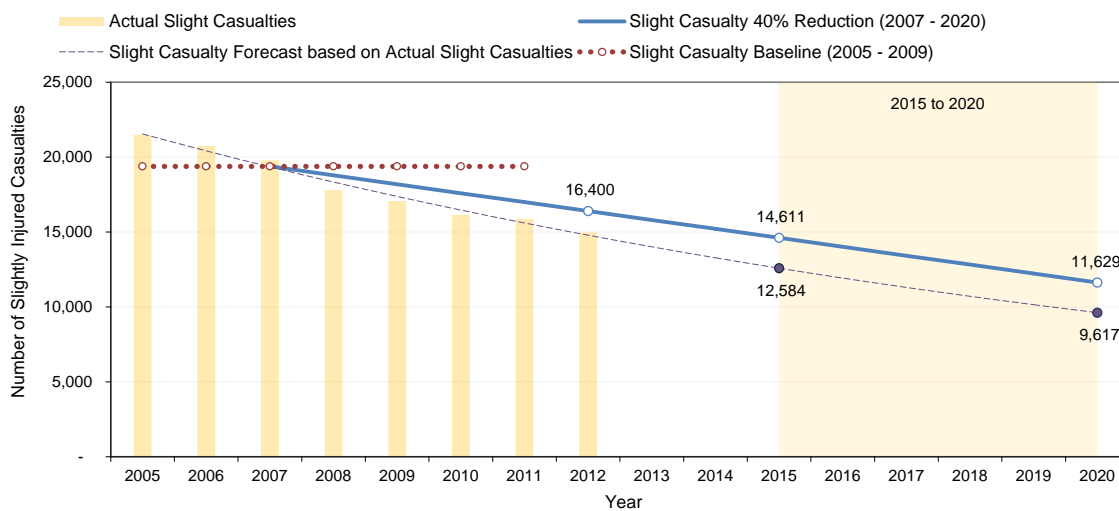


**Figure 2-1 KSI casualties (2005 – 2012) and projections to 2020**

Figure 2-2 shows the yearly slight casualty statistics and projections on the HA strategic road network. The figure shows that the number of slightly injured casualties reduced to 14,997 from 15,891 in 2011, which equates to a 5.6 per cent reduction.

<sup>3</sup> The KSI and slightly injured casualties projection is calculated on a straight line basis from the 2007 mid-point.

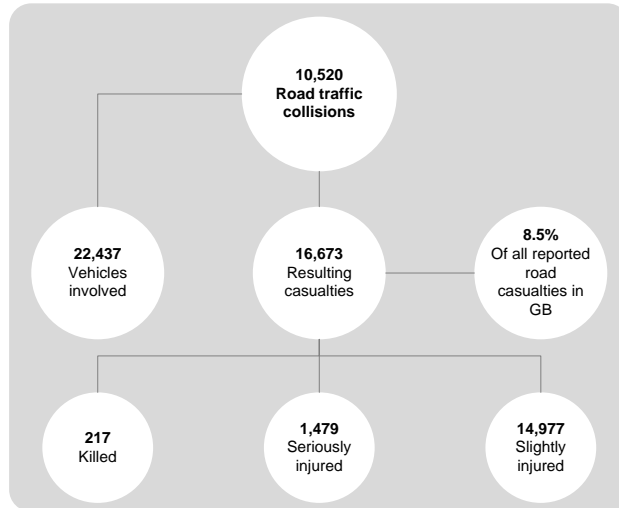
In the measured period from 2005, there was a persistent downward trend for the number of KSI casualties and slight casualties, as shown in Figure 2-1 and Figure 2-2. As reported thus far, the performance for KSI and slight casualties is projected to remain below the 40 per cent reduction line for 2020. When considering Figure 2-1, despite the greater decrease in the number of KSI casualties in 2012 compared to that in 2010 and 2011, the 2020 forecast based on actuals has increased slightly to 995 in 2012 from 971 in 2011. This is due to the reduced rate at which the KSIs have decreased when considering the trend over the overall period of 2005-2012. In other words the gap between the '40 per cent reduction line' and the 'forecast based on actuals trajectory' has slightly reduced. The same is true for the slightly injured casualties.



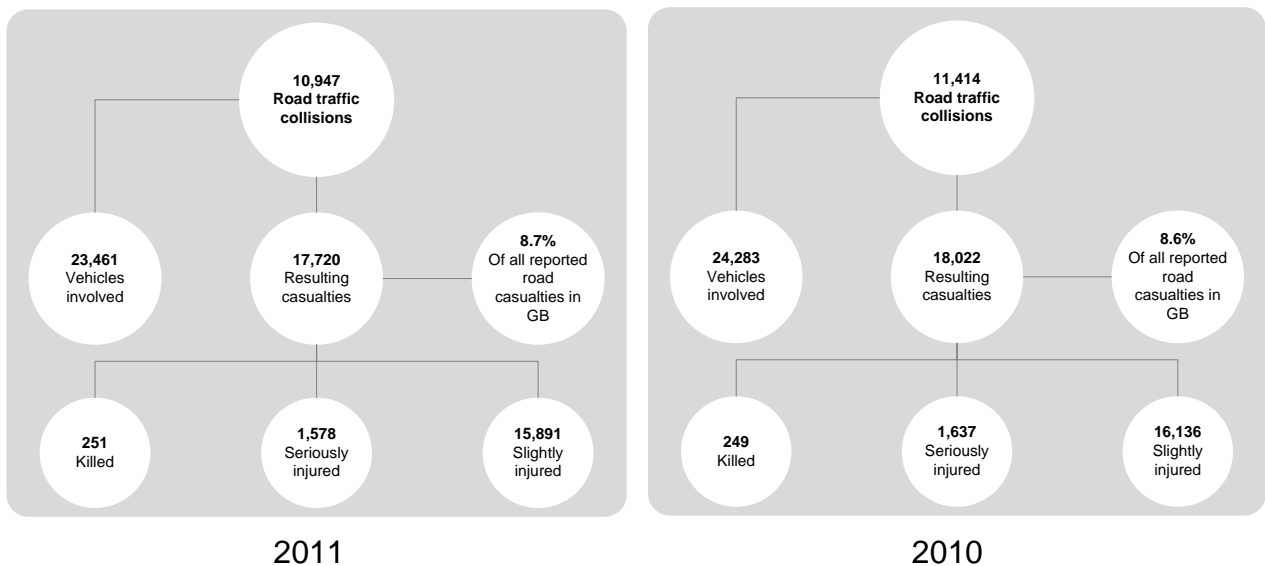
**Figure 2-2 Slightly injured casualties (2005 – 2012) and projections to 2020**

## 2.2 Summary of Statistics

A snapshot of the 2012 personal injury collisions and casualty data for the HA network is shown in Figure 2-3. Those for 2011 and 2010 are provided in Figure 2-4 for comparison.



**Figure 2-3 Summary of 2012 collision and casualty statistics**



**Figure 2-4 Summary of 2011 and 2010 collision and casualty statistics**



### 3 Personal Injury Collisions and Casualty Trends

This chapter provides an overview of trends associated with HA collisions and casualties, and compares, where suited, with the GB road networks. The individual subsections of this chapter provide a breakdown of statistics by severity, road type, customer groups and vehicle interactions. Appendices B, C, E and G provide more information pertaining to this chapter.

For the purpose of this report, the yearly breakdown of collisions and casualties are benchmarked against values from 2010, 2011 and the 2005–2009 baseline average<sup>4</sup>.

#### 3.1 Overview of Statistics (HA and GB)

This section provides an overview of the collisions and resulting casualties recorded on the HA strategic road network (SRN), and compares these with the GB road network.

Table 3-1 and Table 3-2 provide the statistics on collisions recorded on the HA and GB road networks. The tables indicate that the number of collisions across all severity categories has generally continued to decline through 2010 to 2012. The tables also show an overall reduction from the 2005-2009 baseline average to 2012 in the range of 21.8 to 36.0 per cent for the HA SRN and 12.5 to 36.8 per cent for the GB network.

**Table 3-1 HA collisions by severity and year**

| Collision severity | 2005-2009 BSL average | 2010   | 2011   | 2012   | 2012 per cent change from BSL average |
|--------------------|-----------------------|--------|--------|--------|---------------------------------------|
| Fatal              | 314.0                 | 231    | 226    | 201    | -36.0                                 |
| Serious            | 1,570.6               | 1,345  | 1,278  | 1,228  | -21.8                                 |
| KSI                | 1,884.6               | 1,576  | 1,504  | 1,429  | -24.2                                 |
| Slight             | 11,986.6              | 9,838  | 9,443  | 9,091  | -24.2                                 |
| Total              | 13,871.2              | 11,414 | 10,947 | 10,520 | -24.2                                 |

Table 3-2 reports a 36.8 per cent reduction in fatal and 20.3 per cent in slight severity collisions on the GB network. This is marginally greater than for the HA network of 36.0 per cent for fatal and lower than for HA network of 24.2 per cent for slight, as shown in Table 3-1. The KSI collisions on the HA network shows a 24.2 per cent reduction from the 2005-2009 baseline average, which is 9.3 per cent greater than that achieved on the GB network (14.9 per cent).

<sup>4</sup> “Baseline average” or “2005–2009 baseline average” or “2005–2009 BSL average” or “BSL average” references the mean value of the specified STATS19 data from 2005 to 2009 inclusive.



**Table 3-2 GB collisions by severity and year**

| Collision severity | 2005-2009 BSL average | 2010    | 2011    | 2012    | 2012 per cent change from BSL average |
|--------------------|-----------------------|---------|---------|---------|---------------------------------------|
| Fatal              | 2,590.2               | 1,731   | 1,797   | 1,637   | -36.8                                 |
| Serious            | 23,883.0              | 20,440  | 20,986  | 20,901  | -12.5                                 |
| KSI                | 26,473.2              | 22,171  | 22,783  | 22,538  | -14.9                                 |
| Slight             | 154,358.0             | 132,243 | 128,691 | 123,033 | -20.3                                 |
| Total              | 180,831.2             | 154,414 | 151,474 | 145,571 | -19.5                                 |

Table 3-3 and Table 3-4 show the casualty statistics for HA and GB networks. As shown in Table 3-3, on the HA network there was an overall reduction across all severities across the years and the baseline average. The number of KSI casualties has decreased by 7.3 per cent from 2011 to 2012, and by 26.9 per cent from the 2005-2009 baseline average. The number of fatal casualties has the greatest reduction (39.2 per cent from the 2005-2009 baseline average and 13.5 per cent from 2011).

**Table 3-3 HA casualties by severity and year**

| Casualty severity | 2005-2009 BSL average | 2010   | 2011   | 2012   | 2012 per cent change from BSL average |
|-------------------|-----------------------|--------|--------|--------|---------------------------------------|
| Killed            | 357.2                 | 249    | 251    | 217    | -39.2                                 |
| Seriously Injured | 1,964.0               | 1,637  | 1,578  | 1,479  | -24.7                                 |
| KSI casualties    | 2,321.2               | 1,886  | 1,829  | 1,696  | -26.9                                 |
| Slightly Injured  | 19,381.6              | 16,136 | 15,891 | 14,977 | -22.7                                 |
| Total casualties  | 21,702.8              | 18,022 | 17,720 | 16,673 | -23.2                                 |

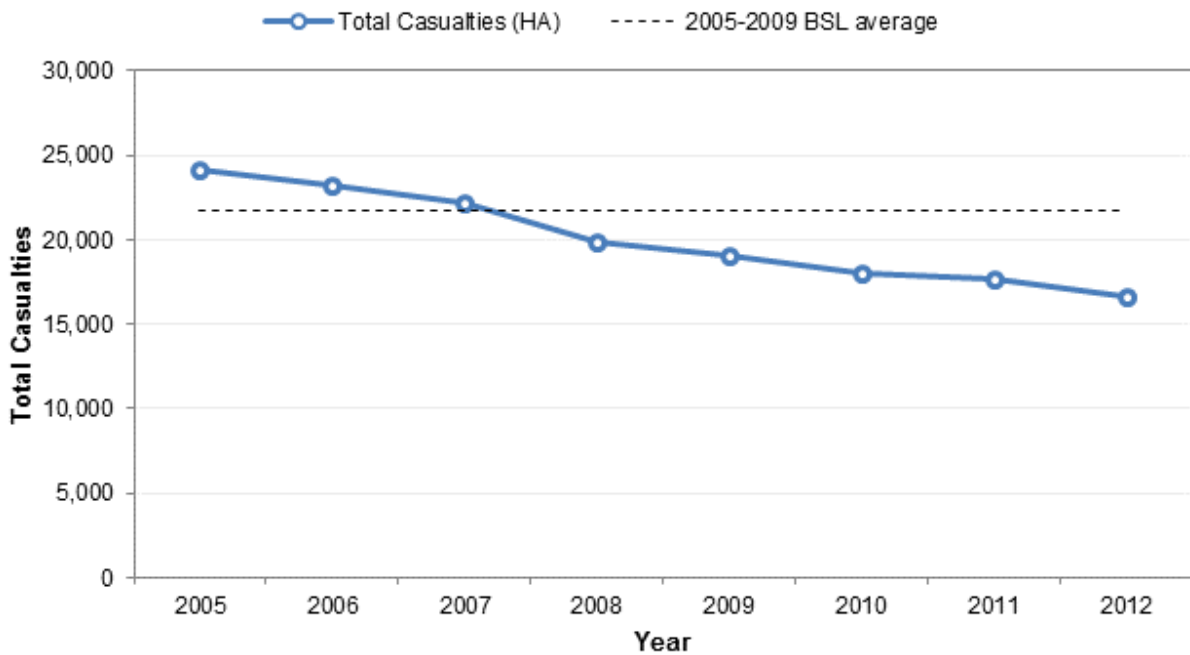
As shown in Table 3-4, on the GB network all casualty severities saw an overall reduction from the baseline average to 2012 ranging from 15.4 to 37.7 per cent. As on the HA network, the number of fatal casualties showed the greatest reduction.

However, unlike on the HA network the 2012 KSI value remains to be higher to that in 2010 and is due to seriously injured casualty numbers rather than the fatalities.

**Table 3-4 GB casualties by severity and year**

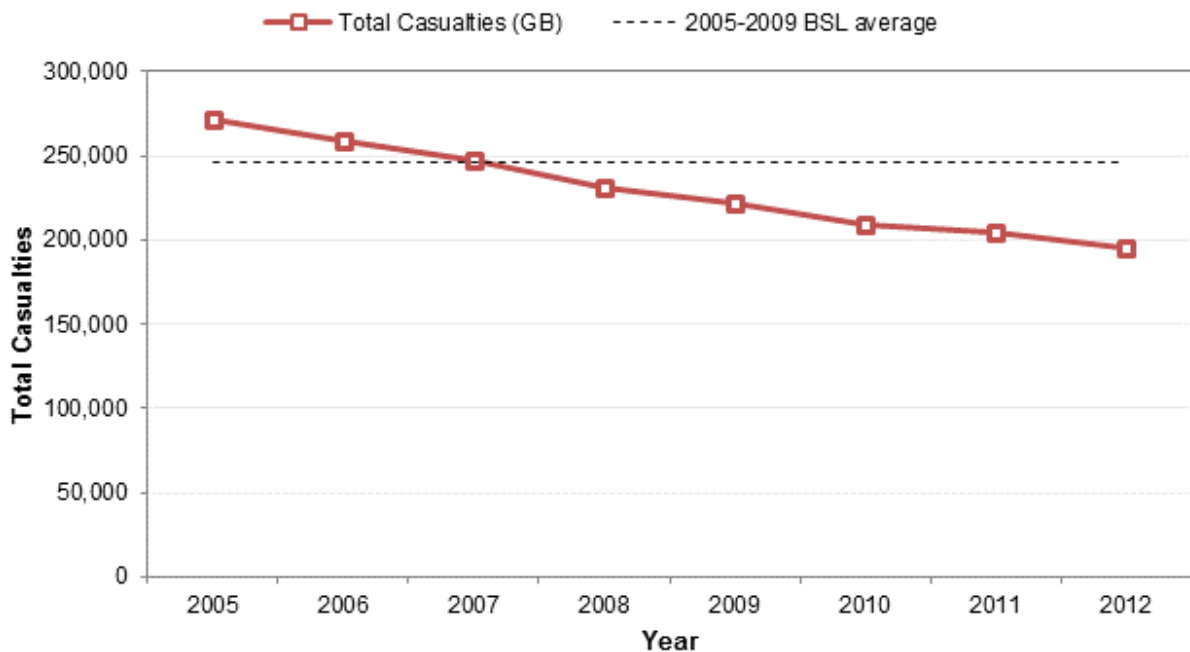
| Casualty severity | 2005-2009 BSL average | 2010    | 2011    | 2012    | 2012 per cent change from BSL average |
|-------------------|-----------------------|---------|---------|---------|---------------------------------------|
| Killed            | 2,815.8               | 1,850   | 1,901   | 1,754   | -37.7                                 |
| Seriously Injured | 27,225.0              | 22,660  | 23,122  | 23,039  | -15.4                                 |
| KSI casualties    | 30,040.8              | 24,510  | 25,023  | 24,793  | -17.5                                 |
| Slightly Injured  | 216,009.6             | 184,138 | 178,927 | 170,930 | -20.9                                 |
| Total casualties  | 246,050.4             | 208,648 | 203,950 | 195,723 | -20.5                                 |

Assessment of the total number of casualties from 2005 to 2012 on the HA network shows a decreasing trend with an overall reduction of 23.2 per cent in 2012 compared to the 2005-2009 BSL average, as shown in Figure 3-1.



**Figure 3-1 HA total casualties per year between 2005 and 2012**

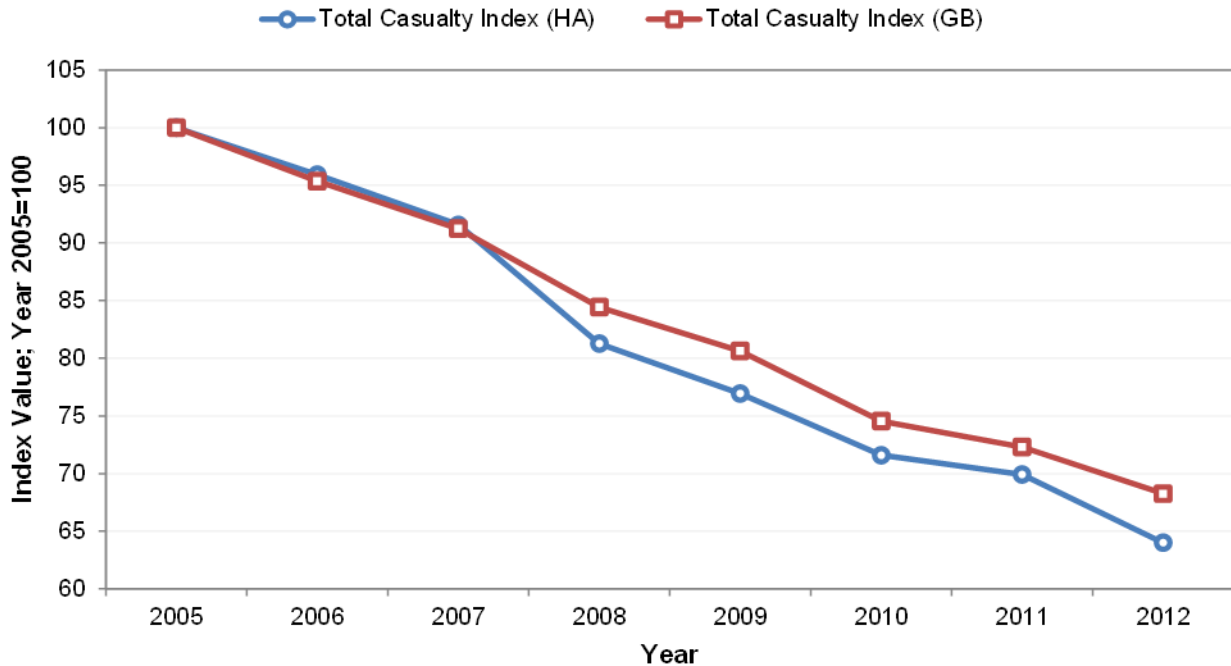
The total number of casualties on the GB network also follows a declining trend with an overall reduction of 20.5 per cent for 2012 from the 2005-2009 BSL average, as shown in Figure 3-2.



**Figure 3-2 GB total casualties per year between 2005 and 2012**

The two trend lines in Figure 3-3 show a yearly per cent change of total casualties for HA and GB networks benchmarked against 2005.

The total number of casualties from 2005 to 2007 represent a nearly equivalent downwards trend. However following 2007 the HA network depicts a greater decrease than the GB network; offsetting the HA trend line by 6.2 per cent below the GB trend line in 2012.



**Figure 3-3 Indexed HA and GB Total casualties per year between 2005 and 2012**

A more detailed overview of statistics and trends associated with collisions and casualties are provided in Appendices B, C and G.

### 3.2 Casualties by Road Type

The relationship between casualties and road type provides an indication of the effect speed and other factors such as road alignment, road users have on overall casualty statistics.

Table 3-5 provides a summary of casualties grouped by severity for Motorways and A-roads, single and dual carriageways for built-up and non built-up areas. As shown in Table 3-5, 49.2 per cent of the 16,673 total casualties occurred on motorways. This percentage is below the estimated 65.6 per cent of total estimated traffic<sup>5</sup> on the strategic road network (846.9 hundred million vehicle-miles) using this road type. This

<sup>5</sup> Traffic levels and casualty rates are discussed in Chapter 4.

highlights the relative safety of motorways to other road types in terms of resulting casualties to exposure when taking into consideration traffic and also illustrates a slight improvement in motorway total casualties from 2011, where 49.4 per cent of 17,720 casualties occurred on motorways.

When assessing the effect of the speed limit on A-roads (Table 3-5), it can be seen that 42.4 per cent of the total casualties principally occurred on non built-up roads, where the speed limit was 50mph or more. Furthermore, the difference in percentage between A-roads classified by speed limit compared to the A-road classified by carriageway indicates that speed limit has a greater impact on casualty numbers than carriageway classification.

**Table 3-5 Casualties by road type and severity**

| Road Type | Classification     | Killed | Seriously Injured | Slightly Injured | Total casualties | Percentage of road type casualties |
|-----------|--------------------|--------|-------------------|------------------|------------------|------------------------------------|
| Motorway  | -                  | 78     | 577               | 7,556            | 8,211            | 49.2                               |
| A-road    | Dual Carriageway   |        |                   |                  |                  |                                    |
|           | - Built-up         | 4      | 52                | 771              | 827              | 5.0                                |
|           | - Non Built-up     | 80     | 551               | 4,674            | 5,305            | 31.8                               |
|           | Single Carriageway |        |                   |                  |                  |                                    |
|           | - Built-up         | 8      | 54                | 500              | 562              | 3.4                                |
|           | - Non Built-up     | 47     | 245               | 1,476            | 1,768            | 10.6                               |

Comparing the number of KSI casualties on motorways and non built-up A-roads (Table 3-6) reveals that both road types showed a reduction from the baseline average to 2012 of 35.3, 19.8 and 24.4 per cent respectively. From 2010 to 2012, the biggest reduction in KSI casualties was on motorways (20.7 per cent) compared to 6.5 per cent reduction and 5.8 per cent increase on dual and single non built-up A-roads respectively.

**Table 3-6 KSI Casualties by road type and severity**

| Road Type | Classification     | 2005-2009 BSL average | 2010 | 2011 | 2012 | 2012 per cent change from BSL average |
|-----------|--------------------|-----------------------|------|------|------|---------------------------------------|
| Motorway  | -                  | 1,013.0               | 826  | 744  | 655  | -35.3                                 |
| A-road    | Dual Carriageway   |                       |      |      |      |                                       |
|           | - Built-up         | 66.0                  | 49   | 62   | 56   | -14.6                                 |
|           | - Non Built-up     | 787.0                 | 675  | 663  | 631  | -19.8                                 |
|           | Single Carriageway |                       |      |      |      |                                       |
|           | - Built-up         | 70.0                  | 60   | 76   | 62   | -10.9                                 |
|           | - Non Built-up     | 386.0                 | 276  | 284  | 292  | -24.4                                 |

Further casualty and road type breakdown is provided in Appendix C.

### 3.3 Casualties by Customer Groups

Comparison of casualty severity with road user age and user type indicates the influence of these groups on casualty trends.

Table 3-7 provides a breakdown of casualty severities by road user age and user type for 2012. From the analysis of Table 3-7, elderly casualties (70 years and older) were the age group most at risk of being killed or seriously injured (KSI) in a collision (19.6 per cent of total elderly casualties). Although the number of elderly KSI casualties has increased from 2010 to 2012 by 2.2 per cent, it has decreased by 2.9 per cent from the baseline average as illustrated in Table 3-8.

In terms of total casualties of the shown age groups, young (age 16-19) constitute the greatest percentage with 6.2 per cent followed by children 5.2 per cent and elderly (age 70+) 4.3 per cent (Table 3-7). The most significant reduction of KSI casualties compared to the baseline average was for young (age 16 – 19) (60.2 per cent) and for children (27.2 per cent) as per Table 3-8.

Table 3-7 shows that pedestrians, PTW users and pedal cyclists were the most vulnerable groups to be killed or seriously injured in 2012 when assessing the per cent of KSI to total casualties for each casualty road user type. The KSI per cent equalled 55.4 per cent from 148 casualties for pedestrians, 36.3 per cent from 812 casualties for PTW users and 31.8 per cent from 170 casualties for pedal cyclists. In comparison, the per cent of car occupant KSI to total casualties was only 7.8 per cent. Table 3-7 also shows that the largest number of casualties by road user type in 2012 was car occupants, with 14,011 casualties (84.0 per cent of total casualties) followed by goods vehicle occupants with 1,315 casualties (7.9 per cent).

Compared to the 2005-2009 baseline average, a reduction in KSI casualties is observed in 2012 across all road user types, except for pedal cyclists, which show an increase of 31.7 per cent (Table 3-8). The greatest reduction of KSI casualties from the baseline average is shown for HGV occupants (42.7 per cent) and KSI casualties involving young drivers (41.1 per cent).

According to Table 3-7, the total number of casualties involving young drivers far exceeds those involving elderly drivers (3.7 times). However, a similar number of fatalities were recorded for these two groups (31 and 32 respectively).

**Table 3-7 Casualties by selected customer group and severity 2012**

| Customer group                                 | Killed | Seriously Injured | KSI   | Slightly Injured | Total  | KSI to total casualties per cent | Per cent of all casualties |
|--|--------|-------------------|-------|------------------|--------|----------------------------------|----------------------------|
| Children (0-15)                                | 7      | 53                | 60    | 802              | 862    | 7.0                              | 5.2                        |
| Young (16-19)                                  | 4      | 75                | 79    | 961              | 1,040  | 7.6                              | 6.2                        |
| Elderly (70+)                                  | 34     | 107               | 141   | 578              | 719    | 19.6                             | 4.3                        |
| Car occupants                                  | 122    | 969               | 1,091 | 12,920           | 14,011 | 7.8                              | 84.0                       |
| Other GV occupants                             | 11     | 67                | 78    | 742              | 820    | 9.5                              | 4.9                        |
| HGV occupants                                  | 16     | 67                | 83    | 412              | 495    | 16.8                             | 3.0                        |
| Pedal Cyclists                                 | 8      | 46                | 54    | 116              | 170    | 31.8                             | 1.0                        |
| PTW users                                      | 23     | 272               | 295   | 517              | 812    | 36.3                             | 4.9                        |
| Pedestrians                                    | 36     | 46                | 82    | 66               | 148    | 55.4                             | 0.9                        |
| Casualties involving young drivers             | 31     | 309               | 340   | 4,338            | 4,678  | 7.3                              | 28.1                       |
| Casualties involving elderly drivers           | 32     | 123               | 155   | 1,107            | 1,262  | 12.3                             | 7.6                        |
| Casualties involving single vehicle collisions | 68     | 480               | 548   | 2,631            | 3,179  | 17.2                             | 19.1                       |
| Casualties involving HGVs                      | 87     | 290               | 377   | 2,626            | 3,003  | 12.6                             | 18.0                       |

Per cent of all casualties calculated by dividing each customer group total by the total number of casualties on the SRN (16,673 casualties).

**Table 3-8 KSI Casualties by selected customer group and year**

| Customer group                                     | 2005-2009 BSL average | 2010  | 2011  | 2012  | 2012 per cent change from BSL average |
|--|-----------------------|-------|-------|-------|---------------------------------------|
| Children (0-15)                                    | 82.4                  | 85    | 64    | 60    | -27.2                                 |
| Young (16-19)                                      | 198.6                 | 131   | 127   | 79    | -60.2                                 |
| Elderly (70+)                                      | 145.2                 | 138   | 151   | 141   | -2.9                                  |
| Car occupants                                      | 1,514.6               | 1,221 | 1,189 | 1,091 | -28.0                                 |
| Other GV occupant                                  | 106.6                 | 77    | 62    | 78    | -26.8                                 |
| HGV occupant                                       | 144.8                 | 93    | 82    | 83    | -42.7                                 |
| Pedal Cyclist                                      | 41.0                  | 52    | 42    | 54    | 31.7                                  |
| PTW users  | 374.4                 | 303   | 330   | 295   | -21.2                                 |
| Pedestrian   | 109.0                 | 106   | 94    | 82    | -24.8                                 |
| KSI casualties involving young drivers             | 577.5                 | 468   | 447   | 340   | -41.1                                 |
| KSI casualties involving elderly drivers           | 176.0                 | 163   | 214   | 155   | -11.9                                 |
| KSI casualties involving single vehicle collisions | 738.0                 | 602   | 635   | 548   | -25.7                                 |
| KSI casualties involving HGVs                      | 531.5                 | 409   | 363   | 377   | -29.1                                 |

A detailed casualty breakdown on customer groups is provided in Appendix C.

### 3.4 Casualties Resulting from Vehicle Interactions

Table 3-9 outlines the vehicle interaction together with the total number of involved vehicles in the collision type and the resulting casualties by severity. For example there were 40 fatal casualties, 169 seriously injured casualties and 1,991 slightly injured casualties in collisions involving only cars (1,963) and HGVs (1,601).

**Table 3-9 Casualties resulting from vehicle interaction in collisions 2012**

| Collision Type | Total vehicles involved in the collision type |       |     |       |          |             | Total casualties involved in the collision type |                   |                  |        |
|----------------|---|-------|-----|-------|----------|-------------|---|-------------------|------------------|--------|
|                | Car   | HGV   | PTW | Other | Other GV | Pedal cycle | Killed  | Seriously Injured | Slightly Injured | Total  |
| A              | 12,979  |       |     |       |          |             | 93  | 746               | 9,740            | 10,579 |
| B              | 1,963   | 1,601 |     |       |          |             | 40  | 169               | 1,991            | 2,200  |
| C              | 1,442   |       |     |       | 942      |             | 7   | 100               | 1,447            | 1,554  |
| D              | 505   |       | 458 |       |          |             | 9   | 138               | 375              | 522    |
| E              | 246   |       |     | 160   |          |             | 2   | 23                | 262              | 287    |
| F              |   |       | 237 |       |          |             | 5   | 103               | 142              | 250    |
| G              |   | 303   |     |       |          |             | 23  | 41                | 174              | 238    |
| H              | 187   | 113   |     |       | 111      |             | 6   | 26                | 181              | 213    |
| I              |   |       |     |       | 189      |             | 5   | 17                | 180              | 202    |
| J              |   | 116   |     |       | 113      |             | 6   | 15                | 140              | 161    |
| K              | 131   |       |     |       |          | 131         | 3   | 32                | 99               | 134    |
| L              |   | 22    |     | 21    |          |             | 2   | 5                 | 81               | 88     |
| M              |   | 36    | 35  |       |          |             | 3   | 13                | 20               | 36     |
| N              |   |       |     | 27    |          |             | 1   | 3                 | 30               | 34     |
| O              |   |       | 32  |       | 31       |             | 3   | 9                 | 19               | 31     |
| P              | 16  | 13    |     | 12    |          |             | 0   | 3                 | 18               | 21     |
| Q              |   | 16    |     |       |          | 16          | 5   | 7                 | 4                | 16     |
| R              | 15  | 13    | 12  |       |          |             | 1   | 5                 | 10               | 16     |
| S              | 18  |       | 12  |       | 12       |             | 1   | 5                 | 9                | 15     |
| T              |   |       |     |       | 12       | 13          | 0   | 4                 | 10               | 14     |
| U              | 14  |       |     | 9     | 10       |             | 1   | 1                 | 11               | 13     |
| V              |   |       |     | 6     | 6        |             | 0   | 1                 | 10               | 11     |
| W              | 10  | 3     | 3   |       | 4        |             | 1   | 3                 | 2                | 6      |
| X              |   |       |     |       |          | 5           | 0   | 2                 | 3                | 5      |
| Y              |   |       |     | 5     |          | 5           | 0   | 2                 | 3                | 5      |
| Z              | 3   | 2     |     | 2     | 2        |             | 0   | 1                 | 4                | 5      |
| AA             |   |       | 4   | 4     |          |             | 0   | 0                 | 4                | 4      |
| AB             | 1   |       |     |       | 1        | 1           | 0   | 0                 | 4                | 4      |

**Table 3-9 Casualties resulting from vehicle interaction in collisions 2012 (Cont.)**

| Collision Type | Total vehicles involved in the collision type |     |     |       |          |             | Total casualties involved in the collision type |                   |                  |       |
|----------------|---|-----|-----|-------|----------|-------------|---|-------------------|------------------|-------|
|                | Car   | HGV | PTW | Other | Other GV | Pedal cycle | Killed  | Seriously Injured | Slightly Injured | Total |
| AC             | 4   |     | 3   | 3     |          |             | 0   | 3                 | 0                | 3     |
| AD             |   |     | 2   |       |          | 2           | 0   | 0                 | 2                | 2     |
| AE             |   | 2   |     | 2     | 2        |             | 0   | 1                 | 1                | 2     |
| AF             |   |     | 1   | 1     | 1        |             | 0   | 0                 | 1                | 1     |
| AG             |   | 1   | 1   |       | 1        |             | 0   | 1                 | 0                | 1     |

Note: The casualty type and number include the pedestrian casualties arising from the relevant collisions

Table 3-9 can also be used to derive the casualties involving a vehicle type by summing (vertically) the collision types containing the vehicle type of interest. For example summing the numbers in collision types containing HGV (collision types B, G, H, J, L, M, P, Q, R, W, Z, AE and AG) shows that there were 87 fatalities in collisions involving HGVs (2241).

Further information on vehicle statistics is provided in Appendix E.



## 4 Casualty Rates

The objective of this chapter is to provide context to the recorded casualty statistics by weighting them by the distribution of traffic (traffic density) across the HA strategic road network. More specifically, this chapter outlines the yearly traffic and the casualty trends weighted by traffic (casualty rates).

The traffic data used in this section is sourced from the DfT traffic counts website, which publishes data of traffic and vehicular flow for major road links from junction to junction. The GB network (including the HA network) is covered by several thousand unique count points. Each count point collates data regarding Annual Average Daily Flow (AADF) for different vehicle types. The underlying assumptions regarding the collection methodology can be found on the DfT traffic counts website<sup>6</sup>.

In order to identify HA traffic levels, the geographical locations of the DfT GB count points were superimposed on to the HA's 2010 network definition and matched to produce a unique HA set of count points. This excludes any count points that fall outside the extents of the reference network. The AADF values for each individual count point are converted to traffic estimates using a relationship between AADF, length of the link and days in the year. The resulting traffic is estimated by summing the HA count point set. Summary of the road lengths (in miles) are provided in Table 1-1.

The reported traffic estimates used in this report have been adjusted from previous year's reports after a re-appraisal of the HA set of count points used to produce the original estimates. In addition, the conversion factor between kilometres to miles used to calculate the junction to junction link length was defined to a higher degree of accuracy, which subsequently has affected the overall traffic estimates. The impact of the accuracy adjustment accounts for approximately one per cent change in total traffic values.

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<sup>6</sup> DfT traffic counts website <http://www.dft.gov.uk/traffic-counts/index.php>

## 4.1 Highways Agency Traffic

This subsection provides the traffic levels on the HA strategic road network and compares them to that on the GB road network.

It should be noted that the DfT traffic count data is of much lower resolution in terms of geographical location than on the HA network; hence the traffic levels on single carriageway A-roads are estimated by cross referencing the carriageway properties of the 2010 network definition. Traffic identified on single carriageway may also overlap sections of dual carriageway in specific cases.

Table 4-1 and Table 4-2 show the traffic levels on motorways and A-roads by year on the HA and GB road networks. There has been a decrease in the 2012 traffic (1.3 per cent) on the GB road network from the 2005-2009 baseline average whereas the HA road network shows a 1.6 per cent increase. This difference exists mainly due to an increase of traffic on the HA's motorways and dual carriageway A-roads, 1.6 per cent and 2.8 per cent respectively, as shown in Table 4-1 and a reduction in HA single carriageway and non-HA traffic. On the HA network this increasing trend in motorway and dual carriageway traffic has persisted at least since 2010.

**Table 4-1 HA network traffic (100 MVM) by road classification and year**

| Road Classification       | 2005-2009 BSL average | 2010  | 2011  | 2012  | 2012 per cent change from BSL average |
|---------------------------|-----------------------|-------|-------|-------|---------------------------------------|
| Motorway                  | 546.4                 | 546.6 | 552.9 | 555.2 | 1.6                                   |
| A-road Dual Carriageway   | 231.2                 | 232.5 | 236.7 | 237.5 | 2.8                                   |
| A-road Single Carriageway | 56.3                  | 55.7  | 56.1  | 54.2  | -3.8                                  |
| Total                     | 834.0                 | 834.8 | 845.7 | 846.9 | 1.6                                   |

Note: traffic is shown as 100 million vehicle-miles = 100 MVM

The 2012 traffic on the GB A-road network has decreased by 2.5 per cent when compared to the 2005-2009 baseline average (Table 4-2), despite the minor 0.3 per cent increase in 2011 from 2010.

**Table 4-2 GB network traffic (100 MVM) by road classification and year**

| Road Classification | 2005-2009 BSL average | 2010    | 2011    | 2012    | 2012 per cent change from BSL average |
|---------------------|-----------------------|---------|---------|---------|---------------------------------------|
| Motorway            | 587.7                 | 583.2   | 592.9   | 598.3   | 1.8                                   |
| A-road – All        | 1,419.5               | 1,391.1 | 1,395.1 | 1,383.7 | -2.5                                  |
| Total               | 2,007.2               | 1,974.2 | 1,987.9 | 1,982.0 | -1.3                                  |

Table 4-3 below provides a further breakdown of traffic on the HA road network by DfT vehicle type and year. This information reveals that it is only cars and LGVs (Other GV) contribute to the overall 1.6 per cent increase in traffic in 2012 from the 2005-2009 baseline average with each increasing by 2.1 per cent and 8.5 per cent respectively.

In 2012, the greatest decline in traffic was observed for PTW (14.8 per cent) vehicle type, followed by buses (14.6 per cent) and HGVs (7.9 per cent). Between 2010 and 2012 the trend for car and LGV (Other GV) traffic continued to increase, whilst the pedal cycle and bus traffic has remained relatively constant.

**Table 4-3 HA traffic (100 MVM) by DfT vehicle type and year**

| DfT Vehicle Type | 2005-2009 BSL average | 2010  | 2011  | 2012  | 2012 per cent change from BSL average |
|------------------|-----------------------|-------|-------|-------|---------------------------------------|
| Car              | 628.1                 | 630.7 | 640.2 | 641.1 | 2.1                                   |
| HGV              | 94.8                  | 91.4  | 89.3  | 87.3  | -7.9                                  |
| LGV (Other GV)   | 103.1                 | 105.1 | 108.8 | 111.8 | 8.5                                   |
| PTW              | 4.3                   | 4.1   | 4.0   | 3.6   | -14.8                                 |
| Pedal Cycle      | < 0.1                 | < 0.1 | < 0.1 | < 0.1 | -                                     |
| Bus              | 3.7                   | 3.5   | 3.4   | 3.2   | -14.6                                 |

## 4.2 Casualty Rate by Severity and Year

In this subsection casualty rates are discussed and compared for the HA and GB road networks.

Table 4-4 and Table 4-5 show a breakdown of the recorded casualties by severity over the last three years and the 2005-2009 baseline average. Along with the number of casualties, the tables also show the casualty rate and traffic. The rates shown in the table correspond to the number of casualties and provide a simplified overview of the given yearly casualty record weighted by traffic (casualties per 100 MVM).

The overall casualty rate for both HA and GB road networks are lower in 2012 to the 2005-2009 baseline average. Importantly fatality rate on the HA and GB road network observe the most significant decrease, 40.3 per cent and 36.9 per cent respectively. The HA network showed a 11.7 per cent and 5.0 per cent greater reduction of KSI rate and total casualty rate when compared to the GB network (Table 4-4 and Table 4-5).

**Table 4-4 HA network casualty rates by severity and year**

|                   | 2005-2009 BSL average | 2010   | 2011   | 2012   | 2012 per cent change from BSL average |
|-------------------|-----------------------|--------|--------|--------|---------------------------------------|
| Killed            | 357.2                 | 249    | 251    | 217    | -39.2                                 |
| Seriously Injured | 1,964.0               | 1,637  | 1,578  | 1,479  | -24.7                                 |
| KSI               | 2,321.2               | 1,886  | 1,829  | 1,696  | -26.9                                 |
| Slightly Injured  | 19,381.6              | 16,136 | 15,891 | 14,977 | -22.7                                 |
| Total             | 21,702.8              | 18,022 | 17,720 | 16,673 | -23.2                                 |
| Traffic (100 MVM) | 834.0                 | 834.8  | 845.7  | 846.9  | 1.6                                   |
| Killed rate       | 0.4                   | 0.3    | 0.3    | 0.3    | -40.3                                 |
| Serious rate      | 2.4                   | 2.0    | 1.9    | 1.7    | -25.9                                 |
| KSI rate          | 2.8                   | 2.3    | 2.2    | 2.0    | -28.1                                 |
| Slight rate       | 23.3                  | 19.3   | 18.8   | 17.7   | -24.0                                 |
| Total rate        | 26.0                  | 21.6   | 21.0   | 19.7   | -24.4                                 |

Note: Rate is per 100 MVM

**Table 4-5 GB network casualty rates by severity and year**

|                   | 2005-2009 BSL average | 2010    | 2011    | 2012    | 2012 per cent change from BSL average |
|-------------------|-----------------------|---------|---------|---------|---------------------------------------|
| Killed            | 2,815.8               | 1,850   | 1,901   | 1,754   | -37.7                                 |
| Seriously Injured | 27,225.0              | 22,660  | 23,122  | 23,039  | -15.4                                 |
| KSI               | 30,040.8              | 24,510  | 25,023  | 24,793  | -17.5                                 |
| Slightly Injured  | 216,009.6             | 184,138 | 178,927 | 170,930 | -20.9                                 |
| Total             | 246,050.4             | 208,648 | 203,950 | 195,723 | -20.5                                 |
| Traffic (100 MVM) | 2,007.2               | 1,974.2 | 1,987.9 | 1,982.0 | -1.3                                  |
| Killed rate       | 1.4                   | 0.9     | 1.0     | 0.9     | -36.9                                 |
| Serious rate      | 13.6                  | 11.5    | 11.6    | 11.6    | -14.3                                 |
| KSI rate          | 15.0                  | 12.4    | 12.6    | 12.5    | -16.4                                 |
| Slight rate       | 107.6                 | 93.3    | 90.0    | 86.2    | -19.9                                 |
| Total rate        | 122.6                 | 105.7   | 102.6   | 98.8    | -19.4                                 |

Note: Rate is per 100 MVM

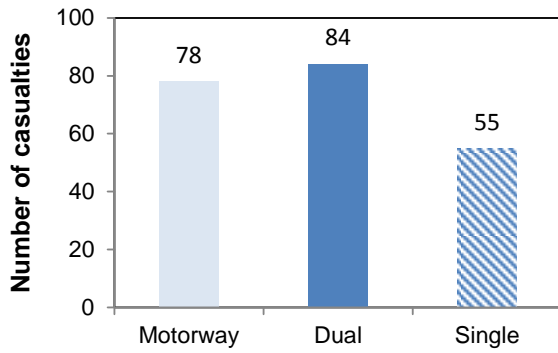
### 4.3 Casualty Rate by Road Type and Year

This subsection provides an overview of the casualty rates by road type, severity and year based on number of casualties per 100 million vehicle-miles (100 MVM). The rates discussed in this subsection provide an indication on the likelihood of being injured.

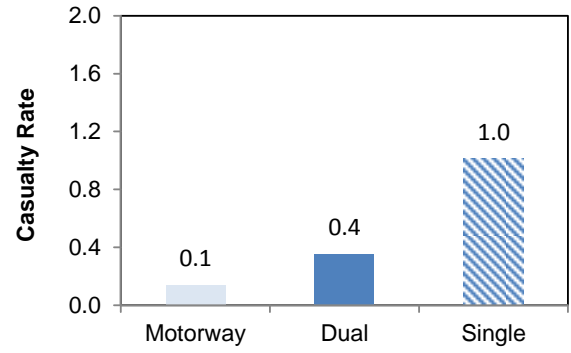
Figure 4-1 illustrates a graphical distribution of motorway and A-road (single and dual carriageway) casualties in terms of the number of casualties and casualty rate.

As shown in the figure (graphs (a), (c) and (e)) there are slightly more fatalities and KSIs on dual carriageways than on motorways, but the total number of casualties is greater on motorways. Far greater number of casualties is recorded on motorways and dual carriageways than on single carriageways. However this view does not provide an objective indication of the likelihood of an accident happening on each road type as there is far less traffic on single carriageways than on motorways and dual carriageways (Table 4-1, Section 4.1). This is viewed by considering the casualty rates, which accounts for traffic (miles travelled).

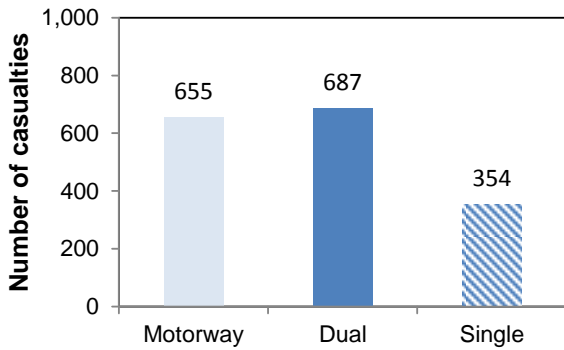
When considering Figure 4-1 (b), (d) and (f), it can be seen that the likelihood of an injury occurring on the motorway is in fact the smallest, followed by dual carriageways, with single carriageways being the most prone to casualties of all severities. For 2012, the ratio between likelihood of an injury occurring on a motorway, dual carriageway or single carriageway was approximately 1:2:3 respectively. Similarly, the ratio was approximately 1:2:5 for KSI casualties and 1:4:10 for fatalities.



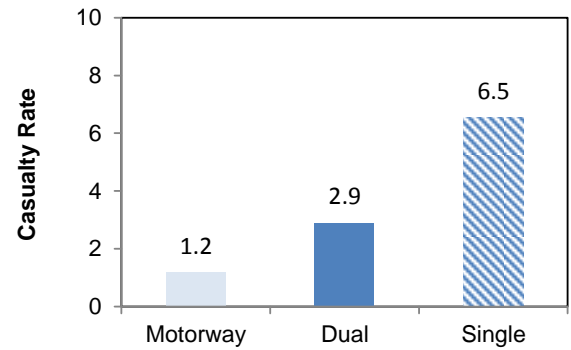
(a) Number of fatalities



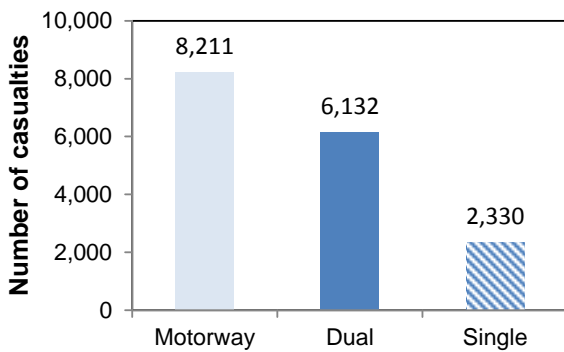
(b) Fatality casualty rate per 100 MVM



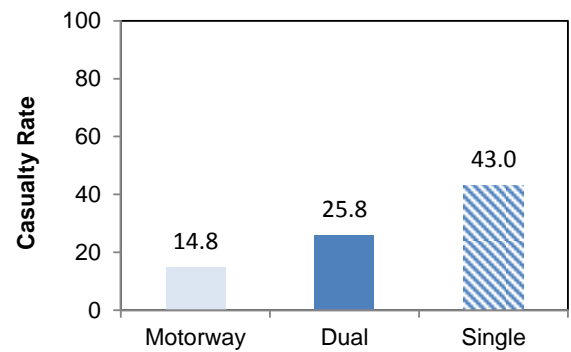
(c) Number of KSI casualties



(d) KSI casualty rate per 100 MVM



(e) Number of total casualties



(f) Total casualty rate per 100 MVM

**Figure 4-1 Casualties and casualty rates by road type 2012**

For completeness, the comparison of the casualties and rates by year are provided in Table 4-6, Table 4-7 and Table 4-8 for the HA motorways, dual carriageways and single carriageways respectively. As for the previous years, the 2012 rates show a substantial reduction from the baseline average, with the highest reduction observed for the fatalities especially for motorways and dual carriageway A-roads.

Table 4-6 shows that motorways continue to have a lower likelihood of an injury occurring than A-roads (Table 4-7 and Table 4-8). The table also shows that on motorways, the casualty numbers continue to reduce over 2010-2012 for each of the casualty severities. This reduction in conjunction with an increase in traffic yields the greatest improvement, achieving a casualty rate reduction of 50.1 per cent in fatal, 36.4 per cent in KSI and 27.9 per cent in total casualties from the 2005-2009 baseline average. Due to similar reasons dual carriageways show a 38.6 per cent reduction in fatal, 21.7 per cent reduction in KSI and 20.6 per cent reduction in total casualties (Table 4-7).

As previously highlighted, the smallest reduction in 2012 compared to the 2005-2009 baseline average is reported on single carriageways achieving a 19.3 per cent reduction across all severity categories (Table 4-8). The rate of casualty reduction on single carriageways is lower than for other road categories, partly impacted by the 3.8 per cent decrease in traffic. Single carriageways also had the smallest change in casualty numbers over the 2010-2012 period compared to the other two road categories. In fact the killed and seriously injured numbers were higher in 2012 to that in 2010.

