



Department
for Transport



Reported Road Casualties Great Britain: 2019 Annual Report

Moving Britain Ahead



September 2020

DEPARTMENT FOR TRANSPORT
SCOTTISH GOVERNMENT
WELSH ASSEMBLY GOVERNMENT

REPORTED ROAD CASUALTIES GREAT BRITAIN 2019

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Department for Transport statistics
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Discontinued tables : Information available on the new data download tool: <https://roadtraffic.dft.gov.uk/custom-downloads/road-accidents>

expect RAS50010, RAS50015 and RAS510021 due to lack of demand.



Department for Transport

Reported road casualties in Great Britain: 2019 annual report

There were 1,752 reported road deaths in 2019, similar to the level seen since 2012, which follows a period of substantial reduction in fatalities from 2006 to 2010.

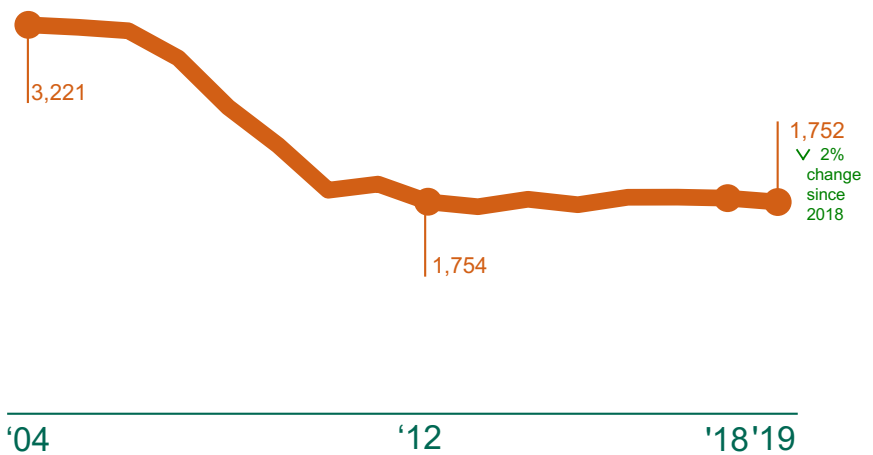
About this release

This release gives an overview and commentary of reported road casualties in 2019. It provides the number of personal injury road traffic accidents in Great Britain that were reported by the police in 2019 using the STATS19 reporting system. It also includes the number of people killed or injured in these accidents and which road user group they were in. This is the final release of headline accident and casualty figures for 2019 and an update of provisional results published in July 2020.

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Chart 1: Fatalities in reported road accidents: GB, 2004-2019



- There were 25,945 **serious injuries** in road traffic accidents **reported to the police** in 2019. However, comparison of this figure with earlier years should be interpreted with caution due to changes in systems for severity reporting by some police forces. The report contains further information and an estimate adjusted to account for this discontinuity.
- There was a total of 153,158 **casualties of all severities** in reported road traffic accidents in 2019. This is 5% lower than in 2018 and is the lowest level since 1979 when this statistical series with current definitions and detail began.
- Accounting for change in traffic, the rate of fatalities per billion vehicle miles has fallen by 4% from 5.06 in 2018 to 4.87 fatalities per billion vehicle miles in 2019.

Introduction

This publication provides the number of personal injury road traffic accidents in Great Britain that were reported to the police in 2019 using the STATS19 reporting system. It also includes the number of people killed or injured in these accidents and which road user group they were in.

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

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

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

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

Further information

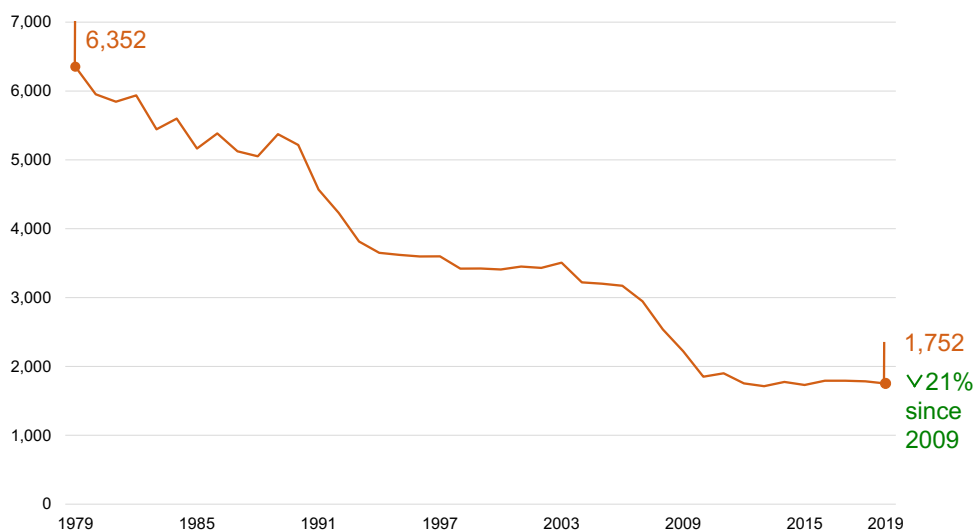
Information about the data collected, notes, definitions and guidance is available here: <https://www.gov.uk/government/publications/road-accidents-and-safety-statistics-guidance>.

Headline statistics

Fatalities

A total of 1,752 people were killed in reported road traffic accidents in Great Britain in 2019, similar to the level seen since 2012, which followed a period of substantial reduction in fatalities from 2006 to 2010.

Chart 2: Fatalities in reported road accidents: GB, 1979-2019



Definition

Casualty: A person killed or injured in a reported accident on a public road. Casualties are sub-divided into killed, seriously injured and slightly injured.

A full list of the definitions used in this release can be found here: <https://www.gov.uk/government/publications/road-accidents-and-safety-statistics-guidance>.

The number of fatalities in 2019 (1,752) was 2% less than in 2018 (1,784), however, this small decrease may be due to natural variation. The trend in the number of fatalities has been broadly flat since 2010. Previously, and particularly between 2006 and 2010, the general trend was for fatalities to fall. Since that point, most of the year on year changes are either explained by one-off causes (for instance, the snow in 2010) or natural variation. The evidence points towards Britain being in a period when the fatality numbers are broadly stable.

Serious injuries

In 2019, there were 25,945 seriously injured casualties in reported road traffic accidents. This figure is **as reported to the police** and is **not comparable to earlier years** due to changes in severity reporting. From 2016 onwards, figures on the severity of injury have been affected by a large number of police forces changing their reporting systems. It is likely that the recording of injury severity is more accurate for forces using these new reporting systems. This has had a large impact on the number of serious injuries recorded in 2016 (24,101), 2017 (24,831), 2018 (25,511) and 2019 (25,945) compared with 2015 (22,144). Some of these serious injuries may previously have been classified as slight injuries which means that the 2016, 2017, 2018 and 2019 serious injury figures are not comparable to previous years and to each other. Please see the [strengths and weaknesses section](#) for more information.

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

This methodology has allowed us to produce the following experimental statistics. This is a developing area, where we continue to welcome users views both on the methodology and on the ways in which you are using the statistics and any challenges you face. Last year we implemented the severity adjustments methodology for the first time and published adjusted figures in a limited number of our statistical tables. This year we have included adjusted figures in all of the statistical tables that are published alongside Reported road casualties in Great Britain, annual report: 2019 and welcome feedback from users. However, in advance of that and to aid user understanding, we included the probabilities of each casualty being serious under injury-based systems alongside the underlying dataset <https://data.gov.uk/dataset/cb7ae6f0-4be6-4935-9277-47e5ce24a11f/road-safety-data>. This is so that users can reproduce the summary tables and test out some limited further splits. Further guidance is given in the [Annex](#).

The model has been updated in 2020 for use in producing 2019 adjustments, as more police forces moved to an injury based reporting system in 2019. This has led to us revising all previously adjusted figures and seeing an uplift in the adjusted serious injuries compared to the model used in 2018, . This may be due to forces joining CRASH during 2019, such as the Scottish police forces in July 2019 and Sussex in April 2019, therefore we did not have a full year of CRASH data for all affected forces. Over the next few years we expect to update the model further, as more forces move to an injury based reporting system.

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

Changes in systems for severity reporting

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

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

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

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

Assuming that all police forces were using injury-based severity reporting systems, the model estimates that there would have been 30,144 serious injuries and 31,896 people killed or seriously injured in 2019.

Chart 3: Serious injuries in reported road accidents (adjusted and reported): GB, 2004-2019

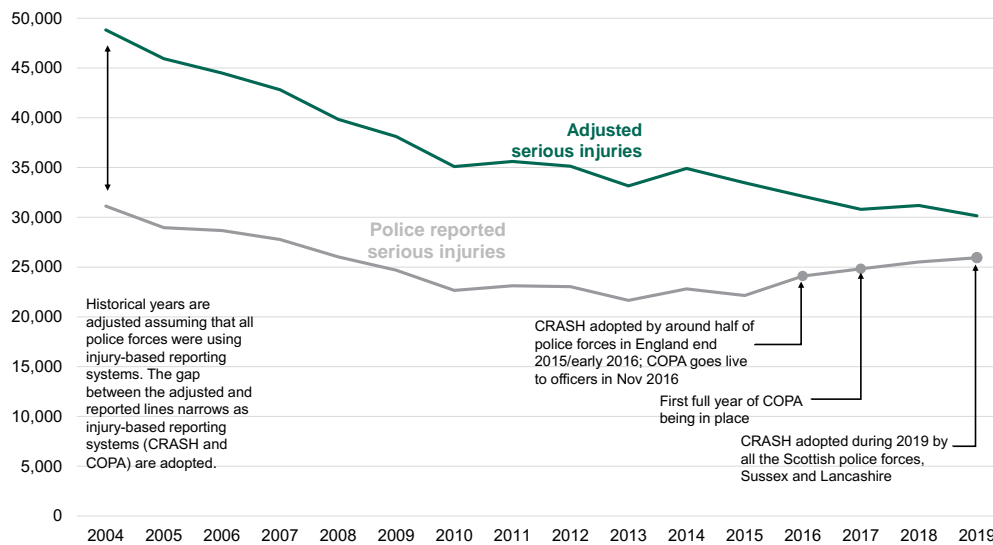


Chart 3 shows that when accounting for changes in reporting, the estimated number of serious injuries since 2010 has declined slightly, at a slower rate than before 2010.

Slight injuries

In 2019, there were 125,461 slightly injured casualties in reported road traffic accidents reported to the police. As explained in the previous section, this figure is **as reported to the police**.

Applying the severity adjustments methodology developed with the Office for National Statistics results in an estimated 121,262 slightly injured casualties, assuming that all police forces were using an injury-based severity reporting system.

Chart 4: Slight injuries in reported road accidents (adjusted and reported): GB, 2004-2019

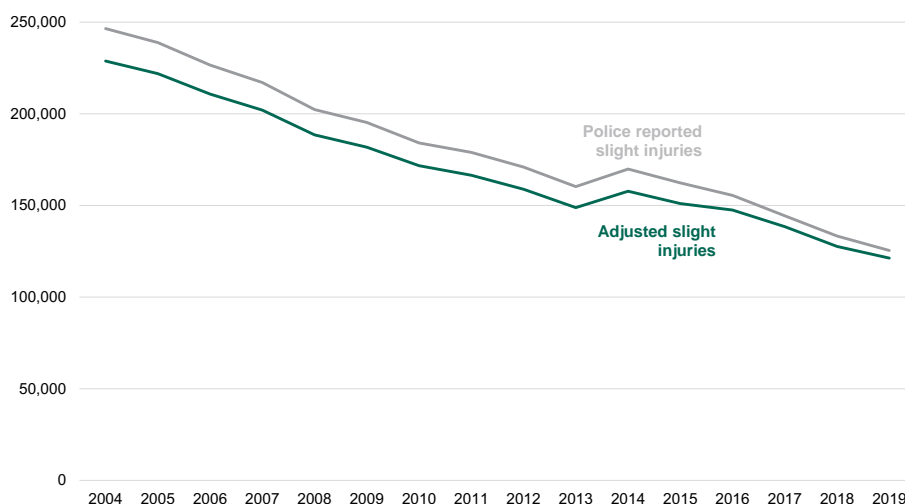


Chart 4 shows that when accounting for changes in reporting, the number of slight injuries in 2016 to 2019 has continued the decreasing trend observed since 2014.

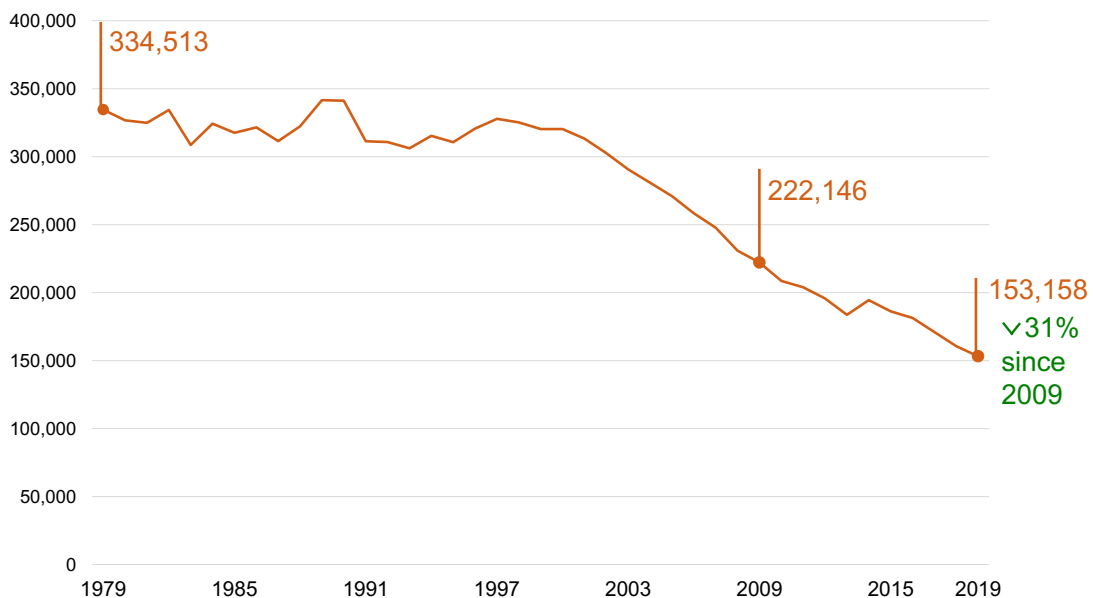
Total casualties

There was a total of 153,158 casualties of all severities in reported road traffic accidents in 2019. This is 5% lower than in 2018 and is the lowest level since 1979 when this statistical series with current definitions and detail began. However, this figure should be interpreted with caution for two reasons:

- It has long been known that non-fatal (and particularly slight) casualties are underreported to the police and therefore this figure is likely to be an underestimate of the total.
- The introduction of online self-reporting by the Metropolitan Police Service at the end of 2016 and a few other forces in 2018 (see [online self-reporting](#) section on page 41 for more details), may have affected the number of non-fatal (and particularly slight) casualties reported in these forces and therefore impact the total for Great Britain.

Comparisons to trends in other data sources available seem to suggest little change or a slight fall in casualties would be expected between 2018 and 2019. Please see the [strengths and weaknesses](#) section (page 27) for further information.

Chart 5: Casualties in reported road accidents: GB, 1979-2019



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

Summary of trends

The summary table below shows the number of reported road casualties in Great Britain in 2019 compared with previous years. Changes in unadjusted figures are presented for wider context, but it is advised to use the adjusted figures and changes to assess trends over recent years.

	2019	Percentage change from:	
		2018	2009
Killed	1,752	↓ 2%	↓ 21%
Seriously injured (unadjusted) ¹	25,945	↑ 2%	↑ 5%
Seriously injured (adjusted)²	30,144	↓ 3%	↓ 21%
KSI (unadjusted) ^{1,3}	27,697	↑ 1%	↑ 3%
KSI (adjusted)^{2,3}	31,896	↓ 3%	↓ 21%
Slightly injured (unadjusted) ¹	125,461	↓ 6%	↓ 36%
Slightly injured (adjusted)²	121,262	↓ 5%	↓ 33%
All casualties	153,158	↓ 5%	↓ 31%

1. As reported to the police.

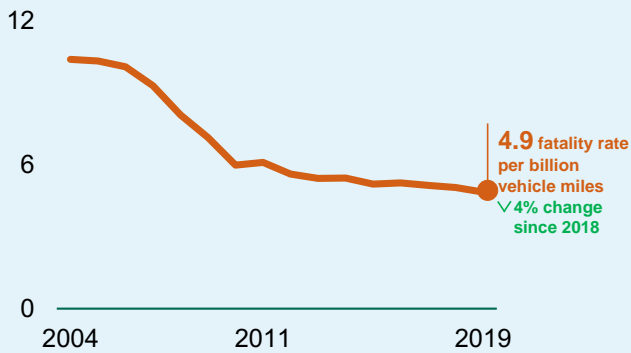
2. Adjusted estimates following methodology from the Office for National Statistics Methodology Advisory Service analysis accounting for change in severity reporting.

3. KSI - Killed or Seriously injured.

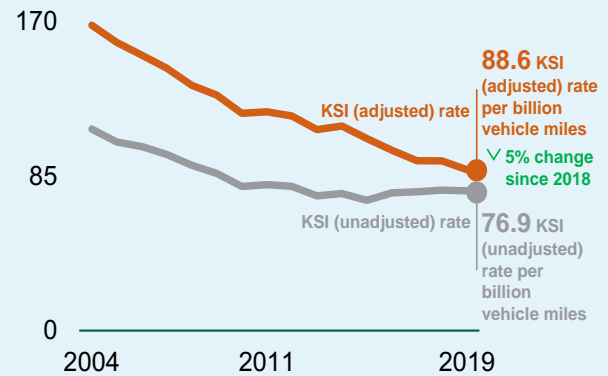
Trends in casualty rates

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

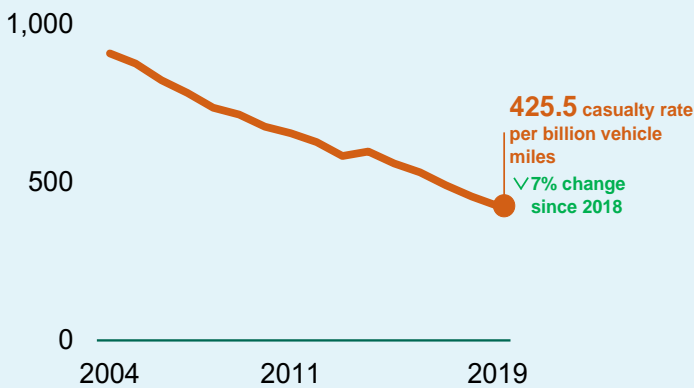
Fatalities per billion vehicle miles



Killed or seriously injured per billion vehicle miles



Total casualties per billion vehicle miles



Traffic (billion vehicle miles) *

^ **2.0%**
 change since 2018

^ **16.6%**
 change since 2010

* Road traffic estimates in Great Britain, 2019: <https://www.gov.uk/government/statistics/road-traffic-estimates-in-great-britain-2019>. Traffic figures here exclude pedestrians and include pedal cycles.

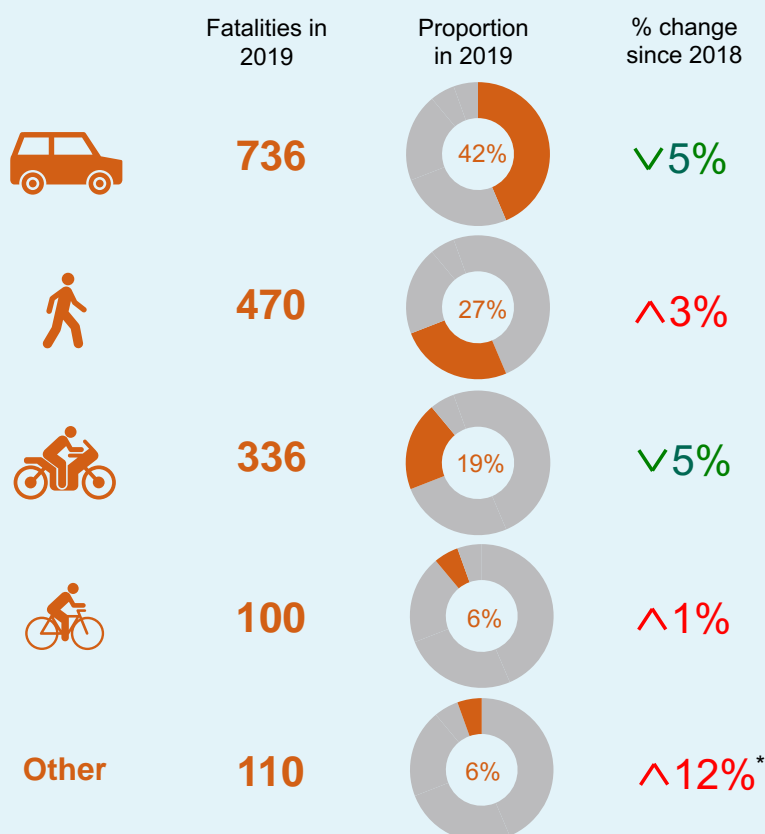
The number of fatalities per billion vehicle miles travelled has fallen slightly from 2009 (7.1) to 4.9 fatalities per billion miles travelled in 2019. When looking at the adjusted series, we see the number of killed or seriously injured casualties per billion vehicle miles decreased sharply until 2010, and declined gradually since to 88.6 people killed or seriously injured per billion vehicle miles travelled in 2019. This is because killed or seriously injured casualty numbers have declined slightly since 2010 while traffic has increased over the same period. The casualty rate per billion vehicle miles travelled decreased between 2009 to 2019 from 714.2 to 425.5 casualties per billion vehicle miles travelled, a decrease of 40%.

Casualties by road user type

In terms of **absolute counts**, **car occupants** (including car drivers and car passengers) come out as the road user group with the greatest number of casualties and fatalities each year (42% of total fatalities and 58% of total casualties in 2019). However, this is unsurprising as cars account for around 80% of the traffic on British roads.

Fatalities by road user type

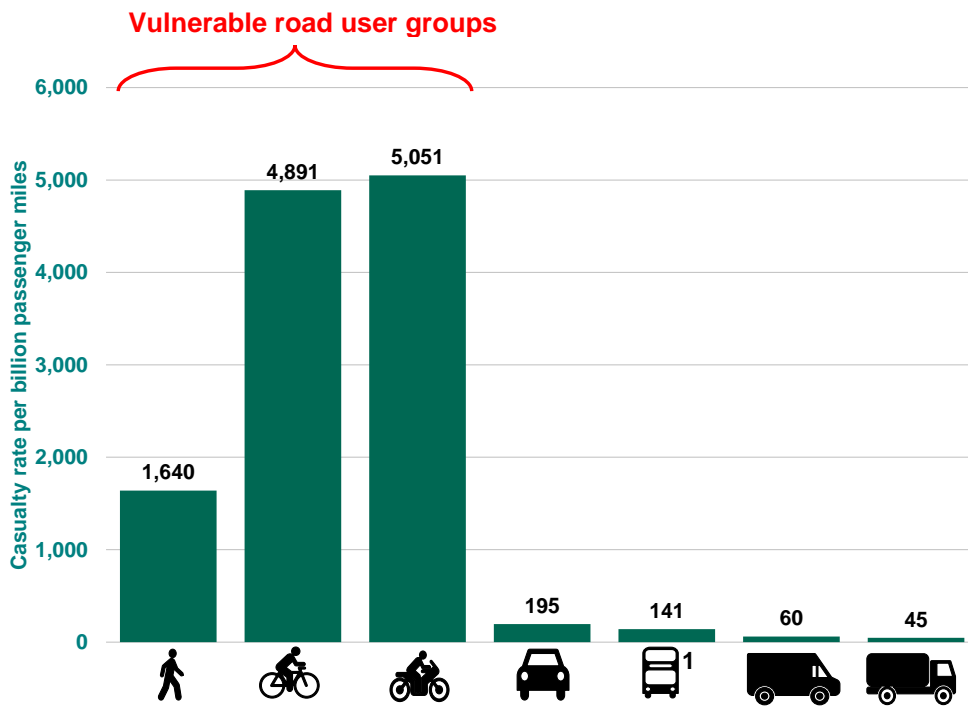
In 2019, **car occupants** accounted for 42% of road deaths, pedestrians 27%, motorcyclists 19% and pedal cyclists 6%.



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

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

Chart 6: Casualty rate per billion passenger miles by road user type: GB, 2019



Useful links

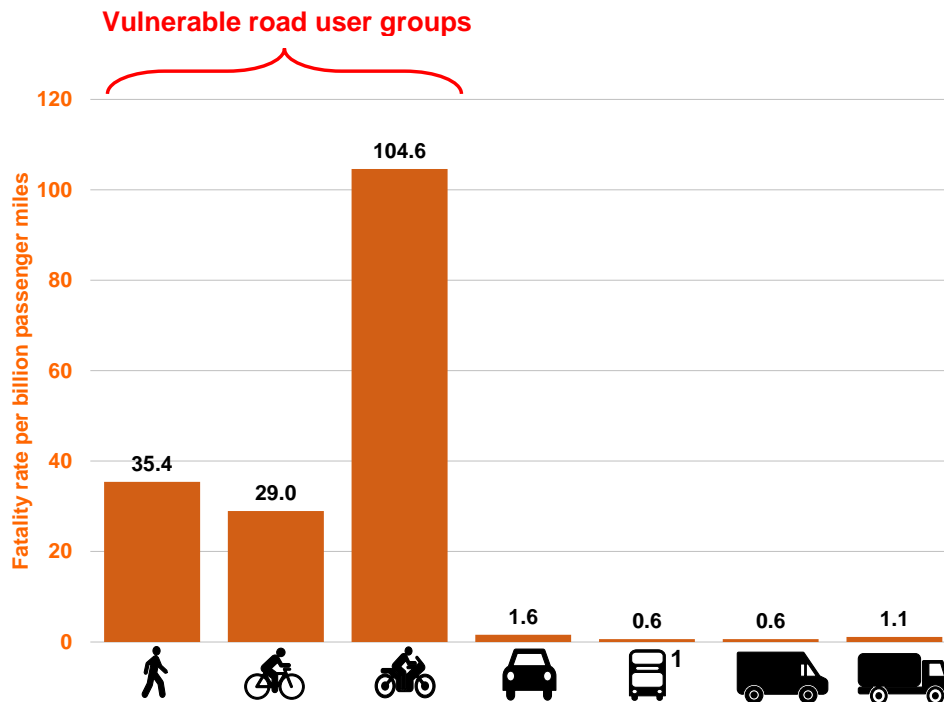
Figures for billion passenger miles by mode of travel are derived from the following sources:

National Travel Survey, 2019: <https://www.gov.uk/government/statistics/national-travel-survey-2019>

Annual bus statistics: year ending March 2019: <https://www.gov.uk/government/statistics/annual-bus-statistics-year-ending-march-2019>

Road traffic estimates, Great Britain: 2019: <https://www.gov.uk/government/statistics/road-traffic-estimates-in-great-britain-2019>.

Chart 7: Fatality rate per billion passenger miles by road user type: GB, 2019



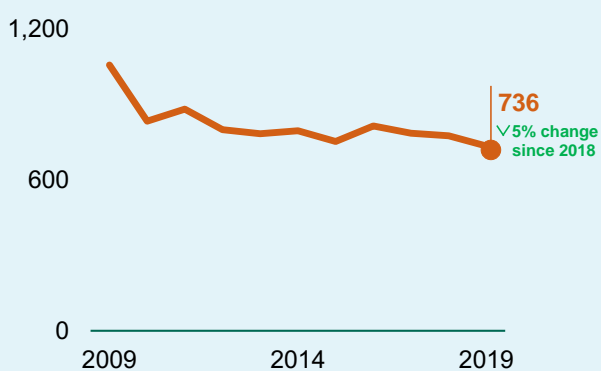
1. Bus passenger miles is based on the 2018 mileage figure as there is no 2019 figure available at the time of publication.

The pattern for **pedal cycles** is notable: the overall casualty rate of 4,891 casualties per billion miles cycled is close to the motorcycling casualty rate, whereas the fatality rate of 29.0 per billion miles cycled is much closer to the pedestrian rate. Over time there has been a decrease in the risk of all modes, however, vulnerable road users are still the most at risk.

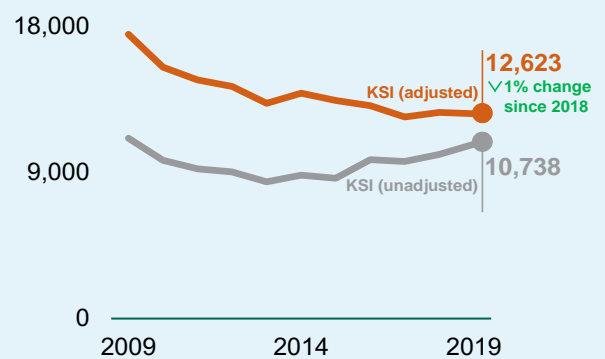
Car occupants

Car occupants continue to account for the **largest proportion of casualties** of all severities. A total of 736 **car occupants** were killed in 2019, down 5% (or 41 fatalities) from 777 in 2018. Even though cars account for the most traffic on Great Britain roads (around 80%), the car occupant fatality rate per billion passenger miles travelled was 1.6 in 2019. The majority of car occupant fatalities were car drivers, with 508 car drivers killed and 228 car passengers killed in 2019. Car occupants represents 42% of all fatalities in reported road accidents in 2019. Overall, car occupant casualties decreased by 5% to 89,331 in 2019 compared to 2018, and was the **lowest on record** representing 58% of all casualties in reported road accidents in 2019.

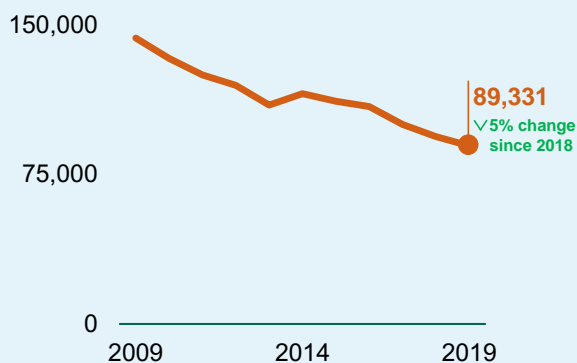
Fatalities



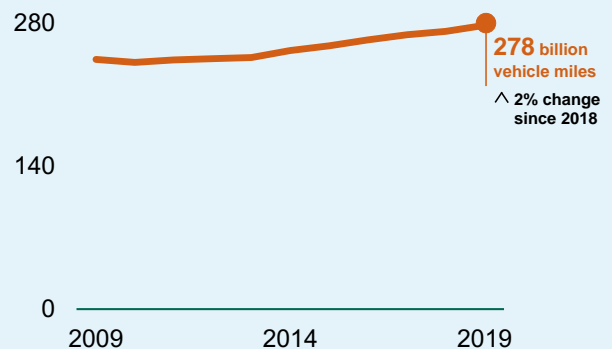
Killed or seriously injured



Total casualties



Traffic (billion vehicle miles)

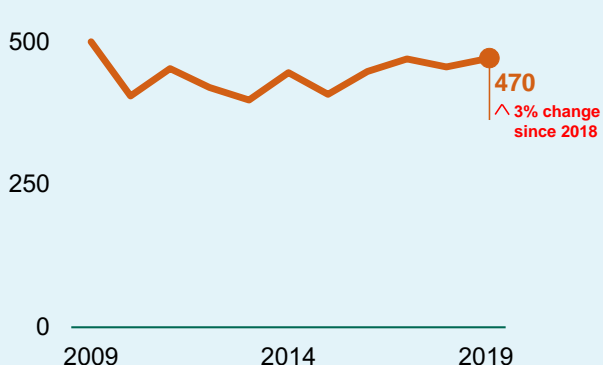


Car and taxi traffic in Great Britain increased by 2% from 2018 to 2019. Although increases in car and taxi traffic can lead to an increase in accidents, other factors can have a stronger influence on road safety.

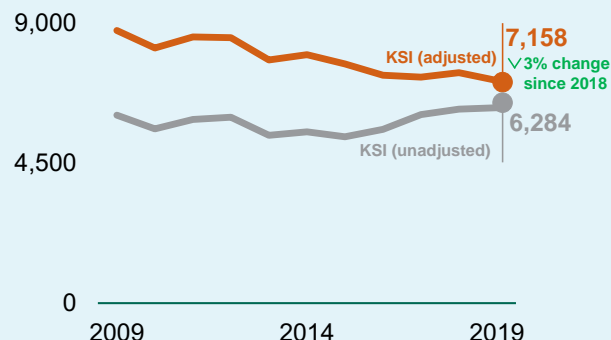
Pedestrians

Although **pedestrian fatalities** increased slightly from 456 in 2018 to 470 in 2019, the number of fatalities has remained broadly constant over the last ten years and year-on-year changes are likely to be due to natural variation. Overall, pedestrian casualties decreased by 3% between 2018 and 2019 to 21,770 pedestrian casualties. Pedestrians represented 14% of all casualties in 2019, a proportion that has increased very slightly in each of the last five years.

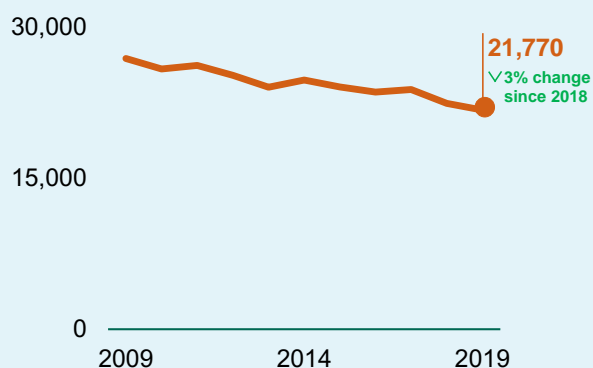
Fatalities



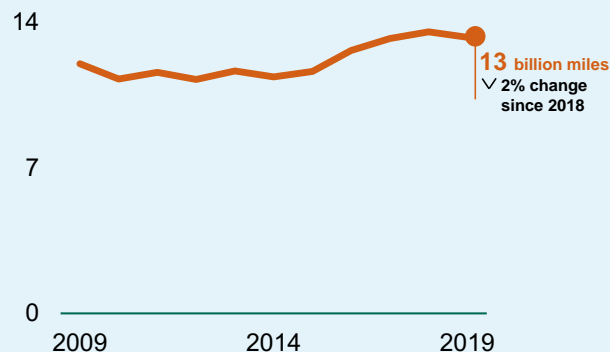
Killed or seriously injured



Total casualties



Distance walked (billion miles) *

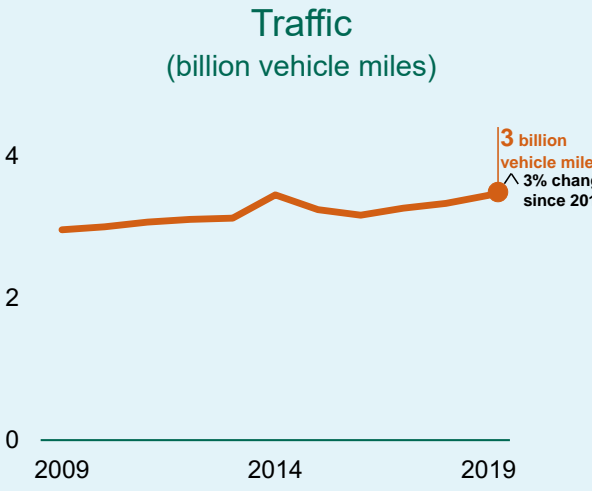
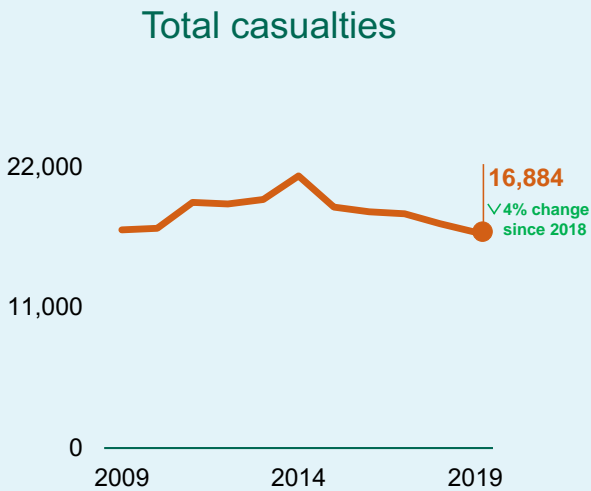
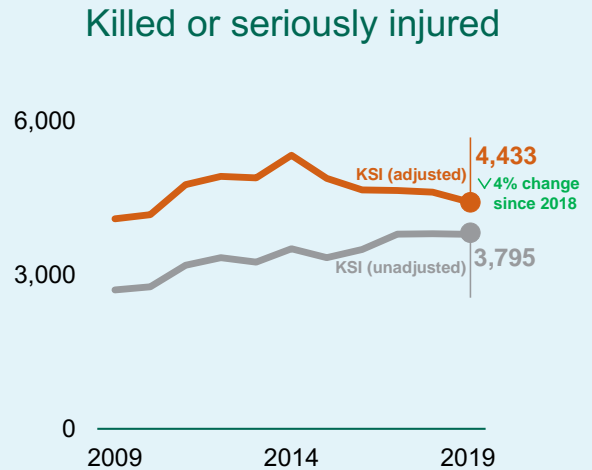
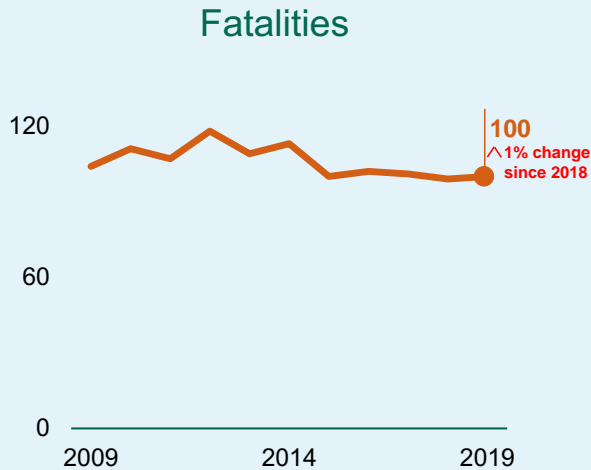


Estimates of distance walked have increased since 2014. However, the 2019 estimate of 13 billion miles walked is 2% less than in 2018.*

* Distance walked in Great Britain up to 2019 is estimated by using [National Travel Survey](#) average distance travelled in England for each year multiplied by [Great Britain population](#) for that year.

Pedal cyclists

There were 100 **pedal cyclist** fatalities on the roads in 2019, very similar to the level seen since 2009. Any changes since that point are most likely a result of **natural variation** and cannot be attributed to underlying causes.

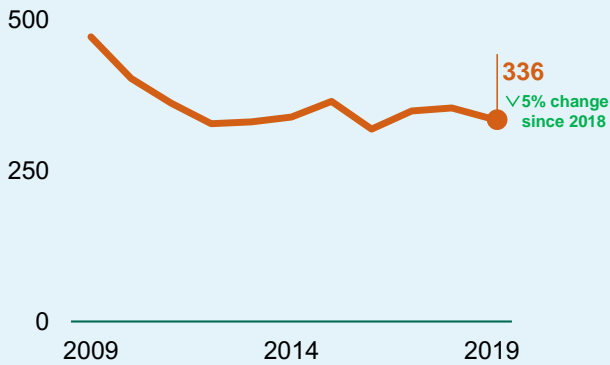


The number of pedal cyclists killed or seriously injured in Great Britain has increased by 8% between 2009 (4,098) to 2019 (4,433) (using the series adjusted for changes in severity reporting). This is partly explained by an increase in pedal cyclist traffic in Great Britain of 16% from 2009 to 2019 (3.0 to 3.5 billion vehicle miles). Overall pedal cyclist casualties decreased by 4% between 2018 and 2019.

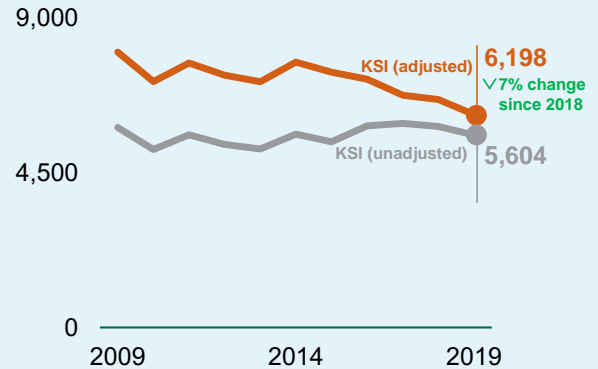
Motorcyclists

Motorcyclist fatalities decreased in 2019 compared to 2018. In total, 336 motorcyclists were killed during 2019, down 5% from 354 in 2018. However, motorcyclist fatalities have fluctuated between 319 and 365 over 2011 to 2019 with no clear trend. Overall motorcyclist casualties decreased by 4% between 2018 and 2019 to 16,224 casualties. Motorcyclist traffic has been stable in the last ten years.

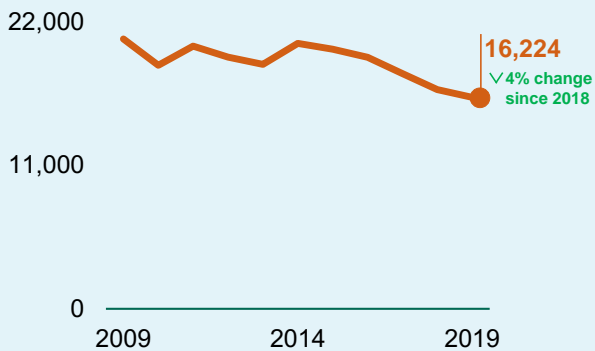
Fatalities



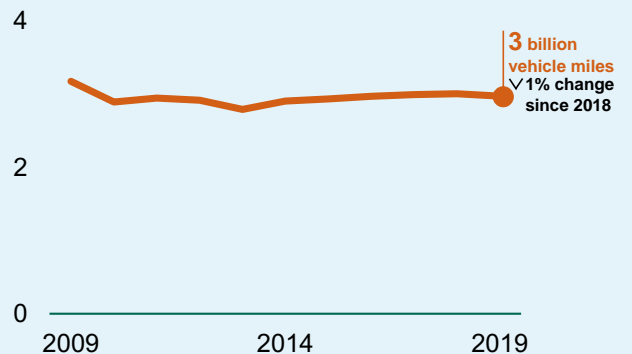
Killed or seriously injured



Total casualties



Traffic (billion vehicle miles)



Bus and coach occupants

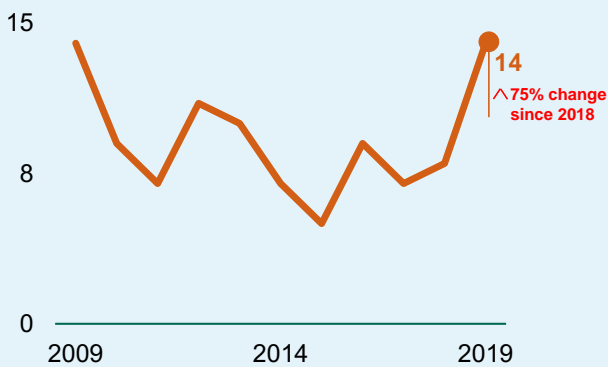


In 2019, there were 14 **bus and coach occupant** fatalities, of which 12 were bus or coach passengers and 2 were bus or coach drivers. Bus and coach occupant fatalities have fluctuated between 5 and 14 in the last ten years with no clear trend.

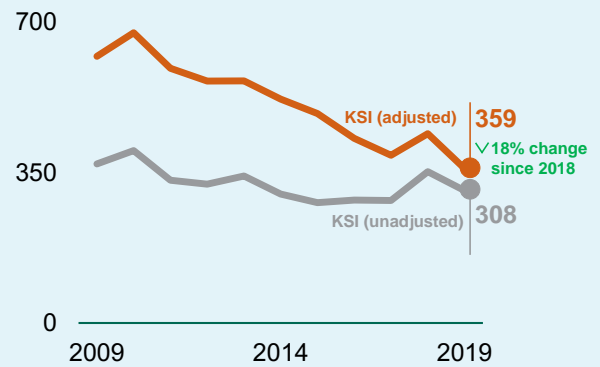
Overall bus and coach casualties have shown a decreasing trend, decreasing by more than a half from 2009 (6,317) to 2019 (3,085). The number of bus and coach occupant casualties have decreased in the last year by 19% from 3,801 in 2018 to 3,085 in 2019, of which in the latest year 91% were passengers. Out of all bus and coach occupant passenger casualties in 2019, 36% were older people (aged 60 and over).

Bus and coach traffic has also shown a decreasing trend in the last ten years. In 2019, bus and coach traffic was 2.4 billion vehicle miles, a decrease of 2% compared to 2018.

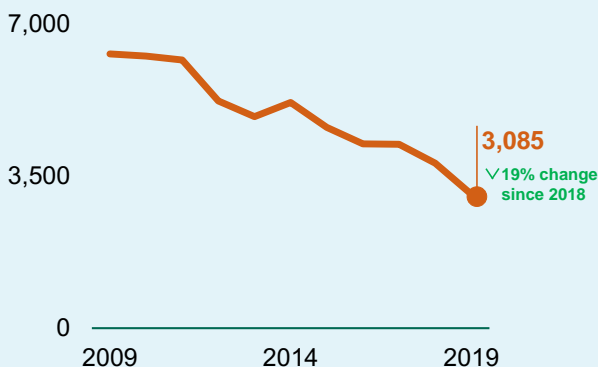
Fatalities



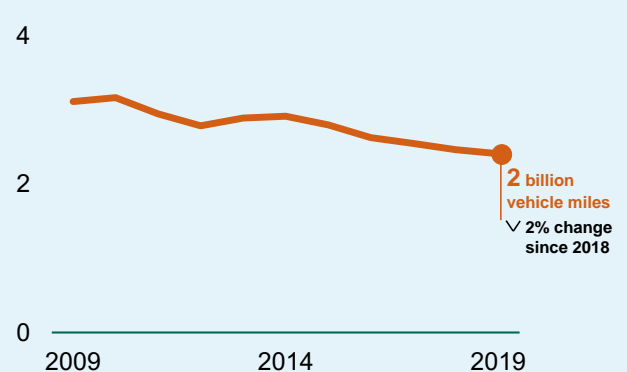
Killed or seriously injured



Total casualties



Traffic (billion vehicle miles)



Goods vehicle occupants

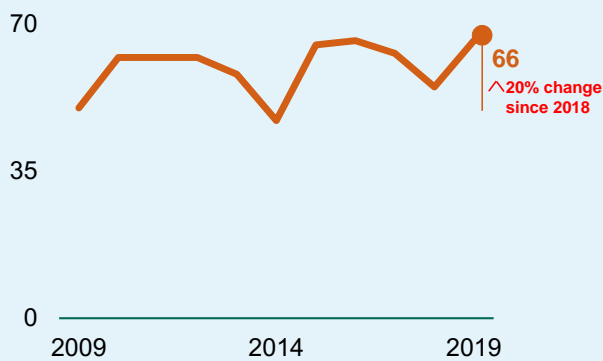


In 2019, there were 66 **goods vehicle occupant** (including heavy and light goods vehicles) fatalities, of which 55 were goods vehicle drivers and 11 were goods vehicle passengers. Goods vehicle fatalities have fluctuated between 47 and 66 in the last ten years.

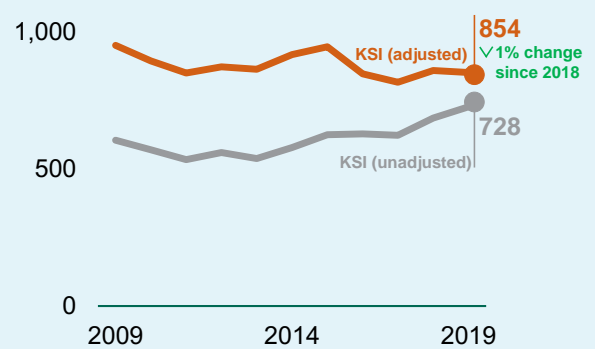
Overall goods vehicle casualties have shown a decreasing trend, decreasing by 2% from 5,071 in 2018 to 4,985 in 2019, of which in the latest year 80% were goods vehicle occupant driver casualties.

Goods vehicle traffic has shown an increasing trend from 2013 to 2019. In 2019, goods vehicle traffic was 73 billion vehicle miles, a slight increase of 2% compared to 2018.

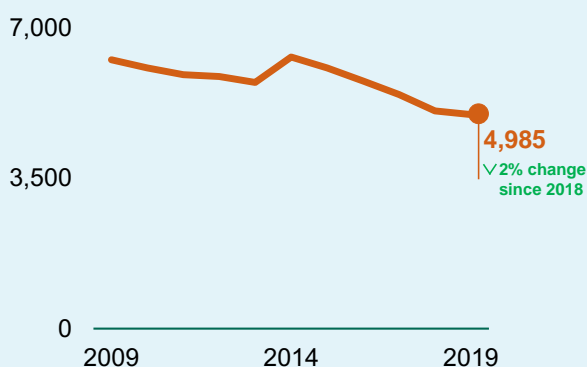
Fatalities



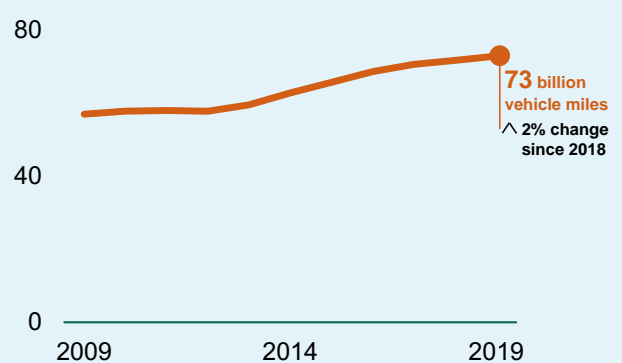
Killed or seriously injured



Total casualties

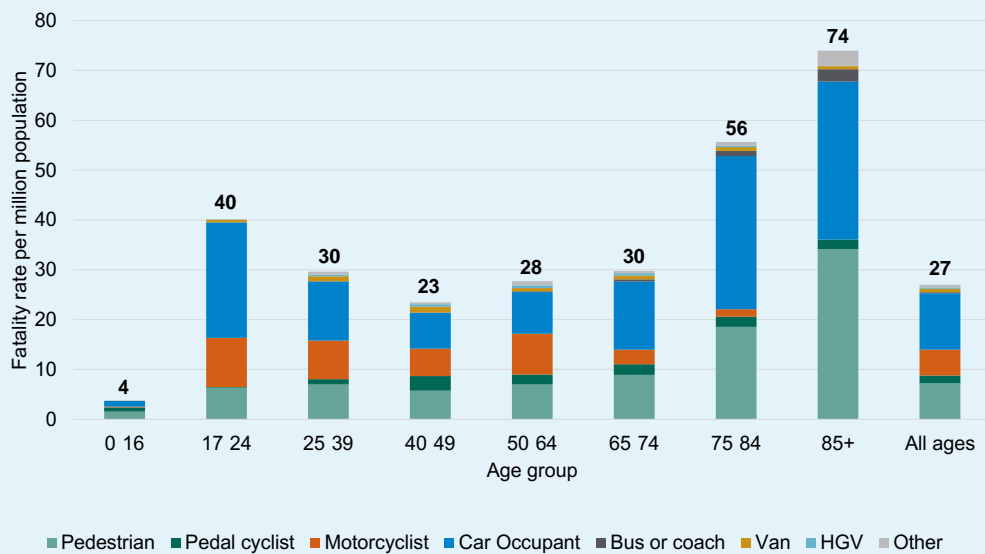


Traffic (billion vehicle miles)



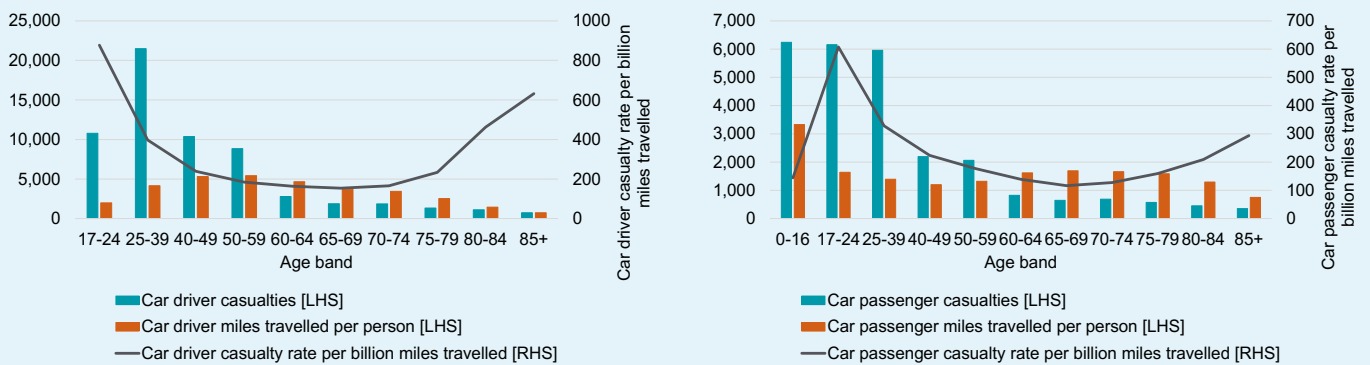
Casualties by age band

Chart 8: Fatality rate per million population, by age band and road user type, GB: 2019



Car occupant fatality rates per million population are particularly high for 17-24 year olds and those aged 75 and over. Pedestrian fatality rates per million population are particularly high for those aged 75 and over.

Chart 9: Car driver and car passenger casualties per billion miles travelled*, GB: 2019



Young car drivers aged 17-24 and car passengers are more likely to be injured in a road accident than older car drivers and passengers, however, car drivers aged 80+ are substantially more likely to be injured in a car accident than car drivers aged 50-74. The casualty rate per billion miles travelled for car passengers aged 17-24 is twice the rate for car passengers aged 85+. There were 287 people killed from accidents involving a young car driver in 2019, a decrease of 7% from the previous year. There were 444 people killed from accidents involving an older car driver in 2019, an increase of 9% from the previous year.

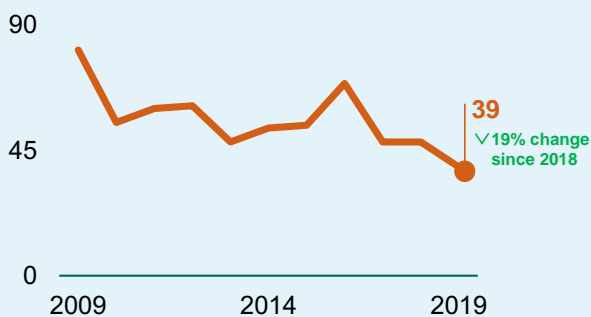
* Miles travelled in Great Britain in 2019 is estimated by using [National Travel Survey](#) average distance travelled in England for each year multiplied by [Great Britain population](#) for the year 2019.