**Table 4-6 Motorway casualty rates by severity and year**

|                   | 2005-2009 BSL average | 2010  | 2011  | 2012  | 2012 per cent change from BSL average |
|-------------------|-----------------------|-------|-------|-------|---------------------------------------|
| Killed            | 153.6                 | 110   | 90    | 78    | -49.2                                 |
| Seriously Injured | 859.4                 | 716   | 654   | 577   | -32.9                                 |
| KSI               | 1,013.0               | 826   | 744   | 655   | -35.3                                 |
| Slightly Injured  | 10,186.6              | 8,552 | 8,008 | 7,556 | -25.8                                 |
| Total             | 11,199.6              | 9,378 | 8,752 | 8,211 | -26.7                                 |
| Traffic (100 MVM) | 546.4                 | 546.6 | 552.9 | 555.2 | 1.6                                   |
| Killed rate       | 0.3                   | 0.2   | 0.2   | 0.1   | -50.1                                 |
| Serious rate      | 1.6                   | 1.3   | 1.2   | 1.0   | -34.0                                 |
| KSI rate          | 1.9                   | 1.5   | 1.3   | 1.2   | -36.4                                 |
| Slight rate       | 18.7                  | 15.6  | 14.5  | 13.6  | -27.1                                 |
| Total rate        | 20.5                  | 17.2  | 15.8  | 14.8  | -27.9                                 |

**Table 4-7 A-road dual carriageway casualty rates by severity and year**

|                   | 2005-2009 BSL average | 2010  | 2011  | 2012  | 2012 per cent change from BSL average |
|-------------------|-----------------------|-------|-------|-------|---------------------------------------|
| Killed            | 132.8                 | 92    | 103   | 84    | -36.7                                 |
| Seriously Injured | 719.6                 | 632   | 622   | 603   | -16.2                                 |
| KSI               | 852.4                 | 724   | 725   | 687   | -19.4                                 |
| Slightly Injured  | 6,651.4               | 5,539 | 5,908 | 5,445 | -18.1                                 |
| Total             | 7,503.8               | 6,263 | 6,633 | 6,132 | -18.3                                 |
| Traffic (100 MVM) | 231.2                 | 232.5 | 236.7 | 237.5 | 2.8                                   |
| Killed rate       | 0.6                   | 0.4   | 0.4   | 0.4   | -38.6                                 |
| Serious rate      | 3.1                   | 2.7   | 2.6   | 2.5   | -18.6                                 |
| KSI rate          | 3.7                   | 3.1   | 3.1   | 2.9   | -21.7                                 |
| Slight rate       | 28.8                  | 23.8  | 25.0  | 22.9  | -20.4                                 |
| Total rate        | 32.5                  | 26.9  | 28.0  | 25.8  | -20.6                                 |

**Table 4-8 A-road single carriageway casualty rates by severity and year**

|                   | 2005-2009 BSL average | 2010  | 2011  | 2012  | 2012 per cent change from BSL average |
|-------------------|-----------------------|-------|-------|-------|---------------------------------------|
| Killed            | 70.8                  | 47    | 58    | 55    | -22.3                                 |
| Seriously Injured | 385.0                 | 289   | 302   | 299   | -22.3                                 |
| KSI               | 455.8                 | 336   | 360   | 354   | -22.3                                 |
| Slightly Injured  | 2,543.6               | 2,045 | 1,975 | 1,976 | -22.3                                 |
| Total             | 2,999.4               | 2,381 | 2,335 | 2,330 | -22.3                                 |
| Traffic (100 MVM) | 56.3                  | 55.7  | 56.1  | 54.2  | -3.8                                  |
| Killed rate       | 1.3                   | 0.8   | 1.0   | 1.0   | -19.3                                 |
| Serious rate      | 6.8                   | 5.2   | 5.4   | 5.5   | -19.3                                 |
| KSI rate          | 8.1                   | 6.0   | 6.4   | 6.5   | -19.3                                 |
| Slight rate       | 45.2                  | 36.7  | 35.2  | 36.5  | -19.3                                 |
| Total rate        | 53.3                  | 42.7  | 41.7  | 43.0  | -19.3                                 |

Note: Coincidentally the 2012 per cent change from BSL average is the same across the severities and is not an error.

A detailed breakdown on traffic and casualty rates is provided in Appendix D.



## 5 Contributory Factor Analysis

This chapter reports the influence of a range of recorded contributory factors associated with collisions, and highlights the most consistently occurring factors in collisions ranked by severity. The statistics in this section provide the number of collisions a specified contributory factor or grouping of factors was recorded at least once. It is important to note that a collision could contain between 0 and 6 contributory factors and as such is not a constant for each collision.

### 5.1 Top 10 Contributory Factors

Table 5-1 provides an outline of the top 10 contributory factors that are associated with the number of collisions ranked by KSI.

The most common contributory factor is 'Failed to look properly', appearing at least once in 3,355 collisions in 2012 (31.9 per cent). The factor 'Failed to look properly' occurred in 370 KSI collisions (25.9 per cent of the 1,429 total KSI collisions) and 47 fatal collisions (23.4 per cent of 201 total fatal collisions).

'Fatigue' had the greatest KSI to total collision ratio of any contributory factor, with 117 out of 474 collisions containing at least one 'Fatigue' record as a KSI severity collision (24.7 per cent), with 4.6 per cent associated with fatal collisions. This is followed by 'Loss of control', which constitutes 19.1 per cent in terms of KSI ratio, of which 2.6 per cent is associated with fatal collisions.

Of the top 10 contributory factors in Table 5-1, 'Sudden braking' had the greatest slight to total collision ratio with 1,087 out of 1,192 collisions containing at least one 'Sudden braking' record as a slight severity collision (91.2 per cent)..

**Table 5-1 Top 10 contributory factors by severity 2012**

| No. | Contributory Factor                          | KSI | Fatal | Serious | Slight | Total |
|-----|--|-----|-------|---------|--------|-------|
| 1   | Failed to look properly                      | 370 | 47    | 323     | 2,985  | 3,355 |
| 2   | Loss of control                              | 347 | 48    | 299     | 1,471  | 1,818 |
| 3   | Failed to judge other person's path or speed | 273 | 28    | 245     | 2,418  | 2,691 |
| 4   | Careless, reckless or in a hurry             | 183 | 24    | 159     | 946    | 1,129 |
| 5   | Poor turn or manoeuvre                       | 163 | 23    | 140     | 977    | 1,140 |
| 6   | Travelling too fast for conditions           | 130 | 18    | 112     | 732    | 862   |
| 7   | Swerved                                      | 128 | 20    | 108     | 593    | 721   |
| 8   | Fatigue                                      | 117 | 22    | 95      | 357    | 474   |
| 9   | Slippery road (due to weather)               | 108 | 13    | 95      | 920    | 1,028 |
| 10  | Sudden braking                               | 105 | 7     | 98      | 1,087  | 1,192 |

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

## 5.2 Contributory Factor Groups

In this subsection the 78 individual contributory factors have been grouped in a logical manner to produce an inclusive list of 10 contributing factor categories. The breakdown of the contributory factor groupings is shown in Appendix F. The tables in this subsection report the number of collisions where at least any one individual factor of the contributory factor grouping occurred by collision severity.

Table 5-2 shows the merged contributory factor groups ranked by the occurrences of these in KSI collisions. Contributory factors associated with Driver/Rider Error grouping was recorded in 7,360 of the 10,520 collisions on the SRN (70.0 per cent), making it the largest presence by a fair margin. This accounts for 56.2 per cent of occurrences in fatal collisions (113 of 201) and 63.5 per cent in KSI (908 of 1,429). Although Driver/Rider Error grouping has the greatest presence in collision records, it does not have the highest fatality (1.5 per cent) and KSI (12.3 per cent) ratios (i.e. severity/total ratio) when compared to the other groupings.

Actions of Pedestrians group are associated with only 89 collisions (0.8 per cent of the 10,520 collisions), but it has the greatest fatal and KSI ratios, 30.3 per cent and 64.0 per cent respectively. This is followed by Driver/Rider Impaired group, where fatal and KSI ratios are 4.7 per cent and 24.1 per cent respectively.

There were 1,026 collisions (9.8 per cent of the 10,520 SRN collisions) without an assigned contributory factor; a significant improvement from previous years. However, these comprised 26 fatal and 134 serious severity collisions.

**Table 5-2 Contributory factor groups by severity 2012**

| No. | Contributory Factor Grouping                 | KSI | Fatal | Serious | Slight | Total |
|-----|--|-----|-------|---------|--------|-------|
| 1   | Driver/Rider Error                           | 908 | 113   | 795     | 6,452  | 7,360 |
| 2   | Aggressive or Illegal Driver/Rider Behaviour | 424 | 55    | 369     | 2,827  | 3,251 |
| 3   | Driver/Rider Impaired                        | 238 | 46    | 192     | 749    | 987   |
| 4   | Road Conditions (Controllable)               | 188 | 21    | 167     | 1,331  | 1,519 |
| 5   | Driver/Rider Distraction                     | 98  | 12    | 86      | 483    | 581   |
| 6   | Other  | 79  | 9     | 70      | 294    | 373   |
| 7   | Driver/rider inexperienced or apprehensive   | 78  | 5     | 73      | 482    | 560   |
| 8   | Poor preparation of vehicle prior to journey | 57  | 5     | 52      | 281    | 338   |
| 9   | Actions of Pedestrian                        | 57  | 27    | 30      | 32     | 89    |
| 10  | Environment                                  | 45  | 5     | 40      | 397    | 442   |
| -   | No factor recorded                           | 160 | 26    | 134     | 866    | 1,026 |

Notes: Values in the table report the number of collisions by severity where at least one factor under the specified contributory factor groups was recorded.

Table 5-3 summarises the contributory factor groups by year and shows the per cent change in 2012 from the 2005-2009 baseline average. As shown in the table, all contributory factor groups exhibit a decrease (in the number of collisions) within a range 6.0 to 59.5 per cent from the 2005-2009 baseline average, except for Driver/Rider Distraction which shows a marginal 0.3 per cent increase.

However, when compared to the statistics from last year (2011), there has been a 47.3 per cent increase in collisions involving contributory factors associated with Environment grouping; 21 per cent increase with Road Conditions (Controllable) grouping; 11.1 per cent increase with Driver/Rider Distraction grouping; and a 0.7 per cent increase with Driver/Rider Error grouping.

The largest decrease of 59.5 per cent is observed for Actions of Pedestrian grouping, decreasing to 89 collisions in 2012 from 220 in 2005-2009 baseline average. The number of collisions without a recorded contributory factor has the second highest reduction in 2012 relative to the 2005-2009 baseline average (48.7 per cent). It also shows a year-on-year reduction and in 2012 is below 10 per cent for the first time in terms of collisions without a contributory factor relative to the total collisions (1,026 of 10,520).

The table shows that the total collisions reduced year-on-year from 2010 to 2012 (11,414 to 10,520), whilst the percentage of collisions with no factor remained similar between 2010 and 2011 (13.5 and 13.9 per cent) and then significantly improved in 2012 with the percentage falling to below 10 per cent for the first time. This indicates a better reporting of contributory factors in 2012.

**Table 5-3 Contributory factor groups by year**

| No.                                     | Contributory Factor Grouping                 | 2005-2009<br>BSL average | 2010   | 2011   | 2012   | 2012 per cent<br>change from<br>BSL average |
|---|--|--------------------------|--------|--------|--------|---|
| 1                                       | Driver/Rider Error                           | 8,775.6                  | 7,512  | 7,311  | 7,360  | -16.1                                       |
| 2                                       | Aggressive or Illegal Driver/Rider Behaviour | 4,209.8                  | 3,376  | 3,270  | 3,251  | -22.8                                       |
| 3                                       | Driver/Rider Impaired                        | 1,243.2                  | 1,058  | 1,033  | 987    | -20.6                                       |
| 4                                       | Road Conditions (Controllable)               | 1,844.2                  | 1,717  | 1,255  | 1,519  | -17.6                                       |
| 5                                       | Driver/Rider Distraction                     | 579.4                    | 513    | 523    | 581    | 0.3   |
| 6                                       | Other  | 575.4                    | 406    | 419    | 373    | -35.2                                       |
| 7                                       | Driver/rider inexperienced or apprehensive   | 814.0                    | 607    | 597    | 560    | -31.2                                       |
| 8                                       | Poor preparation of vehicle prior to journey | 453.0                    | 377    | 348    | 338    | -25.4                                       |
| 9                                       | Actions of Pedestrian                        | 220.0                    | 154    | 112    | 89     | -59.5                                       |
| 10                                      | Environment                                  | 470.2                    | 373    | 300    | 442    | -6.0  |
| -                                       | No factor recorded                           | 1,998.4                  | 1,540  | 1,517  | 1,026  | -48.7                                       |
| Total Collisions                        |  | 12,076.0                 | 11,414 | 10,947 | 10,520 | -12.9                                       |
| Percentage of collisions with no factor |  | 16.5                     | 13.5   | 13.9   | 9.8    |   |

Notes: Counts in the 10 contributory factor groups are based on collisions with at least one record per collision.

### 5.3 HA Influenced Contributory Factors

This subsection provides an outline of the contributory factors associated with HA operations and road conditions. It is based on the Road Conditions (Controllable) contributory factor grouping, introduced in Section 5.2, and comprises the 15 individual contributory factors listed in Table 5-4.

Table 5-4 additionally shows the detailed breakdown by severity of collision containing each contributory factor and is ranked by KSI. 'Slippery road (due to weather)' with records in 1,028 of the 10,520 collisions (9.8 per cent) was the most influential contributory factor from those associated with HA influenced group (Road Conditions (Controllable) group). This is then followed by 'Animal or object in carriageway' in 148 collisions (1.4 per cent) and 'Spray from other vehicles' in 127 collisions (1.2 per cent).

When assessing categories with equal to or greater than 10 KSIs, the 'Road layout' contributory factor has the greatest KSI to total ratio (25.0 per cent). This is followed by 'Stationary or parked vehicle(s)' (22.2 per cent) and 'Deposit on road' (20.5 per cent). All these factors are predominantly associated with road space availability, obstruction and quality.

**Table 5-4 HA influenced contributory factors by severity 2012**

| No. | Contributory Factor  | KSI | Fatal | Serious | Slight | Total |
|-----|--|-----|-------|---------|--------|-------|
| 1   | Slippery road (due to weather)                             | 108 | 13    | 95      | 920    | 1,028 |
| 2   | Animal or object in carriageway                            | 25  | 3     | 22      | 123    | 148   |
| 3   | Road layout (eg. bend, hill, narrow carriageway)           | 20  | 1     | 19      | 60     | 80    |
| 4   | Deposit on road (eg. oil, mud, chippings)                  | 18  | 0     | 18      | 70     | 88    |
| 5   | Spray from other vehicles                                  | 15  | 2     | 13      | 112    | 127   |
| 6   | Stationary or parked vehicle(s)                            | 10  | 1     | 9       | 35     | 45    |
| 7   | Poor or defective road surface                             | 7   | 0     | 7       | 35     | 42    |
| 8   | Road layout (eg. bend, winding road, hill crest)           | 5   | 2     | 3       | 29     | 34    |
| 9   | Temporary road layout (eg. contraflow)                     | 4   | 1     | 3       | 47     | 51    |
| 10  | Buildings, road signs, street furniture                    | 3   | 1     | 2       | 0      | 3     |
| 11  | Vegetation   | 2   | 0     | 2       | 7      | 9     |
| 12  | Dazzling headlights  | 1   | 0     | 1       | 12     | 13    |
| 13  | Inadequate or masked signs or road markings                | 1   | 0     | 1       | 12     | 13    |
| 14  | Defective traffic signals                                  | 0   | 0     | 0       | 11     | 11    |
| 15  | Traffic calming (eg. speed cushions, road humps, chicanes) | 0   | 0     | 0       | 3      | 3     |

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

Table 5-5 shows the same HA influenced contributory factors but in relation to variation over time and includes the 2012 per cent change from the 2005-2009 baseline average. As shown in the table, values shown against nearly all the contributory factors decreased from the 2005-2009 baseline average. The exceptions are 'Poor or defective road surface', 'Defective traffic signals' and 'Vegetation'.

Collisions with the factors 'Inadequate or masked signs or road markings' and 'Temporary road layout' had the biggest reductions within the Road Conditions (Controllable) group with a 58.6 per cent (31.4 to 13) and 47.9 per cent (97.8 to 51) decrease in collisions in 2012 to that in 2005-2009 baseline average.

Table 5-5 shows a significant increase in collisions associated with 'Slippery road (due weather)' (35.6 per cent) and 'Spray from other vehicles' (51.2 per cent) in 2012 from 2011. As both of these factors are linked to immediate weather conditions (e.g. rain, wet or melting snow), this increase could be attributed to the wetter weather conditions experienced in 2012.

**Table 5-5 HA influenced contributory factors by year**

| No. | Contributory Factor  | 2005-2009<br>BSL<br>average | 2010  | 2011 | 2012  | 2012 per cent<br>change from<br>BSL average |
|-----|--|-----------------------------|-------|------|-------|---|
| 1   | Slippery road (due to weather)                             | 1,149.6                     | 1,199 | 758  | 1,028 | -10.6                                       |
| 2   | Animal or object in carriageway                            | 218.2                       | 178   | 163  | 148   | -32.2                                       |
| 3   | Spray from other vehicles                                  | 132.0                       | 87    | 84   | 127   | -3.8  |
| 4   | Deposit on road (eg. oil, mud, chippings)                  | 123.6                       | 96    | 81   | 88    | -28.8                                       |
| 5   | Road layout (eg. bend, hill, narrow carriageway)           | 118.2                       | 81    | 88   | 80    | -32.3                                       |
| 6   | Temporary road layout (eg. contraflow)                     | 97.8                        | 70    | 50   | 51    | -47.9                                       |
| 7   | Stationary or parked vehicle(s)                            | 64.4                        | 49    | 42   | 45    | -30.1                                       |
| 8   | Poor or defective road surface                             | 38.8                        | 39    | 35   | 42    | 8.2   |
| 9   | Road layout (eg. bend, winding road, hill crest)           | 48.2                        | 42    | 45   | 34    | -29.5                                       |
| 10  | Inadequate or masked signs or road markings                | 31.4                        | 23    | 22   | 13    | -58.6                                       |
| 11  | Dazzling headlights  | 16.2                        | 15    | 7    | 13    | -19.8                                       |
| 12  | Defective traffic signals                                  | 8.0                         | 5     | 6    | 11    | -   |
| 13  | Vegetation   | 4.6                         | 3     | 3    | 9     | -   |
| 14  | Buildings, road signs, street furniture                    | 6.2                         | 2     | 4    | 3     | -   |
| 15  | Traffic calming (eg. speed cushions, road humps, chicanes) | 5.6                         | 4     | 1    | 3     | -   |

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

Additional information for all 78 contributory factors is provided in Appendix F.

## 6 Value of Prevention

The Department for Transport produces estimates of the values for prevention of casualties and damage only collisions. The valuation is based on impacts such as pain, grief and suffering; lost economic output; medical/healthcare costs related to the number of casualties and material damage; police costs; insurance and legal costs associated with the number of collisions. However, it should be noted that these estimates are derived primarily for use in the appraisal of road schemes and therefore must be carefully applied in other contexts<sup>7</sup>.

This chapter comprises the estimated total value of prevention of casualties on the strategic road network and also an estimate of the damage only collision values. It is important to note that the average values adopted are based on the published<sup>7</sup> 2010 prices and values. The corresponding 2011 or 2012 values have as yet not been published. It is also important to note that the casualty values are purely based on casualty related costs and does not make allowance for collision related costs such as material damage, cost of delay to those caught in congestion or cost to the economy.

The published<sup>7</sup> average value of prevention per casualty by severity and the estimated total values by severity and road type derived for the 2012 casualty statistics are shown in Table 6-1. The casualty statistics used to estimate the total values are presented in Table 3-5.

**Table 6-1 Value of prevention of casualty by severity and road type**

| Casualty Severity | Average value per casualty <sup>7</sup><br>(2010 values and prices) | 2012 total SRN casualty estimate (£m) (2010 values and prices) |                         |           |        |
|-------------------|---|--|-------------------------|-----------|--------|
|                   |   | A-roads<br>Built-up  | A-roads<br>Non built-up | Motorways | HA SRN |
| Killed            | £1,653,687  | £19.8  | £210.0                  | £129.0    | £358.9 |
| Seriously Injured | £185,831  | £19.7  | £147.9                  | £107.2    | £274.8 |
| Slightly Injured  | £14,320   | £18.2  | £88.1                   | £108.2    | £214.5 |
| All casualties    | -   | £57.7  | £446.0                  | £344.4    | £848.2 |

The published average value of prevention of damage only collisions<sup>7</sup>, and the estimated number of damage only collisions and the estimated total values by road type derived for the 2012 statistics are provided in Table 6-2. The number of damage only collisions by road type for this purpose was derived from the 2012 collision data<sup>8</sup> using published relationships.

<sup>7</sup> DfT WebTAG Unit 3.4.1 August 2012

<sup>8</sup> The 2012 injury collisions by road type are 954, 4,568 and 4,998 for built-up A-roads, non built-up A-roads and motorways respectively (Table B-0-1 in Appendix B).

**Table 6-2 Value of prevention of damage only collisions by road type**

|   | A-roads<br>Built-up | A-roads<br>Non built-up | Motorways | HA SRN |
|---|---------------------|-------------------------|-----------|--------|
| Average value <sup>7</sup>                    | £2,634              | £4,189                  | £3,686    | -      |
| Estimated number of<br>damage only collisions | 16,886              | 35,630                  | 37,985    | 90,501 |
| Damage only SRN<br>estimate (£m)              | £44.5               | £149.3                  | £140.0    | £333.7 |

## 7 Topics of Interest

The purpose of this chapter is to examine the constituents and contributory factors (where required) associated with specific topics of interest. The analysis is based on the STATS19 dataset only. This chapter is designed to be dynamic in nature and includes topics that are interchangeable in future reporting.

The aim is to feature topics where there has been a general interest or where the data highlights topics previously unrecognised. In this chapter emphasis is placed to provide an outline of statistics associated with the specific topics of interest.

For 2012, the topics of interest include:

- Motorway hardshoulders;
- Pedal cyclists;
- Age and type of drivers and riders;
- Fatalities;
- Close following;
- Tyres; and
- Goods vehicles (HGVs and Other GVs).



## 7.1 Motorway Hardshoulder

There has been increased media attention following announcements of the implementation of Managed Motorways (MM) including All Lane Running (MM-ALR) at several locations on the strategic road network which impacts on the availability of hardshoulders. This subsection therefore provides collision and resulting casualty information involving motorway hardshoulders<sup>9</sup> following a high level analysis of the STATS19 data. The information provided does not evaluate data for specific past or future schemes pertaining to MM-ALR, it provides an overall context on motorway hardshoulder safety between 2005 and 2012.

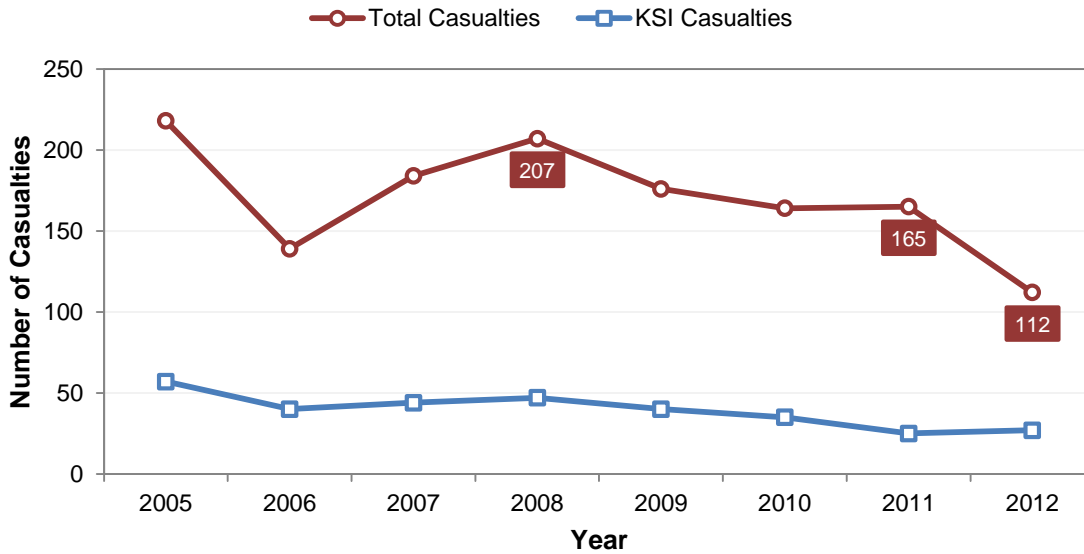
Table 7-1 and Figure 7-1 highlight the trends in casualties involving vehicles entering, leaving or on motorway hardshoulders by severity and year. In addition, Table 7-2 provides the corresponding number of collisions.

Table 7-1 shows that the number of KSI casualties, after decreasing to the lowest point since 2005, increased slightly by 2 casualties to 27 in 2012. The trend in KSI casualties displayed in Figure 7-1 may even suggest a levelling of KSI casualties.

Trends in total casualties involving motorway hardshoulders, as shown in Figure 7-1, reveal that since peaking in 2008 at 207, casualties have decreased significantly by 45.9 per cent to 112 in 2012. Figure 7-1 also highlights that a significant proportion of the overall decrease in total casualties (53) occurred between 2011 and 2012 and is due to the reduction in slight casualties. However, the total collisions per year in Table 7-2 show that the reduction in total casualties in 2012 is likely to have occurred due to a lower number of higher occupancy vehicles being involved in collisions (there is only 8 less collisions in 2012 to that in 2011).

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<sup>9</sup> Collisions involving motorway hardshoulders defined as where at least one vehicle was recorded “entering, leaving or on a hardshoulder or lay-by” and occurring on a Motorway or A(M). Typically UK motorways do not contain lay-bys therefore it is assumed that the selected collisions refer only to hardshoulders.



**Figure 7-1 Casualties involving vehicles entering, leaving or on motorway hardshoulders by severity and year**

**Table 7-1 Casualties involving vehicles entering, leaving or on motorway hardshoulders by severity and year**

| Casualty Severity | 2005       | 2006       | 2007       | 2008       | 2009       | 2010       | 2011       | 2012       |
|-------------------|------------|------------|------------|------------|------------|------------|------------|------------|
| Killed            | 15         | 13         | 13         | 10         | 7          | 10         | 8          | 8          |
| Seriously Injured | 42         | 27         | 31         | 37         | 33         | 25         | 17         | 19         |
| KSI               | 57         | 40         | 44         | 47         | 40         | 35         | 25         | 27         |
| Slightly Injured  | 161        | 99         | 140        | 160        | 136        | 129        | 140        | 85         |
| <b>Total</b>      | <b>218</b> | <b>139</b> | <b>184</b> | <b>207</b> | <b>176</b> | <b>164</b> | <b>165</b> | <b>112</b> |

**Table 7-2 Collisions involving vehicles entering, leaving or on motorway hardshoulders by severity and year**

| Collision Severity | 2005       | 2006      | 2007       | 2008       | 2009      | 2010      | 2011      | 2012      |
|--------------------|------------|-----------|------------|------------|-----------|-----------|-----------|-----------|
| Fatal              | 12         | 9         | 10         | 9          | 7         | 8         | 7         | 8         |
| Serious            | 28         | 17        | 21         | 27         | 25        | 17        | 10        | 14        |
| KSI                | 40         | 26        | 31         | 36         | 32        | 25        | 17        | 22        |
| Slight             | 88         | 59        | 76         | 77         | 63        | 66        | 58        | 45        |
| <b>Total</b>       | <b>128</b> | <b>85</b> | <b>107</b> | <b>113</b> | <b>95</b> | <b>91</b> | <b>75</b> | <b>67</b> |

Table 7-3 provides the breakdown by vehicle location and casualty severity for all motorway hardshoulder related collisions. The trend indicates a general reduction across the years and also to the 2005-2009 baseline average.

The table also shows that in 2012 typically only 14.3 per cent of casualties involved vehicles manoeuvring to or from hardshoulders, whereas a larger proportion (57.1 per cent) of casualties involved vehicles situated on the hardshoulder. It is important to note that this is not unique to 2012 and appears to be the trend across the years.

**Table 7-3 Casualties involving vehicles entering, leaving or on motorway hardshoulders by vehicle location, severity and year**

| Vehicle Location                       | Casualty Severity | 2005-2009 BSL average | 2010 | 2011 | 2012 | 2012 per cent change from BSL average |
|--|-------------------|-----------------------|------|------|------|---------------------------------------|
| Entering hardshoulder                  | Killed            | 1.7                   | 1    | 0    | 1    | -                                     |
|  | Seriously Injured | 2.4                   | 3    | 0    | 1    | -                                     |
|  | KSI               | 3.4                   | 4    | 0    | 2    | -                                     |
|  | Slightly Injured  | 11.6                  | 11   | 12   | 10   | -                                     |
|  | Total             | 15                    | 15   | 12   | 12   | -20.0                                 |
| Leaving hardshoulder                   | Killed            | 5                     | 0    | 0    | 0    | -                                     |
|  | Seriously Injured | 2                     | 0    | 1    | 0    | -                                     |
|  | KSI               | 1.8                   | 0    | 1    | 0    | -                                     |
|  | Slightly Injured  | 8.4                   | 3    | 9    | 4    | -                                     |
|  | Total             | 10.2                  | 3    | 10   | 4    | -                                     |
| On hardshoulder                        | Killed            | 5.8                   | 4    | 6    | 3    | -                                     |
|  | Seriously Injured | 16.4                  | 12   | 10   | 16   | -2.4                                  |
|  | KSI               | 22.2                  | 16   | 16   | 19   | -14.4                                 |
|  | Slightly Injured  | 58.0                  | 50   | 69   | 45   | -22.4                                 |
|  | Total             | 80.2                  | 66   | 85   | 64   | -20.2                                 |
| On main c'way - not in restricted lane | Killed            | 3.8                   | 5    | 2    | 4    | -                                     |
|  | Seriously Injured | 14.4                  | 10   | 6    | 2    | -                                     |
|  | KSI               | 18.2                  | 15   | 8    | 6    | -67.0                                 |
|  | Slightly Injured  | 61.2                  | 65   | 50   | 26   | -57.5                                 |
|  | Total             | 79.4                  | 80   | 58   | 32   | -59.7                                 |

The distribution of motorway hardshoulder collisions by road is shown in Table 7-4 (Top 5 roads ranked by number of 2012 collisions only) and Appendix H.1, Table H-0-1 (Top 20 roads only). The highest incidence of collisions in 2012 occurred on the M25, which accounts for 20.9 per cent (14 of 67) of all motorway hardshoulder collisions.

However, this is not the case across all years under consideration, with the M25, M6 and M1 standing out from the rest. Evident from cross referencing the number of collisions within the table and the level of traffic per road (see Appendix D Table D-0-1), is that in general, the risk of collisions on motorway hardshoulders is low.

**Table 7-4 Collisions involving vehicles entering, leaving or on motorway hardshoulders by top 5 road names and year**

| No. | Road  | 2005-2009 BSL average | 2010 | 2011 | 2012 | 2012 per cent change from BSL average |
|-----|-------|-----------------------|------|------|------|---------------------------------------|
| 1   | M25   | 13.6                  | 9    | 4    | 14   | 2.9                                   |
| 2   | M6    | 15.0                  | 10   | 14   | 9    | -40.0                                 |
| 3   | M1    | 14.8                  | 17   | 8    | 9    | -39.2                                 |
| 4   | M4    | 6.2                   | 1    | 2    | 4    | -                                     |
| 5   | A1(M) | 6.6                   | 5    | 6    | 3    | -                                     |

Additional data regarding vehicle type, vehicle location and associated contributory factors by severity and year for collisions involving motorway hardshoulders are provided in Appendix H.1.

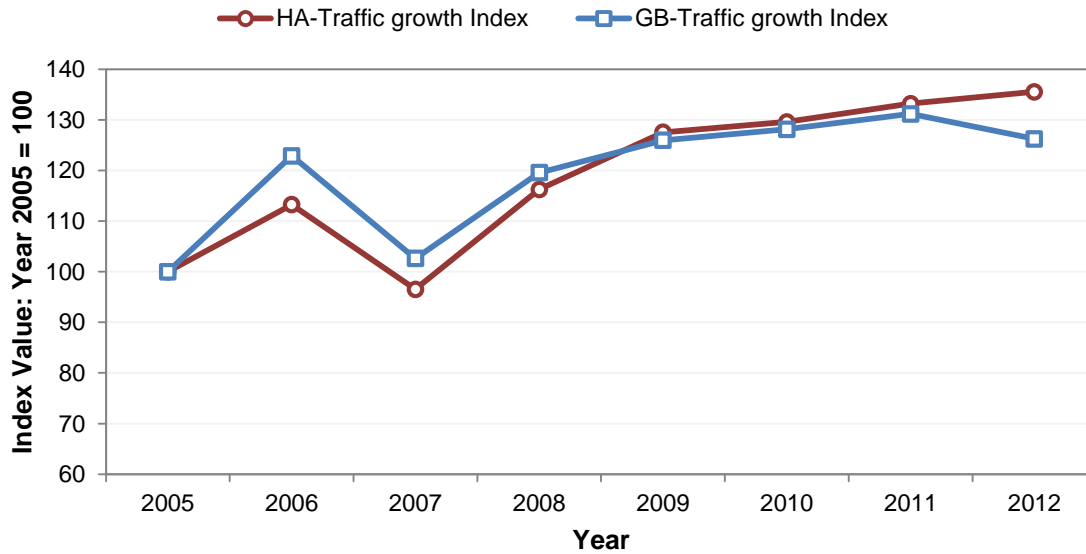
## 7.2 Pedal Cyclists

Pedal cyclist interaction has continued to remain as a topic of interest (also considered in the Reported Road Casualties on the Strategic Network 2011 report) due to the 2012 sporting successes in cycling, which has in turn translated to higher traffic levels on the HA road network.

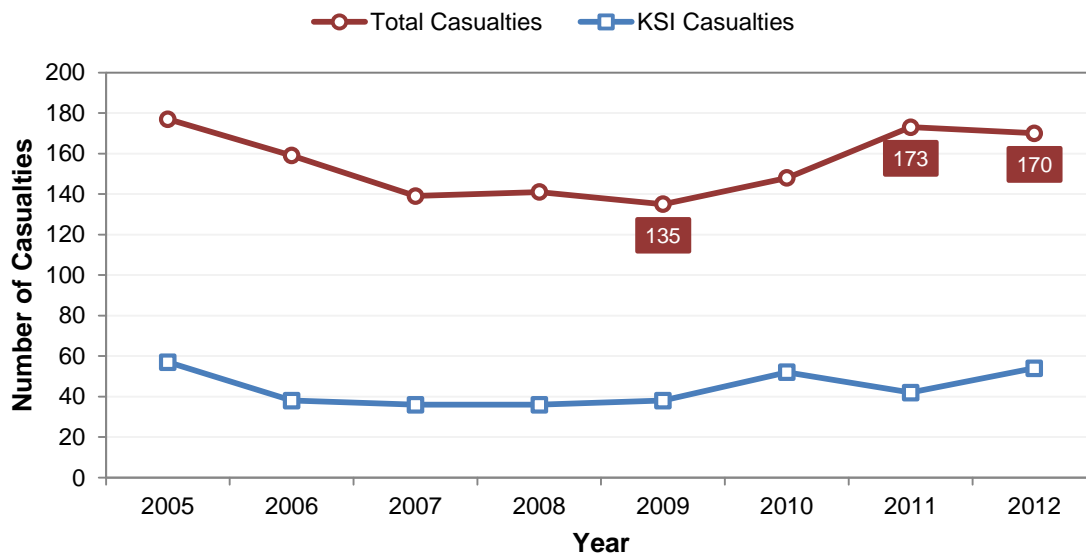
Figure 7-2 illustrates the estimated yearly traffic growth per cent of pedal cyclists on HA and GB networks benchmarked against 2005. Pedal cyclist traffic levels are estimated to have risen by 1.8 per cent on the HA network and dropped by 3.8 per cent on the GB network from 2011 to 2012. Overall, the number of pedal cyclists using the trunk road network has increased by over a third since 2007, as shown in Figure 7-2. It is reasonable to anticipate that pedal cyclist traffic levels on the HA network will increase further from 2012 to 2013.

Consequently, the total number of pedal cycle casualties from 2009 to 2012 on the HA road network has seen an increase from 135 to 170 casualties (25.9 per cent), as shown in Figure 7-3 and Table 7-5. From 2011 to 2012 a marginal stabilisation in the total number of casualties from 173 to 170 (1.7 per cent) is observed, nevertheless this cannot be perceived as a turning point in the overall trend, as the KSI casualties show an increase from 42 to 54 (28.6 per cent) across the same period as show in Figure 7-3 and Table 7-5.

Table 7-5 shows that from 2011 to 2012 the number of fatalities increased from 5 to 8 (60.0 per cent), and the number of serious casualties increased from 37 to 46 (24.3 per cent). In contrast the number of slight casualties decreased from 131 to 116 (11.5 per cent).



**Figure 7-2 Estimated pedal cyclist traffic growth on the HA and GB networks**

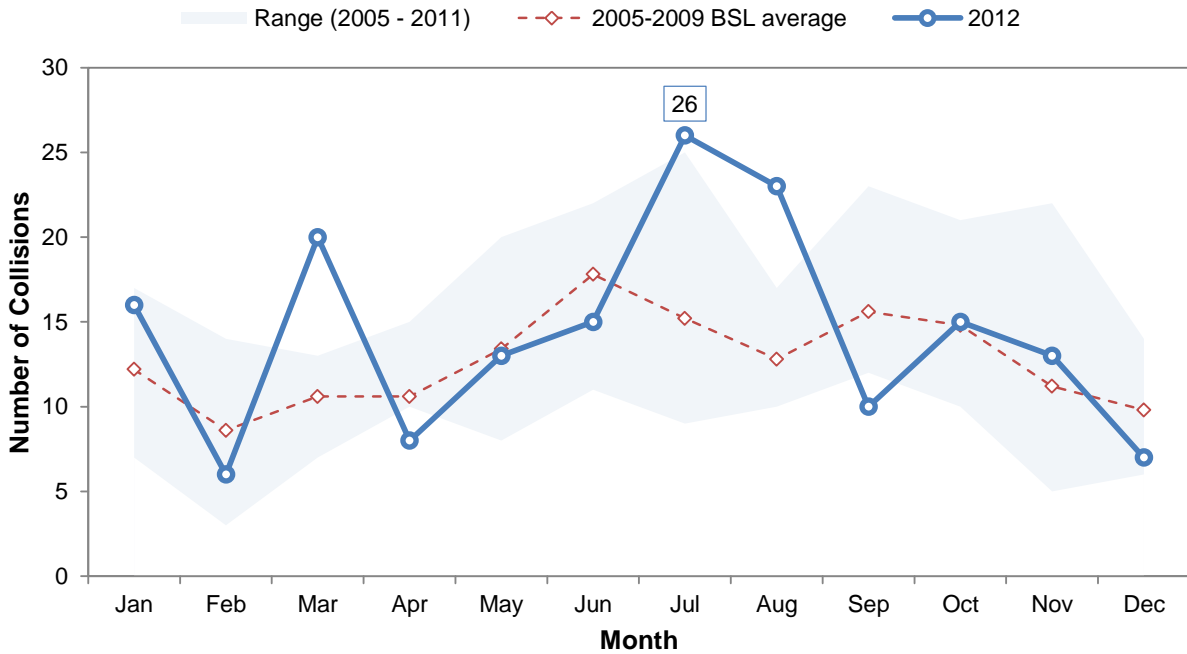


**Figure 7-3 Total and KSI pedal cycle casualties per year**

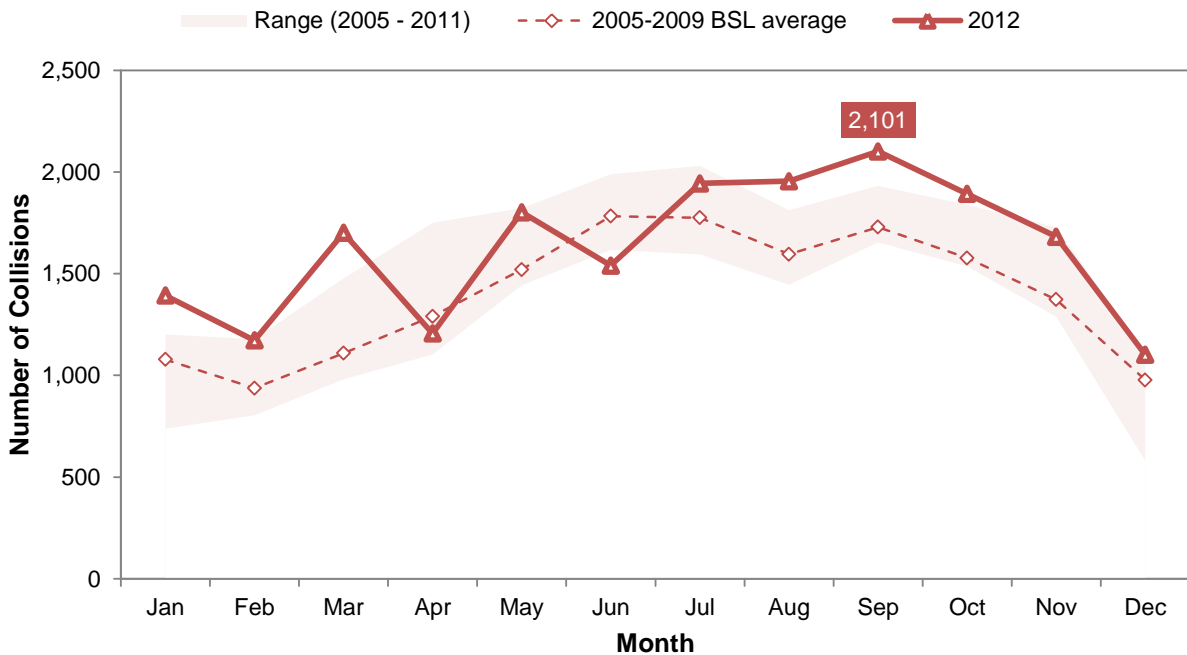
**Table 7-5 Number of pedal cycle casualties by year**

| Casualty Severity | 2005       | 2006       | 2007       | 2008       | 2009       | 2010       | 2011       | 2012       |
|-------------------|------------|------------|------------|------------|------------|------------|------------|------------|
| Killed            | 12         | 8          | 5          | 7          | 8          | 12         | 5          | 8          |
| Seriously Injured | 45         | 30         | 31         | 29         | 30         | 40         | 37         | 46         |
| KSI               | 57         | 38         | 36         | 36         | 38         | 52         | 42         | 54         |
| Slightly Injured  | 120        | 121        | 103        | 105        | 97         | 96         | 131        | 116        |
| <b>Total</b>      | <b>177</b> | <b>159</b> | <b>139</b> | <b>141</b> | <b>135</b> | <b>148</b> | <b>173</b> | <b>170</b> |

Figure 7-4 and Figure 7-5 compares the monthly pedal cycle collisions on the HA and GB road network in 2012 and against the 2005-2009 baseline average. The figures indicate that whilst the 2005-2009 baseline average trend for the HA and GB networks is similar, the 2012 trend does not show such a close fit, although still having certain similarities.



**Figure 7-4 HA pedal cycle collisions by month**



**Figure 7-5 GB pedal cycle collisions by month**

The distribution of collisions per month in 2012 indicates that a higher number of collisions occur during the summer months (July and August) on both the HA and GB networks. On the HA network the monthly collisions for January, March, July, August and November exceed the baseline average, with the March and summer extremes even outside the 2005-2011 range. For the GB network only the collisions in April and June are below the baseline average, with the March and summer extremes even lying outside the 2005-2011 range as observed for the HA network.

Additional information pertaining to pedal cyclist collisions and casualties is provided in Appendix H.2.

### **7.3 Driver and Rider Profile**

This subsection provides a high level view on specific driver/rider types and their associated contributory factors on the HA network. Continuous assessment of trends of driver/rider involvement enables the HA to continue to promote safety awareness effectively to identified at-risk user groups.

In order to undertake the analysis, the contributory factors were assigned to the vehicle reference recorded. This allowed for the corresponding driver/rider and vehicle data to be linked. Subsequently, each driver/rider (by vehicle type) was assessed for their level of involvement in the collision by considering the contributory factors. The level of involvement is referenced as a proportion of contributory factors that the driver/rider (by vehicle type) was assigned in relation to the total number of contributory factors recorded for the collision.

The level of involvement can be categorised as follows:

- All factors - 100 per cent of contributory factors in a collision were assigned to a driver/rider (by vehicle type), indicating that their actions were likely to be the primary cause of the collision.
- Partial factors – at least 1 but not all contributory factors were assigned, indicating that the driver/rider may have contributed or compounded the resulting collision.
- Zero factors – no contributory factors were assigned to the driver/rider (by vehicle type), indicating that they were likely to be only involved in the collision due to another user's action(s).

Table 7-6 shows the percentage of drivers/riders (by vehicle type) assigned zero factors from 2010 to 2012 and for the baseline average. This table is an extract of Table H-0-13 in Appendix H.3, which provides a comprehensive breakdown of the levels of involvement for each vehicle type. Table 7-6 highlights that in 2012 motorcycles had the lowest zero factor percentage with 39.5 per cent (the worst), whilst pedal cyclists had the highest with 64.7 per cent (the best). From Table H-0-13 it can be seen that in 2012

pedal cyclists were also rarely responsible for all factors of a collision (19.7 per cent), compared to 41.0 per cent for motorcyclists and 40.0 per cent for HGVs.

However, the largest change in vehicle types being assigned zero factors occurred in pedal cyclists, decreasing from 75.3 per cent in 2010 to 71.5 per cent in 2011, and further decreasing in 2012 to 64.7 per cent, as shown in Table 7-6. The table highlights that the baseline average percentage was approximately 66.4 per cent indicating that pedal cyclists had a better road safety record in 2010 and 2011 than to the baseline average or 2012. The trend over the 3 years also indicates that the pedal cyclists actions on the HA network are becoming a greater issue and may be attributed to the increase in the number of pedal cyclists (and their experience) on the HA network.

Another significant change (worsening trend) is associated with other goods vehicles (non-HGV), which shows a decrease to 44.5 per cent in 2012, from being in the 50 - 51 per cent range in 2010, 2011 and the baseline average.

The reduction in 2012 is observed across all vehicle types (not as significant for pedal cyclists and other goods vehicles) apart from motorcyclists, which show a slight increase. It can be presumed that the improvement of recorded contributory factors over the years (Table 5-3) may also have an influence for this reducing (worsening) trend.

**Table 7-6 Percentage of drivers and riders not assigned any contributory factor by vehicle type and year**

| Vehicle Type     | 2005-2009 BSL average | 2010 | 2011 | 2012 |
|------------------|-----------------------|------|------|------|
| Car              | 53.9                  | 52.0 | 51.7 | 49.1 |
| PTW (Motorcycle) | 39.3                  | 38.7 | 40.0 | 39.5 |
| Pedal cycle      | 66.4                  | 75.3 | 71.5 | 64.7 |
| HGV              | 45.7                  | 46.1 | 46.8 | 45.0 |
| Other GV (LGV)   | 50.8                  | 50.4 | 50.5 | 44.5 |
| Other vehicle    | 56.1                  | 51.5 | 62.2 | 54.4 |

Notes: Percentages are in reference to the total number of vehicles of the specific vehicle type

Table 7-7 shows the percentage of drivers only (not riders) assigned zero factors by age and year. Similar to Table 7-6, the table is an extract of a more comprehensive table in Appendix H.3 (Table H-0-14A). Appendix H.3 also provides the information covering riders (Table H-0-14B) and unknown driver/rider (no record) (Table H-0-14C).

From assessing the percentage of zero factors across ages in Table 7-7, it can be clearly seen that young and elderly drivers are likely to be assigned at least one contributory factor in a collision when compared to the other age groups. This tends to the deduction that these two specific groups are the least safe road user groups on the HA network.



**Table 7-7 Percentage of drivers not assigned any contributory factor by age and year**

| Drivers       | 2005-2009 BSL average | 2010 | 2011 | 2012 |
|---------------|-----------------------|------|------|------|
| Young (17-24) | 38.8                  | 38.1 | 37.6 | 37.0 |
| Other (25-59) | 55.4                  | 54.0 | 54.0 | 51.6 |
| Older (60-69) | 57.2                  | 53.6 | 51.7 | 52.7 |
| Elderly (70+) | 41.7                  | 37.6 | 38.6 | 41.3 |

Notes: Percentages are in reference to the total number of drivers of the specific age group

In order to assess the overall impact and involvement rate of young and elderly drivers, the numbers of casualties by road type involving drivers in the young and elderly age groups are provided in Table H-0-15 and Table H-0-16 respectively in Appendix H.3. These tables are accompanied by the assessment of the contributory factors for young and elderly drivers in Table H-0-17 and Table H-0-18 respectively. Evident from Table H-0-15 is that fatal casualties involving young drivers have decreased in 2012 particularly across the higher speed non-built up or motorway routes. This is potentially attributed to the increase in motoring costs such as fuel and insurance. Casualties involving elderly drivers have not deviated significantly as shown in Table H-0-16.

## 7.4 Fatalities

The aim of this subsection is to provide a concise evaluation of fatality trends on the HA road network.

Table 7-8 shows the number of fatal collisions, casualties and the fatality rate based on total traffic between 2005 and 2012. As shown in the table the number of fatal collisions and casualties up to 2008 are between 300 and 425. Following 2008 the values fell to approximately 225 and 260 until 2011 with a further decrease in 2012 (to below 225). Table 7-8 clearly demonstrates that the overall risk (fatal casualties per 100 million vehicle-miles) of road users being killed of the HA network is steadily decreasing; from 0.52 in 2005 to 0.26 in 2012 (50 per cent).

**Table 7-8 Fatal collisions, casualties and casualty rate by year**

| Category           | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 |
|--------------------|------|------|------|------|------|------|------|------|
| Collisions         | 364  | 344  | 326  | 309  | 227  | 231  | 226  | 201  |
| Casualties         | 422  | 389  | 370  | 350  | 255  | 249  | 251  | 217  |
| Rate (per 100 MVM) | 0.52 | 0.47 | 0.44 | 0.42 | 0.30 | 0.30 | 0.30 | 0.26 |

Table 7-9 shows the number of killed by road customer groups and year. It indicates that barring a few exceptions numbers have decreased across the different customer groups. The main reduction in 2012 in comparison to 2005-2009 baseline average and 2011 are the young (16-19), the car occupants, and the casualties involving young drivers with 84.8, 44.9 and 61.7 per cent change respectively from the 2005-2009

baseline average. From the table it could be implied that the reduction in fatalities is primarily by reduction in car occupant casualties especially involving young drivers.

**Table 7-9 Fatalities by customer groups and year**

| Customer group                                 | 2005-2009 BSL average | 2010 | 2011 | 2012 | 2012 per cent change from BSL average |
|--|-----------------------|------|------|------|---------------------------------------|
| Children (0-15)                                | 11.8                  | 10   | 2    | 7    | -40.7                                 |
| Young (16-19)                                  | 26.4                  | 16   | 20   | 4    | -84.8                                 |
| Elderly (70+)                                  | 35.8                  | 30   | 43   | 34   | -5.0                                  |
| Car occupants                                  | 221.4                 | 133  | 162  | 122  | -44.9                                 |
| Other GV occupant                              | 12.6                  | 11   | 5    | 11   | -12.7                                 |
| HGV occupant                                   | 22.4                  | 19   | 16   | 16   | -28.6                                 |
| Pedal Cyclist                                  | 8.0                   | 12   | 5    | 8    | 0.0                                   |
| PTW users                                      | 44.0                  | 30   | 23   | 23   | -47.7                                 |
| Pedestrian                                     | 46.4                  | 42   | 36   | 36   | -22.4                                 |
| Casualties involving young drivers             | 81.0                  | 60   | 70   | 31   | -61.7                                 |
| Casualties involving elderly drivers           | 32.3                  | 25   | 38   | 32   | -1.0                                  |
| Casualties involving single vehicle collisions | 111.0                 | 72   | 87   | 68   | -38.7                                 |
| Casualties involving HGVs                      | 120.5                 | 86   | 82   | 87   | -27.8                                 |

Table 7-10 lists the top 20 motorways and A-roads that have the highest recorded number of fatal casualties per year (ranked by 2012 values). Although there has been a reduction from the 2005-2009 baseline average, the greatest number of fatalities (14) was recorded on the A1, equivalent to a 40.0 per cent increase compared to that in 2011.

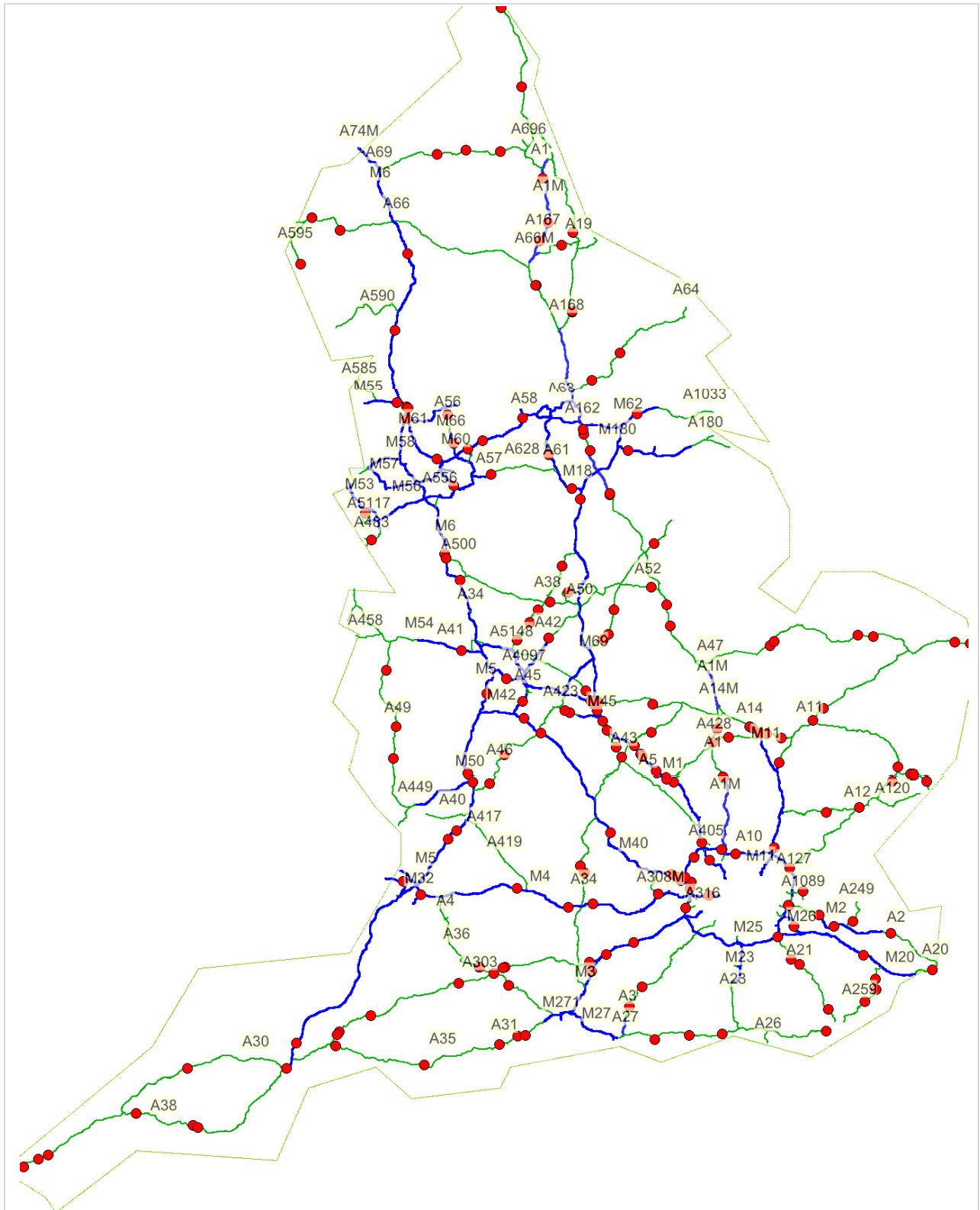
By far the greatest reduction in fatalities from the 2005-2009 baseline average has been achieved on the M6 (58.9 per cent). However it must be noted that this has not changed since 2010. Whereas on the M1, the number of fatalities has continued to fall since 2010, and have achieved a resultant 48.8 per cent decrease in 2012 from the 2005-2009 baseline average. On the majority of the listed roads a clear trend cannot be established due to the small number of fatalities and the sensitivity associated with small changes, where a change by a single fatality can be seen as significant relative change (per cent change). It is also important to note that there are several roads which show a year-on-year increase across 2010 to 2012. Of these the most apparent is the A1 and A14.

Figure 7-6 shows the HA motorway (M and A(M)) and A-road (A) network with the locations of fatal collisions indicated by red dots. It appears that in 2012 a higher density of fatalities occurred within the South East, Midlands, M25 DBFO and East Regions.

Appendix H.4 provides further information pertaining to this topic of interest.

**Table 7-10 Fatal casualties by top 20 road names and year**

| No. | Road  | 2005-2009 BSL average | 2010 | 2011 | 2012 | 2012 per cent change from BSL average |
|-----|-------|-----------------------|------|------|------|---------------------------------------|
| 1   | A1    | 19.2                  | 10   | 10   | 14   | -27.1                                 |
| 2   | M1    | 25.4                  | 17   | 15   | 13   | -48.8                                 |
| 3   | A14   | 9.6                   | 4    | 7    | 13   | -                                     |
| 4   | M6    | 29.2                  | 12   | 12   | 12   | -58.9                                 |
| 5   | A47   | 8.4                   | 10   | 14   | 10   | -                                     |
| 6   | M5    | 10.4                  | 10   | 12   | 9    | -                                     |
| 7   | A38   | 9.2                   | 5    | 5    | 8    | -                                     |
| 8   | A30   | 8.0                   | 11   | 1    | 8    | -                                     |
| 9   | M25   | 14.6                  | 8    | 8    | 7    | -                                     |
| 10  | M4    | 12.0                  | 13   | 7    | 7    | -                                     |
| 11  | A5    | 9.0                   | 5    | 8    | 6    | -                                     |
| 12  | M40   | 8.2                   | 8    | 3    | 6    | -                                     |
| 13  | A46   | 8.0                   | 4    | 5    | 6    | -                                     |
| 14  | A303  | 7.6                   | 7    | 5    | 6    | -                                     |
| 15  | M62   | 6.8                   | 5    | 3    | 5    | -                                     |
| 16  | A36   | 4.8                   | 0    | 3    | 5    | -                                     |
| 17  | A45   | 4.2                   | 3    | 3    | 4    | -                                     |
| 18  | A27   | 8.2                   | 3    | 10   | 3    | -                                     |
| 19  | A1(M) | 6.2                   | 7    | 3    | 3    | -                                     |
| 20  | A49   | 6.0                   | 1    | 6    | 3    | -                                     |



**Figure 7-6 Overview of fatal collisions on the HA network 2012**

● Fatal Collision

Blue Lines; Motorways, Green lines; A-roads

## 7.5 Close Following

This subsection assesses the 'Following too close' contributory factor. It indicates aggressive or careless driver/rider behaviour and has the potential to involve several vehicles in a single collision. On the HA network this is of particular risk as stopping distances increase due to higher traffic speeds.

The number of casualties involving close following by severity and year are shown in Table 7-11. Since 2005 the total number of casualties involving close following has reduced continuously from 3,716 to 2,380 in 2012, which corresponds to a 36.0 per cent reduction. Fatal casualties involving close following show a general decline from 2005 to 2012, with a few increases in certain years. Similarly seriously injured casualties show a reduction from 2005 to 2012. The slightly injured casualties decreased steadily across the years.

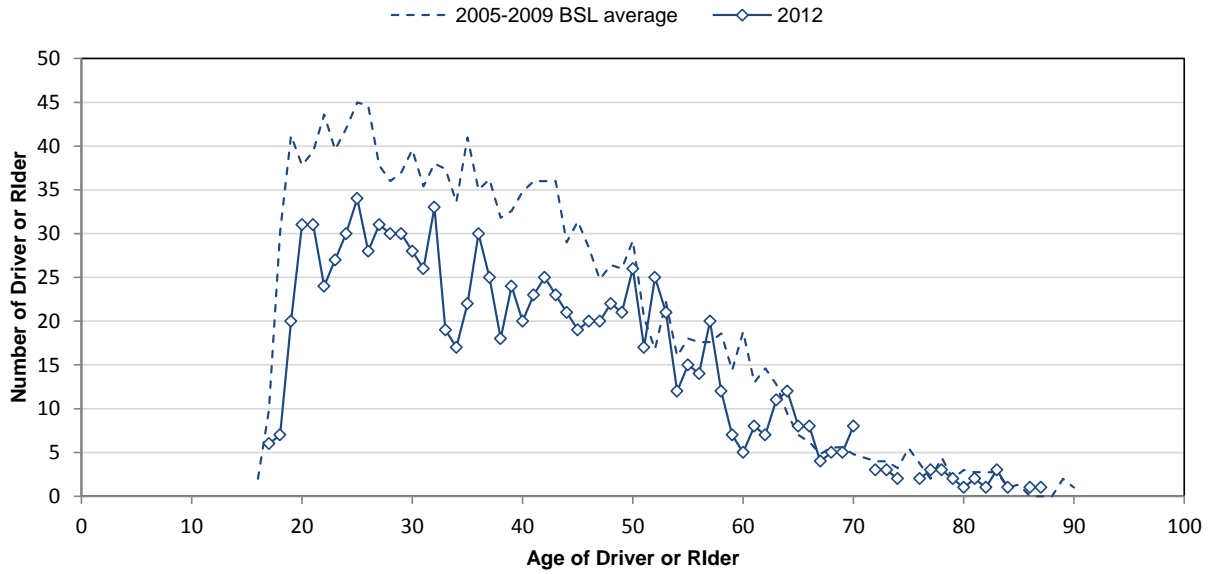
Amongst all casualty severities, fatalities (although the numbers being small) show the greatest relative reduction over the years with a 61.5 per cent reduction from 2005 to 2012.

**Table 7-11 Casualties involving close following by severity and year**

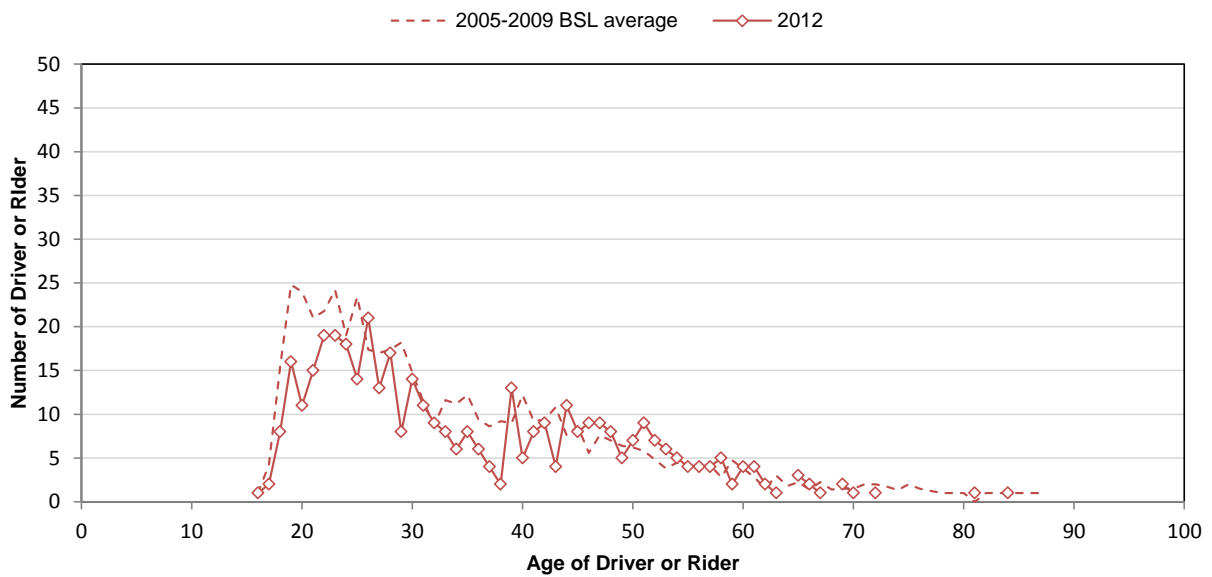
| Casualty Severity | 2005  | 2006  | 2007  | 2008  | 2009  | 2010  | 2011  | 2012  |
|-------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| Killed            | 13    | 18    | 10    | 7     | 9     | 7     | 1     | 5     |
| Seriously Injured | 150   | 157   | 124   | 133   | 139   | 104   | 107   | 105   |
| KSI               | 163   | 175   | 134   | 140   | 148   | 111   | 108   | 110   |
| Slightly Injured  | 3,553 | 3,238 | 2,938 | 2,658 | 2,624 | 2,504 | 2,400 | 2,270 |
| Total             | 3,716 | 3,413 | 3,072 | 2,798 | 2,772 | 2,615 | 2,508 | 2,380 |

Figure 7-7 and Figure 7-8 provide a comparison between male and female drivers or riders (and by age) assigned the 'Following too close' contributory factor. The age distributions show that males from their 20s to their 50s are typically culpable of this contributory factor, whilst females are less likely to be associated with it after their 30s. In 2012, however, far less number of male drivers or riders aged 20 to 50 have been involved in a close following collision compared to the 2005-2009 baseline average, possibly indicating a positive behavioural change over the years. However, the absolute numbers are higher relative to the female drivers or riders and it can be envisaged that male drivers or riders of this age group are more likely to cause an accident due to close following.

Figure 7-8 indicates a closer match between the 2012 and 2005-2009 baseline average for females.

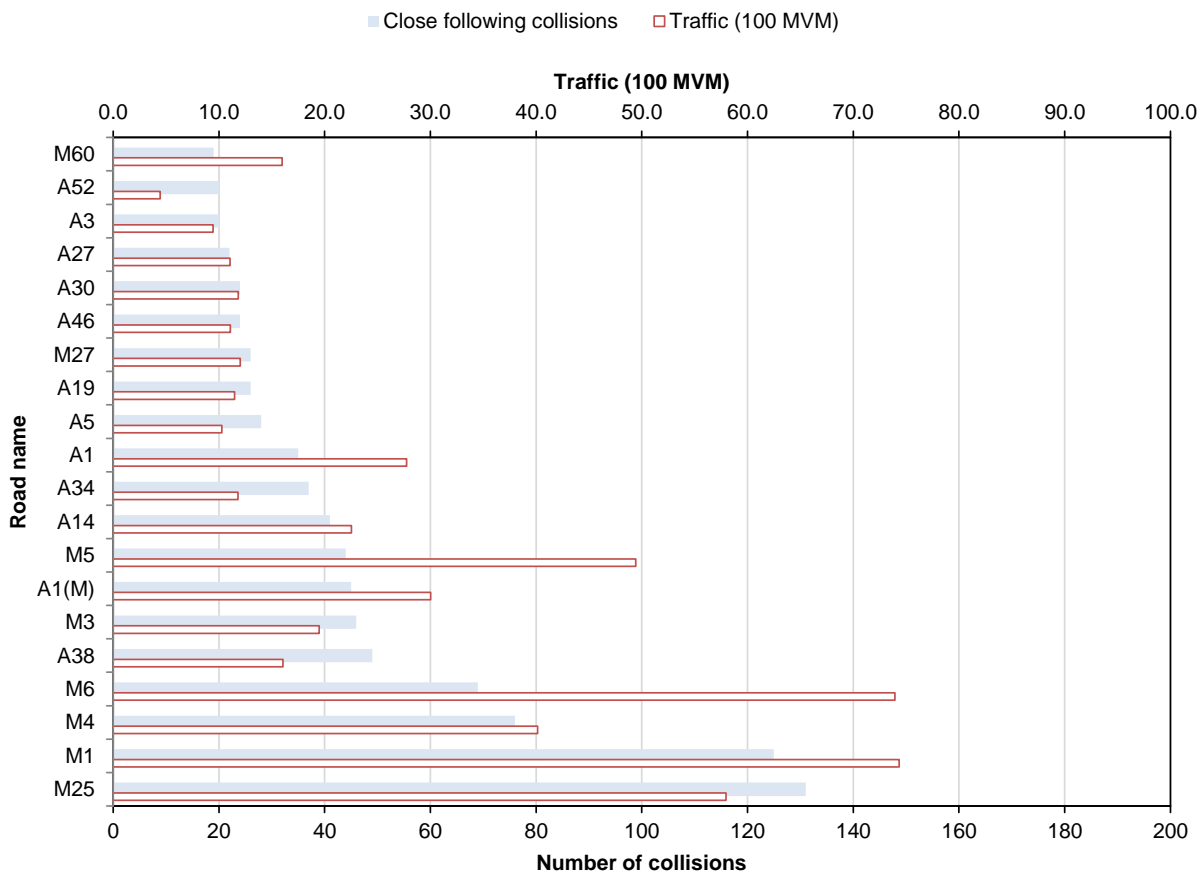


**Figure 7-7 Age distribution of male drivers or riders assigned to the 'Following too close' contributory factor**



**Figure 7-8 Age distribution of female drivers or riders assigned to the 'Following too close' contributory factor**

Figure 7-9 shows the number of collisions involving close following and also traffic for selected roads [Please note that the figure uses dual axes]. Cross referencing traffic against the number of collisions shows that, apart from few exceptions, on higher traffic routes, there is higher likelihood of close following collisions. In some cases the rate of collisions involving close following appears to increase with decreasing traffic levels. For example, the A34 has a similar amount of collisions involving close following to the much heavier trafficked A1.



**Figure 7-9 Collisions involving close following and traffic (100 MVM) by selected roads**

Table 7-12 shows the top 5 contributory factor records associated with collisions involving close following (ranked by 2012) and is an extract taken from Table H-0-25 in Appendix H.5. Failed to look properly shows the only increase in 2012 from 2005-2009 baseline average (18.5 per cent), indicating the lack of attention and careless driver/rider behaviour. In general, the number of close following contributory factors has continued to decline since 2010, and shows a 23.7 per cent reduction in 2012 from the baseline average.

**Table 7-12 Top 5 contributory factors involving close following by factor and year**

| No. | CF  | Contributory Factors                         | 2005-2009 BSL average | 2010  | 2011  | 2012  | 2012 per cent change from BSL average |
|-----|-----|--|-----------------------|-------|-------|-------|---------------------------------------|
| -   | 308 | Following too close                          | 2,088.2               | 1,715 | 1,615 | 1,594 | -23.7                                 |
| 1   | 406 | Failed to judge other person's path or speed | 577.6                 | 588   | 549   | 557   | -3.6                                  |
| 2   | 405 | Failed to look properly                      | 406.6                 | 480   | 440   | 482   | 18.5                                  |
| 3   | 408 | Sudden braking                               | 554.4                 | 537   | 523   | 480   | -13.4                                 |
| 4   | 307 | Travelling too fast for conditions           | 384.2                 | 279   | 217   | 210   | -45.3                                 |
| 5   | 602 | Careless, reckless or in a hurry             | 195.4                 | 152   | 153   | 163   | -16.6                                 |

Note: Table reports number of individual contributory factors recorded in collisions where at least one "Following too close" contributory factor was present.

## 7.6 Tyres

This subsection examines the collisions where 'Tyre illegal, defective or under inflated' is listed as at least one of the contributory factors (also referred to as tyres in this subsection for ease). This indicates a lack of preparation or carelessness on the part of the driver or rider, and therefore collisions associated with it as the main factor can be considered as preventable. Tyres are linked with skidding, breaking distance, blow-outs etc. and can be dangerous to the occupants and other road users.

Table 7-13 shows the collisions involving tyres as at least one contributory factor broken down by severity and years. Although the number of collisions has reduced in the range of 22.2 to 33.6 per cent in 2012 from the 2005-2009 baseline average, the total number of collisions (190) remains relatively stable from 2010 – 2012. The number of fatal collisions associated with tyres is at a low (4) and the number of serious collisions is 28.

**Table 7-13 Collisions involving illegal, defective or under inflated tyres by severity and year**

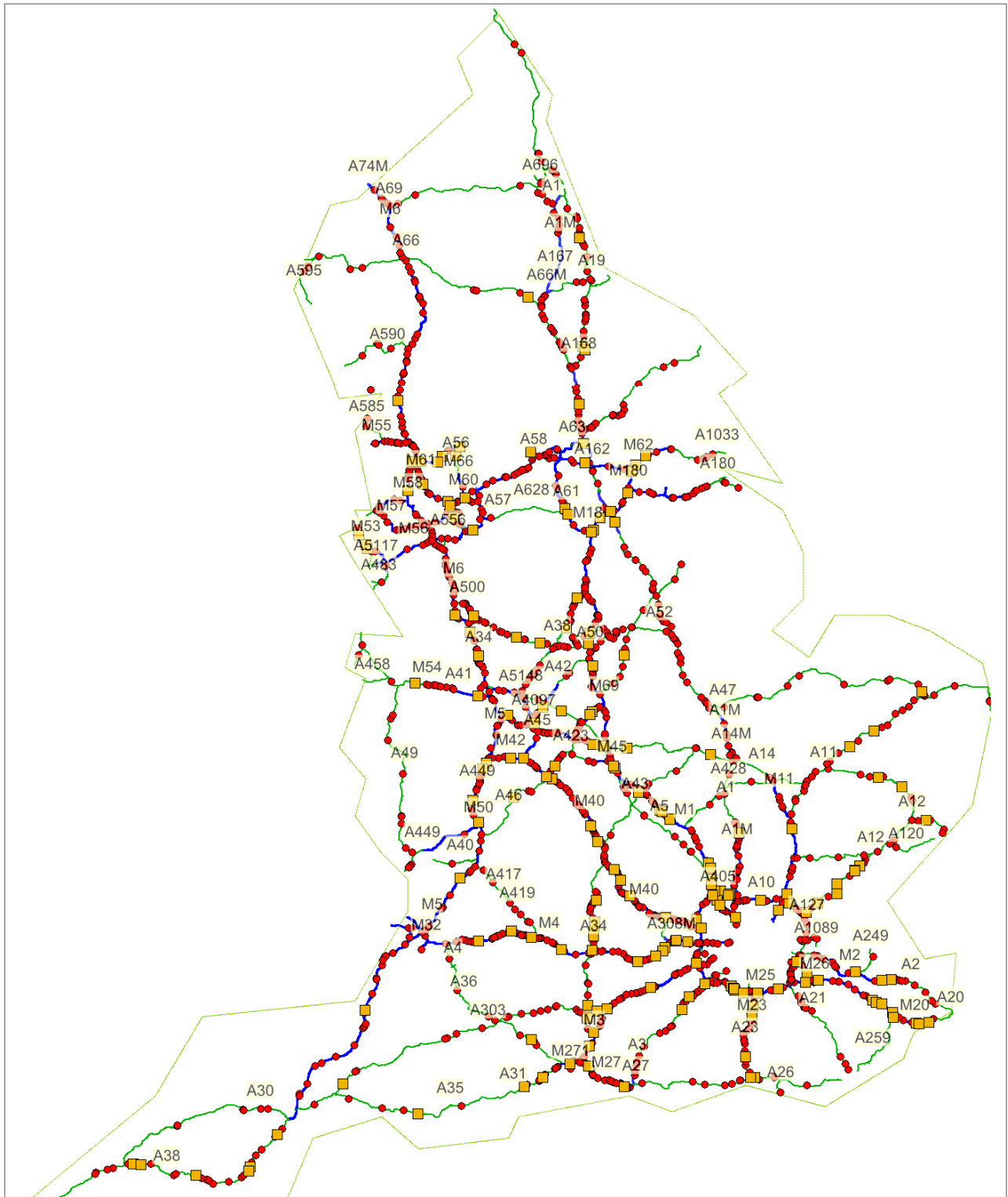
| Collision Severity | 2005-2009 BSL average | 2010 | 2011 | 2012 | 2012 per cent change from BSL average |
|--------------------|-----------------------|------|------|------|---------------------------------------|
| Fatal              | 9.6                   | 2    | 8    | 4    | -                                     |
| Serious            | 38.6                  | 32   | 32   | 28   | -27.5                                 |
| KSI                | 48.2                  | 34   | 40   | 32   | -33.6                                 |
| Slight             | 203.0                 | 170  | 149  | 158  | -22.2                                 |
| Total              | 251.2                 | 204  | 189  | 190  | -24.4                                 |

Table 7-14 links collisions associated with illegal, defective or under inflated tyres with the road names where this contributory factor is most prevalent. Figure 7-10 depicts the locations of the 2005 to 2012 collisions associated with this contributory factor. These were developed with the intention of ascertaining any prevalent characteristics such as locations, road types and economic disparity. They indicate that poor tyre maintenance is not linked to regional economic performance but appears to have a stronger link to traffic levels as most collisions associated with tyres occur on motorways.

**Table 7-14 Collisions involving illegal, defective or under inflated tyres by top 5 road names and year**

| No. | Road | 2005-2009 BSL average | 2010 | 2011 | 2012 | 2012 per cent change from BSL average |
|-----|------|-----------------------|------|------|------|---------------------------------------|
| 1   | M1   | 22.8                  | 15   | 6    | 19   | -16.7                                 |
| 2   | M25  | 14.4                  | 11   | 13   | 15   | -                                     |
| 3   | M4   | 14.0                  | 8    | 9    | 11   | -                                     |
| 4   | M40  | 19.2                  | 12   | 14   | 10   | -47.9                                 |
| 5   | M6   | 26.2                  | 14   | 22   | 9    | -65.6                                 |





**Figure 7-10 Location of collisions involving illegal, defective or under inflated tyres 2005 to 2012**

- Collisions involving illegal, defective or under inflated tyres 2012
- Collisions involving illegal, defective or under inflated tyres 2005 - 2011

Further details associated with collisions involving tyres as a contributory factor are included in Appendix H.6.

## 7.7 Heavy and Other Goods Vehicles

This subsection considers the traffic and casualty statistics associated with good vehicles. Heavy Goods Vehicles (HGVs) and Other Good Vehicles (Other GVs or LGVs) rely heavily on the strategic road network to deliver goods to businesses in the UK and for export and import goods to and from foreign markets. HGVs are classified and generally reported as goods vehicles where the vehicle gross weight is greater than 3.5 tonnes, whereas LGVs are those with the gross weight equal to or less than 3.5 tonnes. For the purposes of this report goods vehicles with unclassified gross weight are also classed under LGVs (or Other GVs).

Table 7-15 outlines the change in traffic levels of HGVs and Other GVs by year. The table shows that there are less HGVs (87.3) and more LGVs (Other GVs) (111.8) in 2012 compared to the 2005-2009 baseline average. One of the reasons could be due to the LGVs (Other GVs) being less restricted and regulated, e.g. LGVs (Other GVs) are not limited to the daily journey times, but also due to the greater number of these compared to HGVs. Since LGVs (Other GVs) can be driven by less experienced and less qualified drivers there is a road safety concern that collisions contributed by this vehicle type as a whole may see an increase. The LGVs (Other GVs) show an 8.5 per cent increase from baseline average which further reinforces the growing safety concern regarding this vehicle type.

**Table 7-15 HGV and Other GV traffic estimates by year**

| Vehicle Type             | 2005-2009 BSL average | 2010  | 2011  | 2012  | 2012 per cent change from BSL average |
|--------------------------|-----------------------|-------|-------|-------|---------------------------------------|
| HGV (100 MVM)            | 94.8                  | 91.4  | 89.3  | 87.3  | -7.9                                  |
| LGV (Other GV) (100 MVM) | 103.1                 | 105.1 | 108.8 | 111.8 | 8.5                                   |

Notes: HGVs are goods vehicles > 3.5 tonnes/ LGVs (Other GVs) are good vehicles ≤3.5 tonnes including those with unidentified weight.

Table 7-16 and Table 7-17 show the casualty severities for both HGVs and Other GVs respectively. Both types show a reduction from the respective 2010 and 2005-2009 baseline average numbers. HGVs report the greater reduction in casualties in 2012 from 2010 and from the 2005-2009 baseline average, however, this can be linked, to a degree, to the decreasing HGV and increasing Other GV traffic on the HA network (Table 7-15).

**Table 7-16 HGV casualties by severity and year**

|                   | 2005-2009 BSL average | 2010  | 2011  | 2012  | 2012 per cent change from BSL average |
|-------------------|-----------------------|-------|-------|-------|---------------------------------------|
| Killed            | 127.4                 | 86    | 82    | 87    | -31.7                                 |
| Seriously Injured | 428.6                 | 323   | 281   | 290   | -32.3                                 |
| KSI               | 556                   | 409   | 363   | 377   | -32.2                                 |
| Slightly Injured  | 3,831.6               | 2,913 | 2,878 | 2,626 | -31.5                                 |
| Total             | 4,387.6               | 3,322 | 3,241 | 3,003 | -31.6                                 |

**Table 7-17 Other GV casualties by severity and year**

|                   | 2005-2009 BSL average | 2010  | 2011  | 2012  | 2012 per cent change from BSL average |
|-------------------|-----------------------|-------|-------|-------|---------------------------------------|
| Killed            | 43.2                  | 42    | 37    | 30    | -30.6                                 |
| Seriously Injured | 232.6                 | 188   | 188   | 184   | -20.9                                 |
| KSI               | 275.8                 | 230   | 225   | 214   | -22.4                                 |
| Slightly Injured  | 2,536.2               | 2,117 | 2,259 | 2,005 | -20.9                                 |
| Total             | 2,812                 | 2,347 | 2,484 | 2,219 | -21.1                                 |

Table 7-18 and Table 7-19 show the top 10 contributory factors ranked by 2012 values and is an extract from Table H-0-36 and Table H-0-37 in Appendix H.7 involving HGVs and LGVs (Other GVs) respectively by year.

The tables indicate that the top two contributory factors of failing to look properly and failing to judge other person's path or speed are common to both types of goods vehicle. Thereafter those associated with LGV (Other GV) collisions are more to do with the aggressive nature, whilst the HGVs are associated initially with manoeuvres and impaired visibility (vehicle blind spots). This further reinforces the suggested road safety risk associated with the increasing LGV (Other GV) traffic.

**Table 7-18 Top 10 contributory factors involving HGVs by year**

| No. | CF  | Contributory Factors                         | 2005-2009 BSL average | 2010 | 2011 | 2012 | 2012 per cent change from BSL average |
|-----|-----|--|-----------------------|------|------|------|---------------------------------------|
| 1   | 405 | Failed to look properly                      | 986.8                 | 882  | 892  | 841  | -14.8                                 |
| 2   | 406 | Failed to judge other person's path or speed | 731.2                 | 622  | 576  | 557  | -23.8                                 |
| 3   | 403 | Poor turn or manoeuvre                       | 483.2                 | 340  | 352  | 329  | -31.9                                 |
| 4   | 710 | Vehicle blind spot                           | 366.4                 | 307  | 245  | 238  | -35.0                                 |
| 5   | 410 | Loss of control                              | 338.4                 | 284  | 244  | 203  | -40.0                                 |
| 6   | 602 | Careless, reckless or in a hurry             | 277.8                 | 246  | 229  | 198  | -28.7                                 |
| 7   | 308 | Following too close                          | 328.6                 | 233  | 207  | 190  | -42.2                                 |
| 8   | 408 | Sudden braking                               | 256.6                 | 201  | 188  | 178  | -30.6                                 |
| 9   | 503 | Fatigue                                      | 188.2                 | 154  | 121  | 131  | -30.4                                 |
| 10  | 103 | Slippery road (due to weather)               | 143.0                 | 175  | 91   | 122  | -14.7                                 |

Note: Table reports number of individual contributory factors recorded in collisions where at least one HGV was present.

**Table 7-19 Top 10 contributory factors involving Other GVs by year**

| Rank | CF  | Contributory Factors                         | 2005-2009 BSL average | 2010 | 2011 | 2012 | 2012 per cent change from BSL average |
|------|-----|--|-----------------------|------|------|------|---------------------------------------|
| 1    | 405 | Failed to look properly                      | 438.0                 | 424  | 478  | 457  | 4.3                                   |
| 2    | 406 | Failed to judge other person's path or speed | 467.4                 | 450  | 414  | 455  | -2.7                                  |
| 3    | 308 | Following too close                          | 405.2                 | 326  | 323  | 309  | -23.7                                 |
| 4    | 408 | Sudden braking                               | 275.6                 | 242  | 273  | 249  | -9.7                                  |
| 5    | 602 | Careless, reckless or in a hurry             | 202.8                 | 154  | 173  | 175  | -13.7                                 |
| 6    | 410 | Loss of control                              | 206.8                 | 180  | 132  | 143  | -30.9                                 |
| 7    | 403 | Poor turn or manoeuvre                       | 155.4                 | 130  | 133  | 113  | -27.3                                 |
| 8    | 307 | Travelling too fast for conditions           | 198.6                 | 125  | 120  | 100  | -49.6                                 |
| 9    | 103 | Slippery road (due to weather)               | 144.4                 | 163  | 90   | 97   | -32.8                                 |
| 10   | 503 | Fatigue                                      | 75.4                  | 64   | 60   | 74   | -1.9                                  |

Note: Table reports number of individual contributory factors recorded in collisions where at least one "Other GV" was present.

Further details associated with this subsection are provided in Appendix H.7.

## Appendices

### Appendix Table Index

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## Appendix A: 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   |
| 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.   |
| HGV                        | Heavy goods vehicle; classed as goods vehicle with known weight over 3.5tonnes respectively.   |
| Killed                     | Human casualties who sustained injuries which caused death less than 30 days after the collision. Confirmed suicides are excluded.   |
| KSI                        | Killed or seriously injured  |
| 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.  |
| 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.  |
| 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).   |
| Young driver               | 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-0-1 to Table B-0-14 contain breakdowns of collisions referenced to location, time, road conditions and vehicle type.

**Table B-0-1 Collisions by road type, classification and year**

| Road Type      | Classification   | Collision Severity | 2005-2009 BSL average | 2010       | 2011    | 2012  | 2012 per cent change from BSL average |       |     |       |
|----------------|------------------|--------------------|-----------------------|------------|---------|-------|---------------------------------------|-------|-----|-------|
| Motorway       | -                | Fatal              | 131.2                 | 105        | 78      | 70    | -46.6                                 |       |     |       |
|                |                  | Serious            | 684.2                 | 593        | 537     | 483   | -29.4                                 |       |     |       |
|                |                  | KSI                | 815.4                 | 698        | 615     | 553   | -32.2                                 |       |     |       |
|                |                  | Slight             | 6,135.8               | 5,128      | 4,538   | 4,445 | -27.6                                 |       |     |       |
|                |                  | Total              | 6,951.2               | 5,826      | 5,153   | 4,998 | -28.1                                 |       |     |       |
| A-road         | Dual Carriageway | - Built-up         | Fatal                 | 5.4        | 1       | 4     | 4                                     | -     |     |       |
|                |                  |                    | Serious               | 50.8       | 45      | 53    | 50                                    | -1.6  |     |       |
|                |                  |                    | KSI                   | 56.2       | 46      | 57    | 54                                    | -3.9  |     |       |
|                |                  |                    | Slight                | 612.2      | 443     | 617   | 537                                   | -12.3 |     |       |
|                |                  |                    | Total                 | 668.4      | 489     | 674   | 591                                   | -11.6 |     |       |
|                | - Non Built-up   | Fatal              | 114.4                 | 86         | 92      | 77    | -32.7                                 |       |     |       |
|                |                  | Serious            | 543.4                 | 490        | 467     | 458   | -15.7                                 |       |     |       |
|                |                  | KSI                | 657.8                 | 576        | 559     | 535   | -18.7                                 |       |     |       |
|                |                  | Slight             | 3,753.8               | 3,083      | 3,176   | 2,998 | -20.1                                 |       |     |       |
|                |                  | Total              | 4,411.6               | 3,659      | 3,735   | 3,533 | -19.9                                 |       |     |       |
|                |                  | A-road             | Single Carriageway    | - Built-up | Fatal   | 5.2   | 5                                     | 7     | 7   | -     |
|                |                  |                    |                       |            | Serious | 57.2  | 52                                    | 57    | 50  | -12.6 |
|                |                  |                    |                       |            | KSI     | 62.4  | 57                                    | 64    | 57  | -8.7  |
|                |                  |                    |                       |            | Slight  | 397.4 | 328                                   | 309   | 306 | -23.0 |
| Total          | 459.8            |                    |                       |            | 385     | 373   | 363                                   | -21.1 |     |       |
| - Non Built-up | Fatal            |                    | 57.8                  | 34         | 45      | 43    | -25.6                                 |       |     |       |
|                | Serious          |                    | 235.0                 | 165        | 164     | 187   | -20.4                                 |       |     |       |
|                | KSI              |                    | 292.8                 | 199        | 209     | 230   | -21.4                                 |       |     |       |
|                | Slight           |                    | 1,087.4               | 856        | 803     | 805   | -26.0                                 |       |     |       |
|                | Total            |                    | 1,380.2               | 1,055      | 1,012   | 1,035 | -25.0                                 |       |     |       |

**Table B-0-2 Collisions by junction detail, junction control and year**

| Junction Detail                                 | Junction Control         | 2005-2009<br>BSL average | 2010  | 2011  | 2012  | 2012 per cent<br>change from<br>BSL average |
|---|--------------------------|--------------------------|-------|-------|-------|---|
| Not at junction or within 20 metres             |                          | 9,743.6                  | 8,087 | 7,371 | 7,131 | -26.8                                       |
| At a junction                                   |                          | 3,430.7                  | 3,327 | 3,576 | 3,389 | -1.2  |
| Roundabout                                      | Auto traffic signal      | 293.6                    | 245   | 389   | 349   | 18.9  |
|   | Stop sign                | 9.0                      | 7     | 2     | 6     | -   |
|   | Give way or uncontrolled | 1,313.4                  | 1,036 | 1,115 | 993   | -24.4                                       |
|   | Other control            | 5.2                      | 4     | 4     | 0     | -   |
| Mini-roundabout                                 | Auto traffic signal      | 0.0                      | 0     | 0     | 0     | -   |
|   | Stop sign                | 0.2                      | 0     | 0     | 0     | -   |
|   | Give way or uncontrolled | 5.6                      | 8     | 0     | 3     | -   |
|   | Other control            | 0.0                      | 0     | 0     | 0     | -   |
| T or staggered junction                         | Auto traffic signal      | 47.6                     | 43    | 47    | 45    | -5.5  |
|   | Stop sign                | 12.0                     | 4     | 7     | 11    | -   |
|   | Give way or uncontrolled | 627.0                    | 525   | 512   | 498   | -20.6                                       |
|   | Other control            | 0.8                      | 0     | 1     | 4     | -   |
| Slip road                                       | Auto traffic signal      | 44.4                     | 43    | 31    | 44    | -0.9  |
|   | Stop sign                | 3.4                      | 3     | 0     | 2     | -   |
|   | Give way or uncontrolled | 1,194.4                  | 960   | 1,033 | 1,014 | -15.1                                       |
|   | Other control            | 5.4                      | 3     | 3     | 5     | -   |
| Crossroads                                      | Auto traffic signal      | 89.6                     | 70    | 71    | 51    | -43.1                                       |
|   | Stop sign                | 3.2                      | 2     | 1     | 5     | -   |
|   | Give way or uncontrolled | 82.8                     | 79    | 54    | 76    | -8.2  |
|   | Other control            | 0.4                      | 0     | 0     | 0     | -   |
| Junction - more than 4 arms<br>(not roundabout) | Auto traffic signal      | 28.8                     | 17    | 33    | 40    | 38.9  |
|   | Stop sign                | 1.0                      | 0     | 0     | 0     | -   |
|   | Give way or uncontrolled | 34.8                     | 29    | 32    | 32    | -8.0  |
|   | Other control            | 0.4                      | 0     | 0     | 0     | -   |
| Private drive or entrance                       | Auto traffic signal      | 0.2                      | 0     | 0     | 0     | -   |
|   | Stop sign                | 0.0                      | 0     | 0     | 0     | -   |
|   | Give way or uncontrolled | 107.2                    | 98    | 100   | 83    | -22.6                                       |
|   | Other control            | 5.0                      | 7     | 0     | 0     | -   |
| Other junction                                  | Auto traffic signal      | 13.2                     | 13    | 5     | 8     | -   |
|   | Stop sign                | 1.8                      | 0     | 1     | 2     | -   |
|   | Give way or uncontrolled | 187.6                    | 128   | 132   | 116   | -38.2                                       |
|   | Other control            | 7.4                      | 3     | 3     | 2     | -   |



**Table B-0-3 Collisions at junctions by top 20 road names and detail 2012**

| No. | Road Name | Not at junction or within 20 metres | Total of "at junction" collisions | Selected junction detail |                         |           |            |                           |
|-----|-----------|-------------------------------------|-----------------------------------|--------------------------|-------------------------|-----------|------------|---------------------------|
|     |           |                                     |                                   | Roundabout               | T or staggered junction | Slip road | Crossroads | Private drive or entrance |
| 1   | A5        | 108                                 | 175                               | 73                       | 62                      | 4         | 22         | 10                        |
| 2   | M25       | 631                                 | 134                               | 34                       | 1                       | 90        | 0          | 0                         |
| 3   | A27       | 122                                 | 125                               | 61                       | 21                      | 25        | 10         | 1                         |
| 4   | A38       | 189                                 | 121                               | 36                       | 23                      | 48        | 3          | 3                         |
| 5   | A46       | 109                                 | 115                               | 77                       | 13                      | 11        | 5          | 7                         |
| 6   | A1        | 249                                 | 108                               | 23                       | 30                      | 42        | 3          | 6                         |
| 7   | A30       | 107                                 | 99                                | 37                       | 15                      | 21        | 9          | 3                         |
| 8   | M1        | 612                                 | 94                                | 31                       | 1                       | 60        | 0          | 0                         |
| 9   | M6        | 544                                 | 92                                | 20                       | 4                       | 52        | 0          | 1                         |
| 10  | A47       | 80                                  | 85                                | 39                       | 20                      | 15        | 3          | 4                         |
| 11  | A52       | 70                                  | 77                                | 40                       | 20                      | 6         | 4          | 5                         |
| 12  | A2        | 91                                  | 77                                | 20                       | 2                       | 53        | 0          | 0                         |
| 13  | A12       | 120                                 | 75                                | 20                       | 20                      | 27        | 1          | 0                         |
| 14  | A19       | 111                                 | 68                                | 32                       | 12                      | 22        | 1          | 1                         |
| 15  | A14       | 190                                 | 63                                | 22                       | 5                       | 19        | 0          | 3                         |
| 16  | A66       | 62                                  | 60                                | 18                       | 22                      | 6         | 7          | 1                         |
| 17  | M62       | 198                                 | 60                                | 16                       | 2                       | 37        | 0          | 0                         |
| 18  | A3        | 129                                 | 57                                | 10                       | 6                       | 38        | 1          | 1                         |
| 19  | M4        | 324                                 | 51                                | 14                       | 3                       | 33        | 0          | 0                         |
| 20  | A50       | 40                                  | 48                                | 25                       | 1                       | 21        | 0          | 1                         |

**Table B-0-4 Collisions by month and year**

| Quarter | Month | 2005-2009 BSL average | 2010  | 2011 | 2012  | 2012 per cent change from BSL average |
|---------|-------|-----------------------|-------|------|-------|---------------------------------------|
| Q1      | Jan   | 1,117.6               | 771   | 894  | 785   | -29.8                                 |
|         | Feb   | 1,033.0               | 882   | 867  | 772   | -25.3                                 |
|         | Mar   | 1,080.6               | 838   | 842  | 810   | -25.0                                 |
| Q2      | Apr   | 1,055.8               | 946   | 875  | 837   | -20.7                                 |
|         | May   | 1,103.6               | 941   | 823  | 822   | -25.5                                 |
|         | Jun   | 1,101.2               | 935   | 929  | 818   | -25.7                                 |
| Q3      | Jul   | 1,257.8               | 1,015 | 970  | 981   | -22.0                                 |
|         | Aug   | 1,227.4               | 1,007 | 947  | 953   | -22.4                                 |
|         | Sep   | 1,164.4               | 988   | 941  | 910   | -21.8                                 |
| Q4      | Oct   | 1,231.0               | 1,046 | 943  | 909   | -26.2                                 |
|         | Nov   | 1,284.6               | 1,111 | 973  | 1,006 | -21.7                                 |
|         | Dec   | 1,214.2               | 934   | 943  | 917   | -24.5                                 |

**Table B-0-5 Fatal and serious collisions by month and year**

| Month | 2005-2009 BSL average | 2010 | 2011 | 2012 | 2012 per cent change from BSL average |
|-------|-----------------------|------|------|------|---------------------------------------|
| Jan   | 145.4                 | 91   | 118  | 103  | -29.2                                 |
| Feb   | 135.2                 | 104  | 103  | 112  | -17.2                                 |
| Mar   | 144.0                 | 107  | 108  | 106  | -26.4                                 |
| Apr   | 155.8                 | 142  | 115  | 120  | -23.0                                 |
| May   | 158.4                 | 129  | 123  | 126  | -20.5                                 |
| Jun   | 161.4                 | 125  | 123  | 109  | -32.5                                 |
| Jul   | 178.4                 | 162  | 147  | 126  | -29.4                                 |
| Aug   | 177.0                 | 171  | 152  | 144  | -18.6                                 |
| Sep   | 163.2                 | 161  | 151  | 114  | -30.1                                 |
| Oct   | 153.6                 | 128  | 117  | 132  | -14.1                                 |
| Nov   | 159.2                 | 130  | 124  | 123  | -22.7                                 |
| Dec   | 153.0                 | 126  | 123  | 114  | -25.5                                 |

**Table B-0-6 Collisions by time period, day and year**

| Day       | Grouped Time | 2005-2009 BSL average | 2010 | 2011 | 2012 | 2012 per cent change from BSL average |
|-----------|--------------|-----------------------|------|------|------|---------------------------------------|
| Monday    | 0 - 6am      | 145.8                 | 105  | 113  | 89   | -39.0                                 |
|           | 6 - 10am     | 555.2                 | 432  | 435  | 393  | -29.2                                 |
|           | 10am - 2pm   | 427.8                 | 351  | 297  | 316  | -26.1                                 |
|           | 2 - 6pm      | 549.0                 | 458  | 448  | 454  | -17.3                                 |
|           | 6pm - 0am    | 346.2                 | 269  | 301  | 284  | -18.0                                 |
| Tuesday   | 0 - 6am      | 129.8                 | 106  | 98   | 92   | -29.1                                 |
|           | 6 - 10am     | 513.6                 | 396  | 426  | 389  | -24.3                                 |
|           | 10am - 2pm   | 386.6                 | 324  | 270  | 282  | -27.1                                 |
|           | 2 - 6pm      | 545.2                 | 423  | 452  | 423  | -22.4                                 |
|           | 6pm - 0am    | 376.8                 | 323  | 299  | 264  | -29.9                                 |
| Wednesday | 0 - 6am      | 117.6                 | 91   | 81   | 71   | -39.6                                 |
|           | 6 - 10am     | 525.0                 | 432  | 375  | 408  | -22.3                                 |
|           | 10am - 2pm   | 369.2                 | 291  | 322  | 315  | -14.7                                 |
|           | 2 - 6pm      | 555.0                 | 465  | 476  | 494  | -11.0                                 |
|           | 6pm - 0am    | 392.8                 | 335  | 311  | 290  | -26.2                                 |
| Thursday  | 0 - 6am      | 134.2                 | 102  | 87   | 93   | -30.7                                 |
|           | 6 - 10am     | 482.4                 | 404  | 398  | 376  | -22.1                                 |
|           | 10am - 2pm   | 392.0                 | 292  | 312  | 286  | -27.0                                 |
|           | 2 - 6pm      | 589.6                 | 508  | 529  | 488  | -17.2                                 |
|           | 6pm - 0am    | 413.4                 | 333  | 334  | 321  | -22.4                                 |
| Friday    | 0 - 6am      | 145.6                 | 115  | 83   | 129  | -11.4                                 |
|           | 6 - 10am     | 387.4                 | 322  | 320  | 279  | -28.0                                 |
|           | 10am - 2pm   | 522.4                 | 422  | 431  | 387  | -25.9                                 |
|           | 2 - 6pm      | 779.6                 | 728  | 659  | 575  | -26.2                                 |
|           | 6pm - 0am    | 517.4                 | 454  | 389  | 396  | -23.5                                 |
| Saturday  | 0 - 6am      | 202.8                 | 173  | 159  | 137  | -32.4                                 |
|           | 6 - 10am     | 248.0                 | 238  | 172  | 167  | -32.7                                 |
|           | 10am - 2pm   | 532.2                 | 454  | 415  | 412  | -22.6                                 |
|           | 2 - 6pm      | 444.8                 | 360  | 325  | 341  | -23.3                                 |
|           | 6pm - 0am    | 357.4                 | 269  | 244  | 239  | -33.1                                 |
| Sunday    | 0 - 6am      | 210.8                 | 163  | 164  | 161  | -23.6                                 |
|           | 6 - 10am     | 215.8                 | 199  | 198  | 201  | -6.9                                  |
|           | 10am - 2pm   | 442.0                 | 363  | 342  | 337  | -23.8                                 |
|           | 2 - 6pm      | 493.8                 | 388  | 384  | 350  | -29.1                                 |
|           | 6pm - 0am    | 424.0                 | 326  | 298  | 281  | -33.7                                 |