Children (aged 15 or under)

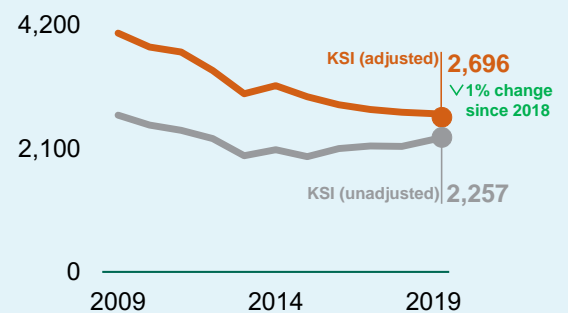
There were 39 **child** deaths in 2019, a decrease from 48 in 2018. Child fatalities have fluctuated between 39 and 69 during 2010 to 2019. Overall child casualties decreased by 5% between 2018 and 2019 to 13,574 casualties in 2019 which is the lowest year on record.

As has been the case historically, child fatalities are mainly **pedestrians** (18 fatalities in 2019), **pedal cyclists** (10 fatalities in 2019) and **car passengers** (8 fatalities in 2019). These are the forms of transport most commonly used by children.

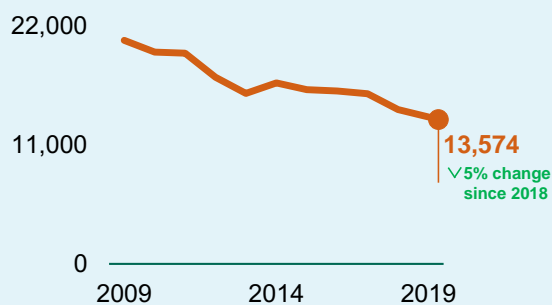
Fatalities



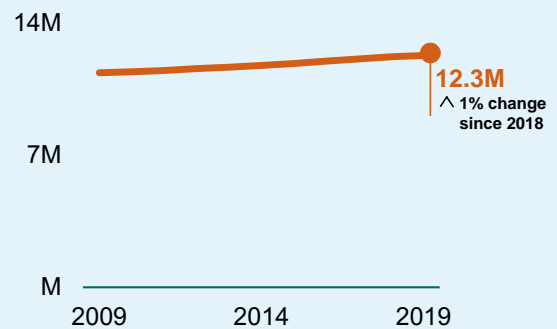
Killed or seriously injured



Total casualties



Population (millions)



These trends are observed despite the population of children aged 0-15 in Great Britain increasing by 8% since 2009.

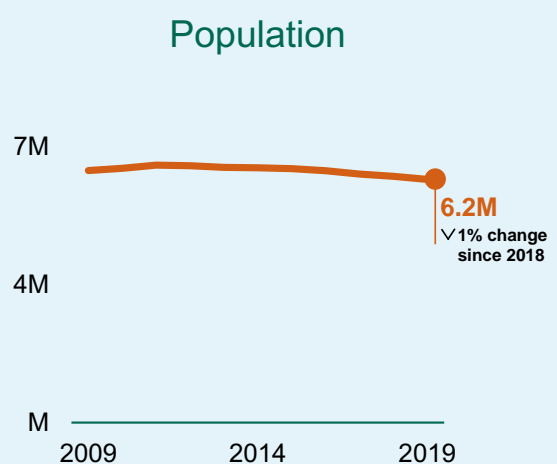
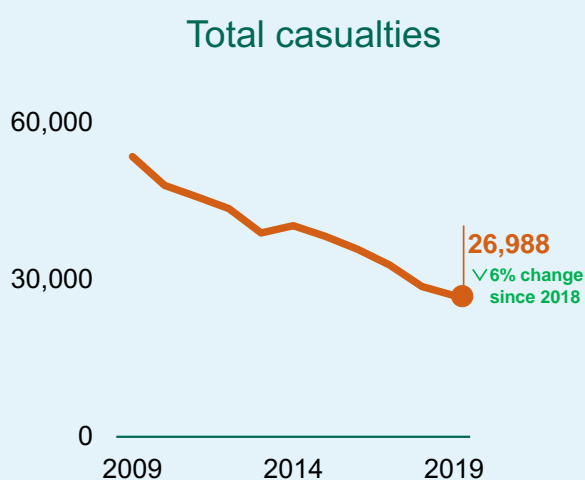
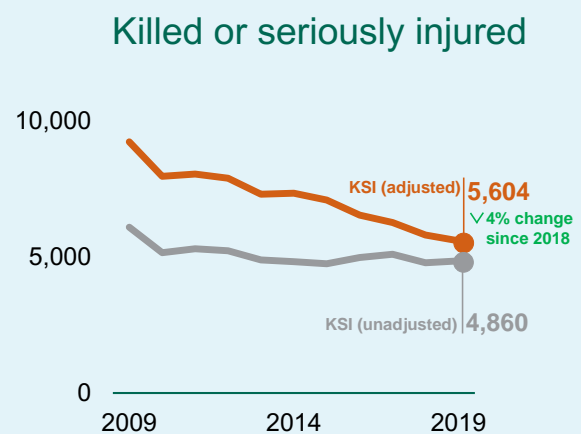
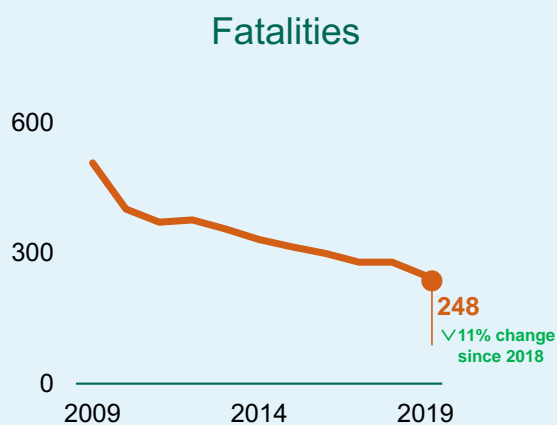
The population of different age groups in Great Britain is from the Office of National Statistics population figures: <https://www.nomisweb.co.uk/query/select/getdatasetbytheme.asp?opt=3&theme=&subgrp>

Young casualties (aged 17 to 24)

The number of fatalities aged 17 to 24 in reported road traffic accidents has decreased, with 248 fatalities in 2019 compared with 279 fatalities in 2018. This continues the general year-on-year downward trend. There were 26,988 young casualties of all severities, down 6% from 2018.

There were fewer young fatalities who were car drivers in 2019 (99 fatalities in 2018 and 88 fatalities in 2019) and as car passengers (67 fatalities in 2018 and 55 fatalities in 2019). There was one young pedal cyclist fatality in 2019 compared with 7 in 2018. There were also fewer young fatalities as pedestrians in 2019 (47 fatalities in 2018 and 39 fatalities in 2019).

The population of young people in Great Britain followed a steady upward trend until 2011. Since 2011 the population of young people in Great Britain gradually fell to 6.2 million people in 2019. The population in this age group has decreased by 1% in 2019 compared with 2018. This decreasing trend may partly explain the downwards trend in fatalities and KSIs seen for this age group. The fatality rate per million population for young people has fallen in recent years.



Older casualties (aged 60 and over)

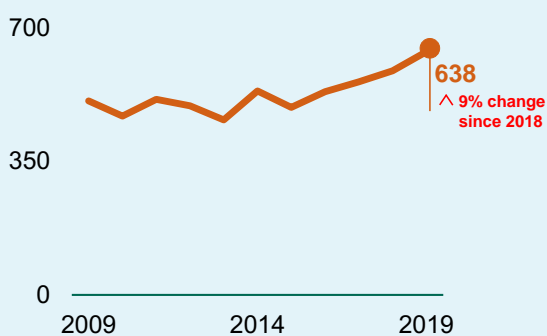
The number of fatalities aged 60 and over in reported road accidents has increased by 9% from 588 in 2018 to 638 in 2019. There has been an increase in older fatalities as both car drivers and passengers, with 203 fatalities as car drivers in 2019 compared to 180 in 2018, and 98 as car passengers in 2019 compared to 79 in 2018.

The number of killed or seriously injured casualties aged 60 and over in reported road accidents (using the adjusted severity series) has decreased by 4% from 6,554 in 2018 to 6,312 in 2019.

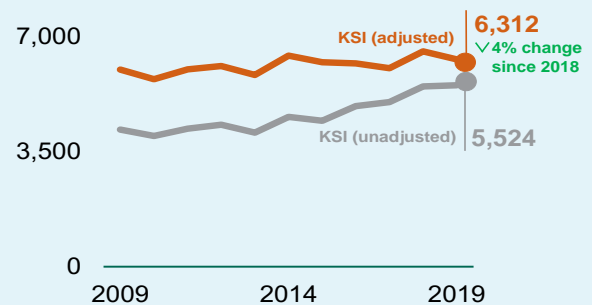
The population in this age group has increased by 2% compared with 2018 and by 17% compared with 2009. This relatively rapidly growing population may partly explain the upturn in fatalities seen for this age group in the last few years. The fatality rate per million population for older people has risen in recent years.

There were 21,372 older casualties of all severities in 2019, a decrease of 5% compared to 2018 (22,483).

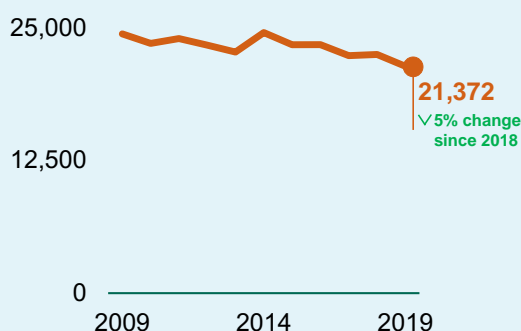
Fatalities



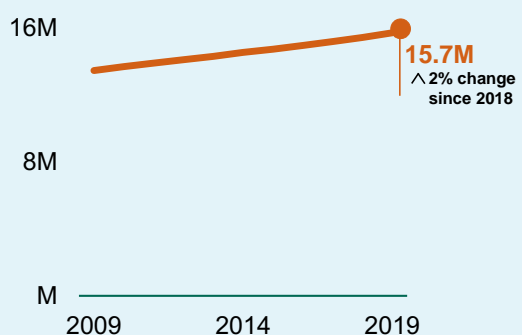
Killed or seriously injured



Total casualties



Population



The increase in fatalities is seen for all detailed older age groups (60 to 69, 70 to 79, 80 and more) since 2010.

Casualties by road type

Of the 1,752 road deaths in 2019, the majority (57%) occurred on rural roads (994). A total of 653 deaths occurred on urban roads and 105 on motorways.

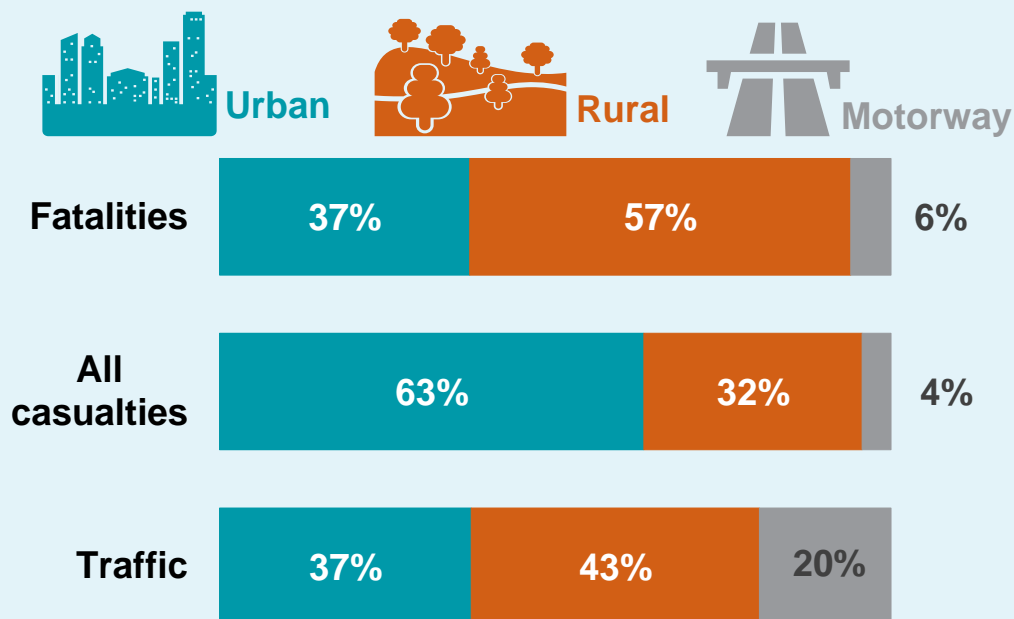
	Rural roads	% change since 2018	Urban roads	% change since 2018	Motorways	% change since 2018
Fatalities	994	∨ 3%	653	∧ 1%	105	∨ 2%
All casualties	49,746	∨ 5%	96,768	∨ 4%	6,603	∨ 10%
Traffic (billion vehicle miles)	155	∧ 2%	135	∧ 2%	70	∧ 2%

Definitions

Urban / rural roads:

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

Chart 10: Casualties by severity and road type, GB: 2019



The majority of fatalities (57%) occurred on rural roads, whereas the majority of casualties (63%) occurred on urban roads. Although motorways carry around 20% of traffic, they only account for 6% of fatalities.

There has been an increase in reported road casualties on 20mph roads since 2016, however, these changes may relate to increases in the length of 20mph roads. In recent years local highways authorities have been introducing more 20mph speed limits and zones. The department has published a report into the effectiveness of 20mph road speed limits, available here: <https://www.gov.uk/government/publications/20-mph-speed-limits-on-roads>

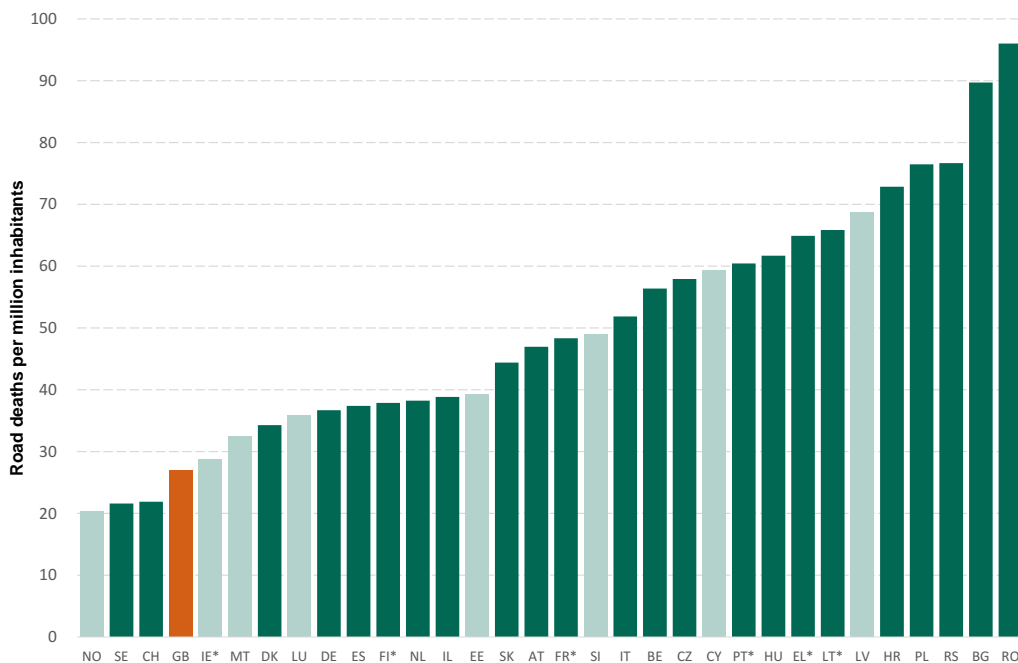
International comparisons

The European Transport Safety Council's Performance Index (PIN) programme enables comparisons of road safety progress between **European countries** to be made. The latest PIN report was published by the European Transport Safety Council in June (see here: <https://etsc.eu/14th-annual-road-safety-performance-index-pin-report/>).

Overall, the **total number of road deaths** in the 28 members of the European Union during 2019 was 24,506, compared with 25,194 in 2018 (a 3% decrease).

Of the 32 countries covered, 20 saw a decrease in the number of fatalities between 2018 and 2019, 11 saw an increase and one remained the same.

Chart 11: Number of road deaths per million inhabitants in 2019, PIN Programme countries



*Countries with provisional fatality figures.

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

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

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

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

Country	Code
Israel	IL
Norway	NO
Serbia	RS
Switzerland	CH

Factors that affect road casualty numbers

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

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

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

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

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

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

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

Chart 12 shows the rolling five year average for the year on year change in gross domestic product (GDP) for the UK along with traffic volumes and the number of road deaths for Great Britain.

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

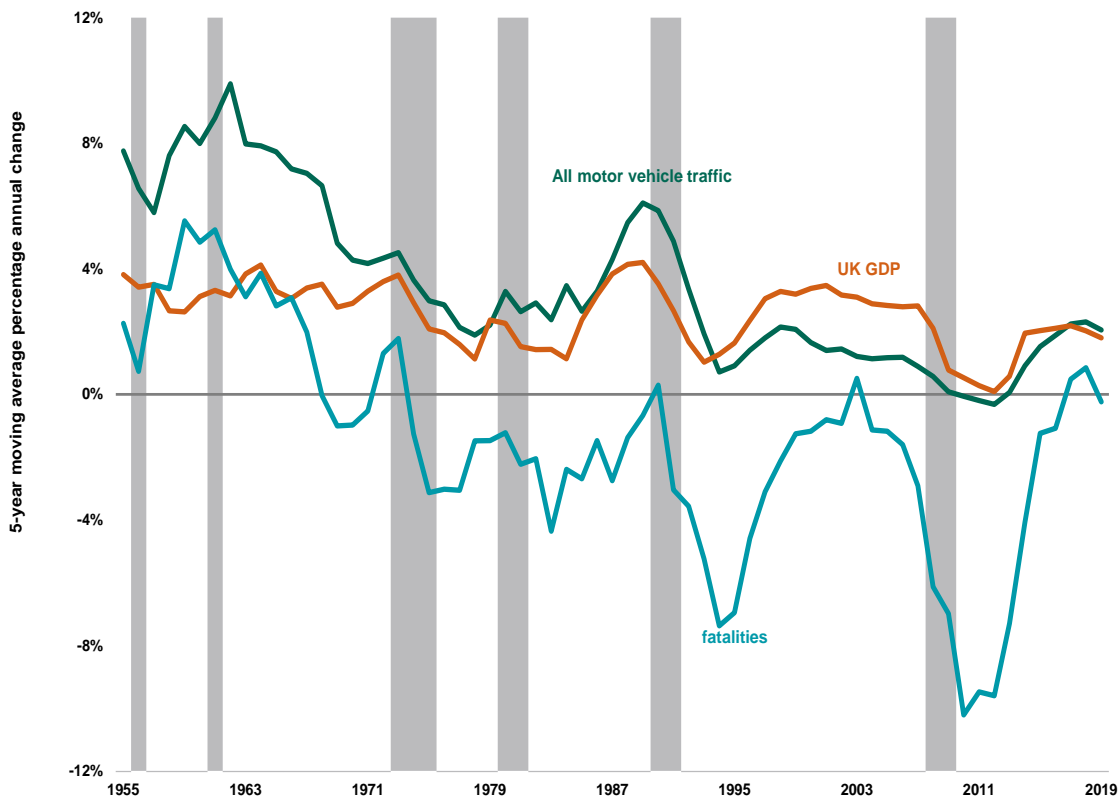
The relationship with **road deaths** is far more complex. In general, road deaths have fallen in most years since the 1970s. However, the periods of greatest decreases have coincided with weaker GDP growth. This is particularly marked in the period 2007 to 2010 when road deaths dropped by between 7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

Further Information

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

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

Chart 12: Five year rolling average of growth in traffic, GDP and road deaths, GB, 1955 - 2019



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

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

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

Further information

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

Weather and accidents

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

Other topics

Value of the prevention of accidents

An estimate of unreported injuries has been included in the 'value of prevention of accidents', which can be found here: <https://www.gov.uk/government/statistical-data-sets/ras60-average-value-of-preventing-road-accidents>. We estimate that the **total value of prevention of unreported injury accidents at around £17bn a year**, the value of damage-only accidents at around £4bn a year and the total value of prevention of reported injury accidents at around £12bn a year. This gives a total estimate for **all reported and unreported accidents of around £33bn per year**.

Drink-drive estimates

STATS19 data include information on breath test results at the scene of the road accident. Tables on this data are updated for 2019 in the series RAS51 tables: <https://www.gov.uk/government/statistical-data-sets/ras51-reported-drinking-and-driving>.

However, most recent estimates of drink-drive accidents and casualties are for 2018 and were published in August 2020: <https://www.gov.uk/government/statistics/reported-road-casualties-in-great-britain-final-estimates-involving-illegal-alcohol-levels-2018>.

Seatbelt use

Table RAS41001 (<https://www.gov.uk/government/statistical-data-sets/ras41-reported-casualties-rates>) shows information on the proportion of car occupant fatalities not wearing a seatbelt. This data is provided by most police forces. In the last 6 years, the proportion of car occupants killed who were not wearing a seatbelt has remained consistently above 20%.

Underreporting of casualties and accidents and other sources of information

We consider a range of alternative data sources to assess the accuracy and coherence of our data and road safety statistics. To investigate underreporting of fatal accidents we have considered ONS death registrations data. Comparisons of road accident reports with death registrations show that very few, if any, road accident fatalities are not reported by the police. However, it has long been known that a considerable proportion of non-fatal casualties are not known to the police, as hospital, survey and compensation claims data all indicate a higher number of casualties than those recorded in police accident data.

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

We have considered 5 alternative sources here. Each one is described in more detail below, and how they can be used in conjunction with the STATS19 data.

- The **National Travel Survey** (<https://www.gov.uk/government/collections/national-travel-survey-statistics>): this includes questions asked since 2007 on whether respondents resident in England (both adults and children) have been involved in road accidents on public roads (including pavements and cycle lanes on public roads) in Great Britain; whether they sustained injuries, what type, and whether the police attended or they reported later. This provides a self-reported estimate, with a range of definitional differences of injuries and questions of recall bias that will mean the results will differ from those obtained through the STATS19 data collection. Given the NTS data in theory captures all road injury accidents people had, this gives a way of estimating the total number of road accidents, including those not recorded through STATS19.
- **Hospital Episodes Statistics** (<https://digital.nhs.uk/data-and-information/data-tools-and-services/data-services/hospital-episode-statistics>): this administrative data comes from hospital systems which records for people who were admitted whether they were recorded as involved in a road traffic accident and provides a diagnosis code that can then be matched to the seriousness of the injury. The Department has carried out analysis to better understand how well this data maps to STATS19 police recorded road casualties that were clinically seriously injured. It determined that the injury-based approach, used in CRASH, has the possibility to produce something more objective and closer to medical definitions than the severity based approach.
- **Compensation recovery unit data** (<https://www.gov.uk/government/collections/cru>): this administrative data comes from the DWP Compensation recovery unit who work with insurance companies, solicitors and Department for Work and Pensions (DWP) customers, to recover social security benefits paid as a result of an accident, injury or disease, if a compensation

payment has been made (the Compensation Recovery Scheme) and costs incurred by NHS hospitals and Ambulance Trusts for treatment from injuries from road traffic accidents and personal injury claims (Recovery of NHS Charges)

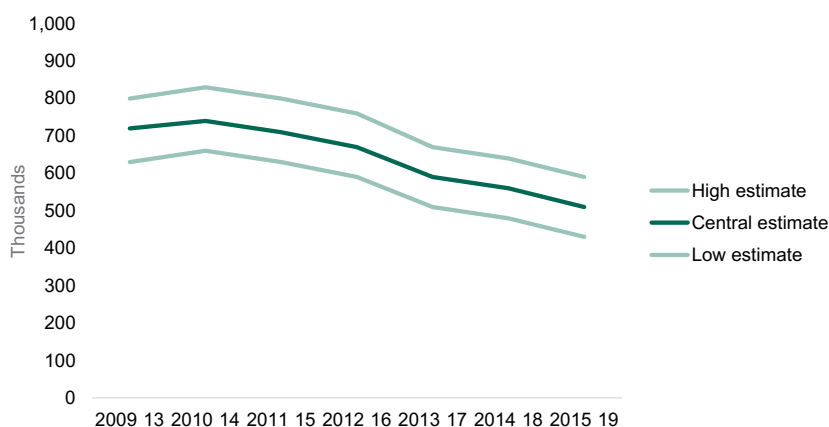
- **Motor Insurance Claims statistics** (<https://www.abi.org.uk/data-and-resources/industry-data/free-industry-data-downloads/>): the Association of British Insurers collects data from insurers on the type and number of claims made.
- **Road Traffic statistics** (<https://www.gov.uk/government/statistics/road-traffic-estimates-in-great-britain-2019>): this is DfT data collected from around 8,000 roadside 12-hour manual counts, continuous data from around 300 automatic traffic counters, and data on road lengths. This provides estimates of vehicle miles travelled.

National Travel Survey

This section provides longer term trends up to 2019, based on self-reported responses to the road accident questions.

The chart below, based on published table RAS54004 (https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/665317/ras54004.ods), shows annual estimates of non-fatal road casualties from the NTS, with approximate confidence limits, for 5 year averages from 2009 to 2019. This shows that since 2010-2014, the estimated number of injury accidents has been decreasing. The absolute number of injury collisions estimated from this source was around 510,000 in 2015-2019.

Chart 13: Estimates of the annual non-fatal road casualties using National Travel Survey data: Great Britain ([source: ras54 table series](#))

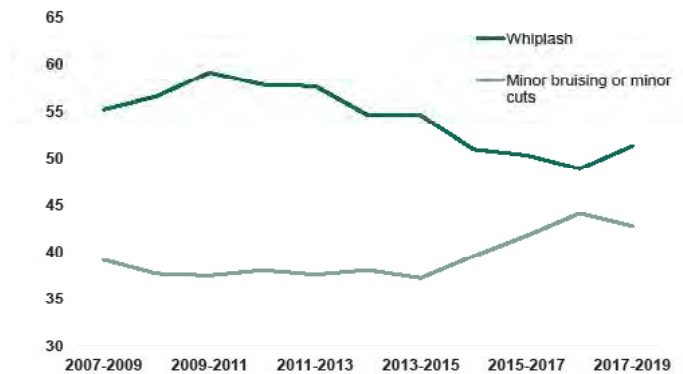


Of people reporting a personal road accident injury in the three years before their NTS interview, the most common injury reported has been whiplash. For the average of three years of data from 2017 to 2019, 51% of respondents having a road injury accident reported a whiplash injury. Note this relates to injuries received in the most recent road accident the respondent reported in the three years before their interview, and respondents can record more than one injury for this

accident. In 2009-2011, this proportion was 59% and in recent years there has been a decreasing trend in the proportion of respondents reporting whiplash injuries.

However, this is offset by increases in those reporting 'minor bruising or minor cuts' which were reported by 43% of all respondents reporting a road accident in the data in 2017-2019.

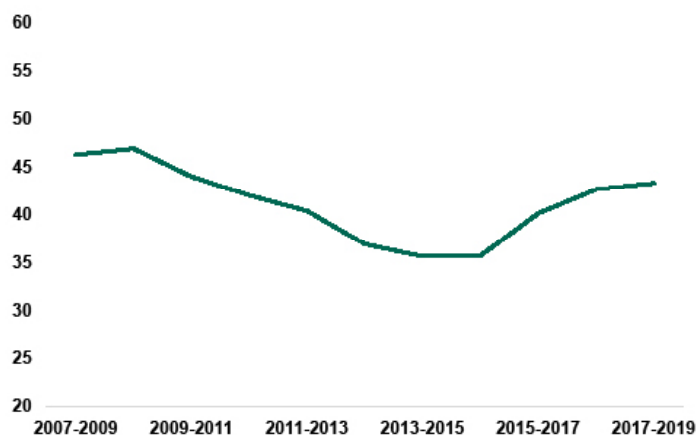
Chart 14: Proportion of respondents reporting whiplash or “minor bruising or minor cuts” in personal injury road accidents: NTS, England, 3-year averages



The proportion of respondents that reported more serious injuries such as fractures, severe shock or internal injuries had been around 36% for three-year periods between 2007 and 2014. However, NTS self-reported serious injuries did increase from 33% to 42% between 2013-2015 and 2017-2019. This may link to the increased proportion who reported attending hospital in recent periods.

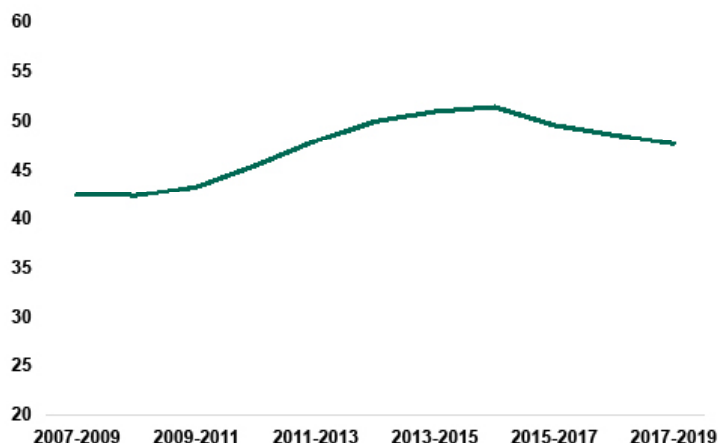
Over time the proportion of road accident injuries where the respondent reported attending hospital (either A&E or as an inpatient) was generally decreasing over time from 47% in 2008-2010 to 36% in 2014-2016. However, it increased to 43% in 2016-2018 and remained at this level in 2017-2019.

Chart 15: Proportion of respondents reporting medical attention in personal injury accidents as A&E or as a hospital inpatient: NTS, England, 3 year averages



Lastly, the respondent indicates whether the police attended at the scene, or whether they later informed the police. The average of data for 2017-2019 shows that 48% of most recently self-reported road accident injuries occurring in the three years before the NTS interview were not reported to the police.

Chart 16: Proportion of respondents not reporting road accident injuries to the police: NTS, England, 3 year averages



What is not clear from this self-reported data is how many of these would not have qualified as injuries had the police attended the scene of the road accident. Overall, the NTS supports the downwards trend in the overall number of injuries in recent years to 2019.

Improving estimates of injury accidents derived from the National Travel Survey

The Department will review how the estimates of unreported road accidents and casualties that are derived from the National Travel Survey in the [RAS54 tables series](#) are calculated. These estimates are currently based on results from questions on whether respondents were involved in an injury accident in the last year and last three years. There is evidence that there might be bias in the way respondents answer these questions and particularly conflicting results between the 3-year and the 1-year windows. More work is also needed to understand the gap between what is reported to the police in STATS19 and what is stated to be have been reported to the police in the NTS.

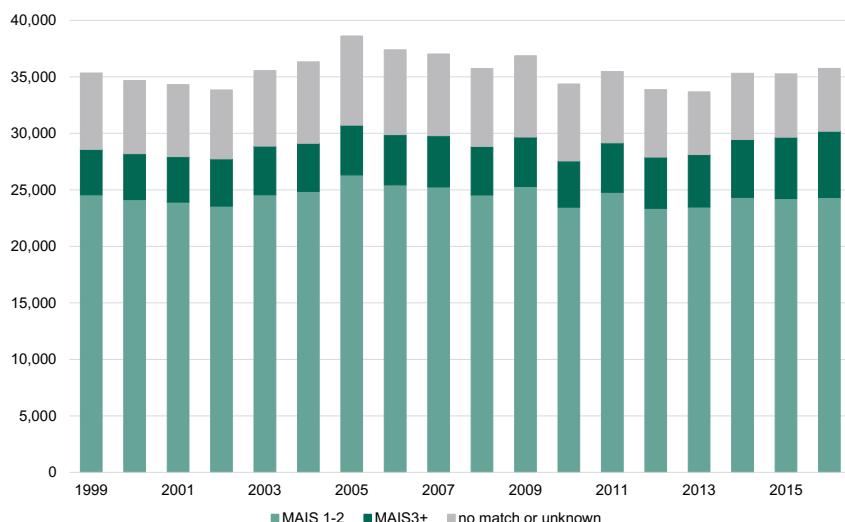
Cognitive testing and panel testing of these questions is currently underway primarily to understand a) how people interpret and answers these questions, and b) whether the ordering of the questions asking about accidents up to 3 years ago and accidents within the last 12 months has an impact on how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

Hospital Episodes Statistics

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

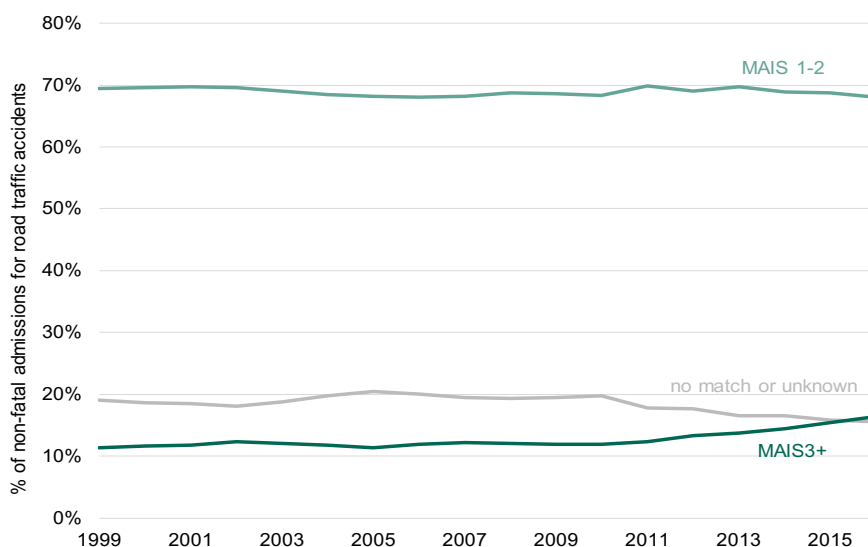
Chart 17 shows the time series of the number of admissions for road traffic accidents broken down by MAIS score. This shows that the total number of admissions for road traffic accidents has fluctuated around 35,000 non-fatal admissions to hospital for road traffic accidents.

Chart 17: Estimated number of admissions for road traffic accidents by MAIS score, England, 1999-2016



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

Chart 18: Proportion of admissions for road traffic accidents by MAIS score, England, 1999-2016



On the most serious end of the scale, trends in MAIS3+ admissions

What is MAIS3+?

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

Update to HES analysis

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

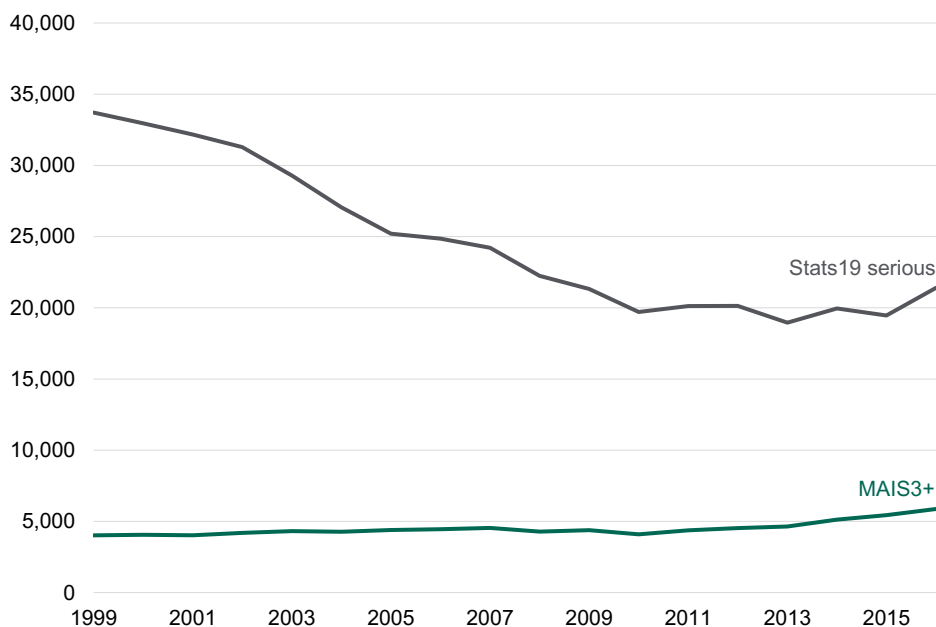
Estimates for England were extrapolated to Great Britain using STATS19 data. Actual MAIS3+ figures for Northern Ireland were added to calculate the estimate for the United Kingdom.

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

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

can be compared to STATS19 serious injuries. The stability of MAIS3+ estimates described above does not appear to be consistent with the trend observed in serious injuries as reported by the police over the same period. The number of serious injuries reported to the police has steadily decreased from 1999 to 2010, and has been relatively stable from 2010 to 2016.

Chart 19: Comparison of serious casualties reported by police and estimated number of MAIS3+ casualties, England, 1999-2016



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

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

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

Evaluating the accuracy of severity and injury based approaches with hospital data

As part of a STATS19 review strand (please see the [STATS19 review](#) section for further details), the following evaluation was completed in reviewing the severity and injury based approaches to classifying casualty severity by comparing police recorded data with hospital data.

Under a data sharing agreement with NHS Digital, the Department holds hospital episode statistics (HES) on patients admitted to hospital following a road traffic accident in England up to and including 2016. This is to match with STATS19 police recorded road casualties to identify casualties that were clinically seriously injured, the type of injuries they sustained, and how well this maps to the recorded severity in STATS19. 2016 saw the introduction of CRASH in most CRASH forces, as a result for the analysis of HES to STATS19, one year's dataset is used (2016).

Comparison of severity

Table 1: For CRASH and non-CRASH police forces, proportion of MAIS 1-2 and MAIS3+ that were categorised as serious or slightly injured in STATS19, in 2016

	CRASH police forces	Non-CRASH police forces	
Mais 3+ rightly identified as serious casualty (%)	82%	78%	TRUE POSITIVE % = SENSITIVITY
Mais 3+ wrongly identified as slight casualty (%)	18%	22%	
Mais 1-2 rightly identified as slight casualty (%)	42%	46%	TRUE NEGATIVE % = SPECIFICITY
Mais 1-2 wrongly identified as serious casualty (%)	58%	54%	

Source: DfT STATS19 and NHS Digital

There is not a perfect correlation between severity recorded in CRASH and non-CRASH forces, and with the MAIS categories as there is currently no lookup from the European Commission to breakdown the MAIS categories. Therefore, the current comparison of serious casualties with MAIS3+ categories and slight casualties with MAIS1-2 is the best comparison available despite slight differences in the definitions between the two datasets.

Overall, out of the MAIS3+ clinically serious casualties linked with STATS19, 82% were successfully identified as serious in the injury based approach, compared to 78% for the non-injury based approach: the injury based method has a higher sensitivity (proportion of true positives). However, conversely, out of those with MAIS 1-2, 42% were rightly classified as slight in the injury based approach, compared to 46% in the non-injury based approach: the injury based approach has therefore lower specificity (proportion of true negatives). Both approaches perform quite well for identification of serious, but less well for identification of slights. Therefore, while the injury based approach is more likely to result in an accurate classification of serious cases, it is also more likely to wrongly classify a slight injury as serious.

Comparison of injuries

In CRASH forces, comparing the injury used in the police data to the injuries in hospital provides a good way to evaluate whether the list is achieving a correct classification.

Table 2: Injury description comparison in HES compared to injuries used by CRASH police forces, in 2016

	CRASH injuries																Grand Total	
	Broken neck or back	Internal injuries	Multiple severe injuries	Severe chest injury	Severe head injury, unconscious	Deep cuts / penetrating wound	Fractured pelvis or upper leg	Loss of arm or leg (or part)	Other chest injury, not bruising	Fractured arm, collarbone, hand	Fractured lower leg, ankle, foot	Shallow cuts / bruising	Sprains and strains	Whiplash or neck pain	Other injury	Other head injury		Shock
HES Injuries	116	18	39	8	7	16	139	3	17	25	17	83	30	52	129	17	7	723
Internal injuries	42	59	77	34	27	19	44	3	65	56	32	65	14	35	165	17	5	759
Multiple severe injuries	14	1	2	0	1	0	1	0	1	1	1	3	1	3	15	0	0	44
Severe chest injury	67	33	54	20	6	12	37	0	116	56	29	92	24	49	139	14	8	756
Severe head injury, unconscious	37	13	69	6	127	32	25	2	11	31	26	79	14	20	130	88	8	718
Deep cuts / penetrating wound	35	18	51	7	10	111	41	5	20	91	92	277	31	45	254	56	14	1,158
Fractured pelvis or upper leg	12	15	32	3	7	2	145	4	3	8	52	11	10	7	70	5	3	389
Loss of arm or leg (or part)	1	0	1	0	0	0	0	5	0	2	0	0	0	0	1	0	0	10
Other chest injury, not bruising	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Fractured arm, collarbone, hand	27	10	54	2	2	13	16	4	25	317	61	96	31	29	179	16	6	888
Fractured lower leg, ankle, foot	11	4	24	0	4	14	40	4	10	24	373	80	21	20	195	15	3	842
Shallow cuts / bruising	39	24	37	9	7	43	45	0	49	115	106	535	91	122	333	98	25	1,678
Sprains and strains	5	3	16	1	2	9	23	2	10	35	32	34	8	9	39	2	1	231
Whiplash or neck pain	2	0	1	0	0	1	0	0	2	2	0	5	3	13	6	1	0	36
Other injury	0	0	0	0	0	2	1	2	0	1	0	0	0	0	3	0	0	9
Grand Total	408	198	457	90	200	274	557	34	329	764	821	1,360	278	404	1,658	330	80	8,242

Source: DfT STATS19 and NHS Digital

Very Serious
Moderately Serious
Less Serious
Slight

Text Red text highlights the highest number of records captured in HES, for each CRASH injury
Black boxes indicate the same injury category in both the CRASH and the HES datasets

Where the red values are also in the black boxes most CRASH injuries are captured in the same category in the HES dataset. Less well captured CRASH injuries are chest injuries, sprains and strains, whiplash and multiple severe injuries.

Mapping the HES injury descriptions to the most similar description from the CRASH injury list allows a comparison of the most common injury in the two datasets from the linked data. Table 2 provides a comparison of the most common injury descriptions from the HES data and the STATS19 (CRASH) data. The red highlighted figures show the most common HES injury for each CRASH injury. Note that this is based on one year of data from CRASH forces only and therefore underlying numbers for some injuries are small, and this is based on an indicative grouping of HES injuries, so caution should be used when interpreting the figures.

Table 2 indicates that some injury types are detected by officers more accurately than others. Injuries such as broken neck or back, deep cuts / penetrating wound, internal injuries, fractures, severe head injury and shallow cuts / bruising are reasonably well identified, whereas others seem more unreliable. Notably, chest injury, sprains and strains, multiple severe injuries, whiplash or neck pain and shock seem to be used poorly by comparison.

There will inevitably be differences in the recording of injuries by police forces at the scene of an accident to the final diagnosis received at the hospital. Police officers make the best possible judgement at the scene of the accident without the aid of medical equipment to diagnose an injury. Casualties may get better or worse from the time they have had a road accident to the time arriving at hospital, as a result, there could be differences in diagnosis. The injury list provides the best possible indication of the injury and level of severity at the scene of the road accident.

Conclusion on the evaluation of linked HES and STATS19 datasets

Further evaluation of the severity and injury based approaches to classifying casualty severity using linked data with hospital records is required, using a longer time series of data.

The injury-based approach has the possibility to compute something more objective and closer to medical definitions than the severity approach. Evaluation of the injury-based approach shows that while the injury based approach is more likely to result in an accurate classification of serious cases, it is also more likely to wrongly classify a slight injury as serious.

Extra detail from injury-based reporting is valuable in matching to hospital data and determining the severity of casualties.

STATS19 review

Road accident data is collected from the police with the STATS19 collection. As with any collection system, it needs to be periodically reviewed to keep up with changes in technology, to make improvements to completeness and accuracy, and to reduce the reporting burden.

STATS19 is currently under review, having previously been reviewed in 2008. This process is overseen by the Standing Committee on Road Accident Statistics (SCRAS) (<https://www.gov.uk/government/publications/committees-and-user-groups-on-transport-statistics/the-transport-statistics-user-group>).

The review is seeking to:

- Make recommendations for modifications to STATS19 variables with a view to improving the quality/value of the data to users and to reducing reporting burdens on the police.
- Identify areas where the STATS19 specification can be streamlined and modernised in order to reduce burdens, including improving validation at source and therefore overall increase the quality of data collected and speed up the ability to report/ produce findings.
- Consider the scope and opportunities for better use of technology, data sharing and matching to modernise road casualty data. This is both with a view to reducing the amount of data needing to manually rather than automatically input by the police, but also to enrich the data available to generate insight to improve road safety interventions.
- Develop a roadmap for any longer-term data changes needed to improve the evidence base for road safety interventions.

Topics in the review include:

- The completeness and quality of collisions data – including types of vehicles and the quality of location data
- Whether any changes should be made to the recording of casualties
- The Contributory Factors list
- Improvements to methodology, data processing, reporting and dissemination
- Future data strategy for STATS19 by making better use of data linking and other sources to reduce burden and enrich the data

The review will run through 2020, having been delayed due to Covid-19, before making recommendations on modifications to the data collection which we will consult on. For further information please contact: STATS19REVIEW@dft.gov.uk

Compensation Recovery Unit data

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

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

By far the largest number of cases they deal with are motor related. The table below shows a slight increase in cases in 2018/19 compared to 2017/18 but the number of cases is still lower than in previous years. This might suggest either a reduction in injury accidents since 2016/17 and/or a change in the insurance/claims market. All other things being equal, CRU data suggests we would not expect to see much change in injury accidents in 2018/19.

Table 3: Number of cases registered to Compensation Recovery Unit

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

Source for CRU data

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

Motor Insurance Claims Statistics

The Association of British Insurers (<https://www.abi.org.uk/data-and-resources/industry-data/>) collects aggregate data from all its members on the number and type of claims and the cost of motor insurance, and therefore has data on the number of motor insurance claims. The underlying data is not currently freely available and the ABI have not yet reported on the number of personal injury claims in 2019.

Road Traffic Statistics

Road traffic statistics for 2019 show that there was a 2.0% increase in miles travelled on Britain's roads, after remaining similar between 2017 and 2018 with a small increase of 1.2%. Other things being equal, this would suggest we should not expect much change in the number of injury accidents in 2019 compared to 2018. However, there are a wide range of other factors which influence road casualties.

Conclusions on coherence

Police reported road casualty data is only a subset of all road casualties. In terms of the changes in the volume of road accidents in 2019, when considering the sources available, they would suggest little change or a slight fall would be expected compared to 2018 in total injury accidents.

The STATS19 review will aim to improve the estimate of both the overall size of under-reporting and any further steps we can take to improve this, and what further work can be done to provide a better assessment of the coherence in trends from these different sources.

The data used as the basis for these statistics are therefore not a complete record of all personal injury road accidents, and this should be borne in mind when using and analysing the figures. Furthermore, police data on road accidents, whilst not perfect, remain the most detailed, complete and reliable single source of information on road casualties covering the whole of Great Britain, in particular for monitoring trends over time, and remains well regarded in international comparisons.

Changes in reporting systems used by police forces

Background on the change

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

In 2019, 10 further police forces adopted CRASH. This includes all the Scottish police forces, Sussex and Lancashire.

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

In contrast CRASH and COPA are injury-based severity reporting systems where the officer records the most severe injury for the casualty (Table 4 shows the link between injury and severity as used in the CRASH system). The injuries are then automatically converted to a severity level from 'slight' to 'serious'.

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

Definitions

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

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

Table 4: Classification of injury severity using the CRASH reporting system

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

Table 5: Adoption dates for CRASH or COPA by police force

Police Force	System Used	Adoption Date
Bedfordshire	CRASH	April 2016
Cambridgeshire	CRASH	May 2016
Central	CRASH	July 2019
City of London	CRASH	November 2015
Cumbria	CRASH	January 2016
Devon and Cornwall	CRASH	December 2015
Dumfries and Galloway	CRASH	July 2019
Durham	CRASH	March 2016
Essex	CRASH	November 2015
Fife	CRASH	July 2019
Gloucestershire	CRASH	November 2015
Grampian	CRASH	July 2019
Hertfordshire	CRASH	April 2016
Humberside	CRASH	January 2016
Kent	CRASH	January 2016
Lancashire	CRASH	December 2018
Lothian and Borders	CRASH	July 2019
Metropolitan Police Service	COPA	Live to police officers in November 2015
Norfolk	CRASH	February 2016
Northern	CRASH	July 2019
Northumbria	CRASH	April 2016
South Yorkshire	CRASH	January to February 2013, then January 2016 onwards
Strathclyde	CRASH	July 2019
Staffordshire	CRASH	May 2015
Suffolk	CRASH	February 2016
Surrey	CRASH	November 2012
Sussex	CRASH	April 2019
Tayside	CRASH	June 2019
Warwickshire	CRASH	November 2015
West Mercia	CRASH	December 2015
West Midlands	CRASH	November 2015

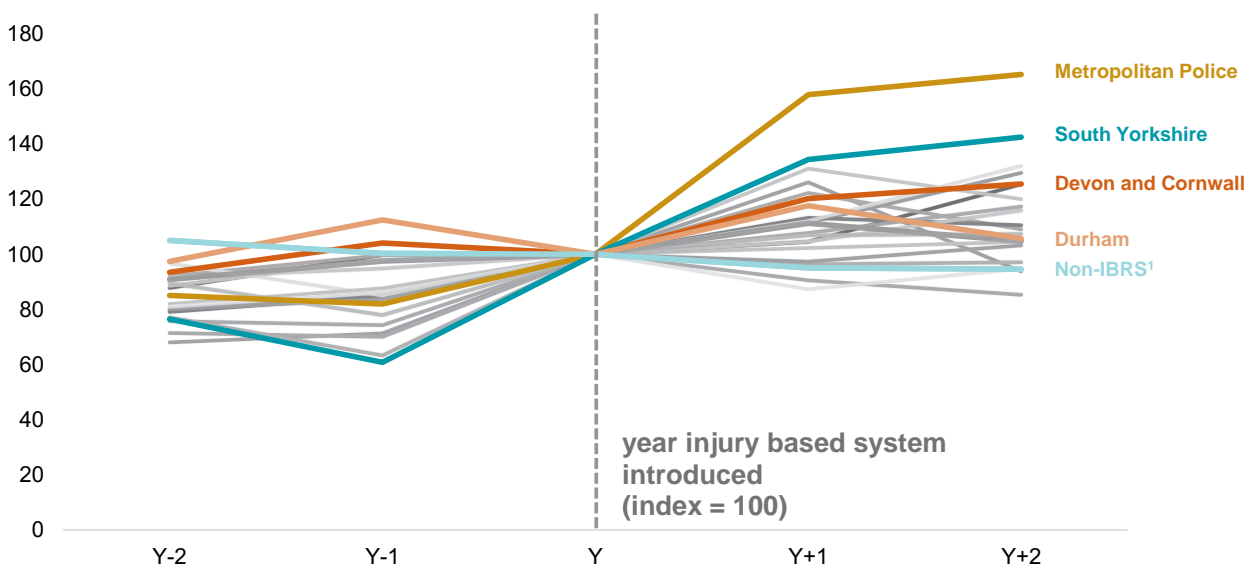
Note that adoption dates are indicative as there can be phased introduction of new systems during transitions

Table 5 shows the police forces which use or have used either CRASH or COPA and the dates from which these systems have been used.

Impact on trends

Following the introduction of CRASH and COPA, the number of casualties recorded as serious has increased in Great Britain. Chart 20 shows the number of reported serious road casualties by police force over time, from two years before to two years after Injury Based Reporting Systems (IBRS) were introduced (year introduced, index = 100).

Chart 20: Reported serious road casualties by police force, two years before to two years after injury based reporting systems were introduced



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

Chart 20 shows that the size of the increase in serious casualties varies across police forces following the introduction of injury based reporting systems. A comparison line for non-IBRS forces has been included to show how reported serious casualties have changed in these forces. Some forces (such as the Metropolitan Police Service) show a more marked increase in serious casualties than others, while other forces (such as Durham) show a more stable trend in serious casualties over time. Devon and Cornwall and South Yorkshire have also been highlighted in the chart above to illustrate the variety of trends observed.

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

Adjusting time series

The Office for National Statistics (ONS) Methodology Advisory Service have completed analysis to quantify the effect of the introduction of injury reporting systems (CRASH and COPA) on the number of slight and serious injuries reported to the police. The final methodology paper was published alongside 2018 main results in July 2019 (<https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-main-results-2018>) and is complemented by the Annex published alongside this publication. The final paper addresses feedback received on the interim report published alongside the 2017 annual report in September 2018, and confirms the use of a logistic regression approach to adjust severity figures to account for the effect of injury reporting systems while controlling for other factors which predict severity.

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

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

For more information on the method used to characterise police force trends please see the annex.

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

Alongside the 2019 annual report, the Department has published the underlying adjusted figures from the regression model available on data.gov.uk at (<https://data.gov.uk/dataset/cb7ae6f0-4be6-4935-9277-47e5ce24a11f/road-safety-data>), in a look-up alongside our main data extracts, so that users can explore the results of the severity adjustment at casualty level and provide any further feedback. We will update this data when we publish the final 2019 annual report. Caution should be used when interpreting adjustment at a detailed level. It is advised that adjustment figures are used when users are looking at trends over time. For individual records and totals the unadjusted figures can be used.

Your feedback

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

Online self-reporting

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

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

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

The Department is starting work as part of the STATS19 review to assess the scale of the discontinuity caused by the introduction of online reporting so far, and consider how to adjust for this as more forces roll it out. The rest of this section gives a high-level overview of the changes introduced by online reporting.

The forces that introduced online reporting of collisions through the Single Online Home project in 2019 or before are listed below:

Force	Date online reporting introduced in SOH
Metropolitan Police Service	October 2016
Thames Valley	January 2018
Hampshire	January 2018
Derbyshire	August 2018
Merseyside	October 2018
Surrey	December 2018
Essex	September 2019
Kent	September 2019
Cheshire	November 2019
Cleveland	November 2019
Staffordshire	November 2019
Gloucestershire	December 2019
Sussex	December 2019

As Essex, Kent, Cheshire, Cleveland, Staffordshire, Gloucestershire and Sussex have been using online reporting only since September 2019 or later they are excluded from this analysis. For the rest of this section, other forces listed above will be compared to forces that have not introduced online reporting. Durham use a different online reporting system called Sentrysis.

Changes in trends by severity

Following the introduction of online reporting, the Metropolitan Police Service has seen an increase in the total number of casualties of all severities (+7.7% between 2016 and 2017). Derbyshire and Hampshire saw a smaller decrease between 2017 and 2018 in all casualties than forces that did not use online reporting between 2017 and 2018. Merseyside and Surrey who introduced online reporting late in 2018, saw a larger decrease between 2018 and 2019 (8.5% and 6.2% respectively) than forces who have not adopted online reporting.