**Table B-0-7 Fatal and serious collisions by time period, day and year**

| Day       | Grouped Time | 2005-2009 BSL average | 2010 | 2011 | 2012 | 2012 per cent change from BSL average |
|-----------|--------------|-----------------------|------|------|------|---------------------------------------|
| Monday    | 0 - 6am      | 34.0                  | 24   | 29   | 16   | -52.9                                 |
|           | 6 - 10am     | 55.6                  | 34   | 49   | 51   | -8.3                                  |
|           | 10am - 2pm   | 49.4                  | 44   | 37   | 44   | -10.9                                 |
|           | 2 - 6pm      | 66.2                  | 67   | 69   | 54   | -18.4                                 |
|           | 6pm - 0am    | 54.0                  | 45   | 40   | 43   | -20.4                                 |
| Tuesday   | 0 - 6am      | 27.6                  | 20   | 15   | 19   | -31.2                                 |
|           | 6 - 10am     | 59.6                  | 42   | 54   | 42   | -29.5                                 |
|           | 10am - 2pm   | 45.8                  | 42   | 31   | 41   | -10.5                                 |
|           | 2 - 6pm      | 61.6                  | 51   | 49   | 51   | -17.2                                 |
|           | 6pm - 0am    | 57.2                  | 42   | 35   | 26   | -54.5                                 |
| Wednesday | 0 - 6am      | 30.0                  | 22   | 15   | 20   | -33.3                                 |
|           | 6 - 10am     | 50.2                  | 45   | 44   | 43   | -14.3                                 |
|           | 10am - 2pm   | 41.8                  | 34   | 32   | 37   | -11.5                                 |
|           | 2 - 6pm      | 58.6                  | 54   | 55   | 52   | -11.3                                 |
|           | 6pm - 0am    | 62.8                  | 53   | 34   | 35   | -44.3                                 |
| Thursday  | 0 - 6am      | 32.6                  | 21   | 17   | 17   | -47.9                                 |
|           | 6 - 10am     | 48.8                  | 50   | 24   | 46   | -5.7                                  |
|           | 10am - 2pm   | 45.0                  | 30   | 35   | 24   | -46.7                                 |
|           | 2 - 6pm      | 59.2                  | 56   | 49   | 53   | -10.5                                 |
|           | 6pm - 0am    | 68.2                  | 46   | 59   | 42   | -38.4                                 |
| Friday    | 0 - 6am      | 34.6                  | 31   | 15   | 28   | -19.1                                 |
|           | 6 - 10am     | 40.4                  | 40   | 39   | 30   | -25.7                                 |
|           | 10am - 2pm   | 57.0                  | 51   | 60   | 49   | -14.0                                 |
|           | 2 - 6pm      | 79.0                  | 89   | 77   | 63   | -20.3                                 |
|           | 6pm - 0am    | 76.2                  | 68   | 54   | 59   | -22.6                                 |
| Saturday  | 0 - 6am      | 51.4                  | 44   | 41   | 34   | -33.9                                 |
|           | 6 - 10am     | 37.6                  | 40   | 27   | 29   | -22.9                                 |
|           | 10am - 2pm   | 60.2                  | 53   | 50   | 46   | -23.6                                 |
|           | 2 - 6pm      | 69.8                  | 49   | 55   | 53   | -24.1                                 |
|           | 6pm - 0am    | 67.8                  | 47   | 43   | 46   | -32.2                                 |
| Sunday    | 0 - 6am      | 62.0                  | 44   | 49   | 47   | -24.2                                 |
|           | 6 - 10am     | 32.6                  | 43   | 42   | 39   | 19.6                                  |
|           | 10am - 2pm   | 65.0                  | 61   | 69   | 52   | -20.0                                 |
|           | 2 - 6pm      | 74.8                  | 54   | 59   | 56   | -25.1                                 |
|           | 6pm - 0am    | 68.0                  | 40   | 52   | 42   | -38.2                                 |

**Table B-0-8 Collisions by road conditions, weather conditions and year**

| Surface Condition    | Weather                  | 2005-2009 BSL average | 2010  | 2011  | 2012  | 2012 per cent change from BSL average |
|----------------------|--------------------------|-----------------------|-------|-------|-------|---------------------------------------|
| Dry                  | Fine                     | 9,064.6               | 7,313 | 7,756 | 6,586 | -27.3                                 |
|                      | Rain                     | 11.0                  | 10    | 5     | 13    | -                                     |
|                      | Fog or mist              | 22.4                  | 14    | 22    | 23    | 2.7                                   |
|                      | Snow                     | 1.8                   | 1     | 0     | 0     | -                                     |
|                      | Other/unknown            | 199.8                 | 159   | 132   | 120   | -39.9                                 |
| Wet or damp          | Fine                     | 1,943.6               | 1,452 | 1,292 | 1,471 | -24.3                                 |
|                      | Rain                     | 1,960.4               | 1,368 | 1,340 | 1,749 | -10.8                                 |
|                      | Fog or mist              | 112.2                 | 88    | 56    | 77    | -31.4                                 |
|                      | Snow                     | 42.6                  | 56    | 9     | 10    | -76.5                                 |
|                      | Other/unknown            | 178.4                 | 153   | 111   | 118   | -33.9                                 |
| Flood over 3cm. deep | Fine                     | 3.2                   | 0     | 2     | 3     | -                                     |
|                      | Rain                     | 43.4                  | 37    | 27    | 66    | 52.1                                  |
|                      | Fog or mist              | 0.0                   | 0     | 0     | 0     | -                                     |
|                      | Snow                     | 0.6                   | 0     | 0     | 0     | -                                     |
|                      | Other/unknown            | 1.0                   | 1     | 0     | 1     | -                                     |
| Frost or ice         | Fine                     | 103.0                 | 271   | 101   | 105   | 1.9                                   |
|                      | Rain                     | 7.4                   | 23    | 12    | 12    | -                                     |
|                      | Fog or mist              | 9.6                   | 38    | 3     | 5     | -                                     |
|                      | Snow                     | 20.2                  | 77    | 11    | 21    | 4.0                                   |
|                      | Other/unknown            | 42.6                  | 114   | 30    | 41    | -3.8                                  |
| Snow                 | Fine                     | 6.4                   | 42    | 2     | 15    | -                                     |
|                      | Rain                     | 2.6                   | 2     | 1     | 3     | -                                     |
|                      | Fog or mist              | 0.4                   | 3     | 0     | 4     | -                                     |
|                      | Snow                     | 70.6                  | 165   | 24    | 53    | -24.9                                 |
|                      | Other/unknown            | 3.2                   | 18    | 1     | 3     | -                                     |
| Other                | Summation of other codes | 20.2                  | 9     | 10    | 21    | 4.0                                   |

**Table B-0-9 Collisions involving single vehicles by severity and year**

| Collision Severity | 2005-2009 BSL average | 2010  | 2011  | 2012  | 2012 per cent change from BSL average |
|--------------------|-----------------------|-------|-------|-------|---------------------------------------|
| Fatal              | 109.0                 | 70    | 80    | 65    | -40.4                                 |
| Serious            | 540.2                 | 454   | 467   | 426   | -21.1                                 |
| Slight             | 2,499.6               | 2,064 | 1,927 | 1,921 | -23.1                                 |
| Total              | 3,148.8               | 2,588 | 2,474 | 2,412 | -23.4                                 |

**Table B-0-10 Collisions involving HGVs by severity and year**

| Collision Severity | 2005-2009 BSL average | 2010  | 2011  | 2012  | 2012 per cent change from BSL average |
|--------------------|-----------------------|-------|-------|-------|---------------------------------------|
| Fatal              | 109.6                 | 80    | 71    | 80    | -27.0                                 |
| Serious            | 346.8                 | 273   | 220   | 238   | -31.4                                 |
| Slight             | 2,471.2               | 1,925 | 1,844 | 1,674 | -32.3                                 |
| Total              | 2,927.6               | 2,278 | 2,135 | 1,992 | -32.0                                 |

**Table B-0-11 Collisions involving Other GV's by severity and year**

| Collision Severity | 2005-2009 BSL average | 2010  | 2011  | 2012  | 2012 per cent change from BSL average |
|--------------------|-----------------------|-------|-------|-------|---------------------------------------|
| Fatal              | 37.6                  | 38    | 30    | 28    | -25.5                                 |
| Serious            | 180.6                 | 146   | 134   | 142   | -21.4                                 |
| Slight             | 1,442.4               | 1,174 | 1,188 | 1,118 | -22.5                                 |
| Total              | 1,660.6               | 1,358 | 1,352 | 1,288 | -22.4                                 |

**Table B-0-12 Collisions involving young drivers (aged 17 – 24 years) by severity and year**

| Collision Severity | 2005-2009 BSL average | 2010  | 2011  | 2012  | 2012 per cent change from BSL average |
|--------------------|-----------------------|-------|-------|-------|---------------------------------------|
| Fatal              | 70.6                  | 55    | 57    | 29    | -58.9                                 |
| Serious            | 381.0                 | 320   | 286   | 246   | -35.4                                 |
| Slight             | 3,583.6               | 2,874 | 2,689 | 2,455 | -31.5                                 |
| Total              | 4,035.2               | 3,249 | 3,032 | 2,730 | -32.3                                 |

**Table B-0-13 Collisions involving elderly drivers (aged 70 years and over) by severity and year**

| Collision Severity | 2005-2009 BSL average | 2010 | 2011 | 2012 | 2012 per cent change from BSL average |
|--------------------|-----------------------|------|------|------|---------------------------------------|
| Fatal              | 28.8                  | 23   | 28   | 27   | -6.3                                  |
| Serious            | 106.8                 | 110  | 108  | 85   | -20.4                                 |
| Slight             | 642.2                 | 595  | 588  | 611  | -4.9                                  |
| Total              | 777.8                 | 728  | 724  | 723  | -7.0                                  |

**Table B-0-14 Collisions involving towed caravans by severity and year**

| Collision Severity | 2005-2009 BSL average | 2010 | 2011 | 2012 | 2012 per cent change from BSL average |
|--------------------|-----------------------|------|------|------|---------------------------------------|
| Fatal              | 2.3                   | 0    | 0    | 0    | -                                     |
| Serious            | 7.8                   | 8    | 9    | 7    | -                                     |
| Slight             | 77.0                  | 60   | 59   | 47   | -39.0                                 |
| Total              | 86.6                  | 68   | 68   | 54   | -37.6                                 |

**Table B-0-15 Collisions by top 20 road names and year**

| No. | Road  | 2005-2009 BSL average | 2010 | 2011 | 2012 | 2012 per cent change from BSL average |
|-----|-------|-----------------------|------|------|------|---------------------------------------|
| 1   | M25   | 981.8                 | 793  | 790  | 765  | -22.1                                 |
| 2   | M1    | 1,062.8               | 855  | 659  | 706  | -33.6                                 |
| 3   | M6    | 896.6                 | 793  | 670  | 636  | -29.1                                 |
| 4   | M4    | 478.6                 | 422  | 377  | 375  | -21.6                                 |
| 5   | A1    | 616.6                 | 500  | 427  | 357  | -42.1                                 |
| 6   | A38   | 344.0                 | 277  | 292  | 310  | -9.9                                  |
| 7   | A5    | 315.2                 | 294  | 276  | 283  | -10.2                                 |
| 8   | M5    | 446.4                 | 330  | 288  | 267  | -40.2                                 |
| 9   | M62   | 398.0                 | 315  | 311  | 258  | -35.2                                 |
| 10  | A14   | 334.4                 | 306  | 270  | 253  | -24.3                                 |
| 11  | A27   | 312.6                 | 276  | 258  | 247  | -21.0                                 |
| 12  | A1(M) | 272.6                 | 269  | 251  | 234  | -14.2                                 |
| 13  | A46   | 285.0                 | 205  | 210  | 224  | -21.4                                 |
| 14  | M40   | 304.2                 | 266  | 248  | 216  | -29.0                                 |
| 15  | A30   | 231.2                 | 184  | 203  | 206  | -10.9                                 |
| 16  | M3    | 240.8                 | 213  | 208  | 196  | -18.6                                 |
| 17  | A12   | 264.6                 | 196  | 212  | 195  | -26.3                                 |
| 18  | A3    | 225.4                 | 167  | 187  | 186  | -17.5                                 |
| 19  | A19   | 228.2                 | 215  | 154  | 179  | -21.6                                 |
| 20  | M20   | 197.2                 | 149  | 132  | 175  | -11.3                                 |

## Appendix C: Casualty Statistics

Table C-0-1 to Table C-0-23 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-0-1 Casualties by road type, severity and year**

| Road Type      | Classification   | Casualty Severity  | 2005-2009<br>BSL average | 2010              | 2011  | 2012  | 2012 per cent change<br>from BSL average |       |       |
|----------------|------------------|--------------------|--------------------------|-------------------|-------|-------|--|-------|-------|
| Motorway       | -                | Killed             | 153.6                    | 110               | 90    | 78    | -49.2                                    |       |       |
|                |                  | Seriously Injured  | 859.4                    | 716               | 654   | 577   | -32.9                                    |       |       |
|                |                  | KSI                | 1,013.0                  | 826               | 744   | 655   | -35.3                                    |       |       |
|                |                  | Slightly Injured   | 10,186.6                 | 8,552             | 8,008 | 7,556 | -25.8                                    |       |       |
|                |                  | Total              | 11,199.6                 | 9,378             | 8,752 | 8,211 | -26.7                                    |       |       |
| A-road         | Dual Carriageway | - Built-up         | Killed                   | 5.6               | 1     | 6     | 4  | -     |       |
|                |                  |                    | Seriously Injured        | 60.0              | 48    | 56    | 52                                       | -13.3 |       |
|                |                  |                    | KSI                      | 65.6              | 49    | 62    | 56                                       | -14.6 |       |
|                |                  |                    | Slightly Injured         | 839.2             | 632   | 867   | 771                                      | -8.1  |       |
|                |                  |                    | Total                    | 904.8             | 681   | 929   | 827                                      | -8.6  |       |
|                | - Non Built-up   | Killed             | 127.2                    | 91                | 97    | 80    | -37.1                                    |       |       |
|                |                  | Seriously Injured  | 659.6                    | 584               | 566   | 551   | -16.5                                    |       |       |
|                |                  | KSI                | 786.8                    | 675               | 663   | 631   | -19.8                                    |       |       |
|                |                  | Slightly Injured   | 5,812.2                  | 4,907             | 5,041 | 4,674 | -19.6                                    |       |       |
|                |                  | Total              | 6,599.0                  | 5,582             | 5,704 | 5,305 | -19.6                                    |       |       |
|                | A-road           | Single Carriageway | - Built-up               | Killed            | 6.0   | 5     | 8  | 8     | -     |
|                |                  |                    |                          | Seriously Injured | 63.6  | 55    | 68                                       | 54    | -15.1 |
|                |                  |                    |                          | KSI               | 69.6  | 60    | 76                                       | 62    | -10.9 |
|                |                  |                    |                          | Slightly Injured  | 600.6 | 475   | 493                                      | 500   | -16.7 |
|                |                  |                    |                          | Total             | 670.2 | 535   | 569                                      | 562   | -16.1 |
| - Non Built-up |                  | Killed             | 64.8                     | 42                | 50    | 47    | -27.5                                    |       |       |
|                |                  | Seriously Injured  | 321.4                    | 234               | 234   | 245   | -23.8                                    |       |       |
|                |                  | KSI                | 386.2                    | 276               | 284   | 292   | -24.4                                    |       |       |
|                |                  | Slightly Injured   | 1,943.0                  | 1,570             | 1,482 | 1,476 | -24.0                                    |       |       |
|                |                  | Total              | 2,329.2                  | 1,846             | 1,766 | 1,768 | -24.1                                    |       |       |



**Table C-0-2 Casualties by age, severity and year**

| Casualty age group | Casualty Severity | 2005-2009<br>BSL average | 2010   | 2011   | 2012   | 2012 per cent change<br>from BSL average |
|--------------------|-------------------|--------------------------|--------|--------|--------|--|
| Children (0-15)    | Killed            | 11.8                     | 10     | 2      | 7      | -  |
|                    | Seriously Injured | 70.6                     | 75     | 62     | 53     | -24.9                                    |
|                    | KSI               | 82.4                     | 85     | 64     | 60     | -27.2                                    |
|                    | Slightly Injured  | 1,059.2                  | 850    | 946    | 802    | -24.3                                    |
|                    | Total             | 1,141.6                  | 935    | 1,010  | 862    | -24.5                                    |
| Young (16-19)      | Killed            | 26.4                     | 16     | 20     | 4      | -84.8                                    |
|                    | Seriously Injured | 172.2                    | 115    | 107    | 75     | -56.4                                    |
|                    | KSI               | 198.6                    | 131    | 127    | 79     | -60.2                                    |
|                    | Slightly Injured  | 1,551.0                  | 1,205  | 1,085  | 961    | -38.0                                    |
|                    | Total             | 1,749.6                  | 1,336  | 1,212  | 1,040  | -40.6                                    |
| Other (20-59)      | Killed            | 258.4                    | 173    | 164    | 151    | -41.6                                    |
|                    | Seriously Injured | 1,455.0                  | 1,174  | 1,153  | 1,102  | -24.3                                    |
|                    | KSI               | 1,713.4                  | 1,347  | 1,317  | 1,253  | -26.9                                    |
|                    | Slightly Injured  | 14,705.8                 | 12,307 | 11,990 | 11,466 | -22.0                                    |
|                    | Total             | 16,419.2                 | 13,654 | 13,307 | 12,719 | -22.5                                    |
| Older (60-69)      | Killed            | 23.8                     | 20     | 22     | 21     | -11.8                                    |
|                    | Seriously Injured | 136.4                    | 146    | 140    | 130    | -4.7                                     |
|                    | KSI               | 160.2                    | 166    | 162    | 151    | -5.7                                     |
|                    | Slightly Injured  | 1,101.4                  | 1,017  | 1,063  | 994    | -9.8                                     |
|                    | Total             | 1,261.6                  | 1,183  | 1,225  | 1,145  | -9.2                                     |
| Elderly (70+)      | Killed            | 35.8                     | 30     | 43     | 34     | -5.0                                     |
|                    | Seriously Injured | 109.4                    | 108    | 108    | 107    | -2.2                                     |
|                    | KSI               | 145.2                    | 138    | 151    | 141    | -2.9                                     |
|                    | Slightly Injured  | 690.4                    | 606    | 638    | 578    | -16.3                                    |
|                    | Total             | 835.6                    | 744    | 789    | 719    | -14.0                                    |
| Unknown            | Killed            | 1.0                      | 0      | 0      | 0      | -  |
|                    | Seriously Injured | 20.4                     | 19     | 8      | 12     | -41.2                                    |
|                    | KSI               | 21.4                     | 19     | 8      | 12     | -43.9                                    |
|                    | Slightly Injured  | 273.8                    | 151    | 169    | 176    | -35.7                                    |
|                    | Total             | 295.2                    | 170    | 177    | 188    | -36.3                                    |

**Table C-0-3A Casualties by casualty type, severity and year**

| Casualty type         | Casualty Severity | 2005-2009<br>BSL average | 2010   | 2011   | 2012   | 2012 per cent change<br>from BSL average |
|-----------------------|-------------------|--------------------------|--------|--------|--------|--|
| Bus / Coach occupants | Killed            | 0.8                      | 2      | 1      | 1      | -  |
|                       | Seriously Injured | 14.8                     | 28     | 10     | 6      | -  |
|                       | KSI               | 15.6                     | 30     | 11     | 7      | -55.1                                    |
|                       | Slightly Injured  | 135.8                    | 106    | 228    | 130    | -4.3                                     |
|                       | Total             | 151.4                    | 136    | 239    | 137    | -9.5                                     |
| Car occupants         | Killed            | 221.4                    | 133    | 162    | 122    | -44.9                                    |
|                       | Seriously Injured | 1,293.2                  | 1,088  | 1,027  | 969    | -25.1                                    |
|                       | KSI               | 1,514.6                  | 1,221  | 1,189  | 1,091  | -28.0                                    |
|                       | Slightly Injured  | 16,718.8                 | 13,999 | 13,631 | 12,920 | -22.7                                    |
|                       | Total             | 18,233.4                 | 15,220 | 14,820 | 14,011 | -23.2                                    |
| Other GV<br>Occupants | Killed            | 12.6                     | 11     | 5      | 11     | -  |
|                       | Seriously Injured | 94.0                     | 66     | 57     | 67     | -28.7                                    |
|                       | KSI               | 106.6                    | 77     | 62     | 78     | -26.8                                    |
|                       | Slightly Injured  | 930.4                    | 739    | 774    | 742    | -20.2                                    |
|                       | Total             | 1,037.0                  | 816    | 836    | 820    | -20.9                                    |
| HGV occupants         | Killed            | 22.4                     | 19     | 16     | 16     | -28.6                                    |
|                       | Seriously Injured | 122.4                    | 74     | 66     | 67     | -45.3                                    |
|                       | KSI               | 144.8                    | 93     | 82     | 83     | -42.7                                    |
|                       | Slightly Injured  | 639.2                    | 453    | 373    | 412    | -35.5                                    |
|                       | Total             | 784.0                    | 546    | 455    | 495    | -36.9                                    |
| Pedal Cyclists        | Killed            | 8.0                      | 12     | 5      | 8      | -  |
|                       | Seriously Injured | 33.0                     | 40     | 37     | 46     | 39.4                                     |
|                       | KSI               | 41.0                     | 52     | 42     | 54     | 31.7                                     |
|                       | Slightly Injured  | 109.2                    | 96     | 131    | 116    | 6.2                                      |
|                       | Total             | 150.2                    | 148    | 173    | 170    | 13.2                                     |

**Table C-0-3B Casualties by casualty type, severity and year (Contd.)**

| Casualty type | Casualty Severity | 2005-2009<br>BSL average | 2010 | 2011 | 2012 | 2012 per cent change<br>from BSL average |
|---------------|-------------------|--------------------------|------|------|------|--|
| PTW users     | Killed            | 44.0                     | 30   | 23   | 23   | -47.7                                    |
|               | Seriously Injured | 330.4                    | 273  | 307  | 272  | -17.7                                    |
|               | KSI               | 374.4                    | 303  | 330  | 295  | -21.2                                    |
|               | Slightly Injured  | 651.2                    | 559  | 600  | 517  | -20.6                                    |
|               | Total             | 1,025.6                  | 862  | 930  | 812  | -20.8                                    |
| Pedestrians   | Killed            | 46.4                     | 42   | 36   | 36   | -22.4                                    |
|               | Seriously Injured | 62.6                     | 64   | 58   | 46   | -26.5                                    |
|               | KSI               | 109.0                    | 106  | 94   | 82   | -24.8                                    |
|               | Slightly Injured  | 107.2                    | 93   | 88   | 66   | -38.4                                    |
|               | Total             | 216.2                    | 199  | 182  | 148  | -31.5                                    |
| Other/Unknown | Killed            | 1.6                      | 0    | 3    | 0    | -  |
|               | Seriously Injured | 13.6                     | 4    | 16   | 6    | -  |
|               | KSI               | 15.2                     | 4    | 19   | 6    | -60.5                                    |
|               | Slightly Injured  | 89.8                     | 91   | 66   | 74   | -17.6                                    |
|               | Total             | 105.0                    | 95   | 85   | 80   | -23.8                                    |

**Table C-0-4 Bus and coach occupant casualties by age, severity and year**

| Casualty age group | Casualty Severity | 2005-2009<br>BSL average | 2010 | 2011 | 2012 | 2012 per cent change<br>from BSL average |
|--------------------|-------------------|--------------------------|------|------|------|--|
| Children (0-15)    | Killed            | 0.0                      | 1    | 0    | 0    | -  |
|                    | Seriously Injured | 1.4                      | 14   | 1    | 0    | -  |
|                    | Slightly Injured  | 16.6                     | 27   | 97   | 23   | 38.6                                     |
| Young (16-19)      | Killed            | 0.0                      | 1    | 0    | 0    | -  |
|                    | Seriously Injured | 1.4                      | 3    | 0    | 1    | -  |
|                    | Slightly Injured  | 12.6                     | 9    | 4    | 21   | -  |
| Other (20-59)      | Killed            | 0.6                      | 0    | 0    | 1    | -  |
|                    | Seriously Injured | 9.0                      | 8    | 6    | 5    | -  |
|                    | Slightly Injured  | 71.2                     | 50   | 64   | 70   | -1.7                                     |
| Older (60-69)      | Killed            | 0.0                      | 0    | 1    | 0    | -  |
|                    | Seriously Injured | 0.6                      | 3    | 0    | 0    | -  |
|                    | Slightly Injured  | 13.2                     | 8    | 27   | 10   | -  |
| Elderly (70+)      | Killed            | 0.2                      | 0    | 0    | 0    | -  |
|                    | Seriously Injured | 2.4                      | 0    | 3    | 0    | -  |
|                    | Slightly Injured  | 15.4                     | 9    | 26   | 1    | -93.5                                    |
| Unknown            | Killed            | 0.0                      | 0    | 0    | 0    | -  |
|                    | Seriously Injured | 0.0                      | 0    | 0    | 0    | -  |
|                    | Slightly Injured  | 6.8                      | 3    | 10   | 5    | -  |

**Table C-0-5 Car occupant casualties by age group, severity and year**

| Casualty age group | Casualty Severity | 2005-2009<br>BSL average | 2010   | 2011   | 2012  | 2012 per cent change<br>from BSL average |
|--------------------|-------------------|--------------------------|--------|--------|-------|--|
| Children (0-15)    | Killed            | 8.8                      | 7      | 1      | 7     | -  |
|                    | Seriously Injured | 55.0                     | 49     | 51     | 48    | -12.7                                    |
|                    | Slightly Injured  | 989.4                    | 789    | 802    | 751   | -24.1                                    |
| Young (16-19)      | Killed            | 17.0                     | 11     | 18     | 3     | -82.4                                    |
|                    | Seriously Injured | 133.4                    | 84     | 73     | 53    | -60.3                                    |
|                    | Slightly Injured  | 1,387.0                  | 1,119  | 946    | 835   | -39.8                                    |
| Other (20-59)      | Killed            | 152.2                    | 78     | 100    | 73    | -52.0                                    |
|                    | Seriously Injured | 896.8                    | 742    | 704    | 676   | -24.6                                    |
|                    | Slightly Injured  | 12,493.0                 | 10,512 | 10,256 | 9,765 | -21.8                                    |
| Older (60-69)      | Killed            | 15.0                     | 10     | 10     | 11    | -26.7                                    |
|                    | Seriously Injured | 98.2                     | 101    | 99     | 91    | -7.3                                     |
|                    | Slightly Injured  | 967.4                    | 869    | 916    | 867   | -10.4                                    |
| Elderly (70+)      | Killed            | 28.2                     | 27     | 33     | 28    | -0.7                                     |
|                    | Seriously Injured | 93.8                     | 98     | 95     | 90    | -4.1                                     |
|                    | Slightly Injured  | 645.2                    | 569    | 573    | 549   | -14.9                                    |
| Unknown            | Killed            | 0.2                      | 0      | 0      | 0     | -  |
|                    | Seriously Injured | 16.0                     | 14     | 5      | 11    | -31.3                                    |
|                    | Slightly Injured  | 236.8                    | 141    | 138    | 153   | -35.4                                    |

**Table C-0-6 Other goods vehicle occupant casualties by age group, severity and year**

| Casualty age group | Casualty Severity | 2005-2009<br>BSL average | 2010 | 2011 | 2012 | 2012 per cent change<br>from BSL average |
|--------------------|-------------------|--------------------------|------|------|------|--|
| Children (0-15)    | Killed            | 0.0                      | 0    | 0    | 0    | -  |
|                    | Seriously Injured | 1.8                      | 1    | 0    | 0    | -  |
|                    | Slightly Injured  | 10.0                     | 4    | 13   | 5    | -  |
| Young (16-19)      | Killed            | 1.0                      | 0    | 0    | 0    | -  |
|                    | Seriously Injured | 4.6                      | 3    | 0    | 4    | -  |
|                    | Slightly Injured  | 44.6                     | 26   | 36   | 20   | -55.2                                    |
| Other (20-59)      | Killed            | 10.6                     | 10   | 4    | 10   | -  |
|                    | Seriously Injured | 79.2                     | 58   | 50   | 59   | -25.5                                    |
|                    | Slightly Injured  | 821.4                    | 655  | 666  | 669  | -18.6                                    |
| Older (60-69)      | Killed            | 0.8                      | 0    | 1    | 1    | -  |
|                    | Seriously Injured | 6.4                      | 4    | 6    | 3    | -  |
|                    | Slightly Injured  | 37.0                     | 46   | 37   | 33   | -10.8                                    |
| Elderly (70+)      | Killed            | 0.0                      | 1    | 0    | 0    | -  |
|                    | Seriously Injured | 1.2                      | 0    | 1    | 1    | -  |
|                    | Slightly Injured  | 6.6                      | 8    | 16   | 9    | -  |
| Unknown            | Killed            | 0.2                      | 0    | 0    | 0    | -  |
|                    | Seriously Injured | 0.8                      | 0    | 0    | 0    | -  |
|                    | Slightly Injured  | 10.8                     | 0    | 6    | 6    | -  |

**Table C-0-7 Heavy goods vehicle occupant casualties by age group, severity and year**

| Casualty age group | Casualty Severity | 2005-2009<br>BSL average | 2010 | 2011 | 2012 | 2012 per cent change from<br>BSL average |
|--------------------|-------------------|--------------------------|------|------|------|--|
| Children (0-15)    | Killed            | 0.0                      | 0    | 0    | 0    | -  |
|                    | Seriously Injured | 0.4                      | 0    | 0    | 0    | -  |
|                    | Slightly Injured  | 7.8                      | 4    | 4    | 2    | -  |
| Young (16-19)      | Killed            | 0.2                      | 1    | 0    | 0    | -  |
|                    | Seriously Injured | 1.2                      | 0    | 0    | 1    | -  |
|                    | Slightly Injured  | 8.8                      | 1    | 0    | 4    | -  |
| Other (20-59)      | Killed            | 19.6                     | 17   | 13   | 14   | -28.6                                    |
|                    | Seriously Injured | 108.2                    | 64   | 57   | 56   | -48.2                                    |
|                    | Slightly Injured  | 565.4                    | 406  | 335  | 352  | -37.7                                    |
| Older (60-69)      | Killed            | 2.0                      | 1    | 3    | 2    | -  |
|                    | Seriously Injured | 10.4                     | 8    | 8    | 8    | -  |
|                    | Slightly Injured  | 47.8                     | 38   | 28   | 48   | 0.4                                      |
| Elderly (70+)      | Killed            | 0.2                      | 0    | 0    | 0    | -  |
|                    | Seriously Injured | 0.8                      | 1    | 0    | 2    | -  |
|                    | Slightly Injured  | 4.2                      | 3    | 2    | 3    | -  |
| Unknown            | Killed            | 0.4                      | 0    | 0    | 0    | -  |
|                    | Seriously Injured | 1.4                      | 1    | 1    | 0    | -  |
|                    | Slightly Injured  | 5.2                      | 1    | 4    | 3    | -  |

**Table C-0-8 Pedal cycle casualties by age group, severity and year**

| Casualty age group | Casualty Severity | 2005-2009<br>BSL average | 2010 | 2011 | 2012 | 2012 per cent<br>change from BSL<br>average |
|--------------------|-------------------|--------------------------|------|------|------|---|
| Children (0-15)    | Killed            | 0.4                      | 0    | 0    | 0    | -   |
|                    | Seriously Injured | 2.4                      | 1    | 1    | 0    | -   |
|                    | Slightly Injured  | 7.4                      | 5    | 10   | 6    | -   |
| Young (16-19)      | Killed            | 0.2                      | 0    | 0    | 0    | -   |
|                    | Seriously Injured | 2.2                      | 2    | 1    | 1    | -   |
|                    | Slightly Injured  | 11.0                     | 9    | 10   | 12   | -   |
| Other (20-59)      | Killed            | 6.0                      | 9    | 4    | 5    | -   |
|                    | Seriously Injured | 24.0                     | 30   | 30   | 38   | 58.3  |
|                    | Slightly Injured  | 73.8                     | 76   | 93   | 87   | 17.9  |
| Older (60-69)      | Killed            | 0.6                      | 2    | 0    | 2    | -   |
|                    | Seriously Injured | 2.2                      | 5    | 4    | 3    | -   |
|                    | Slightly Injured  | 7.2                      | 2    | 8    | 6    | -   |
| Elderly (70+)      | Killed            | 0.8                      | 1    | 1    | 1    | -   |
|                    | Seriously Injured | 2.0                      | 1    | 1    | 3    | -   |
|                    | Slightly Injured  | 5.0                      | 4    | 5    | 2    | -   |
| Unknown            | Killed            | 0.0                      | 0    | 0    | 0    | -   |
|                    | Seriously Injured | 0.2                      | 1    | 0    | 1    | -   |
|                    | Slightly Injured  | 4.8                      | 0    | 5    | 3    | -   |

**Table C-0-9 Pedestrian casualties by age group, severity and year**

| Casualty age group | Casualty Severity | 2005-2009<br>BSL average | 2010 | 2011 | 2012 | 2012 per cent change<br>from BSL average |
|--------------------|-------------------|--------------------------|------|------|------|--|
| Children (0-15)    | Killed            | 2.4                      | 2    | 1    | 0    | -  |
|                    | Seriously Injured | 8.4                      | 9    | 7    | 5    | -  |
|                    | Slightly Injured  | 19.4                     | 20   | 14   | 8    | -58.8                                    |
| Young (16-19)      | Killed            | 5.4                      | 3    | 1    | 1    | -  |
|                    | Seriously Injured | 7.2                      | 11   | 4    | 4    | -  |
|                    | Slightly Injured  | 9.6                      | 3    | 5    | 9    | -  |
| Other (20-59)      | Killed            | 30.6                     | 34   | 24   | 26   | -15.0                                    |
|                    | Seriously Injured | 39.0                     | 33   | 40   | 28   | -28.2                                    |
|                    | Slightly Injured  | 67.0                     | 61   | 57   | 41   | -38.8                                    |
| Older (60-69)      | Killed            | 3.2                      | 2    | 4    | 5    | -  |
|                    | Seriously Injured | 2.6                      | 6    | 3    | 4    | -  |
|                    | Slightly Injured  | 4.0                      | 5    | 6    | 1    | -  |
| Elderly (70+)      | Killed            | 4.6                      | 1    | 6    | 4    | -  |
|                    | Seriously Injured | 5.0                      | 5    | 3    | 5    | -  |
|                    | Slightly Injured  | 4.6                      | 2    | 5    | 6    | -  |
| Unknown            | Killed            | 0.2                      | 0    | 0    | 0    | -  |
|                    | Seriously Injured | 0.4                      | 0    | 1    | 0    | -  |
|                    | Slightly Injured  | 2.6                      | 2    | 1    | 1    | -  |



**Table C-0-10 PTW casualties by age group, severity and year**

| Casualty age group | Casualty Severity | 2005-2009<br>BSL average | 2010 | 2011 | 2012 | 2012 per cent change<br>from BSL average |
|--------------------|-------------------|--------------------------|------|------|------|--|
| Children (0-15)    | Killed            | 0.3                      | 0    | 0    | 0    | -  |
|                    | Seriously Injured | 0.8                      | 1    | 1    | 0    | -  |
|                    | Slightly Injured  | 4.0                      | 1    | 3    | 6    | -  |
| Young (16-19)      | Killed            | 2.6                      | 0    | 1    | 0    | -  |
|                    | Seriously Injured | 21.8                     | 12   | 29   | 11   | -49.5                                    |
|                    | Slightly Injured  | 74.2                     | 36   | 80   | 57   | -23.2                                    |
| Other (20-59)      | Killed            | 37.8                     | 25   | 17   | 22   | -41.8                                    |
|                    | Seriously Injured | 288.4                    | 236  | 255  | 237  | -17.8                                    |
|                    | Slightly Injured  | 545.6                    | 476  | 474  | 423  | -22.5                                    |
| Older (60-69)      | Killed            | 1.8                      | 5    | 2    | 0    | -  |
|                    | Seriously Injured | 14.6                     | 19   | 19   | 20   | -  |
|                    | Slightly Injured  | 17.6                     | 38   | 34   | 22   | 25.0                                     |
| Elderly (70+)      | Killed            | 1.6                      | 0    | 3    | 1    | -  |
|                    | Seriously Injured | 3.4                      | 2    | 2    | 4    | -  |
|                    | Slightly Injured  | 3.6                      | 4    | 6    | 5    | -  |
| Unknown            | Killed            | 0.0                      | 0    | 0    | 0    | -  |
|                    | Seriously Injured | 1.4                      | 3    | 1    | 0    | -  |
|                    | Slightly Injured  | 6.2                      | 4    | 3    | 4    | -  |

**Table C-0-11 Casualties from vehicles hitting objects off carriageway 2012**

| Object hit off carriageway              | Number of vehicles | Killed     | Seriously Injured | Slightly Injured | Total casualties | Per cent of total vehicular casualties |
|---|--------------------|------------|-------------------|------------------|------------------|--|
| Central crash barrier                   | 1,389              | 17         | 143               | 1,403            | 1,563            | 9.5                                    |
| Near/Offside crash barrier              | 933                | 16         | 127               | 984              | 1,127            | 6.8                                    |
| Tree                                    | 401                | 19         | 89                | 401              | 509              | 3.1                                    |
| Other permanent object                  | 327                | 10         | 68                | 332              | 410              | 2.5                                    |
| Entered ditch                           | 224                | 3          | 40                | 251              | 294              | 1.8                                    |
| Road sign or traffic signal             | 204                | 7          | 34                | 208              | 249              | 1.5                                    |
| Lamp post                               | 108                | 1          | 24                | 103              | 128              | 0.8                                    |
| Telegraph or electricity pole           | 15                 | 1          | 3                 | 17               | 21               | 0.1                                    |
| Wall or fence                           | 34                 | 1          | 6                 | 31               | 38               | 0.2                                    |
| Bus stop or bus shelter                 | 3                  | 0          | 1                 | 2                | 3                | 0.0                                    |
| Submerged in water                      | 1                  | 0          | 0                 | 1                | 1                | 0.0                                    |
| <b>Object hit off carriageway total</b> | <b>3,639</b>       | <b>75</b>  | <b>535</b>        | <b>3,733</b>     | <b>4,343</b>     | <b>26.3</b>                            |
| No object hit / hit on carriageway      | 18,798             | 106        | 898               | 11,178           | 12,182           | 73.7                                   |
| <b>Total (excludes pedestrians)</b>     | <b>22,437</b>      | <b>181</b> | <b>1,433</b>      | <b>14,911</b>    | <b>16,525</b>    | <b>100.0</b>                           |

**Table C-0-12 KSI casualties from vehicles hitting objects off carriageway by year**

| Object hit off carriageway              | 2005-2009 BSL average | 2010         | 2011         | 2012         | 2012 per cent change from BSL average |
|---|-----------------------|--------------|--------------|--------------|---------------------------------------|
| Central crash barrier                   | 225.0                 | 194          | 145          | 160          | -28.9                                 |
| Near/Offside crash barrier              | 193.6                 | 157          | 161          | 143          | -26.1                                 |
| Tree                                    | 158.2                 | 113          | 142          | 108          | -31.7                                 |
| Other permanent object                  | 127.8                 | 105          | 99           | 78           | -39.0                                 |
| Entered ditch                           | 89.0                  | 53           | 48           | 43           | -51.7                                 |
| Road sign or traffic signal             | 70.4                  | 36           | 46           | 41           | -41.8                                 |
| Lamp post                               | 46.8                  | 34           | 18           | 25           | -46.6                                 |
| Telegraph or electricity pole           | 4.8                   | 2            | 2            | 4            | -16.7                                 |
| Submerged in water                      | 1.6                   | 0            | 0            | 0            | -                                     |
| Bus stop or bus shelter                 | 0.2                   | 0            | 0            | 1            | -                                     |
| Wall or fence                           | 0.0                   | 0            | 4            | 7            | -                                     |
| <b>Object hit off carriageway total</b> | <b>917.4</b>          | <b>694</b>   | <b>665</b>   | <b>610</b>   | <b>-33.5</b>                          |
| No object hit / hit on carriageway      | 1,294.8               | 1,086        | 1,070        | 1,004        | -22.5                                 |
| <b>Total (excludes pedestrians)</b>     | <b>-</b>              | <b>1,780</b> | <b>1,735</b> | <b>1,614</b> | <b>-</b>                              |

**Table C-0-13 Casualties from vehicles hitting objects on carriageway 2012**

| Object hit off carriageway             | Number of vehicles | Killed     | Seriously Injured | Slightly Injured | Total casualties | Per cent of total vehicular casualties |
|--|--------------------|------------|-------------------|------------------|------------------|--|
| Kerb                                   | 165                | 3          | 30                | 162              | 195              | 1.2                                    |
| Other object                           | 135                | 1          | 7                 | 92               | 100              | 0.6                                    |
| Bollard or refuge                      | 123                | 2          | 23                | 119              | 144              | 0.9                                    |
| Parked vehicle                         | 93                 | 2          | 18                | 55               | 75               | 0.5                                    |
| Previous accident                      | 33                 | 0          | 4                 | 17               | 21               | 0.1                                    |
| Central island of roundabout           | 25                 | 1          | 5                 | 24               | 30               | 0.2                                    |
| Road works                             | 23                 | 1          | 1                 | 18               | 20               | 0.1                                    |
| Any animal (except ridden horse)       | 22                 | 1          | 8                 | 20               | 29               | 0.2                                    |
| Bridge (side)                          | 16                 | 2          | 5                 | 10               | 17               | 0.1                                    |
| Bridge (roof)                          | 3                  | 0          | 0                 | 4                | 4                | 0.0                                    |
| <b>Object hit on carriageway total</b> | <b>638</b>         | <b>13</b>  | <b>101</b>        | <b>521</b>       | <b>635</b>       | <b>3.8</b>                             |
| No object hit / hit off carriageway    | 21,799             | 168        | 1332              | 14390            | 15890            | 96.2                                   |
| <b>Total (excludes pedestrians)</b>    | <b>22,437</b>      | <b>181</b> | <b>1,433</b>      | <b>14,911</b>    | <b>16,525</b>    | <b>100.0</b>                           |

**Table C-0-14 KSI casualties from vehicles hitting objects on carriageway by year**

| Object hit off carriageway             | 2005-2009 BSL average | 2010         | 2011         | 2012         | 2012 per cent change from BSL average |
|--|-----------------------|--------------|--------------|--------------|---------------------------------------|
| Kerb                                   | 64.6                  | 36           | 50           | 33           | -48.9                                 |
| Parked vehicle                         | 33.0                  | 18           | 16           | 20           | -39.4                                 |
| Bollard or refuge                      | 23.4                  | 18           | 26           | 25           | 6.8                                   |
| Other object                           | 15.8                  | 6            | 15           | 8            | -49.4                                 |
| Central island of roundabout           | 8.8                   | 7            | 6            | 6            | -                                     |
| Previous accident                      | 8.6                   | 6            | 3            | 4            | -                                     |
| Road works                             | 8.0                   | 8            | 2            | 2            | -                                     |
| Any animal (except ridden horse)       | 7.4                   | 4            | 4            | 9            | -                                     |
| Bridge (side)                          | 6.4                   | 5            | 5            | 7            | -                                     |
| Bridge (roof)                          | 2.0                   | 4            | 0            | 0            | -                                     |
| Open door of vehicle                   | 2.0                   | 0            | 0            | 0            | -                                     |
| <b>Object hit on carriageway total</b> | <b>176.8</b>          | <b>112</b>   | <b>127</b>   | <b>114</b>   |                                       |
| No object hit / hit off carriageway    | 2035.4                | 1,668        | 1,608        | 1,500        | -26.3                                 |
| <b>Total (excludes pedestrians)</b>    | <b>-</b>              | <b>1,780</b> | <b>1,735</b> | <b>1,614</b> | <b>-</b>                              |

**Table C-0-15A Casualties involving single vehicles by severity, casualty type and year**

| Road user type           | Casualty Severity | 2005-2009<br>BSL average | 2010  | 2011  | 2012  | 2012 per cent change<br>from BSL average |
|--------------------------|-------------------|--------------------------|-------|-------|-------|--|
| Bus / Coach<br>occupants | Killed            | 0.4                      | 0     | 0     | 0     | -  |
|                          | Seriously Injured | 11.0                     | 9     | 0     | 1     | -  |
|                          | KSI               | 11.4                     | 9     | 0     | 1     | -  |
|                          | Slightly Injured  | 23.4                     | 31    | 14    | 6     | -74.4                                    |
|                          | Total             | 34.8                     | 40    | 14    | 7     | -79.9                                    |
| Car occupants            | Killed            | 68.8                     | 36    | 58    | 33    | -52.0                                    |
|                          | Seriously Injured | 418.6                    | 344   | 356   | 318   | -24.0                                    |
|                          | KSI               | 487.4                    | 380   | 414   | 351   | -28.0                                    |
|                          | Slightly Injured  | 2,857.8                  | 2,384 | 2,260 | 2,230 | -22.0                                    |
|                          | Total             | 3,345.2                  | 2,764 | 2,674 | 2,581 | -22.8                                    |
| Other GV<br>occupants    | Killed            | 4.0                      | 3     | 0     | 3     | -  |
|                          | Seriously Injured | 29.6                     | 21    | 8     | 12    | -59.5                                    |
|                          | KSI               | 33.6                     | 24    | 8     | 15    | -55.4                                    |
|                          | Slightly Injured  | 152.8                    | 117   | 89    | 127   | -16.9                                    |
|                          | Total             | 186.4                    | 141   | 97    | 142   | -23.8                                    |
| HGV occupants            | Killed            | 6.0                      | 4     | 4     | 4     | -  |
|                          | Seriously Injured | 38.2                     | 25    | 20    | 19    | -50.3                                    |
|                          | KSI               | 44.2                     | 29    | 24    | 23    | -48.0                                    |
|                          | Slightly Injured  | 150.8                    | 101   | 78    | 75    | -50.3                                    |
|                          | Total             | 195.0                    | 130   | 102   | 98    | -49.7                                    |
| Pedal Cyclists           | Killed            | 0.2                      | 0     | 0     | 0     | -  |
|                          | Seriously Injured | 0.8                      | 4     | 4     | 2     | -  |
|                          | KSI               | 1.0                      | 4     | 4     | 2     | -  |
|                          | Slightly Injured  | 2.8                      | 2     | 2     | 3     | 7.1                                      |
|                          | Total             | 3.8                      | 6     | 6     | 5     | 31.6                                     |

**Table C-0-15B Casualties involving single vehicles by severity, casualty type and year (Contd.)**

| Road user type | Casualty Severity | 2005-2009<br>BSL average | 2010 | 2011 | 2012 | 2012 per cent change<br>from BSL average |
|----------------|-------------------|--------------------------|------|------|------|--|
| PTW users      | Killed            | 11.8                     | 7    | 4    | 5    | -  |
|                | Seriously Injured | 101.2                    | 83   | 113  | 96   | -5.1                                     |
|                | KSI               | 113.0                    | 90   | 117  | 101  | -10.6                                    |
|                | Slightly Injured  | 150.6                    | 123  | 151  | 124  | -17.7                                    |
|                | Total             | 263.6                    | 213  | 268  | 225  | -14.6                                    |
| Pedestrians    | Killed            | 27.4                     | 22   | 20   | 23   | -16.1                                    |
|                | Seriously Injured | 45.8                     | 44   | 46   | 31   | -32.3                                    |
|                | KSI               | 73.2                     | 66   | 66   | 54   | -26.2                                    |
|                | Slightly Injured  | 79.2                     | 68   | 67   | 47   | -40.7                                    |
|                | Total             | 152.4                    | 134  | 133  | 101  | -33.7                                    |
| Other/Unknown  | Killed            | 0.2                      | 0    | 1    | 0    | -  |
|                | Seriously Injured | 1.5                      | 0    | 1    | 1    | -  |
|                | KSI               | 1.4                      | 0    | 2    | 1    | -  |
|                | Slightly Injured  | 20.6                     | 13   | 8    | 19   | -7.8                                     |
|                | Total             | 22.0                     | 13   | 10   | 20   | -9.1                                     |

**Table C-0-16A Casualties involving heavy goods vehicles by severity, casualty type and year**

| Road user type           | Casualty Severity | 2005-2009<br>BSL average | 2010  | 2011  | 2012  | 2012 per cent change<br>from BSL average |
|--------------------------|-------------------|--------------------------|-------|-------|-------|--|
| Bus / Coach<br>occupants | Killed            | 0.2                      | 0     | 1     | 1     | -  |
|                          | Seriously Injured | 1.2                      | 1     | 8     | 2     | -  |
|                          | KSI               | 1.4                      | 1     | 9     | 3     | -  |
|                          | Slightly Injured  | 52.4                     | 8     | 84    | 58    | 10.7                                     |
|                          | Total             | 53.8                     | 9     | 93    | 61    | 13.4                                     |
| Car occupants            | Killed            | 70.2                     | 36    | 47    | 37    | -47.3                                    |
|                          | Seriously Injured | 226.4                    | 197   | 152   | 162   | -28.4                                    |
|                          | KSI               | 296.6                    | 233   | 199   | 199   | -32.9                                    |
|                          | Slightly Injured  | 2,832.4                  | 2,217 | 2,178 | 1,962 | -30.7                                    |
|                          | Total             | 3,129.0                  | 2,450 | 2,377 | 2,161 | -30.9                                    |
| Other GV<br>occupants    | Killed            | 6.2                      | 4     | 2     | 7     | -  |
|                          | Seriously Injured | 31.6                     | 17    | 26    | 23    | -27.2                                    |
|                          | KSI               | 37.8                     | 21    | 28    | 30    | -20.6                                    |
|                          | Slightly Injured  | 228.0                    | 181   | 169   | 148   | -35.1                                    |
|                          | Total             | 265.8                    | 202   | 197   | 178   | -33.0                                    |
| HGV occupants            | Killed            | 22.4                     | 19    | 16    | 16    | -28.6                                    |
|                          | Seriously Injured | 122.4                    | 74    | 66    | 67    | -45.3                                    |
|                          | KSI               | 144.8                    | 93    | 82    | 83    | -42.7                                    |
|                          | Slightly Injured  | 639.2                    | 453   | 373   | 412   | -35.5                                    |
|                          | Total             | 784.0                    | 546   | 455   | 495   | -36.9                                    |
| Pedal Cyclists           | Killed            | 2.2                      | 3     | 1     | 5     | -  |
|                          | Seriously Injured | 6.2                      | 3     | 4     | 7     | -  |
|                          | KSI               | 8.4                      | 6     | 5     | 12    | -  |
|                          | Slightly Injured  | 7.2                      | 7     | 8     | 4     | -  |
|                          | Total             | 15.6                     | 13    | 13    | 16    | 2.6                                      |

**Table C-0-16B Casualties involving heavy goods vehicles by severity, casualty type and year (Contd.)**

| Road user type | Casualty Severity | 2005-2009<br>BSL average | 2010 | 2011 | 2012 | 2012 per cent change<br>from BSL average |
|----------------|-------------------|--------------------------|------|------|------|--|
| PTW users      | Killed            | 9.0                      | 6    | 3    | 5    | -  |
|                | Seriously Injured | 21.0                     | 14   | 11   | 20   | -4.8                                     |
|                | KSI               | 30.0                     | 20   | 14   | 25   | -16.7                                    |
|                | Slightly Injured  | 38.4                     | 29   | 29   | 24   | -37.5                                    |
|                | Total             | 68.4                     | 49   | 43   | 49   | -28.4                                    |
| Pedestrians    | Killed            | 16.6                     | 18   | 11   | 16   | -3.6                                     |
|                | Seriously Injured | 13.2                     | 14   | 10   | 6    | -  |
|                | KSI               | 29.8                     | 32   | 21   | 22   | -26.2                                    |
|                | Slightly Injured  | 16.8                     | 4    | 20   | 3    | -82.1                                    |
|                | Total             | 46.6                     | 36   | 41   | 25   | -46.4                                    |
| Other/Unknown  | Killed            | 0.6                      | 0    | 1    | 0    | -  |
|                | Seriously Injured | 6.6                      | 3    | 4    | 3    | -  |
|                | KSI               | 7.2                      | 3    | 5    | 3    | -  |
|                | Slightly Injured  | 17.2                     | 14   | 17   | 15   | -12.8                                    |
|                | Total             | 24.4                     | 17   | 22   | 18   | -26.2                                    |