Number of casualties in reported road accidents, by police force, 2016-2019

Police Force	Number of casualties				Percentage change		
	2016	2017	2018	2019	2016-17	2017-18	2018-19
Force adopting online reporting end 2016							
Metropolitan Police	29,902	32,200	30,318	29,745	7.7%	-5.8%	-1.9%
Forces adopting online reporting in 2018 (up to Sep)							
Derbyshire	2,570	2,126	2,077	2,191	-17.3%	-2.3%	5.5%
Thames Valley	6,580	5,567	5,105	4,592	-15.4%	-8.3%	-10.0%
Hampshire	5,477	5,089	4,931	4,576	-7.1%	-3.1%	-7.2%
Total	14,627	12,782	12,113	11,359	-12.6%	-5.2%	-6.2%
Forces adopting online reporting in 2018 (from Oct)							
Merseyside	3,576	3,006	3,060	2,799	-15.9%	1.8%	-8.5%
Surrey	5,021	4,614	4,172	3,913	-8.1%	-9.6%	-6.2%
Total	8,597	7,620	7,232	6,712	-11.4%	-5.1%	-7.2%
Forces not adopting online reporting ¹							
	101,974	94,885	88,990	84,440	-7.0%	-6.2%	-5.1%

Source: STATS19

1. Essex, Kent, Cheshire, Cleveland, Staffordshire, Gloucestershire and Sussex are excluded from this table

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

instead. However, overall any large increase in the number of self-reported cases is likely to be attributed to the introduction of online reporting.

Number of casualties in self-reported road accidents, by police force, 2016-2019

Police Force	Number of casualties				Percentage change		
	2016	2017	2018	2019	2016-17	2017-18	2018-19
Force adopting online reporting end 2016							
Metropolitan Police	4,992	6,748	8,256	9,805	35.2%	22.3%	18.8%
Forces adopting online reporting in 2018 (up to Sep)							
Derbyshire	599	554	643	694	-7.5%	16.1%	7.9%
Thames Valley	977	742	1,099	1,289	-24.1%	48.1%	17.3%
Hampshire	785	850	845	822	8.3%	-0.6%	-2.7%
Total	2,361	2,146	2,587	2,805	-9.1%	20.5%	8.4%
Forces adopting online reporting in 2018 (from Oc)							
Merseyside	537	535	786	734	-0.4%	46.9%	-6.6%
Surrey	693	572	597	804	-17.5%	4.4%	34.7%
Total	1,230	1,107	1,383	1,538	-10.0%	24.9%	11.2%
Forces not adopting online reporting ¹	21,213	21,393	20,520	22,540	0.8%	-4.1%	9.8%

Source: STATS19

1. Essex, Kent, Cheshire, Cleveland, Staffordshire, Gloucestershire and Sussex are excluded from this table

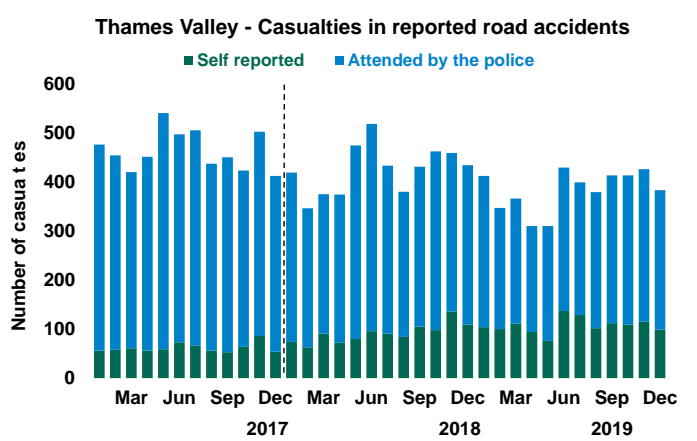
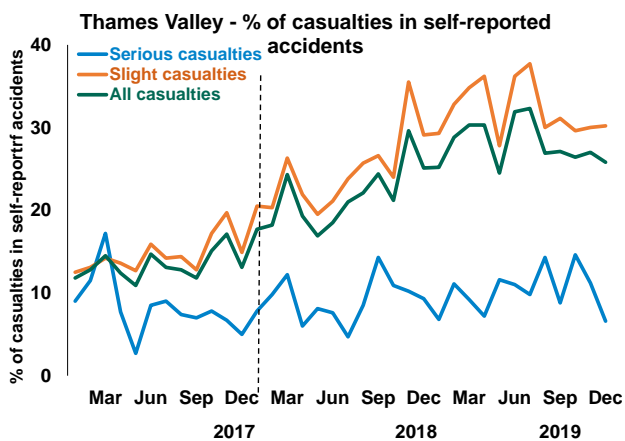
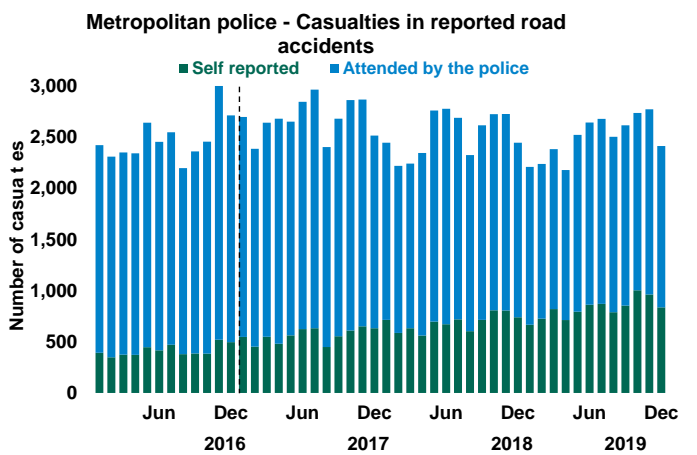
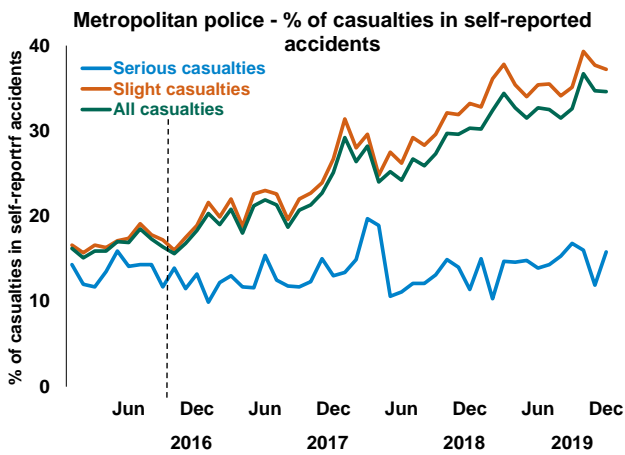
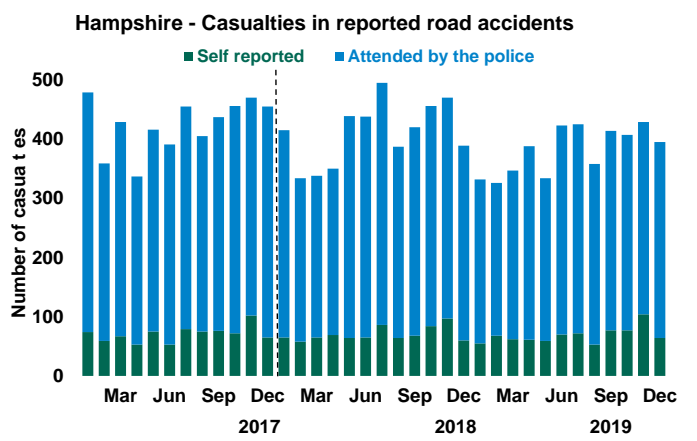
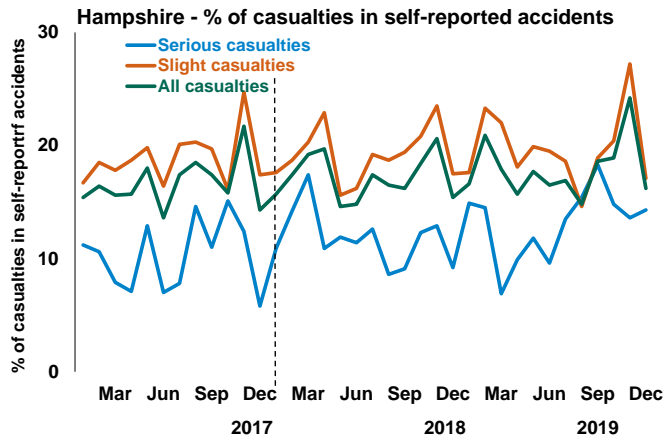
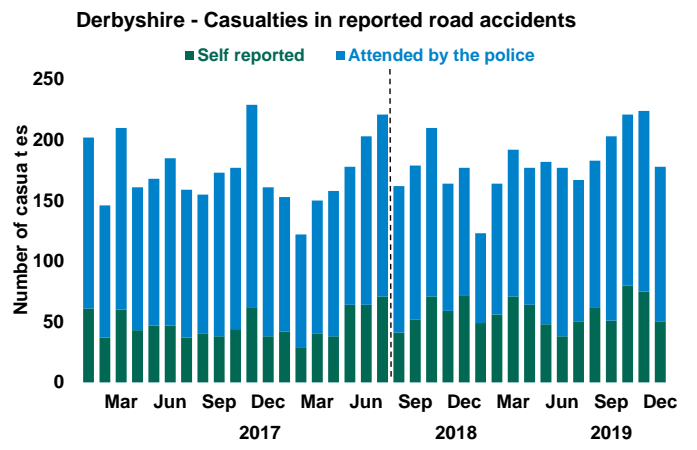
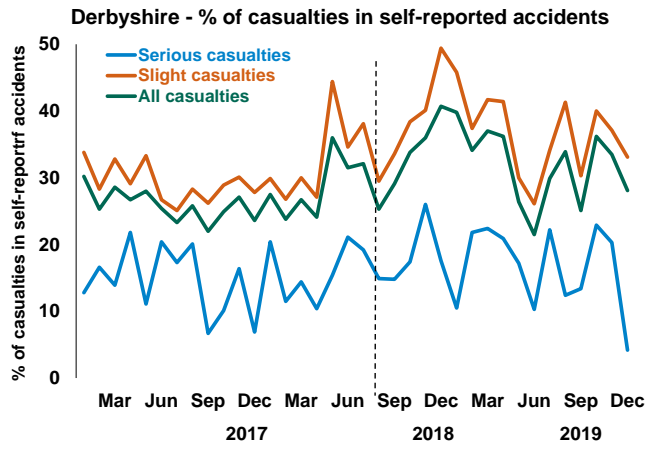
Across forces that have not adopted online reporting, casualties in self-reported accidents fell by 4.1% from 2017 to 2018 and rose by 9.8% between 2018 and 2019.

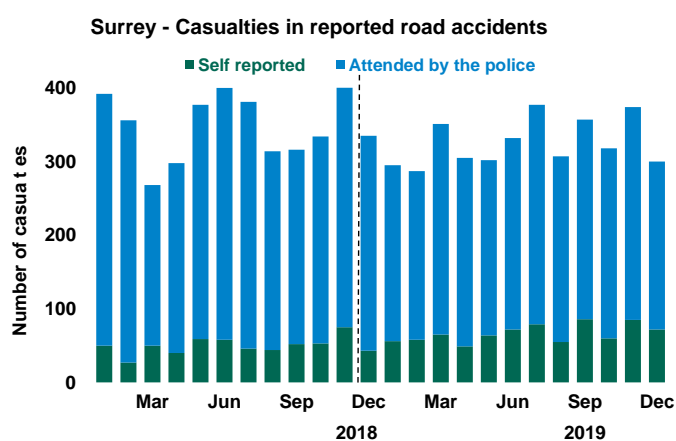
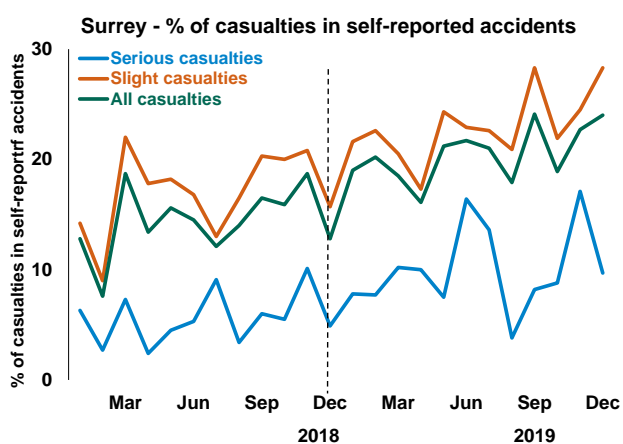
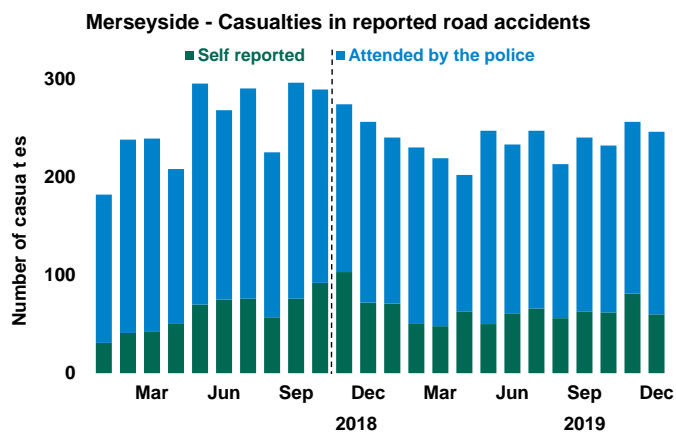
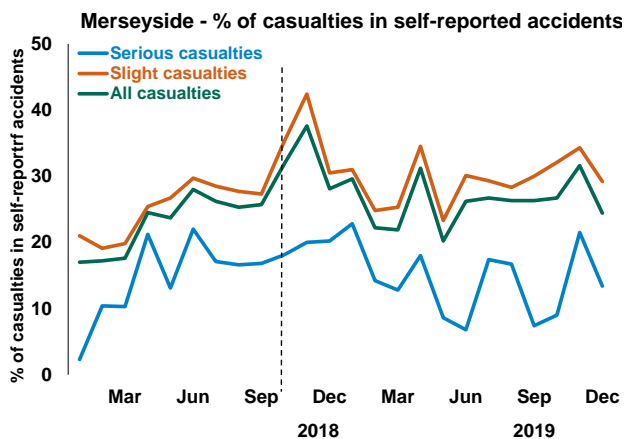
The size of the change for forces adopting online reporting has varied for each force. In the Metropolitan Police Service (MPS), which adopted online reporting at the end of 2016, casualties in self-reported accidents rose by 35% between 2016 and 2017, by 22% from 2017 to 2018 and by 19% from 2018 to 2019.

Of the forces that adopted online reporting in 2018 (January to September), Derbyshire and Thames Valley saw large increases in the number of casualties in self-reporting accidents between 2017 and 2018 (16% and 48% respectively). In both forces there was a smaller increase from 2018 to 2019. The increase in Thames Valley was still higher than the increase in forces that have not adopted online reporting, although lower in Derbyshire. Hampshire experienced a reduction in casualties in self-reported accidents since the introduction of online reporting.

Of the forces that introduced online in 2018 (October to December), Merseyside recorded a reduction in the casualties from 2018 to 2019 of 6.6%. Surrey, on the other hand, had a large increase of 35% from 2018 to 2019. This was the same as the increase in the MPS in their first year of using online reporting.

This suggests that online reporting results in more accidents being self-reported than would otherwise have been the case, however there are differences between forces. The below series of charts show the impact of the introduction of online reporting in the proportion and number of self-reported casualties by severity over time. Serious and slight injuries have been adjusted to account for changes in the severity reporting systems. More information on the change and adjustment process is available in the 2018 annual report. The change to online reporting is indicated by the dotted grey line.





In the MPS, the number of casualties in self-reported accidents in 2019 was 9,805 up from 8,256 in 2018, up from 6,748 in 2017 and 4,992 in 2016. Prior to the introduction of online reporting, less than 20% of casualties a month were self-reported, this proportion is now over 30% a month and the progressive increase has not yet levelled off.

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

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

Changes in trends by road user type

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

Percentage change in casualties in self-reported road accidents, by police force and road user type, 2016-2017 to 2018-2019

Police Force	Pedestrians	Pedal cyclists	Motorcyclists	Car occupants	Other
Forces adopting online reporting end 2016					
Metropolitan Police from 2016-2017	45.0%	50.2%	40.8%	26.4%	2.7%
Metropolitan Police from 2017-2018	13.6%	9.6%	16.8%	34.2%	26.2%
Metropolitan Police from 2018-2019	3.1%	7.7%	78.3%	19.3%	12.8%
Forces adopting online reporting in 2018 (Jan-Sep)					
Derbyshire from 2017-2018	33.9%	1.7%	27.0%	16.2%	1.8%
Thames Valley from 2017-2018	17.4%	27.7%	59.0%	78.0%	25.0%
Hampshire from 2017-2018	17.2%	3.3%	-9.5%	-11.8%	14.7%
Overall from 2017-2018	21.9%	11.7%	17.3%	27.9%	11.5%
Derbyshire from 2018-2019	6.5%	1.7%	-4.3%	19.5%	-19.3%
Thames Valley from 2018-2019	-9.7%	10.3%	-11.3%	33.1%	10.0%
Hampshire from 2018-2019	-16.4%	-3.9%	16.4%	0.4%	12.8%
Overall from 2018-2019	-7.1%	2.8%	1.1%	21.4%	-1.5%
Forces adopting online reporting in 2018 (Oct-Dec)					
Merseyside from 2018-2019	2.3%	-14.3%	-30.8%	-1.5%	-39.6%
Surrey from 2018-2019	16.0%	19.9%	100.0%	45.6%	12.9%
Overall from 2018-2019	7.4%	0.6%	40.4%	20.1%	-19.0%
Forces not adopting online reporting¹					
Change from 2016-2017	4.8%	9.4%	-6.7%	-1.9%	-1.7%
Change from 2017-2018	-2.9%	-5.1%	-6.9%	-3.7%	-5.8%
Change from 2018-2019	11.0%	4.5%	8.4%	12.8%	-1.9%

Source: STATS19

1. Essex, Kent, Cheshire, Cleveland, Staffordshire, Gloucestershire and Sussex are excluded from this table

For forces that have not adopted online reporting, the year-on-year percentage changes between 2016 and 2017, 2017 and 2018 and 2018 and 2019 for all these casualty types range between a reduction of 7% and an increase of 13%.

Between 2016 and 2017 in accidents that were self-reported online in the MPS, pedal cyclist casualties increased by 50%, pedestrians by 45%, motorcyclists by 41%, and car occupants by 26%. For the second full year of online reporting in the MPS, car occupant casualties rose by 34% and the increases for the other casualty types were smaller. In the third year car occupants rose by 19%.

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

For the two forces that adopted online reporting in 2018 after September, Surrey saw increases for all casualty types: motorcyclists (100%), cars (46%), pedal cyclists (20%) and pedestrians (16%), while Merseyside only saw increases for pedestrians (2%).

Some forces that have adopted online self-reporting have recorded increases for each of these four casualty types that are larger than for those forces that have not adopted online self-reporting. However, other forces, such as Merseyside, have seen decreases. These differences may reflect differences in travel behaviours of the population of these police forces and therefore the type of accidents that occur in each of them. For example, the increase in the MPS is particularly large for vulnerable road users (pedestrians, pedal cyclists, motorcyclists).

Conclusion on the impact on trends

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

The number and size of the forces that have adopted online reporting means that it may be impacting the national figures slightly. Online reporting tools delivered through the Single Online Home project will be made available to more police forces in the future. The Department anticipates that this will have an even greater impact on the total number of accidents and casualties reported as the system is adopted more widely. Other forces have already planned to adopt online reporting in the near future. It is therefore expected that the discrepancy in data trends caused by the introduction of online reporting will expand in the future.

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

Impact on quality

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

The specific variables affected are the following:

Vehicle level variables

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

Accident level variables

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

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

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

In particular, there has been an issue in the recording of the left hand drive information for vehicles in the Metropolitan Police Service. There has been a large increase in unknowns for this field since 2016, which is linked to the introduction of online reporting, and a large increase in vehicles recorded as left hand drive since 2016, which is believed to be linked to the introduction of COPA. This is indicated in [RAS40005](#), which has been amended to include two tables for 2017 and 2018: one for Great Britain and one for Great Britain excluding the Metropolitan Police Service.

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

Publication timetable

The timetable of publications in 2020 continues to be a large improvement on 2017 and 2018, where the main results publication did not go ahead, reflecting the efforts of both police forces and the DfT team.

The Department aims to publish mid-year estimates for 2020 in November 2020. Feedback from users and examples of any impact of the reduced frequency from quarterly to in-year estimates are welcome at roadacc.stats@dft.gov.uk.

Next release

Provisional tables and analysis of the first half of 2020 statistics, will be published in the Reported Road Casualties in Great Britain: provisional estimates: year ending June 2020 in November this year.

Data supply from forces

There have been significant challenges in attempting to close the 2019 dataset. The timing of the Coronavirus (COVID-19) pandemic has impacted forces and local authorities and their ability to process STATS19 data and respond to enquiries due to: reprioritisation, staff on furlough and physical difficulties of access to places of work, equipment to work at home and software.

Avon and Somerset police totals are not complete for 2019. One of five local authorities that process data on their behalf were unable to submit all their records for December 2019. North Somerset local authority have reported capability issues whilst working from home during the pandemic that affected their ability to process all their records. This has prevented them from validating and exporting the final outstanding data to the department. We do not expect this to have a significant impact on trends at a national or police force level, only for the specific local authority affected.

DfT aims to have all reportable accidents included within the Reported Road Casualties Great Britain, provisional results publication. For 2019 this was not possible. Data and accidents had to be processed after the release date from forces identified in the "Data supply from forces" section of that release. Minor changes are not incorporated once all data has been received from forces unless they resolve issues identified during national validation.

DfT receives notifications from the police and local authorities regarding coroner court and Procurator Fiscal verdicts that would change road safety statistics. Where possible these verdicts have been used to update casualty records, but it does depend on when DfT receives notification of the verdicts. The Welsh Government notified DfT of three changes and the Scottish government notified DfT of two verdicts that would change the reporting totals for road safety statistics. Notification of these updates was received at an advanced stage of our publication. As such, changes could not be made to the reported statistics without delaying the publication, so they have not been included. The verdicts would have removed four fatalities and changed one serious casualty to a fatality.

Data tables

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

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

A full list of tables in the road safety series and an index with 2019 RRCGB web tables can be found at https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/648083/reported-road-casualties-gb-index-of-tables.xlsm.

Making our data easier to access

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

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

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

The objective of removing the number of tables that are made available through the tool, that are rarely used, or are redundant, is to provide a better user experience to users by not having to navigate a very large number of tables. The complexity of

navigating the current set of tables faced by users in finding the information they need is shown by evidence from web analytics that place our table index as one of the top tables downloaded for DfT statistics.

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

Background information

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

Provisional in-year reported road casualty statistics are published throughout the year. Provisional estimates for the first half of 2019 were published in November 2019. In-year statistical releases can be found at: <https://www.gov.uk/government/collections/road-accidents-and-safety-statistics>.

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

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



To hear more about DfT statistics publications as they are released please follow us on Twitter via our [@DfTstats](https://www.twitter.com/DfTstats) account: www.twitter.com/DfTstats. TWITTER, TWEET, RETWEET and the Twitter logo are trademarks of Twitter, Inc. or its affiliates

Further information

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

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

Feedback

We welcome further feedback on any aspects of the Department's road safety statistics including content, timing, and format, via email to roadacc.stats@dft.gov.uk

Annex: Update to severity adjustments methodology

Finalised methodology

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

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

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

Characterising police force trends

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

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

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

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

Use of adjusted figures and record-level adjusted probabilities

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

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

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

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

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

Feedback

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

Police force adjustment charts

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

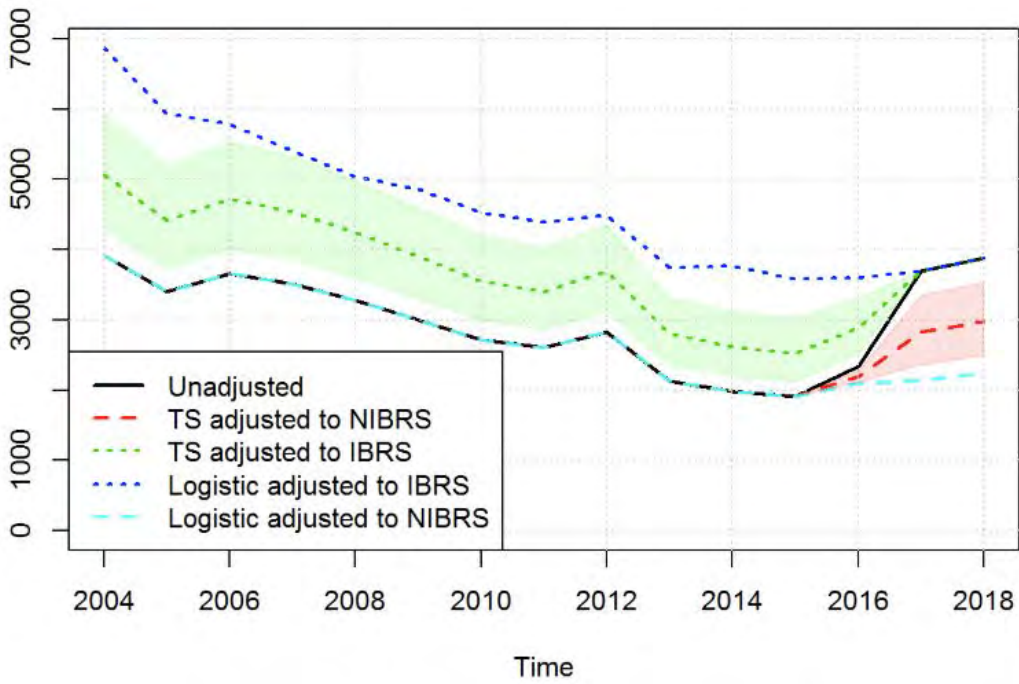


Figure 1: Unadjusted and adjusted serious injuries for the Metropolitan Police Service

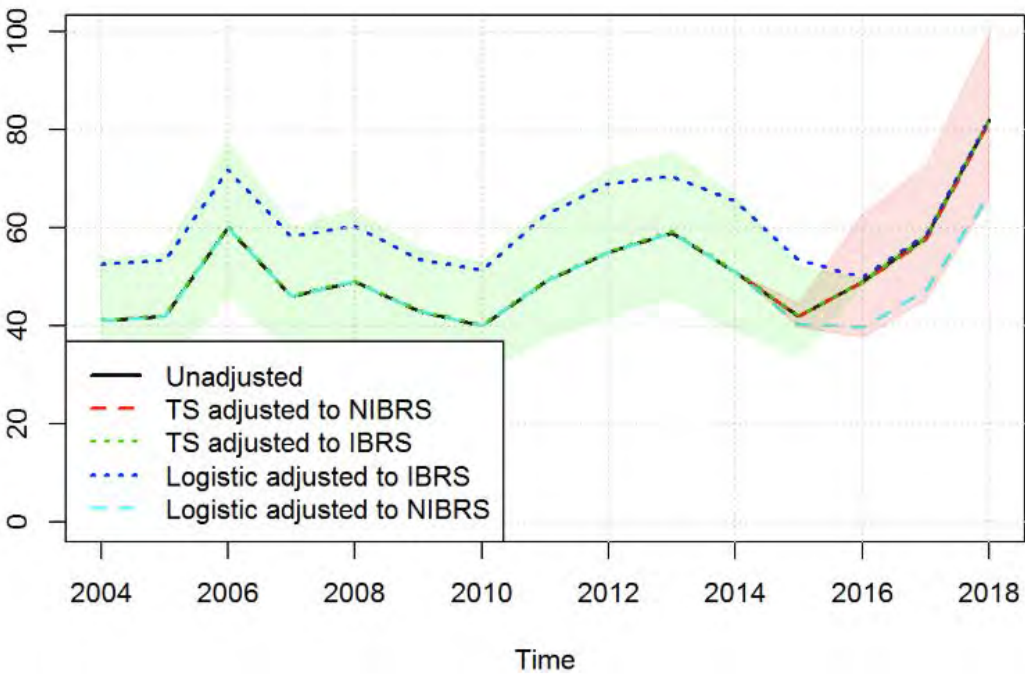


Figure 2: Unadjusted and adjusted serious injuries for City of London Police

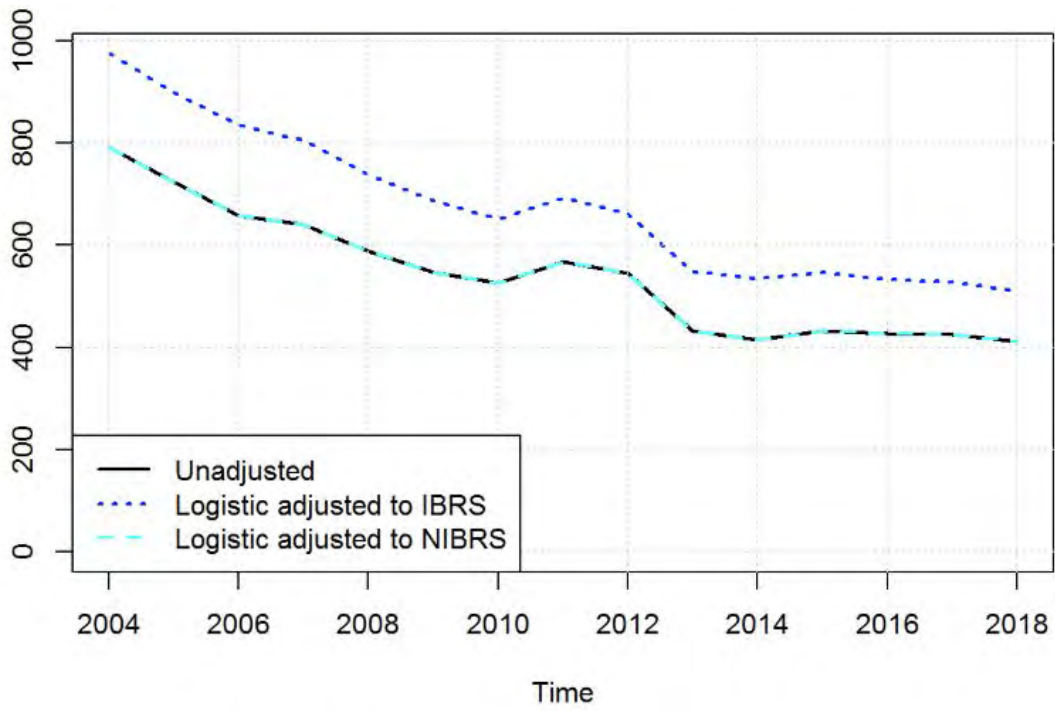


Figure 3: Unadjusted and adjusted serious injuries for Nottinghamshire Police

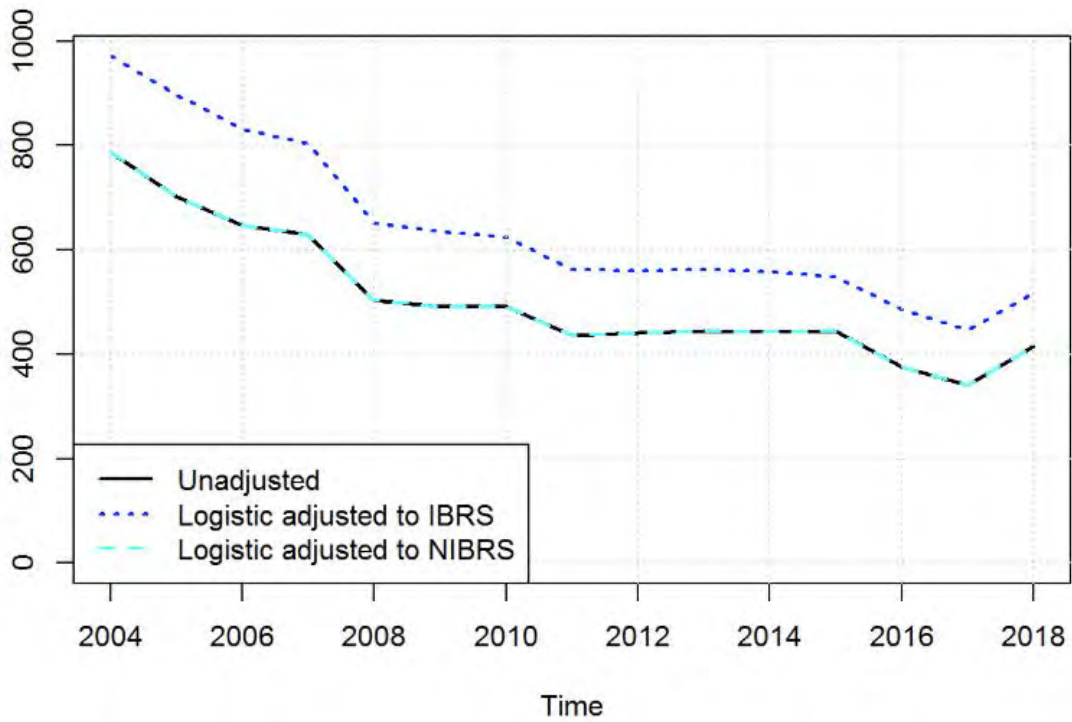


Figure 4: Unadjusted and adjusted serious injuries for Avon and Somerset Police

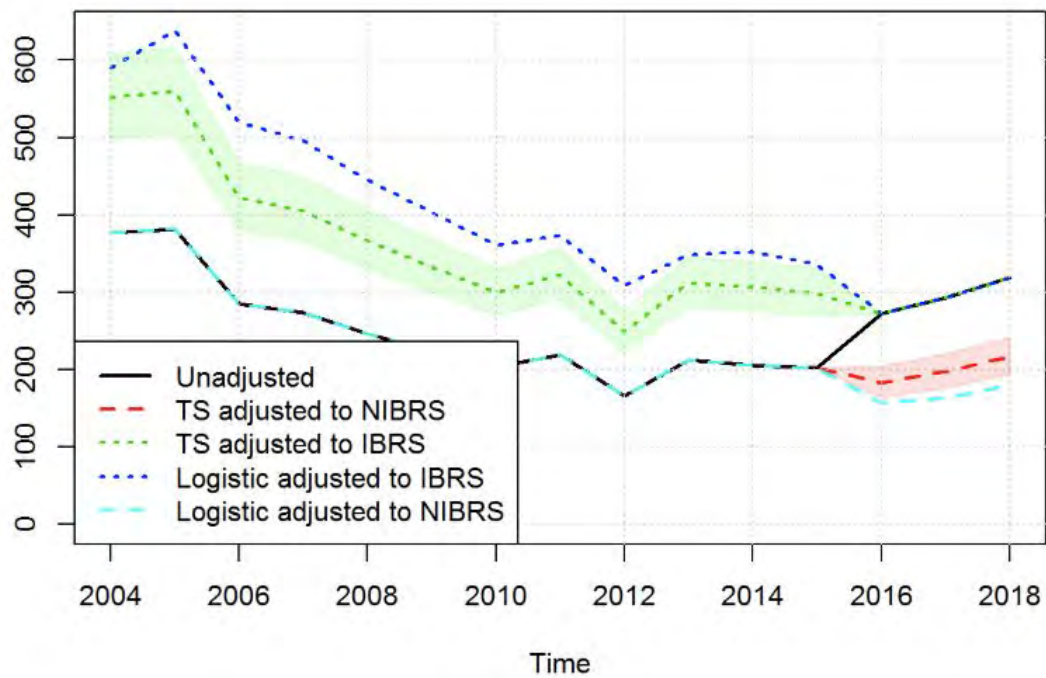


Figure 5: Unadjusted and adjusted serious injuries for Cumbria Police

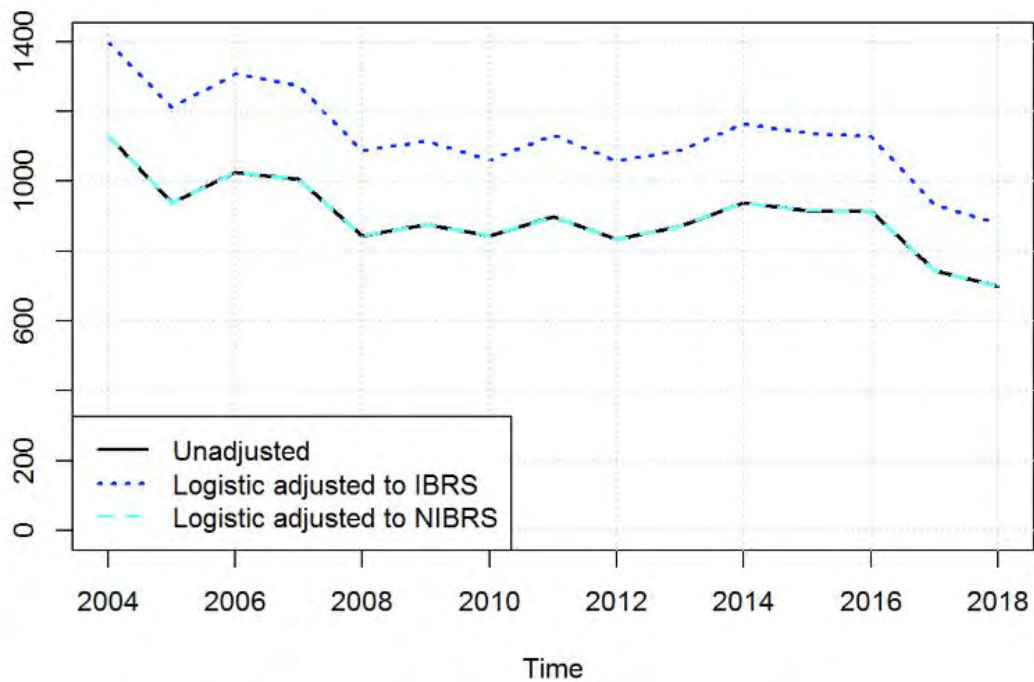


Figure 6: Unadjusted and adjusted serious injuries for Thames Valley Police

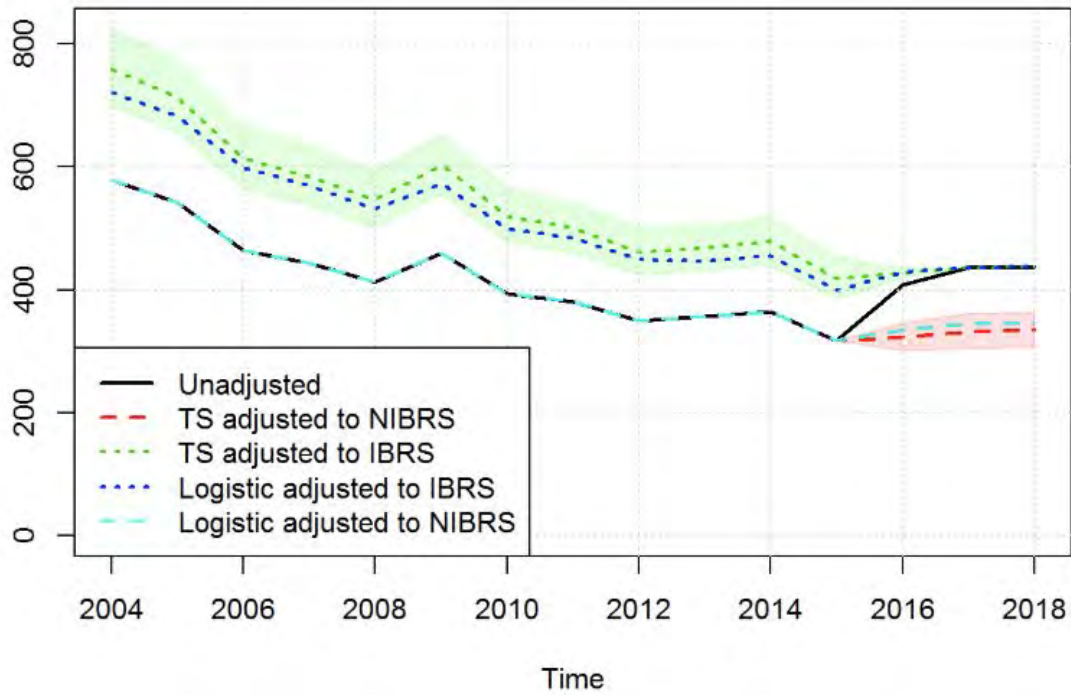


Figure 7: Unadjusted and adjusted serious injuries for Cambridgeshire Police

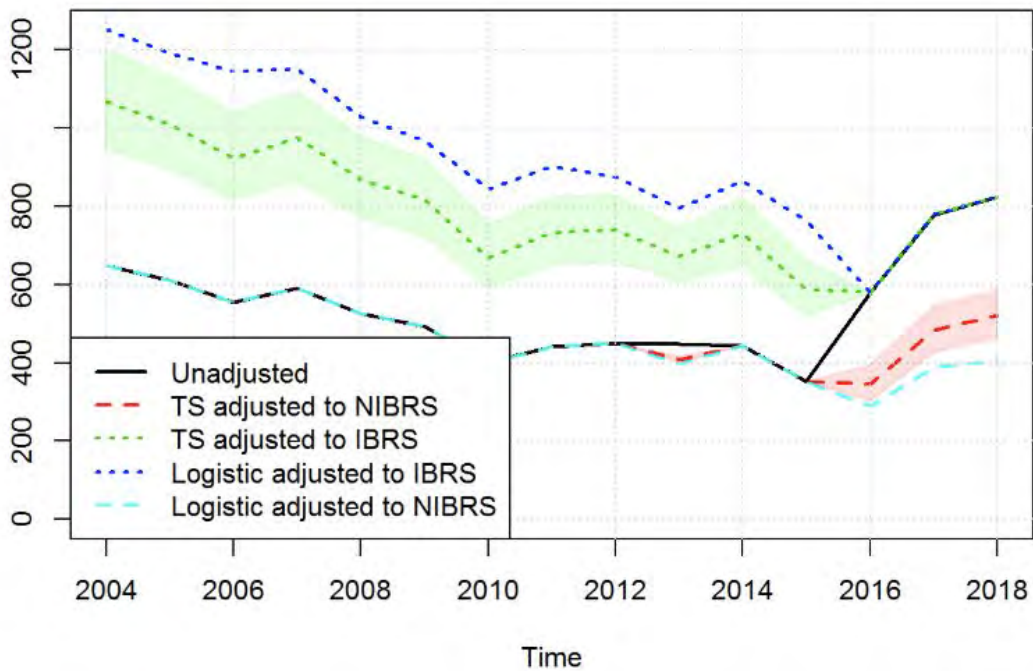


Figure 8: Unadjusted and adjusted serious injuries for South Yorkshire Police

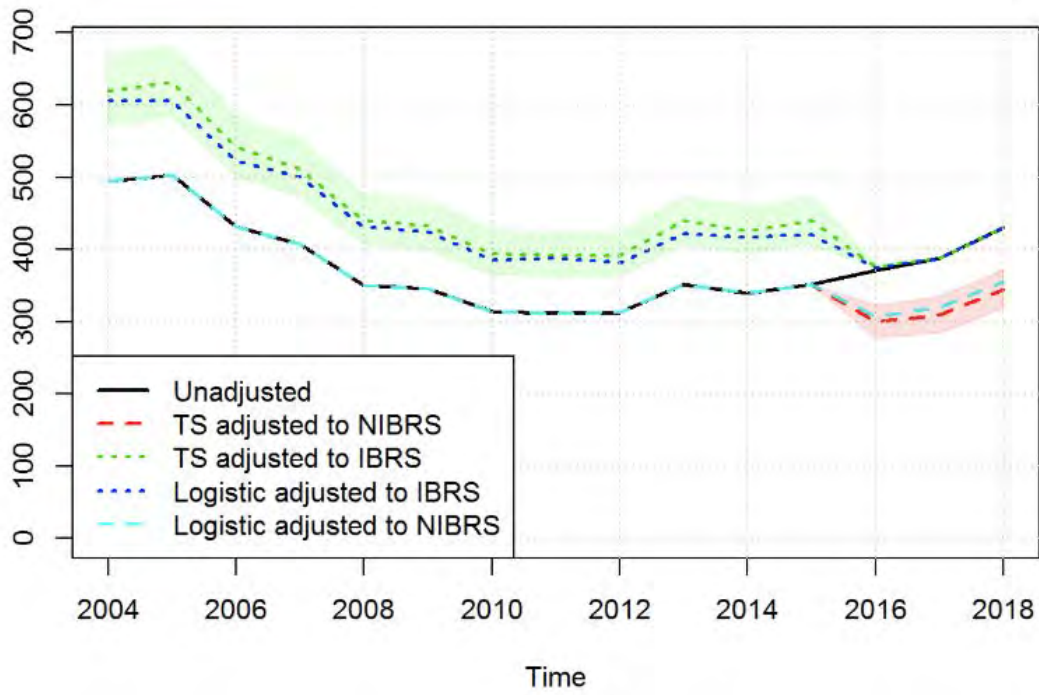


Figure 9: Unadjusted and adjusted serious injuries for Norfolk Police

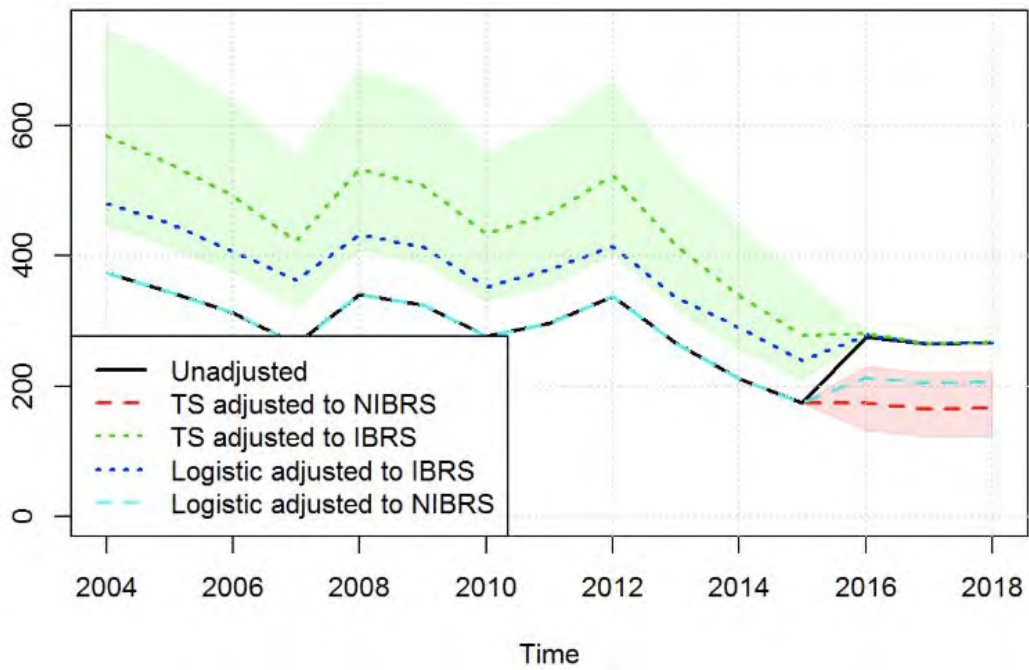


Figure 10: Unadjusted and adjusted serious injuries for Suffolk Police

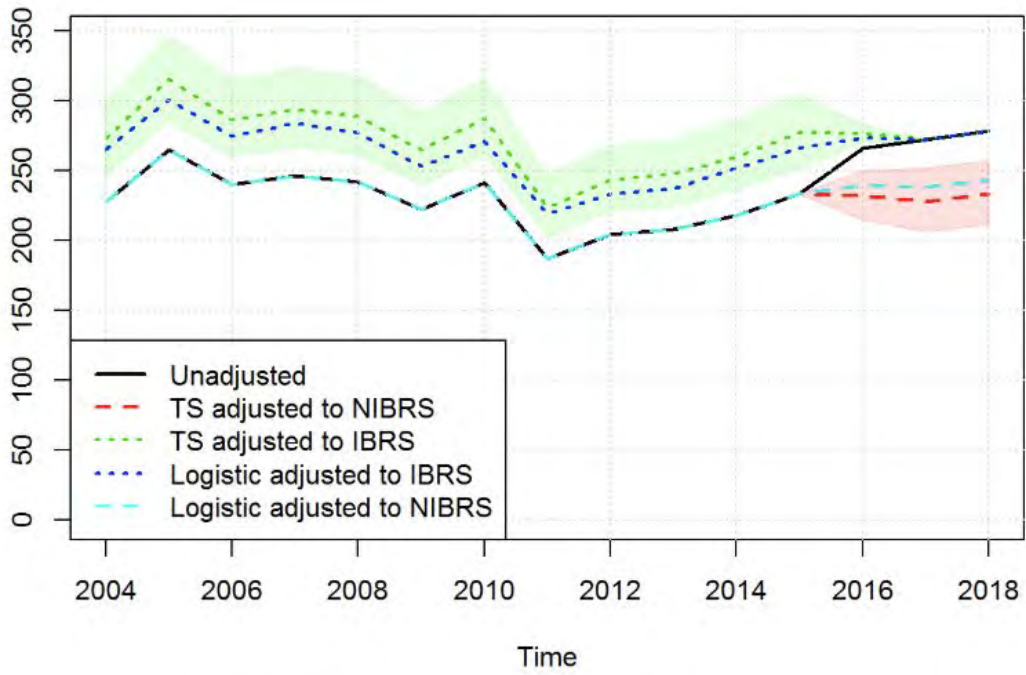


Figure 11: Unadjusted and adjusted serious injuries for Bedfordshire Police

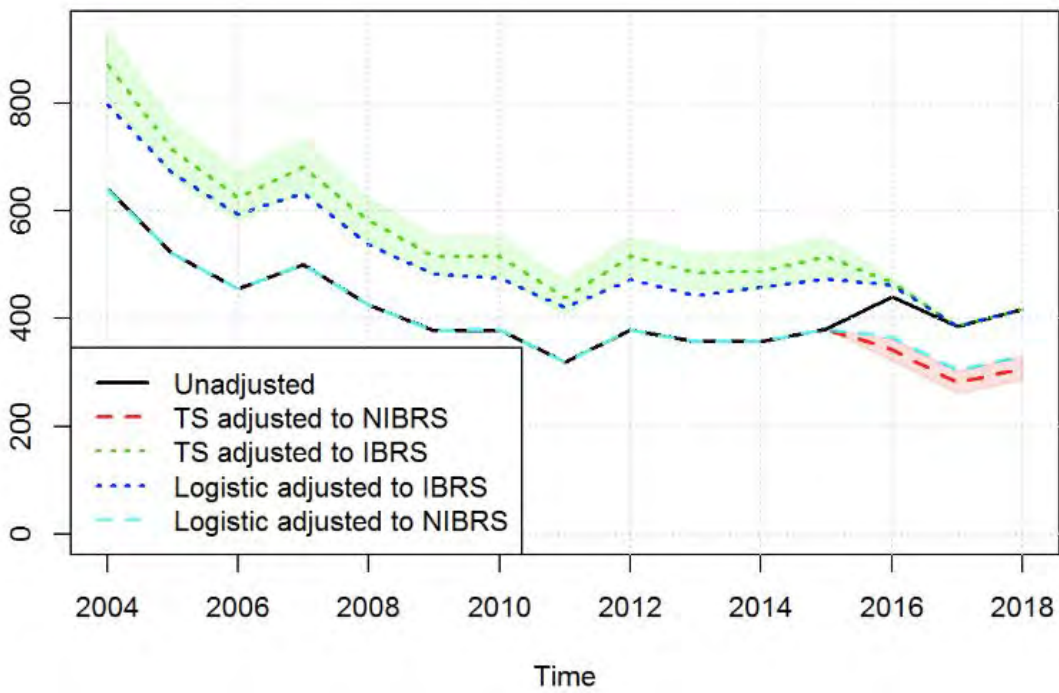


Figure 12: Unadjusted and adjusted serious injuries for Hertfordshire Police

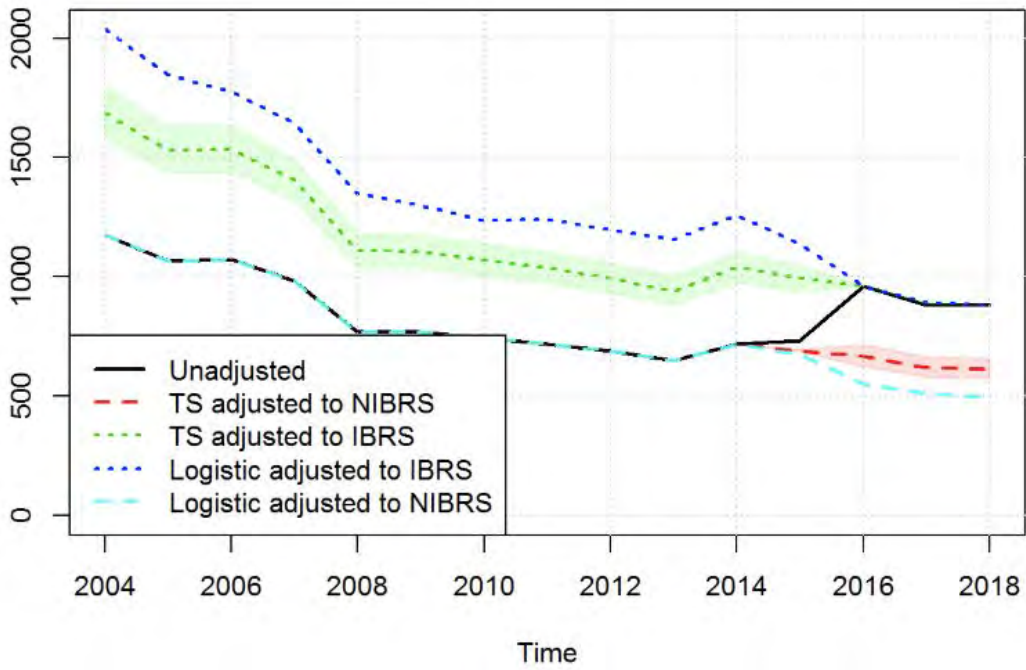


Figure 13: Unadjusted and adjusted serious injuries for Essex Police

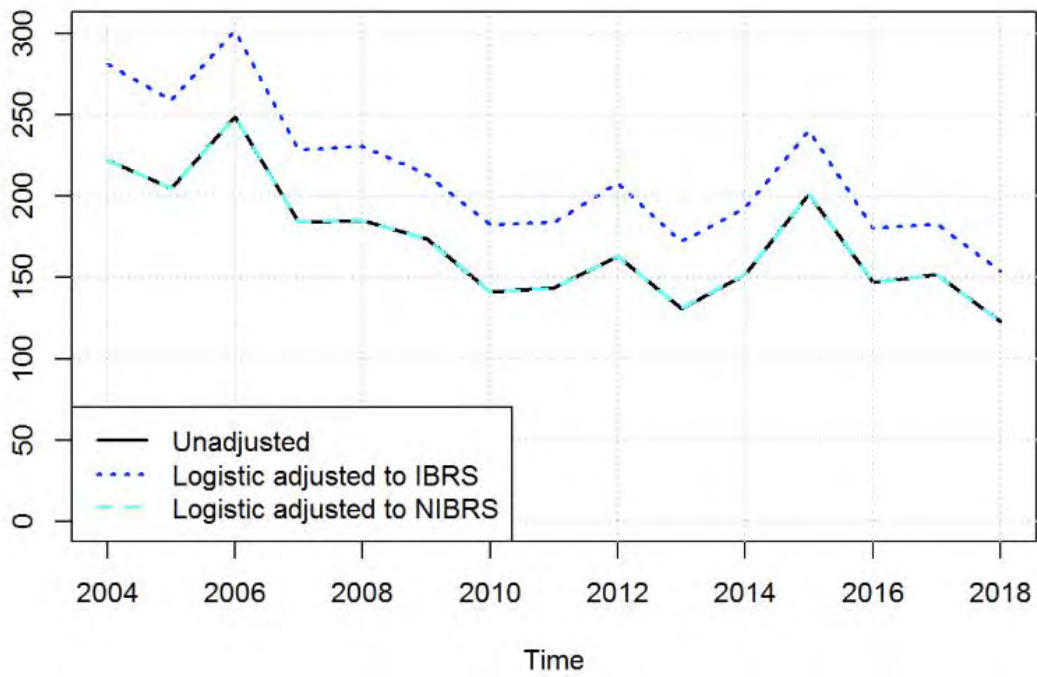


Figure 14: Unadjusted and adjusted serious injuries for Cleveland Police

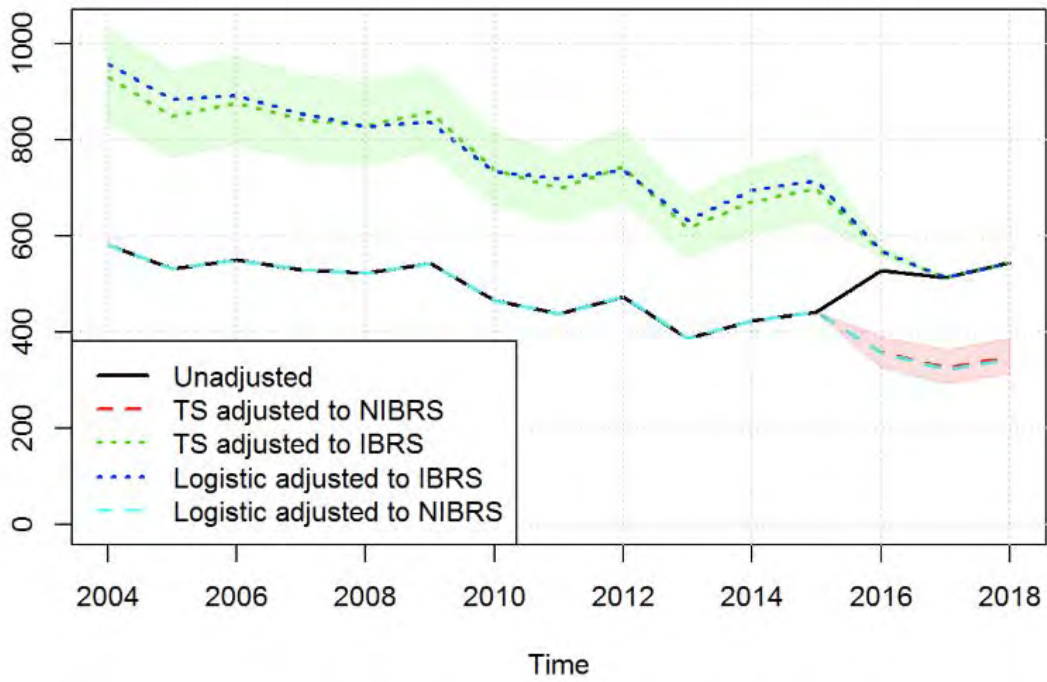


Figure 15: Unadjusted and adjusted serious injuries for Northumbria Police

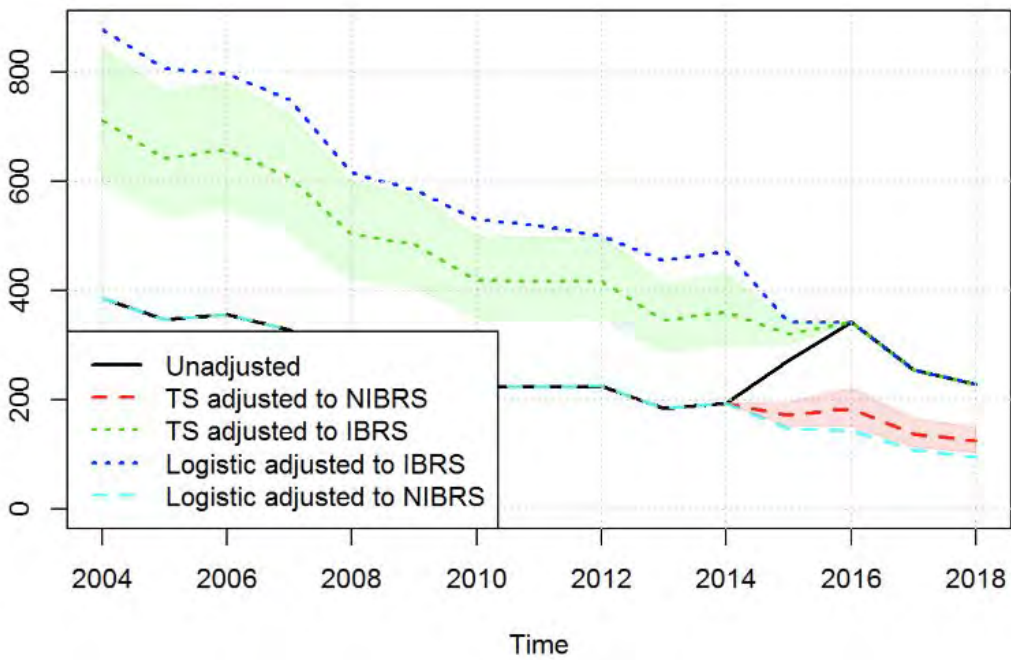


Figure 16: Unadjusted and adjusted serious injuries for Staffordshire Police

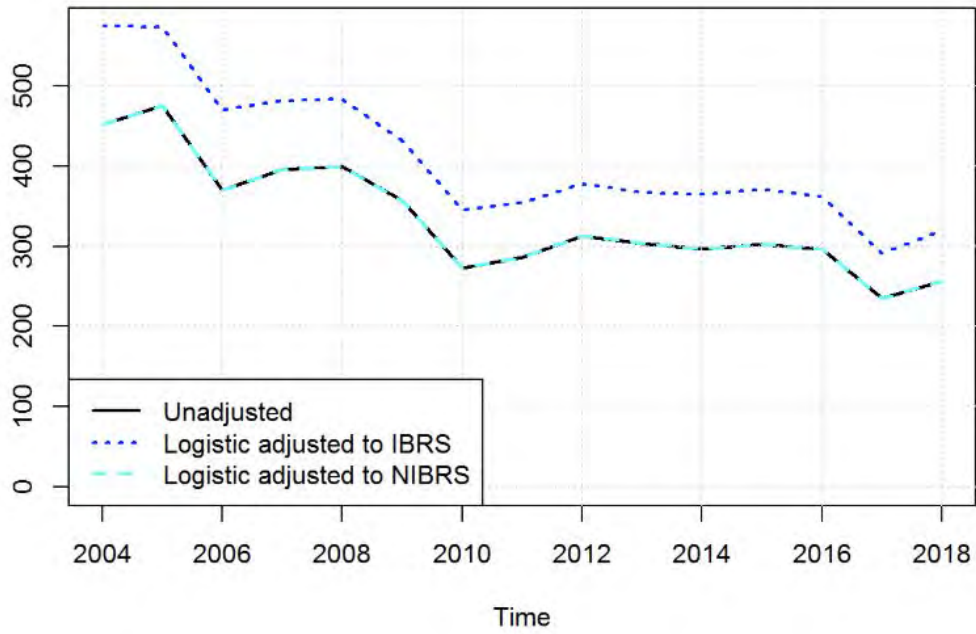


Figure 17: Unadjusted and adjusted serious injuries for Northamptonshire Police

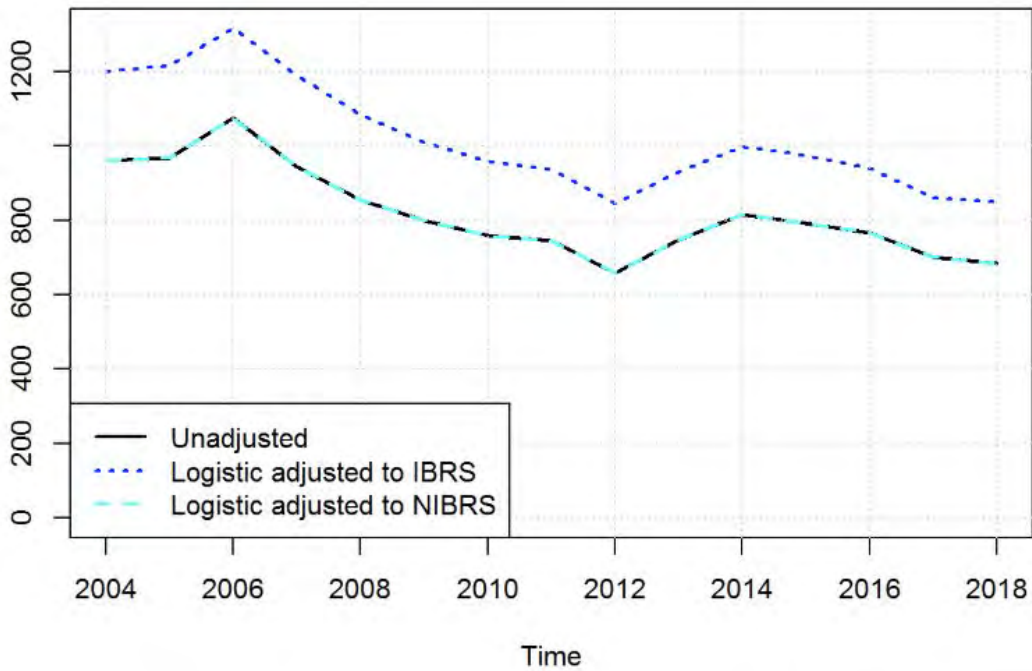


Figure 18: Unadjusted and adjusted serious injuries for Lancashire Police

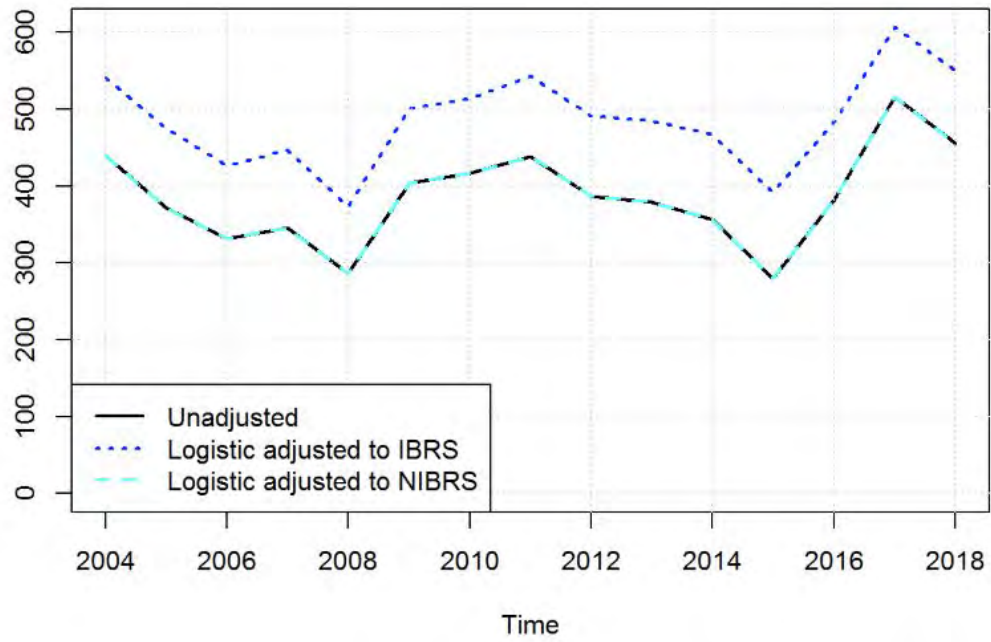


Figure 19: Unadjusted and adjusted serious injuries for Lincolnshire Police

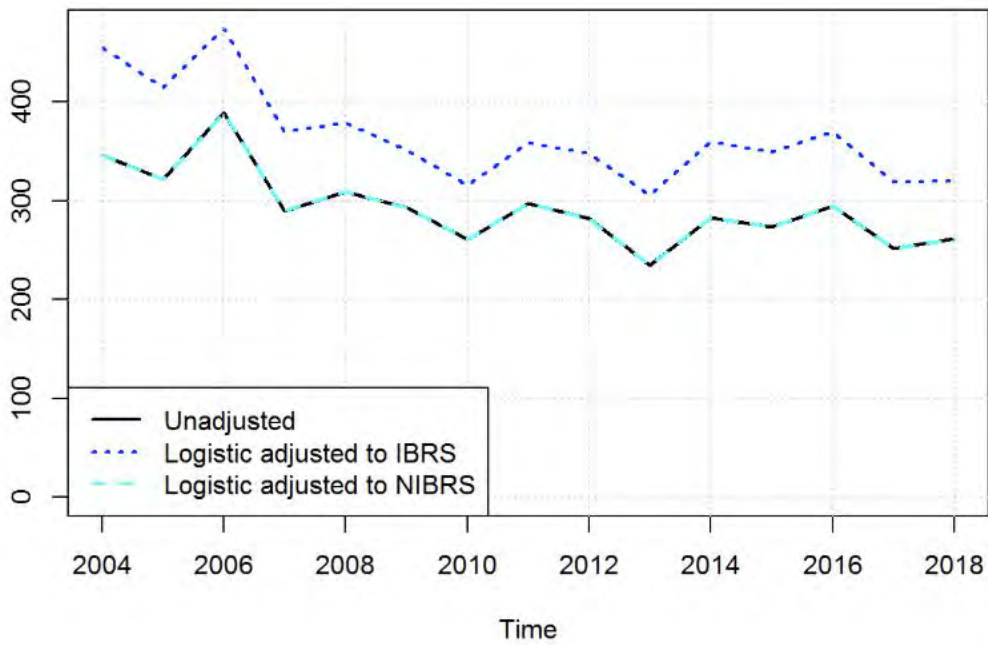


Figure 20: Unadjusted and adjusted serious injuries for Wiltshire Police

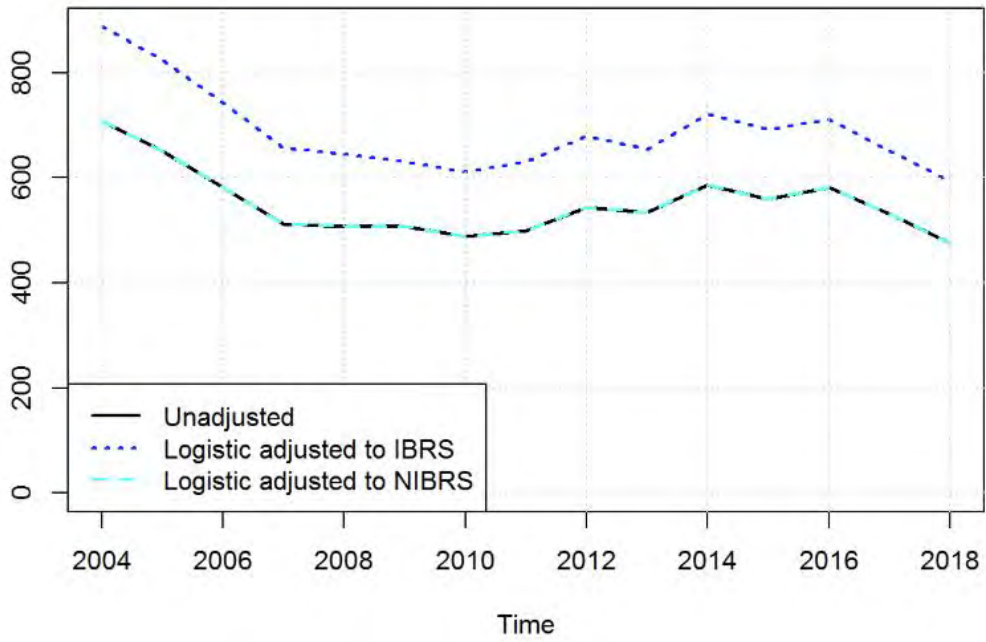


Figure 21: Unadjusted and adjusted serious injuries for Merseyside Police

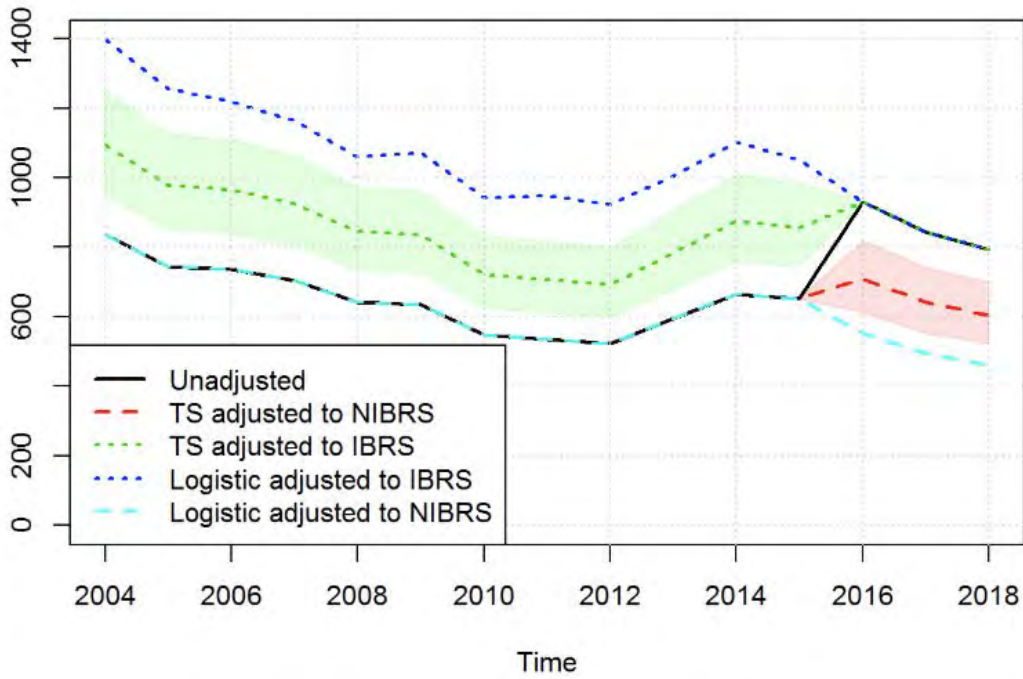


Figure 22: Unadjusted and adjusted serious injuries for Kent Police

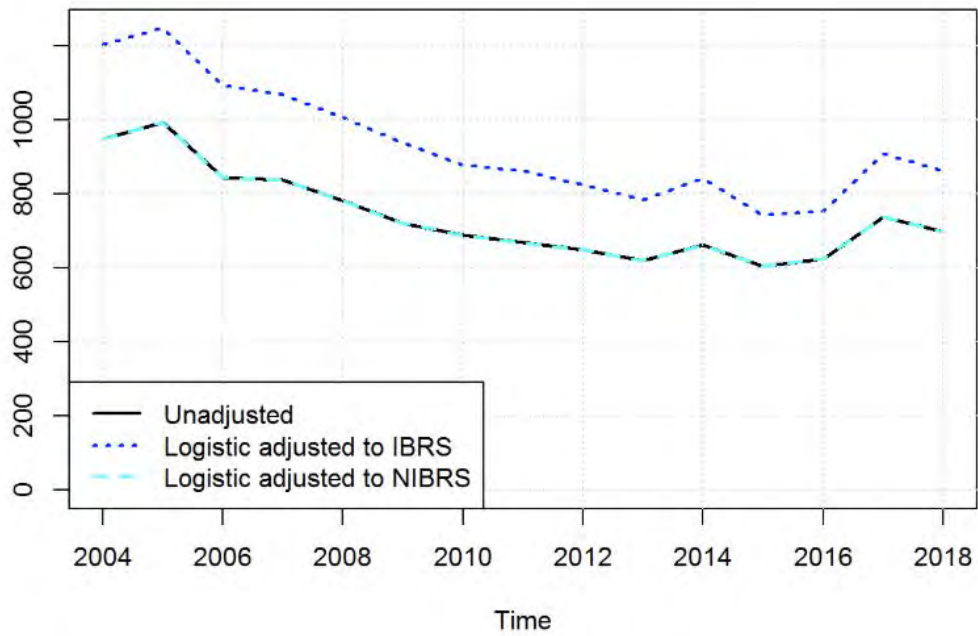


Figure 23: Unadjusted and adjusted serious injuries for Greater Manchester Police

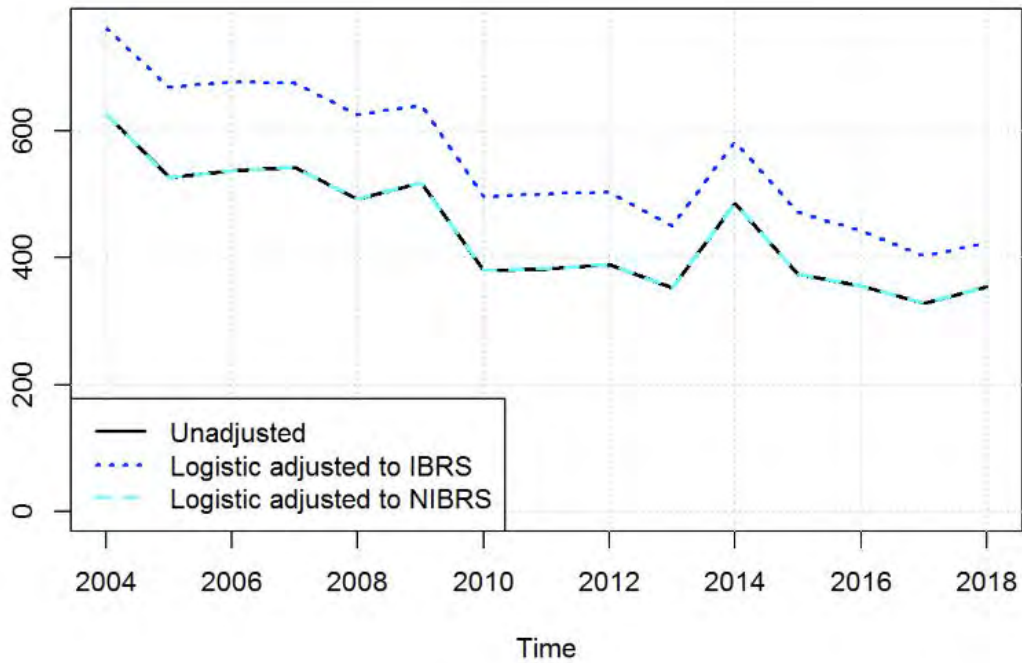


Figure 24: Unadjusted and adjusted serious injuries for Derbyshire Police

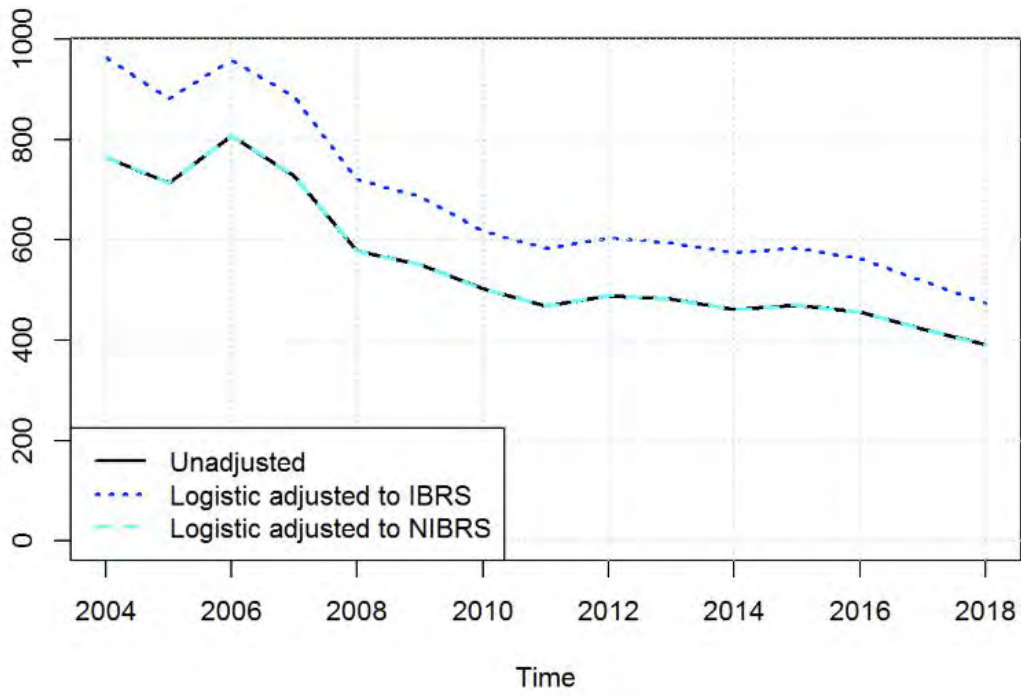


Figure 25: Unadjusted and adjusted serious injuries for North Yorkshire Police

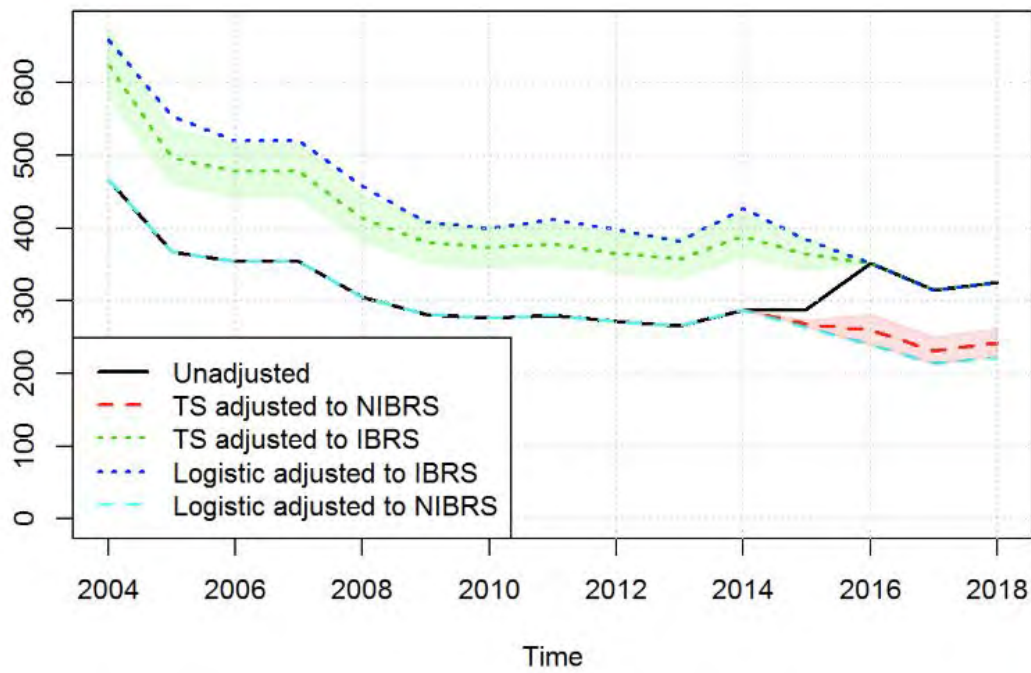


Figure 26: Unadjusted and adjusted serious injuries for Warwickshire Police

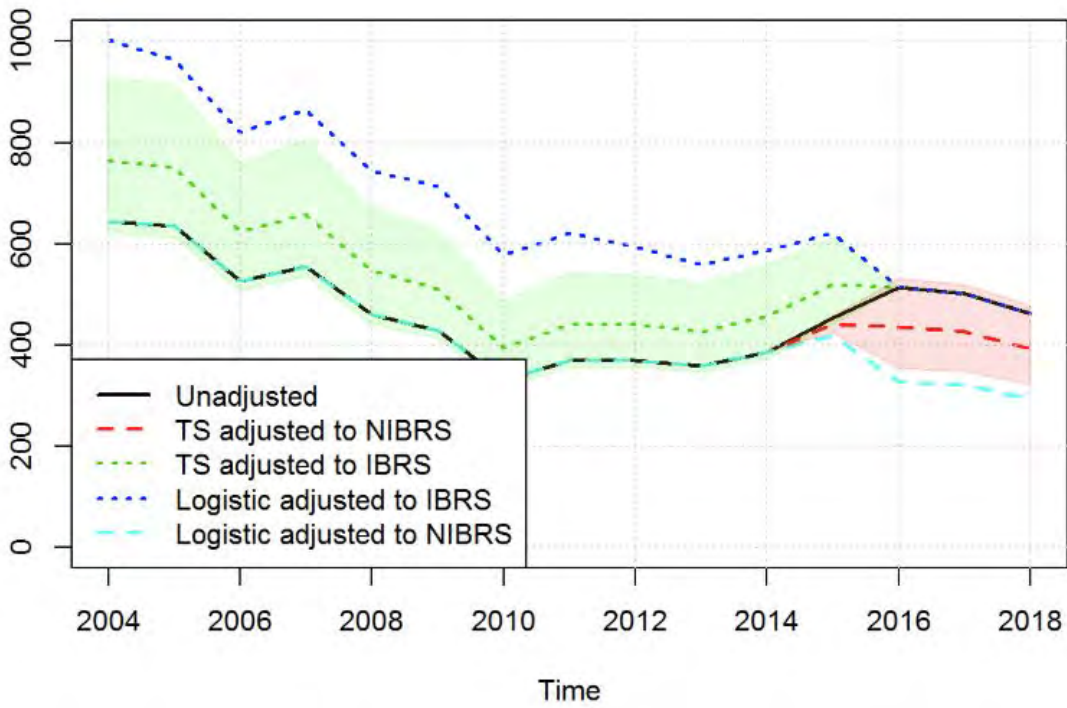


Figure 27: Unadjusted and adjusted serious injuries for West Mercia Police

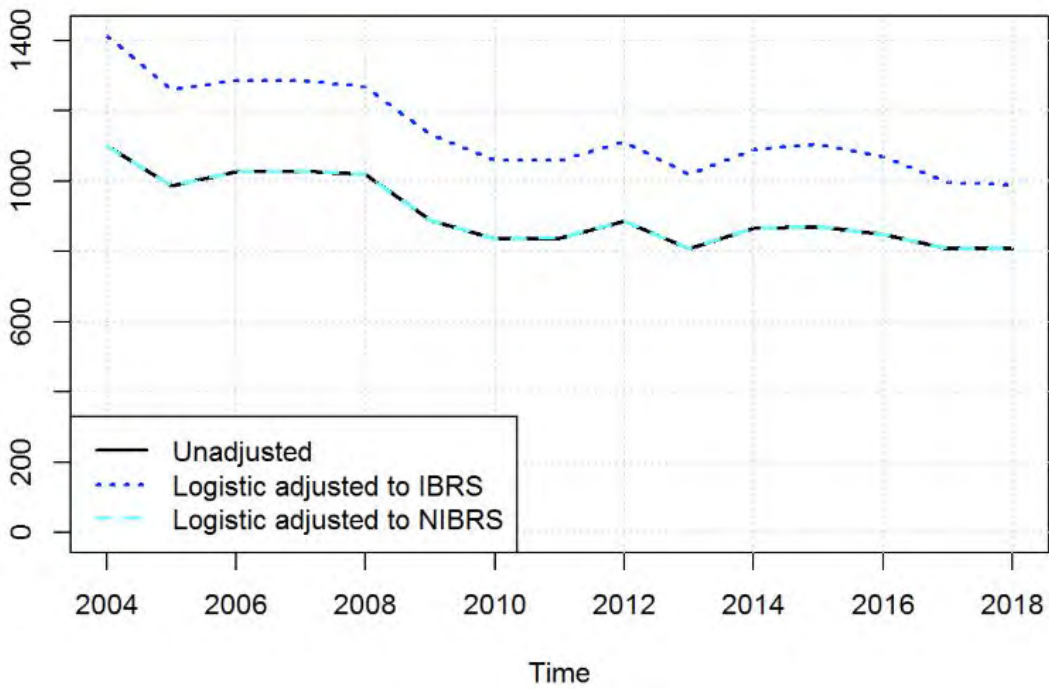


Figure 28: Unadjusted and adjusted serious injuries for West Yorkshire Police

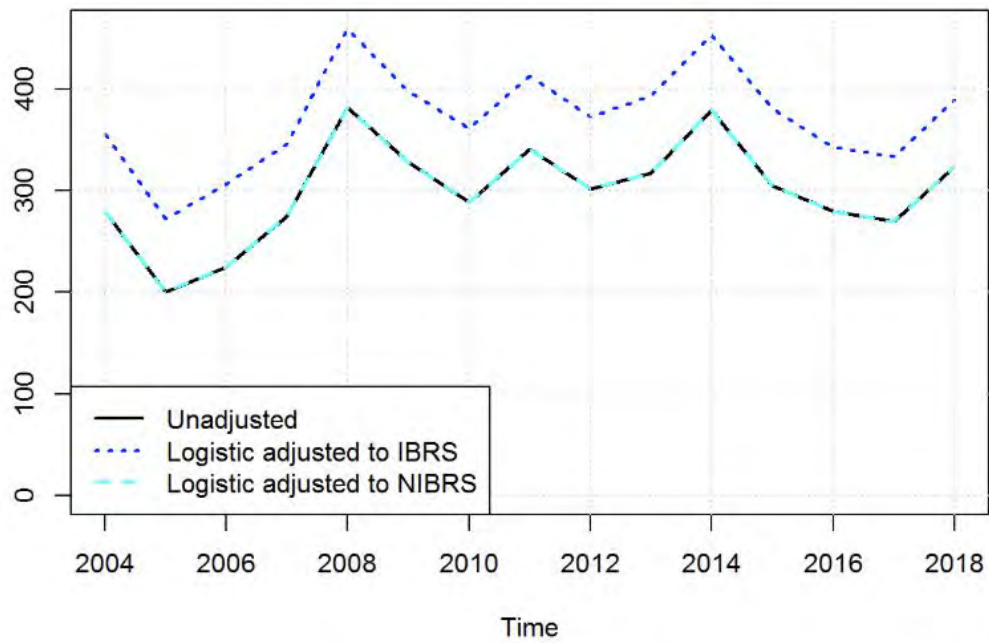


Figure 29: Unadjusted and adjusted serious injuries for North Wales Police

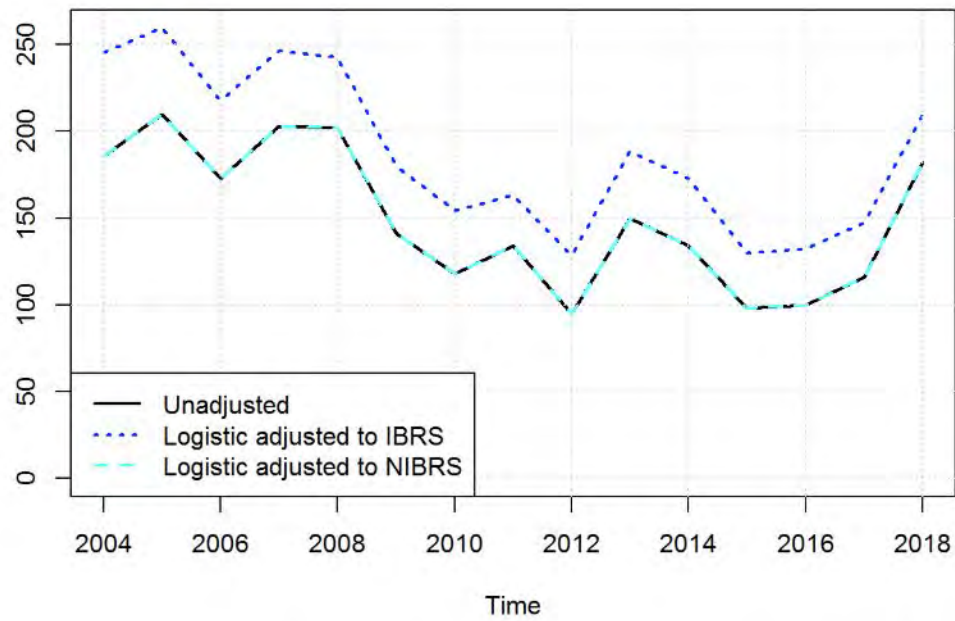


Figure 30: Unadjusted and adjusted serious injuries for Gwent Police

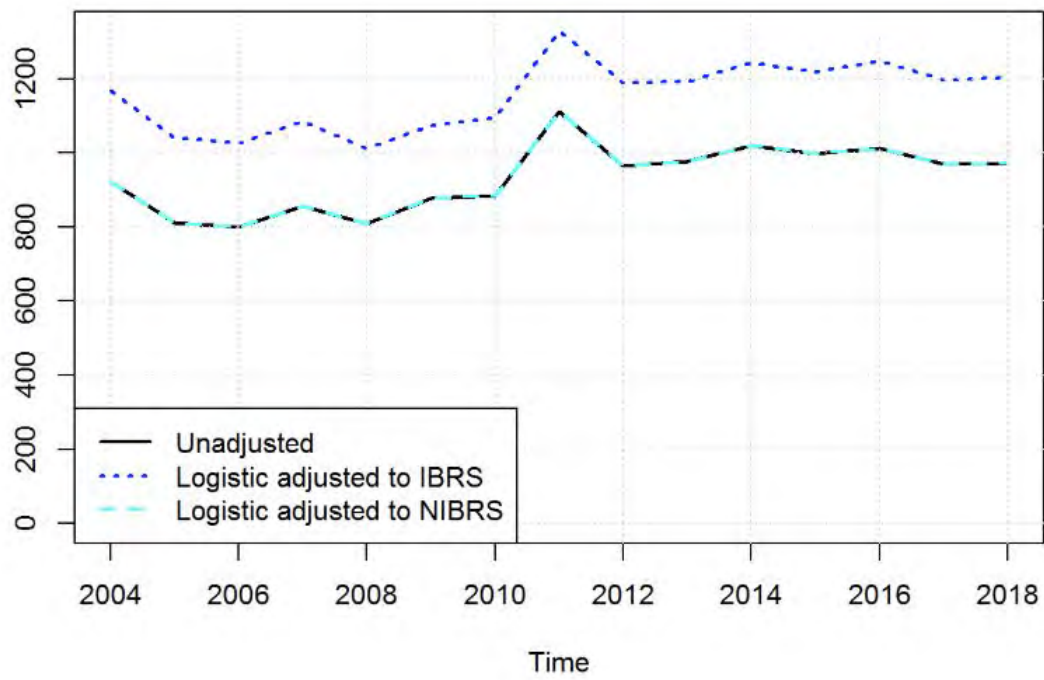


Figure 31: Unadjusted and adjusted serious injuries for Hampshire Police

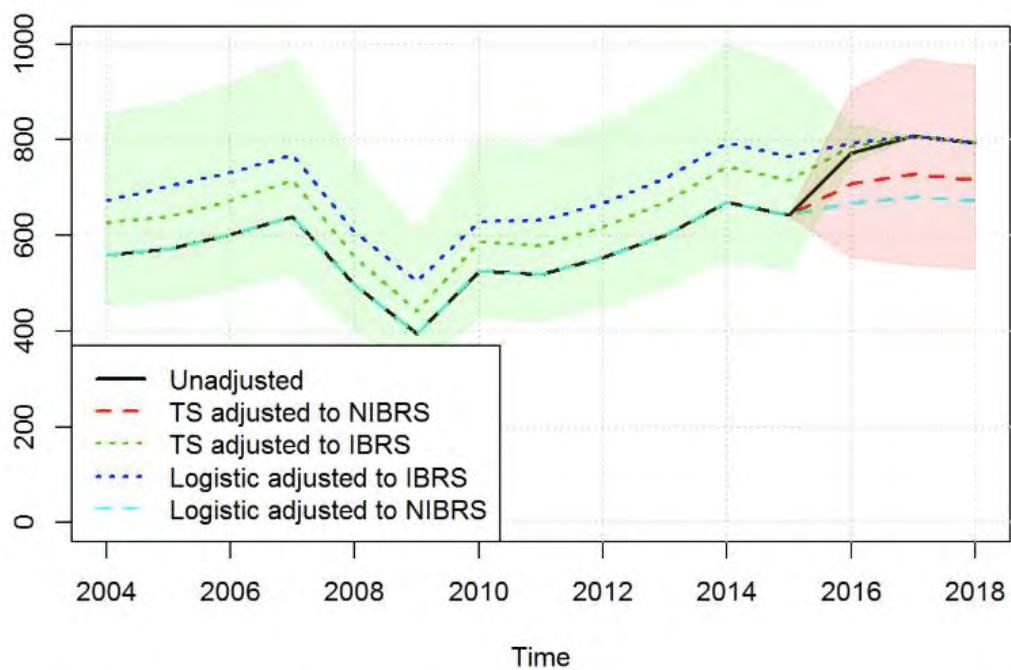


Figure 32: Unadjusted and adjusted serious injuries for Devon and Cornwall Police

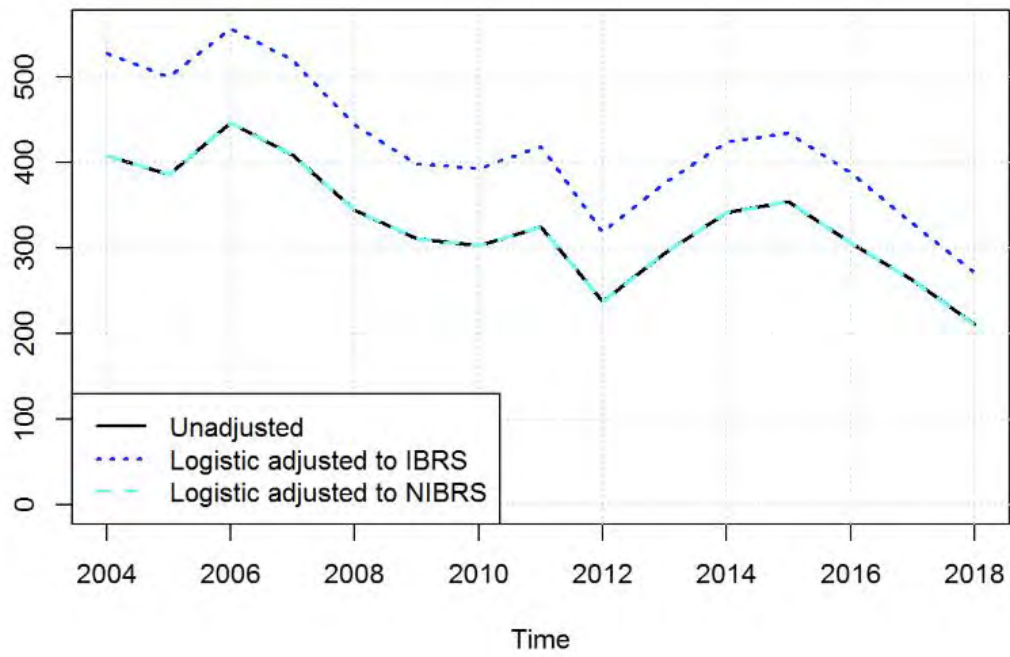


Figure 33: Unadjusted and adjusted serious injuries for South Wales Police

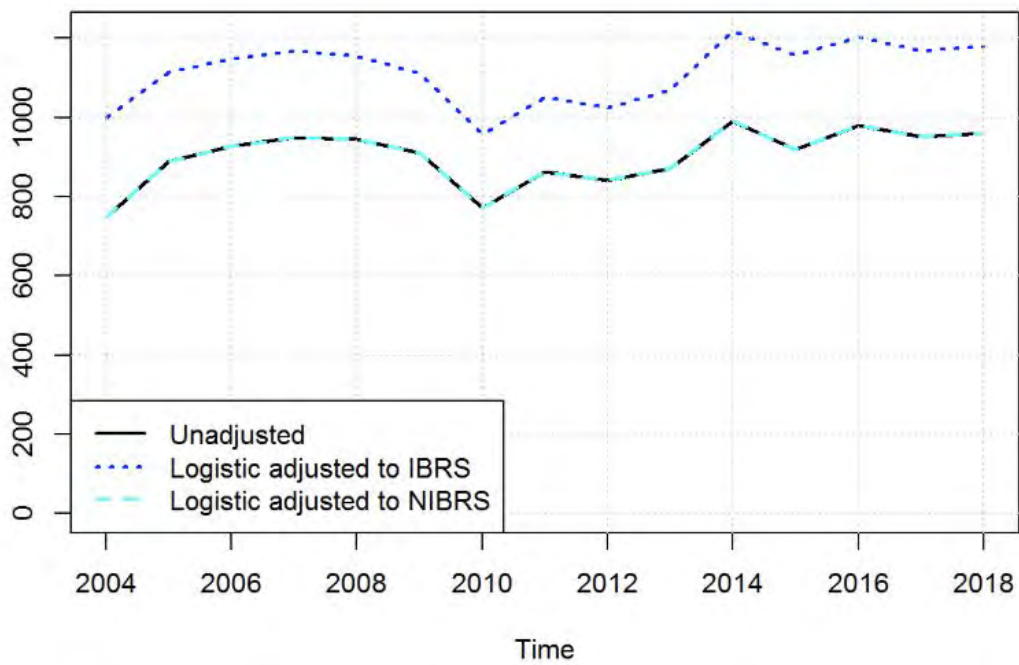


Figure 34: Unadjusted and adjusted serious injuries for Sussex Police

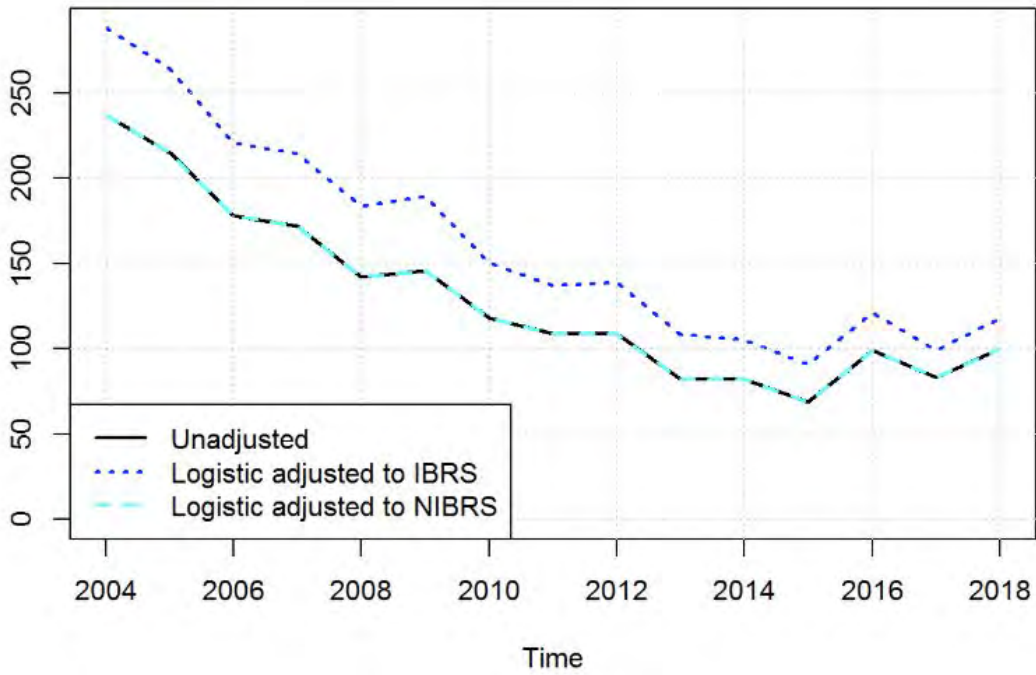


Figure 35: Unadjusted and adjusted serious injuries for Northern Police

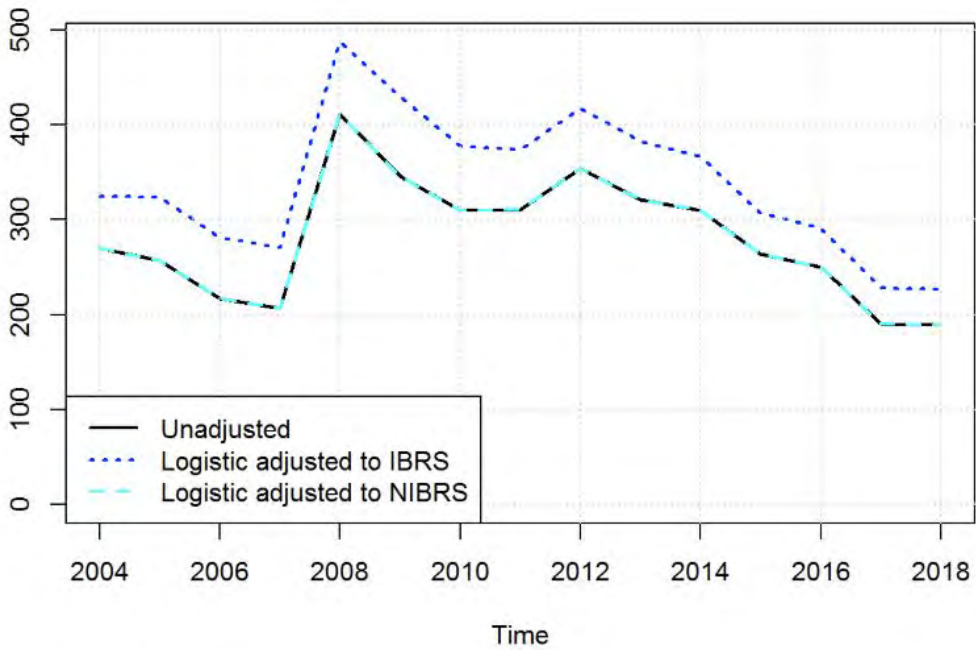


Figure 36: Unadjusted and adjusted serious injuries for Grampian Police

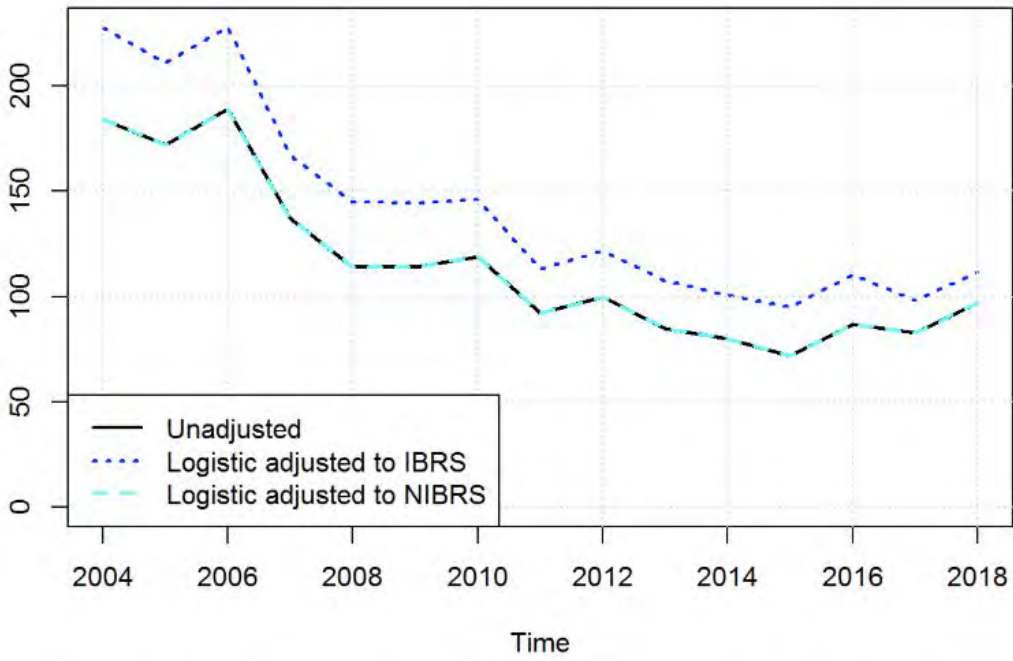


Figure 37: Unadjusted and adjusted serious injuries for Fife Police

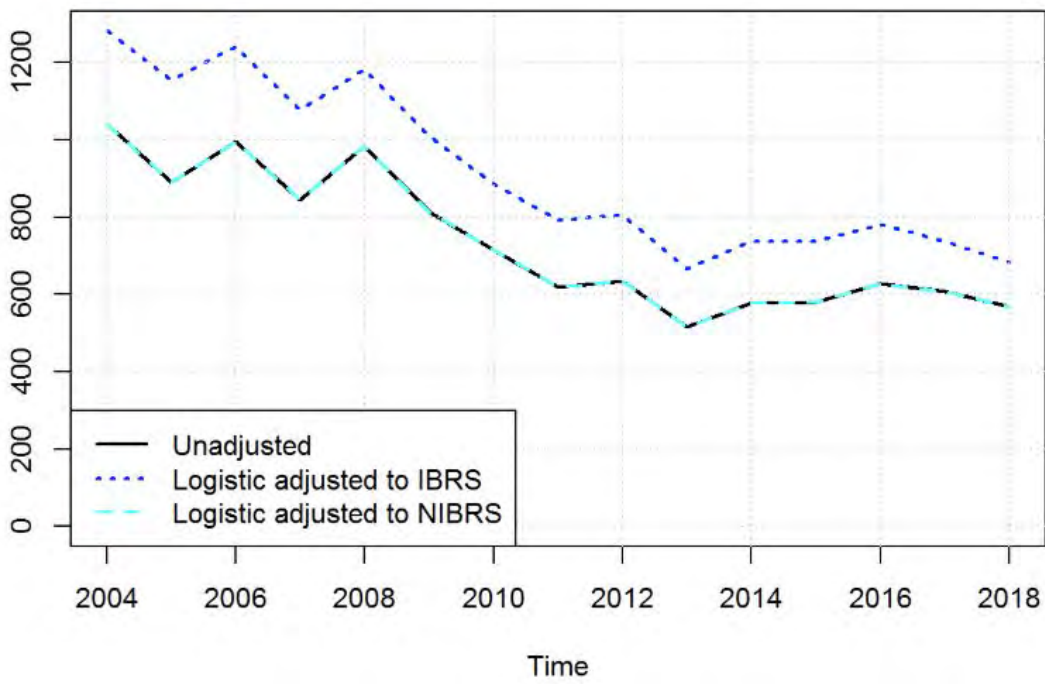


Figure 38: Unadjusted and adjusted serious injuries for Strathclyde Police

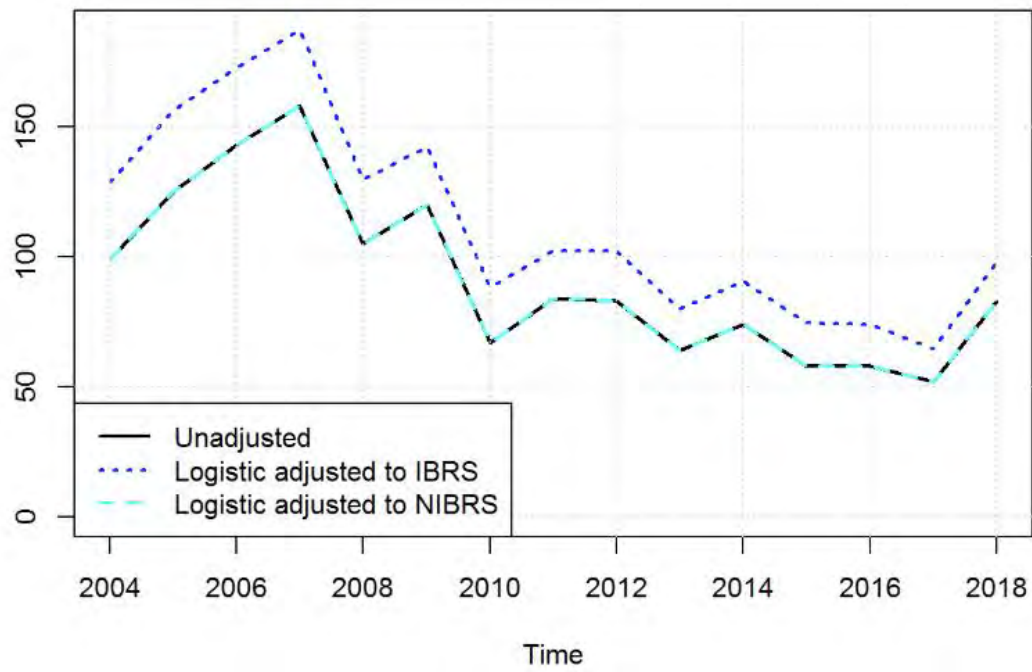


Figure 39: Unadjusted and adjusted serious injuries for Dumfries and Galloway Police