**Table C-0-17A Casualties involving other goods vehicles by severity, casualty type and year**

| Road user type           | Casualty Severity | 2005-2009<br>BSL average | 2010  | 2011  | 2012  | 2012 per cent change<br>from BSL average |
|--------------------------|-------------------|--------------------------|-------|-------|-------|--|
| Bus / Coach<br>occupants | Killed            | 0.2                      | 0     | 0     | 0     | -  |
|                          | Seriously Injured | 0.4                      | 1     | 2     | 0     | -  |
|                          | KSI               | 0.6                      | 1     | 2     | 0     | -  |
|                          | Slightly Injured  | 21.4                     | 5     | 89    | 11    | -48.6                                    |
|                          | Total             | 22.0                     | 6     | 91    | 11    | -50.0                                    |
| Car occupants            | Killed            | 19.6                     | 15    | 19    | 10    | -49.0                                    |
|                          | Seriously Injured | 98.6                     | 84    | 93    | 83    | -15.8                                    |
|                          | KSI               | 118.2                    | 99    | 112   | 93    | -21.3                                    |
|                          | Slightly Injured  | 1,452.8                  | 1,257 | 1,289 | 1,144 | -21.3                                    |
|                          | Total             | 1,571.0                  | 1,356 | 1,401 | 1,237 | -21.3                                    |
| Other GV<br>occupants    | Killed            | 12.6                     | 11    | 5     | 11    | -  |
|                          | Seriously Injured | 94.0                     | 66    | 57    | 67    | -28.7                                    |
|                          | KSI               | 106.6                    | 77    | 62    | 78    | -26.8                                    |
|                          | Slightly Injured  | 930.4                    | 739   | 774   | 742   | -20.2                                    |
|                          | Total             | 1,037.0                  | 816   | 836   | 820   | -20.9                                    |
| HGV occupants            | Killed            | 2.0                      | 2     | 5     | 1     | -  |
|                          | Seriously Injured | 11.2                     | 5     | 4     | 6     | -  |
|                          | KSI               | 13.2                     | 7     | 9     | 7     | -  |
|                          | Slightly Injured  | 68.0                     | 49    | 41    | 61    | -10.3                                    |
|                          | Total             | 81.2                     | 56    | 50    | 68    | -16.3                                    |
| Pedal Cyclists           | Killed            | 0.6                      | 2     | 1     | 0     | -  |
|                          | Seriously Injured | 3.4                      | 2     | 5     | 4     | -  |
|                          | KSI               | 4.0                      | 4     | 6     | 4     | -  |
|                          | Slightly Injured  | 8.4                      | 11    | 7     | 9     | -  |
|                          | Total             | 12.4                     | 15    | 13    | 13    | -  |



**Table C-0-17B Casualties involving other goods vehicles by severity, casualty type and year (Contd.)**

| Road user type | Casualty Severity | 2005-2009<br>BSL average | 2010 | 2011 | 2012 | 2012 per cent change<br>from BSL average |
|----------------|-------------------|--------------------------|------|------|------|--|
| PTW users      | Killed            | 4.2                      | 2    | 2    | 5    | -  |
|                | Seriously Injured | 20.0                     | 23   | 20   | 17   | -15.0                                    |
|                | KSI               | 24.2                     | 25   | 22   | 22   | -9.1                                     |
|                | Slightly Injured  | 37.6                     | 32   | 42   | 24   | -36.2                                    |
|                | Total             | 61.8                     | 57   | 64   | 46   | -25.6                                    |
| Pedestrians    | Killed            | 4.0                      | 10   | 5    | 3    | -  |
|                | Seriously Injured | 4.0                      | 7    | 7    | 7    | -  |
|                | KSI               | 8.0                      | 17   | 12   | 10   | -  |
|                | Slightly Injured  | 11.8                     | 12   | 9    | 12   | -  |
|                | Total             | 19.8                     | 29   | 21   | 22   | 11.1                                     |
| Other/Unknown  | Killed            | 0.0                      | 0    | 0    | 0    | -  |
|                | Seriously Injured | 1.0                      | 0    | 0    | 0    | -  |
|                | KSI               | 1.0                      | 0    | 0    | 0    | -  |
|                | Slightly Injured  | 5.8                      | 12   | 8    | 2    | -  |
|                | Total             | 6.8                      | 12   | 8    | 2    | -  |

**Table C-0-18A Casualties involving young drivers by severity, casualty type and year**

| Road user type           | Casualty Severity | 2005-2009<br>BSL average | 2010  | 2011  | 2012  | 2012 per cent change<br>from BSL average |
|--------------------------|-------------------|--------------------------|-------|-------|-------|--|
| Bus / Coach<br>occupants | Killed            | 0.0                      | 0     | 0     | 0     | -  |
|                          | Seriously Injured | 0.6                      | 0     | 2     | 1     | -  |
|                          | KSI               | 0.6                      | 0     | 2     | 1     | -  |
|                          | Slightly Injured  | 8.6                      | 7     | 2     | 17    | -  |
|                          | Total             | 9.2                      | 7     | 4     | 18    | -  |
| Car occupants            | Killed            | 65.6                     | 41    | 55    | 22    | -66.5                                    |
|                          | Seriously Injured | 432.0                    | 332   | 304   | 250   | -42.1                                    |
|                          | KSI               | 497.6                    | 373   | 359   | 272   | -45.3                                    |
|                          | Slightly Injured  | 5,830.8                  | 4,813 | 4,551 | 4,033 | -30.8                                    |
|                          | Total             | 6,328.4                  | 5,186 | 4,910 | 4,305 | -32.0                                    |
| Other GV<br>occupants    | Killed            | 3.0                      | 5     | 0     | 1     | -  |
|                          | Seriously Injured | 26.2                     | 16    | 12    | 18    | -31.3                                    |
|                          | KSI               | 29.2                     | 21    | 12    | 19    | -34.9                                    |
|                          | Slightly Injured  | 271.8                    | 221   | 211   | 168   | -38.2                                    |
|                          | Total             | 301.0                    | 242   | 223   | 187   | -37.9                                    |
| HGV occupants            | Killed            | 3.6                      | 1     | 3     | 1     | -  |
|                          | Seriously Injured | 10.8                     | 6     | 5     | 7     | -  |
|                          | KSI               | 14.4                     | 7     | 8     | 8     | -  |
|                          | Slightly Injured  | 82.8                     | 58    | 59    | 43    | -48.1                                    |
|                          | Total             | 97.2                     | 65    | 67    | 51    | -47.5                                    |
| Pedal Cyclists           | Killed            | 1.4                      | 0     | 0     | 0     | -  |
|                          | Seriously Injured | 1.6                      | 3     | 3     | 6     | -  |
|                          | KSI               | 3.0                      | 3     | 3     | 6     | -  |
|                          | Slightly Injured  | 8.6                      | 6     | 9     | 8     | -  |
|                          | Total             | 11.6                     | 9     | 12    | 14    | -  |

**Table C-0-18B Casualties involving young drivers by severity, casualty type and year (Contd.)**

| Road user type | Casualty Severity | 2005-2009<br>BSL average | 2010 | 2011 | 2012 | 2012 per cent change<br>from BSL average |
|----------------|-------------------|--------------------------|------|------|------|--|
| PTW users      | Killed            | 4.8                      | 6    | 5    | 2    | -  |
|                | Seriously Injured | 31.0                     | 28   | 35   | 19   | -38.7                                    |
|                | KSI               | 35.8                     | 34   | 40   | 21   | -41.3                                    |
|                | Slightly Injured  | 65.6                     | 55   | 52   | 49   | -25.3                                    |
|                | Total             | 101.4                    | 89   | 92   | 70   | -31.0                                    |
| Pedestrians    | Killed            | 6.4                      | 7    | 7    | 5    | -  |
|                | Seriously Injured | 10.0                     | 22   | 14   | 7    | -  |
|                | KSI               | 16.4                     | 29   | 21   | 12   | -26.8                                    |
|                | Slightly Injured  | 17.4                     | 14   | 10   | 11   | -36.8                                    |
|                | Total             | 33.8                     | 43   | 31   | 23   | -32.0                                    |
| Other/Unknown  | Killed            | 0.4                      | 0    | 0    | 0    | -  |
|                | Seriously Injured | 2.0                      | 1    | 2    | 1    | -  |
|                | KSI               | 2.4                      | 1    | 2    | 1    | -  |
|                | Slightly Injured  | 11.8                     | 15   | 12   | 9    | -  |
|                | Total             | 14.2                     | 16   | 14   | 10   | -  |

**Table C-0-19A Casualties involving elderly drivers by severity, casualty type and year**

| Road user type           | Casualty Severity | 2005-2009<br>BSL average | 2010  | 2011  | 2012  | 2012 per cent change<br>from BSL average |
|--------------------------|-------------------|--------------------------|-------|-------|-------|--|
| Bus / Coach<br>occupants | Killed            | 0.0                      | 0     | 0     | 0     | -  |
|                          | Seriously Injured | 0.8                      | 0     | 2     | 1     | -  |
|                          | KSI               | 0.8                      | 0     | 2     | 1     | -  |
|                          | Slightly Injured  | 5.8                      | 4     | 6     | 4     | -  |
|                          | Total             | 6.6                      | 4     | 8     | 5     | -  |
| Car occupants            | Killed            | 26.2                     | 23    | 31    | 32    | 22.1                                     |
|                          | Seriously Injured | 122.8                    | 122   | 158   | 104   | -15.3                                    |
|                          | KSI               | 149.0                    | 145   | 189   | 136   | -8.7                                     |
|                          | Slightly Injured  | 1,134.8                  | 1,009 | 1,067 | 1,019 | -10.2                                    |
|                          | Total             | 1,283.8                  | 1,154 | 1,256 | 1,155 | -10.0                                    |
| Other GV<br>occupants    | Killed            | 0.4                      | 1     | 0     | 0     | -  |
|                          | Seriously Injured | 3.6                      | 0     | 2     | 2     | -  |
|                          | KSI               | 4.0                      | 1     | 2     | 2     | -  |
|                          | Slightly Injured  | 30.8                     | 31    | 33    | 37    | 20.1                                     |
|                          | Total             | 34.8                     | 32    | 35    | 39    | 12.1                                     |
| HGV occupants            | Killed            | 0.8                      | 0     | 4     | 0     | -  |
|                          | Seriously Injured | 3.0                      | 2     | 3     | 2     | -  |
|                          | KSI               | 3.8                      | 2     | 7     | 2     | -  |
|                          | Slightly Injured  | 18.2                     | 19    | 23    | 22    | 20.9                                     |
|                          | Total             | 22.0                     | 21    | 30    | 24    | 9.1                                      |
| Pedal Cyclists           | Killed            | 0.4                      | 0     | 0     | 0     | -  |
|                          | Seriously Injured | 1.4                      | 3     | 3     | 3     | -  |
|                          | KSI               | 1.8                      | 3     | 3     | 3     | -  |
|                          | Slightly Injured  | 5.4                      | 8     | 4     | 5     | -  |
|                          | Total             | 7.2                      | 11    | 7     | 8     | -  |

**Table C-0-19B Casualties involving elderly drivers by severity, casualty type and year (Contd.)**

| Road user type | Casualty Severity | 2005-2009<br>BSL average | 2010 | 2011 | 2012 | 2012 per cent change<br>from BSL average |
|----------------|-------------------|--------------------------|------|------|------|--|
| PTW users      | Killed            | 3.8                      | 1    | 2    | 0    | -  |
|                | Seriously Injured | 10.8                     | 10   | 6    | 8    | -  |
|                | KSI               | 14.6                     | 11   | 8    | 8    | -  |
|                | Slightly Injured  | 14.4                     | 18   | 19   | 15   | -  |
|                | Total             | 29.0                     | 29   | 27   | 23   | -20.7                                    |
| Pedestrians    | Killed            | 2.0                      | 0    | 1    | 0    | -  |
|                | Seriously Injured | 2.0                      | 1    | 1    | 2    | -  |
|                | KSI               | 4.0                      | 1    | 2    | 2    | -  |
|                | Slightly Injured  | 3.6                      | 6    | 2    | 4    | -  |
|                | Total             | 7.6                      | 7    | 4    | 6    | -  |
| Other/Unknown  | Killed            | 0.2                      | 0    | 0    | 0    | -  |
|                | Seriously Injured | 0.4                      | 0    | 1    | 1    | -  |
|                | KSI               | 0.6                      | 0    | 1    | 1    | -  |
|                | Slightly Injured  | 2.0                      | 5    | 6    | 1    | -  |
|                | Total             | 2.6                      | 5    | 7    | 2    | -  |

**Table C-0-20A Casualties involving towed caravans by severity, casualty type and year**

| Road user type           | Casualty Severity | 2005-2009<br>BSL average | 2010 | 2011 | 2012 | 2012 per cent change<br>from BSL average |
|--------------------------|-------------------|--------------------------|------|------|------|--|
| Bus / Coach<br>occupants | Killed            | 0.0                      | 0    | 0    | 0    | -  |
|                          | Seriously Injured | 0.0                      | 0    | 0    | 0    | -  |
|                          | KSI               | 0.0                      | 0    | 0    | 0    | -  |
|                          | Slightly Injured  | 0.6                      | 0    | 0    | 4    | -  |
|                          | Total             | 0.6                      | 0    | 0    | 4    | -  |
| Car occupants            | Killed            | 1.4                      | 0    | 0    | 0    | -  |
|                          | Seriously Injured | 7.2                      | 8    | 11   | 5    | -  |
|                          | KSI               | 8.6                      | 8    | 11   | 5    | -  |
|                          | Slightly Injured  | 136.6                    | 76   | 118  | 75   | -45.1                                    |
|                          | Total             | 145.2                    | 84   | 129  | 80   | -44.9                                    |
| Other GV<br>occupants    | Killed            | 0.4                      | 0    | 0    | 0    | -  |
|                          | Seriously Injured | 0.8                      | 0    | 0    | 1    | -  |
|                          | KSI               | 1.2                      | 0    | 0    | 1    | -  |
|                          | Slightly Injured  | 6.2                      | 7    | 3    | 7    | -  |
|                          | Total             | 7.4                      | 7    | 3    | 8    | -  |
| HGV occupants            | Killed            | 0.0                      | 0    | 0    | 0    | -  |
|                          | Seriously Injured | 0.4                      | 0    | 1    | 0    | -  |
|                          | KSI               | 0.4                      | 0    | 1    | 0    | -  |
|                          | Slightly Injured  | 3.4                      | 3    | 1    | 1    | -  |
|                          | Total             | 3.8                      | 3    | 2    | 1    | -  |
| Pedal Cyclists           | Killed            | 0.2                      | 0    | 0    | 0    | -  |
|                          | Seriously Injured | 0.2                      | 0    | 0    | 1    | -  |
|                          | KSI               | 0.4                      | 0    | 0    | 1    | -  |
|                          | Slightly Injured  | 0.0                      | 1    | 0    | 1    | -  |
|                          | Total             | 0.4                      | 1    | 0    | 2    | -  |

**Table C-0-20B Casualties involving towed caravans by severity, casualty type and year (Contd.)**

| Road user type | Casualty Severity | 2005-2009<br>BSL average | 2010 | 2011 | 2012 | 2012 per cent change<br>from BSL average |
|----------------|-------------------|--------------------------|------|------|------|--|
| PTW users      | Killed            | 0.2                      | 0    | 0    | 0    | -  |
|                | Seriously Injured | 0.4                      | 0    | 0    | 1    | -  |
|                | KSI               | 0.6                      | 0    | 0    | 1    | -  |
|                | Slightly Injured  | 2.2                      | 1    | 1    | 2    | -  |
|                | Total             | 2.8                      | 1    | 1    | 3    | -  |
| Pedestrians    | Killed            | 0.4                      | 0    | 0    | 0    | -  |
|                | Seriously Injured | 0.6                      | 0    | 0    | 0    | -  |
|                | KSI               | 1.0                      | 0    | 0    | 0    | -  |
|                | Slightly Injured  | 0.6                      | 1    | 1    | 0    | -  |
|                | Total             | 1.6                      | 1    | 1    | 0    | -  |
| Other/Unknown  | Killed            | 0.0                      | 0    | 0    | 0    | -  |
|                | Seriously Injured | 0.0                      | 0    | 0    | 0    | -  |
|                | KSI               | 0.0                      | 0    | 0    | 0    | -  |
|                | Slightly Injured  | 0.6                      | 0    | 0    | 0    | -  |
|                | Total             | 0.6                      | 0    | 0    | 0    | -  |

**Table C-0-21 Casualties by top 20 road names and year**

| No. | Road  | 2005-2009 BSL<br>average | 2010 | 2011 | 2012 | 2012 per cent change<br>from BSL average |
|-----|-------|--------------------------|------|------|------|--|
| 1   | M25   | 1,543.0                  | 1250 | 1321 | 1234 | -20.0                                    |
| 2   | M1    | 1,796.0                  | 1355 | 1091 | 1178 | -34.4                                    |
| 3   | M6    | 1,493.8                  | 1314 | 1173 | 1070 | -28.4                                    |
| 4   | M4    | 749.4                    | 654  | 611  | 627  | -16.3                                    |
| 5   | A1    | 996.6                    | 779  | 695  | 565  | -43.3                                    |
| 6   | A38   | 502.4                    | 454  | 446  | 497  | -1.1                                     |
| 7   | M5    | 723.0                    | 505  | 538  | 482  | -33.3                                    |
| 8   | M62   | 702.2                    | 554  | 626  | 423  | -39.8                                    |
| 9   | A5    | 457.6                    | 428  | 447  | 413  | -9.7                                     |
| 10  | A14   | 504.0                    | 445  | 406  | 392  | -22.2                                    |
| 11  | M40   | 483.2                    | 437  | 403  | 382  | -20.9                                    |
| 12  | A1(M) | 444.0                    | 420  | 427  | 359  | -19.1                                    |
| 13  | A27   | 460.8                    | 386  | 392  | 350  | -24.0                                    |
| 14  | A46   | 439.0                    | 286  | 314  | 325  | -26.0                                    |
| 15  | M3    | 374.2                    | 333  | 357  | 318  | -15.0                                    |
| 16  | A30   | 351.4                    | 287  | 328  | 310  | -11.8                                    |
| 17  | A19   | 354.4                    | 347  | 227  | 298  | -15.9                                    |
| 18  | A12   | 377.2                    | 292  | 324  | 272  | -27.9                                    |
| 19  | A47   | 374.2                    | 300  | 301  | 270  | -27.8                                    |
| 20  | A3    | 346.8                    | 247  | 295  | 267  | -23.0                                    |

**Table C-0-22 Killed casualties by top 20 road names and year**

| No. | Road  | 2005-2009 BSL average | 2010 | 2011 | 2012 | 2012 per cent change from BSL average |
|-----|-------|-----------------------|------|------|------|---------------------------------------|
| 1   | A1    | 19.2                  | 10   | 10   | 14   | -27.1                                 |
| 2   | M1    | 25.4                  | 17   | 15   | 13   | -48.8                                 |
| 3   | A14   | 9.6                   | 4    | 7    | 13   | -                                     |
| 4   | M6    | 29.2                  | 12   | 12   | 12   | -58.9                                 |
| 5   | A47   | 8.4                   | 10   | 14   | 10   | -                                     |
| 6   | M5    | 10.4                  | 10   | 12   | 9    | -                                     |
| 7   | A38   | 9.2                   | 5    | 5    | 8    | -                                     |
| 8   | A30   | 8.0                   | 11   | 1    | 8    | -                                     |
| 9   | M25   | 14.6                  | 8    | 8    | 7    | -                                     |
| 10  | M4    | 12.0                  | 13   | 7    | 7    | -                                     |
| 11  | A5    | 9.0                   | 5    | 8    | 6    | -                                     |
| 12  | M40   | 8.2                   | 8    | 3    | 6    | -                                     |
| 13  | A46   | 8.0                   | 4    | 5    | 6    | -                                     |
| 14  | A303  | 7.6                   | 7    | 5    | 6    | -                                     |
| 15  | M62   | 6.8                   | 5    | 3    | 5    | -                                     |
| 16  | A36   | 4.8                   | 0    | 3    | 5    | -                                     |
| 17  | A45   | 4.2                   | 3    | 3    | 4    | -                                     |
| 18  | A27   | 8.2                   | 3    | 10   | 3    | -                                     |
| 19  | A1(M) | 6.2                   | 7    | 3    | 3    | -                                     |
| 20  | A49   | 6.0                   | 1    | 6    | 3    | -                                     |



**Table C-0-23 KSI casualties by top 20 road names and year**

| No. | Road  | 2005-2009 BSL average | 2010 | 2011 | 2012 | 2012 per cent change from BSL average |
|-----|-------|-----------------------|------|------|------|---------------------------------------|
| 1   | A1    | 160.0                 | 114  | 126  | 92   | -42.5                                 |
| 2   | M1    | 144.2                 | 131  | 89   | 85   | -41.1                                 |
| 3   | A14   | 116.2                 | 91   | 75   | 71   | -38.9                                 |
| 4   | M6    | 59.4                  | 50   | 54   | 69   | 16.2                                  |
| 5   | A47   | 110.4                 | 85   | 78   | 65   | -41.1                                 |
| 6   | M5    | 44.4                  | 36   | 34   | 59   | 32.9                                  |
| 7   | A38   | 66.2                  | 50   | 50   | 54   | -18.4                                 |
| 8   | A30   | 58.6                  | 68   | 47   | 53   | -9.6                                  |
| 9   | M25   | 56.4                  | 53   | 50   | 51   | -9.6                                  |
| 10  | M4    | 79.2                  | 64   | 49   | 47   | -40.7                                 |
| 11  | A5    | 55.2                  | 49   | 57   | 43   | -22.1                                 |
| 12  | M40   | 37.6                  | 39   | 35   | 41   | 9.0                                   |
| 13  | A46   | 53.8                  | 31   | 41   | 38   | -29.4                                 |
| 14  | A303  | 54.8                  | 25   | 41   | 37   | -32.5                                 |
| 15  | M62   | 44.0                  | 53   | 42   | 37   | -15.9                                 |
| 16  | A36   | 36.2                  | 30   | 38   | 36   | -0.6                                  |
| 17  | A45   | 31.6                  | 39   | 33   | 33   | 4.4                                   |
| 18  | A27   | 51.2                  | 53   | 54   | 29   | -43.4                                 |
| 19  | A1(M) | 24.2                  | 20   | 13   | 29   | 19.8                                  |
| 20  | A49   | 54.4                  | 47   | 47   | 28   | -48.5                                 |

## Appendix D: Casualty Rate Statistics

Table D-0-1 to Table D-0-3 provide breakdowns of traffic and casualties in context of traffic, expressed as a rate of casualties per 100 million vehicle-miles (100 MVM).

**Table D-0-1A Total traffic (100 MVM) by top 40 road names and year**

| No. | Road  | Length (Miles) | 2005-2009 BSL average | 2010 | 2011 | 2012 | 2012 per cent change from BSL average |
|-----|-------|----------------|-----------------------|------|------|------|---------------------------------------|
| 1   | M1    | 198.5          | 73.6                  | 73.2 | 72.4 | 74.3 | 0.9                                   |
| 2   | M6    | 241.2          | 68.4                  | 73.3 | 73.9 | 73.9 | 8.0                                   |
| 3   | M25   | 118.2          | 55.6                  | 55.4 | 56.0 | 58.0 | 4.3                                   |
| 4   | M5    | 167.6          | 50.3                  | 49.4 | 49.9 | 49.4 | -1.8                                  |
| 5   | M4    | 118.1          | 41.1                  | 39.9 | 40.7 | 40.1 | -2.4                                  |
| 6   | A1(M) | 128.7          | 28.8                  | 29.3 | 29.9 | 30.0 | 4.2                                   |
| 7   | M62   | 96.2           | 30.4                  | 30.6 | 30.7 | 29.7 | -2.2                                  |
| 8   | M40   | 91.1           | 28.1                  | 27.7 | 27.5 | 28.7 | 2.0                                   |
| 9   | A1    | 215.3          | 26.9                  | 27.7 | 28.4 | 27.7 | 3.1                                   |
| 10  | A14   | 135.5          | 22.7                  | 22.3 | 22.5 | 22.5 | -0.7                                  |
| 11  | M3    | 61.5           | 20.2                  | 19.8 | 20.4 | 19.5 | -3.4                                  |
| 12  | A38   | 114.2          | 16.0                  | 15.9 | 16.1 | 16.0 | 0.6                                   |
| 13  | M60   | 37.3           | 15.4                  | 15.6 | 15.8 | 16.0 | 3.6                                   |
| 14  | M42   | 43.7           | 15.1                  | 15.2 | 15.5 | 15.3 | 0.9                                   |
| 15  | M11   | 52.1           | 13.3                  | 12.7 | 13.1 | 13.3 | -0.5                                  |
| 16  | A12   | 65.2           | 12.7                  | 12.4 | 12.4 | 12.8 | 1.0                                   |
| 17  | M56   | 38.2           | 12.6                  | 12.5 | 12.9 | 12.6 | -0.2                                  |
| 18  | M20   | 51.4           | 12.2                  | 11.5 | 11.8 | 12.0 | -1.9                                  |
| 19  | M27   | 33.1           | 11.8                  | 12.0 | 11.9 | 12.0 | 1.5                                   |
| 20  | A30   | 133.5          | 11.3                  | 11.8 | 12.0 | 11.8 | 4.3                                   |

**Table D-0-1B Total traffic (100 MVM) by top 40 road names and year (Contd.)**

| No. | Road | Length (Miles) | 2005-2009 BSL average | 2010 | 2011 | 2012 | 2012 per cent change from BSL average |
|-----|------|----------------|-----------------------|------|------|------|---------------------------------------|
| 21  | A34  | 63.6           | 12.3                  | 12.4 | 12.3 | 11.8 | -3.8                                  |
| 22  | A19  | 69.0           | 11.2                  | 11.1 | 11.4 | 11.5 | 2.3                                   |
| 23  | A46  | 111.2          | 11.6                  | 11.8 | 12.1 | 11.1 | -4.4                                  |
| 24  | A27  | 70.2           | 10.9                  | 10.6 | 10.7 | 11.1 | 1.4                                   |
| 25  | A5   | 136.8          | 10.3                  | 10.2 | 10.3 | 10.3 | -0.2                                  |
| 26  | A3   | 51.2           | 9.3                   | 9.1  | 9.3  | 9.4  | 2.0                                   |
| 27  | A47  | 107.3          | 8.5                   | 8.7  | 8.7  | 8.8  | 3.0                                   |
| 28  | A303 | 97.0           | 8.7                   | 8.5  | 8.5  | 8.6  | -1.3                                  |
| 29  | A2   | 38.8           | 6.8                   | 6.9  | 7.6  | 7.6  | 12.7                                  |
| 30  | A50  | 44.2           | 6.9                   | 7.0  | 7.1  | 7.4  | 7.1                                   |
| 31  | M61  | 24.3           | 6.9                   | 6.5  | 7.0  | 7.1  | 2.4                                   |
| 32  | M2   | 26.6           | 6.1                   | 6.3  | 6.6  | 6.5  | 7.7                                   |
| 33  | M18  | 29.9           | 5.9                   | 5.6  | 5.7  | 6.1  | 3.4                                   |
| 34  | A66  | 103.0          | 5.8                   | 5.8  | 5.8  | 5.8  | 0.2                                   |
| 35  | A11  | 54.8           | 5.4                   | 5.4  | 5.6  | 5.8  | 6.5                                   |
| 36  | M23  | 17.3           | 5.5                   | 5.6  | 5.7  | 5.7  | 3.5                                   |
| 37  | A45  | 34.5           | 5.5                   | 5.4  | 5.3  | 5.4  | -2.0                                  |
| 38  | A64  | 57.2           | 5.1                   | 5.1  | 5.2  | 5.1  | 0.1                                   |
| 39  | M53  | 21.3           | 4.6                   | 4.6  | 4.6  | 4.5  | -1.1                                  |
| 40  | A120 | 45.2           | 4.3                   | 4.5  | 4.4  | 4.5  | 5.1                                   |

**Table D-0-2 Total casualties per 100 MVM by top 40 trafficked roads and year**

| No. | Road  | 2005-2009 BSL average | 2010 | 2011 | 2012 | 2012 per cent change from BSL average |
|-----|-------|-----------------------|------|------|------|---------------------------------------|
| 1   | M1    | 24.3                  | 18.5 | 15.1 | 15.8 | -34.9                                 |
| 2   | M6    | 21.9                  | 17.9 | 15.9 | 14.5 | -34.0                                 |
| 3   | M25   | 27.8                  | 22.6 | 23.6 | 21.3 | -23.5                                 |
| 4   | M5    | 14.4                  | 10.2 | 10.8 | 9.7  | -32.3                                 |
| 5   | M4    | 18.2                  | 16.4 | 15.0 | 15.6 | -14.1                                 |
| 6   | A1(M) | 15.4                  | 14.3 | 14.3 | 12.0 | -22.2                                 |
| 7   | M62   | 23.2                  | 18.1 | 20.4 | 14.3 | -38.5                                 |
| 8   | M40   | 17.2                  | 15.8 | 14.6 | 13.3 | -22.5                                 |
| 9   | A1    | 37.3                  | 28.2 | 24.5 | 20.4 | -45.4                                 |
| 10  | A14   | 22.2                  | 20.0 | 18.0 | 17.4 | -21.6                                 |
| 11  | M3    | 18.5                  | 16.8 | 17.5 | 16.3 | -11.9                                 |
| 12  | A38   | 31.5                  | 28.5 | 27.7 | 31.0 | -1.8                                  |
| 13  | M60   | 23.0                  | 15.8 | 13.6 | 11.5 | -49.9                                 |
| 14  | M42   | 11.5                  | 8.3  | 11.1 | 8.0  | -30.5                                 |
| 15  | M11   | 16.5                  | 12.0 | 14.9 | 11.5 | -29.9                                 |
| 16  | A12   | 29.9                  | 23.5 | 26.1 | 21.3 | -28.8                                 |
| 17  | M56   | 16.2                  | 14.8 | 12.6 | 12.0 | -26.3                                 |
| 18  | M20   | 23.8                  | 19.4 | 15.0 | 21.4 | -9.9                                  |
| 19  | M27   | 17.1                  | 23.0 | 15.2 | 17.7 | 4.0                                   |
| 20  | A30   | 31.2                  | 24.2 | 27.3 | 26.2 | -15.9                                 |
| 21  | A34   | 19.5                  | 13.8 | 22.3 | 21.3 | 9.3                                   |
| 22  | A19   | 31.6                  | 31.3 | 19.9 | 25.9 | -17.9                                 |
| 23  | A46   | 38.0                  | 24.3 | 26.0 | 29.4 | -22.7                                 |
| 24  | A27   | 42.2                  | 36.3 | 36.7 | 31.7 | -25.1                                 |
| 25  | A5    | 44.5                  | 42.0 | 43.3 | 40.2 | -9.7                                  |
| 26  | A3    | 38.3                  | 30.8 | 34.9 | 31.3 | -18.2                                 |
| 27  | A47   | 44.0                  | 34.3 | 34.5 | 30.8 | -30.1                                 |
| 28  | A303  | 31.1                  | 25.0 | 22.8 | 19.1 | -38.4                                 |
| 29  | A2    | 42.8                  | 41.6 | 37.0 | 34.1 | -20.3                                 |
| 30  | A50   | 24.3                  | 25.0 | 23.1 | 18.9 | -22.1                                 |
| 31  | M61   | 23.6                  | 18.7 | 15.3 | 12.5 | -47.2                                 |
| 32  | M2    | 22.9                  | 17.0 | 19.2 | 21.5 | -6.0                                  |
| 33  | M18   | 15.4                  | 21.2 | 13.9 | 13.2 | -14.5                                 |
| 34  | A66   | 37.4                  | 33.0 | 30.2 | 30.4 | -18.8                                 |
| 35  | A11   | 27.8                  | 26.2 | 18.9 | 28.2 | 1.5                                   |
| 36  | M23   | 27.4                  | 22.1 | 16.9 | 17.2 | -37.1                                 |
| 37  | A45   | 24.2                  | 19.4 | 18.2 | 16.5 | -31.8                                 |
| 38  | A64   | 35.3                  | 34.8 | 26.9 | 27.3 | -22.5                                 |
| 39  | M53   | 20.0                  | 18.4 | 14.9 | 12.8 | -36.1                                 |
| 40  | A120  | 29.4                  | 18.2 | 24.4 | 26.1 | -11.4                                 |

**Table D-0-3 KSI casualties per 100 MVM by top 40 trafficked road names and year**

| No. | Road  | 2005-2009 BSL average | 2010 | 2011 | 2012 | 2012 per cent change from BSL average |
|-----|-------|-----------------------|------|------|------|---------------------------------------|
| 1   | M1    | 2.0                   | 1.8  | 1.2  | 1.1  | -41.5                                 |
| 2   | M6    | 2.3                   | 1.6  | 1.7  | 1.2  | -47.0                                 |
| 3   | M25   | 2.1                   | 1.6  | 1.3  | 1.2  | -41.5                                 |
| 4   | M5    | 1.2                   | 1.4  | 0.9  | 1.1  | -8.2                                  |
| 5   | M4    | 1.9                   | 1.6  | 1.2  | 1.2  | -39.0                                 |
| 6   | A1(M) | 1.6                   | 1.1  | 1.2  | 0.9  | -42.9                                 |
| 7   | M62   | 1.8                   | 1.0  | 1.3  | 1.3  | -28.4                                 |
| 8   | M40   | 2.0                   | 1.9  | 1.8  | 1.8  | -11.5                                 |
| 9   | A1    | 4.1                   | 3.1  | 2.7  | 2.3  | -43.1                                 |
| 10  | A14   | 2.9                   | 2.2  | 2.2  | 2.4  | -17.9                                 |
| 11  | M3    | 1.8                   | 1.5  | 1.9  | 1.8  | 3.0                                   |
| 12  | A38   | 2.8                   | 2.3  | 2.1  | 3.7  | 31.9                                  |
| 13  | M60   | 1.3                   | 0.8  | 1.1  | 0.6  | -56.8                                 |
| 14  | M42   | 1.1                   | 0.7  | 0.6  | 0.5  | -52.5                                 |
| 15  | M11   | 2.5                   | 1.2  | 1.5  | 1.4  | -45.1                                 |
| 16  | A12   | 4.3                   | 3.8  | 3.8  | 2.2  | -49.4                                 |
| 17  | M56   | 1.5                   | 1.0  | 1.1  | 0.6  | -63.4                                 |
| 18  | M20   | 2.6                   | 1.8  | 0.9  | 1.0  | -61.0                                 |
| 19  | M27   | 1.3                   | 2.1  | 2.0  | 1.4  | 7.9                                   |
| 20  | A30   | 3.3                   | 3.3  | 2.9  | 3.5  | 3.9                                   |
| 21  | A34   | 2.0                   | 1.9  | 1.8  | 2.1  | 7.4                                   |
| 22  | A19   | 3.1                   | 2.6  | 2.2  | 2.4  | -21.9                                 |
| 23  | A46   | 4.7                   | 2.1  | 3.4  | 3.3  | -29.5                                 |
| 24  | A27   | 5.1                   | 4.6  | 5.3  | 3.9  | -23.2                                 |
| 25  | A5    | 5.8                   | 4.9  | 5.2  | 6.7  | 15.9                                  |
| 26  | A3    | 4.0                   | 3.5  | 4.4  | 2.9  | -29.0                                 |
| 27  | A47   | 6.0                   | 6.1  | 6.2  | 3.3  | -45.3                                 |
| 28  | A303  | 5.0                   | 6.2  | 4.9  | 4.3  | -14.6                                 |
| 29  | A2    | 3.6                   | 3.2  | 1.8  | 0.9  | -74.6                                 |
| 30  | A50   | 2.2                   | 2.0  | 2.2  | 1.2  | -45.8                                 |
| 31  | M61   | 2.2                   | 1.5  | 1.0  | 1.6  | -27.5                                 |
| 32  | M2    | 2.2                   | 1.7  | 1.2  | 2.3  | 5.5                                   |
| 33  | M18   | 1.0                   | 1.8  | 0.5  | 0.2  | -82.7                                 |
| 34  | A66   | 5.4                   | 6.8  | 5.7  | 5.7  | 4.1                                   |
| 35  | A11   | 3.3                   | 4.8  | 3.6  | 4.3  | 32.0                                  |
| 36  | M23   | 2.2                   | 2.1  | 2.3  | 1.7  | -21.0                                 |
| 37  | A45   | 3.9                   | 3.9  | 3.8  | 3.9  | 1.0                                   |
| 38  | A64   | 8.1                   | 4.9  | 4.6  | 4.9  | -39.7                                 |
| 39  | M53   | 1.7                   | 0.7  | 1.3  | 0.7  | -61.3                                 |
| 40  | A120  | 5.2                   | 3.4  | 4.3  | 4.2  | -19.1                                 |

## Appendix E: Vehicle Statistics

Table E-0-1 and Table E-0-2 provide breakdowns of vehicle collisions by severity, vehicle type and year, and KSI casualties by vehicle interaction and year.

**Table E-0-1A Vehicles by collision severity and year**

| Vehicle Type | Casualty Severity | 2005-2009 BSL average | 2010   | 2011   | 2012   | 2012 per cent change from BSL average |
|--------------|-------------------|-----------------------|--------|--------|--------|---------------------------------------|
| Bus / Coach  | Fatal             | 4.3                   | 4      | 4      | 3      | -                                     |
|              | Serious           | 13.5                  | 8      | 7      | 15     | -                                     |
|              | KSI               | 17.8                  | 12     | 11     | 18     | 0.9                                   |
|              | Slight            | 109.0                 | 84     | 96     | 60     | -45.0                                 |
|              | Total             | 126.8                 | 96     | 107    | 78     | -38.5                                 |
| Cars         | Fatal             | 416.7                 | 299    | 349    | 249    | -40.2                                 |
|              | Serious           | 2,090.0               | 1,871  | 1,731  | 1,659  | -20.6                                 |
|              | KSI               | 2,506.7               | 2,170  | 2,080  | 1,908  | -23.9                                 |
|              | Slight            | 19,847.8              | 16,713 | 16,060 | 15,626 | -21.3                                 |
|              | Total             | 22,354.5              | 18,883 | 18,140 | 17,534 | -21.6                                 |
| Other GV     | Fatal             | 43.3                  | 42     | 39     | 32     | -26.2                                 |
|              | Serious           | 193.3                 | 163    | 148    | 157    | -18.8                                 |
|              | KSI               | 236.7                 | 205    | 187    | 189    | -20.1                                 |
|              | Slight            | 1,576.2               | 1,313  | 1,337  | 1,248  | -20.8                                 |
|              | Total             | 1,812.8               | 1,518  | 1,524  | 1,437  | -20.7                                 |
| HGV          | Fatal             | 147.2                 | 118    | 94     | 110    | -25.3                                 |
|              | Serious           | 421.5                 | 324    | 264    | 284    | -32.6                                 |
|              | KSI               | 568.7                 | 442    | 358    | 394    | -30.7                                 |
|              | Slight            | 2,679.0               | 2,144  | 2,036  | 1,847  | -31.1                                 |
|              | Total             | 3,247.7               | 2,586  | 2,394  | 2,241  | -31.0                                 |
| Pedal Cycles | Fatal             | 9.2                   | 12     | 5      | 8      | -                                     |
|              | Serious           | 35.8                  | 43     | 38     | 46     | 28.4                                  |
|              | KSI               | 45.0                  | 55     | 43     | 54     | 20.0                                  |
|              | Slight            | 111.2                 | 103    | 136    | 119    | 7.0                                   |
|              | Total             | 156.2                 | 158    | 179    | 173    | 10.8                                  |

**Table E-0-1B Vehicles by collision severity and year (Contd.)**

| Vehicle Type   | Casualty Severity | 2005-2009 BSL average | 2010   | 2011   | 2012   | 2012 per cent change from BSL average |
|----------------|-------------------|-----------------------|--------|--------|--------|---------------------------------------|
| PTW            | Fatal             | 46.0                  | 37     | 28     | 24     | -47.8                                 |
|                | Serious           | 322.5                 | 272    | 314    | 277    | -14.1                                 |
|                | KSI               | 368.5                 | 309    | 342    | 301    | -18.3                                 |
|                | Slight            | 615.2                 | 538    | 588    | 499    | -18.9                                 |
|                | Total             | 983.7                 | 847    | 930    | 800    | -18.7                                 |
| Other /Unknown | Fatal             | 7.8                   | 7      | 7      | 2      | -                                     |
|                | Serious           | 32.3                  | 27     | 23     | 23     | -28.9                                 |
|                | KSI               | 40.2                  | 34     | 30     | 25     | -37.8                                 |
|                | Slight            | 206.5                 | 161    | 157    | 149    | -27.8                                 |
|                | Total             | 246.7                 | 195    | 187    | 174    | -29.5                                 |
| Total vehicles |                   | 28,928.3              | 24,283 | 23,461 | 22,437 | -22.4                                 |

**Table E-0-2A KSI casualties by vehicle interaction and year**

| Collision Type | Combination of vehicle types involved in each collision type |     |     |       |          |             | Number of KSI casualties involved in each collision type |       |       |       |       |       |      |      |
|----------------|--|-----|-----|-------|----------|-------------|--|-------|-------|-------|-------|-------|------|------|
|                | Car  | HGV | PTW | Other | Other GV | Pedal cycle | 2005   | 2006  | 2007  | 2008  | 2009  | 2010  | 2011 | 2012 |
|                | A  | x   |     |       |          |             |  | 1,312 | 1,200 | 1,195 | 1,071 | 1,049 | 951  | 938  |
| B              | x  | x   |     |       |          |             | 402  | 341   | 309   | 253   | 213   | 236   | 203  | 209  |
| C              | x  |     |     |       | x        |             | 130  | 135   | 111   | 97    | 96    | 107   | 113  | 107  |
| D              | x  |     | x   |       |          |             | 224  | 208   | 230   | 179   | 171   | 162   | 175  | 147  |
| E              | x  |     |     | x     |          |             | 37   | 33    | 29    | 43    | 31    | 33    | 26   | 25   |
| F              |  |     | x   |       |          |             | 136  | 122   | 112   | 132   | 109   | 99    | 127  | 108  |
| G              |  | x   |     |       |          |             | 136  | 137   | 131   | 95    | 68    | 76    | 58   | 64   |
| H              | x  | x   |     |       | x        |             | 62   | 36    | 43    | 35    | 47    | 27    | 35   | 32   |
| I              |  |     |     |       | x        |             | 57   | 46    | 38    | 28    | 31    | 36    | 16   | 22   |
| J              |  | x   |     |       | x        |             | 48   | 29    | 31    | 41    | 28    | 25    | 27   | 21   |
| K              | x  |     |     |       |          | x           | 29   | 23    | 24    | 27    | 29    | 36    | 26   | 35   |
| L              |  | x   |     | x     |          |             | 8  | 10    | 12    | 7     | 1     | 6     | 12   | 7    |
| M              |  | x   | x   |       |          |             | 23   | 15    | 16    | 20    | 9     | 14    | 13   | 16   |
| N              |  |     |     | x     |          |             | 4  | 11    | 51    | 7     | 6     | 11    | 5    | 4    |

**Table E-0-2B KSI casualties by vehicle interaction and year (Contd.)**

| Collision Type | Combination of vehicle types involved in each collision type |     |     |       |          |             | Number of KSI casualties involved in each collision type |      |      |      |      |      |      |      |
|----------------|--|-----|-----|-------|----------|-------------|--|------|------|------|------|------|------|------|
|                | Car  | HGV | PTW | Other | Other GV | Pedal cycle | 2005   | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 |
| O              |  |     | x   |       | x        |             | 14   | 18   | 13   | 15   | 17   | 17   | 14   | 12   |
| P              | x  | x   |     | x     |          |             | 6  | 5    | 3    | 3    | 17   | 12   | 7    | 3    |
| Q              |  | x   |     |       |          | x           | 17   | 7    | 6    | 5    | 6    | 4    | 5    | 12   |
| R              | x  | x   | x   |       |          |             | 13   | 12   | 17   | 14   | 9    | 3    | 0    | 6    |
| S              | x  |     | x   |       | x        |             | 7  | 10   | 8    | 4    | 7    | 5    | 7    | 6    |
| T              |  |     |     |       | x        | x           | 6  | 3    | 4    | 3    | 2    | 2    | 6    | 4    |
| U              | x  |     |     | x     | x        |             | 5  | 13   | 2    | 7    | 3    | 3    | 0    | 2    |
| V              |  |     |     | x     | x        |             | 0  | 4    | 0    | 1    | 8    | 2    | 4    | 1    |
| W              | x  | x   | x   |       | x        |             | 0  | 2    | 3    | 0    | 0    | 0    | 0    | 4    |
| X              |  |     |     |       |          | x           | 3  | 3    | 0    | 1    | 2    | 5    | 4    | 2    |
| Y              |  |     |     | x     |          | x           | 2  | 1    | 2    | 0    | 0    | 2    | 1    | 2    |
| Z              | x  | x   |     | x     | x        |             | 1  | 3    | 6    | 5    | 1    | 0    | 1    | 1    |
| AA             |  |     | x   | x     |          |             | 5  | 6    | 3    | 3    | 2    | 2    | 2    | 0    |
| AB             | x  |     |     |       | x        | x           | 1  | 1    | 0    | 0    | 0    | 1    | 0    | 0    |
| AC             | x  |     | x   | x     |          |             | 1  | 4    | 0    | 2    | 1    | 3    | 0    | 3    |
| AD             |  |     |     |       |          | x           | 0  | 0    | 0    | 0    | 0    | 0    | 2    | 0    |
| AE             |  | x   |     | x     | x        |             | 1  | 0    | 2    | 0    | 1    | 1    | 1    | 1    |
| AF             |  |     | x   | x     | x        |             | 0  | 0    | 1    | 0    | 3    | 0    | 0    | 0    |
| AG             |  | x   | x   |       | x        |             | 0  | 0    | 1    | 2    | 0    | 3    | 1    | 1    |



## Appendix F: Contributory Factor Statistics

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

**Table F-0-1A Contributory factor group classification [Group I – V]**

| CF Group I: Driver/Rider error                             |  |
|--|--|
| Failed to judge other person's path or speed               | Poor turn or maneuver                                |
| Failed to look properly                                    | Sudden braking                                       |
| Failed to signal or misleading signal                      | Swerved  |
| Junction overshoot   | Too close to cyclist, horse rider or pedestrian      |
| Junction restart (moving off at junction)                  | Vehicle blind spot                                   |
| Loss of control  |  |
| CF Group II: Aggressive or illegal driver/rider behaviour  |  |
| Aggressive driving   | Disobeyed pedestrian crossing facility               |
| Careless, reckless or in a hurry                           | Exceeding speed limit                                |
| Cyclist entering road from pavement                        | Following too close                                  |
| Disobeyed automatic traffic signal                         | Illegal turn or direction of travel                  |
| Disobeyed double white lines                               | Travelling too fast for conditions                   |
| Disobeyed 'Give Way' or 'Stop' sign or markings            | Vehicle travelling along pavement                    |
| CF Group III: Driver/Rider impaired                        |  |
| Fatigue  | Impaired by drugs (illicit or medicinal)             |
| Illness or disability, mental or physical                  | Not displaying lights at night or in poor visibility |
| Impaired by alcohol  | Uncorrected, defective eyesight                      |
| CF Group IV: Road conditions (controllable <sup>10</sup> ) |  |
| Animal or object in carriageway                            | Road layout (eg. bend, winding road, hill crest)     |
| Buildings, road signs, street furniture                    | Slippery inspection cover or road marking            |
| Dazzling headlights  | Slippery road (due to weather)                       |
| Defective traffic signals                                  | Spray from other vehicles                            |
| Deposit on road (eg. oil, mud, chippings)                  | Stationary or parked vehicle(s)                      |
| Inadequate or masked signs or road markings                | Temporary road layout (eg. contraflow)               |
| Poor or defective road surface                             | Traffic calming (speed cushions, humps)              |
| Road layout (eg. bend, hill, narrow carriageway)           | Vegetation   |
| CF Group V: Actions of pedestrian                          |  |
| Careless, reckless or in a hurry                           | Failed to look properly                              |
| Crossing road masked by stationary/parked vehicle          | Impaired by alcohol                                  |
| Dangerous action in carriageway (eg. playing)              | Impaired by drugs (illicit or medicinal)             |
| Disability or illness, mental or physical                  | Pedestrian wearing dark clothing at night            |
| Failed to judge vehicle's path or speed                    | Wrong use of pedestrian crossing facility            |

<sup>10</sup> Controllable: Contributory factors that can be influenced directly from Highways Agency through either short or long term intervention.