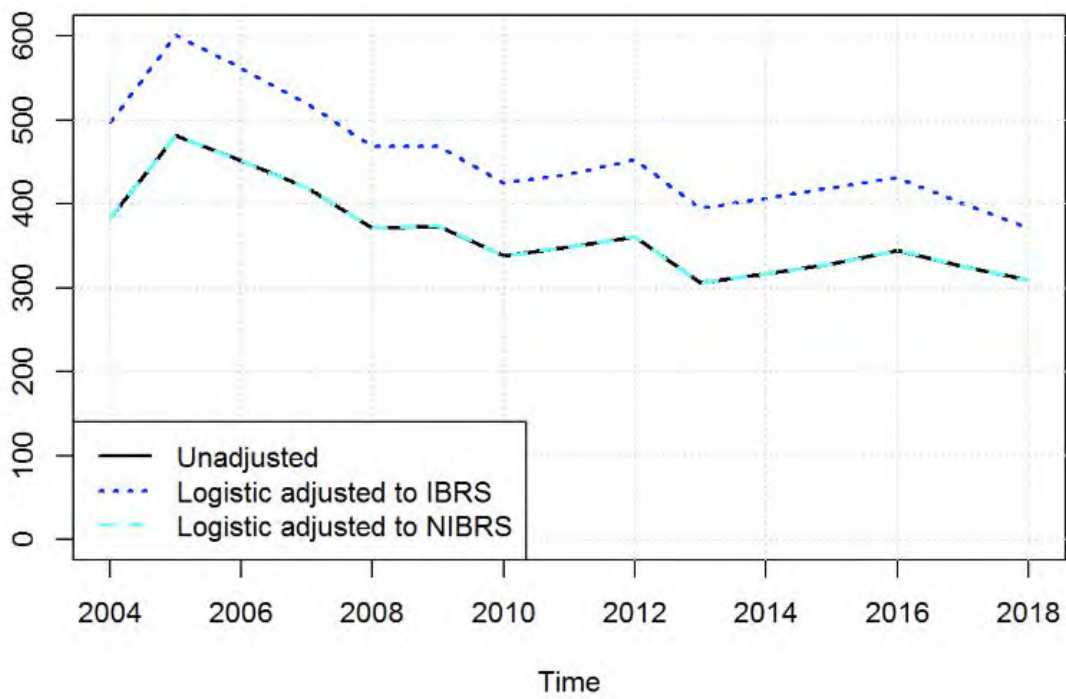


Figure 40: Unadjusted and adjusted serious injuries for Lothian and Borders Police

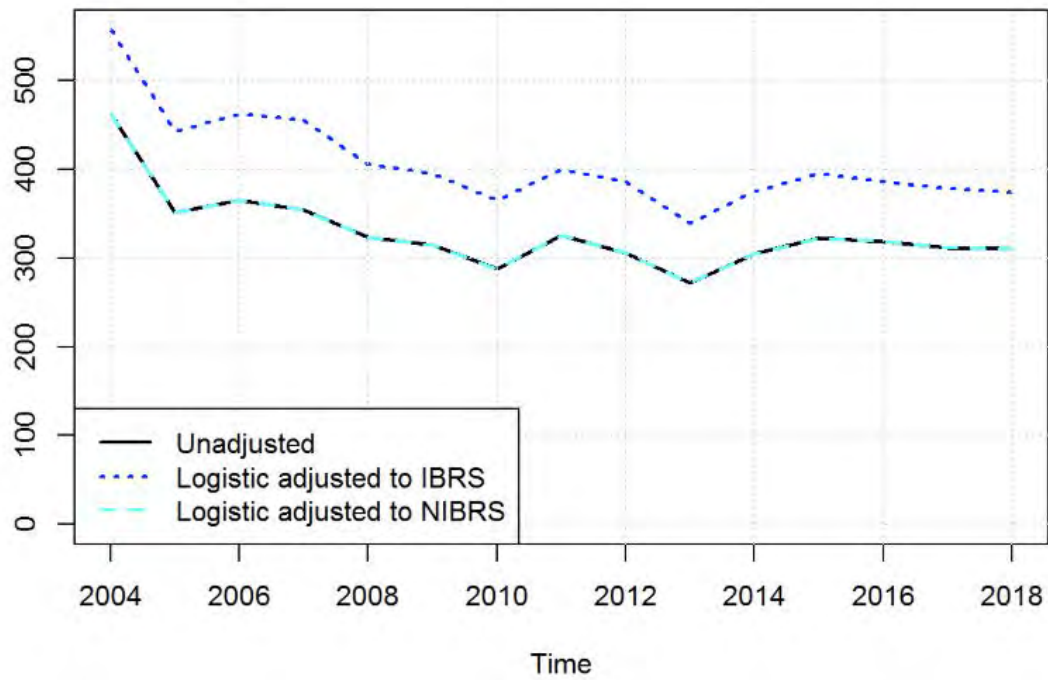


Figure 41: Unadjusted and adjusted serious injuries for Dyfed-Powys Police

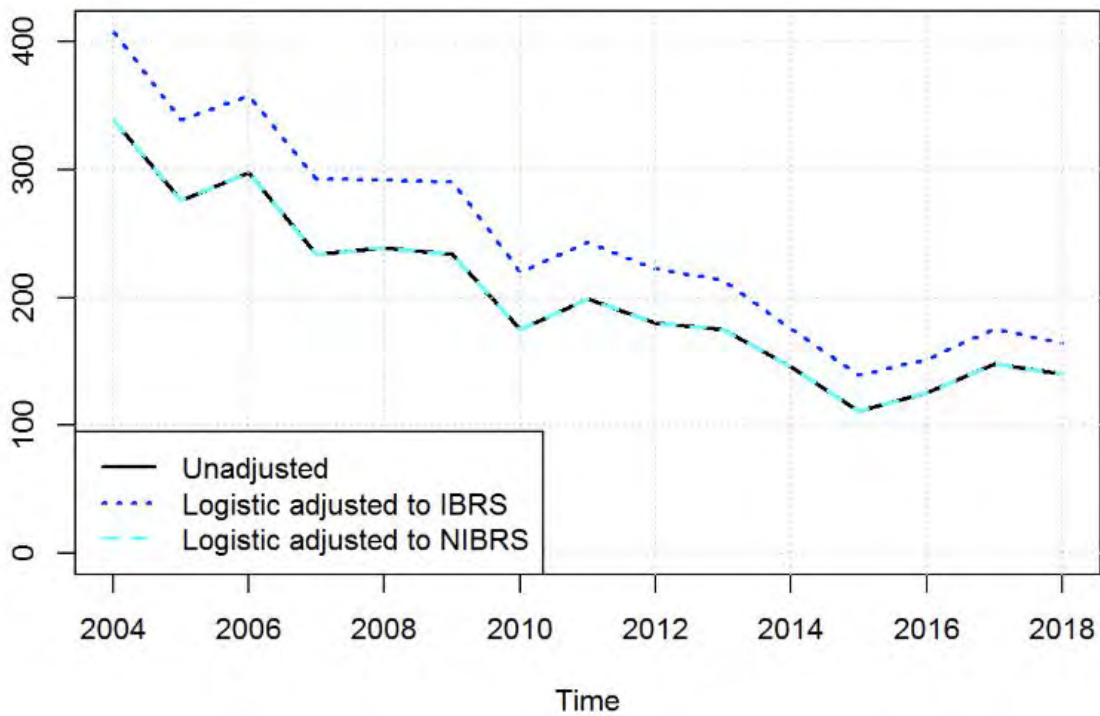


Figure 42: Unadjusted and adjusted serious injuries for Tayside Police

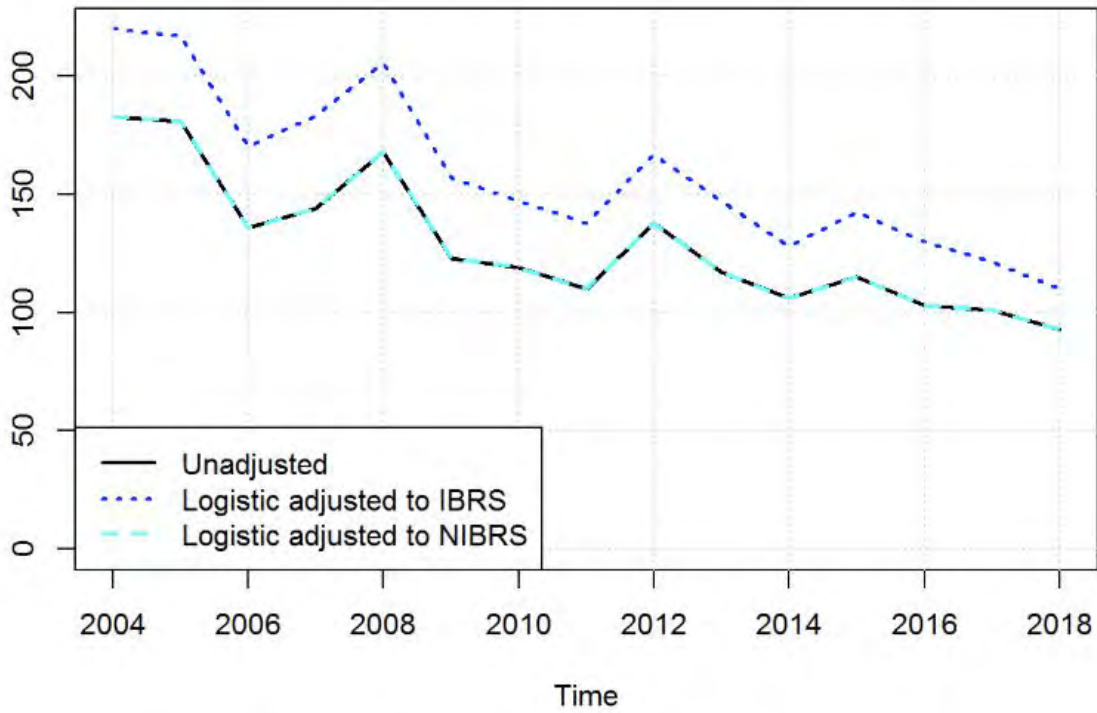


Figure 43: Unadjusted and adjusted serious injuries for Central Police

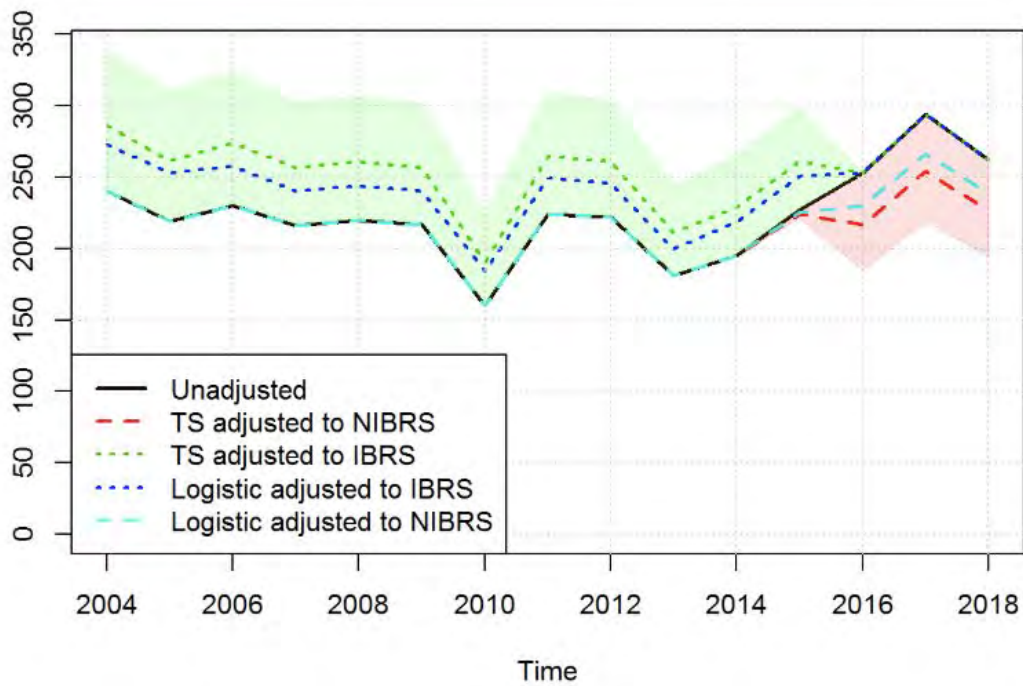


Figure 44: Unadjusted and adjusted serious injuries for Gloucestershire Police

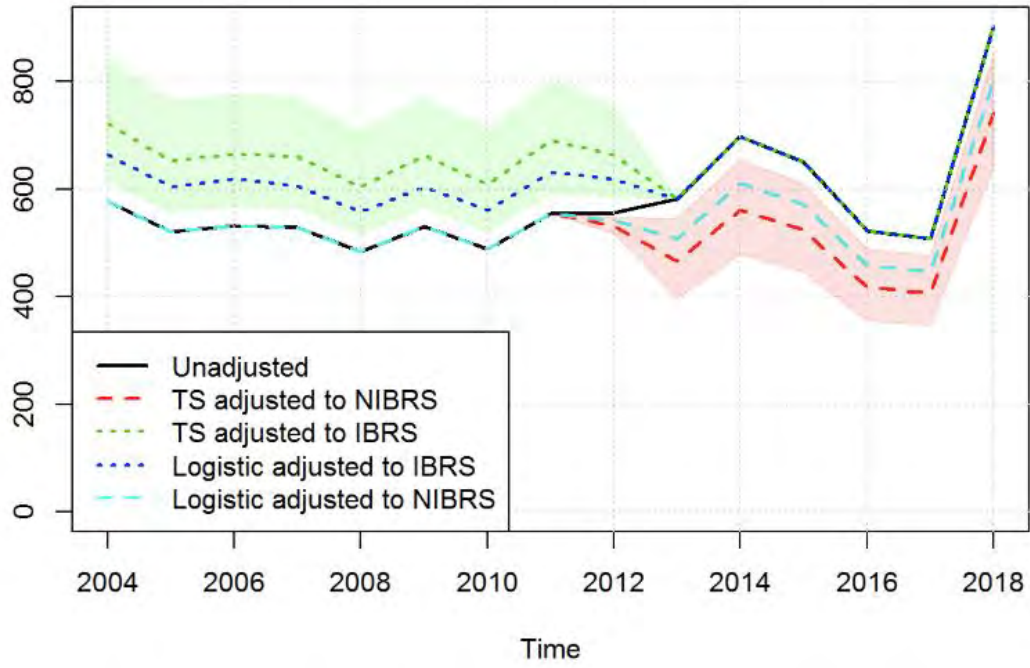


Figure 45: Unadjusted and adjusted serious injuries for Surrey Police

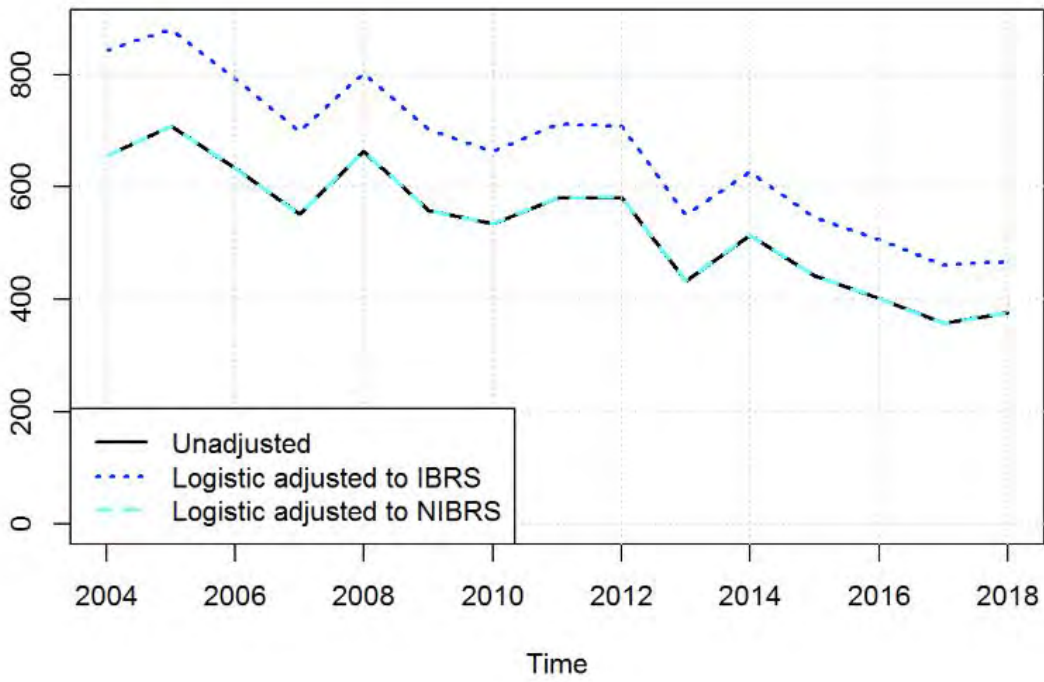


Figure 46: Unadjusted and adjusted serious injuries for Cheshire Police

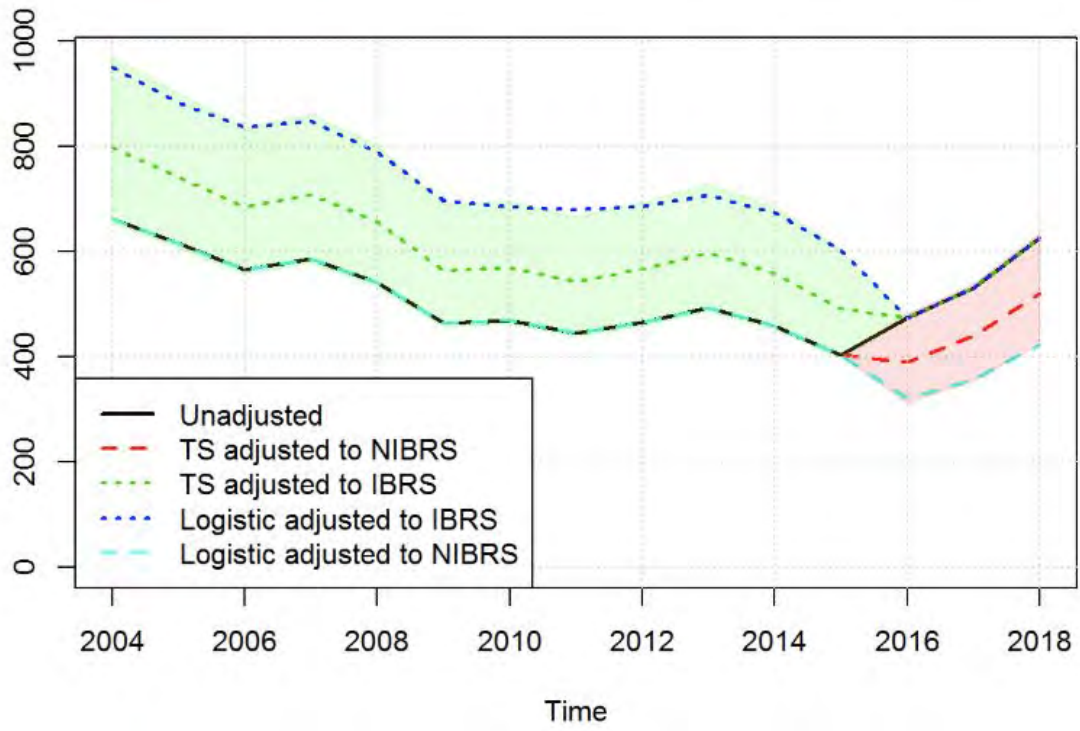


Figure 47: Unadjusted and adjusted serious injuries for Humberside Police

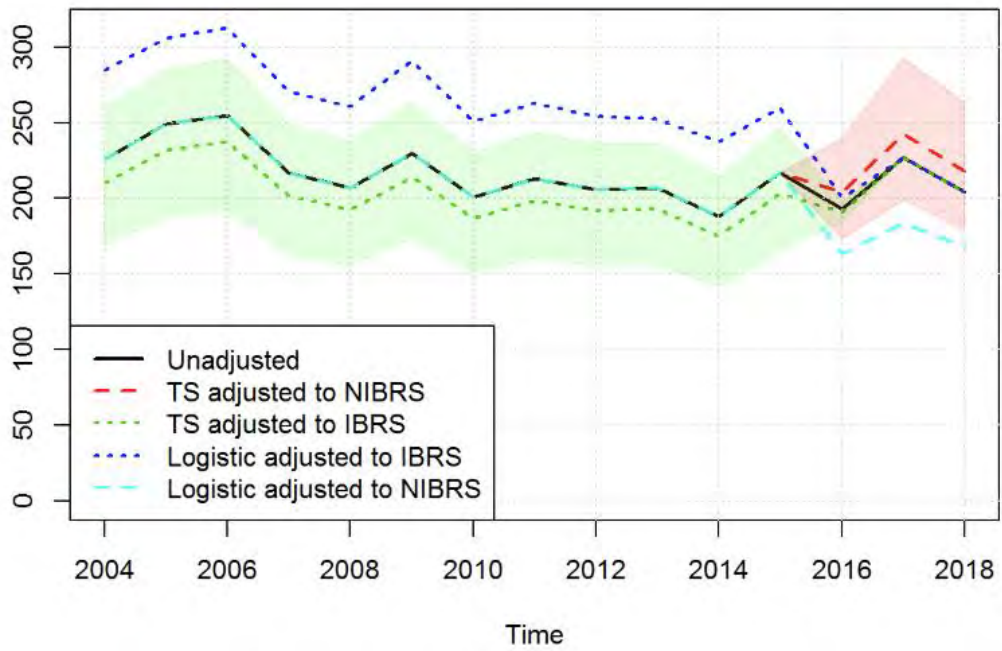


Figure 48: Unadjusted and adjusted serious injuries for Durham Police

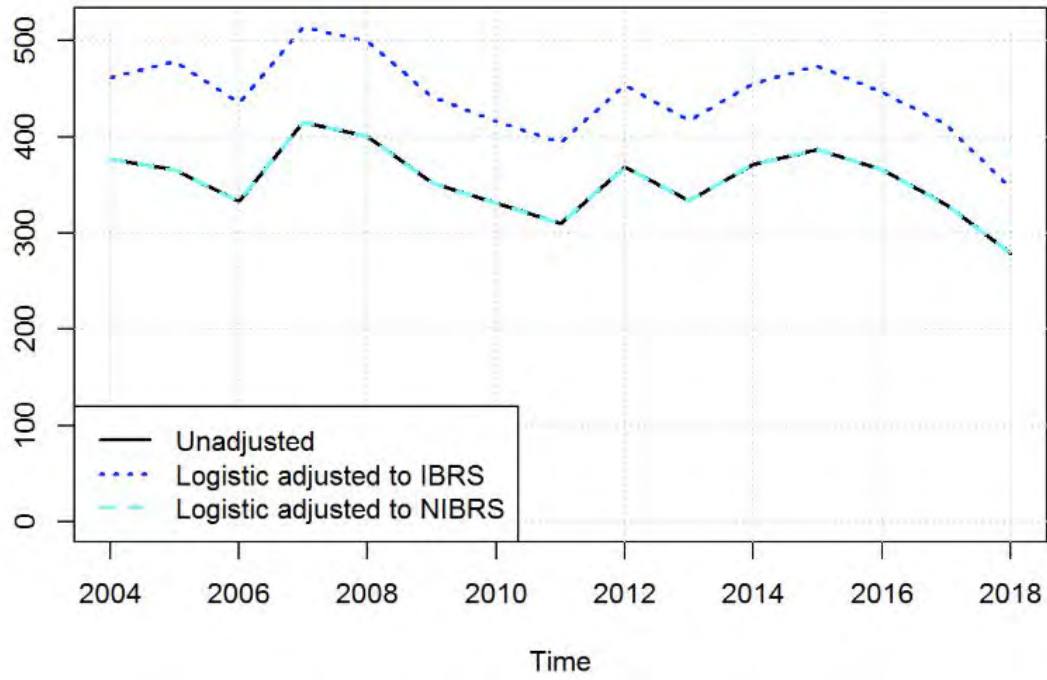


Figure 49: Unadjusted and adjusted serious injuries for Dorset Police

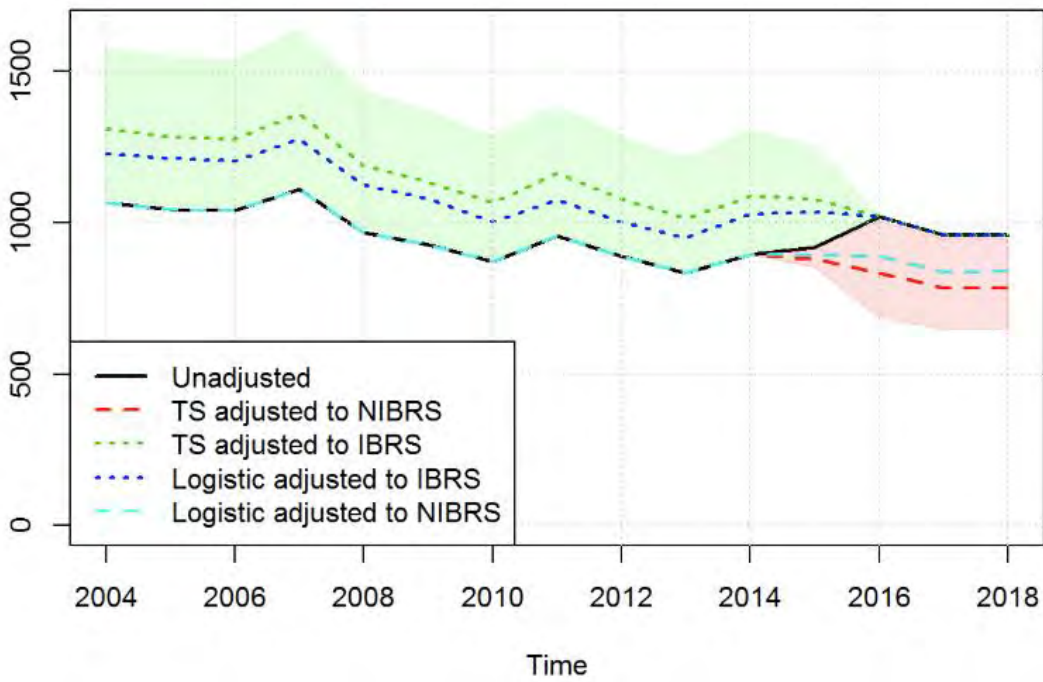


Figure 50: Unadjusted and adjusted serious injuries for West Midlands Police

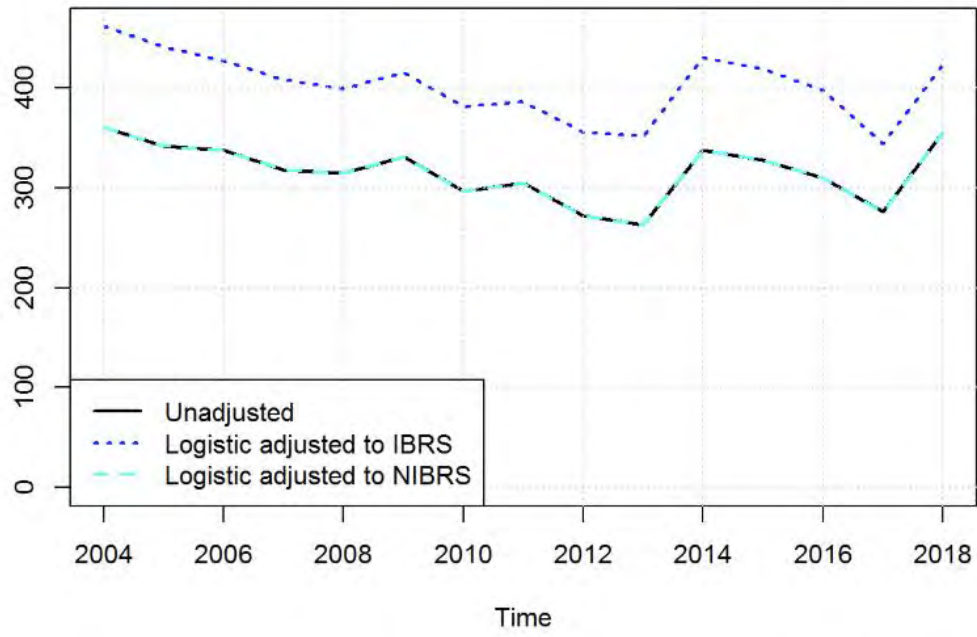


Figure 51: Unadjusted and adjusted serious injuries for Leicestershire Police

RAS10

Reported personal injury road accidents

RAS10001

Reported accidents by speed limit, road class and severity, Great Britain, 2019

Number/percentage change compared to 2018

Type of road	Fatal		Serious (unadjusted)		Serious (adjusted)		Slight (unadjusted)		Slight (adjusted)		All accidents		Road traffic ¹	
	Number	% change	Number	% change	Number	% change	Number	% change	Number	% change	Number	% change	Number	% change
Motorway	100	9	664	-3	792	-10	3,366	-11	3,238	-12	4,130	-10		2
Built-up roads														
20 mph ²	55	12	1,858	7	2,083	1	9,829	11	9,604	13	11,742	10		..
30 mph	543	-4	12,988	0	15,066	-4	55,703	-7	53,625	-7	69,234	-6		..
40 mph	184	10	2,106	0	2,443	-3	7,662	-3	7,325	-3	9,952	-2		..
All built-up roads ⁶	782	0	16,952	1	19,592	-4	73,194	-4	70,554	-4	90,928	-3		..
Non built-up roads														
50 mph	111	-17	958	-3	1,125	-8	3,363	-8	3,196	-9	4,432	-7		..
60 mph	548	1	4,076	3	4,824	-3	9,776	-10	9,028	-9	14,400	-6		..
70 mph	117	-2	767	7	884	2	2,682	-9	2,565	-8	3,566	-6		..
All non built-up roads ⁶	776	-2	5,801	3	6,832	-3	15,821	-9	14,790	-9	22,398	-6		..
Major roads ³	1,009	-2	10,992	1	12,700	-4	44,471	-4	42,763	-4	56,472	-3		1
Minor roads ⁴	649	1	12,430	1	14,522	-4	47,985	-7	45,893	-7	61,064	-5		3
All roads ⁵	1,658	-1	23,422	1	27,222	-4	92,456	-5	88,656	-5	117,536	-4		2

¹ Motor vehicle traffic only.

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

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

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

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

⁶ Excludes unknown speed limit

Source: STATS19, DfT National Road Traffic Survey

[Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced. More information on the change and the adjustment process is available in the 2019 annual report.](#)

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[Notes & Definitions](#)

The figures in this table are National Statistics

Adjusted figures are experimental statistics

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RAS10010

Reported single vehicle accidents by object hit off carriageway, road class and severity, Great Britain, 2019

Object hit ²	Built-up roads ³						Non Built-up roads ³					
	Fatal	Serious (unadjusted)	Serious (adjusted) ⁶	Slight (unadjusted)	Slight (adjusted) ⁶	All	Fatal	Serious (unadjusted)	Serious (adjusted) ⁶	Slight (unadjusted)	Slight (adjusted) ⁶	All
None	362	6,022	6,892	16,019	15,149	22,403	135	1,015	1,157	1,997	1,855	3,147
Road sign or traffic signal	9	61	74	252	239	322	6	83	98	174	159	263
Lamp post	11	104	131	361	334	476	5	30	40	93	83	128
Telegraph or electricity pole	6	35	43	98	90	139	3	35	43	103	95	141
Tree	18	167	189	278	256	463	68	344	414	609	539	1,021
Bus stop or bus shelter	2	15	19	37	33	54	0	2	2	1	1	3
Crash Barrier	2	37	42	97	92	136	5	78	96	221	203	304
Submerged in water	1	0	0	1	1	2	2	5	5	4	4	11
Entered ditch	2	25	29	61	57	88	9	140	178	345	307	494
Wall or Fence	18	241	279	547	509	806	23	156	204	371	323	550
Other permanent object	13	130	154	358	334	501	16	151	193	368	326	535
Total ^{1,4}	444	6,980	7,995	19,373	18,358	26,797	272	2,039	2,430	4,313	3,922	6,624

Object hit ²	Motorways						All roads ⁵					
	Fatal	Serious (unadjusted)	Serious (adjusted) ⁶	Slight (unadjusted)	Slight (adjusted) ⁶	All	Fatal	Serious (unadjusted)	Serious (adjusted) ⁶	Slight (unadjusted)	Slight (adjusted) ⁶	All
None	20	95	103	192	184	307	517	7,134	8,154	18,228	17,208	25,879
Road sign or traffic signal	1	3	4	13	12	17	16	147	176	439	410	602
Lamp post	0	1	1	6	6	7	16	135	172	460	423	611
Telegraph or electricity pole	0	0	0	0	0	0	9	70	86	201	185	280
Tree	5	19	23	41	37	65	91	530	626	928	832	1,549
Bus stop or bus shelter	0	0	0	0	0	0	2	17	21	38	34	57
Crash Barrier	7	66	79	184	171	257	14	181	217	502	466	697
Submerged in water	0	0	0	1	1	1	3	5	6	6	5	14
Entered ditch	0	4	4	5	5	9	11	169	212	411	368	591
Wall or Fence	1	9	10	13	12	23	42	406	493	933	846	1,381
Other permanent object	2	3	5	15	13	20	31	284	352	741	673	1,056
Total ^{1,4}	36	200	229	473	444	709	752	9,222	10,657	24,194	22,759	34,168

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

5 Includes cases where speed limit was not reported.

⁶ Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced. More information on the change and the adjustment process is available in the 2018 annual report.

Department for Transport statistics

[Reported Road Casualties Great Britain Annual Report 2019](#)

RAS10012

Reported accidents involving pedestrians and one vehicle by severity and vehicle type, Great Britain, 2019

	Number of accidents					
	Fatal	Serious (unadjusted)	Serious (adjusted) ⁷	Slight (unadjusted)	Slight (adjusted) ⁷	All severities
Single vehicle accidents						
Pedal cycles	4	132	141	239	230	375
Motorcycles ¹						
Motorcycle 50cc and under	1	25	27	68	66	94
Motorcycle 51cc - 125cc	2	115	122	274	267	391
Motorcycle 126cc - 500cc	2	37	41	83	79	122
Motorcycle over 500cc	8	59	65	91	85	158
Motorcycles: Electric or unknown CC ²	0	26	27	65	64	91
Motorcycles: All ^{2,3}	13	262	282	581	561	856
Taxis/Private hire cars	9	240	282	716	674	965
Cars	262	3,920	4,555	10,474	9,839	14,656
Minibuses	0	15	17	39	37	54
Cars/Taxis/Minibuses ⁴	271	4,175	4,855	11,229	10,549	15,675
Buses or coaches	28	233	255	530	508	791
Trams	2	4	5	8	7	14
LGV	33	357	409	953	901	1,343
Heavy goods vehicles						
HGV: Rigid	28	63	69	106	100	197
HGV: Articulated	19	24	25	22	21	65
HGV: Unknown type	0	0	0	0	0	0
HGV: All ⁵	47	87	94	132	125	266
Agricultural vehicles	1	5	6	9	8	15
Ridden horses	0	0	0	0	0	0
Mobility scooters	0	13	15	27	25	40
Other vehicles	8	66	74	138	130	212
Unknown vehicles	0	15	15	61	61	76
All vehicles ⁶	407	5,349	6,150	13,907	13,106	19,663
Accidents involving pedestrian and two or more vehicles	62	393	444	788	737	1,243

1 Includes motorcycle combinations and scooters.

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

3 Includes three wheelers.

4 Includes cars, taxis, minibuses.

5 Includes cases where HGV type was not reported.

6 Includes cases where vehicle type was not reported.

Source: DFT STATS19

The figures in this table are National Statistics

Adjusted figures are experimental statistics

[7 Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced. More information on the change and the adjustment process is available in the 2019 annual report.](#)

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[Notes & Definitions](#)

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RAS10013

Reported personal injury road accidents, by severity, Great Britain, 1979 - 2019

Year	Number of accidents							
	Fatal	Serious (unadjusted)	Serious (adjusted) ¹	FSA (Fatal/Serious) (unadjusted)	FSA (Fatal/Serious) (adjusted) ¹	Slight (unadjusted)	Slight (adjusted) ¹	Total
1979	5,824	66,927	..	72,751	..	182,216	..	254,967
1980	5,506	65,714	..	71,220	..	179,738	..	250,958
1981	5,355	64,980	..	70,335	..	177,941	..	248,276
1982	5,450	66,143	..	71,593	..	184,414	..	256,007
1983	5,027	60,021	..	65,048	..	177,828	..	242,876
1984	5,138	62,048	..	67,186	..	185,997	..	253,183
1985	4,768	60,286	..	65,054	..	180,591	..	245,645
1986	4,898	58,190	..	63,088	..	184,790	..	247,878
1987	4,694	54,352	..	59,046	..	180,017	..	239,063
1988	4,643	53,850	..	58,493	..	188,501	..	246,994
1989	4,907	53,269	..	58,176	..	202,583	..	260,759
1990	4,748	50,944	..	55,692	..	202,749	..	258,441
1991	4,158	43,773	..	47,931	..	187,958	..	235,889
1992	3,855	41,494	..	45,349	..	187,755	..	233,104
1993	3,470	38,042	..	41,512	..	187,463	..	228,975
1994	3,326	39,295	..	42,621	..	191,633	..	234,254
1995	3,286	38,501	..	41,787	..	188,757	..	230,544
1996	3,274	37,327	..	40,601	..	195,592	..	236,193
1997	3,298	36,330	..	39,628	..	200,659	..	240,287
1998	3,137	34,633	..	37,770	..	201,153	..	238,923
1999	3,138	33,267	..	36,405	..	198,643	..	235,048
2000	3,108	32,499	..	35,607	..	198,122	..	233,729
2001	3,176	31,588	..	34,764	..	194,250	..	229,014
2002	3,124	30,521	..	33,645	..	188,106	..	221,751
2003	3,247	28,913	..	32,160	..	181,870	..	214,030
2004	2,978	26,748	42,726	29,726	45,704	177,684	161,706	207,410
2005	2,913	25,029	40,357	27,942	43,270	170,793	155,465	198,735
2006	2,926	24,946	39,185	27,872	42,111	161,289	147,050	189,161
2007	2,714	24,322	37,948	27,036	40,662	155,079	141,453	182,115
2008	2,341	23,121	35,668	25,462	38,009	145,129	132,582	170,591
2009	2,057	21,997	34,198	24,054	36,255	139,500	127,299	163,554
2010	1,731	20,440	31,831	22,171	33,562	132,243	120,852	154,414
2011	1,797	20,986	32,476	22,783	34,273	128,691	117,201	151,474
2012	1,637	20,901	32,005	22,538	33,642	123,033	111,929	145,571
2013	1,608	19,624	30,243	21,232	31,851	117,428	106,809	138,660
2014	1,658	20,676	31,889	22,334	33,547	123,988	112,775	146,322
2015	1,616	20,038	30,474	21,654	32,090	118,402	107,966	140,056
2016	1,695	21,725	29,072	23,420	30,767	113,201	105,854	136,621
2017	1,676	22,534	27,938	24,210	29,614	105,772	100,368	129,982
2018	1,671	23,165	28,266	24,836	29,937	97,799	92,698	122,635
2019	1,658	23,422	27,222	25,080	28,880	92,456	88,656	117,536

¹ Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced. More information on the change and the adjustment process is available in the 2019 annual report.

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 Notes & Definitions

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RAS10014

Reported accidents by country, English region, local authority and road class, Great Britain, 2019

		Number of accidents					
ONS Code	Region/Local Authority	Motorway	A Trunk ^a	A Principal	All A roads ^c	Minor	All
E12000001	North East	55	299	1,259	1,558	2,196	3,809
E06000047	County Durham	19	18	211	229	436	684
E06000005	Darlington	5	12	41	53	109	167
E08000020	Gateshead	12	30	97	127	236	375
E06000001	Hartlepool	0	6	26	32	73	105
E06000002	Middlesbrough	0	22	53	75	115	190
E08000021	Newcastle upon Tyne	16	41	180	221	301	538
E08000022	North Tyneside	0	24	113	137	127	264
E06000048	Northumberland	0	86	190	276	236	512
E06000003	Redcar & Cleveland	0	2	52	54	74	128
E08000023	South Tyneside	0	8	63	71	114	185
E06000004	Stockton-on-Tees	0	29	89	118	121	239
E08000024	Sunderland	3	21	144	165	254	422
E12000002	North West	725	264	4,349	4,613	6,136	11,474
E06000008	Blackburn	10	0	126	126	185	321
E06000009	Blackpool	1	0	103	103	217	321
E08000001	Bolton	13	0	180	180	188	381
E08000002	Bury	41	0	97	97	112	250
E06000049	Cheshire East	49	10	276	286	287	622
E06000050	Cheshire West and Chester	36	28	256	284	243	563
E10000006	Cumbria	51	118	318	436	538	1,025
E06000006	Halton	14	0	68	68	108	190
E08000011	Knowsley	18	2	63	65	106	189
E10000017	Lancashire	229	55	734	789	1,288	2,306
E08000012	Liverpool	1	0	298	298	608	907
E08000003	Manchester	38	6	398	404	451	893
E08000004	Oldham	11	3	135	138	166	315
E08000005	Rochdale	29	0	121	121	127	277
E08000006	Salford	53	0	213	213	127	393
E08000014	Sefton	7	29	144	173	234	414
E08000013	St Helens	3	2	72	74	152	229
E08000007	Stockport	22	0	132	132	145	299
E08000008	Tameside	18	10	98	108	108	234
E08000009	Trafford	19	0	102	102	155	276
E06000007	Warrington	48	0	160	160	146	354
E08000010	Wigan	1	0	140	140	164	305
E08000015	Wirral	13	1	115	116	281	410
E12000003	Yorkshire/Humberside	454	218	3,275	3,493	5,737	9,684
E08000016	Barnsley	21	12	154	166	200	387
E08000032	Bradford	5	0	287	287	541	833
E08000033	Calderdale	23	0	105	105	143	271
E08000017	Doncaster	57	10	228	238	351	646
E06000011	East Riding of Yorkshire	17	22	206	228	441	686
E06000010	Kingston upon Hull	0	41	247	288	501	789
E08000034	Kirklees	35	1	208	209	333	577
E08000035	Leeds	154	7	415	422	875	1,451
E06000012	North East Lincolnshire	0	8	150	158	268	426
E06000013	North Lincolnshire	21	8	122	130	259	410
E10000023	North Yorkshire	32	74	403	477	515	1,024
E08000018	Rotherham	26	0	164	164	246	436
E08000019	Sheffield	13	6	305	311	585	909
E08000036	Wakefield	50	14	151	165	272	487
E06000014	York	0	15	130	145	207	352
E12000004	East Midlands	102	507	3,126	3,633	4,646	8,381
E06000015	City of Derby	0	16	187	203	264	467
E10000007	Derbyshire	28	78	452	530	680	1,238
E06000016	Leicester City	0	3	212	215	340	555
E10000018	Leicestershire	35	59	193	252	433	720
E10000019	Lincolnshire	0	66	763	829	1,064	1,893
E10000021	Northamptonshire	20	127	487	614	479	1,113
E06000018	Nottingham	0	22	362	384	468	852
E10000024	Nottinghamshire	19	132	449	581	902	1,502
E06000017	Rutland	0	4	21	25	16	41

RAS10014

Reported accidents by country, English region, local authority and road class, Great Britain, 2019

		Number of accidents					
ONS Code	Region/Local Authority	Motorway	A Trunk ^a	A Principal	All A roads ^c	Minor	All
E12000005	West Midlands	337	395	3,342	3,737	5,641	9,715
E08000025	Birmingham	53	1	902	903	1,667	2,623
E08000026	Coventry	4	10	138	148	420	572
E08000027	Dudley	5	2	186	188	218	411
E06000019	Herefordshire	3	56	144	200	158	361
E08000028	Sandwell	17	0	247	247	306	570
E06000051	Shropshire	5	78	160	238	224	467
E08000029	Solihull	16	3	54	57	193	266
E10000028	Staffordshire	53	76	313	389	511	953
E06000021	Stoke on Trent	0	26	164	190	169	359
E06000020	Telford & Wrekin	8	1	42	43	121	172
E08000030	Walsall	33	6	166	172	280	485
E10000031	Warwickshire	92	106	309	415	601	1,108
E08000031	Wolverhampton	0	0	204	204	285	489
E10000034	Worcestershire	48	30	313	343	488	879
E12000006	Eastern	519	873	3,265	4,138	6,312	10,969
E06000055	Bedford	0	31	133	164	207	371
E10000003	Cambridgeshire	35	145	346	491	732	1,258
E06000056	Central Bedfordshire	63	76	125	201	319	583
E10000012	Essex	151	204	615	819	1,415	2,385
E10000015	Hertfordshire	236	38	623	661	1,063	1,960
E06000032	Luton	18	1	107	108	310	436
E10000020	Norfolk	0	165	558	723	925	1,648
E06000031	Peterborough	1	38	119	157	280	438
E06000033	Southend	0	0	85	85	171	256
E10000029	Suffolk	0	133	476	609	753	1,362
E06000034	Thurrock	15	42	78	120	137	272
E12000007	London	192	20	14,979	14,999	10,147	25,338
E09000002	Barking	0	0	335	335	271	606
E09000003	Barnet	14	1	583	584	350	948
E09000004	Bexley	0	0	234	234	241	475
E09000005	Brent	0	0	486	486	375	861
E09000006	Bromley	0	0	348	348	361	709
E09000007	Camden	0	0	588	588	334	922
E09000001	City of London	0	0	134	134	148	282
E09000008	Croydon	0	0	497	497	458	955
E09000009	Ealing	0	0	519	519	464	983
E09000010	Enfield	49	1	523	524	375	948
E09000011	Greenwich	0	0	467	467	257	724
E09000012	Hackney	0	0	554	554	308	862
E09000013	Hammersmith	0	0	470	470	232	702
E09000014	Haringey	0	0	520	520	329	849
E09000015	Harrow	0	0	183	183	245	428
E09000016	Havering	44	4	198	202	339	585
E09000017	Hillingdon	63	8	241	249	371	683
E09000018	Hounslow	15	6	468	474	265	754
E09000019	Islington	0	0	523	523	215	738
E09000020	Kensington and Chelsea	0	0	395	395	310	705
E09000021	Kingston upon Thames	0	0	212	212	125	337
E09000022	Lambeth	0	0	865	865	326	1,191
E09000023	Lewisham	0	0	476	476	319	795
	London Airport (Heathrow)	0	0	1	1	27	28
E09000024	Merton	0	0	289	289	188	477
E09000025	Newham	0	0	550	550	329	879
E09000026	Redbridge	7	0	387	387	305	699
E09000027	Richmond upon Thames	0	0	280	280	139	419
E09000028	Southwark	0	0	784	784	312	1,096
E09000029	Sutton	0	0	174	174	268	442
E09000030	Tower Hamlets	0	0	745	745	386	1,131
E09000031	Waltham Forest	0	0	424	424	235	659
E09000032	Wandsworth	0	0	617	617	328	945
E09000033	Westminster	0	0	909	909	612	1,521

RAS10014

Reported accidents by country, English region, local authority and road class, Great Britain, 2019

Number of accidents

ONS Code	Region/Local Authority	Motorway	A Trunk ^a	A Principal	All A roads ^c	Minor	All
E12000008	South East	1,089	1,141	6,455	7,596	9,687	18,372
E06000036	Bracknell Forest	1	0	46	46	79	126
E06000043	Brighton & Hove	0	40	233	273	408	681
E10000002	Buckinghamshire	84	17	313	330	374	788
E10000011	East Sussex	0	163	471	634	693	1,327
E10000014	Hampshire	158	154	704	858	1,369	2,385
E06000046	Isle of Wight	0	0	108	108	174	282
E10000016	Kent	259	329	1,237	1,566	1,794	3,619
E06000035	Medway Towns	30	0	196	196	351	577
E06000042	Milton Keynes	32	13	109	122	309	463
E10000025	Oxfordshire	40	60	474	534	519	1,093
E06000044	Portsmouth	28	15	195	210	246	484
E06000038	Reading	1	0	124	124	102	227
E06000039	Slough	37	0	94	94	144	275
E06000045	Southampton	6	0	206	206	294	506
E10000030	Surrey	323	125	1,011	1,136	1,505	2,964
E06000037	West Berkshire	28	11	64	75	107	210
E10000032	West Sussex	27	207	726	933	1,023	1,983
E06000040	Windsor and Maidenhead	19	7	74	81	114	214
E06000041	Wokingham	16	0	70	70	82	168
E12000009	South West	243	594	3,401	3,995	5,555	9,793
E06000022	Bath and North-East Somerset	0	7	83	90	163	253
E06000058	Bournemouth, Christchurch and Poole	0	3	235	238	403	641
E06000023	City of Bristol	22	0	345	345	600	967
E06000052	Cornwall	0	123	369	492	639	1,131
E10000008	Devon	35	126	545	671	857	1,563
E06000059	Dorset	0	76	206	282	353	635
E10000013	Gloucestershire	25	46	277	323	497	845
E06000053	Isles of Scilly	0	0	1	1	0	1
E06000024	North Somerset	22	2	96	98	176	296
E06000026	Plymouth	0	26	110	136	347	483
E10000027	Somerset	28	41	440	481	485	994
E06000025	South Gloucestershire	69	9	139	148	208	425
E06000030	Swindon	12	26	102	128	251	391
E06000027	Torbay	0	0	79	79	147	226
E06000054	Wiltshire	30	109	374	483	429	942
E92000001	England	3,716	4,311	43,451	47,762	56,057	107,535
W92000004	Wales	124	..	2,008	2,008	2,185	4,317
W06000019	Blaenau Gwent	0	..	29	29	38	67
W06000013	Bridgend	13	..	74	74	83	170
W06000018	Caerphilly	0	..	60	60	124	184
W06000015	Cardiff	16	..	174	174	246	436
W06000010	Carmarthenshire	5	..	206	206	174	385
W06000008	Ceredigion	0	..	92	92	68	160
W06000003	Conwy	0	..	91	91	81	172
W06000004	Denbighshire	0	..	73	73	72	145
W06000005	Flintshire	0	..	86	86	90	176
W06000002	Gwynedd	0	..	126	126	59	185
W06000001	Isle of Anglesey	0	..	44	44	38	82
W06000024	Merthyr Tyrfil	0	..	44	44	28	72
W06000021	Monmouthshire	7	..	54	54	64	125
W06000012	Neath & Port Talbot	19	..	76	76	51	146
W06000022	Newport	33	..	59	59	164	256
W06000009	Pembrokeshire	0	..	118	118	130	248
W06000023	Powys	0	..	199	199	151	350
W06000016	Rhondda Cynon Taff	6	..	159	159	136	301
W06000011	Swansea	22	..	99	99	167	288
W06000020	Torfaen	0	..	31	31	52	83
W06000014	Vale of Glamorgan	3	..	55	55	75	133
W06000006	Wrexham	0	..	59	59	94	153

RAS10014

Reported accidents by country, English region, local authority and road class, Great Britain, 2019

		Number of accidents					
ONS Code	Region/Local Authority	Motorway	A Trunk ¹	A Principal	All A roads ²	Minor	All
S92000003	Scotland	290	..	2,572	2,572	2,822	5,684
S12000033	Aberdeen City	0	..	50	50	63	113
S12000034	Aberdeenshire	0	..	117	117	80	197
S12000041	Angus	0	..	50	50	43	93
S12000035	Argyll & Bute	0	..	107	107	36	143
S12000036	City of Edinburgh	20	..	306	306	402	728
S12000005	Clackmannanshire	0	..	17	17	18	35
S12000013	Comhairle nan Eilean Siar	0	..	14	14	11	25
S12000006	Dumfries and Galloway	15	..	99	99	81	195
S12000042	Dundee City	0	..	39	39	87	126
S12000008	East Ayrshire	0	..	61	61	43	104
S12000009	East Dunbartonshire	0	..	18	18	51	69
S12000010	East Lothian	0	..	51	51	50	101
S12000011	East Renfrewshire	4	..	26	26	36	66
S12000014	Falkirk	14	..	51	51	62	127
S12000015	Fife	9	..	137	137	158	304
S12000043	Glasgow, City of	82	..	228	228	535	845
S12000017	Highland	0	..	242	242	93	335
S12000018	Inverclyde	0	..	39	39	58	97
S12000019	Midlothian	1	..	53	53	60	114
S12000020	Moray	0	..	31	31	22	53
S12000021	North Ayrshire	0	..	62	62	65	127
S12000044	North Lanarkshire	48	..	123	123	176	347
S12000023	Orkney Islands	0	..	16	16	8	24
S12000024	Perth & Kinross	9	..	83	83	33	125
S12000038	Renfrewshire	15	..	65	65	82	162
S12000026	Scottish Borders	0	..	78	78	67	145
S12000027	Shetland Islands	0	..	12	12	9	21
S12000028	South Ayrshire	0	..	65	65	57	122
S12000029	South Lanarkshire	39	..	130	130	164	333
S12000030	Stirling	6	..	89	89	27	122
S12000039	West Dunbartonshire	0	..	40	40	34	74
S12000040	West Lothian	28	..	73	73	111	212
K03000001	Great Britain	4,130	4,311	48,031	52,342	61,064	117,536

1 Based on 2010 Core network

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

3 Includes London (Heathrow) Airport

Source: DFT STATS19

The figures in this table are National Statistics

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[Notes & Definitions](#)

Last updated: 30 September 2020

Next update: September 2021

RAS10015

Reported accidents by country, English region, local authority, road surface condition and severity, Great Britain, 2019

ONS Code	Region/Local Authority ³	Road surface condition			Severity					All ¹
		Dry	Wet or flood	Snow or ice	Fatal	Serious (unadjusted)	Serious (adjusted) ²	Slight (unadjusted)	Slight (adjusted) ²	
E92000001	England	75,845	29,144	1,200	1,403	20,751	23,640	85,381	82,492	107,535
W92000004	Wales	2,903	1,354	59	97	956	1,337	3,264	2,883	4,317
W06000019	Blaenau Gwent	46	21	0	3	23	28	41	36	67
W06000013	Bridgend	106	60	4	5	20	32	145	133	170
W06000018	Caerphilly	124	59	1	3	44	59	137	122	184
W06000015	Cardiff	288	148	0	3	62	93	371	340	436
W06000010	Carmarthenshire	232	147	6	6	95	130	284	249	385
W06000008	Ceredigion	90	67	3	5	32	49	123	106	160
W06000003	Conwy	125	44	3	1	53	71	118	100	172
W06000004	Denbighshire	110	34	1	3	41	59	101	83	145
W06000005	Flintshire	121	53	2	5	43	63	128	108	176
W06000002	Gwynedd	126	53	6	3	60	83	122	99	185
W06000001	Isle of Anglesey	51	29	2	3	29	37	50	42	82
W06000024	Merthyr Tyrfil	51	20	1	0	11	17	61	55	72
W06000021	Monmouthshire	91	30	4	3	38	49	84	73	125
W06000012	Neath & Port Talbot	103	41	2	6	16	26	124	114	146
W06000022	Newport	174	79	3	5	57	78	194	173	256
W06000009	Pembrokeshire	163	81	4	8	70	92	170	148	248
W06000023	Powys	227	116	7	14	106	139	230	197	350
W06000016	Rhondda Cynon Taff	210	88	2	6	48	71	247	224	301
W06000011	Swansea	206	80	2	7	31	52	250	229	288
W06000020	Torfaen	65	17	1	3	17	22	63	58	83
W06000014	Vale of Glamorgan	91	39	3	2	17	28	114	103	133
W06000006	Wrexham	103	48	2	3	43	59	107	91	153
S92000003	Scotland	3,573	1,938	171	158	1,715	2,245	3,811	3,281	5,684
S12000033	Aberdeen City	83	29	1	3	44	48	66	62	113
S12000034	Aberdeenshire	115	71	11	9	80	89	108	99	197
S12000041	Angus	68	20	5	3	38	45	52	45	93
S12000035	Argyll & Bute	65	75	3	9	72	84	62	50	143
S12000036	City of Edinburgh	534	177	17	6	179	255	543	467	728
S12000005	Clackmannanshire	26	8	1	4	11	14	20	17	35
S12000013	Comhairle nan Eilean Siar	16	8	1	2	11	14	12	9	25
S12000006	Dumfries and Galloway	114	75	5	7	65	73	123	115	195
S12000042	Dundee City	85	39	2	1	41	51	84	74	126
S12000008	East Ayrshire	65	36	3	6	32	40	66	58	104
S12000009	East Dunbartonshire	42	23	4	1	23	29	45	39	69
S12000010	East Lothian	79	21	1	1	39	50	61	50	101
S12000011	East Renfrewshire	32	32	2	1	19	25	46	40	66
S12000014	Falkirk	68	57	2	4	29	43	94	80	127
S12000015	Fife	188	111	5	14	105	139	185	151	304
S12000043	Glasgow, City of	535	296	14	9	190	258	646	578	845
S12000017	Highland	203	110	21	21	107	168	207	146	335
S12000018	Inverclyde	58	37	2	1	27	35	69	61	97
S12000019	Midlothian	71	39	4	1	31	40	82	73	114
S12000020	Moray	28	22	3	5	21	23	27	25	53
S12000021	North Ayrshire	84	37	6	2	48	60	77	65	127
S12000044	North Lanarkshire	228	109	10	5	87	115	255	227	347
S12000023	Orkney Islands	12	8	4	2	5	10	17	12	24
S12000024	Perth & Kinross	81	37	7	6	65	73	54	46	125
S12000038	Renfrewshire	88	69	5	2	55	69	105	91	162
S12000026	Scottish Borders	90	49	6	6	49	69	90	70	145
S12000027	Shetland Islands	12	7	2	1	6	10	14	10	21
S12000028	South Ayrshire	74	46	2	2	41	52	79	68	121
S12000029	South Lanarkshire	192	133	8	12	84	113	237	208	333
S12000030	Stirling	73	46	3	5	40	53	77	64	122
S12000039	West Dunbartonshire	49	22	3	1	19	24	54	49	74
S12000040	West Lothian	115	89	8	6	52	73	154	133	212
K03000001	Great Britain	82,321	32,436	1,430	1,658	23,422	27,222	92,456	88,656	117,536

Source: DfT STATS19

The figures in this table are National Statistics
Adjusted figures are experimental statistics

1 Includes cases where the road surface condition is unknown

2 Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced. More information on the change and the adjustment process is available in the 2019 annual report.

3 Local authorities areas are the 2019 boundaries

RAS20

Vehicles involved in reported road accidents

RAS20001

Vehicles involved in reported accidents and involvement rates by vehicle type and severity of accident, Great Britain, 2009 - 2019

	Number of vehicles/rate per billion vehicle kilometres										
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Pedal cycles											
Fatal	111	119	119	125	121	122	113	110	117	109	117
Rate	23	25	24	25	24	22	22	22	22	20	21
Fatal or serious (unadjusted)	2,875	2,962	3,411	3,529	3,471	3,775	3,565	3,737	4,071	4,071	4,062
Rate	602	612	689	705	689	678	682	732	774	758	731
Fatal or serious (adjusted) ¹	4,334	4,443	5,069	5,206	5,211	5,700	5,187	4,959	4,955	4,916	4,720
Rate	908	918	1,025	1,039	1,035	1,024	992	972	941	915	850
All severities	17,599	17,811	19,883	19,708	20,049	21,979	19,440	19,047	18,954	18,125	17,437
Rate	3,687	3,680	4,019	3,935	3,980	3,949	3,717	3,732	3,602	3,374	3,139
Motorcycle riders											
Fatal	512	446	411	363	356	375	398	365	379	389	389
Rate	100	96	87	77	79	80	84	76	79	80	81
Fatal or serious (unadjusted)	6,105	5,446	5,920	5,628	5,485	5,933	5,709	6,178	6,337	6,266	6,040
Rate	1,194	1,170	1,248	1,198	1,220	1,268	1,208	1,292	1,315	1,295	1,262
Fatal or serious (adjusted) ¹	8,437	7,547	8,138	7,772	7,563	8,156	7,877	7,637	7,194	7,080	6,656
Rate	1,650	1,621	1,716	1,655	1,683	1,744	1,667	1,597	1,493	1,463	1,391
All severities	21,590	19,534	21,059	20,171	19,538	21,378	20,996	20,423	19,204	17,890	17,369
Rate	4,223	4,195	4,440	4,295	4,347	4,570	4,444	4,271	3,985	3,698	3,629
Cars											
Fatal	2,340	1,944	2,067	1,775	1,810	1,831	1,781	1,943	1,897	1,869	1,864
Rate	5.9	5.0	5.3	4.5	4.6	4.5	4.3	4.6	4.4	4.3	4.2
Fatal or serious (unadjusted)	26,731	24,236	24,511	24,189	22,802	23,896	23,372	25,759	26,398	27,898	28,307
Rate	68	62	62	61	57	59	56	61	61	64	63
Fatal or serious (adjusted) ¹	41,728	38,123	38,364	37,564	35,422	37,336	35,959	34,576	33,182	34,254	33,029
Rate	106	98	98	95	89	92	87	81	77	78	74
All severities	227,244	212,685	204,720	197,388	185,769	195,576	188,872	185,307	174,143	165,050	157,787
Rate	577	546	521	500	468	479	455	436	402	377	352
Buses or coaches											
Fatal	85	60	71	70	69	61	64	57	55	48	71
Rate	17	12	15	16	15	13	14	13	13	12	18
Fatal or serious (unadjusted)	962	930	872	872	767	777	702	674	776	787	767
Rate	192	182	184	194	165	165	156	159	189	198	197
Fatal or serious (adjusted) ¹	1,446	1,394	1,335	1,283	1,156	1,173	1,056	925	931	928	856
Rate	288	273	281	286	248	250	234	218	227	234	220
All severities	7,831	7,462	7,223	6,318	5,896	6,103	5,381	4,998	4,998	4,513	3,902
Rate	1,561	1,462	1,521	1,406	1,265	1,299	1,193	1,180	1,216	1,136	1,004
Vans / Light goods vehicles											
Fatal	185	175	197	170	153	169	167	186	189	175	197
Rate	2.8	2.6	2.9	2.5	2.2	2.3	2.1	2.2	2.2	2.0	2.2
Fatal or serious (unadjusted)	1,745	1,709	1,733	1,793	1,704	1,910	1,903	2,041	2,132	2,307	2,513
Rate	27	26	26	26	24	25	24	25	25	26	28
Fatal or serious (adjusted) ¹	2,583	2,520	2,569	2,613	2,560	2,836	2,795	2,687	2,623	2,747	2,861
Rate	39	38	38	38	36	38	36	32	31	31	32
All severities	13,214	12,866	12,886	12,575	12,686	14,043	13,876	13,125	12,479	12,062	12,579
Rate	202	193	191	185	180	187	176	158	145	138	141
Heavy goods vehicles											
Fatal	284	303	272	292	270	265	298	273	259	273	250
Rate	11	11	11	12	11	10	11	10	9	10	9
Fatal or serious (unadjusted)	1,388	1,372	1,283	1,301	1,277	1,247	1,291	1,230	1,209	1,215	1,127
Rate	53	52	50	52	50	48	48	45	44	44	40
Fatal or serious (adjusted) ¹	1,858	1,830	1,718	1,716	1,675	1,673	1,667	1,474	1,402	1,388	1,242
Rate	71	69	67	68	66	64	61	54	51	50	44
All severities	7,487	7,615	7,126	6,720	6,524	6,873	6,470	5,819	5,136	4,753	4,339
Rate	285	288	277	267	257	263	239	213	185	171	155
All vehicles²											
Fatal	3,587	3,119	3,221	2,850	2,846	2,902	2,899	3,022	2,963	2,973	2,969
Rate	7.2	6.3	6.4	5.7	5.6	5.5	5.4	5.5	5.3	5.2	5.1
Fatal or serious (unadjusted)	40,433	37,237	38,334	37,866	36,020	38,070	37,104	40,391	41,768	43,415	43,607
Rate	81	75	77	75	71	73	69	74	74	76	75
Fatal or serious (adjusted) ¹	61,337	56,727	58,080	56,978	54,313	57,636	55,302	53,181	51,277	52,316	50,234
Rate	123	114	116	113	107	110	103	97	91	92	87
All severities	298,687	281,401	276,155	265,877	252,913	268,527	257,845	252,500	238,926	226,409	216,381
Rate	597	566	551	529	499	512	481	460	426	399	374

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

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

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

RAS20002

Drivers in reported accidents by gender, number injured, road user type and age, Great Britain, 2019

										Number of drivers or riders/percentage		
	Male			Female			Unknown gender			All drivers or riders ¹		
	Involved	of which casualties		Involved	of which casualties		Involved	of which casualties		Involved	of which casualties	
		Number	Percentage		Number	Percentage		Number	Percentage		Number	Percentage
Car drivers												
Under 17	68	38	56	12	3	25	20	0	0	100	41	41
17-19	4,090	1,967	48	2,240	1,329	59	113	0	0	6,443	3,296	51
20-24	8,766	4,077	47	5,724	3,409	60	148	1	1	14,638	7,487	51
25-29	9,486	4,240	45	6,320	3,618	57	293	3	1	16,099	7,861	49
30-34	10,092	4,067	40	6,328	3,271	52	643	5	1	17,063	7,343	43
35-39	8,260	3,444	42	5,426	2,828	52	188	7	4	13,874	6,279	45
40-49	14,226	5,634	40	9,137	4,741	52	355	3	1	23,718	10,378	44
50-59	12,051	4,643	39	7,803	4,189	54	249	2	1	20,103	8,834	44
60-69	6,965	2,550	37	4,036	2,111	52	101	1	1	11,102	4,662	42
70 and over	6,832	2,969	43	3,675	2,080	57	52	0	0	10,559	5,049	48
Age not reported	5,098	333	7	1,931	215	11	17,059	19	0	24,088	567	2
All ages	85,934	33,962	40	52,632	27,794	53	19,221	41	0	157,787	61,797	39
Motorcycle riders												
50cc and under												
Under 16	19	18	95	1	0	0	0	0	0	20	18	90
16	269	251	93	27	27	100	2	0	0	298	278	93
17	129	120	93	14	14	100	0	0	0	143	134	94
18	76	74	97	6	6	100	0	0	0	82	80	98
19	58	56	97	10	10	100	0	0	0	68	66	97
20-24	159	152	96	20	19	95	0	0	0	179	171	96
25-29	136	129	95	23	22	96	2	0	0	161	151	94
30-39	161	144	89	16	14	88	4	0	0	181	158	87
40-49	86	83	97	22	21	95	0	0	0	108	104	96
50-59	79	73	92	14	13	93	0	0	0	93	86	92
60 and over	26	23	88	3	2	67	1	0	0	30	25	83
Age not reported	37	13	35	2	2	100	87	0	0	126	15	12
All ages	1,235	1,136	92	158	150	95	96	0	0	1,489	1,286	86
Motorcycle riders over 50cc												
Under 16	26	25	96	1	1	100	1	0	0	28	26	93
16	58	51	88	4	4	100	0	0	0	62	55	89
17	444	426	96	17	17	100	1	0	0	462	443	96
18	473	441	93	37	35	95	6	0	0	516	476	92
19	520	495	95	31	30	97	3	0	0	554	525	95
20-24	2,231	2,107	94	164	160	98	4	0	0	2,399	2,267	94
25-29	2,222	2,090	94	150	144	96	3	0	0	2,375	2,234	94
30-39	3,074	2,899	94	226	217	96	9	2	22	3,309	3,118	94
40-49	1,973	1,875	95	148	142	96	6	1	17	2,127	2,018	95
50-59	1,861	1,741	94	150	148	99	3	1	33	2,014	1,890	94
60 and over	1,015	956	94	32	30	94	0	0	0	1,047	986	94
Age not reported	201	119	59	7	4	57	299	4	1	507	127	25
All ages	14,098	13,225	94	967	932	96	335	8	2	15,400	14,165	92
Motorcycle riders Unknown cc or electric motorcycle												
Under 16	17	15	88	0	0	0	0	0	0	17	15	88
16	8	8	100	0	0	0	0	0	0	8	8	100
17	8	8	100	1	1	100	0	0	0	9	9	100
18	11	10	91	0	0	0	1	0	0	12	10	83
19	11	8	73	1	1	100	0	0	0	12	9	75
20-24	39	36	92	3	2	67	1	0	0	43	38	88
25-29	34	31	91	1	0	0	0	0	0	35	31	89
30-39	58	47	81	2	0	0	5	0	0	65	47	72
40-49	22	21	95	6	4	67	0	0	0	28	25	89
50-59	28	23	82	0	0	0	1	0	0	29	23	79
60 and over	17	17	100	2	2	100	1	0	0	20	19	95
Age not reported	45	11	24	2	1	50	155	1	1	202	13	6
All ages	298	235	79	18	11	61	164	1	1	480	247	51
All Motorcycle riders²												
Under 16	62	58	94	2	1	50	1	0	0	65	59	91
16	335	310	93	31	31	100	2	0	0	368	341	93
17	581	554	95	32	32	100	1	0	0	614	586	95
18	560	525	94	43	41	95	7	0	0	610	566	93
19	589	559	95	42	41	98	3	0	0	634	600	95
20-24	2,429	2,295	94	187	181	97	5	0	0	2,621	2,476	94
25-29	2,392	2,250	94	174	166	95	5	0	0	2,571	2,416	94
30-39	3,293	3,090	94	244	231	95	18	2	11	3,555	3,323	93
40-49	2,081	1,979	95	176	167	95	6	1	17	2,263	2,147	95
50-59	1,968	1,837	93	164	161	98	4	1	25	2,136	1,999	94
60 and over	1,058	996	94	37	34	92	2	0	0	1,097	1,030	94
Age not reported	283	143	51	11	7	64	541	5	1	835	155	19
All ages	15,631	14,596	93	1,143	1,093	96	595	9	2	17,369	15,698	90

1 Includes cases where gender was not reported.

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

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

RAS20003

Vehicles involved in reported accidents by accident severity and vehicle type, Great Britain, 2019

	Number of vehicles involved in					Number of vehicles
	Fatal accidents	Serious accidents (unadjusted)	Serious accidents (adjusted) ⁵	Slight accidents (unadjusted)	Slight accidents (adjusted) ⁵	All accidents
Pedal cycles	117	3,945	4,603	13,375	12,717	17,437
Motorcycles ¹						
Motorcycle 50cc and under	9	380	431	1,100	1,049	1,489
Motorcycle 51cc - 125cc	56	2,125	2,359	5,872	5,638	8,053
Motorcycle 126cc - 500cc	40	679	775	1,400	1,304	2,119
Motorcycle over 500cc	279	2,293	2,517	2,656	2,432	5,228
Motorcycles: Electric or unknown CC	5	174	186	301	289	480
Motorcycles: All ²	389	5,651	6,267	11,329	10,713	17,369
Taxis/Private hire cars	26	680	810	3,990	3,860	4,696
Cars	1,833	25,692	30,267	125,161	120,586	152,686
Minibuses	5	71	88	329	312	405
Cars/Taxis/Minibuses	1,864	26,443	31,165	129,480	124,758	157,787
Buses or coaches	71	696	785	3,135	3,046	3,902
Trams	2	8	9	16	15	26
LGV	197	2,316	2,664	10,066	9,718	12,579
Heavy goods vehicles						
HGV: Rigid	137	563	637	2,039	1,965	2,739
HGV: Articulated	112	311	352	1,128	1,087	1,551
HGV: Unknown type	0	1	1	28	28	29
HGV: All ³	250	877	992	3,212	3,097	4,339
Agricultural vehicles	21	137	152	265	250	423
Ridden horses	0	22	24	43	41	65
Mobility scooters	12	49	59	189	179	250
Other vehicles	46	444	495	1,405	1,354	1,895
Unknown vehicles	0	50	51	259	258	309
All vehicles ⁴	2,969	40,638	47,265	172,774	166,147	216,381

1 Includes motorcycle combinations and scooters.

2 Includes three wheelers.

3 Includes cases where HGV type was not reported.

4 Includes cases where vehicle type was not reported.

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

Source: DfT STATS19

The figures in this table are National Statistics

RAS20004

Vehicles involved in reported accidents by vehicle type, built-up and non built-up roads, road class and accident severity, Great Britain, 2019

	Number of vehicles								
	Pedal cycles	Motorcycles	Cars	Buses or coaches	Vans / Light goods vehicles	Heavy goods vehicles	Other Vehicles	Unknown Vehicles ¹	All vehicles ²
Built-up roads³									
A roads									
Fatal	29	85	394	28	40	44	16	0	636
Fatal or serious (unadjusted)	1,450	1,960	7,511	360	674	223	154	12	12,344
Fatal or serious (adjusted) ⁶	1,649	2,143	8,671	393	755	241	171	12	14,035
All severities	6,659	7,132	49,511	1,933	3,934	1,009	636	79	70,893
B roads									
Fatal	11	24	119	9	12	7	5	0	187
Fatal or serious (unadjusted)	455	557	2,672	73	215	53	62	6	4,093
Fatal or serious (adjusted) ⁶	530	618	3,092	81	246	58	71	6	4,701
All Severities	1,984	1,697	15,281	417	1,105	214	228	29	20,955
Other roads									
Fatal	26	43	273	19	20	23	16	0	420
Fatal or serious (unadjusted)	1,654	1,591	8,866	262	693	126	197	24	13,413
Fatal or serious (adjusted) ⁶	1,972	1,772	10,390	301	793	144	217	25	15,613
All Severities	7,608	5,033	53,327	1,293	3,775	591	804	142	72,573
All built-up roads^{3,4}									
Fatal	66	152	786	56	72	74	37	0	1,243
Fatal or serious (unadjusted)	3,559	4,108	19,049	695	1,582	402	413	42	29,850
Fatal or serious (adjusted) ⁶	4,151	4,532	22,153	774	1,794	443	458	43	34,348
All Severities	16,251	13,862	118,119	3,643	8,814	1,814	1,668	250	164,421
Non built-up roads³									
A roads									
Fatal	18	144	662	11	76	112	22	0	1,045
Fatal or serious (unadjusted)	203	1,154	5,259	50	545	429	157	2	7,799
Fatal or serious (adjusted) ⁶	230	1,275	6,156	56	626	471	176	2	8,991
All Severities	502	2,156	21,557	148	2,092	1,321	441	28	28,245
B roads									
Fatal	8	48	140	2	9	3	7	0	217
Fatal or serious (unadjusted)	70	301	1,124	11	95	38	44	1	1,684
Fatal or serious (adjusted) ⁶	82	328	1,306	12	108	42	48	1	1,927
All Severities	179	486	4,026	37	321	138	117	2	5,306
Other roads									
Fatal	25	31	145	1	14	9	9	0	234
Fatal or serious (unadjusted)	227	360	1,668	7	147	55	84	5	2,553
Fatal or serious (adjusted) ⁶	254	395	1,968	9	169	59	91	5	2,950
All Severities	495	648	6,647	34	563	149	210	17	8,763
All non built-up roads^{3,4}									
Fatal	51	223	947	14	99	124	38	0	1,496
Fatal or serious (unadjusted)	500	1,815	8,051	68	787	522	285	8	12,036
Fatal or serious (adjusted) ⁶	566	1,997	9,431	77	903	572	315	8	13,868
All Severities	1,176	3,290	32,230	219	2,976	1,608	768	47	42,314
All speed limits⁵									
Motorways									
Fatal	0	14	131	1	26	52	6	0	230
Fatal or serious (unadjusted)	0	117	1,204	4	144	203	42	0	1,714
Fatal or serious (adjusted) ⁶	0	127	1,442	5	164	226	46	0	2,010
All Severities	0	207	7,354	29	786	915	221	12	9,524
A roads									
Fatal	47	229	1,056	39	116	156	38	0	1,681
Fatal or serious (unadjusted)	1,655	3,114	12,772	410	1,219	652	311	14	20,147
Fatal or serious (adjusted) ⁶	1,881	3,417	14,829	449	1,381	711	346	14	23,030
All Severities	7,164	9,292	71,086	2,088	6,027	2,330	1,077	107	99,171
B roads									
Fatal	19	72	259	11	21	10	12	0	404
Fatal or serious (unadjusted)	525	858	3,796	84	310	91	106	7	5,777
Fatal or serious (adjusted) ⁶	612	946	4,398	93	353	101	118	7	6,628
All Severities	2,164	2,183	19,308	454	1,427	352	345	31	26,264
Other roads									
Fatal	51	74	418	20	34	32	25	0	654
Fatal or serious (unadjusted)	1,882	1,951	10,535	269	840	181	282	29	15,969
Fatal or serious (adjusted) ⁶	2,227	2,166	12,359	310	962	203	309	30	18,566
All Severities	8,109	5,687	60,039	1,331	4,339	742	1,016	159	81,422
Total									
Fatal	117	389	1,864	71	197	250	81	0	2,969
Fatal or serious (unadjusted)	4,062	6,040	28,307	767	2,513	1,127	741	50	43,607
Fatal or serious (adjusted) ⁶	4,720	6,656	33,029	856	2,861	1,242	820	51	50,234
All Severities	17,437	17,369	157,787	3,902	12,579	4,339	2,659	309	216,381

¹ Cases where vehicle type was not reported.

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

³ Excludes motorways.

⁴ Includes cases where road class was not reported.

⁵ Includes cases where speed limit was not reported.

The figures in this table are National Statistics Adjusted figures are experimental statistics

⁶ Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced. More information on the change and the adjustment process is available in the 2019 annual report.

RAS20005

Vehicle involvement rates for reported accidents, by vehicle type, urban and rural roads, road class, accident severity and traffic, Great Britain, 2019

	Rate per billion vehicle miles						
	Pedal cycles	Motor-cycles	Cars	Buses or coaches	Vans / Light goods vehicles	Heavy goods vehicles	All vehicles ¹
Urban roads^{2,5}							
A roads							
Fatal	47.7	123.8	8.2	41.9	4.4	25.1	10.4
Fatal or serious (unadjusted)	2,666.9	3,264.1	157.8	573.7	87.5	118.3	211.2
Fatal or serious (adjusted) ⁶	3,020.7	3,460.8	174.1	619.2	96.2	117.2	229.1
All severities	12,612.8	12,679.3	1,088.7	3,112.0	515.5	561.1	1,263.1
Other roads³							
Fatal	12.4	53.4	4.5	29.6	1.7	27.7	5.5
Fatal or serious (unadjusted)	851.2	1,682.5	140.2	345.9	57.6	176.4	168.4
Fatal or serious (adjusted) ⁶	1,019.5	1,829.0	159.7	392.9	66.2	207.3	190.3
All severities	4,137.5	5,531.6	859.8	1,793.2	318.1	863.1	934.6
All urban roads⁴							
Fatal	19.2	76.6	5.9	34.6	2.6	25.9	7.3
Fatal or serious (unadjusted)	1,200.7	2,205.3	146.7	438.0	67.9	136.4	184.1
Fatal or serious (adjusted) ⁶	1,404.7	2,368.4	165.0	484.3	76.5	145.3	204.6
All severities	5,768.8	7,894.2	944.6	2,326.2	386.0	655.3	1,055.6
Rural roads^{2,5}							
A roads							
Fatal	147.3	225.8	9.3	29.2	5.6	18.8	11.5
Fatal or serious (unadjusted)	2,264.9	1,974.7	82.9	141.9	41.2	75.4	95.4
Fatal or serious (adjusted) ⁶	2,604.7	2,003.0	87.9	182.9	43.5	67.8	98.9
All severities	6,635.2	3,855.6	353.2	486.1	168.1	235.9	359.5
Other roads³							
Fatal	57.4	189.2	8.9	20.4	3.5	26.9	11.0
Fatal or serious (unadjusted)	873.8	2,234.7	116.6	199.8	42.6	176.4	138.5
Fatal or serious (adjusted) ⁶	989.9	2,392.6	128.6	390.8	50.0	221.7	149.5
All severities	2,423.7	4,504.6	507.7	852.1	176.6	586.6	524.8
All rural roads⁴							
Fatal	72.9	211.3	9.2	26.2	4.8	19.8	11.3
Fatal or serious (unadjusted)	1,113.2	2,077.5	94.5	161.5	41.8	87.5	110.3
Fatal or serious (adjusted) ⁶	1,267.7	2,157.1	102.0	253.3	46.0	86.2	116.4
All severities	3,148.3	4,112.3	406.6	610.0	171.4	278.0	416.6
All roads							
Motorways							
Fatal	..	64.2	2.6	4.6	2.4	6.5	3.3
Fatal or serious (unadjusted)	..	536.5	23.6	18.6	13.2	25.2	24.3
Fatal or serious (adjusted) ⁶	..	516.7	25.7	17.5	12.6	21.7	25.2
All severities	..	949.1	143.9	134.7	72.0	113.8	135.1
A roads							
Fatal	72.9	184.1	9.0	36.3	5.2	20.0	11.1
Fatal or serious (unadjusted)	2,565.4	2,502.9	108.3	381.2	55.1	83.7	133.6
Fatal or serious (adjusted) ⁶	2,915.8	2,600.5	117.1	424.7	59.3	77.4	141.8
All severities	11,104.8	7,468.5	602.6	1,941.6	272.4	299.2	657.4
Other roads³							
Fatal	24.9	96.6	6.2	27.6	2.4	27.2	7.6
Fatal or serious (unadjusted)	857.5	1,858.2	131.3	314.0	51.1	176.4	156.9
Fatal or serious (adjusted) ⁶	1,011.3	2,008.6	148.0	392.4	59.2	215.3	174.6
All severities	3,659.9	5,206.1	726.9	1,587.9	256.4	709.6	776.8
Total⁴							
Fatal	33.9	130.8	6.7	29.4	3.5	14.4	8.2
Fatal or serious (unadjusted)	1,176.7	2,031.0	101.7	317.6	45.3	64.9	121.1
Fatal or serious (adjusted) ⁶	1,367.2	2,146.8	112.4	373.4	50.1	63.8	131.6
All severities	5,051.2	5,840.4	567.1	1,615.9	226.5	249.8	601.1
Estimated vehicle miles (billion)							
Urban roads	2.5	1.5	107.9	1.5	19.3	2.2	134.9
Rural roads	0.9	1.2	119.2	0.7	25.3	7.1	154.6
Motorways	..	0.2	51.1	0.2	10.9	8.0	70.5
Total	3.5	3.0	278.2	2.4	55.5	17.4	360.0

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

2 Excludes motorways.

3 B, C and unclassified roads.

4 Includes cases where road class was not reported.

5 See urban and rural definitions.

⁶ Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced. More information on the change and the adjustment process is available in the 2019 annual report.

RAS20005

Vehicle involvement rates for reported accidents, by vehicle type, urban and rural roads, road class, accident severity and traffic, Great Britain, 2019

	Rate per billion vehicle kilometres						
	Pedal cycles	Motor-cycles	Cars	Buses or coaches	Vans / Light goods vehicles	Heavy goods vehicles	All vehicles ¹
Urban roads^{2,5}							
A roads							
Fatal	29.6	76.9	5.1	26.1	2.7	15.6	6.5
Fatal or serious (unadjusted)	1,657.1	2,028.2	98.0	356.5	54.4	73.5	131.2
Fatal or serious (adjusted) ⁶	1,877.0	2,150.4	108.2	384.7	59.8	72.8	142.4
All severities	7,837.2	7,878.5	676.5	1,933.7	320.3	348.6	784.8
Other roads³							
Fatal	7.7	33.2	2.8	18.4	1.0	17.2	3.4
Fatal or serious (unadjusted)	528.9	1,045.4	87.1	214.9	35.8	109.6	104.6
Fatal or serious (adjusted) ⁶	633.5	1,136.5	99.2	244.1	41.1	128.8	118.3
All severities	2,570.9	3,437.2	534.3	1,114.3	197.6	536.3	580.7
All urban roads⁴							
Fatal	11.9	47.6	3.7	21.5	1.6	16.1	4.6
Fatal or serious (unadjusted)	746.1	1,370.3	91.2	272.2	42.2	84.8	114.4
Fatal or serious (adjusted) ⁶	872.8	1,471.7	102.6	301.0	47.5	90.3	127.1
All severities	3,584.6	4,905.2	587.0	1,445.4	239.8	407.2	655.9
Rural roads^{2,5}							
A roads							
Fatal	91.5	140.3	5.8	18.1	3.5	11.7	7.1
Fatal or serious (unadjusted)	1,407.4	1,227.0	51.5	88.2	25.6	46.8	59.3
Fatal or serious (adjusted) ⁶	1,618.5	1,244.6	54.6	113.7	27.0	42.1	61.4
All severities	4,122.9	2,395.8	219.5	302.0	104.4	146.6	223.4
Other roads³							
Fatal	35.7	117.5	5.5	12.7	2.1	16.7	6.8
Fatal or serious (unadjusted)	542.9	1,388.6	72.5	124.1	26.5	109.6	86.0
Fatal or serious (adjusted) ⁶	615.1	1,486.7	79.9	242.9	31.1	137.8	92.9
All severities	1,506.0	2,799.1	315.5	529.5	109.7	364.5	326.1
All rural roads⁴							
Fatal	45.3	131.3	5.7	16.3	3.0	12.3	7.0
Fatal or serious (unadjusted)	691.7	1,290.9	58.7	100.3	25.9	54.4	68.5
Fatal or serious (adjusted) ⁶	787.7	1,340.4	63.4	157.4	28.6	53.6	72.3
All severities	1,956.3	2,555.3	252.7	379.0	106.5	172.7	258.9
All roads							
Motorways							
Fatal	..	39.9	1.6	2.9	1.5	4.0	2.0
Fatal or serious (unadjusted)	..	333.3	14.6	11.5	8.2	15.7	15.1
Fatal or serious (adjusted) ⁶	..	321.1	15.9	10.9	7.8	13.5	15.7
All severities	..	589.8	89.4	83.7	44.7	70.7	83.9
A roads							
Fatal	45.3	114.4	5.6	22.5	3.3	12.4	6.9
Fatal or serious (unadjusted)	1,594.1	1,555.2	67.3	236.9	34.2	52.0	83.0
Fatal or serious (adjusted) ⁶	1,811.8	1,615.9	72.8	263.9	36.9	48.1	88.1
All severities	6,900.2	4,640.7	374.4	1,206.4	169.3	185.9	408.5
Other roads³							
Fatal	15.5	60.0	3.9	17.1	1.5	16.9	4.7
Fatal or serious (unadjusted)	532.8	1,154.6	81.6	195.1	31.8	109.6	97.5
Fatal or serious (adjusted) ⁶	628.4	1,248.1	91.9	243.8	36.8	133.8	108.5
All severities	2,274.1	3,234.9	451.7	986.7	159.3	440.9	482.7
Total⁴							
Fatal	21.1	81.3	4.2	18.3	2.2	8.9	5.1
Fatal or serious (unadjusted)	731.2	1,262.0	63.2	197.4	28.1	40.3	75.3
Fatal or serious (adjusted) ⁶	849.5	1,334.0	69.9	232.0	31.1	39.7	81.8
All severities	3,138.7	3,629.1	352.4	1,004.1	140.8	155.2	373.5
Estimated vehicle miles (billion)							
Urban roads	4.0	2.5	173.6	2.4	31.1	3.5	217.1
Rural roads	1.5	2.0	191.9	1.2	40.7	11.5	248.7
Motorways	..	0.4	82.3	0.3	17.6	12.9	113.5
Total	5.6	4.8	447.8	3.9	89.4	28.0	579.3

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

2 Excludes motorways.

3 B, C and unclassified roads.

4 Includes cases where road class was not reported.

5 See urban and rural definitions.

⁶ Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced. More information on the change and the adjustment process is available in the 2019 annual report.

Source: DfT STATS19, DfT National Road Traffic Survey

The figures in this table are National Statistics

Adjusted figures are experimental statistics

Last updated: 30 September 2020

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[Notes & Definitions](#)

RAS20008

Vehicles involved in reported accidents by vehicle type and manoeuvre, Great Britain¹, 2019

	Number of vehicles						
	Pedal cycles	Motorcycles 50cc and under	Motorcycles 51 - 125cc	Motorcycles 126 - 500cc	Motorcycles over 500cc	Motorcycles other ²	All motorcycles
Reversing	9	1	8	0	3	1	13
Parked	27	4	19	7	18	4	52
Waiting to go - held up	248	40	203	61	126	6	436
Slowing or stopping	235	87	355	108	251	5	806
Moving off	570	47	220	63	117	12	459
U-turn	8	3	19	5	6	1	34
Turning left	292	38	159	40	94	12	343
Waiting to turn left	31	5	23	10	15	0	53
Turning right	844	81	278	65	120	18	562
Waiting to turn right	129	8	56	13	19	4	100
Changing lane to left	47	6	42	14	42	3	107
Changing lane to right	93	2	49	14	27	1	93
Overtaking moving vehicle - offside	117	77	525	148	491	23	1,264
Overtaking static vehicle - offside	265	51	324	87	186	19	667
Overtaking - nearside	228	35	212	45	96	8	396
Going ahead left-hand bend	253	29	243	77	380	12	741
Going ahead right-hand bend	316	46	242	68	322	16	694
Going ahead other	11,823	864	4,158	1,209	2,756	292	9,279
All known manoeuvres	15,535	1,424	7,135	2,034	5,069	437	16,099
Number of vehicles involved in accidents ^{1,2}	17,437	1,489	8,053	2,119	5,228	480	17,369
Of which - at a junction	12,268	1,006	5,443	1,408	3,012	268	11,137

	Number of vehicles							
	Cars	Buses or coaches	Vans / Light goods vehicles	Heavy goods vehicles			Unknown vehicles ⁵	All vehicles other than two-wheel ⁶
				HGVs involved	of which LHD ⁴	Other vehicles		
Reversing	2,377	14	416	77	3	39	3	2,926
Parked	7,847	149	667	237	6	153	5	9,058
Waiting to go - held up	9,018	177	620	162	2	67	10	10,054
Slowing or stopping	10,763	524	922	319	8	112	15	12,655
Moving off	7,423	573	565	187	4	97	7	8,852
U-turn	1,382	5	142	11	0	15	2	1,557
Turning left	5,293	120	514	143	3	95	4	6,169
Waiting to turn left	889	8	58	14	0	7	0	976
Turning right	16,094	184	1,116	190	11	202	16	17,802
Waiting to turn right	2,437	13	166	29	0	20	2	2,667
Changing lane to left	1,158	17	126	234	5	25	3	1,563
Changing lane to right	1,256	12	142	176	39	94	2	1,682
Overtaking moving vehicle - offside	2,086	28	180	62	2	35	6	2,397
Overtaking static vehicle - offside	980	20	81	22	0	12	0	1,115
Overtaking - nearside	749	16	52	19	0	20	6	862
Going ahead left-hand bend	4,241	81	304	98	4	95	1	4,820
Going ahead right-hand bend	4,908	71	324	158	3	83	1	5,545
Going ahead other	70,152	1,734	5,473	2,110	60	1,368	147	80,984
All known manoeuvres	149,053	3,746	11,868	4,248	150	2,539	230	171,684
Number of vehicles involved in accidents ^{1,2}	157,787	3,902	12,579	4,339	151	2,659	309	181,575
Of which - at a junction	89,598	2,345	6,709	1,699	56	1,284	125	101,760

¹ There has been an increase in the number of unknown values since 2017. This increase is particularly prevalent in data from the Metropolitan Police Service, where the introduction of self-reporting has allowed a different use of unknown values. Comparison with previous years should therefore be made with caution. More information is available in the 2019 annual report.

² Electric motorcycles and cases where engine size was not reported.

³ Includes cases where vehicle manoeuvre was not reported.

⁴ Left hand drive.

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

Source: DfT STATS19

The figures in this table are National Statistics

RAS20009

Vehicles involved in reported personal injury road accidents, by vehicle type, Great Britain, 1979-2019

Year	Number of vehicles								
	Pedal cycle	Motorcycle	Car	Bus or coach	Vans / Light goods vehicles	Heavy goods vehicles	Other vehicles ¹	Unknown vehicles ²	All vehicles ^{1,2}
1979	24,792	69,173	265,327	14,808	24,715	18,194	5,974	0	422,983
1979	24,792	69,173	265,327	14,808	24,715	18,194	5,974	0	422,983
1980	25,884	73,054	262,979	13,814	22,319	15,343	4,873	0	418,266
1981	26,496	70,949	265,531	13,083	22,106	14,554	5,004	0	417,723
1982	29,429	73,043	275,541	12,914	21,707	14,689	4,224	0	431,547
1983	31,824	65,962	261,714	12,763	19,853	13,504	4,070	0	409,690
1984	32,210	65,340	279,954	12,802	20,911	14,197	4,106	0	429,520
1985	27,953	57,823	278,517	12,468	23,113	14,452	3,597	0	417,923
1986	27,041	53,566	290,588	12,137	23,437	14,779	3,737	0	425,285
1987	27,010	47,024	287,636	11,766	22,651	15,107	3,794	0	414,988
1988	26,561	44,279	303,693	12,086	24,671	16,376	4,094	0	431,760
1989	29,327	43,995	325,213	12,711	25,793	17,894	4,239	0	459,172
1990	27,108	40,404	330,181	12,200	24,652	16,524	4,165	0	455,234
1991	25,439	31,722	308,076	11,417	21,802	15,241	4,095	0	417,792
1992	25,299	27,660	313,382	11,264	20,490	14,500	4,130	0	416,725
1993	24,612	25,836	312,790	10,947	19,069	14,417	4,058	0	411,729
1994	25,415	25,127	322,946	11,413	19,495	14,572	3,653	0	422,621
1995	25,497	24,219	318,083	10,994	18,674	13,771	3,569	0	414,807
1996	25,102	23,798	331,091	11,196	19,186	13,582	3,566	0	427,521
1997	25,200	25,211	338,924	11,241	20,070	14,385	3,846	0	438,877
1998	23,423	25,514	337,794	11,762	20,083	14,526	4,003	0	437,105
1999	23,482	27,122	329,866	11,888	18,052	15,191	4,891	0	430,492
2000	21,055	29,236	329,846	11,733	17,671	15,194	5,208	0	429,943
2001	19,497	30,084	321,900	11,521	18,314	14,813	3,944	0	420,073
2002	17,532	29,503	314,568	10,781	17,755	13,480	4,706	0	408,325
2003	17,472	29,523	299,933	10,939	17,486	13,173	3,496	0	392,022
2004	17,084	26,857	291,842	10,573	15,728	12,516	5,245	0	379,845
2005	17,039	25,870	281,810	9,988	16,078	12,120	3,232	99	366,236
2006	16,611	24,323	267,991	9,133	15,593	11,336	3,026	46	348,059
2007	16,607	24,381	255,891	8,559	14,620	10,688	4,174	46	334,966
2008	16,797	22,427	236,923	8,375	13,621	9,040	4,336	85	311,604
2009	17,599	21,590	227,244	7,831	13,214	7,487	3,676	46	298,687
2010	17,811	19,534	212,685	7,462	12,866	7,615	3,390	38	281,401
2011	19,883	21,059	204,720	7,223	12,886	7,126	3,258	0	276,155
2012	19,708	20,171	197,388	6,318	12,575	6,720	2,978	19	265,877
2013	20,049	19,538	185,769	5,896	12,686	6,524	2,423	28	252,913
2014	21,979	21,378	195,576	6,103	14,043	6,873	2,564	11	268,527
2015	19,440	20,996	188,872	5,381	13,876	6,470	2,782	28	257,845
2016	19,047	20,423	185,307	4,998	13,125	5,819	3,718	63	252,500
2017	18,954	19,204	174,143	4,998	12,479	5,136	3,991	21	238,926
2018	18,125	17,890	165,050	4,513	12,062	4,753	3,988	28	226,409
2019	17,437	17,369	157,787	3,902	12,579	4,339	2,916	52	216,381

1 Includes other vehicles.

2 Includes cases where the vehicle type was not reported.

Source: DfT STATS19

The figures in this table are National Statistics

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[Notes & Definitions](#)

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Next update: September 2021

RAS20010

Vehicles in reported personal injury accidents by journey purpose of driver/rider and by vehicle type, Great Britain, 2019

		Number of vehicles/percentage								
Journey purpose		Pedal cycle	Motorcycle	Car	Bus or coach	Vans / Light goods vehicles	Heavy goods vehicles	Other vehicles	Unknown vehicles	All vehicles ¹
Work	No. of vehicles	966	1,840	14,907	3,203	5,354	3,375	1,042	5	30,692
Work	Percentage	6	11	9	82	43	78	39	2	14
Commuting	No. of vehicles	3,912	3,099	15,927	19	1,272	87	74	0	24,390
Commuting	Percentage	22	18	10	0	10	2	3	0	11
Taking Pupil to School	No. of vehicles	71	11	2,213	26	30	0	5	0	2,356
Taking Pupil to School	Percentage	0	0	1	1	0	0	0	0	1
Pupil Riding to School	No. of vehicles	536	85	191	4	3	0	0	0	819
Pupil Riding to School	Percentage	3	0	0	0	0	0	0	0	0
Other	No. of vehicles	1,864	2,215	24,681	57	669	69	244	8	29,807
Other	Percentage	11	13	16	1	5	2	9	3	14
Unknown	No. of vehicles	10,088	10,119	99,868	593	5,251	808	1,294	296	128,317
Unknown	Percentage	58	58	63	15	42	19	49	96	59
Total	No. of vehicles	17,437	17,369	157,787	3,902	12,579	4,339	2,659	309	216,381
Total	Percentage	100	100	100	100	100	100	100	100	100

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

Source: DfT STATS19

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RAS30

Casualties involved in reported road accidents

RAS30006

Reported casualties by speed limit, road class and severity, Great Britain, 2019

Type of road	Number/percentage change compared to 2018												
	Killed		Serious (unadjusted)		Serious (adjusted)		Slight (unadjusted)		Slight (adjusted)		All casualties ¹		
	Number	% change	Number	% change	Number	% change	Number	% change	Number	% change	Number	% change	% change
Motorway	105	-2	789	-2	939	-9	5,709	-11	5,559	-11	6,603	-10	2
Built-up roads													
20 mph ²	57	16	1,913	7	2,144	1	11,551	11	11,320	13	13,521	11	..
30 mph	561	-3	13,745	0	15,934	-4	71,008	-7	68,819	-7	85,314	-6	..
40 mph	199	11	2,399	1	2,777	-3	11,392	-4	11,014	-4	13,990	-3	..
All built-up roads ⁶	817	1	18,057	1	20,855	-3	93,951	-5	91,153	-5	112,825	-4	..
Non built-up roads													
50 mph	116	-20	1,138	-1	1,335	-6	5,302	-8	5,105	-8	6,556	-7	..
60 mph	592	-1	5,050	3	5,964	-3	16,055	-9	15,141	-9	21,697	-6	..
70 mph	122	-6	906	10	1,047	4	4,363	-7	4,222	-6	5,391	-5	..
All non built-up roads ⁶	830	-5	7,094	3	8,345	-3	25,720	-8	24,469	-8	33,644	-6	..
Major roads ³	1,071	-5	12,480	2	14,418	-3	62,979	-5	61,041	-4	76,530	-4	1
Minor roads ⁴	681	3	13,465	1	15,726	-3	62,482	-7	60,221	-7	76,628	-6	3
All roads ⁵	1,752	-2	25,945	2	30,144	-3	125,461	-6	121,262	-6	153,158	-5	2

1 Motor vehicle traffic only.

Source: STATS19, DfT National Road Traffic Survey

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

The figures in this table are National Statistics

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

Adjusted figures are experimental statistics

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

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

5 Includes unknown road class and speed limit.

6 Excludes unknown speed limit

[Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced. More information on the change and the adjustment process is available in the 2019 annual report.](#)

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RAS30007

Reported casualties by severity, by police force area, Great Britain, 2019

Police force area	Number							All casualties
	Killed	Seriously injured (unadjusted)	Seriously injured (adjusted)	Killed or seriously injured (unadjusted)	Killed or seriously injured (adjusted)	Slightly injured (unadjusted)	Slightly injured (adjusted)	
Avon and Somerset	40	315	519	355	559	3,469	3,265	3,824
Bedfordshire	17	292	292	309	309	1,667	1,667	1,976
Cambridgeshire	37	419	419	456	456	1,819	1,819	2,275
Cheshire	36	262	412	298	448	1,899	1,749	2,197
City of London	1	65	65	66	66	240	240	306
Cleveland	15	157	220	172	235	722	659	894
Cumbria	30	297	297	327	327	1,017	1,017	1,344
Derbyshire	40	382	529	422	569	1,769	1,622	2,191
Devon and Cornwall	48	793	793	841	841	3,850	3,850	4,691
Dorset	27	301	429	328	456	1,388	1,260	1,716
Durham	21	281	281	302	302	847	847	1,149
Essex	42	832	834	874	876	3,029	3,027	3,903
Gloucestershire	20	297	297	317	317	811	811	1,128
Greater Manchester	63	621	927	684	990	4,213	3,907	4,897
Hampshire	43	961	1,364	1,004	1,407	3,572	3,169	4,576
Hertfordshire	25	395	395	420	420	2,318	2,318	2,738
Humberside	43	535	535	578	578	2,356	2,356	2,934
Kent	42	844	844	886	886	4,832	4,832	5,718
Lancashire	45	998	999	1,043	1,044	3,081	3,080	4,124
Leicestershire	40	265	381	305	421	1,464	1,348	1,769
Lincolnshire	54	480	687	534	741	2,022	1,815	2,556
Merseyside	22	442	655	464	677	2,335	2,122	2,799
Metropolitan Police	124	3,716	3,716	3,840	3,840	25,905	25,905	29,745
Norfolk	36	491	491	527	527	1,739	1,739	2,266
North Yorkshire	44	348	490	392	534	1,503	1,361	1,895
Northamptonshire	42	305	421	347	463	1,152	1,036	1,499
Northumbria	39	561	561	600	600	2,390	2,390	2,990
Nottinghamshire	22	469	653	491	675	2,504	2,320	2,995
South Yorkshire	48	929	929	977	977	2,254	2,254	3,231
Staffordshire	27	255	257	282	284	1,504	1,502	1,786
Suffolk	25	355	355	380	380	1,545	1,545	1,925
Surrey	30	710	710	740	740	3,173	3,173	3,913
Sussex	43	1,107	1,149	1,150	1,192	4,126	4,084	5,276
Thames Valley	56	625	910	681	966	3,911	3,626	4,592
Warwickshire	34	282	282	316	316	1,162	1,162	1,478
West Mercia	43	474	474	517	517	2,068	2,068	2,585
West Midlands	46	934	934	980	980	6,345	6,345	7,325
West Yorkshire	53	780	1,099	833	1,152	3,960	3,641	4,793
Wiltshire	26	279	406	305	432	1,475	1,348	1,780
England	1,489	22,854	26,009	24,343	27,498	115,436	112,281	139,779
Dyfed-Powys	33	349	474	382	507	1,153	1,028	1,535
Gwent	17	201	267	218	284	753	687	971
North Wales	18	320	439	338	457	883	764	1,221
South Wales	30	222	342	252	372	1,810	1,690	2,062
Wales	98	1,092	1,521	1,190	1,619	4,599	4,170	5,789
Police Scotland	165	1,999	2,614	2,164	2,779	5,426	4,811	7,590
Great Britain	1,752	25,945	30,144	27,697	31,896	125,461	121,262	153,158

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[Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced. More information on the change and the adjustment process is available in the 2019 annual report.](#)

RAS30010

Reported casualties by gender, road user type and severity, Great Britain, 2009 - 2019

Number of casualties

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Female casualties											
Pedestrians											
Killed	176	130	145	130	128	161	137	150	155	158	146
KSI (unadjusted) ²	2,376	2,215	2,388	2,344	2,178	2,276	2,178	2,282	2,526	2,620	2,625
KSI (adjusted) ^{1,2}	3,520	3,284	3,470	3,423	3,199	3,325	3,197	3,015	3,033	3,110	2,996
All casualties	11,573	10,995	11,151	10,846	10,406	10,850	10,724	10,288	10,508	10,070	9,704
Pedal cyclists											
Killed	21	26	22	9	19	20	21	14	12	18	14
KSI (unadjusted) ²	471	524	571	581	576	621	575	592	666	670	704
KSI (adjusted) ^{1,2}	701	744	828	836	836	926	830	776	800	808	807
All casualties	3,250	3,249	3,704	3,639	3,660	4,109	3,575	3,500	3,510	3,451	3,338
Motorcycle											
Riders											
Killed	13	11	13	9	11	8	7	10	6	8	5
KSI (unadjusted)	318	282	313	305	306	317	289	312	325	302	294
KSI (adjusted) ¹	472	429	454	448	441	455	413	397	386	361	333
All casualties	1,618	1,512	1,525	1,507	1,412	1,502	1,389	1,375	1,234	1,132	1,093
Passengers											
Killed	9	10	6	11	8	8	9	4	11	8	7
KSI (unadjusted)	171	153	127	142	121	159	120	130	119	146	110
KSI (adjusted) ¹	247	213	184	196	175	213	171	159	141	171	131
All casualties	595	505	464	464	454	467	431	382	356	372	314
Car											
Drivers											
Killed	174	154	151	122	139	147	112	130	134	129	142
KSI (unadjusted)	2,477	2,348	2,184	2,240	2,012	2,201	2,036	2,385	2,306	2,538	2,679
KSI (adjusted) ¹	4,031	3,783	3,572	3,597	3,289	3,523	3,272	3,259	3,041	3,215	3,177
All casualties	43,638	40,856	38,756	37,524	34,713	36,315	34,721	33,946	31,139	29,299	27,794
Passengers											
Killed	162	136	124	118	122	111	109	147	123	127	118
KSI (unadjusted)	1,969	1,814	1,622	1,574	1,551	1,560	1,539	1,839	1,815	1,834	1,972
KSI (adjusted) ¹	3,185	2,907	2,643	2,556	2,435	2,481	2,406	2,461	2,337	2,312	2,322
All casualties	27,585	25,909	23,842	22,951	20,798	21,874	21,097	20,609	19,203	17,678	16,156
Bus or coach											
Drivers											
Killed	0	0	0	0	0	0	0	0	0	0	0
KSI (unadjusted)	3	3	1	4	2	1	3	2	0	4	1
KSI (adjusted) ¹	5	5	3	6	4	2	4	3	1	5	2
All casualties	59	63	44	46	52	37	44	35	36	40	29
Passengers³											
Killed	5	5	4	5	5	2	2	4	2	2	5
KSI (unadjusted)	244	256	218	212	220	193	169	175	182	207	201
KSI (adjusted) ¹	403	426	383	362	357	331	299	257	245	257	231
All casualties	4,005	3,954	3,943	3,284	3,053	3,234	2,913	2,656	2,691	2,345	1,943
Van / Light goods vehicle											
Drivers											
Killed	3	2	1	1	0	2	3	1	1	1	2
KSI (unadjusted)	20	19	12	9	15	23	13	17	10	16	20
KSI (adjusted) ¹	28	27	20	17	23	33	24	25	18	21	25
All casualties	219	229	200	203	197	260	255	254	218	218	207
Passengers											
Killed	0	0	1	3	1	0	1	2	3	0	3
KSI (unadjusted)	30	27	22	27	18	23	29	33	34	39	30
KSI (adjusted) ¹	43	40	34	41	31	38	43	44	42	46	37
All casualties	302	330	301	303	288	324	293	276	260	270	246
Heavy goods vehicle											
Drivers											
Killed	0	0	1	0	0	1	0	0	1	0	0
KSI (unadjusted)	3	0	4	3	3	4	1	3	1	5	4
KSI (adjusted) ¹	6	1	5	5	4	5	2	4	2	6	5
All casualties	36	31	30	33	26	27	18	27	17	28	19
Passengers											
Killed	1	0	0	0	0	0	1	0	0	0	0
KSI (unadjusted)	8	2	4	4	4	7	8	5	5	6	5
KSI (adjusted) ¹	11	4	7	7	7	9	10	7	6	7	6
All casualties	63	35	48	41	39	43	38	46	36	28	22
Other/unknown vehicles											
Killed	5	10	10	8	9	5	11	8	6	10	6
KSI (unadjusted) ²	70	64	78	80	80	72	72	76	65	85	70
KSI (adjusted) ^{1,2}	104	96	109	116	103	101	94	93	82	102	81
All casualties	447	449	437	436	348	371	331	382	379	374	295
All road users⁴											
Killed	569	484	478	416	442	465	413	470	454	461	448
KSI (unadjusted) ²	8,160	7,707	7,544	7,525	7,086	7,457	7,032	7,851	8,054	8,472	8,715
KSI (adjusted) ^{1,2}	12,756	11,959	11,712	11,609	10,905	11,442	10,766	10,500	10,135	10,421	10,151
All casualties	93,390	88,117	84,445	81,277	75,446	79,413	75,829	73,776	69,587	65,305	61,160

¹ Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced. More information on the change and the adjustment process is available in the 2019 annual report.