**Table F-0-1B Contributory factor group classification [Group VI – X] (Contd.)**

| CF Group VI: Driver/Rider inexperienced or apprehensive      |  |
|--|--|
| Driving too slow for conditions or slow vehicle (eg tractor) | Nervous, uncertain or panic                          |
| Inexperience of driving on the left                          | Unfamiliar with model of vehicle                     |
| Learner or inexperienced driver/rider                        |  |
| CF Group VII: Driver/Rider distraction                       |  |
| Distraction in vehicle                                       | Driver using mobile phone                            |
| Distraction outside vehicle                                  |  |
| CF Group VIII: Other   |  |
| Emergency vehicle on a call                                  | Stolen vehicle                                       |
| Other – Please specify below                                 | Vehicle door opened or closed negligently            |
| Rider wearing dark clothing                                  | Vehicle in course of crime                           |
| CF Group IX: Poor preparation of vehicle prior to journey    |  |
| Defective brakes   | Overloaded or poorly loaded vehicle or trailer       |
| Defective lights or indicators                               | Tyres illegal, defective or under inflated           |
| Defective or missing mirrors                                 | Visor or windscreen dirty, scratched or frosted etc. |
| Defective steering or suspension                             |  |
| CF Group X: Environment                                      |  |
| Dazzling sun   | Rain, sleet, snow, or fog                            |

**Table F-0-2A Contributory factors by severity 2012 [No. 1 – 30]**

| No. | Contributory Factor                                  | KSI | Fatal | Serious | Slight | Total |
|-----|--|-----|-------|---------|--------|-------|
| 1   | 405 Failed to look properly                          | 370 | 47    | 323     | 2,985  | 3,355 |
| 2   | 410 Loss of control                                  | 347 | 48    | 299     | 1,471  | 1,818 |
| 3   | 406 Failed to judge other person's path or speed     | 273 | 28    | 245     | 2,418  | 2,691 |
| 4   | 602 Careless, reckless or in a hurry                 | 183 | 24    | 159     | 946    | 1,129 |
| 5   | 403 Poor turn or manoeuvre                           | 163 | 23    | 140     | 977    | 1,140 |
| 6   | 307 Travelling too fast for conditions               | 130 | 18    | 112     | 732    | 862   |
| 7   | 409 Swerved  | 128 | 20    | 108     | 593    | 721   |
| 8   | 503 Fatigue  | 117 | 22    | 95      | 357    | 474   |
| 9   | 103 Slippery road (due to weather)                   | 108 | 13    | 95      | 920    | 1,028 |
| 10  | 408 Sudden braking                                   | 105 | 7     | 98      | 1,087  | 1,192 |
| 11  | 308 Following too close                              | 97  | 5     | 92      | 1,235  | 1,332 |
| 12  | 501 Impaired by alcohol                              | 78  | 9     | 69      | 275    | 353   |
| 13  | 509 Distraction in vehicle                           | 67  | 8     | 59      | 315    | 382   |
| 14  | 999 Other factor                                     | 62  | 8     | 54      | 234    | 296   |
| 15  | 505 Illness or disability, mental or physical        | 60  | 20    | 40      | 130    | 190   |
| 16  | 306 Exceeding speed limit                            | 57  | 8     | 49      | 182    | 239   |
| 17  | 601 Aggressive driving                               | 41  | 4     | 37      | 216    | 257   |
| 18  | 605 Learner or inexperienced driver/rider            | 39  | 1     | 38      | 196    | 235   |
| 19  | 707 Rain, sleet, snow, or fog                        | 32  | 5     | 27      | 252    | 284   |
| 20  | 201 Tyres illegal, defective or under inflated       | 32  | 4     | 28      | 158    | 190   |
| 21  | 510 Distraction outside vehicle                      | 25  | 2     | 23      | 161    | 186   |
| 22  | 109 Animal or object in carriageway                  | 25  | 3     | 22      | 123    | 148   |
| 23  | 401 Junction overshoot                               | 25  | 2     | 23      | 92     | 117   |
| 24  | 802 Failed to look properly                          | 25  | 7     | 18      | 19     | 44    |
| 25  | 603 Nervous, uncertain or panic                      | 24  | 3     | 21      | 186    | 210   |
| 26  | 108 Road layout (eg. bend, hill, narrow carriageway) | 20  | 1     | 19      | 60     | 80    |
| 27  | 305 Illegal turn or direction of travel              | 20  | 7     | 13      | 51     | 71    |
| 28  | 805 Dangerous action in carriageway (eg. playing)    | 20  | 10    | 10      | 4      | 24    |
| 29  | 102 Deposit on road (eg. oil, mud, chippings)        | 18  | 0     | 18      | 70     | 88    |
| 30  | 404 Failed to signal or misleading signal            | 17  | 0     | 17      | 135    | 152   |

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

**Table F-0-2B Contributory factors by severity 2012 [No. 31 – 60] (Contd.)**

| No. | Contributory Factor  | KSI | Fatal | Serious | Slight | Total |
|-----|--|-----|-------|---------|--------|-------|
| 31  | 806 Impaired by alcohol  | 17  | 7     | 10      | 7      | 24    |
| 32  | 809 Pedestrian wearing dark clothing at night                    | 17  | 12    | 5       | 7      | 24    |
| 33  | 710 Vehicle blind spot   | 16  | 0     | 16      | 296    | 312   |
| 34  | 508 Driver using mobile phone                                    | 16  | 4     | 12      | 45     | 61    |
| 35  | 708 Spray from other vehicles                                    | 15  | 2     | 13      | 112    | 127   |
| 36  | 808 Careless, reckless or in a hurry                             | 14  | 6     | 8       | 10     | 24    |
| 37  | 706 Dazzling sun   | 13  | 0     | 13      | 147    | 160   |
| 38  | 407 Too close to cyclist, horse rider or pedestrian              | 13  | 4     | 9       | 41     | 54    |
| 39  | 203 Defective brakes   | 13  | 0     | 13      | 36     | 49    |
| 40  | 810 Disability or illness, mental or physical                    | 12  | 9     | 3       | 2      | 14    |
| 41  | 302 Disobeyed 'Give Way' or 'Stop' sign or markings              | 11  | 0     | 11      | 52     | 63    |
| 42  | 502 Impaired by drugs (illicit or medicinal)                     | 11  | 3     | 8       | 26     | 37    |
| 43  | 607 Unfamiliar with model of vehicle                             | 10  | 1     | 9       | 52     | 62    |
| 44  | 701 Stationary or parked vehicle(s)                              | 10  | 1     | 9       | 35     | 45    |
| 45  | 606 Inexperience of driving on the left                          | 9   | 0     | 9       | 53     | 62    |
| 46  | 506 Not displaying lights at night or in poor visibility         | 9   | 1     | 8       | 15     | 24    |
| 47  | 803 Failed to judge vehicle's path or speed                      | 9   | 3     | 6       | 5      | 14    |
| 48  | 206 Overloaded or poorly loaded vehicle or trailer               | 8   | 0     | 8       | 42     | 50    |
| 49  | 507 Rider wearing dark clothing                                  | 8   | 1     | 7       | 4      | 12    |
| 50  | 402 Junction restart (moving off at junction)                    | 7   | 0     | 7       | 87     | 94    |
| 51  | 101 Poor or defective road surface                               | 7   | 0     | 7       | 35     | 42    |
| 52  | 703 Road layout (eg. bend, winding road, hill crest)             | 5   | 2     | 3       | 29     | 34    |
| 53  | 303 Disobeyed double white lines                                 | 5   | 0     | 5       | 18     | 23    |
| 54  | 901 Stolen vehicle   | 5   | 0     | 5       | 12     | 17    |
| 55  | 310 Cyclist entering road from pavement                          | 5   | 0     | 5       | 5      | 10    |
| 56  | 807 Impaired by drugs (illicit or medicinal)                     | 5   | 3     | 2       | 1      | 6     |
| 57  | 107 Temporary road layout (eg. contraflow)                       | 4   | 1     | 3       | 47     | 51    |
| 58  | 604 Driving too slow for conditions or slow vehicle (eg tractor) | 4   | 1     | 3       | 26     | 30    |
| 59  | 202 Defective lights or indicators                               | 4   | 1     | 3       | 6      | 10    |
| 60  | 301 Disobeyed automatic traffic signal                           | 3   | 0     | 3       | 50     | 53    |

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

**Table F-0-2C Contributory factors by severity 2012 [No. 61 – 78] (Contd.)**

| No. | Contributory Factor  | KSI | Fatal | Serious | Slight | Total |
|-----|--|-----|-------|---------|--------|-------|
| 61  | 204 Defective steering or suspension                           | 3   | 0     | 3       | 43     | 46    |
| 62  | 804 Wrong use of pedestrian crossing facility                  | 3   | 0     | 3       | 4      | 7     |
| 63  | 801 Crossing road masked by stationary or parked vehicle       | 3   | 0     | 3       | 2      | 5     |
| 64  | 704 Buildings, road signs, street furniture                    | 3   | 1     | 2       | 0      | 3     |
| 65  | 702 Vegetation   | 2   | 0     | 2       | 7      | 9     |
| 66  | 904 Vehicle door opened or closed negligently                  | 2   | 0     | 2       | 7      | 9     |
| 67  | 304 Disobeyed pedestrian crossing facility                     | 2   | 0     | 2       | 3      | 5     |
| 68  | 903 Emergency vehicle on a call                                | 1   | 0     | 1       | 35     | 36    |
| 69  | 104 Inadequate or masked signs or road markings                | 1   | 0     | 1       | 12     | 13    |
| 70  | 705 Dazzling headlights  | 1   | 0     | 1       | 12     | 13    |
| 71  | 902 Vehicle in course of crime                                 | 1   | 0     | 1       | 10     | 11    |
| 72  | 504 Uncorrected, defective eyesight                            | 1   | 0     | 1       | 6      | 7     |
| 73  | 105 Defective traffic signals                                  | 0   | 0     | 0       | 11     | 11    |
| 74  | 205 Defective or missing mirrors                               | 0   | 0     | 0       | 5      | 5     |
| 75  | 106 Traffic calming (eg. speed cushions, road humps, chicanes) | 0   | 0     | 0       | 3      | 3     |
| 76  | 309 Vehicle travelling along pavement                          | 0   | 0     | 0       | 1      | 1     |
| 77  | 709 Visor or windscreen dirty, scratched or frosted etc.       | 0   | 0     | 0       | 1      | 1     |
| 78  | 110 Slippery inspection cover or road marking                  | 0   | 0     | 0       | 0      | 0     |
| -   | No factor recorded   | 160 | 26    | 134     | 866    | 1026  |

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

**Table F-0-3A Contributory factors by severity and year [No. 1 – 20]**

| No. | Contributory Factor                              | 2005-2009 BSL average |       | 2010  |     | 2011  |     | 2012  |     |
|-----|--|-----------------------|-------|-------|-----|-------|-----|-------|-----|
|     |  | Total                 | KSI   | Total | KSI | Total | KSI | Total | KSI |
| 1   | 405 Failed to look properly                      | 3,341.8               | 414.8 | 3,238 | 379 | 3,295 | 389 | 3,355 | 370 |
| 2   | 410 Loss of control                              | 2,400.0               | 494.8 | 2,089 | 428 | 1,861 | 383 | 1,818 | 347 |
| 3   | 406 Failed to judge other person's path or speed | 2,986.6               | 353.0 | 2,704 | 315 | 2,581 | 278 | 2,691 | 273 |
| 4   | 602 Careless, reckless or in a hurry             | 1,361.2               | 229.4 | 1,113 | 213 | 1,165 | 191 | 1,129 | 183 |
| 5   | 403 Poor turn or manoeuvre                       | 1,431.8               | 229.6 | 1,157 | 189 | 1,156 | 188 | 1,140 | 163 |
| 6   | 307 Travelling too fast for conditions           | 1,263.8               | 192.6 | 932   | 145 | 798   | 122 | 862   | 130 |
| 7   | 409 Swerved                                      | 932.0                 | 160.4 | 851   | 143 | 755   | 116 | 721   | 128 |
| 8   | 503 Fatigue                                      | 605.4                 | 153.0 | 534   | 133 | 480   | 107 | 474   | 117 |
| 9   | 103 Slippery road (due to weather)               | 1,144.0               | 131.2 | 1,199 | 153 | 758   | 94  | 1,028 | 108 |
| 10  | 408 Sudden braking                               | 1,443.6               | 125.0 | 1,260 | 109 | 1,232 | 97  | 1,192 | 105 |
| 11  | 308 Following too close                          | 1,731.0               | 125.0 | 1,439 | 103 | 1,350 | 95  | 1,332 | 97  |
| 12  | 501 Impaired by alcohol                          | 457.4                 | 115.0 | 362   | 100 | 369   | 86  | 353   | 78  |
| 13  | 509 Distraction in vehicle                       | 364.6                 | 66.6  | 333   | 63  | 363   | 72  | 382   | 67  |
| 14  | 999 Other factor                                 | 484.4                 | 93.2  | 352   | 63  | 336   | 72  | 296   | 62  |
| 15  | 505 Illness or disability, mental or physical    | 194.2                 | 56.8  | 184   | 51  | 222   | 62  | 190   | 60  |
| 16  | 306 Exceeding speed limit                        | 373.6                 | 104.4 | 297   | 84  | 286   | 67  | 239   | 57  |
| 17  | 601 Aggressive driving                           | 295.6                 | 63.6  | 239   | 51  | 241   | 49  | 257   | 41  |
| 18  | 605 Learner or inexperienced driver/rider        | 392.0                 | 57.6  | 274   | 32  | 283   | 52  | 235   | 39  |
| 19  | 707 Rain, sleet, snow, or fog                    | 286.4                 | 42.4  | 229   | 37  | 181   | 26  | 284   | 32  |
| 20  | 201 Tyres illegal, defective or under inflated   | 248.2                 | 48.0  | 204   | 34  | 189   | 40  | 190   | 32  |

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

**Table 0-3B Contributory factors by severity and year [No. 21 – 40] (Contd.)**

| No. | Contributory Factor                                  | 2005-2009 BSL average |      | 2010  |     | 2011  |     | 2012  |     |
|-----|--|-----------------------|------|-------|-----|-------|-----|-------|-----|
|     |  | Total                 | KSI  | Total | KSI | Total | KSI | Total | KSI |
| 21  | 510 Distraction outside vehicle                      | 204.6                 | 25.0 | 181   | 23  | 149   | 18  | 186   | 25  |
| 22  | 109 Animal or object in carriageway                  | 217.0                 | 31.0 | 178   | 31  | 163   | 27  | 148   | 25  |
| 23  | 401 Junction overshoot                               | 155.2                 | 27.0 | 122   | 26  | 129   | 22  | 117   | 25  |
| 24  | 802 Failed to look properly                          | 97.6                  | 37.6 | 75    | 33  | 61    | 36  | 44    | 25  |
| 25  | 603 Nervous, uncertain or panic                      | 233.4                 | 29.0 | 205   | 25  | 199   | 24  | 210   | 24  |
| 26  | 108 Road layout (eg. bend, hill, narrow carriageway) | 112.6                 | 17.8 | 81    | 15  | 88    | 16  | 80    | 20  |
| 27  | 305 Illegal turn or direction of travel              | 73.6                  | 17.6 | 62    | 16  | 58    | 13  | 71    | 20  |
| 28  | 805 Dangerous action in carriageway (eg. playing)    | 38.4                  | 25.0 | 32    | 23  | 29    | 19  | 24    | 20  |
| 29  | 102 Deposit on road (eg. oil, mud, chippings)        | 122.8                 | 19.8 | 96    | 16  | 81    | 13  | 88    | 18  |
| 30  | 404 Failed to signal or misleading signal            | 162.4                 | 21.0 | 132   | 18  | 147   | 14  | 152   | 17  |
| 31  | 806 Impaired by alcohol                              | 42.6                  | 27.0 | 35    | 19  | 28    | 16  | 24    | 17  |
| 32  | 809 Pedestrian wearing dark clothing at night        | 26.2                  | 20.0 | 20    | 13  | 24    | 19  | 24    | 17  |
| 33  | 710 Vehicle blind spot                               | 436.4                 | 27.2 | 383   | 27  | 312   | 23  | 312   | 16  |
| 34  | 508 Driver using mobile phone                        | 39.0                  | 14.2 | 34    | 13  | 40    | 11  | 61    | 16  |
| 35  | 708 Spray from other vehicles                        | 125.4                 | 14.8 | 87    | 14  | 84    | 11  | 127   | 15  |
| 36  | 808 Careless, reckless or in a hurry                 | 46.8                  | 19.2 | 32    | 14  | 27    | 16  | 24    | 14  |
| 37  | 706 Dazzling sun                                     | 178.6                 | 20.2 | 145   | 19  | 121   | 12  | 160   | 13  |
| 38  | 407 Too close to cyclist, horse rider or pedestrian  | 32.8                  | 12.6 | 26    | 12  | 29    | 12  | 54    | 13  |
| 39  | 203 Defective brakes                                 | 63.2                  | 9.8  | 47    | 7   | 52    | 7   | 49    | 13  |
| 40  | 810 Disability or illness, mental or physical        | 21.6                  | 13.8 | 15    | 11  | 17    | 12  | 14    | 12  |

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

**Table F-0-3C Contributory factors by severity and year [No. 41 – 60] (Contd.)**

| No. | Contributory Factor  | 2005-2009 BSL average |      | 2010  |     | 2011  |     | 2012  |     |
|-----|--|-----------------------|------|-------|-----|-------|-----|-------|-----|
|     |  | Total                 | KSI  | Total | KSI | Total | KSI | Total | KSI |
| 41  | 302 Disobeyed 'Give Way' or 'Stop' sign or markings          | 101.2                 | 21.2 | 82    | 17  | 80    | 18  | 63    | 11  |
| 42  | 502 Impaired by drugs (illicit or medicinal)                 | 54.2                  | 23.6 | 50    | 27  | 45    | 20  | 37    | 11  |
| 43  | 607 Unfamiliar with model of vehicle                         | 101.6                 | 17.8 | 77    | 14  | 81    | 21  | 62    | 10  |
| 44  | 701 Stationary or parked vehicle(s)                          | 64.2                  | 12.0 | 49    | 7   | 42    | 2   | 45    | 10  |
| 45  | 606 Inexperience of driving on the left                      | 93.8                  | 9.8  | 68    | 7   | 63    | 3   | 62    | 9   |
| 46  | 506 Not displaying lights at night or in poor visibility     | 14.8                  | 5.4  | 10    | 7   | 17    | 6   | 24    | 9   |
| 47  | 803 Failed to judge vehicle's path or speed                  | 74.8                  | 26.4 | 44    | 20  | 29    | 19  | 14    | 9   |
| 48  | 206 Overloaded or poorly loaded vehicle or trailer           | 81.2                  | 16.4 | 75    | 14  | 61    | 10  | 50    | 8   |
| 49  | 507 Rider wearing dark clothing                              | 11.6                  | 5.2  | 8     | 5   | 15    | 5   | 12    | 8   |
| 50  | 402 Junction restart (moving off at junction)                | 138.2                 | 13.8 | 97    | 13  | 108   | 8   | 94    | 7   |
| 51  | 101 Poor or defective road surface                           | 38.6                  | 7.4  | 39    | 10  | 35    | 9   | 42    | 7   |
| 52  | 703 Road layout (eg. bend, winding road, hill crest)         | 48.2                  | 8.4  | 42    | 5   | 45    | 9   | 34    | 5   |
| 53  | 303 Disobeyed double white lines                             | 32.6                  | 10.6 | 22    | 10  | 29    | 11  | 23    | 5   |
| 54  | 901 Stolen vehicle   | 36.6                  | 7.6  | 22    | 7   | 29    | 2   | 17    | 5   |
| 55  | 310 Cyclist entering road from pavement                      | 10.6                  | 3.2  | 5     | 2   | 2     | 0   | 10    | 5   |
| 56  | 807 Impaired by drugs (illicit or medicinal)                 | 7.0                   | 4.6  | 8     | 5   | 5     | 5   | 6     | 5   |
| 57  | 107 Temporary road layout (eg. contraflow)                   | 92.4                  | 10.6 | 70    | 9   | 50    | 5   | 51    | 4   |
| 58  | 604 Driving too slow for conditions or slow veh (eg tractor) | 35.6                  | 7.8  | 31    | 5   | 23    | 6   | 30    | 4   |
| 59  | 202 Defective lights or indicators                           | 15.4                  | 4.6  | 9     | 1   | 15    | 5   | 10    | 4   |
| 60  | 301 Disobeyed automatic traffic signal                       | 53.0                  | 6.6  | 32    | 4   | 57    | 9   | 53    | 3   |

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



**Table F-0-3D Contributory factors by severity and year [No. 61 – 78] (Contd.)**

| No. | Contributory Factor  | 2005-2009 BSL average |       | 2010  |     | 2011  |     | 2012  |     |
|-----|--|-----------------------|-------|-------|-----|-------|-----|-------|-----|
|     |  | Total                 | KSI   | Total | KSI | Total | KSI | Total | KSI |
| 61  | 204 Defective steering or suspension                           | 53.4                  | 10.4  | 42    | 10  | 42    | 8   | 46    | 3   |
| 62  | 804 Wrong use of pedestrian crossing facility                  | 6.6                   | 2.2   | 7     | 2   | 6     | 4   | 7     | 3   |
| 63  | 801 Crossing road masked by stationary or parked vehicle       | 11.4                  | 3.8   | 13    | 5   | 9     | 2   | 5     | 3   |
| 64  | 704 Buildings, road signs, street furniture                    | 5.8                   | 0.6   | 2     | 0   | 4     | 1   | 3     | 3   |
| 65  | 702 Vegetation   | 4.6                   | 1.2   | 3     | 1   | 3     | 1   | 9     | 2   |
| 66  | 904 Vehicle door opened or closed negligently                  | 6.0                   | 1.6   | 3     | 0   | 4     | 0   | 9     | 2   |
| 67  | 304 Disobeyed pedestrian crossing facility                     | 4.0                   | 1.2   | 4     | 1   | 2     | 0   | 5     | 2   |
| 68  | 903 Emergency vehicle on a call                                | 28.2                  | 2.6   | 21    | 3   | 28    | 2   | 36    | 1   |
| 69  | 104 Inadequate or masked signs or road markings                | 31.4                  | 5.4   | 23    | 3   | 22    | 2   | 13    | 1   |
| 70  | 705 Dazzling headlights  | 16.4                  | 2.6   | 15    | 2   | 7     | 1   | 13    | 1   |
| 71  | 902 Vehicle in course of crime                                 | 18.0                  | 3.6   | 8     | 0   | 22    | 1   | 11    | 1   |
| 72  | 504 Uncorrected, defective eyesight                            | 15.2                  | 4.4   | 17    | 7   | 11    | 2   | 7     | 1   |
| 73  | 105 Defective traffic signals                                  | 7.6                   | 0.4   | 5     | 0   | 6     | 0   | 11    | 0   |
| 74  | 205 Defective or missing mirrors                               | 1.6                   | 0.2   | 1     | 0   | 2     | 0   | 5     | 0   |
| 75  | 106 Traffic calming (eg. speed cushions, road humps, chicanes) | 5.6                   | 1.0   | 4     | 1   | 1     | 0   | 3     | 0   |
| 76  | 309 Vehicle travelling along pavement                          | 4.4                   | 0.6   | 2     | 0   | 6     | 1   | 1     | 0   |
| 77  | 709 Visor or windscreen dirty, scratched or frosted etc.       | 9.4                   | 2.2   | 14    | 2   | 1     | 1   | 1     | 0   |
| 78  | 110 Slippery inspection cover or road marking                  | 0.0                   | 0.0   | 0     | 0   | 0     | 0   | 0     | 0   |
| -   | No factor recorded   | 1962.2                | 149.2 | 1,540 | 133 | 1,517 | 127 | 1,026 | 160 |

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

**Table F-0-4 Casualties involving drivers or riders impaired by alcohol and/or drugs by road type, classification and year**

| Road Type      | Classification   | Casualty Severity  | 2005-2009<br>BSL average | 2010              | 2011 | 2012 | 2012 per cent change<br>from BSL average |       |       |
|----------------|------------------|--------------------|--------------------------|-------------------|------|------|--|-------|-------|
| Motorway       | -                | Killed             | 13.2                     | 7                 | 2    | 6    | -  |       |       |
|                |                  | Seriously Injured  | 56.6                     | 57                | 37   | 36   | -36.4                                    |       |       |
|                |                  | KSI                | 69.8                     | 64                | 39   | 42   | -39.8                                    |       |       |
|                |                  | Slightly Injured   | 319.0                    | 232               | 225  | 275  | -13.8                                    |       |       |
|                |                  | Total              | 388.8                    | 296               | 264  | 317  | -18.5                                    |       |       |
| A-road         | Dual Carriageway | - Built-up         | Killed                   | 1.0               | 0    | 0    | 0  | -     |       |
|                |                  |                    | Seriously Injured        | 6.4               | 1    | 3    | 5  | -     |       |
|                |                  |                    | KSI                      | 7.4               | 1    | 3    | 5  | -     |       |
|                |                  |                    | Slightly Injured         | 21.6              | 24   | 24   | 18                                       | -16.7 |       |
|                |                  |                    | Total                    | 29.0              | 25   | 27   | 23                                       | -20.7 |       |
|                | - Non Built-up   | Killed             | 11.2                     | 6                 | 5    | 4    | -  |       |       |
|                |                  | Seriously Injured  | 53.4                     | 53                | 38   | 32   | -40.1                                    |       |       |
|                |                  | KSI                | 64.6                     | 59                | 43   | 36   | -44.3                                    |       |       |
|                |                  | Slightly Injured   | 195.6                    | 147               | 152  | 156  | -20.2                                    |       |       |
|                |                  | Total              | 260.2                    | 206               | 195  | 192  | -26.2                                    |       |       |
|                | A-road           | Single Carriageway | - Built-up               | Killed            | 1.6  | 0    | 0  | 1     | -     |
|                |                  |                    |                          | Seriously Injured | 4.2  | 1    | 3  | 1     | -     |
|                |                  |                    |                          | KSI               | 5.8  | 1    | 3  | 2     | -     |
|                |                  |                    |                          | Slightly Injured  | 20.8 | 17   | 25                                       | 10    | -51.9 |
| Total          |                  |                    |                          | 26.6              | 18   | 28   | 12                                       | -54.9 |       |
| - Non Built-up |                  | Killed             | 7.0                      | 5                 | 6    | 1    | -  |       |       |
|                |                  | Seriously Injured  | 19.8                     | 18                | 20   | 16   | -19.2                                    |       |       |
|                |                  | KSI                | 26.8                     | 23                | 26   | 17   | -36.6                                    |       |       |
|                |                  | Slightly Injured   | 69.4                     | 55                | 51   | 39   | -43.8                                    |       |       |
|                |                  | Total              | 96.2                     | 78                | 77   | 56   | -41.8                                    |       |       |

**Table F-0-5 Collisions involving drivers or riders impaired by alcohol and/or drugs by road type, classification and year**

| Road Type      | Classification   | Collision Severity | 2005-2009 BSL average | 2010       | 2011    | 2012 | 2012 per cent change from BSL average |       |   |   |
|----------------|------------------|--------------------|-----------------------|------------|---------|------|---------------------------------------|-------|---|---|
| Motorway       | -                | Fatal              | 11.0                  | 7          | 2       | 5    | -                                     |       |   |   |
|                |                  | Serious            | 44.0                  | 51         | 37      | 31   | -29.5                                 |       |   |   |
|                |                  | KSI                | 55.0                  | 58         | 39      | 36   | -34.5                                 |       |   |   |
|                |                  | Slight             | 188.8                 | 139        | 138     | 145  | -23.2                                 |       |   |   |
|                |                  | Total              | 243.8                 | 197        | 177     | 181  | -25.8                                 |       |   |   |
| A-road         | Dual Carriageway | - Built-up         | Fatal                 | 0.8        | 0       | 0    | 0                                     | -     |   |   |
|                |                  |                    | Serious               | 3.8        | 1       | 3    | 4                                     | -     |   |   |
|                |                  |                    | KSI                   | 4.6        | 1       | 3    | 4                                     | -     |   |   |
|                |                  |                    | Slight                | 14.4       | 18      | 13   | 13                                    | -     |   |   |
|                |                  |                    | Total                 | 19.0       | 19      | 16   | 17                                    | -10.5 |   |   |
|                | - Non Built-up   | Fatal              | 8.6                   | 6          | 5       | 4    | -                                     |       |   |   |
|                |                  | Serious            | 41.4                  | 39         | 32      | 25   | -39.6                                 |       |   |   |
|                |                  | KSI                | 50.0                  | 45         | 37      | 29   | -42.0                                 |       |   |   |
|                |                  | Slight             | 124.2                 | 85         | 105     | 105  | -15.5                                 |       |   |   |
|                |                  | Total              | 174.2                 | 130        | 142     | 134  | -23.1                                 |       |   |   |
|                |                  | A-road             | Single Carriageway    | - Built-up | Fatal   | 1.2  | 0                                     | 0     | 1 | - |
|                |                  |                    |                       |            | Serious | 3.4  | 1                                     | 3     | 1 | - |
|                |                  |                    |                       |            | KSI     | 4.6  | 1                                     | 3     | 2 | - |
|                |                  |                    |                       |            | Slight  | 11.0 | 10                                    | 12    | 6 | - |
| Total          | 15.6             |                    |                       |            | 11      | 15   | 8                                     | -48.7 |   |   |
| - Non Built-up | Fatal            |                    | 6.6                   | 4          | 5       | 1    | -                                     |       |   |   |
|                | Serious          |                    | 11.0                  | 11         | 10      | 12   | -                                     |       |   |   |
|                | KSI              |                    | 17.6                  | 15         | 15      | 13   | -26.1                                 |       |   |   |
|                | Slight           |                    | 35.6                  | 28         | 28      | 20   | -43.8                                 |       |   |   |
|                | Total            |                    | 53.2                  | 43         | 43      | 33   | -38.0                                 |       |   |   |

**Table F-0-6 Collisions involving drivers or riders impaired by alcohol and/or drugs by top 20 road names and year**

| No. | Road  | 2005-2009 BSL average | 2010 | 2011 | 2012 | 2012 per cent change from BSL average |
|-----|-------|-----------------------|------|------|------|---------------------------------------|
| 1   | M25   | 26.4                  | 26   | 23   | 27   | 2.3                                   |
| 2   | M1    | 28.8                  | 35   | 24   | 20   | -30.6                                 |
| 3   | M4    | 17.8                  | 12   | 15   | 17   | -4.5                                  |
| 4   | M6    | 30.0                  | 19   | 19   | 14   | -53.3                                 |
| 5   | M5    | 15.2                  | 16   | 5    | 14   | -7.9                                  |
| 6   | A12   | 12.6                  | 8    | 2    | 13   | -                                     |
| 7   | A38   | 11.6                  | 8    | 15   | 13   | -                                     |
| 8   | M40   | 12.0                  | 13   | 13   | 12   | -                                     |
| 9   | M62   | 14.6                  | 5    | 6    | 11   | -                                     |
| 10  | M60   | 8.8                   | 7    | 3    | 10   | -                                     |
| 11  | A30   | 7.0                   | 5    | 6    | 10   | -                                     |
| 12  | M3    | 12.6                  | 13   | 6    | 9    | -                                     |
| 13  | A5    | 10.8                  | 14   | 10   | 9    | -                                     |
| 14  | A27   | 12.4                  | 7    | 13   | 8    | -                                     |
| 15  | A47   | 10.0                  | 3    | 10   | 8    | -                                     |
| 16  | A1(M) | 8.6                   | 7    | 7    | 8    | -                                     |
| 17  | A34   | 6.8                   | 4    | 5    | 8    | -                                     |
| 18  | A19   | 6.6                   | 8    | 5    | 8    | -                                     |
| 19  | A1    | 22.2                  | 16   | 17   | 7    | -68.5                                 |
| 20  | A46   | 10.2                  | 6    | 9    | 7    | -                                     |

**Table F-0-7 Casualties involving drivers or riders fatigued by road type, classification and year**

| Road Type      | Classification   | Casualty Severity  | 2005-2009 BSL average | 2010              | 2011 | 2012 | 2012 per cent change from BSL average |      |     |
|----------------|------------------|--------------------|-----------------------|-------------------|------|------|---------------------------------------|------|-----|
| Motorway       | -                | Killed             | 24.4                  | 15                | 9    | 7    | -71.3                                 |      |     |
|                |                  | Seriously Injured  | 97.4                  | 81                | 63   | 52   | -46.6                                 |      |     |
|                |                  | KSI                | 121.8                 | 96                | 72   | 59   | -51.6                                 |      |     |
|                |                  | Slightly Injured   | 490.4                 | 412               | 363  | 407  | -17.0                                 |      |     |
|                |                  | Total              | 612.2                 | 508               | 435  | 466  | -23.9                                 |      |     |
| A-road         | Dual Carriageway | - Built-up         | Killed                | 0.2               | 0    | 0    | 0                                     | -    |     |
|                |                  |                    | Seriously Injured     | 0.6               | 3    | 1    | 1                                     | -    |     |
|                |                  |                    | KSI                   | 0.8               | 3    | 1    | 1                                     | -    |     |
|                |                  |                    | Slightly Injured      | 6.2               | 10   | 4    | 7                                     | -    |     |
|                |                  |                    | Total                 | 7.0               | 13   | 5    | 8                                     | -    |     |
|                | - Non Built-up   | Killed             | 8.8                   | 14                | 12   | 8    | -                                     |      |     |
|                |                  | Seriously Injured  | 43.0                  | 37                | 35   | 41   | -4.7                                  |      |     |
|                |                  | KSI                | 51.8                  | 51                | 47   | 49   | -5.4                                  |      |     |
|                |                  | Slightly Injured   | 187.6                 | 161               | 149  | 139  | -25.9                                 |      |     |
|                |                  | Total              | 239.4                 | 212               | 196  | 188  | -21.5                                 |      |     |
|                | A-road           | Single Carriageway | - Built-up            | Killed            | 0.4  | 0    | 0                                     | 2    | -   |
|                |                  |                    |                       | Seriously Injured | 2.8  | 1    | 1                                     | 4    | -   |
|                |                  |                    |                       | KSI               | 3.2  | 1    | 1                                     | 6    | -   |
|                |                  |                    |                       | Slightly Injured  | 13.2 | 14   | 16                                    | 14   | 6.1 |
| Total          |                  |                    |                       | 16.4              | 15   | 17   | 20                                    | 22.0 |     |
| - Non Built-up |                  | Killed             | 4.8                   | 0                 | 8    | 8    | -                                     |      |     |
|                |                  | Seriously Injured  | 18.6                  | 21                | 16   | 28   | 50.5                                  |      |     |
|                |                  | KSI                | 23.4                  | 21                | 24   | 36   | 53.8                                  |      |     |
|                |                  | Slightly Injured   | 70.6                  | 70                | 61   | 72   | 2.0                                   |      |     |
|                |                  | Total              | 94.0                  | 91                | 85   | 108  | 14.9                                  |      |     |

**Table F-0-8 Collisions involving drivers or riders fatigued by road type, classification and year**

| Road Type      | Classification   | Collision Severity | 2005-2009 BSL average | 2010       | 2011    | 2012 | 2012 per cent change from BSL average |   |   |   |
|----------------|------------------|--------------------|-----------------------|------------|---------|------|---------------------------------------|---|---|---|
| Motorway       | -                | Fatal              | 19.6                  | 15         | 9       | 6    | -69.4                                 |   |   |   |
|                |                  | Serious            | 73.2                  | 60         | 51      | 42   | -42.6                                 |   |   |   |
|                |                  | KSI                | 92.8                  | 75         | 60      | 48   | -48.3                                 |   |   |   |
|                |                  | Slight             | 280.8                 | 250        | 230     | 230  | -18.1                                 |   |   |   |
|                |                  | Total              | 373.6                 | 325        | 290     | 278  | -25.6                                 |   |   |   |
| A-road         | Dual Carriageway | - Built-up         | Fatal                 | 0.2        | 0       | 0    | 0                                     | - |   |   |
|                |                  |                    | Serious               | 0.4        | 3       | 1    | 1                                     | - |   |   |
|                |                  |                    | KSI                   | 0.6        | 3       | 1    | 1                                     | - |   |   |
|                |                  |                    | Slight                | 4.2        | 4       | 4    | 6                                     | - |   |   |
|                |                  |                    | Total                 | 4.8        | 7       | 5    | 7                                     | - |   |   |
|                | - Non Built-up   | Fatal              | 7.6                   | 13         | 12      | 7    | -                                     |   |   |   |
|                |                  | Serious            | 35.6                  | 28         | 22      | 30   | -15.7                                 |   |   |   |
|                |                  | KSI                | 43.2                  | 41         | 34      | 37   | -14.4                                 |   |   |   |
|                |                  | Slight             | 124.2                 | 104        | 101     | 89   | -28.3                                 |   |   |   |
|                |                  | Total              | 167.4                 | 145        | 135     | 126  | -24.7                                 |   |   |   |
|                |                  | A-road             | Single Carriageway    | - Built-up | Fatal   | 0.4  | 0                                     | 0 | 1 | - |
|                |                  |                    |                       |            | Serious | 1.8  | 1                                     | 1 | 3 | - |
|                |                  |                    |                       |            | KSI     | 2.2  | 1                                     | 1 | 4 | - |
|                |                  |                    |                       |            | Slight  | 6.8  | 10                                    | 8 | 4 | - |
| Total          | 9.0              |                    |                       |            | 11      | 9    | 8                                     | - |   |   |
| - Non Built-up | Fatal            |                    | 4.8                   | 0          | 7       | 8    | -                                     |   |   |   |
|                | Serious          |                    | 11.6                  | 13         | 4       | 19   | -                                     |   |   |   |
|                | KSI              |                    | 16.4                  | 13         | 11      | 27   | 64.6                                  |   |   |   |
|                | Slight           |                    | 36.8                  | 33         | 30      | 28   | -23.9                                 |   |   |   |
|                | Total            |                    | 53.2                  | 46         | 41      | 55   | 3.4                                   |   |   |   |

**Table F-0-9 Collisions involving drivers or riders fatigued by top 20 road names and year**

| No. | Road  | 2005-2009 BSL average | 2010 | 2011 | 2012 | 2012 per cent change from BSL average |
|-----|-------|-----------------------|------|------|------|---------------------------------------|
| 1   | M25   | 42.8                  | 43   | 27   | 55   | 28.5                                  |
| 2   | M6    | 54.8                  | 46   | 50   | 34   | -38.0                                 |
| 3   | M1    | 58.0                  | 54   | 38   | 31   | -46.6                                 |
| 4   | M4    | 42.0                  | 37   | 39   | 28   | -33.3                                 |
| 5   | M40   | 33.8                  | 29   | 29   | 28   | -17.2                                 |
| 6   | M5    | 31.2                  | 22   | 17   | 25   | -19.9                                 |
| 7   | A1    | 27.4                  | 22   | 17   | 23   | -16.1                                 |
| 8   | A1(M) | 17.4                  | 15   | 15   | 19   | 9.2                                   |
| 9   | A5    | 7.8                   | 12   | 1    | 12   | -                                     |
| 10  | A14   | 17.8                  | 9    | 20   | 11   | -38.2                                 |
| 11  | A303  | 12.6                  | 13   | 5    | 11   | -                                     |
| 12  | A30   | 7.2                   | 11   | 11   | 11   | -                                     |
| 13  | M20   | 8.2                   | 4    | 6    | 9    | -                                     |
| 14  | M3    | 18.4                  | 13   | 13   | 8    | -56.5                                 |
| 15  | M62   | 14.8                  | 7    | 8    | 8    | -                                     |
| 16  | A34   | 12.8                  | 6    | 5    | 8    | -                                     |
| 17  | A3    | 10.2                  | 8    | 13   | 8    | -                                     |
| 18  | A12   | 10.0                  | 5    | 5    | 8    | -                                     |
| 19  | A38   | 8.2                   | 17   | 10   | 7    | -                                     |
| 20  | A47   | 7.6                   | 4    | 8    | 7    | -                                     |

**Table F-0-10 Casualties involving drivers or riders exceeding the speed limit by road type, classification and year**

| Road Type      | Classification   | Casualty Severity  | 2005-2009 BSL average | 2010              | 2011 | 2012 | 2012 per cent change from BSL average |       |     |
|----------------|------------------|--------------------|-----------------------|-------------------|------|------|---------------------------------------|-------|-----|
| Motorway       | -                | Killed             | 13.2                  | 5                 | 12   | 5    | -                                     |       |     |
|                |                  | Seriously Injured  | 39.6                  | 32                | 26   | 23   | -41.9                                 |       |     |
|                |                  | KSI                | 52.8                  | 37                | 38   | 28   | -47.0                                 |       |     |
|                |                  | Slightly Injured   | 223.6                 | 223               | 202  | 119  | -46.8                                 |       |     |
|                |                  | Total              | 276.4                 | 260               | 240  | 147  | -46.8                                 |       |     |
| A-road         | Dual Carriageway | - Built-up         | Killed                | 1.0               | 0    | 2    | 0                                     | -     |     |
|                |                  |                    | Seriously Injured     | 5.6               | 2    | 1    | 3                                     | -     |     |
|                |                  |                    | KSI                   | 6.6               | 2    | 3    | 3                                     | -     |     |
|                |                  |                    | Slightly Injured      | 24.0              | 14   | 29   | 19                                    | -20.8 |     |
|                |                  |                    | Total                 | 30.6              | 16   | 32   | 22                                    | -28.1 |     |
|                | - Non Built-up   | Killed             | 15.0                  | 7                 | 2    | 4    | -73.3                                 |       |     |
|                |                  | Seriously Injured  | 32.6                  | 36                | 24   | 17   | -47.9                                 |       |     |
|                |                  | KSI                | 47.6                  | 43                | 26   | 21   | -55.9                                 |       |     |
|                |                  | Slightly Injured   | 163.2                 | 104               | 124  | 126  | -22.8                                 |       |     |
|                |                  | Total              | 210.8                 | 147               | 150  | 147  | -30.3                                 |       |     |
|                | A-road           | Single Carriageway | - Built-up            | Killed            | 1.0  | 1    | 0                                     | 0     | -   |
|                |                  |                    |                       | Seriously Injured | 5.6  | 4    | 4                                     | 2     | -   |
|                |                  |                    |                       | KSI               | 6.6  | 5    | 4                                     | 2     | -   |
|                |                  |                    |                       | Slightly Injured  | 19.2 | 22   | 27                                    | 21    | 9.4 |
| Total          |                  |                    |                       | 25.8              | 27   | 31   | 23                                    | -10.9 |     |
| - Non Built-up |                  | Killed             | 8.4                   | 5                 | 3    | 0    | -                                     |       |     |
|                |                  | Seriously Injured  | 21.8                  | 21                | 15   | 15   | -31.2                                 |       |     |
|                |                  | KSI                | 30.2                  | 26                | 18   | 15   | -50.3                                 |       |     |
|                |                  | Slightly Injured   | 66.4                  | 55                | 56   | 36   | -45.8                                 |       |     |
|                |                  | Total              | 96.6                  | 81                | 74   | 51   | -47.2                                 |       |     |



**Table F-0-11 Collisions involving drivers or riders exceeding the speed limit by road type, classification and year**

| Road Type      | Classification   | Collision Severity | 2005-2009 BSL average | 2010    | 2011 | 2012 | 2012 per cent change from BSL average |       |   |
|----------------|------------------|--------------------|-----------------------|---------|------|------|---------------------------------------|-------|---|
| Motorway       | -                | Fatal              | 11.0                  | 5       | 10   | 4    | -                                     |       |   |
|                |                  | Serious            | 28.4                  | 24      | 18   | 15   | -47.2                                 |       |   |
|                |                  | KSI                | 39.4                  | 29      | 28   | 19   | -51.8                                 |       |   |
|                |                  | Slight             | 120.8                 | 117     | 95   | 69   | -42.9                                 |       |   |
|                |                  | Total              | 160.2                 | 146     | 123  | 88   | -45.1                                 |       |   |
| A-road         | Dual Carriageway | - Built-up         | Fatal                 | 1.0     | 0    | 1    | 0                                     | -     |   |
|                |                  |                    | Serious               | 4.2     | 2    | 0    | 3                                     | -     |   |
|                |                  |                    | KSI                   | 5.2     | 2    | 1    | 3                                     | -     |   |
|                |                  |                    | Slight                | 15.2    | 8    | 13   | 11                                    | -27.6 |   |
|                |                  |                    | Total                 | 20.4    | 10   | 14   | 14                                    | -31.4 |   |
|                | - Non Built-up   | Fatal              | 13.2                  | 7       | 2    | 4    | -                                     |       |   |
|                |                  | Serious            | 23.0                  | 26      | 19   | 15   | -34.8                                 |       |   |
|                |                  | KSI                | 36.2                  | 33      | 21   | 19   | -47.5                                 |       |   |
|                |                  | Slight             | 95.0                  | 55      | 72   | 76   | -20.0                                 |       |   |
|                |                  | Total              | 131.2                 | 88      | 93   | 95   | -27.6                                 |       |   |
|                | A-road           | Single Carriageway | - Built-up            | Fatal   | 0.6  | 1    | 0                                     | 0     | - |
|                |                  |                    |                       | Serious | 4.0  | 4    | 4                                     | 2     | - |
|                |                  |                    |                       | KSI     | 4.6  | 5    | 4                                     | 2     | - |
|                |                  |                    |                       | Slight  | 12.2 | 9    | 14                                    | 7     | - |
| Total          |                  |                    |                       | 16.8    | 14   | 18   | 9                                     | -46.4 |   |
| - Non Built-up |                  | Fatal              | 5.8                   | 4       | 3    | 0    | -                                     |       |   |
|                |                  | Serious            | 14.2                  | 11      | 10   | 14   | -                                     |       |   |
|                |                  | KSI                | 20.0                  | 15      | 13   | 14   | -30.0                                 |       |   |
|                |                  | Slight             | 30.2                  | 24      | 25   | 19   | -37.1                                 |       |   |
|                |                  | Total              | 50.2                  | 39      | 38   | 33   | -34.3                                 |       |   |

**Table F-0-12 Collisions involving drivers or riders exceeding the speed limit by top 20 road names and year**

| No. | Road  | 2005-2009 BSL average | 2010 | 2011 | 2012 | 2012 per cent change from BSL average |
|-----|-------|-----------------------|------|------|------|---------------------------------------|
| 1   | A38   | 11.4                  | 10   | 8    | 17   | -                                     |
| 2   | M25   | 16.0                  | 21   | 13   | 15   | -6.3                                  |
| 3   | A5    | 15.0                  | 14   | 11   | 14   | -6.7                                  |
| 4   | M6    | 22.2                  | 11   | 12   | 11   | -50.5                                 |
| 5   | M1    | 19.0                  | 19   | 19   | 11   | -42.1                                 |
| 6   | A3    | 9.6                   | 5    | 9    | 8    | -                                     |
| 7   | A46   | 7.4                   | 10   | 5    | 8    | -                                     |
| 8   | A1    | 16.4                  | 5    | 8    | 7    | -57.3                                 |
| 9   | M40   | 7.6                   | 7    | 6    | 7    | -                                     |
| 10  | M4    | 16.6                  | 24   | 18   | 6    | -63.9                                 |
| 11  | A19   | 5.0                   | 2    | 3    | 6    | -                                     |
| 12  | A30   | 8.8                   | 5    | 6    | 5    | -                                     |
| 13  | M62   | 5.0                   | 4    | 4    | 5    | -                                     |
| 14  | M5    | 12.2                  | 9    | 7    | 4    | -                                     |
| 15  | A12   | 10.2                  | 3    | 8    | 4    | -                                     |
| 16  | A1(M) | 6.6                   | 5    | 4    | 4    | -                                     |
| 17  | A50   | 4.6                   | 2    | 3    | 4    | -                                     |
| 18  | M3    | 4.4                   | 4    | 6    | 4    | -                                     |
| 19  | A21   | 4.2                   | 4    | 8    | 4    | -                                     |
| 20  | A64   | 4.2                   | 4    | 3    | 4    | -                                     |

**Table F-0-13 Casualties involving drivers or riders distracted by road type, classification and year**

| Road Type      | Classification   | Casualty Severity  | 2005-2009 BSL average | 2010              | 2011         | 2012         | 2012 per cent change from BSL average |             |     |
|----------------|------------------|--------------------|-----------------------|-------------------|--------------|--------------|---------------------------------------|-------------|-----|
| Motorway       | -                | Killed             | 7.8                   | 4                 | 0            | 2            | -                                     |             |     |
|                |                  | Seriously Injured  | 77.4                  | 54                | 49           | 60           | -22.5                                 |             |     |
|                |                  | KSI                | 85.2                  | 58                | 49           | 62           | -27.2                                 |             |     |
|                |                  | Slightly Injured   | 1,799.8               | 1,560             | 1,437        | 1,276        | -29.1                                 |             |     |
|                |                  | <b>Total</b>       | <b>1,885.0</b>        | <b>1,618</b>      | <b>1,486</b> | <b>1,338</b> | <b>-29.0</b>                          |             |     |
| A-road         | Dual Carriageway | - Built-up         | Killed                | 0.2               | 0            | 0            | 0                                     | -           |     |
|                |                  |                    | Seriously Injured     | 2.8               | 2            | 1            | 2                                     | -           |     |
|                |                  |                    | KSI                   | 3.0               | 2            | 1            | 2                                     | -           |     |
|                |                  |                    | Slightly Injured      | 69.4              | 64           | 66           | 104                                   | 49.9        |     |
|                |                  |                    | <b>Total</b>          | <b>72.4</b>       | <b>66</b>    | <b>67</b>    | <b>106</b>                            | <b>46.4</b> |     |
|                | - Non Built-up   | Killed             | 2.4                   | 2                 | 0            | 1            | -                                     |             |     |
|                |                  | Seriously Injured  | 39.2                  | 34                | 42           | 32           | -18.4                                 |             |     |
|                |                  | KSI                | 41.6                  | 36                | 42           | 33           | -20.7                                 |             |     |
|                |                  | Slightly Injured   | 787.8                 | 625               | 658          | 647          | -17.9                                 |             |     |
|                |                  | <b>Total</b>       | <b>829.4</b>          | <b>661</b>        | <b>700</b>   | <b>680</b>   | <b>-18.0</b>                          |             |     |
|                | A-road           | Single Carriageway | - Built-up            | Killed            | 0.0          | 0            | 0                                     | 0           | -   |
|                |                  |                    |                       | Seriously Injured | 2.8          | 4            | 5                                     | 2           | -   |
|                |                  |                    |                       | KSI               | 2.8          | 4            | 5                                     | 2           | -   |
|                |                  |                    |                       | Slightly Injured  | 74.4         | 45           | 52                                    | 76          | 2.2 |
| <b>Total</b>   |                  |                    |                       | <b>77.2</b>       | <b>49</b>    | <b>57</b>    | <b>78</b>                             | <b>1.0</b>  |     |
| - Non Built-up |                  | Killed             | 1.2                   | 1                 | 1            | 2            | -                                     |             |     |
|                |                  | Seriously Injured  | 19.6                  | 10                | 12           | 9            | -54.1                                 |             |     |
|                |                  | KSI                | 20.8                  | 11                | 13           | 11           | -47.1                                 |             |     |
|                |                  | Slightly Injured   | 278.4                 | 213               | 190          | 168          | -39.7                                 |             |     |
|                |                  | <b>Total</b>       | <b>299.2</b>          | <b>224</b>        | <b>203</b>   | <b>179</b>   | <b>-40.2</b>                          |             |     |

**Table F-0-14 Collisions involving drivers or riders distracted by road type, classification and year**

| Road Type      | Classification   | Collision Severity | 2005-2009 BSL average | 2010    | 2011 | 2012 | 2012 per cent change from BSL average |      |      |
|----------------|------------------|--------------------|-----------------------|---------|------|------|---------------------------------------|------|------|
| Motorway       | -                | Fatal              | 6.8                   | 4       | 0    | 2    | -                                     |      |      |
|                |                  | Serious            | 65.8                  | 50      | 45   | 51   | -22.5                                 |      |      |
|                |                  | KSI                | 72.6                  | 54      | 45   | 53   | -27.0                                 |      |      |
|                |                  | Slight             | 935.4                 | 817     | 735  | 664  | -29.0                                 |      |      |
|                |                  | Total              | 1,008.0               | 871     | 780  | 717  | -28.9                                 |      |      |
| A-road         | Dual Carriageway | - Built-up         | Fatal                 | 0.2     | 0    | 0    | 0                                     | -    |      |
|                |                  |                    | Serious               | 2.4     | 2    | 1    | 2                                     | -    |      |
|                |                  |                    | KSI                   | 2.6     | 2    | 1    | 2                                     | -    |      |
|                |                  |                    | Slight                | 44.8    | 26   | 42   | 66                                    | 47.3 |      |
|                |                  |                    | Total                 | 47.4    | 28   | 43   | 68                                    | 43.5 |      |
|                | - Non Built-up   | Fatal              | 2.4                   | 2       | 0    | 1    | -                                     |      |      |
|                |                  | Serious            | 33.0                  | 31      | 36   | 29   | -12.1                                 |      |      |
|                |                  | KSI                | 35.4                  | 33      | 36   | 30   | -15.3                                 |      |      |
|                |                  | Slight             | 445.6                 | 350     | 357  | 368  | -17.4                                 |      |      |
|                |                  | Total              | 481.0                 | 383     | 393  | 398  | -17.3                                 |      |      |
|                | A-road           | Single Carriageway | - Built-up            | Fatal   | 0.0  | 0    | 0                                     | 0    | -    |
|                |                  |                    |                       | Serious | 2.8  | 4    | 5                                     | 2    | -    |
|                |                  |                    |                       | KSI     | 2.8  | 4    | 5                                     | 2    | -    |
|                |                  |                    |                       | Slight  | 42.6 | 29   | 27                                    | 42   | -1.4 |
| Total          |                  |                    |                       | 45.4    | 33   | 32   | 44                                    | -3.1 |      |
| - Non Built-up |                  | Fatal              | 1.2                   | 1       | 1    | 2    | -                                     |      |      |
|                |                  | Serious            | 15.8                  | 9       | 8    | 8    | -49.4                                 |      |      |
|                |                  | KSI                | 17.0                  | 10      | 9    | 10   | -41.2                                 |      |      |
|                |                  | Slight             | 144.0                 | 116     | 97   | 96   | -33.3                                 |      |      |
|                |                  | Total              | 161.0                 | 126     | 106  | 106  | -34.2                                 |      |      |

**Table F-0-15 Collisions involving distracted drivers or riders by top 20 road names and year**

| No. | Road  | 2005-2009 BSL average | 2010 | 2011 | 2012 | 2012 per cent change from BSL average |
|-----|-------|-----------------------|------|------|------|---------------------------------------|
| 1   | M25   | 150.8                 | 135  | 129  | 131  | -13.1                                 |
| 2   | M1    | 190.0                 | 118  | 100  | 125  | -34.2                                 |
| 3   | M4    | 86.2                  | 94   | 66   | 76   | -11.8                                 |
| 4   | M6    | 146.6                 | 161  | 126  | 69   | -52.9                                 |
| 5   | A38   | 38.0                  | 22   | 34   | 49   | 28.9                                  |
| 6   | M3    | 42.4                  | 42   | 42   | 46   | 8.5                                   |
| 7   | A1(M) | 40.6                  | 50   | 41   | 45   | 10.8                                  |
| 8   | M5    | 59.0                  | 44   | 36   | 44   | -25.4                                 |
| 9   | A14   | 42.6                  | 42   | 37   | 41   | -3.8                                  |
| 10  | A34   | 30.6                  | 21   | 32   | 37   | 20.9                                  |
| 11  | A1    | 80.4                  | 56   | 53   | 35   | -56.5                                 |
| 12  | A5    | 29.6                  | 22   | 26   | 28   | -5.4                                  |
| 13  | A19   | 25.8                  | 17   | 12   | 26   | 0.8                                   |
| 14  | M27   | 22.8                  | 25   | 29   | 26   | 14.0                                  |
| 15  | A46   | 29.2                  | 25   | 27   | 24   | -17.8                                 |
| 16  | A30   | 19.6                  | 15   | 18   | 24   | 22.4                                  |
| 17  | A27   | 52.8                  | 39   | 20   | 22   | -58.3                                 |
| 18  | A3    | 21.2                  | 13   | 14   | 20   | -5.7                                  |
| 19  | A52   | 17.6                  | 11   | 13   | 20   | 13.6                                  |
| 20  | M60   | 23.0                  | 21   | 16   | 19   | -17.4                                 |

## 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 2012'.

| All roads in GB  | Highways Agency's 2010 network   |
|--|--|
| <p>In 2012, there were <b>195,723 reported casualties</b> on all roads in Great Britain, i.e. all major and minor roads in England, Wales and Scotland.</p>  | <p>In 2012, there were <b>16,673 reported casualties</b> on the Highways Agency's 2010 network.</p>  |
| <p><b>Compared with 2011:</b></p>  | <p><b>Compared with 2011:</b></p>  |
| <ul style="list-style-type: none"> <li>• This represents 4 per cent fewer casualties;</li> <li>• 1,754 people were killed, 8 per cent lower;</li> <li>• 24,793 people were killed or seriously injured, 0.9 per cent lower;</li> <li>• 170,930 people were slightly injured, 4 per cent fewer;</li> <li>• 2,272 children were killed or seriously injured, 6 per cent fewer;</li> <li>• 17,251 child casualties were reported, 11 per cent fewer.</li> </ul> | <ul style="list-style-type: none"> <li>• This represents 6 per cent fewer casualties;</li> <li>• 217 people were killed, 14 per cent lower;</li> <li>• 1,696 people were killed or seriously injured, 7 per cent fewer;</li> <li>• 14,977 people were slightly injured, 6 per cent fewer;</li> <li>• 60 children were killed or seriously injured, 6 per cent fewer;</li> <li>• 862 child casualties were reported, 15 per cent lower (following an 8 per cent increase in 2011 from 2010).</li> </ul> |

**All roads in GB****Compared with the 2005 to 2009  
baseline values:**

- The number of people killed or seriously injured was 17 per cent lower;
- The total number of casualties was 20 per cent lower;
- Fatalities were 38 per cent lower;
- The number of children killed or seriously injured was 26 per cent lower;
- The total number of child casualties was 28 per cent lower;
- The number of child fatalities was 52 per cent lower;
- There were 145,571 reported road injury collisions, 19 per cent fewer;
- Killed or seriously injured was the outcome of 22,538 injury collisions, down 15 per cent.