² Killed or seriously injured.

³ Includes boarding and alighting.

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

RAS30011

Reported killed or seriously injured casualties by gender, road user type and age, Great Britain, 2011 - 2019 (unadjusted)

Number of casualties¹

		2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Male casualties												
Pedestrians	0 to 4 ²	138	155	137	140	119	115	107	122	97	109	105
	5 - 7	173	186	167	174	162	143	138	112	124	153	117
	8 - 11	312	306	309	301	284	283	264	273	240	265	257
	12 - 15	421	386	347	378	294	338	279	300	319	304	331
	16 - 19	320	286	271	269	235	213	196	192	244	216	248
	20 - 24	347	284	337	313	256	258	255	265	251	275	262
	25 - 59	1,275	1,216	1,282	1,363	1,272	1,173	1,231	1,245	1,467	1,482	1,546
	60 - 64	142	98	128	112	106	123	125	135	145	166	140
	65 - 69	91	78	107	120	103	115	116	124	142	134	118
	70 - 74	106	93	114	131	87	109	96	127	137	153	150
	75 - 79	102	88	126	120	92	108	103	130	123	116	131
	80 and over	185	154	149	175	168	217	208	243	216	214	227
	All ages groups ³	3,668	3,390	3,519	3,635	3,217	3,233	3,170	3,305	3,538	3,618	3,653
	Pedal cyclists	0 to 4 ²	3	2	7	0	3	1	3	2	3	3	3
5 - 7		34	26	21	24	18	13	15	17	15	17	17
8 - 11		111	98	93	68	54	70	54	64	72	73	75
12 - 15		255	205	216	182	166	158	169	196	231	210	245
16 - 19		152	156	159	198	160	164	139	170	171	175	161
20 - 24		149	160	213	258	231	226	212	223	225	215	222
25 - 59		1,298	1,367	1,634	1,723	1,737	1,923	1,851	1,882	2,000	2,003	1,927
60 and over		214	203	242	269	262	305	294	322	383	409	402
All ages groups ³		2,239	2,247	2,621	2,759	2,676	2,893	2,763	2,906	3,133	3,136	3,089
Motorcycle riders 50cc and under		under 16	14	9	10	4	3	4	4	8	3	5	8
	16	207	178	150	151	99	97	85	91	98	71	67
	17	93	67	60	61	68	51	40	36	24	29	34
	18	32	21	34	22	25	24	10	14	21	14	18
	19	14	9	24	17	16	15	18	15	13	12	13
	20 - 24	33	36	51	57	45	57	48	47	35	46	34
	25 - 59	100	94	96	115	92	92	73	86	137	104	117
	60 and over	19	5	14	12	9	10	7	7	9	12	7
	All ages groups ³	516	423	446	441	361	353	290	306	340	293	298
	Motorcycle riders over 50cc ⁴	under 16	14	18	10	5	11	14	15	16	25	35	24
16		36	37	27	23	19	18	34	29	34	26	29
17		180	150	201	166	156	123	142	175	153	143	134
18		176	168	174	165	188	160	144	158	162	149	155
19		129	138	178	180	161	173	177	163	178	151	149
20 - 24		589	516	614	682	737	804	797	869	870	741	691
25 - 59		3,267	2,896	3,101	2,781	2,702	3,031	2,901	3,202	3,175	3,268	3,117
60 and over		257	277	297	314	308	342	378	386	415	452	483
All ages groups ³		4,720	4,237	4,630	4,358	4,317	4,707	4,620	5,038	5,033	4,991	4,799
Car drivers		Under 17	13	13	7	5	6	9	11	2	8	11	11
	17	130	105	84	69	51	48	46	53	54	58	51
	18	253	171	153	100	99	115	113	98	116	118	117
	19	236	183	139	123	128	135	118	134	126	133	146
	20 - 24	829	681	675	616	598	564	605	574	583	566	577
	25 - 29	559	461	440	448	473	466	476	544	540	492	568
	30 - 39	850	694	589	603	552	620	579	780	742	772	903
	40 - 59	1,164	1,028	1,085	970	967	1,005	969	1,012	1,084	1,141	1,121
	60 - 69	348	329	337	314	307	366	337	351	324	382	373
	70 - 79	272	234	261	292	234	269	300	316	302	355	373
	80 and over	190	214	219	224	236	243	251	256	266	301	273
	All ages groups ³	4,893	4,158	4,022	3,789	3,679	3,853	3,831	4,144	4,159	4,363	4,545
Car passengers	Under 17 ²	301	256	212	215	163	196	186	237	230	235	281
	17	151	94	87	93	63	59	58	70	74	63	79
	18	150	103	87	99	73	100	82	72	69	83	85
	19	119	86	88	80	64	83	83	57	82	76	81
	20 - 24	382	306	292	309	273	220	267	305	293	252	267
	25 - 29	175	125	148	160	136	135	127	170	192	176	175
	30 - 39	176	157	154	169	139	140	145	161	159	174	186
	40 - 59	175	150	169	168	136	150	127	180	152	154	195
	60 - 69	46	52	51	37	49	49	48	58	42	56	53
	70 - 79	36	39	41	38	46	34	39	48	47	48	50
	80 and over	32	27	40	33	28	36	44	50	43	42	59
	All ages groups ³	1,773	1,426	1,396	1,430	1,183	1,218	1,233	1,423	1,400	1,379	1,536

¹ Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced. More information on the change and the adjustment process is available in the 2019 annual report.

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

³ Includes cases where age was not reported.

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

Source: DfT STATS19

The figures in this table are National Statistics

RAS30011

Reported killed or seriously injured casualties by gender, road user type and age, Great Britain, 2011 - 2019 (unadjusted)

Number of casualties¹

		2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Female casualties												
Pedestrians	0 to 4 ²	76	66	92	76	68	72	61	51	54	54	41
	5 - 7	80	82	112	77	75	77	78	73	64	48	61
	8 - 11	163	196	188	162	145	146	148	151	157	158	144
	12 - 15	297	269	250	237	210	205	208	205	214	213	216
	16 - 19	182	153	186	170	143	116	138	144	168	144	136
	20 - 24	159	161	158	156	143	149	143	144	178	167	178
	25 - 59	651	599	663	736	678	718	676	744	839	921	943
	60 - 64	117	96	109	108	101	114	92	120	133	143	141
	65 - 69	96	82	92	106	115	118	128	127	136	142	129
	70 - 74	115	105	122	114	104	131	107	115	144	171	160
	75 - 79	120	124	120	149	120	137	129	142	135	155	169
	80 and over	287	257	263	232	246	275	250	247	287	287	293
All ages groups ³	2,376	2,215	2,388	2,344	2,178	2,276	2,178	2,282	2,526	2,620	2,625	
Pedal cyclists	0 to 4 ²	1	2	2	2	0	2	0	2	1	0	1
	5 - 7	11	10	9	7	7	2	6	6	7	3	4
	8 - 11	18	30	27	21	14	15	12	13	16	9	18
	12 - 15	25	25	23	20	20	18	19	17	24	16	20
	16 - 19	15	21	26	23	26	27	22	18	23	23	29
	20 - 24	56	36	60	46	53	64	48	49	49	52	50
	25 - 59	295	321	364	410	402	424	397	423	467	492	497
	60 and over	46	69	52	49	44	64	63	57	72	71	82
	All ages groups ³	471	524	571	581	576	621	575	592	666	670	704
	Motorcycle riders 50cc and under	under 16	1	0	0	0	1	0	0	0	0	0	0
16		11	14	15	11	12	10	9	12	4	7	5
17		6	9	1	3	3	4	4	6	4	1	3
18		2	3	4	3	4	4	2	2	3	2	1
19		5	2	2	2	1	2	2	1	2	1	5
20 - 24		4	6	13	8	10	6	8	8	4	5	2
25 - 59		24	19	24	39	20	23	17	19	22	17	18
60 and over		7	5	6	9	4	1	3	2	2	4	0
All ages groups ³		60	58	65	75	55	50	45	50	41	38	34
Motorcycle riders over 50cc ⁴		under 16	0	0	0	0	1	1	0	1	2	1	0
	16	1	1	0	2	0	0	1	4	2	0	1
	17	9	7	3	2	9	9	4	11	2	8	3
	18	5	5	14	7	8	9	9	12	20	6	8
	19	9	3	12	6	8	6	9	6	7	10	8
	20 - 24	35	29	29	32	44	40	46	57	53	45	31
	25 - 59	192	167	182	170	174	198	167	155	183	181	201
	60 and over	7	10	7	8	6	4	6	12	15	11	8
	All ages groups ³	258	224	248	230	251	267	244	262	284	264	260
	Car drivers	Under 17	1	1	2	0	0	1	1	1	1	0
17		45	39	31	33	33	21	21	25	18	21	17
18		90	81	74	70	60	45	58	55	55	49	61
19		90	92	70	70	60	69	46	57	54	59	55
20 - 24		353	318	326	297	261	290	268	292	280	265	303
25 - 29		246	233	230	220	202	218	202	241	244	248	288
30 - 39		401	390	330	357	287	339	303	380	370	419	478
40 - 59		748	689	650	668	594	624	618	717	655	742	728
60 - 69		215	227	202	230	204	252	205	248	242	288	288
70 - 79		178	152	161	182	187	176	181	209	225	280	270
80 and over		89	106	97	109	116	155	120	150	157	158	181
All ages groups ³		2,477	2,348	2,184	2,240	2,012	2,201	2,036	2,385	2,306	2,538	2,679
Car passengers		Under 17 ²	306	222	206	201	184	209	214	244	215	218	277
	17	107	77	77	66	59	64	59	57	60	67	71
	18	107	96	68	71	66	50	56	72	81	72	80
	19	90	67	61	45	55	50	50	56	55	53	57
	20 - 24	217	209	190	195	183	175	159	188	215	193	215
	25 - 29	127	137	99	92	117	105	116	150	123	153	140
	30 - 39	162	161	125	118	143	137	143	171	206	167	214
	40 - 59	311	302	272	276	250	263	262	305	305	316	289
	60 - 69	199	167	172	157	162	156	146	176	158	165	181
	70 - 79	176	194	176	198	163	173	166	203	212	226	228
	80 and over	134	151	152	135	149	159	149	192	164	174	194
	All ages groups ³	1,969	1,814	1,622	1,574	1,551	1,560	1,539	1,839	1,815	1,834	1,972

¹ Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced. More information on the change and the adjustment process is available in the 2019 annual report.

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

Source: DfT STATS19

³ Includes cases where age was not reported.

The figures in this table are National Statistics

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

RAS30011

Reported killed or seriously injured casualties by gender, road user type and age, Great Britain, 2011 - 2019 (unadjusted)

Number of casualties¹

		2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	
All casualties													
Pedestrians	0 to 4 ²	214	221	229	216	188	187	168	173	151	163	148	
	5 - 7	253	268	279	251	237	220	216	185	188	201	179	
	8 - 11	475	502	497	463	429	429	412	424	397	423	401	
	12 - 15	718	655	597	615	504	543	487	505	533	517	547	
	16 - 19	502	439	457	439	378	329	334	336	412	360	384	
	20 - 24	506	445	495	469	399	407	398	409	429	442	440	
	25 - 59	1,926	1,815	1,945	2,099	1,950	1,891	1,907	1,989	2,306	2,403	2,490	
	60 - 64	259	194	237	220	207	237	217	255	278	309	281	
	65 - 69	187	160	199	226	218	233	244	251	278	276	247	
	70 - 74	221	198	236	245	191	240	203	242	281	324	311	
	75 - 79	222	212	246	269	212	245	232	272	258	271	300	
	80 and over	472	411	412	407	414	492	458	490	503	501	520	
All ages groups ³		6,045	5,605	5,907	5,979	5,396	5,509	5,348	5,588	6,064	6,238	6,284	
Pedal cyclists	0 to 4 ²	4	4	9	2	3	3	3	4	4	3	4	
	5 - 7	45	36	30	31	25	15	21	23	22	20	21	
	8 - 11	129	128	120	89	68	85	66	77	88	82	93	
	12 - 15	280	230	239	202	186	176	188	213	255	226	265	
	16 - 19	167	177	185	221	186	191	161	188	194	198	190	
	20 - 24	205	196	273	304	284	290	260	272	274	267	272	
	25 - 59	1,593	1,688	1,998	2,133	2,139	2,347	2,248	2,305	2,467	2,495	2,425	
	60 and over	260	272	294	318	306	369	358	379	455	480	484	
	All ages groups ³		2,710	2,771	3,192	3,340	3,252	3,514	3,339	3,499	3,799	3,806	3,795
	Motorcycle riders 50cc and under	under 16	15	9	10	4	4	4	4	8	3	5	8
		16	218	192	165	162	111	107	94	103	102	78	72
		17	99	76	61	64	71	55	44	42	28	30	37
18		34	24	38	25	29	28	12	16	24	16	19	
19		19	11	26	19	17	17	20	16	15	13	18	
20 - 24		37	42	64	65	55	63	56	55	39	51	36	
25 - 59		124	113	120	154	112	115	90	106	159	121	135	
60 and over		26	10	20	21	13	11	10	9	11	16	7	
All ages groups ³		576	481	511	516	416	403	335	357	381	331	332	
Motorcycle riders over 50cc ⁴		under 16	14	18	10	5	12	15	15	17	27	36	24
		16	37	38	27	25	19	18	35	33	36	26	30
		17	189	157	204	168	165	132	146	186	155	151	137
	18	181	173	188	172	196	169	153	170	182	155	163	
	19	138	141	190	186	169	179	186	169	185	161	157	
	20 - 24	624	545	643	714	781	844	843	926	923	786	722	
	25 - 59	3,459	3,063	3,283	2,951	2,876	3,229	3,068	3,357	3,358	3,449	3,318	
	60 and over	264	287	304	322	314	346	384	398	430	463	491	
	All ages groups ³		4,978	4,461	4,878	4,588	4,568	4,974	4,864	5,300	5,317	5,255	5,059
	Car drivers	Under 17	14	14	9	5	6	10	12	3	9	11	12
		17	175	144	115	102	84	69	67	78	72	79	68
		18	343	252	227	170	159	160	171	153	171	167	178
19		326	275	209	193	188	204	164	191	180	192	201	
20 - 24		1,182	999	1,001	913	859	854	873	866	863	831	880	
25 - 29		805	694	670	668	675	684	678	785	784	740	856	
30 - 39		1,251	1,084	919	960	839	959	882	1,160	1,112	1,191	1,381	
40 - 59		1,912	1,717	1,735	1,638	1,561	1,629	1,587	1,729	1,739	1,883	1,850	
60 - 69		563	556	539	544	511	618	542	599	566	670	661	
70 - 79		450	386	422	474	421	445	482	525	527	635	643	
80 and over		279	320	316	333	352	398	371	406	423	459	454	
All ages groups ³		7,370	6,506	6,207	6,029	5,692	6,054	5,869	6,529	6,466	6,902	7,226	
Car passengers	Under 17 ²	607	478	418	416	347	405	401	481	445	453	558	
	17	258	171	164	159	122	123	117	127	134	130	150	
	18	257	200	155	170	139	150	138	144	150	155	165	
	19	209	153	149	125	119	133	133	113	137	129	138	
	20 - 24	599	515	482	504	456	395	426	493	508	445	482	
	25 - 29	302	262	247	252	253	240	243	320	315	329	315	
	30 - 39	338	318	279	287	282	277	288	332	365	341	400	
	40 - 59	486	452	441	444	386	413	389	485	457	470	484	
	60 - 69	245	219	223	194	211	205	194	234	200	221	234	
	70 - 79	212	233	217	236	209	207	205	251	259	274	278	
	80 and over	166	178	192	168	177	195	193	242	207	216	253	
	All ages groups ³		3,742	3,243	3,018	3,004	2,734	2,778	2,773	3,262	3,215	3,213	3,512

¹ Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced. More information on the change and the adjustment process is available in the 2019 annual report.

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

Source: DfT STATS19

³ Includes cases where age was not reported.

The figures in this table are National Statistics

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

RAS30011

Reported killed or seriously injured casualties by gender, road user type and age, Great Britain, 2011 - 2019 (adjusted)

Number of casualties¹

		2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Male casualties												
Pedestrians	0 to 4 ²	195	215	200	196	176	166	153	156	121	137	124
	5 - 7	251	260	252	240	228	204	196	161	158	183	141
	8 - 11	453	448	462	431	400	404	383	359	301	319	301
	12 - 15	596	565	516	517	425	474	404	399	395	377	388
	16 - 19	473	425	398	379	336	307	285	252	291	259	278
	20 - 24	491	428	496	457	378	384	364	346	307	319	296
	25 - 59	1,838	1,767	1,831	1,920	1,815	1,735	1,740	1,632	1,739	1,751	1,743
	60 - 64	186	145	183	164	153	170	179	175	169	197	161
	65 - 69	131	121	153	164	151	161	168	165	167	161	136
	70 - 74	147	129	152	174	126	155	138	160	160	179	166
	75 - 79	141	122	162	160	135	150	142	162	143	140	149
	80 and over	253	204	206	240	231	289	267	291	246	245	248
	All ages groups ³	5,244	4,919	5,090	5,111	4,619	4,665	4,495	4,311	4,233	4,301	4,155
Pedal cyclists	0 to 4 ²	6	5	10	3	6	3	5	3	4	4	4
	5 - 7	56	45	45	39	32	27	27	22	21	24	21
	8 - 11	176	160	157	115	98	109	88	91	98	99	93
	12 - 15	374	319	331	272	248	245	253	262	302	270	301
	16 - 19	238	243	247	285	246	257	213	232	222	217	195
	20 - 24	241	260	331	388	365	366	331	310	285	271	269
	25 - 59	1,958	2,068	2,425	2,556	2,634	2,926	2,703	2,517	2,429	2,408	2,240
	60 and over	301	285	335	372	364	424	392	406	452	483	461
	All ages groups ³	3,397	3,435	3,937	4,091	4,060	4,412	4,056	3,885	3,850	3,810	3,624
	Motorcycle riders 50cc and under	under 16	18	11	12	7	6	5	6	9	4	6	8
16		314	269	242	224	155	142	125	112	116	86	78
17		132	107	103	93	95	77	64	47	35	37	39
18		49	34	50	37	39	35	18	21	25	18	21
19		23	17	33	29	27	24	27	20	15	14	14
20 - 24		56	60	83	88	73	89	82	64	46	52	39
25 - 59		160	157	159	180	154	157	129	122	154	118	127
60 and over		24	10	20	17	14	14	12	10	12	14	9
All ages groups ³		784	675	715	679	568	549	469	410	408	345	336
Motorcycle riders over 50cc ⁴		under 16	18	21	11	7	13	16	17	16	26	36	25
	16	50	48	38	32	28	28	39	34	38	29	30
	17	250	217	274	234	217	187	196	216	180	165	153
	18	237	230	247	235	255	228	213	194	191	172	171
	19	185	193	241	246	224	241	242	200	203	177	167
	20 - 24	802	731	855	937	1,012	1,112	1,104	1,093	984	840	766
	25 - 59	4,396	3,864	4,114	3,757	3,648	4,068	3,919	3,903	3,575	3,664	3,414
	60 and over	344	365	390	404	401	450	477	453	474	516	539
	All ages groups ³	6,379	5,725	6,219	5,914	5,852	6,387	6,262	6,163	5,693	5,630	5,285
	Car drivers	Under 17 ²	18	16	9	8	8	11	14	3	9	12	12
17		216	161	128	106	81	81	75	72	72	71	60
18		390	272	239	167	154	177	174	139	152	144	141
19		349	274	215	196	184	196	182	167	156	165	165
20 - 24		1,246	1,025	1,003	936	887	870	894	755	732	698	671
25 - 29		852	717	681	693	698	695	717	712	670	612	658
30 - 39		1,282	1,097	966	957	888	962	916	1,024	931	959	1,038
40 - 59		1,839	1,685	1,729	1,572	1,539	1,589	1,530	1,401	1,385	1,432	1,338
60 - 69		552	522	534	507	488	557	516	478	428	485	454
70 - 79		421	380	405	423	371	424	444	413	392	447	436
80 and over		284	306	320	333	340	351	365	329	330	374	324
All ages groups ³		7,515	6,516	6,272	5,932	5,675	5,935	5,862	5,522	5,271	5,435	5,329
Car passengers		Under 17 ²	497	424	365	363	290	346	320	336	318	315	335
	17	236	150	136	135	95	99	91	89	94	81	94
	18	234	166	144	146	112	148	123	98	94	103	100
	19	183	140	140	125	102	121	120	78	99	94	90
	20 - 24	577	475	458	477	406	359	387	381	353	312	305
	25 - 29	272	210	235	247	213	209	194	220	230	208	201
	30 - 39	271	244	235	243	217	217	220	211	197	220	220
	40 - 59	282	246	264	262	221	240	206	239	198	198	228
	60 - 69	76	75	79	65	72	78	73	75	57	69	66
	70 - 79	59	60	63	59	65	54	62	62	57	62	58
	80 and over	46	41	54	50	44	53	59	62	52	54	67
	All ages groups ³	2,778	2,279	2,215	2,214	1,859	1,949	1,892	1,872	1,768	1,737	1,789

¹ Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced. More information on the change and the adjustment process is available in the 2019 annual report.

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

Source: DfT STATS19

³ Includes cases where age was not reported.

The figures in this table are National Statistics

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

Adjusted figures are experimental statistics

RAS30013

Reported casualty rates by road user type and severity, Great Britain, 2009 - 2019

	Driver/Rider casualty rate per billion vehicle miles/percentage										
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Pedal cycle riders											
Killed	35	37	35	38	34	33	31	32	31	29	28
KSI (unadjusted) ¹	909	918	1,034	1,068	1,036	1,013	1,025	1,101	1,159	1,136	1,096
KSI (adjusted) ^{1,3}	1,373	1,383	1,543	1,576	1,559	1,539	1,499	1,466	1,418	1,377	1,280
All casualties	5,713	5,685	6,223	6,107	6,186	6,136	5,777	5,805	5,584	5,233	4,872
Motorcycle riders											
Killed	143	133	119	108	114	112	120	105	110	115	108
KSI (unadjusted) ¹	1,748	1,708	1,829	1,749	1,785	1,850	1,771	1,904	1,903	1,858	1,813
KSI (adjusted) ^{1,3}	2,404	2,360	2,507	2,413	2,457	2,543	2,434	2,346	2,166	2,108	2,002
All casualties	6,224	6,190	6,577	6,380	6,464	6,755	6,556	6,293	5,821	5,392	5,279
Car drivers											
Killed	2.9	2.4	2.5	2.2	2.2	2.2	2.1	2.1	2.1	2.0	1.8
KSI (unadjusted) ¹	30	27	25	25	23	24	23	25	24	25	26
KSI (adjusted) ^{1,3}	47	43	40	39	36	37	35	33	31	32	31
All casualties	393	371	345	329	304	310	296	283	254	237	222
Bus or coach drivers											
Killed	0	0.6	0.0	0	0.7	0.0	0	0.0	0	0.8	0.8
KSI (unadjusted) ¹	9	11.7	5	7.9	7.6	7.2	7.8	7.6	6.7	10.9	8
KSI (adjusted) ^{1,3}	15	17.7	12	14.5	13.4	12.9	14.0	11.9	10.3	13.8	11
All casualties	187	173	166	159	140	143	142	133	130	119	116
Van / Light goods vehicle drivers											
Killed	0.8	0.7	0.7	0.5	0.6	0.5	0.5	0.8	0.6	0.5	0.6
KSI (unadjusted) ¹	7.8	6.4	6.1	6.3	6.6	6.3	6.4	6.5	5.8	7.0	7.2
KSI (adjusted) ^{1,3}	12.3	10.3	10.1	10.2	10.4	10.1	9.9	8.9	7.8	8.8	8.6
All casualties	90	83	83	82	77	81	75	68	61	57	58
Heavy goods vehicle drivers											
Killed	0.7	1.6	1.6	1.9	1.3	0.8	1.7	0.8	1.2	0.8	1.0
KSI (unadjusted) ¹	10	12	11	11	9	9.1	9.7	8.9	8.8	7.9	8.8
KSI (adjusted) ^{1,3}	16	18	16	16	15	14.2	14.3	11.9	11.3	10.1	10.2
All casualties	79	83	74	72	71	71	61	54	51	44	39
All drivers and riders²											
Killed	4.2	3.7	3.7	3.3	3.3	3.3	3.2	3.1	3.0	3.0	2.8
KSI (unadjusted) ¹	52	48	50	48	46	48	45	48	48	48	48
KSI (adjusted) ^{1,3}	78	72	74	72	69	71	67	63	58	58	55
All casualties	449	425	415	399	375	386	362	344	314	293	276
Percentage of all road user casualties accounted for by drivers and riders²											
Killed	59	62	61	59	61	60	62	59	59	60	58
KSI (unadjusted) ¹	61	61	62	61	62	63	63	63	63	62	62
KSI (adjusted) ^{1,3}	60	60	61	61	62	63	63	63	63	62	62
All casualties	63	63	63	64	64	65	65	65	64	64	65

1 Killed or seriously injured.

2 Includes driver and riders of other vehicles.

Source: DfT STATS19, DfT National Road Traffic Survey

The figures in this table are National Statistics

Adjusted figures are experimental statistics

[3 Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced. More information on the change and the adjustment process is available in the 2019 annual report.](#)

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RAS30013

Reported casualty rates by road user type and severity, Great Britain, 2009 - 2019

	Driver/Rider casualty rate per billion vehicle kilometres										
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Pedal cycle riders											
Killed	22	23	22	23	21	20	19	20	19	18	18
KSI (unadjusted) ¹	565	570	643	664	644	630	637	684	720	706	681
KSI (adjusted) ^{1,3}	853	860	959	979	969	956	932	911	881	856	795
All casualties	3,550	3,532	3,867	3,794	3,844	3,812	3,589	3,607	3,470	3,252	3,028
Motorcycle riders											
Killed	89	83	74	67	71	69	75	65	68	71	67
KSI (unadjusted) ¹	1,086	1,061	1,136	1,087	1,109	1,150	1,100	1,183	1,182	1,155	1,126
KSI (adjusted) ^{1,3}	1,494	1,466	1,558	1,499	1,527	1,580	1,512	1,458	1,346	1,310	1,244
All casualties	3,867	3,847	4,087	3,965	4,017	4,198	4,074	3,910	3,617	3,350	3,280
Car drivers											
Killed	1.8	1.5	1.6	1.4	1.4	1.4	1.3	1.3	1.3	1.2	1.1
KSI (unadjusted) ¹	19	17	16	15	14	15	14	15	15	16	16
KSI (adjusted) ^{1,3}	29	26	25	24	23	23	22	21	19	20	19
All casualties	244	231	215	205	189	193	184	176	158	147	138
Bus or coach drivers											
Killed	0	0.4	0.0	0	0.4	0.0	0	0.0	0	0.5	0.5
KSI (unadjusted) ¹	5.4	7.3	3.2	4.9	4.7	4.5	4.9	4.7	4.1	6.8	5.1
KSI (adjusted) ^{1,3}	9.6	11.0	7.6	9.0	8.3	8.0	8.7	7.4	6.4	8.6	6.8
All casualties	116	108	103	99	87	89	88	83	81	74	72
Van / Light goods vehicle drivers											
Killed	0.5	0.5	0.4	0.3	0.4	0.3	0.3	0.5	0.4	0.3	0.4
KSI (unadjusted) ¹	4.9	4.0	3.8	3.9	4.1	3.9	4.0	4.1	3.6	4.4	4.5
KSI (adjusted) ^{1,3}	7.6	6.4	6.3	6.3	6.5	6.3	6.2	5.5	4.9	5.5	5.3
All casualties	56	52	51	51	48	50	47	42	38	36	36
Heavy goods vehicle drivers											
Killed	0.5	1.0	1.0	1.2	0.8	0.5	1.0	0.5	0.7	0.5	0.6
KSI (unadjusted) ¹	6.3	7.2	6.7	6.6	5.9	5.6	6.0	5.5	5.4	4.9	5.5
KSI (adjusted) ^{1,3}	10.0	10.9	10.1	9.9	9.3	8.8	8.9	7.4	7.0	6.3	6.3
All casualties	49	51	46	45	44	44	38	34	32	27	24
All drivers and riders²											
Killed	2.6	2.3	2.3	2.1	2.1	2.0	2.0	1.9	1.9	1.9	1.7
KSI (unadjusted) ¹	33	30	31	30	29	30	28	30	30	30	30
KSI (adjusted) ^{1,3}	49	45	46	45	43	44	41	39	36	36	34
All casualties	279	264	258	248	233	240	225	214	195	182	171
Percentage of all road user casualties accounted for by drivers and riders²											
Killed	59	62	61	59	61	60	62	59	59	60	58
KSI (unadjusted) ¹	61	61	62	61	62	63	63	63	63	62	62
KSI (adjusted) ^{1,3}	60	60	61	61	62	63	63	63	63	62	62
All casualties	63	63	63	64	64	65	65	65	64	64	65

1 Killed or seriously injured.

2 Includes driver and riders of other vehicles.

Source: DfT STATS19, DfT National Road Traffic Survey

The figures in this table are National Statistics

Adjusted figures are experimental statistics

[3 Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced. More information on the change and the adjustment process is available in the 2019 annual report.](#)

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RAS30017

Casualties in reported accidents involving vehicles of different types by built-up and non built-up roads, road class and severity, Great Britain, 2019

	Number of casualties							
	Pedal cycle	Motorcycle ¹	Car	Bus or coach	Van / Light goods vehicle	Heavy goods vehicle	Other vehicle	Any vehicle ²
Built-up roads³								
A roads								
Killed	27	84	298	26	43	48	14	416
KSI (unadjusted) ⁴	1,440	1,986	6,154	372	693	241	153	7,702
KSI (adjusted) ^{4,5}	1,639	2,174	7,037	407	776	260	171	8,711
All severities	6,770	7,628	42,230	2,585	4,851	1,211	761	48,199
B roads								
Killed	11	25	90	9	11	7	4	121
KSI (unadjusted) ⁴	443	565	2,141	80	227	54	62	2,595
KSI (adjusted) ^{4,5}	518	626	2,468	91	258	60	71	2,973
All severities	2,011	1,809	13,109	564	1,369	261	283	14,603
Other roads								
Killed	26	42	209	19	20	24	15	280
KSI (unadjusted) ⁴	1,629	1,600	7,179	279	723	138	200	8,577
KSI (adjusted) ^{4,5}	1,947	1,784	8,412	321	825	157	221	9,988
All severities	7,698	5,356	44,977	1,654	4,497	697	932	50,023
All built-up roads⁵								
Killed	64	151	597	54	74	79	33	817
KSI (unadjusted) ⁴	3,512	4,151	15,474	731	1,643	433	415	18,874
KSI (adjusted) ^{4,5}	4,104	4,585	17,917	819	1,860	476	462	21,672
All severities	16,479	14,793	100,316	4,803	10,717	2,169	1,976	112,825
Non built-up roads³								
A roads								
Killed	18	124	452	14	70	109	25	550
KSI (unadjusted) ⁴	199	1,138	4,170	89	607	488	187	4,955
KSI (adjusted) ^{4,5}	227	1,270	4,856	99	698	536	210	5,735
All severities	513	2,382	19,913	366	2,980	1,754	639	21,728
B roads								
Killed	8	37	114	5	8	4	7	133
KSI (unadjusted) ⁴	69	288	992	29	114	38	45	1,199
KSI (adjusted) ^{4,5}	81	318	1,145	31	129	42	50	1,376
All severities	186	519	4,030	111	475	182	147	4,497
Other roads								
Killed	18	28	114	1	14	9	9	147
KSI (unadjusted) ⁴	208	362	1,417	7	163	61	92	1,775
KSI (adjusted) ^{4,5}	237	399	1,676	9	187	66	101	2,070
All severities	494	706	6,753	58	765	192	277	7,505
All non built-up roads⁵								
Killed	44	189	680	20	92	122	41	830
KSI (unadjusted) ⁴	476	1,788	6,579	125	884	587	324	7,929
KSI (adjusted) ^{4,5}	545	1,987	7,677	139	1,013	645	360	9,181
All severities	1,193	3,607	30,696	535	4,220	2,128	1,063	33,730
All speed limits⁶								
Motorways								
Killed	0	14	76	1	27	50	8	105
KSI (unadjusted) ⁴	0	119	752	6	157	215	53	894
KSI (adjusted) ^{4,5}	0	129	891	7	176	240	56	1,044
All severities	0	232	6,226	46	1,124	1,237	317	6,603
A roads								
Killed	45	208	750	40	113	157	39	966
KSI (unadjusted) ⁴	1,639	3,124	10,324	461	1,300	729	340	12,657
KSI (adjusted) ^{4,5}	1,866	3,444	11,893	507	1,474	796	381	14,445
All severities	7,283	10,010	62,143	2,951	7,831	2,965	1,400	69,927
B roads								
Killed	19	62	204	14	19	11	11	254
KSI (unadjusted) ⁴	512	853	3,133	109	341	92	107	3,794
KSI (adjusted) ^{4,5}	599	944	3,614	122	387	102	120	4,349
All severities	2,197	2,328	17,139	675	1,844	443	430	19,100
Other roads								
Killed	44	70	323	20	34	33	24	427
KSI (unadjusted) ⁴	1,837	1,962	8,596	286	886	199	292	10,352
KSI (adjusted) ^{4,5}	2,184	2,184	10,088	330	1,012	223	322	12,057
All severities	8,192	6,062	51,730	1,712	5,262	889	1,209	57,528
Total^{5,6}								
Killed	108	354	1,353	75	193	251	82	1,752
KSI (unadjusted) ⁴	3,988	6,058	22,805	862	2,684	1,235	792	27,697
KSI (adjusted) ^{4,5}	4,649	6,701	26,485	965	3,049	1,362	879	31,896
All severities	17,672	18,632	137,238	5,384	16,061	5,534	3,356	153,158

Note: Involves multiple-counting if more than one vehicle type present. Pedestrian casualties are included with all casualties in accidents involving each specific type of vehicle.

- 1 Includes electric motorcycles, combinations and scooters.
- 2 Includes cases where vehicle type was not reported.
- 3 Excludes motorways.
- 4 Killed or seriously injured.
- 5 Includes cases where road class was not reported.
- 6 Includes cases where speed limit was not reported.

The figures in this table are National Statistics
Adjusted figures are experimental statistics

7 Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced. More information on the change and the adjustment process is available in the 2019 annual report.

RAS30018

Distance travelled by urban and rural roads, road class and vehicle type, Great Britain, 2019

Vehicle distance travelled

	Urban roads ¹			Rural roads ¹			All roads			Total
	A road	Other ²	All urban	A road	Other ²	All rural	Motorway	A road	Other ²	
Billion vehicle miles										
Pedal cycle	0.5	2.0	2.5	0.2	0.8	0.9	0.0	0.6	2.8	3.5
Motorcycle	0.5	1.0	1.5	0.7	0.5	1.2	0.2	1.2	1.5	3.0
Car	40.0	67.9	107.9	78.0	41.2	119.2	51.1	118.0	109.2	278.2
Bus or coach	0.6	0.9	1.5	0.5	0.2	0.7	0.2	1.1	1.1	2.4
Van/Light goods vehicle	6.6	12.7	19.3	15.5	9.8	25.3	10.9	22.1	22.5	55.5
Heavy goods vehicle	1.5	0.7	2.2	6.3	0.9	7.1	8.0	7.8	1.5	17.4
All vehicles	49.7	85.2	134.9	101.1	53.4	154.6	70.5	150.8	138.6	360.0
Billion vehicle kilometers										
Pedal cycle	0.8	2.0	4.0	0.3	1.3	1.5	0.0	1.0	4.5	5.6
Motorcycle	0.8	1.0	2.5	1.2	0.8	2.0	0.4	2.0	2.4	4.8
Car	64.3	67.9	173.6	125.5	66.4	191.9	82.3	189.9	175.7	447.8
Bus or coach	1.0	0.9	2.4	0.8	0.4	1.2	0.3	1.7	1.8	3.9
Van/Light goods vehicle	10.7	12.7	31.1	24.9	15.8	40.7	17.6	35.6	36.2	89.4
Heavy goods vehicle	2.4	0.7	3.5	10.1	1.4	11.5	12.9	12.5	2.5	28.0
All vehicles	80.0	85.2	217.1	162.8	86.0	248.7	113.5	242.8	223.1	579.3

¹ See urban and rural definitions.

² B, C and unclassified roads

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

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RAS30026

Reported pedestrian casualties location by age band and by severity, Great Britain, 2019

Number of casualties/percentage

	In carriage-way not crossing	On footway or verge	On refuge, central island or reservation	Masked by stationary vehicle			Not masked by vehicle			Location not reported	All locations
				On pedestrian crossing	Within 50 metres of crossing	Elsewhere	On pedestrian crossing	Within 50 metres of crossing	Elsewhere		
0-4 ¹	34	64	8	8	7	107	102	18	242	66	657
5-7	37	47	3	7	4	144	97	21	320	44	724
8-11	69	82	13	26	41	314	190	91	725	111	1,662
12-15	106	168	12	28	27	244	361	129	922	160	2,157
16-19	83	161	14	26	16	112	297	103	577	128	1,517
20-24	188	172	9	25	21	77	325	125	584	161	1,687
25-29	208	157	13	23	19	65	261	95	566	167	1,574
30-34	207	179	7	10	18	69	247	101	545	168	1,551
35-39	195	161	7	15	18	59	220	78	436	135	1,324
40-44	131	159	9	13	9	48	181	60	380	102	1,092
45-49	174	162	9	4	15	47	157	73	426	120	1,187
50-54	153	134	4	6	15	55	187	80	456	132	1,222
55-59	107	130	7	8	16	47	169	84	377	110	1,055
60-64	83	100	4	5	8	32	155	62	339	78	866
65-69	59	88	3	3	6	27	97	53	303	59	698
70-74	50	79	4	9	9	28	103	51	315	61	709
75-79	42	72	4	6	3	27	85	53	306	66	664
80-84	19	54	8	5	2	19	76	38	283	44	548
85+	22	48	3	7	6	10	61	34	243	45	479
All ages ²	2,001	2,263	143	238	265	1,544	3,413	1,364	8,462	2,076	21,770
Percentage	9%	10%	1%	1%	1%	7%	16%	6%	39%	10%	100%
All ages ²											
Killed	76	35	3	1	4	18	47	31	206	49	470
Seriously injured (unadjusted)	491	516	52	60	81	449	907	406	2,368	483	5,814
Seriously injured (adjusted) ³	579	589	59	69	91	528	1,017	468	2,745	543	6,688
Slightly injured (unadjusted)	1,434	1,712	88	177	180	1,077	2,459	927	5,888	1,544	15,486
Slightly injured (adjusted) ³	1,346	1,639	81	168	170	998	2,349	865	5,511	1,484	14,612
All severities	2,001	2,263	143	238	265	1,544	3,413	1,364	8,462	2,076	21,770

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

Source: DfT STATS19

2 Includes cases where age was not reported.

The figures in this table are National Statistics

3 Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced. More information on the change and the adjustment process is available in the 2019 annual report.

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[Notes & Definitions](#)

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RAS30027

Reported pedestrian casualties by location, age, road crossing type and severity, Great Britain, 2

Type of crossing	Number of pedestrian casualties					
	On pedestrian crossing, refuge or central island			Within 50 metres of a pedestrian crossing		
	Child ²	Adult	All ³ ages	Child ²	Adult	All ³ ages
Zebra crossing						
Killed	0	9	9	0	3	3
Seriously injured (unadjusted)	31	199	230	21	50	71
Seriously injured (adjusted) ^o	39	223	261	24	56	80
Slightly injured (unadjusted)	211	681	910	55	141	198
Slightly injured (adjusted) ^o	203	657	879	52	135	189
All severities	242	889	1,149	76	194	272
Pelican crossing⁴						
Killed	0	21	21	1	16	17
Seriously injured (unadjusted)	77	266	344	34	148	183
Seriously injured (adjusted) ^o	90	297	388	43	171	215
Slightly injured (unadjusted)	214	529	754	104	304	415
Slightly injured (adjusted) ^o	201	498	710	95	281	383
All severities	291	816	1,119	139	468	615
Light controlled junction (with ped'n phase)						
Killed	0	15	15	0	8	8
Seriously injured (unadjusted)	55	270	326	20	153	173
Seriously injured (adjusted) ^o	64	300	365	24	174	198
Slightly injured (unadjusted)	175	590	777	56	310	371
Slightly injured (adjusted) ^o	166	560	738	52	289	346
All severities	230	875	1,118	76	471	552
Crossing with human control⁵						
Killed	0	2	2	0	2	2
Seriously injured (unadjusted)	14	68	83	9	25	34
Seriously injured (adjusted) ^o	16	71	88	10	27	38
Slightly injured (unadjusted)	61	161	224	21	54	76
Slightly injured (adjusted) ^o	59	158	219	20	52	72
All severities	75	231	309	30	81	112
All crossings^{6,7}						
Killed	0	48	48	3	32	35
Seriously injured (unadjusted)	180	806	988	86	392	479
Seriously injured (adjusted) ^o	212	896	1,110	104	446	551
Slightly injured (unadjusted)	651	1,925	2,619	240	818	1,076
Slightly injured (adjusted) ^o	619	1,835	2,497	222	764	1,004
All severities	831	2,779	3,655	329	1,242	1,590

[1 There has been an increase in the number of unknown values since 2017. This increase is particularly prevalent in data from the Metropolitan Police Service, where the introduction of self-reporting has allowed a different use of unknown values. Comparison with previous years should therefore be made with caution. More information is available in the 2019 annual report.](#)

2 Children - aged between 0-15 years.

3 Includes cases where age was not reported.

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

5 Includes school crossing patrols and other authorised persons.

6 Includes footbridges, subways and uncontrolled central refuges.

7 Excludes cases where road crossing type was undefined.

Source: DfT STATS19

The figures in this table are National Statistics
Adjusted figures are experimental statistics

RAS30034

Reported casualties by severity, road user type and country, United Kingdom, 2019

Road user type	Number of casualties				
	England	Wales	Scotland	Northern Ireland	United Kingdom
Pedestrians					
Killed	398	26	46	17	487
Serious (unadjusted)	5,131	201	482	159	5,973
Serious (adjusted) ²	5,802	282	604	..	..
Slight (unadjusted)	14,245	526	715	462	15,948
Slight (adjusted) ²	13,574	445	593	..	..
All severities	19,774	753	1,243	638	22,408
Pedal cyclists					
Killed	86	6	8	2	102
Serious (unadjusted)	3,395	121	179	57	3,752
Serious (adjusted) ²	3,923	160	250	..	..
Slight (unadjusted)	12,428	283	378	231	13,320
Slight (adjusted) ²	11,900	244	307	..	..
All severities	15,909	410	565	290	17,174
Horse riders					
Killed	0	0	0	0	0
Serious (unadjusted)	15	3	1	3	22
Serious (adjusted) ²	16	3	1	..	..
Slight (unadjusted)	39	4	1	2	46
Slight (adjusted) ²	38	4	1	..	..
All severities	54	7	2	5	68
Motorcycle users					
Killed	289	22	25	3	339
Serious (unadjusted)	4,765	225	278	90	5,358
Serious (adjusted) ²	5,234	296	332	..	..
Slight (unadjusted)	10,056	348	216	191	10,811
Slight (adjusted) ²	9,587	277	162	..	..
All severities	15,110	595	519	284	16,508
Car occupants					
Killed	622	39	75	32	768
Serious (unadjusted)	8,552	492	958	419	10,421
Serious (adjusted) ²	9,900	707	1,279	..	..
Slight (unadjusted)	71,734	3,178	3,681	6,574	85,167
Slight (adjusted) ²	70,386	2,963	3,360	..	..
All severities	80,908	3,709	4,714	7,025	96,356
Others road users¹					
Killed	94	5	11	2	112
Serious (unadjusted)	996	50	101	46	1,193
Serious (adjusted) ²	1,135	72	148	..	..
Slight (unadjusted)	6,934	260	435	582	8,211
Slight (adjusted) ²	6,795	238	388	..	..
All severities	8,024	315	547	630	9,516
All road users					
Killed	1,489	98	165	56	1,808
Serious (unadjusted)	22,854	1,092	1,999	774	26,719
Serious (adjusted) ²	26,009	1,521	2,614	..	..
Slight (unadjusted)	115,436	4,599	5,426	8,042	133,503
Slight (adjusted) ²	112,281	4,170	4,811	..	..
All severities	139,779	5,789	7,590	8,872	162,030

¹ Includes cases where road user type was not reported.

² Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change in Great Britain have been produced. More information on the change and the adjustment process is available in the 2019 annual report.

RAS30038

Reported fatal casualties by country, English region and local authority, Great Britain, 2009 - 2019

		Number of casualties										
ONS Code	Region/Local Authority	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
E92000001	England	1,880	1,553	1,594	1,491	1,430	1,472	1,463	1,498	1,544	1,521	1,489
W92000004	Wales	126	89	121	93	111	103	105	103	103	103	98
W06000019	Blaenau Gwent	2	4	0	1	1	2	0	1	4	2	3
W06000013	Bridgend	5	8	6	4	3	1	2	3	2	6	5
W06000018	Caerphilly	4	0	2	1	6	2	2	3	3	2	3
W06000015	Cardiff	9	4	8	3	1	5	10	2	8	8	3
W06000010	Carmarthenshire	15	9	5	6	11	8	9	11	8	7	6
W06000008	Ceredigion	4	5	4	0	2	6	4	3	3	4	5
W06000003	Conwy	1	2	5	2	3	3	9	7	8	8	1
W06000004	Denbighshire	0	1	5	5	6	6	6	6	2	8	3
W06000005	Flintshire	6	8	8	5	6	5	1	5	7	6	5
W06000002	Gwynedd	4	4	8	8	4	5	3	10	4	11	3
W06000001	Isle of Anglesey	8	2	5	2	5	3	2	1	1	4	3
W06000024	Merthyr Tyrfil	2	1	4	2	2	2	5	0	3	2	0
W06000021	Monmouthshire	4	4	13	4	10	6	4	5	6	3	3
W06000012	Neath & Port Talbot	6	3	3	2	6	7	1	4	6	3	6
W06000022	Newport	3	0	0	6	4	2	8	6	5	7	5
W06000009	Pembrokeshire	6	4	5	5	4	7	6	3	5	2	8
W06000023	Powys	16	12	19	16	9	16	16	12	11	9	14
W06000016	Rhondda Cynon Taff	6	6	7	7	11	4	8	7	4	5	7
W06000011	Swansea	9	4	5	9	6	5	3	4	6	4	7
W06000020	Torfaen	1	1	2	2	3	3	0	3	1	1	3
W06000014	Vale of Glamorgan	11	4	2	1	3	2	0	3	5	0	2
W06000006	Wrexham	4	3	5	2	5	3	6	4	1	1	3
S92000003	Scotland	216	208	186	170	172	200	162	191	146	160	165
S12000033	Aberdeen City	4	7	8	8	4	6	6	3	2	2	3
S12000034	Aberdeenshire	22	26	11	14	23	25	19	17	7	8	11
S12000041	Angus	7	6	5	5	3	6	7	6	10	2	3
S12000035	Argyll & Bute	4	15	5	4	11	5	6	9	4	8	9
S12000036	City of Edinburgh	7	4	10	13	8	10	3	9	6	5	6
S12000005	Clackmannanshire	3	2	2	0	0	0	0	0	1	1	4
S12000013	Comhairle nan Eilean Siar	0	2	1	1	1	4	1	0	0	1	2
S12000006	Dumfries and Galloway	10	5	9	6	12	10	11	14	14	7	8
S12000042	Dundee City	5	5	2	2	2	1	1	1	1	1	1
S12000008	East Ayrshire	5	5	4	3	4	1	1	4	2	5	7
S12000009	East Dunbartonshire	2	4	0	0	0	1	1	0	0	0	1
S12000010	East Lothian	8	3	1	0	3	4	3	3	3	2	1
S12000011	East Renfrewshire	2	1	2	2	2	0	1	0	0	0	1
S12000014	Falkirk	3	1	1	10	3	5	3	1	0	4	4
S12000015	Fife	6	13	11	7	11	12	12	10	5	10	15
S12000043	Glasgow, City of	18	11	13	7	4	19	14	8	7	10	9
S12000017	Highland	28	26	21	14	20	19	13	18	15	20	21
S12000018	Inverclyde	2	1	1	0	0	1	2	2	3	0	1
S12000019	Midlothian	3	1	3	4	5	0	3	8	2	1	1
S12000020	Moray	5	4	4	2	3	2	1	6	5	9	5
S12000021	North Ayrshire	4	5	4	2	5	4	4	5	4	2	2
S12000044	North Lanarkshire	10	2	11	6	6	5	5	3	6	5	5
S12000023	Orkney Islands	0	0	0	5	2	2	0	1	1	2	2
S12000024	Perth & Kinross	9	19	18	12	11	13	7	10	12	13	6
S12000038	Renfrewshire	2	2	7	8	5	9	1	3	2	4	2
S12000026	Scottish Borders	13	9	6	10	4	7	6	12	7	12	6
S12000027	Shetland Islands	0	1	0	0	1	1	3	0	1	2	1
S12000028	South Ayrshire	3	10	3	4	4	2	7	8	9	1	2
S12000029	South Lanarkshire	18	12	11	9	6	12	4	18	6	13	13
S12000030	Stirling	5	4	6	4	4	7	11	2	5	5	5
S12000039	West Dunbartonshire	2	1	4	3	0	2	1	3	2	1	1
S12000040	West Lothian	6	1	2	5	5	5	5	7	4	4	7
K03000001	Great Britain	2,222	1,850	1,901	1,754	1,713	1,775	1,730	1,792	1,793	1,784	1,752

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[Notes & Definitions](#)

The figures in this table are National Statistics

Source: DfT STATS19

Last updated: 30 September 2020

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RAS30038

Reported KSI (unadjusted) casualties by country, English region and local authority, Great Britain, 2009 - 2019

ONS Code	Region/Local Authority	Number of casualties										
		2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
E92000001	England	23,206	21,255	21,717	21,630	20,387	21,425	20,929	22,900	23,825	24,424	24,343
W92000004	Wales	1,221	1,087	1,247	1,034	1,144	1,263	1,186	1,108	1,064	1,131	1,190
W06000019	Blaenau Gwent	19	19	17	12	18	16	6	15	19	13	30
W06000013	Bridgend	45	28	56	30	32	35	54	50	35	22	25
W06000018	Caerphilly	40	34	36	33	47	30	41	27	37	53	57
W06000015	Cardiff	69	79	86	56	64	89	107	78	81	53	68
W06000010	Carmarthenshire	95	85	87	115	100	94	102	102	84	97	113
W06000008	Ceredigion	52	50	60	33	34	50	54	45	41	44	43
W06000003	Conwy	54	43	58	58	66	66	65	57	64	60	62
W06000004	Denbighshire	41	49	59	44	51	65	54	47	65	63	53
W06000005	Flintshire	80	72	85	60	71	77	51	55	44	50	58
W06000002	Gwynedd	70	81	85	88	69	95	65	69	63	99	77
W06000001	Isle of Anglesey	55	29	37	33	32	40	28	25	29	36	36
W06000024	Merthyr Tyrfil	16	22	14	20	18	26	21	10	16	12	12
W06000021	Monmouthshire	27	28	46	26	40	39	21	26	32	46	45
W06000012	Neath & Port Talbot	47	55	40	30	37	42	49	34	37	42	25
W06000022	Newport	46	29	37	29	47	45	40	31	33	60	66
W06000009	Pembrokeshire	80	65	62	64	54	60	66	68	76	74	91
W06000023	Powys	129	118	150	121	110	138	136	133	138	118	135
W06000016	Rhondda Cynon Taff	50	48	61	56	70	64	62	63	42	34	61
W06000011	Swansea	84	74	77	51	67	72	58	62	57	53	41
W06000020	Torfaen	23	17	15	9	22	19	4	19	14	25	20
W06000014	Vale of Glamorgan	48	27	26	23	38	40	33	32	29	23	20
W06000006	Wrexham	51	35	53	43	57	61	69	60	28	54	52
S92000003	Scotland	2,485	2,168	2,059	2,129	1,839	1,894	1,759	1,885	1,735	1,740	2,164
S12000033	Aberdeen City	85	82	105	115	104	93	80	67	36	45	53
S12000034	Aberdeenshire	246	227	201	217	197	202	172	158	129	129	120
S12000041	Angus	67	60	62	50	54	43	44	44	53	41	46
S12000035	Argyll & Bute	76	81	63	67	62	59	57	72	58	56	96
S12000036	City of Edinburgh	148	134	176	201	138	164	151	177	150	125	196
S12000005	Clackmannanshire	17	21	12	19	14	7	10	14	9	13	15
S12000013	Comhairle nan Eilean Siar	7	11	5	9	2	10	5	5	3	4	15
S12000006	Dumfries and Galloway	130	72	93	89	76	84	69	72	66	90	88
S12000042	Dundee City	70	46	54	49	39	42	23	30	33	27	48
S12000008	East Ayrshire	48	55	47	46	32	25	32	43	40	50	43
S12000009	East Dunbartonshire	23	26	16	26	10	16	12	14	14	10	29
S12000010	East Lothian	47	37	30	23	30	39	30	33	37	44	46
S12000011	East Renfrewshire	20	26	14	14	15	14	16	17	18	15	20
S12000014	Falkirk	58	44	44	74	40	47	49	52	48	41	39
S12000015	Fife	120	132	103	107	96	92	84	97	88	107	138
S12000043	Glasgow, City of	236	220	189	196	153	186	174	167	156	171	204
S12000017	Highland	156	127	119	104	93	88	74	101	83	109	159
S12000018	Inverclyde	28	22	27	26	12	16	18	18	15	17	31
S12000019	Midlothian	38	29	30	27	31	35	41	43	44	29	37
S12000020	Moray	45	38	28	46	50	48	38	51	39	34	36
S12000021	North Ayrshire	65	30	43	38	40	49	59	41	47	43	54
S12000044	North Lanarkshire	99	79	70	79	78	77	73	80	78	81	108
S12000023	Orkney Islands	6	5	2	10	6	7	1	7	5	7	8
S12000024	Perth & Kinross	118	99	108	100	98	81	59	69	85	88	93
S12000038	Renfrewshire	68	64	59	54	38	46	45	53	44	45	58
S12000026	Scottish Borders	104	95	70	79	80	67	67	81	62	77	74
S12000027	Shetland Islands	5	4	5	6	5	3	6	5	9	5	7
S12000028	South Ayrshire	56	59	41	33	26	40	51	56	59	38	48
S12000029	South Lanarkshire	139	95	90	81	75	96	75	101	93	69	109
S12000030	Stirling	59	61	63	59	70	64	70	40	50	49	58
S12000039	West Dunbartonshire	28	26	25	22	23	16	15	28	30	23	23
S12000040	West Lothian	73	61	65	63	52	38	59	49	54	58	65
K03000001	Great Britain	26,912	24,510	25,023	24,793	23,370	24,582	23,874	25,893	26,624	27,295	27,697