**Highways Agency's 2010 network****Compared with the 2005 to 2009  
baseline values:**

- The number of people killed or seriously injured was 27 per cent lower;
- The total number of casualties was 23 per cent lower;
- Fatalities were 39 per cent lower;
- The number of children killed or seriously injured was 27 per cent lower;
- The total number of child casualties was 25 per cent lower;
- The number of child fatalities was 42 per cent lower;
- There were 10,520 reported road injury collisions, 24 per cent fewer;
- Killed or seriously injured was the outcome of 1,429 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 24 and 19 per cent respectively;
- Car occupant fatalities were 801, 9 per cent lower than in 2011, serious injuries amongst car occupants were 8,232, 1 per cent lower and total casualties were 119,708, 4 per cent lower;
- 420 pedestrians were killed, 7 per cent lower than in 2011 and the number of seriously injured pedestrians increased by 2 per cent to 5,559;
- Pedal cyclist fatalities increased by 10 per cent to 118, serious injuries increased by 4 per cent to 3,222 and total casualties decreased by 0.6 per cent to 19,091 since 2011;
- Motorcycle user fatalities fell by 9 per cent to 328, serious injuries decreased by 5 per cent to 5,000 and total casualties decreased by 4 per cent to 19,310 since 2011.

**Highways Agency's 2010 network****By road user type:**

- 56 per cent of all fatalities were car occupants, while pedestrians and motorcyclists accounted for 17 and 11 per cent respectively;
- Car occupant fatalities were 122, 25 per cent lower than in 2011, serious injuries amongst car occupants were 969, 6 per cent lower and total casualties were 14,011, 5 per cent lower;
- 36 pedestrians were killed, no change from 2011 and the number of seriously injured pedestrians fell by 21 per cent to 46;
- Pedal cyclist fatalities increased by 60 per cent to 8 and serious injuries increased by 24 per cent to 46 but total casualties decreased by 2 per cent to 170 since 2011;
- Motorcycle user fatalities remained unchanged at 23, serious injuries decreased by 11 per cent to 272 and total casualties decreased by 13 per cent to 812 since 2011.



## Appendix H: Topics of Interest

Appendix H comprises detailed statistical outputs to the topics discussed in Section 7. Each subsection covers a specific topic: motorway hard shoulders, pedal cyclists, driver and rider profiles, fatalities, close following, tyres, and HGV and LGV (Other GV) associated statistics.

### H.1 Motorway Hardshoulder

**Table H-0-1 Collisions involving vehicles entering, leaving or on motorway hardshoulders by top 20 road names and year**

| No. | Road Name | 2005-2009 BSL average | 2010 | 2011 | 2012 | 2012 per cent change from BSL average |
|-----|-----------|-----------------------|------|------|------|---------------------------------------|
| 1   | M25       | 13.6                  | 9    | 4    | 14   | -                                     |
| 2   | M6        | 15.0                  | 10   | 14   | 9    | -40.0                                 |
| 3   | M1        | 14.8                  | 17   | 8    | 9    | -39.2                                 |
| 4   | M4        | 6.2                   | 1    | 2    | 4    | -                                     |
| 5   | A1(M)     | 6.6                   | 5    | 6    | 3    | -                                     |
| 6   | M62       | 6.2                   | 8    | 3    | 3    | -                                     |
| 7   | M40       | 6.0                   | 4    | 6    | 3    | -                                     |
| 8   | M42       | 2.3                   | 2    | 2    | 3    | -                                     |
| 9   | M2        | 1.5                   | 1    | 2    | 3    | -                                     |
| 10  | M20       | 5.8                   | 5    | 3    | 2    | -                                     |
| 11  | M60       | 2.6                   | 0    | 1    | 2    | -                                     |
| 12  | M56       | 1.3                   | 1    | 2    | 2    | -                                     |
| 13  | M55       | 1.0                   | 2    | 0    | 2    | -                                     |
| 14  | M5        | 6.2                   | 5    | 4    | 1    | -                                     |
| 15  | M3        | 4.2                   | 4    | 1    | 1    | -                                     |
| 16  | M11       | 3.2                   | 3    | 1    | 1    | -                                     |
| 17  | M27       | 2.3                   | 0    | 2    | 1    | -                                     |
| 18  | M23       | 1.3                   | 0    | 0    | 1    | -                                     |
| 19  | M65       | 1.3                   | 3    | 2    | 1    | -                                     |
| 20  | M18       | 1.0                   | 0    | 2    | 1    | -                                     |

**Table H-0-2 Casualties involving vehicles entering, leaving or on motorway hardshoulders by casualty type, severity and year**

| Casualty Type           | Casualty Severity | 2005-2009<br>BSL average | 2010 | 2011 | 2012 | 2012 per cent change from<br>BSL average |
|-------------------------|-------------------|--------------------------|------|------|------|--|
| Car occupants           | Killed            | 6.8                      | 1    | 1    | 2    | -  |
|                         | Seriously Injured | 19.2                     | 16   | 8    | 9    | -53.1                                    |
|                         | KSI               | 26.0                     | 17   | 9    | 11   | -57.7                                    |
|                         | Slightly Injured  | 99.4                     | 98   | 78   | 55   | -44.7                                    |
|                         | Total             | 125.4                    | 115  | 87   | 66   | -47.4                                    |
| PTW users               | Killed            | 0.0                      | 1    | 0    | 0    | -  |
|                         | Seriously Injured | 1.0                      | 1    | 1    | 2    | -  |
|                         | KSI               | 1.0                      | 2    | 1    | 2    | -  |
|                         | Slightly Injured  | 1.6                      | 1    | 2    | 2    | -  |
|                         | Total             | 2.6                      | 3    | 3    | 4    | -  |
| HGV occupant            | Killed            | 2.2                      | 2    | 3    | 2    | -  |
|                         | Seriously Injured | 6.8                      | 0    | 1    | 2    | -  |
|                         | KSI               | 9.0                      | 2    | 4    | 4    | -  |
|                         | Slightly Injured  | 20.2                     | 13   | 10   | 7    | -65.3                                    |
|                         | Total             | 29.2                     | 15   | 14   | 11   | -62.3                                    |
| Other GV occupant       | Killed            | 0.4                      | 1    | 0    | 0    | -  |
|                         | Seriously Injured | 2.0                      | 1    | 2    | 3    | -  |
|                         | KSI               | 2.4                      | 2    | 2    | 3    | -  |
|                         | Slightly Injured  | 7.2                      | 6    | 3    | 10   | -  |
|                         | Total             | 9.6                      | 8    | 5    | 13   | -  |
| Any other casualty type | Killed            | 2.2                      | 5    | 4    | 4    | -  |
|                         | Seriously Injured | 5.0                      | 7    | 5    | 3    | -  |
|                         | KSI               | 7.2                      | 12   | 9    | 7    | -  |
|                         | Slightly Injured  | 10.8                     | 11   | 47   | 11   | -  |
|                         | Total             | 18.0                     | 23   | 56   | 18   | -  |

**Table H-0-3 Top 20 contributory factors involving vehicles entering, leaving or on motorway hardshoulders by severity 2012**

| No. | Contributory Factors                         | Fatal | Serious | KSI | Slight | Total |
|-----|--|-------|---------|-----|--------|-------|
| 1   | Failed to look properly                      | 1     | 6       | 13  | 7      | 20    |
| 2   | Careless, reckless or in a hurry             | 1     | 3       | 9   | 4      | 13    |
| 3   | Loss of control                              | 1     | 6       | 6   | 7      | 13    |
| 4   | Slippery road (due to weather)               | 2     | 0       | 8   | 2      | 10    |
| 5   | Other factor                                 | 0     | 5       | 4   | 5      | 9     |
| 6   | Fatigue                                      | 2     | 2       | 4   | 4      | 8     |
| 7   | Poor turn or manoeuvre                       | 0     | 2       | 6   | 2      | 8     |
| 8   | Travelling too fast for conditions           | 2     | 1       | 5   | 3      | 8     |
| 9   | Failed to judge other person's path or speed | 0     | 1       | 6   | 1      | 7     |
| 10  | Rain, sleet, snow, or fog                    | 2     | 0       | 5   | 2      | 7     |
| 11  | Swerved                                      | 0     | 0       | 7   | 0      | 7     |
| 12  | Vehicle blind spot                           | 0     | 1       | 4   | 1      | 5     |
| 13  | Aggressive driving                           | 0     | 1       | 3   | 1      | 4     |
| 14  | Distraction outside vehicle                  | 0     | 1       | 3   | 1      | 4     |
| 15  | Exceeding speed limit                        | 0     | 1       | 2   | 1      | 3     |
| 16  | Following too close                          | 0     | 0       | 3   | 0      | 3     |
| 17  | Illness or disability, mental or physical    | 1     | 1       | 1   | 2      | 3     |
| 18  | Impaired by alcohol                          | 1     | 1       | 1   | 2      | 3     |
| 19  | Sudden braking                               | 0     | 0       | 3   | 0      | 3     |
| 20  | Distraction in vehicle                       | 0     | 2       | 0   | 2      | 2     |

Note: Table reports number of individual contributory factors recorded in collisions involving vehicles entering, leaving or on motorway hardshoulders.

**Table H-0-4 Top 20 contributory factors involving vehicles entering, leaving or on motorway hardshoulders by year**

| No. | Contributory Factors                         | 2005-2009<br>BSL average | 2010 | 2011 | 2012 | 2012 per cent<br>change from BSL<br>average |
|-----|--|--------------------------|------|------|------|---|
| 1   | Failed to look properly                      | 24.0                     | 25   | 23   | 20   | -16.7                                       |
| 2   | Loss of control                              | 19.0                     | 19   | 17   | 13   | -31.6                                       |
| 3   | Careless, reckless or in a hurry             | 11.8                     | 12   | 8    | 13   | -   |
| 4   | Slippery road (due to weather)               | 11.4                     | 15   | 12   | 10   | -   |
| 5   | Other factor                                 | 8.8                      | 5    | 5    | 9    | -   |
| 6   | Fatigue                                      | 17.4                     | 7    | 6    | 8    | -54.0                                       |
| 7   | Poor turn or manoeuvre                       | 11.4                     | 10   | 12   | 8    | -   |
| 8   | Travelling too fast for conditions           | 9.2                      | 6    | 3    | 8    | -   |
| 9   | Swerved                                      | 12.6                     | 11   | 8    | 7    | -   |
| 10  | Failed to judge other person's path or speed | 12.0                     | 18   | 12   | 7    | -   |
| 11  | Rain, sleet, snow, or fog                    | 4.4                      | 2    | 2    | 7    | -   |
| 12  | Vehicle blind spot                           | 2.8                      | 3    | 1    | 5    | -   |
| 13  | Distraction outside vehicle                  | 4.4                      | 1    | 4    | 4    | -   |
| 14  | Aggressive driving                           | 2.6                      | 2    | 2    | 4    | -   |
| 15  | Sudden braking                               | 6.6                      | 8    | 5    | 3    | -   |
| 16  | Following too close                          | 6.4                      | 10   | 6    | 3    | -   |
| 17  | Impaired by alcohol                          | 6.4                      | 2    | 2    | 3    | -   |
| 18  | Illness or disability, mental or physical    | 4.2                      | 6    | 5    | 3    | -   |
| 19  | Exceeding speed limit                        | 2.0                      | 0    | 4    | 3    | -   |
| 20  | Distraction in vehicle                       | 5.0                      | 2    | 3    | 2    | -   |

Note: Table reports number of individual contributory factors recorded in collisions involving vehicles entering, leaving or on motorway hardshoulders.

**Table H-0-5 Vehicle types of collisions involving vehicles entering, leaving or on motorway hardshoulders by carriageway position and year**

| Vehicle Type       | Vehicle Location                       | 2005-2009 BSL average | 2010 | 2011 | 2012 | 2012 per cent change from BSL average |
|--------------------|--|-----------------------|------|------|------|---------------------------------------|
| Car                | Entering hardshoulder                  | 9.0                   | 11   | 9    | 4    | -                                     |
|                    | Leaving hardshoulder                   | 10.6                  | 6    | 13   | 5    | -                                     |
|                    | On hardshoulder                        | 65.8                  | 65   | 38   | 48   | -27.1                                 |
|                    | On main c'way - not in restricted lane | 69.8                  | 73   | 56   | 32   | -54.2                                 |
| HGV                | Entering hardshoulder                  | 5.2                   | 2    | 3    | 1    | -                                     |
|                    | Leaving hardshoulder                   | 4.4                   | 2    | 1    | 3    | -                                     |
|                    | On hardshoulder                        | 28.8                  | 23   | 16   | 18   | -37.5                                 |
|                    | On main c'way - not in restricted lane | 29.8                  | 22   | 21   | 18   | -39.6                                 |
| Any other vehicles | Entering hardshoulder                  | 3.0                   | 2    | 3    | 3    | -                                     |
|                    | Leaving hardshoulder                   | 1.0                   | 2    | 2    | 1    | -                                     |
|                    | On hardshoulder                        | 13.8                  | 13   | 11   | 15   | -                                     |
|                    | On main c'way - not in restricted lane | 11.6                  | 8    | 8    | 2    | -                                     |

## H.2 Pedal Cyclist

**Table H-0-6A HA collisions Involving pedal cyclists by month and year**

| Month | 2005-2009 BSL average | 2010 | 2011 | 2012 | 2012 per cent change from BSL average |
|-------|-----------------------|------|------|------|---------------------------------------|
| Jan   | 12.2                  | 7    | 17   | 16   | -                                     |
| Feb   | 8.6                   | 8    | 8    | 6    | -                                     |
| Mar   | 10.6                  | 8    | 9    | 20   | -                                     |
| Apr   | 10.6                  | 12   | 15   | 8    | -                                     |
| May   | 13.4                  | 14   | 17   | 13   | -                                     |
| Jun   | 17.8                  | 14   | 18   | 15   | -15.7                                 |
| Jul   | 15.2                  | 21   | 18   | 26   | 71.1                                  |
| Aug   | 12.8                  | 15   | 13   | 23   | -                                     |
| Sep   | 15.6                  | 17   | 23   | 10   | -35.9                                 |
| Oct   | 14.8                  | 17   | 12   | 15   | 1.4                                   |
| Nov   | 11.2                  | 11   | 20   | 13   | -                                     |
| Dec   | 9.8                   | 8    | 9    | 7    | -                                     |

**Table H-0-6B GB collisions involving pedal cyclists by month and year**

| Month | 2005-2009 BSL average | 2010  | 2011  | 2012  | 2012 per cent change from BSL average |
|-------|-----------------------|-------|-------|-------|---------------------------------------|
| Jan   | 1,077.8               | 738   | 1,201 | 1,393 | 29.2                                  |
| Feb   | 936.8                 | 978   | 1,178 | 1,172 | 25.1                                  |
| Mar   | 1,108.6               | 1,320 | 1,477 | 1,701 | 53.4                                  |
| Apr   | 1,290.0               | 1,489 | 1,750 | 1,206 | -6.5                                  |
| May   | 1,520.0               | 1,751 | 1,822 | 1,802 | 18.6                                  |
| Jun   | 1,782.4               | 1,989 | 1,947 | 1,540 | -13.6                                 |
| Jul   | 1,775.4               | 1,987 | 2,030 | 1,944 | 9.5                                   |
| Aug   | 1,595.8               | 1,652 | 1,661 | 1,955 | 22.5                                  |
| Sep   | 1,728.6               | 1,932 | 1,902 | 2,101 | 21.5                                  |
| Oct   | 1,576.8               | 1,775 | 1,839 | 1,892 | 20.0                                  |
| Nov   | 1,372.6               | 1,413 | 1,728 | 1,682 | 22.5                                  |
| Dec   | 977.2                 | 580   | 1,110 | 1,101 | 12.7                                  |

**Table H-0-7A HA collisions involving pedal cyclists by weekday and year**

| Month     | 2005-2009 BSL average | 2010 | 2011 | 2012 | 2012 per cent change from BSL average |
|-----------|-----------------------|------|------|------|---------------------------------------|
| Monday    | 22.6                  | 20   | 29   | 26   | 15.0                                  |
| Tuesday   | 26.2                  | 32   | 31   | 23   | -12.2                                 |
| Wednesday | 24.0                  | 22   | 25   | 24   | 0.0                                   |
| Thursday  | 20.6                  | 22   | 24   | 25   | 21.4                                  |
| Friday    | 23.4                  | 25   | 29   | 31   | 32.5                                  |
| Saturday  | 18.8                  | 15   | 18   | 25   | 33.0                                  |
| Sunday    | 17.0                  | 16   | 23   | 18   | 5.9                                   |

**Table H-0-7B GB collisions involving pedal cyclists by weekday and year**

| Month     | 2005-2009 BSL average | 2010  | 2011  | 2012  | 2012 per cent change from BSL average |
|-----------|-----------------------|-------|-------|-------|---------------------------------------|
| Monday    | 2,509.8               | 2,721 | 2,983 | 2,944 | 17.3                                  |
| Tuesday   | 2,889.0               | 2,978 | 3,382 | 3,182 | 10.1                                  |
| Wednesday | 2,833.6               | 3,003 | 3,388 | 3,172 | 11.9                                  |
| Thursday  | 2,772.0               | 2,832 | 3,194 | 3,352 | 20.9                                  |
| Friday    | 2,588.4               | 2,697 | 3,136 | 3,026 | 16.9                                  |
| Saturday  | 1,711.6               | 1,807 | 1,935 | 2,066 | 20.7                                  |
| Sunday    | 1,437.6               | 1,566 | 1,627 | 1,747 | 21.5                                  |

**Table H-0-8 Collisions involving pedal cyclists by road type, severity and year**

| Road Type Grouping | Road Type        | Severity | 2005-2009 BSL average | 2010 | 2011 | 2012 | 2012 per cent change from BSL average |
|--------------------|------------------|----------|-----------------------|------|------|------|---------------------------------------|
| Dual Carriageway   | Main Carriageway | Fatal    | 5.8                   | 9    | 4    | 6    | -                                     |
|                    |                  | Serious  | 13.2                  | 20   | 22   | 21   | 59.1                                  |
|                    |                  | Slight   | 32                    | 30   | 39   | 21   | -34.4                                 |
|                    | Slip Road        | Fatal    | 1                     | 0    | 1    | 0    | -                                     |
|                    |                  | Serious  | 2                     | 1    | 1    | 3    | -                                     |
|                    |                  | Slight   | 5                     | 3    | 5    | 11   | -                                     |
|                    | Roundabout       | Fatal    | 1                     | 1    | 0    | 0    | -                                     |
|                    |                  | Serious  | 8                     | 5    | 10   | 10   | -                                     |
|                    |                  | Slight   | 42                    | 29   | 50   | 52   | 24.4                                  |
| Other Road Type    | Fatal            | 0        | 0                     | 1    | 0    | -    |                                       |
|                    | Serious          | 0        | 0                     | 0    | 0    | -    |                                       |
|                    | Slight           | 1        | 1                     | 3    | 2    | -    |                                       |
| Single Carriageway | Main Carriageway | Fatal    | 1.75                  | 2    | 0    | 2    | -                                     |
|                    |                  | Serious  | 10.4                  | 13   | 5    | 12   | -                                     |
|                    |                  | Slight   | 32.2                  | 38   | 39   | 32   | -0.6                                  |

**Table H-0-9 Collisions involving pedal cyclists by top 20 road names and year**

| No. | Road Name | 2005-2009 BSL average | 2010 | 2011 | 2012 | 2012 per cent change from BSL average |
|-----|-----------|-----------------------|------|------|------|---------------------------------------|
| 1   | A5        | 8.2                   | 12   | 13   | 12   | -                                     |
| 2   | A27       | 7.4                   | 4    | 8    | 12   | -                                     |
| 3   | A52       | 11.2                  | 11   | 8    | 9    | -                                     |
| 4   | A38       | 5.8                   | 7    | 6    | 8    | -                                     |
| 5   | A1        | 5.2                   | 1    | 6    | 7    | -                                     |
| 6   | A585      | 3.0                   | 2    | 2    | 7    | -                                     |
| 7   | A12       | 6.8                   | 10   | 10   | 6    | -                                     |
| 8   | A36       | 5.8                   | 6    | 9    | 6    | -                                     |
| 9   | A19       | 4.0                   | 1    | 7    | 6    | -                                     |
| 10  | A66       | 2.8                   | 3    | 8    | 6    | -                                     |
| 11  | A45       | 3.0                   | 4    | 1    | 5    | -                                     |
| 12  | A46       | 7.6                   | 6    | 4    | 4    | -                                     |
| 13  | A30       | 4.6                   | 5    | 15   | 4    | -                                     |
| 14  | A453      | 2.5                   | 4    | 1    | 4    | -                                     |
| 15  | A249      | 2.0                   | 0    | 3    | 4    | -                                     |
| 16  | A40       | 2.0                   | 1    | 6    | 4    | -                                     |
| 17  | A2        | 3.7                   | 1    | 1    | 3    | -                                     |
| 18  | A63       | 3.6                   | 6    | 2    | 3    | -                                     |
| 19  | A303      | 2.8                   | 6    | 2    | 3    | -                                     |
| 20  | A11       | 2.7                   | 2    | 3    | 3    | -                                     |



**Table H-0-10A HA casualties involving pedal cyclists by type, severity and year**

| Casualty Type           | Casualty Severity | 2005-2009 BSL average | 2010 | 2011 | 2012 | 2012 per cent change from BSL average |
|-------------------------|-------------------|-----------------------|------|------|------|---------------------------------------|
| Pedal Cyclist           | Killed            | 8.0                   | 12   | 5    | 8    | -                                     |
|                         | Seriously Injured | 33.0                  | 40   | 37   | 46   | 39.4                                  |
|                         | Slightly Injured  | 109.2                 | 96   | 131  | 116  | 6.2                                   |
| Pedestrian              | Killed            | 0.0                   | 0    | 0    | 0    | -                                     |
|                         | Seriously Injured | 0.0                   | 0    | 0    | 0    | -                                     |
|                         | Slightly Injured  | 0.6                   | 1    | 1    | 0    | -                                     |
| Any other casualty type | Killed            | 0.0                   | 0    | 0    | 0    | -                                     |
|                         | Seriously Injured | 0.8                   | 0    | 2    | 1    | -                                     |
|                         | Slightly Injured  | 11.0                  | 15   | 10   | 9    | -                                     |

**Table H-0-10B GB casualties involving pedal cyclists by type, severity and year**

| Casualty Type           | Casualty Severity | 2005-2009 BSL average | 2010   | 2011   | 2012   | 2012 per cent change from BSL average |
|-------------------------|-------------------|-----------------------|--------|--------|--------|---------------------------------------|
| Pedal Cyclist           | Killed            | 129.8                 | 111    | 107    | 118    | -9.1                                  |
|                         | Seriously Injured | 2,398.4               | 2,660  | 3,085  | 3,222  | 34.3                                  |
|                         | Slightly Injured  | 13,934.4              | 14,414 | 16,023 | 15,751 | 13.0                                  |
| Pedestrian              | Killed            | 3.2                   | 4      | 2      | 3      | -                                     |
|                         | Seriously Injured | 61.0                  | 81     | 93     | 95     | 55.7                                  |
|                         | Slightly Injured  | 222.4                 | 274    | 335    | 364    | 63.7                                  |
| Any other casualty type | Killed            | 3.0                   | 3      | 4      | 2      | -                                     |
|                         | Seriously Injured | 57.0                  | 79     | 77     | 74     | 29.8                                  |
|                         | Slightly Injured  | 643.4                 | 664    | 632    | 579    | -10.0                                 |

**Table H-0-11 Top 20 contributory factors involving pedal cyclists by year**

| Contributing Factors                                 | 2005-2009 BSL average | 2010 | 2011 | 2012 | 2012 per cent change from BSL average |
|--|-----------------------|------|------|------|---------------------------------------|
| Failed to look properly                              | 62.6                  | 67   | 86   | 98   | 56.5                                  |
| Failed to judge other person's path or speed         | 23.4                  | 22   | 24   | 43   | 83.8                                  |
| Too close to cyclist, horse rider or pedestrian      | 18.2                  | 21   | 16   | 32   | 75.8                                  |
| Careless, reckless or in a hurry                     | 11.0                  | 17   | 19   | 22   | -                                     |
| Poor turn or manoeuvre                               | 11.6                  | 13   | 20   | 15   | -                                     |
| Rider wearing dark clothing                          | 9.2                   | 7    | 14   | 12   | -                                     |
| Not displaying lights at night or in poor visibility | 4.2                   | 3    | 5    | 11   | -                                     |
| Cyclist entering road from pavement                  | 9.4                   | 5    | 2    | 10   | -                                     |
| Dazzling sun   | 6.8                   | 4    | 2    | 6    | -                                     |
| Slippery road (due to weather)                       | 4.6                   | 0    | 3    | 5    | -                                     |
| Swerved  | 3.2                   | 3    | 10   | 5    | -                                     |
| Fatigue  | 2.7                   | 3    | 2    | 5    | -                                     |
| Failed to signal or misleading signal                | 2.0                   | 1    | 1    | 5    | -                                     |
| Loss of control                                      | 5.6                   | 5    | 8    | 4    | -                                     |
| Rain, sleet, snow, or fog                            | 2.2                   | 1    | 1    | 4    | -                                     |
| Impaired by alcohol                                  | 4.2                   | 2    | 4    | 3    | -                                     |
| Disobeyed 'Give Way' or 'Stop' sign or markings      | 3.6                   | 7    | 6    | 3    | -                                     |
| Stationary or parked vehicle(s)                      | 2.8                   | 6    | 4    | 3    | -                                     |
| Junction overshoot                                   | 2.6                   | 1    | 1    | 3    | -                                     |
| Road layout (e.g. bend, hill, narrow carriageway)    | 1.3                   | 0    | 1    | 3    | -                                     |

Note: Table reports number of individual contributory factors recorded in collisions involving pedal cyclists.

**Table H-0-12A Vehicle interactions involving pedal cyclists by pedal cyclist location, vehicle type and year**

| Pedal Cyclist Location  | Year | Pedal cycle | Car | All Goods Vehicle | Any other vehicle |
|---|------|-------------|-----|-------------------|-------------------|
| Bus lane  | 2005 | 3           | 0   | 0                 | 3                 |
|   | 2006 | 1           | 0   | 0                 | 1                 |
|   | 2007 | 0           | 0   | 0                 | 0                 |
|   | 2008 | 1           | 0   | 0                 | 1                 |
|   | 2009 | 0           | 0   | 0                 | 0                 |
|   | 2010 | 0           | 0   | 0                 | 0                 |
|   | 2011 | 1           | 1   | 0                 | 0                 |
|   | 2012 | 1           | 1   | 0                 | 0                 |
| Cycle lane (on main carriageway)                              | 2005 | 2           | 2   | 0                 | 0                 |
|   | 2006 | 2           | 2   | 0                 | 0                 |
|   | 2007 | 2           | 2   | 0                 | 0                 |
|   | 2008 | 2           | 2   | 0                 | 0                 |
|   | 2009 | 3           | 3   | 0                 | 1                 |
|   | 2010 | 3           | 0   | 1                 | 0                 |
|   | 2011 |             | 0   | 0                 | 0                 |
|   | 2012 | 3           | 3   | 0                 | 0                 |
| Cycleway or shared use footway (not part of main carriageway) | 2005 | 8           | 7   | 1                 | 0                 |
|   | 2006 | 3           | 3   | 0                 | 0                 |
|   | 2007 | 3           | 3   | 0                 | 0                 |
|   | 2008 | 8           | 4   | 1                 | 0                 |
|   | 2009 | 2           | 0   | 0                 | 0                 |
|   | 2010 | 4           | 2   | 0                 | 0                 |
|   | 2011 | 6           | 3   | 3                 | 0                 |
|   | 2012 | 1           | 1   | 0                 | 0                 |

**Table H-0-12B Vehicle interactions involving pedal cyclists by pedal cyclist location, vehicle type and year (Contd.)**

| Pedal Cyclist Location                         | Year | Pedal cycle | Car | All Goods Vehicle | Any other vehicle |
|--|------|-------------|-----|-------------------|-------------------|
| Entering, leaving or on lay-by or hardshoulder | 2005 | 0           | 0   | 0                 | 0                 |
|  | 2006 | 1           | 1   | 0                 | 0                 |
|  | 2007 | 2           | 2   | 0                 | 0                 |
|  | 2008 | 1           | 1   | 0                 | 0                 |
|  | 2009 | 0           | 0   | 0                 | 0                 |
|  | 2010 | 0           | 0   | 0                 | 0                 |
|  | 2011 | 1           | 1   | 0                 | 0                 |
|  | 2012 | 0           | 0   | 0                 | 0                 |
| Footway (pavement)                             | 2005 | 2           | 1   | 1                 | 0                 |
|  | 2006 | 6           | 8   | 0                 | 1                 |
|  | 2007 | 7           | 5   | 2                 | 0                 |
|  | 2008 | 7           | 5   | 1                 | 0                 |
|  | 2009 | 1           | 2   | 0                 | 0                 |
|  | 2010 | 2           | 2   | 0                 | 0                 |
|  | 2011 | 7           | 5   | 0                 | 2                 |
|  | 2012 | 4           | 4   | 0                 | 0                 |
| On main c'way - not in restricted lane         | 2005 | 168         | 125 | 41                | 6                 |
|  | 2006 | 153         | 117 | 28                | 5                 |
|  | 2007 | 130         | 100 | 23                | 8                 |
|  | 2008 | 127         | 107 | 20                | 2                 |
|  | 2009 | 134         | 108 | 27                | 2                 |
|  | 2010 | 149         | 114 | 28                | 6                 |
|  | 2011 | 164         | 136 | 25                | 5                 |
|  | 2012 | 164         | 123 | 29                | 7                 |

### H.3 Driver and Rider Profiles

**Table H-0-13 Proportion of contributory factors assigned to drivers and riders by vehicle type and year**

| Vehicle type of driver/rider | Contributory factor assignment  | 2005-2009 BSL average | 2010   | 2011   | 2012   | 2012 per cent change from BSL average |
|------------------------------|---------------------------------|-----------------------|--------|--------|--------|---------------------------------------|
| Car                          | All factors                     | 7,191.2               | 6,052  | 5,767  | 5,838  | -18.8                                 |
|                              | Partial factors                 | 3,437.8               | 3,007  | 3,001  | 3,079  | -10.4                                 |
|                              | Zero factors                    | 12,419.8              | 9,824  | 9,372  | 8,617  | -30.6                                 |
|                              | All Cars                        | 23,048.8              | 18,883 | 18,140 | 17,534 | -23.9                                 |
|                              | Percent (zero factors assigned) | 53.9                  | 52.0   | 51.7   | 49.1   | -8.8                                  |
| Motorcycle                   | All factors                     | 426.0                 | 351    | 390    | 328    | -23.0                                 |
|                              | Partial factors                 | 187.2                 | 168    | 168    | 156    | -16.7                                 |
|                              | Zero factors                    | 397.8                 | 328    | 372    | 316    | -20.6                                 |
|                              | All Motorcycles                 | 1,011.0               | 847    | 930    | 800    | -20.9                                 |
|                              | Percent (zero factors assigned) | 39.3                  | 38.7   | 40.0   | 39.5   | 0.4                                   |
| Pedal cycle                  | All factors                     | 28.8                  | 21     | 29     | 34     | 18.1                                  |
|                              | Partial factors                 | 23.6                  | 18     | 22     | 27     | 14.4                                  |
|                              | Zero factors                    | 103.4                 | 119    | 128    | 112    | 8.3                                   |
|                              | All Pedal cycles                | 155.8                 | 158    | 179    | 173    | 11.0                                  |
|                              | Percent (zero factors assigned) | 66.4                  | 75.3   | 71.5   | 64.7   | -2.5                                  |
| HGV                          | All factors                     | 1,390.2               | 1,032  | 905    | 897    | -35.5                                 |
|                              | Partial factors                 | 445.6                 | 363    | 368    | 335    | -24.8                                 |
|                              | Zero factors                    | 1,544.2               | 1,191  | 1,121  | 1,009  | -34.7                                 |
|                              | All HGVs                        | 3,380.0               | 2,586  | 2,394  | 2,241  | -33.7                                 |
|                              | Percent (zero factors assigned) | 45.7                  | 46.1   | 46.8   | 45.0   | -1.4                                  |
| Other GV                     | All factors                     | 625.0                 | 486    | 452    | 513    | -17.9                                 |
|                              | Partial factors                 | 296.6                 | 267    | 303    | 284    | -4.2                                  |
|                              | Zero factors                    | 950.2                 | 765    | 769    | 640    | -32.6                                 |
|                              | All Other GVs                   | 1,871.8               | 1,518  | 1,524  | 1,437  | -23.2                                 |
|                              | Percent (zero factors assigned) | 50.8                  | 50.4   | 50.5   | 44.5   | -12.3                                 |
| Other vehicle                | All factors                     | 106.2                 | 88     | 68     | 77     | -27.5                                 |
|                              | Partial factors                 | 65.0                  | 53     | 43     | 38     | -41.5                                 |
|                              | Zero factors                    | 218.8                 | 150    | 183    | 137    | -37.4                                 |
|                              | All Other vehicles              | 390.0                 | 291    | 294    | 252    | -35.4                                 |
|                              | Percent (zero factors assigned) | 56.1                  | 51.5   | 62.2   | 54.4   | -3.1                                  |
| All vehicles                 |                                 | 29,857.4              | 24,283 | 23,461 | 22,437 | -24.9                                 |

**Table H-0-14A Proportion of contributory factors assigned to drivers and riders by type, age and year**

| Vehicle type of driver              | Contributory factor assignment   | 2005-2009 BSL average | 2010   | 2011   | 2012   | 2012 per cent change from BSL average |
|-------------------------------------|----------------------------------|-----------------------|--------|--------|--------|---------------------------------------|
| <b>Drivers aged 17 - 24 (Young)</b> |                                  |                       |        |        |        |                                       |
|                                     | All factors                      | 2,034.2               | 1,608  | 1,477  | 1,364  | -32.9                                 |
|                                     | Partial factors                  | 728.2                 | 613    | 633    | 505    | -30.7                                 |
|                                     | Zero factors                     | 1,750.0               | 1,369  | 1,272  | 1,098  | -37.3                                 |
|                                     | All drivers aged 17 - 24 (Young) | 4,512.4               | 3,590  | 3,382  | 2,967  | -34.2                                 |
|                                     | Percent (zero factors assigned)  | 38.8                  | 38.1   | 37.6   | 37.0   | -4.6                                  |
| <b>Drivers aged 25 - 59 (Other)</b> |                                  |                       |        |        |        |                                       |
|                                     | All factors                      | 5,804.2               | 4,741  | 4,435  | 4,499  | -22.5                                 |
|                                     | Partial factors                  | 2,794.6               | 2,394  | 2,434  | 2,521  | -9.8                                  |
|                                     | Zero factors                     | 10,683.6              | 8,360  | 8,055  | 7,474  | -30.0                                 |
|                                     | All drivers aged 25 - 59 (Other) | 19,282.4              | 15,495 | 14,924 | 14,494 | -24.8                                 |
|                                     | Percent (zero factors assigned)  | 55.4                  | 54.0   | 54.0   | 51.6   | -6.9                                  |
| <b>Drivers aged 60 - 69 (Older)</b> |                                  |                       |        |        |        |                                       |
|                                     | All factors                      | 529.0                 | 507    | 523    | 512    | -3.2                                  |
|                                     | Partial factors                  | 235.6                 | 266    | 258    | 274    | 16.3                                  |
|                                     | Zero factors                     | 1,023.4               | 892    | 835    | 875    | -14.5                                 |
|                                     | All drivers aged 60 - 69 (Older) | 1,788.0               | 1,665  | 1,616  | 1,661  | -7.1                                  |
|                                     | Percent (zero factors assigned)  | 57.2                  | 53.6   | 51.7   | 52.7   | -8.0                                  |
| <b>Drivers aged 70+ (Elderly)</b>   |                                  |                       |        |        |        |                                       |
|                                     | All factors                      | 360.2                 | 355    | 373    | 341    | -5.3                                  |
|                                     | Partial factors                  | 108.0                 | 113    | 85     | 103    | -4.6                                  |
|                                     | Zero factors                     | 334.2                 | 282    | 288    | 313    | -6.3                                  |
|                                     | All drivers aged 70+ (Elderly)   | 802.4                 | 750    | 746    | 757    | -5.7                                  |
|                                     | Percent (zero factors assigned)  | 41.7                  | 37.6   | 38.6   | 41.3   | -0.7                                  |

**Table H-0-14B Proportion of contributory factors assigned to drivers and riders by type, age and year (Contd.)**

| Vehicle type of rider                  | Contributory factor assignment      | 2005-2009 BSL average | 2010 | 2011 | 2012 | 2012 per cent change from BSL average |
|--|-------------------------------------|-----------------------|------|------|------|---------------------------------------|
| <b>Riders aged 16 - 19 (Young)</b>     |                                     |                       |      |      |      |                                       |
|  | All factors                         | 41.2                  | 13   | 51   | 16   | -61.2                                 |
|  | Partial factors                     | 16.0                  | 14   | 15   | 17   | 6.3                                   |
|  | Zero factors                        | 36.8                  | 17   | 37   | 33   | -10.3                                 |
|  | All riders aged 16 - 19 (Young)     | 94.0                  | 44   | 103  | 66   | -29.8                                 |
|  | Percent (zero factors assigned)     | 39.1                  | 38.6 | 35.9 | 50.0 | 27.7                                  |
| <b>Riders aged 20 - 59 (Other)</b>     |                                     |                       |      |      |      |                                       |
|  | All factors                         | 357.0                 | 302  | 306  | 277  | -22.4                                 |
|  | Partial factors                     | 161.2                 | 142  | 140  | 133  | -17.5                                 |
|  | Zero factors                        | 337.4                 | 275  | 304  | 262  | -22.3                                 |
|  | All riders aged 20 - 59 (Other)     | 855.6                 | 719  | 750  | 672  | -21.5                                 |
|  | Percent (zero factors assigned)     | 39.4                  | 38.2 | 40.5 | 39.0 | -1.1                                  |
| <b>Riders aged 60+ (Older/Elderly)</b> |                                     |                       |      |      |      |                                       |
|  | All factors                         | 22.4                  | 32   | 31   | 32   | 42.9                                  |
|  | Partial factors                     | 6.4                   | 12   | 7    | 5    | -                                     |
|  | Zero factors                        | 16.4                  | 27   | 24   | 16   | -2.4                                  |
|  | All riders aged 60+ (Older/Elderly) | 45.2                  | 71   | 62   | 53   | 17.3                                  |
|  | Percent (zero factors assigned)     | 36.3                  | 38.0 | 38.7 | 30.2 | -16.8                                 |

**Table H-0-14C Proportion of contributory factors assigned to drivers and riders by type, age and year (Contd.)**

| Vehicle type of driver/rider | Contributory factor assignment  | 2005-2009 BSL average | 2010  | 2011  | 2012  | 2012 per cent change from BSL average |
|------------------------------|---------------------------------|-----------------------|-------|-------|-------|---------------------------------------|
| <b>Unknown</b>               |                                 |                       |       |       |       |                                       |
|                              | All factors                     | 615.8                 | 470   | 413   | 646   | 4.9                                   |
|                              | Partial factors                 | 403.8                 | 322   | 333   | 361   | -10.6                                 |
|                              | Zero factors                    | 1,450.2               | 1,154 | 1,130 | 759   | -47.7                                 |
|                              | All Unknown                     | 2,469.8               | 1,946 | 1,876 | 1,766 | -28.5                                 |
|                              | Percent (zero factors assigned) | 58.7                  | 59.3  | 60.2  | 43.0  | -26.8                                 |

**Table H-0-15 Casualties involving young drivers (17-24 years) by road type, severity and year**

| Road Type      | Classification    | Casualty Severity | 2005-2009<br>BSL average | 2010       | 2011              | 2012  | 2012 per cent<br>change from<br>BSL average |       |     |       |
|----------------|-------------------|-------------------|--------------------------|------------|-------------------|-------|---|-------|-----|-------|
| Motorway       | -                 | Killed            | 38.8                     | 25         | 28                | 11    | -71.6                                       |       |     |       |
|                |                   | Seriously Injured | 216.8                    | 186        | 157               | 120   | -44.6                                       |       |     |       |
|                |                   | KSI               | 255.6                    | 211        | 185               | 131   | -48.7                                       |       |     |       |
|                |                   | Slightly Injured  | 3,271.6                  | 2,720      | 2,495             | 2,035 | -37.8                                       |       |     |       |
|                |                   | Total             | 3,527.2                  | 2,931      | 2,680             | 2,166 | -38.6                                       |       |     |       |
| A-road         | Dual Carriageway  | - Built-up        | Killed                   | 1.5        | 0                 | 2     | 1   | -     |     |       |
|                |                   |                   | Seriously Injured        | 13.4       | 9                 | 8     | 10  | -     |     |       |
|                |                   |                   | KSI                      | 14.6       | 9                 | 10    | 11  | -     |     |       |
|                |                   |                   | Slightly Injured         | 241.6      | 173               | 222   | 210   | -13.1 |     |       |
|                |                   |                   | Total                    | 256.2      | 182               | 232   | 221   | -13.7 |     |       |
|                | - Non Built-up    | Killed            | 29.6                     | 21         | 28                | 12    | -59.5                                       |       |     |       |
|                |                   | Seriously Injured | 174.2                    | 132        | 135               | 118   | -32.3                                       |       |     |       |
|                |                   | KSI               | 203.8                    | 153        | 163               | 130   | -36.2                                       |       |     |       |
|                |                   | Slightly Injured  | 1,940.4                  | 1,635      | 1,642             | 1,509 | -22.2                                       |       |     |       |
|                |                   | Total             | 2,144.2                  | 1,788      | 1,805             | 1,639 | -23.6                                       |       |     |       |
|                |                   | A-road            | Single Carriageway       | - Built-up | Killed            | 1.6   | 4   | 1     | 0   | -     |
|                |                   |                   |                          |            | Seriously Injured | 14.2  | 12  | 18    | 9   | -     |
|                |                   |                   |                          |            | KSI               | 15.8  | 16  | 19    | 9   | -43.0 |
|                |                   |                   |                          |            | Slightly Injured  | 187.6 | 124   | 166   | 158 | -15.8 |
| Total          | 203.4             |                   |                          |            | 140               | 185   | 167   | -17.9 |     |       |
| - Non Built-up | Killed            |                   | 14.0                     | 10         | 11                | 7     | -   |       |     |       |
|                | Seriously Injured |                   | 95.6                     | 69         | 59                | 52    | -45.6                                       |       |     |       |
|                | KSI               |                   | 109.6                    | 79         | 70                | 59    | -46.2                                       |       |     |       |
|                | Slightly Injured  |                   | 656.2                    | 537        | 381               | 426   | -35.1                                       |       |     |       |
| Total          | 765.8             | 616               | 451                      | 485        | -36.7             |       |   |       |     |       |



**Table H-0-16 Casualties involving elderly drivers (70+ years) by road type, severity and year**

| Road Type      | Classification   | Casualty Severity  | 2005-2009<br>BSL average | 2010              | 2011 | 2012 | 2012 per cent<br>change from<br>BSL average |       |       |
|----------------|------------------|--------------------|--------------------------|-------------------|------|------|---|-------|-------|
| Motorway       | -                | Killed             | 8.2                      | 9                 | 13   | 7    | -   |       |       |
|                |                  | Seriously Injured  | 46.6                     | 43                | 64   | 25   | -46.4                                       |       |       |
|                |                  | KSI                | 54.8                     | 52                | 77   | 32   | -41.6                                       |       |       |
|                |                  | Slightly Injured   | 507.2                    | 471               | 459  | 439  | -13.4                                       |       |       |
|                |                  | Total              | 562.0                    | 523               | 536  | 471  | -16.2                                       |       |       |
| A-road         | Dual Carriageway | - Built-up         | Killed                   | 1.0               | 0    | 0    | 0   | -     |       |
|                |                  |                    | Seriously Injured        | 3.0               | 0    | 7    | 3   | -     |       |
|                |                  |                    | KSI                      | 3.4               | 0    | 7    | 3   | -     |       |
|                |                  |                    | Slightly Injured         | 50.4              | 40   | 53   | 52  | 3.2   |       |
|                |                  |                    | Total                    | 53.8              | 40   | 60   | 55  | 2.2   |       |
|                | - Non Built-up   | Killed             | 14.0                     | 10                | 10   | 13   | -   |       |       |
|                |                  | Seriously Injured  | 50.6                     | 54                | 49   | 54   | 6.7   |       |       |
|                |                  | KSI                | 64.6                     | 64                | 59   | 67   | 3.7   |       |       |
|                |                  | Slightly Injured   | 397.0                    | 350               | 394  | 390  | -1.8  |       |       |
|                |                  | Total              | 461.6                    | 414               | 453  | 457  | -1.0  |       |       |
|                | A-road           | Single Carriageway | - Built-up               | Killed            | 1.4  | 1    | 3   | 3     | -     |
|                |                  |                    |                          | Seriously Injured | 7.4  | 11   | 7   | 2     | -     |
|                |                  |                    |                          | KSI               | 8.8  | 12   | 10  | 5     | -     |
|                |                  |                    |                          | Slightly Injured  | 58.2 | 65   | 57  | 46    | -21.0 |
| Total          |                  |                    |                          | 67.0              | 77   | 67   | 51  | -23.9 |       |
| - Non Built-up |                  | Killed             | 9.8                      | 5                 | 12   | 9    | -   |       |       |
|                |                  | Seriously Injured  | 37.2                     | 30                | 49   | 39   | 4.8   |       |       |
|                |                  | KSI                | 47.0                     | 35                | 61   | 48   | 2.1   |       |       |
|                |                  | Slightly Injured   | 202.2                    | 174               | 197  | 180  | -11.0                                       |       |       |
|                |                  | Total              | 249.2                    | 209               | 258  | 228  | -8.5  |       |       |

**Table H-0-17 Top 20 contributory factors involving young drivers (17-24 years) by year**

| No. | CF  | Contributory Factors                            | 2005-2009<br>BSL average | 2010 | 2011 | 2012 | 2012 per cent change<br>from BSL average |
|-----|-----|---|--------------------------|------|------|------|--|
| 1   | 405 | Failed to look properly                         | 967.8                    | 913  | 900  | 892  | -7.8                                     |
| 2   | 406 | Failed to judge other person's path<br>or speed | 1,032.8                  | 913  | 859  | 843  | -18.4                                    |
| 3   | 308 | Following too close                             | 776.0                    | 590  | 608  | 536  | -30.9                                    |
| 4   | 410 | Loss of control                                 | 775.2                    | 668  | 570  | 501  | -35.4                                    |
| 5   | 408 | Sudden braking                                  | 627.8                    | 520  | 543  | 397  | -36.8                                    |
| 6   | 103 | Slippery road (due to weather)                  | 454.2                    | 422  | 272  | 353  | -22.3                                    |
| 7   | 602 | Careless, reckless or in a hurry                | 490.0                    | 356  | 372  | 327  | -33.3                                    |
| 8   | 403 | Poor turn or manoeuvre                          | 411.0                    | 330  | 308  | 280  | -31.9                                    |
| 9   | 307 | Travelling too fast for conditions              | 503.2                    | 338  | 290  | 253  | -49.7                                    |
| 10  | 409 | Swerved   | 319.0                    | 295  | 234  | 223  | -30.1                                    |
| 11  | 605 | Learner or inexperienced<br>driver/rider        | 297.4                    | 225  | 183  | 168  | -43.5                                    |
| 12  | 503 | Fatigue   | 164.4                    | 138  | 127  | 112  | -31.9                                    |
| 13  | 509 | Distraction in vehicle                          | 130.2                    | 124  | 131  | 109  | -16.3                                    |
| 14  | 501 | Impaired by alcohol                             | 143.6                    | 108  | 107  | 102  | -29.0                                    |
| 15  | 707 | Rain, sleet, snow, or fog                       | 109.4                    | 93   | 58   | 89   | -18.6                                    |
| 16  | 306 | Exceeding speed limit                           | 152.0                    | 112  | 120  | 87   | -42.8                                    |
| 17  | 601 | Aggressive driving                              | 117.8                    | 103  | 87   | 81   | -31.2                                    |
| 18  | 510 | Distraction outside vehicle                     | 71.4                     | 45   | 53   | 63   | -11.8                                    |
| 19  | 603 | Nervous, uncertain or panic                     | 81.2                     | 77   | 69   | 58   | -28.6                                    |
| 20  | 999 | Other factor                                    | 124.4                    | 82   | 73   | 55   | -55.8                                    |

**Table H-0-18 Top 20 contributory factors involving elderly drivers (70+ years) by year**

| No. | CF  | Contributory Factors                         | 2005-2009<br>BSL average | 2010 | 2011 | 2012 | 2012 per cent<br>change from BSL<br>average |
|-----|-----|--|--------------------------|------|------|------|---|
| 1   | 405 | Failed to look properly                      | 275.8                    | 321  | 306  | 314  | 13.9  |
| 2   | 406 | Failed to judge other person's path or speed | 247.0                    | 274  | 232  | 285  | 15.4  |
| 3   | 403 | Poor turn or manoeuvre                       | 103.4                    | 96   | 120  | 118  | 14.1  |
| 4   | 308 | Following too close                          | 136.4                    | 110  | 117  | 115  | -15.7                                       |
| 5   | 410 | Loss of control                              | 89.2                     | 88   | 95   | 77   | -13.7                                       |
| 6   | 602 | Careless, reckless or in a hurry             | 75.0                     | 61   | 78   | 75   | 0.0   |
| 7   | 408 | Sudden braking                               | 85.4                     | 94   | 83   | 66   | -22.7                                       |
| 8   | 409 | Swerved                                      | 40.4                     | 48   | 48   | 42   | 4.0   |
| 9   | 505 | Illness or disability, mental or physical    | 30.6                     | 38   | 49   | 40   | 30.7  |
| 10  | 103 | Slippery road (due to weather)               | 45.4                     | 38   | 19   | 39   | -14.1                                       |
| 11  | 503 | Fatigue                                      | 32.4                     | 46   | 33   | 32   | -1.2  |
| 12  | 307 | Travelling too fast for conditions           | 54.6                     | 41   | 41   | 28   | -48.7                                       |
| 13  | 603 | Nervous, uncertain or panic                  | 25.2                     | 22   | 21   | 24   | -4.8  |
| 14  | 509 | Distraction in vehicle                       | 15.4                     | 17   | 12   | 22   | 42.9  |
| 15  | 710 | Vehicle blind spot                           | 21.8                     | 21   | 16   | 21   | -3.7  |
| 16  | 707 | Rain, sleet, snow, or fog                    | 17.0                     | 14   | 23   | 19   | -   |
| 17  | 510 | Distraction outside vehicle                  | 16.8                     | 13   | 10   | 16   | -   |
| 18  | 706 | Dazzling sun                                 | 16.8                     | 24   | 10   | 16   | -4.8  |
| 19  | 401 | Junction overshoot                           | 13.8                     | 15   | 12   | 16   | -   |
| 20  | 305 | Illegal turn or direction of travel          | 12.0                     | 9    | 13   | 16   | -   |

## H.4 Fatalities

**Table H-0-19A Fatal casualties by top 40 road names and year**

| No. | Road  | 2005-2009 BSL average | 2010 | 2011 | 2012 | 2012 per cent change from BSL average |
|-----|-------|-----------------------|------|------|------|---------------------------------------|
| 1   | A1    | 19.2                  | 10   | 10   | 14   | -27.1                                 |
| 2   | M1    | 25.4                  | 17   | 15   | 13   | -48.8                                 |
| 3   | A14   | 9.6                   | 4    | 7    | 13   | -                                     |
| 4   | M6    | 29.2                  | 12   | 12   | 12   | -58.9                                 |
| 5   | A47   | 8.4                   | 10   | 14   | 10   | -                                     |
| 6   | M5    | 10.4                  | 10   | 12   | 9    | -                                     |
| 7   | A38   | 9.2                   | 5    | 5    | 8    | -                                     |
| 8   | A30   | 8.0                   | 11   | 1    | 8    | -                                     |
| 9   | M25   | 14.6                  | 8    | 8    | 7    | -                                     |
| 10  | M4    | 12.0                  | 13   | 7    | 7    | -                                     |
| 11  | A5    | 9.0                   | 5    | 8    | 6    | -                                     |
| 12  | M40   | 8.2                   | 8    | 3    | 6    | -                                     |
| 13  | A46   | 8.0                   | 4    | 5    | 6    | -                                     |
| 14  | A303  | 7.6                   | 7    | 5    | 6    | -                                     |
| 15  | M62   | 6.8                   | 5    | 3    | 5    | -                                     |
| 16  | A36   | 4.8                   | 0    | 3    | 5    | -                                     |
| 17  | A45   | 4.2                   | 3    | 3    | 4    | -                                     |
| 18  | A27   | 8.2                   | 3    | 10   | 3    | -                                     |
| 19  | A1(M) | 6.2                   | 7    | 3    | 3    | -                                     |
| 20  | A49   | 6.0                   | 1    | 6    | 3    | -                                     |
| 21  | A19   | 5.8                   | 1    | 4    | 3    | -                                     |
| 22  | A66   | 5.0                   | 6    | 9    | 3    | -                                     |
| 23  | A21   | 4.4                   | 1    | 7    | 3    | -                                     |
| 24  | M3    | 3.8                   | 1    | 3    | 3    | -                                     |
| 25  | A31   | 3.8                   | 1    | 3    | 3    | -                                     |
| 26  | A69   | 3.4                   | 0    | 0    | 3    | -                                     |
| 27  | A11   | 2.2                   | 3    | 3    | 3    | -                                     |
| 28  | M20   | 6.5                   | 6    | 3    | 2    | -                                     |
| 29  | A12   | 6.2                   | 7    | 5    | 2    | -                                     |
| 30  | A3    | 5.0                   | 4    | 3    | 2    | -                                     |

**Table H-0-19B Fatal casualties by top 40 road names and year (Contd.)**

| No. | Road  | 2005-2009 BSL average | 2010 | 2011 | 2012 | 2012 per cent change from BSL average |
|-----|-------|-----------------------|------|------|------|---------------------------------------|
| 31  | A52   | 4.8                   | 2    | 1    | 2    | -                                     |
| 32  | A64   | 4.8                   | 4    | 3    | 2    | -                                     |
| 33  | A34   | 4.6                   | 4    | 2    | 2    | -                                     |
| 34  | A35   | 3.6                   | 0    | 2    | 2    | -                                     |
| 35  | A259  | 2.4                   | 3    | 1    | 2    | -                                     |
| 36  | A282  | 2.3                   | 0    | 0    | 2    | -                                     |
| 37  | M2    | 2.0                   | 1    | 0    | 2    | -                                     |
| 38  | A428  | 1.3                   | 2    | 0    | 2    | -                                     |
| 39  | A2070 | 1.0                   | 2    | 0    | 2    | -                                     |
| 40  | M11   | 5.4                   | 3    | 2    | 1    | -                                     |

**Table H-0-20 Top 20 contributory factors involving fatal casualties by year**

| No. | CF  | Contributory Factors                          | 2005-2009 BSL average | 2010 | 2011 | 2012 | 2012 per cent change from BSL average |
|-----|-----|---|-----------------------|------|------|------|---------------------------------------|
| 1   | 410 | Loss of control                               | 92.0                  | 59   | 76   | 49   | -46.7                                 |
| 2   | 405 | Failed to look properly                       | 54.8                  | 61   | 41   | 47   | -14.2                                 |
| 3   | 406 | Failed to judge other person's path or speed  | 48.0                  | 39   | 31   | 31   | -35.4                                 |
| 4   | 602 | Careless, reckless or in a hurry              | 33.6                  | 35   | 18   | 25   | -25.6                                 |
| 5   | 403 | Poor turn or manoeuvre                        | 30.8                  | 27   | 16   | 25   | -18.8                                 |
| 6   | 503 | Fatigue                                       | 33.0                  | 28   | 28   | 22   | -33.3                                 |
| 7   | 409 | Swerved                                       | 28.2                  | 18   | 17   | 20   | -29.1                                 |
| 8   | 505 | Illness or disability, mental or physical     | 17.2                  | 10   | 12   | 20   | 16.3                                  |
| 9   | 307 | Travelling too fast for conditions            | 32.8                  | 20   | 16   | 19   | -42.1                                 |
| 10  | 103 | Slippery road (due to weather)                | 17.4                  | 13   | 15   | 16   | -8.0                                  |
| 11  | 809 | Pedestrian wearing dark clothing at night     | 11.4                  | 8    | 9    | 12   | -                                     |
| 12  | 501 | Impaired by alcohol                           | 23.2                  | 13   | 8    | 10   | -56.9                                 |
| 13  | 805 | Dangerous action in carriageway (eg. playing) | 14.0                  | 13   | 13   | 10   | -                                     |
| 14  | 306 | Exceeding speed limit                         | 32.4                  | 17   | 16   | 9    | -72.2                                 |
| 15  | 810 | Disability or illness, mental or physical     | 7.6                   | 7    | 5    | 9    | -                                     |
| 16  | 999 | Other factor                                  | 21.6                  | 14   | 14   | 8    | -63.0                                 |
| 17  | 509 | Distraction in vehicle                        | 12.4                  | 18   | 18   | 8    | -                                     |
| 18  | 802 | Failed to look properly                       | 14.2                  | 8    | 13   | 7    | -                                     |
| 19  | 806 | Impaired by alcohol                           | 13.4                  | 9    | 8    | 7    | -                                     |
| 20  | 408 | Sudden braking                                | 8.4                   | 8    | 5    | 7    | -                                     |

Note: Table reports number of individual contributory factors recorded in fatal collisions.

## H.5 Close Following

**Table H-0-21 Collisions involving close following by severity and year**

| Accident Severity | 2005-2009 BSL average | 2010  | 2011  | 2012  | 2012 per cent change from BSL average |
|-------------------|-----------------------|-------|-------|-------|---------------------------------------|
| Fatal             | 10.4                  | 7     | 1     | 5     | -                                     |
| Serious           | 119.0                 | 96    | 94    | 92    | -22.7                                 |
| Slight            | 1,608.4               | 1,336 | 1,255 | 1,235 | -23.2                                 |

**Table H-0-22 Collisions involving close following by top 20 road names, road type and year**

| No. | Road Name | 2005-2009 BSL average | 2010 | 2011 | 2012 | 2012 per cent change from BSL average |
|-----|-----------|-----------------------|------|------|------|---------------------------------------|
| 1   | M25       | 150.8                 | 135  | 129  | 131  | -13.1                                 |
| 2   | M1        | 189.2                 | 118  | 100  | 125  | -33.9                                 |
| 3   | M4        | 86.2                  | 94   | 66   | 76   | -11.8                                 |
| 4   | M6        | 146.2                 | 161  | 125  | 69   | -52.8                                 |
| 5   | A38       | 38.0                  | 22   | 34   | 49   | 28.9                                  |
| 6   | M3        | 42.4                  | 42   | 42   | 46   | 8.5                                   |
| 7   | A1(M)     | 40.6                  | 50   | 41   | 45   | 10.8                                  |
| 8   | M5        | 59.0                  | 44   | 36   | 44   | -25.4                                 |
| 9   | A14       | 42.4                  | 42   | 37   | 41   | -3.3                                  |
| 10  | A34       | 30.6                  | 21   | 32   | 37   | 20.9                                  |
| 11  | A1        | 80.4                  | 56   | 53   | 35   | -56.5                                 |
| 12  | A5        | 29.6                  | 22   | 26   | 28   | -5.4                                  |
| 13  | A19       | 25.8                  | 17   | 12   | 26   | 0.8                                   |
| 14  | M27       | 22.8                  | 25   | 29   | 26   | 14.0                                  |
| 15  | A46       | 29.2                  | 25   | 27   | 24   | -17.8                                 |
| 16  | A30       | 19.4                  | 15   | 18   | 24   | 23.7                                  |
| 17  | A27       | 52.6                  | 39   | 20   | 22   | -58.2                                 |
| 18  | A3        | 21.2                  | 13   | 14   | 20   | -5.7                                  |
| 19  | A52       | 17.4                  | 11   | 13   | 20   | 14.9                                  |
| 20  | M60       | 22.8                  | 21   | 16   | 19   | -16.7                                 |

**Table H-0-23 Collisions involving close following by road surface conditions, weather conditions and year**

| Surface Condition    | Weather                  | 2005-2009<br>BSL average | 2010 | 2011 | 2012 | 2012 per cent change<br>from BSL average |
|----------------------|--------------------------|--------------------------|------|------|------|--|
| Dry                  | Fine                     | 1,175.6                  | 994  | 989  | 880  | -25.1                                    |
|                      | Rain                     | 1.6                      | 0    | 0    | 1    | -  |
|                      | Fog or mist              | 2.0                      | 2    | 3    | 2    | -  |
|                      | Snow                     | 0.0                      | 1    | 0    | 0    | -  |
|                      | Other/unknown            | 12.4                     | 5    | 7    | 7    | -  |
| Wet or damp          | Fine                     | 259.4                    | 188  | 161  | 198  | -23.7                                    |
|                      | Rain                     | 234.2                    | 184  | 167  | 204  | -12.9                                    |
|                      | Fog or mist              | 13.6                     | 15   | 5    | 8    | -41.2                                    |
|                      | Snow                     | 5.2                      | 3    | 2    | 0    | -  |
|                      | Other/unknown            | 19.2                     | 15   | 10   | 18   | -6.3                                     |
| Frost or ice or snow | Fine                     | 6.2                      | 14   | 4    | 7    | -  |
|                      | Rain                     | 0.6                      | 0    | 0    | 1    | -  |
|                      | Fog or mist              | 1.0                      | 4    | 0    | 0    | -  |
|                      | Snow                     | 3.0                      | 9    | 1    | 2    | -  |
|                      | Other/unknown            | 2.2                      | 4    | 0    | 0    | -  |
| Other                | Summation of other codes | 1.6                      | 1    | 1    | 4    | -  |

**Table H-0-24 Casualties involving close following by casualty type, severity and year**

| Casualty Type           | Casualty Severity | 2005-2009 BSL average | 2010  | 2011  | 2012  | 2012 per cent change from BSL average |
|-------------------------|-------------------|-----------------------|-------|-------|-------|---------------------------------------|
| Car occupants           | Killed            | 6.6                   | 4     | 1     | 1     | -                                     |
|                         | Seriously Injured | 91.0                  | 67    | 71    | 69    | -24.2                                 |
|                         | KSI               | 97.6                  | 71    | 72    | 70    | -28.3                                 |
|                         | Slightly Injured  | 2,626.2               | 2,205 | 2,095 | 2,043 | -22.2                                 |
|                         | Total             | 2,723.8               | 2,276 | 2,167 | 2,113 | -22.4                                 |
| PTW users               | Killed            | 1.8                   | 2     | 0     | 2     | -                                     |
|                         | Seriously Injured | 29.2                  | 24    | 19    | 24    | -17.8                                 |
|                         | KSI               | 31.0                  | 26    | 19    | 26    | -16.1                                 |
|                         | Slightly Injured  | 55.0                  | 54    | 51    | 37    | -32.7                                 |
|                         | Total             | 86.0                  | 80    | 70    | 63    | -26.7                                 |
| HGV occupant            | Killed            | 2.0                   | 0     | 0     | 1     | -                                     |
|                         | Seriously Injured | 12.6                  | 5     | 6     | 6     | -                                     |
|                         | KSI               | 14.6                  | 5     | 6     | 7     | -                                     |
|                         | Slightly Injured  | 94.8                  | 53    | 51    | 57    | -39.9                                 |
|                         | Total             | 109.4                 | 58    | 57    | 64    | -41.5                                 |
| Other GV occupant       | Killed            | 0.8                   | 1     | 0     | 1     | -                                     |
|                         | Seriously Injured | 5.8                   | 5     | 4     | 6     | -                                     |
|                         | KSI               | 6.6                   | 6     | 4     | 7     | -                                     |
|                         | Slightly Injured  | 182.6                 | 152   | 175   | 119   | -34.8                                 |
|                         | Total             | 189.2                 | 158   | 179   | 126   | -33.4                                 |
| Any other casualty type | Killed            | 2.0                   | 2     | 0     | 2     | -                                     |
|                         | Seriously Injured | 31.2                  | 27    | 26    | 24    | -23.1                                 |
|                         | KSI               | 33.2                  | 29    | 26    | 26    | -21.7                                 |
|                         | Slightly Injured  | 98.6                  | 94    | 79    | 51    | -48.3                                 |
|                         | Total             | 131.8                 | 123   | 105   | 77    | -41.6                                 |



**Table H-0-25 Top 20 contributory factors involving close following by year**

| No. | CF  | Contributory Factors                            | 2005-2009<br>BSL average | 2010  | 2011  | 2012  | 2012 per cent change<br>from BSL average |
|-----|-----|---|--------------------------|-------|-------|-------|--|
| -   | 308 | Following too close                             | 2,088.2                  | 1,715 | 1,615 | 1,594 | -23.7                                    |
| 1   | 406 | Failed to judge other person's<br>path or speed | 577.6                    | 588   | 549   | 557   | -3.6                                     |
| 2   | 405 | Failed to look properly                         | 406.6                    | 480   | 440   | 482   | 18.5                                     |
| 3   | 408 | Sudden braking                                  | 554.4                    | 537   | 523   | 480   | -13.4                                    |
| 4   | 307 | Travelling too fast for conditions              | 384.2                    | 279   | 217   | 210   | -45.3                                    |
| 5   | 602 | Careless, reckless or in a hurry                | 195.4                    | 152   | 153   | 163   | -16.6                                    |
| 6   | 103 | Slippery road (due to weather)                  | 144.4                    | 120   | 85    | 123   | -14.8                                    |
| 7   | 410 | Loss of control                                 | 79.6                     | 84    | 75    | 62    | -22.1                                    |
| 8   | 403 | Poor turn or manoeuvre                          | 75.2                     | 61    | 64    | 60    | -20.2                                    |
| 9   | 509 | Distraction in vehicle                          | 40.4                     | 42    | 44    | 51    | 26.2                                     |
| 10  | 510 | Distraction outside vehicle                     | 41.6                     | 38    | 32    | 41    | -1.4                                     |
| 11  | 306 | Exceeding speed limit                           | 48.4                     | 44    | 42    | 40    | -17.4                                    |
| 12  | 409 | Swerved   | 65.8                     | 47    | 69    | 38    | -42.2                                    |
| 13  | 707 | Rain, sleet, snow, or fog                       | 30.6                     | 26    | 21    | 33    | 7.8                                      |
| 14  | 503 | Fatigue   | 28.6                     | 21    | 25    | 28    | -2.1                                     |
| 15  | 601 | Aggressive driving                              | 40.0                     | 36    | 29    | 28    | -30.0                                    |
| 16  | 605 | Learner or inexperienced<br>driver/rider        | 41.4                     | 31    | 23    | 28    | -32.4                                    |
| 17  | 706 | Dazzling sun                                    | 30.6                     | 22    | 30    | 25    | -18.3                                    |
| 18  | 999 | Other   | 25.6                     | 20    | 21    | 17    | -33.6                                    |
| 19  | 603 | Nervous, uncertain or panic                     | 20.4                     | 21    | 22    | 16    | -21.6                                    |
| 20  | 708 | Spray from other vehicles                       | 21.0                     | 16    | 20    | 15    | -28.6                                    |

Note: Table reports number of individual contributory factors recorded in collisions involving at least one instance of the "close following" contributory factor.

## H.6 Tyres

**Table H-0-26 Collisions involving illegal, defective or under inflated tyres by top 20 road names and year**

| No. | Road Name | 2005-2009 BSL average | 2010 | 2011 | 2012 | 2012 per cent change from BSL average |
|-----|-----------|-----------------------|------|------|------|---------------------------------------|
| 1   | M1        | 22.8                  | 15   | 6    | 19   | -16.7                                 |
| 2   | M25       | 14.4                  | 11   | 13   | 15   | -                                     |
| 3   | M4        | 14.0                  | 8    | 9    | 11   | -                                     |
| 4   | M40       | 19.2                  | 12   | 14   | 10   | -                                     |
| 5   | M6        | 26.2                  | 14   | 22   | 9    | -                                     |
| 6   | M20       | 4.6                   | 5    | 3    | 9    | -                                     |
| 7   | A38       | 5.8                   | 7    | 5    | 8    | -                                     |
| 8   | A34       | 4.0                   | 1    | 3    | 8    | -                                     |
| 9   | A12       | 3.5                   | 2    | 0    | 7    | -                                     |
| 10  | M5        | 8.2                   | 8    | 9    | 6    | -                                     |
| 11  | M18       | 2.0                   | 2    | 1    | 6    | -                                     |
| 12  | A14       | 4.0                   | 1    | 3    | 5    | -                                     |
| 13  | M65       | 2.7                   | 2    | 1    | 5    | -                                     |
| 14  | A1(M)     | 6.2                   | 5    | 2    | 4    | -                                     |
| 15  | M3        | 5.6                   | 10   | 4    | 4    | -                                     |
| 16  | M62       | 5.4                   | 5    | 9    | 4    | -                                     |
| 17  | A19       | 3.8                   | 5    | 3    | 3    | -                                     |
| 18  | M61       | 3.6                   | 1    | 0    | 3    | -                                     |
| 19  | A46       | 3.4                   | 2    | 1    | 3    | -                                     |
| 20  | M60       | 2.6                   | 2    | 1    | 3    | -                                     |

**Table H-0-27 Collisions involving illegal, defective or under inflated tyres by road surface conditions, weather conditions and year**

| Surface Condition    | Weather                  | 2005-2009 BSL average | 2010 | 2011 | 2012 | 2012 per cent change from BSL average |
|----------------------|--------------------------|-----------------------|------|------|------|---------------------------------------|
| Dry                  | Fine                     | 183.4                 | 144  | 142  | 118  | -35.7                                 |
|                      | Rain                     | 0.0                   | 0    | 0    | 2    | -                                     |
|                      | Fog or mist              | 0.2                   | 0    | 0    | 1    | -                                     |
|                      | Snow                     | 0.0                   | 0    | 0    | 0    | -                                     |
|                      | Other/unknown            | 0.6                   | 2    | 3    | 2    | -                                     |
| Wet or damp          | Fine                     | 30.4                  | 26   | 16   | 26   | -14.5                                 |
|                      | Rain                     | 30.4                  | 19   | 23   | 34   | 11.8                                  |
|                      | Fog or mist              | 1.0                   | 3    | 2    | 0    | -                                     |
|                      | Snow                     | 0.4                   | 0    | 0    | 2    | -                                     |
|                      | Other/unknown            | 2.2                   | 4    | 1    | 2    | -                                     |
| Frost or ice or snow | Fine                     | 1.0                   | 4    | 1    | 2    | -                                     |
|                      | Rain                     | 0.0                   | 0    | 0    | 0    | -                                     |
|                      | Fog or mist              | 0.0                   | 0    | 0    | 0    | -                                     |
|                      | Snow                     | 0.6                   | 1    | 0    | 0    | -                                     |
|                      | Other/unknown            | 0.2                   | 1    | 0    | 1    | -                                     |
| Other                | Summation of other codes | 0.8                   | 0    | 1    | 0    | -                                     |

**Table H-0-28 Casualties involving illegal, defective or under inflated tyres by casualty type, severity and year**

| Casualty Type           | Casualty Severity | 2005-2009 BSL average | 2010 | 2011 | 2012 | 2012 per cent change from BSL average |
|-------------------------|-------------------|-----------------------|------|------|------|---------------------------------------|
| Car occupants           | Killed            | 7.2                   | 0    | 7    | 4    | -                                     |
|                         | Seriously Injured | 36.4                  | 24   | 36   | 27   | -25.8                                 |
|                         | KSI               | 43.6                  | 24   | 43   | 31   | -28.9                                 |
|                         | Slightly Injured  | 304.6                 | 283  | 221  | 244  | -19.9                                 |
|                         | Total             | 348.2                 | 307  | 264  | 275  | -21.0                                 |
| PTW users               | Killed            | 1.2                   | 1    | 1    | 0    | -                                     |
|                         | Seriously Injured | 6.0                   | 9    | 5    | 6    | -                                     |
|                         | KSI               | 7.2                   | 10   | 6    | 6    | -                                     |
|                         | Slightly Injured  | 9.8                   | 9    | 5    | 3    | -                                     |
|                         | Total             | 17                    | 19   | 11   | 9    | -                                     |
| HGV occupant            | Killed            | 0.2                   | 1    | 0    | 0    | -                                     |
|                         | Seriously Injured | 1.4                   | 0    | 2    | 0    | -                                     |
|                         | KSI               | 1.6                   | 1    | 2    | 0    | -                                     |
|                         | Slightly Injured  | 7.0                   | 5    | 3    | 8    | -                                     |
|                         | Total             | 8.6                   | 6    | 5    | 8    | -                                     |
| Other GV occupant       | Killed            | 0.6                   | 0    | 0    | 0    | -                                     |
|                         | Seriously Injured | 5.6                   | 3    | 2    | 1    | -                                     |
|                         | KSI               | 6.2                   | 3    | 2    | 1    | -                                     |
|                         | Slightly Injured  | 27.6                  | 33   | 28   | 30   | 8.7                                   |
|                         | Total             | 33.8                  | 36   | 30   | 31   | -8.3                                  |
| Any other casualty type | Killed            | 0.6                   | 0    | 1    | 0    | -                                     |
|                         | Seriously Injured | 1.2                   | 1    | 0    | 1    | -                                     |
|                         | KSI               | 1.8                   | 1    | 1    | 1    | -                                     |
|                         | Slightly Injured  | 5.4                   | 5    | 1    | 2    | -                                     |
|                         | Total             | 7.2                   | 6    | 2    | 3    | -                                     |

**Table H-0-29 Top 20 contributory factors involving illegal, defective or under inflated tyres by year**

| No. | CF  | Contributory Factors                           | 2005-2009<br>BSL average | 2010 | 2011 | 2012 | 2012 per cent change<br>from BSL average |
|-----|-----|--|--------------------------|------|------|------|--|
| -   | 201 | Tyres illegal, defective or under inflated     | 251.2                    | 204  | 189  | 190  | -24.4                                    |
| 1   | 410 | Loss of control                                | 97.2                     | 84   | 71   | 65   | -33.1                                    |
| 2   | 103 | Slippery road (due to weather)                 | 22.0                     | 29   | 14   | 30   | 36.4                                     |
| 3   | 307 | Travelling too fast for conditions             | 18.8                     | 10   | 5    | 18   | -4.3                                     |
| 4   | 406 | Failed to judge other person's path or speed   | 8.6                      | 9    | 5    | 13   | -  |
| 5   | 602 | Careless, reckless or in a hurry               | 12.8                     | 15   | 14   | 11   | -  |
| 6   | 409 | Swerved  | 13.2                     | 10   | 23   | 9    | -  |
| 7   | 308 | Following too close                            | 7.0                      | 11   | 5    | 9    | -  |
| 8   | 999 | Other factor                                   | 10.4                     | 4    | 15   | 8    | -  |
| 9   | 405 | Failed to look properly                        | 9.2                      | 10   | 7    | 8    | -  |
| 10  | 408 | Sudden braking                                 | 9.0                      | 17   | 13   | 7    | -  |
| 11  | 707 | Rain, sleet, snow, or fog                      | 2.8                      | 3    | 3    | 6    | -  |
| 12  | 204 | Defective steering or suspension               | 6.8                      | 3    | 3    | 5    | -  |
| 13  | 403 | Poor turn or manoeuvre                         | 5.8                      | 5    | 4    | 5    | -  |
| 14  | 306 | Exceeding speed limit                          | 9.0                      | 5    | 6    | 4    | -  |
| 15  | 503 | Fatigue  | 7.6                      | 7    | 4    | 4    | -  |
| 16  | 509 | Distraction in vehicle                         | 5.5                      | 1    | 5    | 4    | -  |
| 17  | 206 | Overloaded or poorly loaded vehicle or trailer | 4.8                      | 6    | 5    | 4    | -  |
| 18  | 603 | Nervous, uncertain or panic                    | 2.8                      | 8    | 3    | 4    | -  |
| 19  | 501 | Impaired by alcohol                            | 7.4                      | 3    | 2    | 3    | -  |
| 20  | 708 | Spray from other vehicles                      | 1.8                      | 0    | 2    | 3    | -  |

Note: Table reports number of individual contributory factors recorded in collisions involving at least one instance of the "illegal, defective or under inflated tyres" contributory factor.

## H.7 HGVs and Other GV's

**Table H-0-30 Collisions involving HGVs by top 20 road names, road type and year**

| No. | Road Name | 2005-2009 BSL average | 2010 | 2011 | 2012 | 2012 per cent change from BSL average |
|-----|-----------|-----------------------|------|------|------|---------------------------------------|
| 1   | M25       | 351.8                 | 247  | 249  | 229  | -34.9                                 |
| 2   | M6        | 302.0                 | 254  | 209  | 209  | -30.8                                 |
| 3   | M1        | 318.2                 | 255  | 193  | 199  | -37.5                                 |
| 4   | A1        | 133.4                 | 111  | 89   | 78   | -41.5                                 |
| 5   | M62       | 92.4                  | 102  | 80   | 76   | -17.7                                 |
| 6   | A14       | 118.2                 | 105  | 86   | 72   | -39.1                                 |
| 7   | M20       | 70.4                  | 33   | 40   | 64   | -9.1                                  |
| 8   | M4        | 83.8                  | 73   | 60   | 59   | -29.6                                 |
| 9   | M5        | 89.0                  | 61   | 64   | 56   | -37.1                                 |
| 10  | A5        | 51.2                  | 45   | 35   | 48   | -6.3                                  |
| 11  | A1(M)     | 57.8                  | 57   | 52   | 42   | -27.3                                 |
| 12  | A38       | 51.0                  | 42   | 40   | 42   | -17.6                                 |
| 13  | M40       | 84.4                  | 65   | 58   | 40   | -52.6                                 |
| 14  | A46       | 49.2                  | 28   | 39   | 33   | -32.9                                 |
| 15  | A34       | 42.0                  | 13   | 27   | 29   | -31.0                                 |
| 16  | A19       | 37.0                  | 32   | 20   | 28   | -24.3                                 |
| 17  | A2        | 35.0                  | 30   | 34   | 27   | -22.9                                 |
| 18  | A12       | 35.0                  | 24   | 27   | 26   | -25.7                                 |
| 19  | A66       | 24.6                  | 16   | 24   | 26   | 5.7                                   |
| 20  | A27       | 30.8                  | 28   | 21   | 22   | -28.6                                 |

**Table H-0-31 Collisions involving Other GVs by top 20 road names, road type and year**

| No. | Road Name | 2005-2009<br>BSL average | 2010 | 2011 | 2012 | 2012 per cent change<br>from BSL average |
|-----|-----------|--------------------------|------|------|------|--|
| 1   | M25       | 114.4                    | 80   | 104  | 103  | -10.0                                    |
| 2   | M1        | 150.6                    | 119  | 100  | 100  | -33.6                                    |
| 3   | M6        | 132.4                    | 100  | 114  | 94   | -29.0                                    |
| 4   | M62       | 54.8                     | 39   | 53   | 51   | -6.9                                     |
| 5   | A1        | 85.4                     | 61   | 61   | 43   | -49.6                                    |
| 6   | M4        | 52.0                     | 51   | 54   | 41   | -21.2                                    |
| 7   | A14       | 47.6                     | 41   | 28   | 41   | -13.9                                    |
| 8   | A27       | 43.2                     | 43   | 39   | 38   | -12.0                                    |
| 9   | A1(M)     | 38.8                     | 40   | 34   | 37   | -4.6                                     |
| 10  | A38       | 30.8                     | 26   | 23   | 35   | 13.6                                     |
| 11  | M3        | 29.8                     | 27   | 23   | 32   | 7.4                                      |
| 12  | A5        | 33.8                     | 33   | 39   | 31   | -8.3                                     |
| 13  | M5        | 47.2                     | 38   | 44   | 30   | -36.4                                    |
| 14  | A3        | 22.2                     | 24   | 22   | 29   | 30.6                                     |
| 15  | A46       | 37.8                     | 27   | 27   | 26   | -31.2                                    |
| 16  | M27       | 20.8                     | 23   | 18   | 24   | 15.4                                     |
| 17  | A19       | 27.8                     | 39   | 19   | 23   | -17.3                                    |
| 18  | A47       | 26.4                     | 16   | 18   | 23   | -12.9                                    |
| 19  | A52       | 21.0                     | 22   | 23   | 22   | 4.8                                      |
| 20  | A34       | 19.2                     | 14   | 21   | 20   | 4.2                                      |

**Table H-0-32 Casualties involving HGVs by road type, classification and year**

| Road Type      | Classification    | Casualty Severity | 2005-2009 BSL average | 2010       | 2011              | 2012  | 2012 per cent change from BSL average |       |    |       |
|----------------|-------------------|-------------------|-----------------------|------------|-------------------|-------|---------------------------------------|-------|----|-------|
| Motorway       | -                 | Killed            | 63.2                  | 44         | 40                | 40    | -36.7                                 |       |    |       |
|                |                   | Seriously Injured | 227.8                 | 181        | 153               | 143   | -37.2                                 |       |    |       |
|                |                   | KSI               | 291.0                 | 225        | 193               | 183   | -37.1                                 |       |    |       |
|                |                   | Slightly Injured  | 2,414.2               | 1,834      | 1,753             | 1,641 | -32.0                                 |       |    |       |
|                |                   | Total             | 2,705.2               | 2,059      | 1,946             | 1,824 | -32.6                                 |       |    |       |
| A-road         | Dual Carriageway  | - Built-up        | Killed                | 1.4        | 1                 | 4     | 0                                     | -     |    |       |
|                |                   |                   | Seriously Injured     | 7.8        | 3                 | 6     | 5                                     | -     |    |       |
|                |                   |                   | KSI                   | 9.2        | 4                 | 10    | 5                                     | -     |    |       |
|                |                   |                   | Slightly Injured      | 123.4      | 83                | 119   | 106                                   | -14.1 |    |       |
|                |                   |                   | Total                 | 132.6      | 87                | 129   | 111                                   | -16.3 |    |       |
|                | - Non Built-up    | Killed            | 40.6                  | 29         | 22                | 28    | -31.0                                 |       |    |       |
|                |                   | Seriously Injured | 137.8                 | 99         | 87                | 100   | -27.4                                 |       |    |       |
|                |                   | KSI               | 178.4                 | 128        | 109               | 128   | -28.3                                 |       |    |       |
|                |                   | Slightly Injured  | 985.4                 | 754        | 760               | 637   | -35.4                                 |       |    |       |
|                |                   | Total             | 1,163.8               | 882        | 869               | 765   | -34.3                                 |       |    |       |
|                |                   | A-road            | Single Carriageway    | - Built-up | Killed            | 1.6   | 1                                     | 5     | 5  | -     |
|                |                   |                   |                       |            | Seriously Injured | 6.6   | 5                                     | 6     | 7  | -     |
|                |                   |                   |                       |            | KSI               | 8.2   | 6                                     | 11    | 12 | -     |
|                |                   |                   |                       |            | Slightly Injured  | 59.8  | 39                                    | 55    | 33 | -44.8 |
| Total          | 68.0              |                   |                       |            | 45                | 66    | 45                                    | -33.8 |    |       |
| - Non Built-up | Killed            |                   | 20.6                  | 11         | 11                | 14    | -32.0                                 |       |    |       |
|                | Seriously Injured |                   | 48.6                  | 35         | 29                | 35    | -28.0                                 |       |    |       |
|                | KSI               |                   | 69.2                  | 46         | 40                | 49    | -29.2                                 |       |    |       |
|                | Slightly Injured  |                   | 248.8                 | 203        | 191               | 209   | -16.0                                 |       |    |       |
|                | Total             |                   | 318.0                 | 249        | 231               | 258   | -18.9                                 |       |    |       |



**Table H-0-33 Casualties involving Light GVs by road type, classification and year**

| Road Type      | Classification   | Casualty Severity  | 2005-2009 BSL average | 2010              | 2011  | 2012  | 2012 per cent change from BSL average |       |       |
|----------------|------------------|--------------------|-----------------------|-------------------|-------|-------|---------------------------------------|-------|-------|
| Motorway       | -                | Killed             | 21.4                  | 22                | 22    | 10    | -53.3                                 |       |       |
|                |                  | Seriously Injured  | 111.0                 | 90                | 101   | 81    | -27.0                                 |       |       |
|                |                  | KSI                | 132.4                 | 112               | 123   | 91    | -31.3                                 |       |       |
|                |                  | Slightly Injured   | 1,398.6               | 1,134             | 1,316 | 1,101 | -21.3                                 |       |       |
|                |                  | Total              | 1,531.0               | 1,246             | 1,439 | 1,192 | -22.1                                 |       |       |
| A-road         | Dual Carriageway | - Built-up         | Killed                | 0.8               | 0     | 0     | 1                                     | -     |       |
|                |                  |                    | Seriously Injured     | 5.6               | 5     | 1     | 5                                     | -     |       |
|                |                  |                    | KSI                   | 6.4               | 5     | 1     | 6                                     | -     |       |
|                |                  |                    | Slightly Injured      | 76.6              | 47    | 91    | 64                                    | -16.4 |       |
|                |                  |                    | Total                 | 83.0              | 52    | 92    | 70                                    | -15.7 |       |
|                | - Non Built-up   | Killed             | 14.0                  | 14                | 9     | 10    | -                                     |       |       |
|                |                  | Seriously Injured  | 73.0                  | 65                | 50    | 61    | -16.4                                 |       |       |
|                |                  | KSI                | 87.0                  | 79                | 59    | 71    | -18.4                                 |       |       |
|                |                  | Slightly Injured   | 722.4                 | 634               | 571   | 594   | -17.8                                 |       |       |
|                |                  | Total              | 809.4                 | 713               | 630   | 665   | -17.8                                 |       |       |
|                | A-road           | Single Carriageway | - Built-up            | Killed            | 1.0   | 0     | 0                                     | 0     | -     |
|                |                  |                    |                       | Seriously Injured | 5.6   | 8     | 11                                    | 5     | -     |
|                |                  |                    |                       | KSI               | 6.6   | 8     | 11                                    | 5     | -     |
|                |                  |                    |                       | Slightly Injured  | 75.4  | 57    | 73                                    | 49    | -35.0 |
| Total          |                  |                    |                       | 82.0              | 65    | 84    | 54                                    | -34.1 |       |
| - Non Built-up |                  | Killed             | 6.0                   | 6                 | 6     | 9     | -                                     |       |       |
|                |                  | Seriously Injured  | 37.4                  | 20                | 25    | 32    | -14.4                                 |       |       |
|                |                  | KSI                | 43.4                  | 26                | 31    | 41    | -5.5                                  |       |       |
|                |                  | Slightly Injured   | 263.2                 | 245               | 208   | 197   | -25.2                                 |       |       |
|                |                  | Total              | 306.6                 | 271               | 239   | 238   | -22.4                                 |       |       |

**Table H-0-34 Casualties involving HGVs by casualty type, severity and year**

| Casualty Type           | Casualty Severity | 2005-2009 BSL average | 2010  | 2011  | 2012  | 2012 per cent change from BSL average |
|-------------------------|-------------------|-----------------------|-------|-------|-------|---------------------------------------|
| Car occupants           | Killed            | 70.2                  | 36    | 47    | 37    | -47.3                                 |
|                         | Seriously Injured | 226.4                 | 197   | 152   | 162   | -28.4                                 |
|                         | KSI               | 296.6                 | 233   | 199   | 199   | -32.9                                 |
|                         | Slightly Injured  | 2,832.4               | 2,217 | 2,178 | 1,962 | -30.7                                 |
|                         | Total             | 3,129.0               | 2,450 | 2,377 | 2,161 | -30.9                                 |
| PTW users               | Killed            | 9.0                   | 6     | 3     | 5     | -                                     |
|                         | Seriously Injured | 21.0                  | 14    | 11    | 20    | -4.8                                  |
|                         | KSI               | 30.0                  | 20    | 14    | 25    | -16.7                                 |
|                         | Slightly Injured  | 38.4                  | 29    | 29    | 24    | -37.5                                 |
|                         | Total             | 68.4                  | 49    | 43    | 49    | -28.4                                 |
| HGV occupant            | Killed            | 22.4                  | 19    | 16    | 16    | -28.6                                 |
|                         | Seriously Injured | 122.4                 | 74    | 66    | 67    | -45.3                                 |
|                         | KSI               | 144.8                 | 93    | 82    | 83    | -42.7                                 |
|                         | Slightly Injured  | 639.2                 | 453   | 373   | 412   | -35.5                                 |
|                         | Total             | 784.0                 | 546   | 455   | 495   | -36.9                                 |
| Other GV occupant       | Killed            | 6.2                   | 4     | 2     | 7     | -                                     |
|                         | Seriously Injured | 31.6                  | 17    | 26    | 23    | -27.2                                 |
|                         | KSI               | 37.8                  | 21    | 28    | 30    | -20.6                                 |
|                         | Slightly Injured  | 228.0                 | 181   | 169   | 148   | -35.1                                 |
|                         | Total             | 265.8                 | 202   | 197   | 178   | -33.0                                 |
| Any other casualty type | Killed            | 19.6                  | 21    | 14    | 22    | 12.2                                  |
|                         | Seriously Injured | 27.2                  | 21    | 26    | 18    | -33.8                                 |
|                         | KSI               | 46.8                  | 42    | 40    | 40    | -14.5                                 |
|                         | Slightly Injured  | 93.6                  | 33    | 129   | 80    | -14.5                                 |
|                         | Total             | 140.4                 | 75    | 169   | 120   | -14.5                                 |

**Table H-0-35 Casualties involving Other GVs by casualty type, severity and year**

| Casualty Type           | Casualty Severity | 2005-2009 BSL average | 2010  | 2011  | 2012  | 2012 per cent change from BSL average |
|-------------------------|-------------------|-----------------------|-------|-------|-------|---------------------------------------|
| Car occupants           | Killed            | 19.6                  | 15    | 19    | 10    | -49.0                                 |
|                         | Seriously Injured | 98.6                  | 84    | 93    | 83    | -15.8                                 |
|                         | KSI               | 118.2                 | 99    | 112   | 93    | -21.3                                 |
|                         | Slightly Injured  | 1,452.8               | 1,257 | 1,289 | 1,144 | -21.3                                 |
|                         | Total             | 1,571.0               | 1,356 | 1,401 | 1,237 | -21.3                                 |
| PTW users               | Killed            | 4.2                   | 2     | 2     | 5     | -                                     |
|                         | Seriously Injured | 20.0                  | 23    | 20    | 17    | -15.0                                 |
|                         | KSI               | 24.2                  | 25    | 22    | 22    | -9.1                                  |
|                         | Slightly Injured  | 37.6                  | 32    | 42    | 24    | -36.2                                 |
|                         | Total             | 61.8                  | 57    | 64    | 46    | -25.6                                 |
| HGV occupant            | Killed            | 2.0                   | 2     | 5     | 1     | -                                     |
|                         | Seriously Injured | 11.2                  | 5     | 4     | 6     | -                                     |
|                         | KSI               | 13.2                  | 7     | 9     | 7     | -                                     |
|                         | Slightly Injured  | 68.0                  | 49    | 41    | 61    | -10.3                                 |
|                         | Total             | 81.2                  | 56    | 50    | 68    | -16.3                                 |
| Other GV occupant       | Killed            | 12.6                  | 11    | 5     | 11    | -                                     |
|                         | Seriously Injured | 94.0                  | 66    | 57    | 67    | -28.7                                 |
|                         | KSI               | 106.6                 | 77    | 62    | 78    | -26.8                                 |
|                         | Slightly Injured  | 930.4                 | 739   | 774   | 742   | -20.2                                 |
|                         | Total             | 1,037.0               | 816   | 836   | 820   | -20.9                                 |
| Any other casualty type | Killed            | 4.8                   | 12    | 6     | 3     | -                                     |
|                         | Seriously Injured | 8.8                   | 10    | 14    | 11    | -                                     |
|                         | KSI               | 13.6                  | 22    | 20    | 14    | -                                     |
|                         | Slightly Injured  | 47.4                  | 40    | 113   | 34    | -28.3                                 |
|                         | Total             | 61.0                  | 62    | 133   | 48    | -21.3                                 |

**Table H-0-36 Top 20 contributory factors involving HGVs by year**

| No. | CF  | Contributory Factors                         | 2005-2009 BSL average | 2010 | 2011 | 2012 | 2012 per cent change from BSL average |
|-----|-----|--|-----------------------|------|------|------|---------------------------------------|
| 1   | 405 | Failed to look properly                      | 986.8                 | 882  | 892  | 841  | -14.8                                 |
| 2   | 406 | Failed to judge other person's path or speed | 731.2                 | 622  | 576  | 557  | -23.8                                 |
| 3   | 403 | Poor turn or manoeuvre                       | 483.2                 | 340  | 352  | 329  | -31.9                                 |
| 4   | 710 | Vehicle blind spot                           | 366.4                 | 307  | 245  | 238  | -35.0                                 |
| 5   | 410 | Loss of control                              | 338.4                 | 284  | 244  | 203  | -40.0                                 |
| 6   | 602 | Careless, reckless or in a hurry             | 277.8                 | 246  | 229  | 198  | -28.7                                 |
| 7   | 308 | Following too close                          | 328.6                 | 233  | 207  | 190  | -42.2                                 |
| 8   | 408 | Sudden braking                               | 256.6                 | 201  | 188  | 178  | -30.6                                 |
| 9   | 503 | Fatigue                                      | 188.2                 | 154  | 121  | 131  | -30.4                                 |
| 10  | 103 | Slippery road (due to weather)               | 143.0                 | 175  | 91   | 122  | -14.7                                 |
| 11  | 409 | Swerved                                      | 169.6                 | 159  | 119  | 118  | -30.4                                 |
| 12  | 307 | Travelling too fast for conditions           | 194.0                 | 130  | 107  | 97   | -50.0                                 |
| 13  | 999 | Other factor                                 | 137.8                 | 86   | 78   | 71   | -48.5                                 |
| 14  | 509 | Distraction in vehicle                       | 73.6                  | 59   | 64   | 63   | -14.4                                 |
| 15  | 404 | Failed to signal or misleading signal        | 49.4                  | 30   | 47   | 56   | 13.4                                  |
| 16  | 707 | Rain, sleet, snow, or fog                    | 67.2                  | 47   | 45   | 51   | -24.1                                 |
| 17  | 606 | Inexperience of driving on the left          | 57.4                  | 38   | 33   | 38   | -33.8                                 |
| 18  | 501 | Impaired by alcohol                          | 55.4                  | 41   | 46   | 37   | -33.2                                 |
| 19  | 505 | Illness or disability, mental or physical    | 43.4                  | 35   | 43   | 37   | -14.7                                 |
| 20  | 603 | Nervous, uncertain or panic                  | 38.4                  | 39   | 39   | 32   | -16.7                                 |

Note: Table reports number of individual contributory factors recorded in collisions involving at least one HGV.

**Table H-0-37 Top 20 contributory factors involving Other GV's by year**

| No. | CF  | Contributory Factors                         | 2005-2009 BSL average | 2010 | 2011 | 2012 | 2012 per cent change from BSL average |
|-----|-----|--|-----------------------|------|------|------|---------------------------------------|
| 1   | 405 | Failed to look properly                      | 438.0                 | 424  | 478  | 457  | 4.3                                   |
| 2   | 406 | Failed to judge other person's path or speed | 467.4                 | 450  | 414  | 455  | -2.7                                  |
| 3   | 308 | Following too close                          | 405.2                 | 326  | 323  | 309  | -23.7                                 |
| 4   | 408 | Sudden braking                               | 275.6                 | 242  | 273  | 249  | -9.7                                  |
| 5   | 602 | Careless, reckless or in a hurry             | 202.8                 | 154  | 173  | 175  | -13.7                                 |
| 6   | 410 | Loss of control                              | 206.8                 | 180  | 132  | 143  | -30.9                                 |
| 7   | 403 | Poor turn or manoeuvre                       | 155.4                 | 130  | 133  | 113  | -27.3                                 |
| 8   | 307 | Travelling too fast for conditions           | 198.6                 | 125  | 120  | 100  | -49.6                                 |
| 9   | 103 | Slippery road (due to weather)               | 144.4                 | 163  | 90   | 97   | -32.8                                 |
| 10  | 503 | Fatigue                                      | 75.4                  | 64   | 60   | 74   | -1.9                                  |
| 11  | 409 | Swerved                                      | 111.4                 | 98   | 81   | 73   | -34.5                                 |
| 12  | 509 | Distraction in vehicle                       | 39.6                  | 36   | 48   | 45   | 13.6                                  |
| 13  | 601 | Aggressive driving                           | 41.0                  | 22   | 28   | 41   | 0.0                                   |
| 14  | 999 | Other factor                                 | 58.0                  | 36   | 38   | 40   | -31.0                                 |
| 15  | 501 | Impaired by alcohol                          | 38.0                  | 27   | 29   | 34   | -10.5                                 |
| 16  | 706 | Dazzling sun                                 | 29.4                  | 22   | 26   | 31   | 5.4                                   |
| 17  | 707 | Rain, sleet, snow, or fog                    | 45.4                  | 24   | 29   | 29   | -36.1                                 |
| 18  | 306 | Exceeding speed limit                        | 33.4                  | 26   | 27   | 28   | -16.2                                 |
| 19  | 201 | Tyres illegal, defective or under inflated   | 28.2                  | 24   | 26   | 26   | -7.8                                  |
| 20  | 510 | Distraction outside vehicle                  | 29.2                  | 33   | 26   | 23   | -21.2                                 |

Note: Table reports number of individual contributory factors recorded in collisions involving at least one "Other GV".