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The figures in this table are National Statistics

Source: DfT STATS19

Last updated: 30 September 2020

Next update: September 2021

RAS30038

Reported casualties by country, English region and local authority, Great Britain, 2009 - 2019

ONS Code	Region/Local Authority	Number of casualties										
		2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
E92000001	England	196,780	185,369	181,781	174,583	163,844	175,029	167,557	163,646	155,368	146,445	139,779
W92000004	Wales	10,354	9,955	9,406	8,565	8,335	8,208	7,682	6,855	6,198	5,758	5,789
W06000019	Blaenau Gwent	168	203	120	146	165	150	90	107	93	89	95
W06000013	Bridgend	444	368	347	348	330	350	343	347	252	227	215
W06000018	Caerphilly	364	297	260	264	315	297	260	225	257	275	264
W06000015	Cardiff	1,115	1,117	1,125	802	867	851	816	689	619	482	564
W06000010	Carmarthenshire	758	687	687	713	619	557	596	539	516	518	513
W06000008	Ceredigion	306	340	320	281	253	249	259	259	229	246	214
W06000003	Conwy	497	394	398	387	332	393	323	246	277	232	225
W06000004	Denbighshire	408	406	388	341	323	311	340	264	241	229	195
W06000005	Flintshire	541	572	529	477	523	392	362	313	266	263	236
W06000002	Gwynedd	478	508	410	395	385	363	348	257	268	305	264
W06000001	Isle of Anglesey	225	158	173	148	148	158	139	101	94	108	106
W06000024	Merthyr Tyrfil	151	185	179	147	145	168	148	129	143	130	119
W06000021	Monmouthshire	205	193	193	179	236	203	173	143	148	155	170
W06000012	Neath & Port Talbot	453	483	424	397	384	333	294	287	271	222	206
W06000022	Newport	458	404	321	329	371	430	322	289	279	263	337
W06000009	Pembrokeshire	548	476	420	466	340	392	387	345	372	319	343
W06000023	Powys	667	603	595	590	504	582	591	533	509	441	465
W06000016	Rhondda Cynon Taff	742	682	729	628	644	586	556	574	392	370	413
W06000011	Swansea	836	961	899	660	646	603	621	560	428	332	378
W06000020	Torfaen	163	177	121	123	143	188	101	145	111	119	105
W06000014	Vale of Glamorgan	366	309	369	286	303	309	266	234	217	204	167
W06000006	Wrexham	461	432	399	458	359	343	347	269	216	229	195
S92000003	Scotland	15,012	13,324	12,763	12,575	11,491	11,240	10,950	10,883	9,427	8,394	7,590
S12000033	Aberdeen City	499	407	407	439	395	310	268	209	184	151	143
S12000034	Aberdeenshire	906	791	663	685	619	570	458	432	346	347	287
S12000041	Angus	308	247	290	263	229	183	172	149	191	156	125
S12000035	Argyll & Bute	384	396	316	297	304	255	320	240	250	207	208
S12000036	City of Edinburgh	1,403	1,394	1,372	1,372	1,369	1,471	1,323	1,348	1,083	940	877
S12000005	Clackmannanshire	97	91	90	112	86	84	78	81	63	45	41
S12000013	Comhairle nan Eilean Siar	42	52	38	40	25	47	38	28	22	24	32
S12000006	Dumfries and Galloway	533	459	423	426	374	395	393	386	314	357	249
S12000042	Dundee City	343	254	297	265	219	193	151	179	139	112	164
S12000008	East Ayrshire	287	271	266	233	209	224	274	272	184	214	149
S12000009	East Dunbartonshire	185	181	178	143	122	123	120	134	114	67	100
S12000010	East Lothian	230	247	206	218	207	243	220	203	224	196	130
S12000011	East Renfrewshire	127	121	154	121	120	110	117	117	117	91	78
S12000014	Falkirk	396	299	334	344	323	296	312	321	278	221	167
S12000015	Fife	765	723	597	549	550	528	566	606	427	431	415
S12000043	Glasgow, City of	1,879	1,692	1,577	1,636	1,330	1,565	1,524	1,569	1,330	1,138	1,067
S12000017	Highland	938	724	685	696	616	580	507	545	434	540	499
S12000018	Inverclyde	182	205	208	170	150	186	145	146	117	95	144
S12000019	Midlothian	279	263	224	308	228	251	255	218	183	157	151
S12000020	Moray	268	171	165	166	155	121	95	111	92	72	81
S12000021	North Ayrshire	310	230	280	259	240	244	259	249	219	191	167
S12000044	North Lanarkshire	879	761	747	702	653	633	583	632	627	480	483
S12000023	Orkney Islands	35	38	26	24	30	29	15	28	14	20	28
S12000024	Perth & Kinross	521	450	400	390	397	283	237	243	296	265	187
S12000038	Renfrewshire	386	414	481	431	324	317	322	363	328	263	208
S12000026	Scottish Borders	505	398	369	370	335	295	293	302	275	239	218
S12000027	Shetland Islands	72	55	46	37	47	29	33	37	23	19	26
S12000028	South Ayrshire	358	269	286	280	244	245	247	259	216	168	171
S12000029	South Lanarkshire	762	706	669	640	619	657	599	607	534	506	429
S12000030	Stirling	322	310	293	275	302	224	293	247	187	181	158
S12000039	West Dunbartonshire	216	200	180	166	168	135	157	156	174	106	103
S12000040	West Lothian	595	505	496	518	502	414	576	466	442	395	305
K03000001	Great Britain	222,146	208,648	203,950	195,723	183,670	194,477	186,189	181,384	170,993	160,597	153,158

RAS30040

Reported casualty rate per billion vehicle miles by country, English region and local authority, Great Britain, 2009 - 2019

ONS Code	Region/Local Authority	Rate per billion vehicle miles										
		2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
E92000001	England	738	700	680	651	606	626	586	558	519	483	451
W92000004	Wales	603	586	551	501	480	453	414	357	322	291	288
W06000019	Blaenau Gwent	665	820	475	575	643	572	322	371	340	323	340
W06000013	Bridgend	555	466	437	433	405	407	391	383	276	242	227
W06000018	Caerphilly	517	426	368	370	438	394	336	285	328	343	324
W06000015	Cardiff	630	641	634	443	476	443	415	341	309	231	265
W06000010	Carmarthenshire	642	588	593	615	515	445	467	406	386	379	372
W06000008	Ceredigion	690	770	725	643	561	527	539	513	449	467	397
W06000003	Conwy	703	557	578	562	474	540	438	311	341	277	266
W06000004	Denbighshire	738	739	717	641	589	551	600	445	400	372	313
W06000005	Flintshire	519	563	526	474	514	375	336	279	232	226	200
W06000002	Gwynedd	603	644	522	511	487	446	415	298	302	337	289
W06000001	Isle of Anglesey	594	419	459	395	391	401	346	246	224	249	240
W06000024	Merthyr Tyrfil	597	731	703	574	563	648	551	466	540	479	435
W06000021	Monmouthshire	242	232	230	216	280	229	192	153	156	160	171
W06000012	Neath & Port Talbot	552	608	520	488	467	393	333	325	305	243	224
W06000022	Newport	413	368	284	293	327	357	260	227	217	202	258
W06000009	Pembrokeshire	814	714	631	706	502	556	541	465	500	417	436
W06000023	Powys	728	657	648	648	539	599	590	511	481	407	415
W06000016	Rhondda Cynon Taff	580	540	567	483	488	431	398	401	281	258	286
W06000011	Swansea	805	933	861	631	609	549	554	486	369	279	312
W06000020	Torfaen	419	463	313	319	373	462	242	335	261	264	231
W06000014	Vale of Glamorgan	568	487	587	447	464	455	381	325	305	277	224
W06000006	Wrexham	797	744	683	786	602	549	538	393	311	321	269
S92000003	Scotland	546	493	473	464	421	402	387	375	316	280	251
S12000033	Aberdeen City	604	503	509	549	496	382	329	252	222	182	147
S12000034	Aberdeenshire	528	466	392	402	355	311	244	224	168	175	138
S12000041	Angus	461	369	437	395	338	260	244	207	258	213	171
S12000035	Argyll & Bute	687	720	576	549	552	449	549	400	402	337	338
S12000036	City of Edinburgh	758	781	768	778	776	821	725	728	588	492	457
S12000005	Clackmannanshire	494	467	459	579	456	429	392	400	306	217	195
S12000013	Comhairle nan Eilean Siar	329	412	300	314	192	346	272	178	149	164	221
S12000006	Dumfries and Galloway	429	374	346	354	306	312	302	289	223	257	178
S12000042	Dundee City	624	476	562	503	425	377	297	349	272	217	318
S12000008	East Ayrshire	440	421	414	367	327	336	406	403	261	300	209
S12000009	East Dunbartonshire	544	548	543	442	382	374	365	403	329	192	286
S12000010	East Lothian	430	463	386	417	393	443	394	348	354	308	202
S12000011	East Renfrewshire	274	268	330	265	262	234	242	238	239	185	160
S12000014	Falkirk	423	326	362	365	342	308	317	315	271	216	163
S12000015	Fife	425	408	337	314	311	290	308	322	220	225	214
S12000049	Glasgow, City of	892	821	766	763	615	721	710	717	605	522	483
S12000017	Highland	576	450	426	436	379	349	296	308	237	291	265
S12000018	Inverclyde	549	638	654	543	482	582	452	449	359	294	434
S12000019	Midlothian	679	648	549	765	566	598	601	501	405	347	333
S12000020	Moray	591	384	372	372	343	258	199	226	181	141	159
S12000021	North Ayrshire	638	481	587	559	519	510	535	505	435	379	330
S12000050	North Lanarkshire	468	408	407	350	327	327	306	327	309	231	233
S12000023	Orkney Islands	411	449	310	289	351	323	162	294	144	208	290
S12000024	Perth & Kinross	366	322	284	281	281	193	158	155	178	161	115
S12000038	Renfrewshire	421	459	533	483	359	339	337	374	335	261	206
S12000026	Scottish Borders	678	542	502	508	456	388	375	376	335	293	269
S12000027	Shetland Islands	570	436	362	293	363	216	238	260	159	132	181
S12000028	South Ayrshire	586	441	471	472	412	401	398	407	333	258	261
S12000029	South Lanarkshire	492	464	441	415	398	411	371	363	309	292	245
S12000030	Stirling	415	406	388	371	406	290	371	299	224	215	187
S12000039	West Dunbartonshire	538	510	458	423	430	337	388	381	427	256	249
S12000040	West Lothian	548	473	465	487	467	376	510	408	374	326	252
K03000001	Great Britain	714	676	655	627	583	597	559	531	491	455	425

1. Includes Christchurch

2 Excludes Christchurch which became part of Bournemouth, Poole and Christchurch from 2019

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[Notes & Definitions](#)

Source: DfT STATS19

The figures in this table are National Statistics

Last updated: 30 September 2020

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RAS30043

Reported fatal casualties by country, English region, local authority and road user type, Great Britain, 2019

ONS Code	Region/Local Authority	Number of casualties										
		Pedestrian		Pedal cyclist		Motorcyclist	Car occupant	Bus or coach occupant	Van/Light goods occupant	HGV occupant	Other vehicle occupant	All casualties ²
		Child	All ages ¹	Child	All ages ¹							
E92000001	England	16	398	9	86	289	622	10	38	17	29	1,489
W92000004	Wales	0	26	1	6	22	39	1	1	0	3	98
W06000019	Blaenau Gwent	0	2	0	0	0	1	0	0	0	0	3
W06000013	Bridgend	0	1	0	2	0	2	0	0	0	0	5
W06000018	Caerphilly	0	0	1	1	0	2	0	0	0	0	3
W06000015	Cardiff	0	0	0	0	0	3	0	0	0	0	3
W06000010	Carmarthenshire	0	1	0	0	1	2	0	1	0	1	6
W06000008	Ceredigion	0	1	0	1	1	2	0	0	0	0	5
W06000003	Conwy	0	0	0	0	1	0	0	0	0	0	1
W06000004	Denbighshire	0	1	0	0	1	1	0	0	0	0	3
W06000005	Flintshire	0	0	0	0	1	3	0	0	0	1	5
W06000002	Gwynedd	0	1	0	1	0	1	0	0	0	0	3
W06000001	Isle of Anglesey	0	2	0	0	0	1	0	0	0	0	3
W06000024	Merthyr Tyrfil	0	0	0	0	0	0	0	0	0	0	0
W06000021	Monmouthshire	0	0	0	0	1	1	0	0	0	1	3
W06000012	Neath & Port Talbot	0	1	0	0	3	2	0	0	0	0	6
W06000022	Newport	0	4	0	0	0	1	0	0	0	0	5
W06000009	Pembrokeshire	0	3	0	0	2	3	0	0	0	0	8
W06000023	Powys	0	3	0	0	7	4	0	0	0	0	14
W06000016	Rhondda Cynon Taff	0	2	0	0	0	5	0	0	0	0	7
W06000011	Swansea	0	1	0	1	2	2	1	0	0	0	7
W06000020	Torfaen	0	3	0	0	0	0	0	0	0	0	3
W06000014	Vale of Glamorgan	0	0	0	0	1	1	0	0	0	0	2
W06000006	Wrexham	0	0	0	0	1	2	0	0	0	0	3
S92000003	Scotland	2	46	0	8	25	75	3	4	2	2	165
S12000033	Aberdeen City	0	2	0	0	0	1	0	0	0	0	3
S12000034	Aberdeenshire	0	1	0	0	1	9	0	0	0	0	11
S12000041	Angus	0	0	0	0	0	3	0	0	0	0	3
S12000035	Argyll & Bute	0	0	0	1	2	5	0	1	0	0	9
S12000036	City of Edinburgh	0	4	0	1	0	0	1	0	0	0	6
S12000005	Clackmannanshire	0	2	0	0	1	1	0	0	0	0	4
S12000013	Comhairle nan Eilean Siar	0	1	0	0	0	0	0	0	0	1	2
S12000006	Dumfries and Galloway	0	1	0	0	1	4	0	2	0	0	8
S12000042	Dundee City	0	1	0	0	0	0	0	0	0	0	1
S12000008	East Ayrshire	0	0	0	0	3	3	0	1	0	0	7
S12000009	East Dunbartonshire	0	1	0	0	0	0	0	0	0	0	1
S12000010	East Lothian	0	0	0	0	1	0	0	0	0	0	1
S12000011	East Renfrewshire	0	1	0	0	0	0	0	0	0	0	1
S12000014	Falkirk	0	1	0	0	1	2	0	0	0	0	4
S12000015	Fife	0	6	0	3	2	3	1	0	0	0	15
S12000049	Glasgow, City of	0	5	0	1	2	0	0	0	0	1	9
S12000017	Highland	0	4	0	1	3	12	1	0	0	0	21
S12000018	Inverclyde	0	0	0	0	0	1	0	0	0	0	1
S12000019	Midlothian	0	1	0	0	0	0	0	0	0	0	1
S12000020	Moray	0	1	0	0	0	4	0	0	0	0	5
S12000021	North Ayrshire	0	1	0	0	0	1	0	0	0	0	2
S12000050	North Lanarkshire	1	1	0	0	0	4	0	0	0	0	5
S12000023	Orkney Islands	0	0	0	0	0	2	0	0	0	0	2
S12000024	Perth & Kinross	0	1	0	0	1	4	0	0	0	0	6
S12000038	Renfrewshire	1	2	0	0	0	0	0	0	0	0	2
S12000026	Scottish Borders	0	2	0	0	2	2	0	0	0	0	6
S12000027	Shetland Islands	0	1	0	0	0	0	0	0	0	0	1
S12000028	South Ayrshire	0	0	0	0	0	2	0	0	0	0	2
S12000029	South Lanarkshire	0	2	0	0	3	6	0	0	2	0	13
S12000030	Stirling	0	1	0	0	1	3	0	0	0	0	5
S12000039	West Dunbartonshire	0	0	0	0	0	1	0	0	0	0	1
S12000040	West Lothian	0	3	0	1	1	2	0	0	0	0	7
K03000001	Great Britain	18	470	10	100	336	736	14	43	19	34	1,752

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[Notes & Definitions](#)

1 Includes cases where age was not reported

2 Includes occupants of other vehicles

Source: DfT STATS19

The figures in this table are National Statistics

Last updated: 30 September 2020

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RAS30045

Reported casualty rate per million population by country, English region, local authority and road user type, Great Britain, 2019

		Rate per million population								
ONS Code	Region/Local Authority	Pedestrian	Pedal cyclist	Motorcyclist	Car occupant	Bus or coach occupant	Van/Light goods occupant	HGV occupant	Other vehicle occupant	All casualties
E92000001	England	351	283	268	1,437	50	65	13	16	2,483
W92000004	Wales	239	130	189	1,176	19	53	10	21	1,836
W06000019	Blaenau Gwent	229	43	129	916	0	43	0	0	1,360
W06000013	Bridgend	258	129	88	938	14	27	7	0	1,462
W06000018	Caerphilly	138	94	133	1,022	11	50	6	6	1,458
W06000015	Cardiff	300	199	123	845	22	38	0	11	1,537
W06000010	Cardiganshire	222	106	275	1,981	26	74	11	21	2,718
W06000008	Ceredigion	234	69	248	2,201	14	165	0	14	2,944
W06000003	Conwy	410	145	196	1,109	0	0	9	51	1,920
W06000004	Denbighshire	313	94	397	1,108	21	21	0	84	2,038
W06000005	Flintshire	250	173	179	826	0	26	19	38	1,512
W06000002	Gwynedd	257	88	265	1,413	24	8	32	32	2,119
W06000001	Isle of Anglesey	271	114	143	914	0	57	0	14	1,513
W06000024	Merthyr Tydfil	249	66	99	1,376	83	33	33	33	1,973
W06000021	Monmouthshire	106	169	233	1,131	0	74	42	42	1,797
W06000012	Neath & Port Talbot	181	56	140	1,005	7	49	0	0	1,437
W06000022	Newport	265	194	220	1,338	65	84	13	0	2,179
W06000009	Pembrokeshire	302	167	254	1,852	8	119	0	24	2,726
W06000023	Powys	143	219	476	2,311	15	234	23	91	3,511
W06000016	Rhondda Cynon Taff	261	75	162	1,136	17	41	12	8	1,712
W06000011	Swansea	231	130	142	947	53	16	8	4	1,530
W06000020	Torfaen	160	64	128	724	0	43	0	0	1,117
W06000014	Vale of Glamorgan	120	127	165	764	0	60	7	7	1,250
W06000006	Wrexham	272	147	125	846	0	0	7	37	1,434
S92000003	Scotland	228	103	95	863	36	46	10	9	1,389
S12000033	Aberdeen City	114	79	66	341	9	13	0	4	625
S12000034	Aberdeenshire	69	34	100	819	27	23	23	4	1,099
S12000041	Angus	129	43	77	775	0	17	17	17	1,076
S12000035	Argyll & Bute	128	93	338	1,700	12	82	58	12	2,422
S12000036	City of Edinburgh	398	305	118	669	141	34	4	2	1,671
S12000005	Clackmannanshire	272	39	97	388	0	0	0	0	795
S12000013	Comhairle nan Eilean Siar	75	37	112	786	0	37	0	150	1,198
S12000006	Dumfries and Galloway	168	94	128	1,088	0	155	27	13	1,673
S12000042	Dundee City	268	87	67	596	33	47	0	0	1,098
S12000008	East Ayrshire	197	25	66	844	0	66	0	25	1,221
S12000009	East Dunbartonshire	249	92	46	506	9	9	0	9	920
S12000010	East Lothian	168	149	84	719	75	9	0	9	1,214
S12000011	East Renfrewshire	199	94	31	492	0	0	0	0	816
S12000014	Falkirk	174	44	56	646	12	75	6	25	1,038
S12000015	Fife	179	94	70	675	21	62	0	11	1,111
S12000049	Glasgow, City of	408	147	63	1,012	21	25	6	3	1,685
S12000017	Highland	136	47	254	1,488	64	72	30	25	2,116
S12000018	Inverclyde	321	103	39	1,337	26	26	0	0	1,851
S12000019	Midlothian	195	119	108	1,125	32	43	11	0	1,633
S12000020	Moray	136	42	73	480	31	52	10	21	845
S12000021	North Ayrshire	275	74	134	646	59	37	15	0	1,239
S12000050	North Lanarkshire	246	47	44	1,019	15	23	15	6	1,415
S12000023	Orkney Islands	90	45	45	1,033	0	0	0	45	1,257
S12000024	Perth & Kinross	118	53	105	856	7	59	20	13	1,231
S12000038	Renfrewshire	257	78	45	687	28	61	6	0	1,161
S12000026	Scottish Borders	113	78	173	1,368	0	121	9	26	1,887
S12000027	Shetland Islands	131	0	44	785	0	175	0	0	1,134
S12000028	South Ayrshire	178	115	133	1,048	0	27	0	18	1,519
S12000029	South Lanarkshire	225	66	66	892	28	47	12	3	1,338
S12000030	Stirling	96	180	180	1,125	21	32	32	11	1,677
S12000039	West Dunbartonshire	225	67	79	686	79	22	0	0	1,158
S12000040	West Lothian	164	71	120	1,098	76	126	0	11	1,666
K03000001	Great Britain	335	260	250	1,376	48	63	12	16	2,360

1 Includes London (Heathrow) Airport
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Source: DFT STATS19
 The figures in this table are National Statistics
 Last updated: 30 September 2020
 Next update: September 2021

RAS30059

Reported road accident casualties by severity, Great Britain 1979 - 2019

Year	Killed		Seriously injured (unadjusted)		Seriously injured (adjusted) ³		KSI (unadjusted) ¹		KSI (adjusted) ^{1,3}		Slightly injured (unadjusted)		Slightly injured (adjusted) ³		All severities		Casualty rate ²								
	All	of which children	All	of which children	All	of which children	All	of which children	All	of which children	All	of which children	All	of which children	All	of which children	Traffic ^c	Killed	Seriously injured	Slightly injured	KSI (unadjusted) ¹	KSI (adjusted) ^{1,3}	Slightly injured (unadjusted)	Slightly injured (adjusted) ³	All severities
																			injured (unadjusted)	injured (adjusted) ³					
1979	6,352	636	80,544	11,822	..	..	86,896	12,458	..	..	247,617	40,029	..	..	334,513	52,487	162	39	498	..	537	..	1,530	..	2,067
1980	5,953	533	78,906	11,554	..	..	84,859	12,087	..	..	241,873	39,083	..	..	326,732	51,170	172	35	458	..	493	..	1,405	..	1,898
1981	5,846	571	78,259	11,103	..	..	84,105	11,674	..	..	240,735	37,977	..	..	324,840	49,651	175	33	446	..	479	..	1,372	..	1,852
1982	5,937	536	79,745	11,283	..	..	85,682	11,819	..	..	248,649	38,097	..	..	334,331	49,916	181	33	441	..	474	..	1,376	..	1,850
1983	5,445	605	70,623	11,138	..	..	76,068	11,743	..	..	232,516	38,913	..	..	308,584	50,656	183	30	386	..	416	..	1,271	..	1,687
1984	5,599	588	73,059	11,453	..	..	78,658	12,041	..	..	245,656	40,627	..	..	324,314	52,668	192	29	380	..	409	..	1,277	..	1,687
1985	5,165	515	70,980	10,614	..	..	76,145	11,129	..	..	241,379	37,649	..	..	317,524	48,778	196	26	362	..	388	..	1,230	..	1,618
1986	5,385	450	68,757	9,621	..	..	74,142	10,071	..	..	247,347	36,472	..	..	321,489	46,543	206	26	335	..	361	..	1,203	..	1,564
1987	5,125	466	64,293	9,087	..	..	69,418	9,553	..	..	242,055	35,399	..	..	311,473	44,952	221	23	290	..	314	..	1,094	..	1,407
1988	5,052	462	63,491	8,909	..	..	68,543	9,371	..	..	253,762	36,541	..	..	322,305	45,912	237	21	268	..	290	..	1,072	..	1,362
1989	5,373	440	63,158	8,965	..	..	68,531	9,405	..	..	273,061	38,502	..	..	341,592	47,907	256	21	247	..	268	..	1,066	..	1,334
1990	5,217	417	60,441	8,870	..	..	65,658	9,287	..	..	275,483	39,353	..	..	341,141	48,640	259	20	234	..	254	..	1,066	..	1,319
1991	4,568	377	51,618	7,684	..	..	56,186	8,061	..	..	255,182	36,349	..	..	311,368	44,410	259	18	199	..	217	..	985	..	1,202
1992	4,229	310	49,256	7,434	..	..	53,485	7,744	..	..	257,268	36,443	..	..	310,753	44,187	259	16	190	..	206	..	993	..	1,200
1993	3,814	306	45,020	6,670	..	..	48,834	6,976	..	..	257,301	35,617	..	..	306,135	42,593	259	15	174	..	189	..	995	..	1,183
1994	3,650	299	46,540	7,226	..	..	50,190	7,525	..	..	265,169	37,627	..	..	315,359	45,152	264	14	176	..	190	..	1,003	..	1,193
1995	3,621	270	45,533	6,983	..	..	49,154	7,253	..	..	261,533	36,536	..	..	310,687	43,789	270	13	169	..	182	..	990	..	1,152
1996	3,598	270	44,499	6,719	..	..	48,097	6,989	..	..	272,481	37,848	..	..	320,578	44,837	277	13	161	..	174	..	985	..	1,159
1997	3,599	255	42,984	6,197	..	..	46,583	6,452	..	..	281,220	38,094	..	..	327,803	44,546	282	13	152	..	165	..	996	..	1,161
1998	3,421	206	40,834	5,873	..	..	44,255	6,079	..	..	280,957	37,366	..	..	325,212	43,445	287	12	142	..	154	..	978	..	1,132
1999	3,423	221	39,122	5,478	..	..	42,545	5,699	..	..	277,765	36,352	..	..	320,310	42,051	293	12	134	..	145	..	949	..	1,094
2000	3,409	191	38,155	5,011	..	..	41,564	5,202	..	..	278,719	34,513	..	..	320,283	39,715	292	12	131	..	142	..	954	..	1,096
2001	3,450	219	37,110	4,769	..	..	40,560	4,988	..	..	272,749	33,281	..	..	313,309	38,269	296	12	125	..	137	..	921	..	1,057
2002	3,431	179	35,976	4,417	..	..	39,407	4,596	..	..	263,198	30,093	..	..	302,605	34,689	303	11	119	..	130	..	868	..	998
2003	3,508	171	33,707	3,929	..	..	37,215	4,100	..	..	253,392	27,888	..	..	290,607	31,988	305	11	110	..	122	..	830	..	952
2004	3,221	166	31,130	3,739	48,831	6,006	34,351	3,905	52,052	6,172	246,489	27,095	228,788	24,828	280,840	31,000	309	10	101	158	111	168	796	739	907
2005	3,201	141	28,954	3,331	45,927	5,413	32,155	3,472	49,128	5,554	238,862	24,654	221,889	22,572	271,017	28,126	310	10	94	148	104	159	772	717	875
2006	3,172	169	28,673	3,125	44,490	4,943	31,845	3,294	47,662	5,112	226,559	22,229	210,742	20,411	258,404	25,523	314	10	91	142	101	152	721	671	823
2007	2,946	121	27,774	2,969	42,809	4,648	30,720	3,090	45,755	4,769	217,060	20,717	202,025	19,038	247,780	23,807	317	9	88	135	97	145	686	638	783
2008	2,538	124	26,034	2,683	39,849	4,194	28,572	2,807	42,387	4,318	202,333	19,189	188,518	17,678	230,905	21,996	314	8	83	127	91	135	645	601	736
2009	2,222	81	24,690	2,590	38,121	3,987	26,912	2,671	40,343	4,068	195,234	17,984	181,803	16,587	222,146	20,655	311	7	79	123	87	130	628	584	714
2010	1,850	55	22,660	2,447	35,097	3,776	24,510	2,502	36,947	3,831	184,138	17,067	171,701	15,738	208,648	19,569	309	6	73	114	79	120	596	556	676
2011	1,901	60	23,122	2,352	35,612	3,686	25,023	2,412	37,513	3,746	178,927	17,062	166,437	15,728	203,950	19,474	311	6	74	114	80	121	575	535	655
2012	1,754	61	23,039	2,211	35,134	3,370	24,793	2,272	36,888	3,431	170,930	14,979	158,835	13,820	195,723	17,251	312	6	74	113	79	118	548	509	627
2013	1,713	48	21,657	1,932	33,153	2,987	23,370	1,980	34,866	3,035	160,300	13,776	148,804	12,721	183,670	15,756	315	5	69	105	74	111	509	472	583
2014	1,775	53	22,807	2,029	34,915	3,120	24,582	2,082	36,690	3,173	169,895	14,645	157,787	13,554	194,477	16,727	326	5	70	107	75	113	522	485	597
2015	1,730	54	22,144	1,910	33,463	2,930	23,874	1,964	35,193	2,984	162,315	14,139	150,996	13,119	186,189	16,103	333	5	67	101	72	106	488	454	559
2016	1,792	69	24,101	2,033	32,110	2,779	25,893	2,102	33,902	2,848	155,491	13,874	147,482	13,128	181,384	15,976	341	5	71	94	76	99	456	432	531
2017	1,793	48	24,831	2,098	30,800	2,720	26,624	2,146	32,593	2,768	144,369	13,575	138,400	12,953	170,993	15,721	348	5	71	88	76	94	414	397	491
2018	1,784	48	25,511	2,091	31,186	2,672	27,295	2,139	32,970	2,720	133,302	12,127	127,627	11,546	160,597	14,266	353	5	72	88	77	93	378	362	455
2019	1,752	39	25,945	2,218	30,144	2,657	27,697	2,257	31,896	2,696	125,461	11,317	121,262	10,878	153,158	13,574	360	5	72	84	77	89	349	337	425

1 Killed or seriously injured.

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

3 Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change in Great Britain have been produced. More information on the change and the adjustment process is available in the 2019 annual report.

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

Adjusted figures are experimental statistics

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Notes & Definitions

Last updated: 30 September 2020

Next update: September 2021

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Reported pedestrian casualties and rate per population by road user type, severity and age, Great Britain 1979 - 2019

Number/rate per million population

	Children (0-15)								Adults (16-59)							
	Killed	Serious (unadjusted)	Serious (adjusted) ²	KSI (unadjusted)	KSI (adjusted) ²	Slight (unadjusted)	Slight (adjusted) ²	All severities	Killed	Serious (unadjusted)	Serious (adjusted) ²	KSI (unadjusted)	KSI (adjusted) ²	Slight (unadjusted)	Slight (adjusted) ²	All severities
1979	396	7,398	..	7,794	..	20,167	..	27,961	706	6,646	..	7,352	..	17,825	..	25,177
1980	329	6,989	..	7,318	..	19,209	..	26,527	604	5,971	..	6,575	..	16,707	..	23,282
1981	341	6,641	..	6,982	..	18,375	..	25,357	582	5,941	..	6,523	..	15,948	..	22,471
1982	329	6,811	..	7,140	..	18,311	..	25,451	641	6,222	..	6,863	..	16,721	..	23,584
1983	396	6,771	..	7,167	..	18,507	..	25,674	614	6,155	..	6,769	..	17,079	..	23,848
1984	357	6,962	..	7,319	..	19,141	..	26,460	610	6,534	..	7,144	..	17,494	..	24,638
1985	323	6,808	..	7,131	..	17,889	..	25,020	595	6,778	..	7,373	..	17,099	..	24,472
1986	279	6,180	..	6,459	..	16,937	..	23,396	659	6,904	..	7,563	..	17,741	..	25,304
1987	264	5,623	..	5,887	..	15,620	..	21,507	582	6,626	..	7,208	..	17,526	..	24,734
1988	282	5,615	..	5,897	..	15,942	..	21,839	589	6,690	..	7,279	..	17,951	..	25,230
1989	254	5,582	..	5,836	..	16,318	..	22,154	597	6,422	..	7,019	..	18,884	..	25,903
1990	242	5,672	..	5,914	..	16,946	..	22,860	595	6,377	..	6,972	..	18,649	..	25,621
1991	225	4,872	..	5,097	..	15,611	..	20,708	509	5,387	..	5,896	..	16,633	..	22,529
1992	180	4,721	..	4,901	..	15,223	..	20,124	485	5,166	..	5,651	..	15,880	..	21,531
1993	165	4,066	..	4,231	..	14,019	..	18,250	440	4,597	..	5,037	..	15,295	..	20,332
1994	160	4,450	..	4,610	..	14,653	..	19,263	427	4,666	..	5,093	..	15,106	..	20,199
1995	132	4,268	..	4,400	..	14,190	..	18,590	386	4,516	..	4,902	..	14,931	..	19,833
1996	131	4,001	..	4,132	..	14,378	..	18,510	400	4,338	..	4,738	..	15,170	..	19,908
1997	138	3,816	..	3,954	..	14,453	..	18,407	398	4,140	..	4,538	..	14,911	..	19,449
1998	103	3,634	..	3,737	..	14,234	..	17,971	381	3,930	..	4,311	..	14,962	..	19,273
1999	107	3,350	..	3,457	..	13,419	..	16,876	382	3,760	..	4,142	..	14,598	..	18,740
2000	107	3,119	..	3,226	..	12,958	..	16,184	384	3,700	..	4,084	..	14,565	..	18,649
2001	107	3,037	..	3,144	..	12,675	..	15,819	382	3,504	..	3,886	..	14,104	..	17,990
2002	79	2,749	..	2,828	..	11,403	..	14,231	381	3,562	..	3,943	..	14,094	..	18,037
2003	74	2,307	..	2,381	..	10,163	..	12,544	388	3,425	..	3,813	..	13,672	..	17,485
2004	77	2,262	3,546	2,339	3,623	9,895	8,611	12,234	323	3,203	5,049	3,526	5,372	13,256	11,410	16,782
2005	63	2,071	3,251	2,134	3,314	9,116	7,936	11,250	337	3,082	4,863	3,419	5,200	12,877	11,096	16,296
2006	71	1,954	2,976	2,025	3,047	8,106	7,084	10,131	334	3,121	4,749	3,455	5,083	12,060	10,432	15,515
2007	57	1,842	2,781	1,899	2,838	7,628	6,689	9,527	304	3,093	4,672	3,397	4,976	11,965	10,386	15,362
2008	57	1,727	2,574	1,784	2,631	6,864	6,017	8,648	272	3,003	4,475	3,275	4,747	11,557	10,085	14,832
2009	37	1,623	2,391	1,660	2,428	6,323	5,555	7,983	256	2,678	4,115	2,934	4,371	11,317	9,880	14,251
2010	26	1,620	2,379	1,646	2,405	6,283	5,524	7,929	224	2,475	3,854	2,699	4,078	11,019	9,640	13,718
2011	33	1,569	2,333	1,602	2,366	6,205	5,441	7,807	236	2,661	4,050	2,897	4,286	10,992	9,603	13,889
2012	20	1,525	2,193	1,545	2,213	5,454	4,786	6,999	217	2,790	4,165	3,007	4,382	10,730	9,355	13,737
2013	26	1,332	1,941	1,358	1,967	5,038	4,429	6,396	226	2,501	3,822	2,727	4,048	10,622	9,301	13,349
2014	29	1,350	1,971	1,379	2,000	5,102	4,481	6,481	226	2,401	3,755	2,627	3,981	10,989	9,635	13,616
2015	25	1,258	1,847	1,283	1,872	5,034	4,445	6,317	210	2,429	3,687	2,639	3,897	10,588	9,330	13,227
2016	34	1,253	1,684	1,287	1,718	4,711	4,280	5,998	227	2,507	3,436	2,734	3,663	10,213	9,284	12,947
2017	22	1,247	1,571	1,269	1,593	4,569	4,245	5,838	232	2,915	3,556	3,147	3,788	10,348	9,707	13,495
2018	28	1,276	1,586	1,304	1,614	4,122	3,812	5,426	224	2,981	3,588	3,205	3,812	9,252	8,645	12,457
2019	18	1,257	1,496	1,275	1,514	3,925	3,686	5,200	237	3,077	3,531	3,314	3,768	8,895	8,441	12,209

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Reported pedestrian casualties and rate per population by road user type, severity and age, Great Britain 1979 - 2019

Number/rate per million population

	Adults (60+)								All ¹							
	Killed	Serious	Serious	KSI	KSI	Slight	Slight	All severities	Killed	Serious	Serious	KSI	KSI	Slight	Slight	All severities
		(unadjusted)	(adjusted) ²	(unadjusted)	(adjusted) ²	(unadjusted)	(adjusted) ²			(unadjusted)	(adjusted) ²	(unadjusted)	(adjusted) ²	(unadjusted)	(adjusted) ²	
1979	1,015	4,167	..	5,182	..	6,593	..	11,775	2,118	18,329	..	20,447	..	46,267	..	66,714
1980	1,005	3,999	..	5,004	..	6,753	..	11,757	1,941	17,094	..	19,035	..	44,264	..	63,299
1981	947	3,912	..	4,859	..	6,334	..	11,193	1,874	16,613	..	18,487	..	42,263	..	60,750
1982	887	3,975	..	4,862	..	6,412	..	11,274	1,869	17,095	..	18,964	..	42,458	..	61,422
1983	896	3,836	..	4,732	..	6,436	..	11,168	1,914	16,865	..	18,779	..	42,895	..	61,674
1984	879	3,955	..	4,834	..	6,458	..	11,292	1,868	17,593	..	19,461	..	44,013	..	63,474
1985	869	3,866	..	4,735	..	6,060	..	10,795	1,789	17,681	..	19,470	..	41,920	..	61,390
1986	902	3,949	..	4,851	..	6,212	..	11,063	1,841	17,217	..	19,058	..	41,819	..	60,877
1987	853	3,502	..	4,355	..	5,925	..	10,280	1,703	15,957	..	17,660	..	39,793	..	57,453
1988	865	3,637	..	4,502	..	6,276	..	10,778	1,753	16,127	..	17,880	..	40,963	..	58,843
1989	842	3,599	..	4,441	..	6,476	..	10,917	1,706	15,768	..	17,474	..	42,606	..	60,080
1990	839	3,417	..	4,256	..	6,441	..	10,697	1,694	15,666	..	17,360	..	42,870	..	60,230
1991	754	3,083	..	3,837	..	5,863	..	9,700	1,496	13,528	..	15,024	..	39,006	..	54,030
1992	678	2,796	..	3,474	..	5,349	..	8,823	1,347	12,848	..	14,195	..	37,417	..	51,612
1993	632	2,591	..	3,223	..	5,195	..	8,418	1,241	11,422	..	12,663	..	35,465	..	48,128
1994	526	2,495	..	3,021	..	4,909	..	7,930	1,124	11,806	..	12,930	..	35,765	..	48,695
1995	511	2,303	..	2,814	..	4,531	..	7,345	1,038	11,259	..	12,297	..	34,786	..	47,083
1996	458	2,104	..	2,562	..	4,357	..	6,919	997	10,615	..	11,612	..	34,838	..	46,450
1997	437	1,950	..	2,387	..	4,387	..	6,774	973	10,053	..	11,026	..	34,575	..	45,601
1998	422	1,859	..	2,281	..	4,273	..	6,554	906	9,575	..	10,481	..	34,405	..	44,886
1999	378	1,701	..	2,079	..	3,987	..	6,066	870	8,955	..	9,825	..	33,063	..	42,888
2000	366	1,662	..	2,028	..	3,804	..	5,832	857	8,641	..	9,498	..	32,535	..	42,033
2001	330	1,529	..	1,859	..	3,614	..	5,473	826	8,238	..	9,064	..	31,513	..	40,577
2002	307	1,394	..	1,701	..	3,520	..	5,221	775	7,856	..	8,631	..	30,153	..	38,784
2003	307	1,302	..	1,609	..	3,437	..	5,046	774	7,159	..	7,933	..	28,472	..	36,405
2004	266	1,213	1,778	1,479	2,044	3,143	2,578	4,622	671	6,807	10,620	7,478	11,291	27,403	23,590	34,881
2005	267	1,161	1,709	1,428	1,976	3,001	2,453	4,429	671	6,458	10,072	7,129	10,743	26,152	22,538	33,281
2006	268	1,171	1,680	1,439	1,948	2,820	2,311	4,259	675	6,376	9,628	7,051	10,303	23,931	20,679	30,982
2007	281	1,222	1,724	1,503	2,005	2,811	2,309	4,314	646	6,278	9,373	6,924	10,019	23,267	20,172	30,191
2008	243	1,206	1,677	1,449	1,920	2,732	2,261	4,181	572	6,070	8,930	6,642	9,502	21,840	18,980	28,482
2009	207	1,154	1,613	1,361	1,820	2,636	2,177	3,997	500	5,545	8,266	6,045	8,766	20,842	18,121	26,887
2010	155	1,020	1,428	1,175	1,583	2,427	2,019	3,602	405	5,200	7,799	5,605	8,204	20,240	17,641	25,845
2011	184	1,146	1,591	1,330	1,775	2,583	2,138	3,913	453	5,454	8,107	5,907	8,560	20,291	17,638	26,198
2012	183	1,184	1,650	1,367	1,833	2,585	2,119	3,952	420	5,559	8,114	5,979	8,534	19,239	16,684	25,218
2013	146	1,096	1,546	1,242	1,692	2,534	2,084	3,776	398	4,998	7,422	5,396	7,820	18,637	16,213	24,033
2014	191	1,256	1,717	1,447	1,908	2,680	2,219	4,127	446	5,063	7,544	5,509	7,990	19,239	16,758	24,748
2015	173	1,181	1,641	1,354	1,814	2,659	2,199	4,013	408	4,940	7,285	5,348	7,693	18,713	16,368	24,061
2016	186	1,324	1,681	1,510	1,867	2,674	2,317	4,184	448	5,140	6,880	5,588	7,328	17,962	16,222	23,550
2017	216	1,382	1,615	1,598	1,831	2,530	2,297	4,128	470	5,594	6,797	5,064	7,267	17,741	16,538	23,805
2018	204	1,477	1,731	1,681	1,935	2,515	2,261	4,196	456	5,782	6,956	6,238	7,412	16,194	15,020	22,432
2019	215	1,444	1,620	1,659	1,835	2,305	2,129	3,964	470	5,814	6,688	6,284	7,158	15,486	14,612	21,770

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Reported pedestrian casualties and rate per population by road user type, severity and age, Great Britain 1979 - 2019

Number/rate per million population

	Rate							Population (m)	
	Killed	Serious (unadjusted)	Serious (adjusted)²	KSI (unadjusted)	KSI (adjusted)²	Slight (unadjusted)	Slight (adjusted)²		All severities
1979	39	335	..	374	..	846	..	1,219	54.7
1980	35	312	..	347	..	808	..	1,155	54.8
1981	34	303	..	337	..	771	..	1,108	54.8
1982	34	312	..	346	..	776	..	1,122	54.7
1983	35	308	..	343	..	783	..	1,126	54.8
1984	34	321	..	355	..	802	..	1,157	54.9
1985	33	322	..	354	..	762	..	1,116	55.0
1986	33	312	..	346	..	759	..	1,105	55.1
1987	31	289	..	320	..	721	..	1,040	55.2
1988	32	291	..	323	..	740	..	1,063	55.3
1989	31	284	..	315	..	768	..	1,083	55.5
1990	30	282	..	312	..	770	..	1,082	55.6
1991	27	242	..	269	..	699	..	968	55.8
1992	24	230	..	254	..	669	..	922	56.0
1993	22	204	..	226	..	632	..	858	56.1
1994	20	210	..	230	..	636	..	866	56.2
1995	18	200	..	218	..	617	..	835	56.4
1996	18	188	..	206	..	617	..	822	56.5
1997	17	177	..	195	..	610	..	805	56.6
1998	16	169	..	185	..	606	..	790	56.8
1999	15	157	..	172	..	580	..	752	57.0
2000	15	151	..	166	..	569	..	735	57.2
2001	14	143	..	158	..	549	..	707	57.4
2002	13	136	..	150	..	523	..	673	57.7
2003	13	124	..	137	..	491	..	628	57.9
2004	12	117	182	128	194	471	405	599	58.2
2005	11	110	172	121	183	446	384	567	58.7
2006	11	108	163	119	174	405	350	524	59.1
2007	11	105	157	116	168	391	339	507	59.6
2008	10	101	149	111	158	364	316	474	60.0
2009	8	92	137	100	145	345	300	445	60.5
2010	7	85	128	92	135	332	289	424	61.0
2011	7	89	132	96	139	330	287	426	61.5
2012	7	90	131	97	138	311	270	408	61.9
2013	6	80	119	87	126	299	260	386	62.3
2014	7	81	120	88	127	307	267	394	62.8
2015	6	78	115	85	122	296	259	380	63.3
2016	7	81	108	88	115	282	254	369	63.8
2017	7	87	106	94	113	276	258	371	64.2
2018	7	90	108	97	115	251	233	347	64.6
2019	7	90	103	97	110	239	225	335	64.9

1 Includes cases where age not reported.

Source: DfT STATS19, ONS

2 Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change in Great Britain have been produced. More information on the change and the adjustment process is available in the 2019 annual report.

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[Notes & Definitions](#)

The figures in this table are national Statistics

Adjusted figures are experimental statistics

Last updated: 30 September 2020

Next update: September 2021

RAS30064

Reported pedal cycle casualties and rate per billion miles by road user type, severity and age, Great Britain 1979 - 2019

Number/rate per billion miles

	Children (0-15)								Adults (16-59)							
	Killed	Serious	Serious	KSI	KSI	Slight	Slight	All severities	Killed	Serious	Serious	KSI	KSI	Slight	Slight	All severities
		(unadjusted)	(adjusted) ²	(unadjusted)	(adjusted) ²	(unadjusted)	(adjusted) ²			(unadjusted)	(adjusted) ²	(unadjusted)	(adjusted) ²	(unadjusted)	(adjusted) ²	
1979	116	2,329	..	2,445	..	8,765	..	11,210	118	2,112	..	2,230	..	8,276	..	10,506
1980	100	2,425	..	2,525	..	8,740	..	11,265	131	2,330	..	2,461	..	9,120	..	11,581
1981	104	2,353	..	2,457	..	8,676	..	11,133	130	2,424	..	2,554	..	9,733	..	12,287
1982	93	2,324	..	2,417	..	8,967	..	11,384	154	2,847	..	3,001	..	11,792	..	14,793
1983	102	2,581	..	2,683	..	9,944	..	12,627	166	3,041	..	3,207	..	12,733	..	15,940
1984	110	2,557	..	2,667	..	9,782	..	12,449	162	3,204	..	3,366	..	13,086	..	16,452
1985	79	1,946	..	2,025	..	7,641	..	9,666	148	2,968	..	3,116	..	12,324	..	15,440
1986	58	1,585	..	1,643	..	6,986	..	8,629	150	2,933	..	3,083	..	12,547	..	15,630
1987	79	1,678	..	1,757	..	7,253	..	9,010	138	2,772	..	2,910	..	12,499	..	15,409
1988	62	1,514	..	1,576	..	7,040	..	8,616	122	2,703	..	2,825	..	12,578	..	15,403
1989	73	1,550	..	1,623	..	7,704	..	9,327	140	2,853	..	2,993	..	14,059	..	17,052
1990	59	1,431	..	1,490	..	7,230	..	8,720	139	2,530	..	2,669	..	13,036	..	15,705
1991	50	1,295	..	1,345	..	6,837	..	8,182	141	2,260	..	2,401	..	12,347	..	14,748
1992	48	1,147	..	1,195	..	6,530	..	7,725	112	2,277	..	2,389	..	12,728	..	15,117
1993	37	1,109	..	1,146	..	6,240	..	7,386	102	2,163	..	2,265	..	12,610	..	14,875
1994	42	1,192	..	1,234	..	6,841	..	8,075	89	2,284	..	2,373	..	12,523	..	14,896
1995	48	1,201	..	1,249	..	6,884	..	8,133	115	2,237	..	2,352	..	12,635	..	14,987
1996	54	1,177	..	1,231	..	6,986	..	8,217	113	2,097	..	2,210	..	12,387	..	14,597
1997	33	983	..	1,016	..	6,883	..	7,899	107	2,095	..	2,202	..	12,730	..	14,932
1998	32	883	..	915	..	6,015	..	6,930	95	1,992	..	2,087	..	12,098	..	14,185
1999	36	914	..	950	..	6,340	..	7,290	100	1,814	..	1,914	..	11,807	..	13,721
2000	27	731	..	758	..	5,502	..	6,260	76	1,668	..	1,744	..	10,869	..	12,613
2001	25	649	..	674	..	4,777	..	5,451	74	1,632	..	1,706	..	10,209	..	11,915
2002	22	572	..	594	..	4,215	..	4,809	78	1,503	..	1,581	..	9,182	..	10,763
2003	18	577	..	595	..	4,174	..	4,769	68	1,473	..	1,541	..	9,169	..	10,710
2004	25	552	920	577	945	4,105	3,737	4,682	77	1,399	2,286	1,476	2,363	8,969	8,082	10,445
2005	20	507	841	527	861	3,759	3,425	4,286	98	1,465	2,353	1,563	2,451	9,137	8,249	10,700
2006	31	472	765	503	796	3,262	2,969	3,765	83	1,576	2,477	1,659	2,560	9,296	8,395	10,955
2007	13	509	788	522	801	3,111	2,832	3,633	98	1,683	2,571	1,781	2,669	9,330	8,442	11,111
2008	12	405	661	417	673	2,889	2,633	3,306	81	1,802	2,723	1,883	2,804	9,726	8,805	11,609
2009	14	444	690	458	704	2,746	2,500	3,204	67	1,898	2,908	1,965	2,975	10,441	9,431	12,406
2010	7	391	622	398	629	2,430	2,199	2,828	75	1,986	3,043	2,061	3,118	10,944	9,887	13,005
2011	6	392	630	398	636	2,483	2,245	2,881	73	2,383	3,585	2,456	3,658	12,396	11,194	14,852
2012	13	311	493	324	506	1,874	1,692	2,198	78	2,580	3,838	2,658	3,916	12,634	11,376	15,292
2013	6	276	444	282	450	1,676	1,508	1,958	78	2,531	3,864	2,609	3,942	13,344	12,011	15,953
2014	6	273	438	279	444	1,726	1,561	2,005	75	2,753	4,249	2,828	4,324	14,736	13,240	17,564
2015	6	272	424	278	430	1,651	1,499	1,929	69	2,600	3,861	2,669	3,930	12,702	11,441	15,371
2016	8	309	421	317	429	1,664	1,552	1,981	64	2,701	3,641	2,765	3,705	12,083	11,143	14,848
2017	2	367	485	369	487	1,842	1,724	2,211	66	2,869	3,520	2,935	3,586	11,536	10,885	14,471
2018	5	326	432	331	437	1,623	1,517	1,954	60	2,900	3,513	2,960	3,573	10,875	10,262	13,835
2019	10	373	461	383	471	1,611	1,523	1,994	59	2,828	3,305	2,887	3,364	10,250	9,773	13,137

RAS30064

Reported pedal cycle casualties and rate per billion miles by road user type, severity and age, Great Britain 1979 - 2019

Number/rate per billion miles

	Adults (60+)								All ¹							
	Killed	Serious	Serious	KSI	KSI	Slight	Slight	All severities	Killed	Serious	Serious	KSI	KSI	Slight	Slight	All severities
		(unadjusted)	(adjusted) ²	(unadjusted)	(adjusted) ²	(unadjusted)	(adjusted) ²			(unadjusted)	(adjusted) ²	(unadjusted)	(adjusted) ²	(unadjusted)	(adjusted) ²	
1979	86	459	..	545	..	1,005	..	1,550	320	4,920	..	5,240	..	18,405	..	23,645
1980	71	464	..	535	..	1,032	..	1,567	302	5,234	..	5,536	..	19,252	..	24,788
1981	76	402	..	478	..	1,030	..	1,508	310	5,194	..	5,504	..	19,802	..	25,306
1982	47	487	..	534	..	1,086	..	1,620	294	5,674	..	5,968	..	22,170	..	28,138
1983	55	430	..	485	..	1,155	..	1,640	323	6,073	..	6,396	..	24,180	..	30,576
1984	72	465	..	537	..	1,137	..	1,674	345	6,250	..	6,595	..	24,344	..	30,939
1985	59	414	..	473	..	1,051	..	1,524	286	5,366	..	5,652	..	21,346	..	26,998
1986	62	423	..	485	..	1,033	..	1,518	271	4,981	..	5,252	..	20,878	..	26,130
1987	63	366	..	429	..	1,025	..	1,454	280	4,851	..	5,131	..	21,063	..	26,194
1988	43	404	..	447	..	1,072	..	1,519	227	4,652	..	4,879	..	20,970	..	25,849
1989	80	404	..	484	..	1,213	..	1,697	294	4,836	..	5,130	..	23,383	..	28,513
1990	58	348	..	406	..	1,200	..	1,606	256	4,344	..	4,600	..	21,822	..	26,422
1991	51	348	..	399	..	1,054	..	1,453	242	3,947	..	4,189	..	20,628	..	24,817
1992	44	319	..	363	..	1,008	..	1,371	204	3,788	..	3,992	..	20,777	..	24,769
1993	46	287	..	333	..	907	..	1,240	186	3,611	..	3,797	..	20,290	..	24,087
1994	40	297	..	337	..	864	..	1,201	172	3,829	..	4,001	..	20,838	..	24,839
1995	49	272	..	321	..	832	..	1,153	213	3,754	..	3,967	..	20,978	..	24,945
1996	35	272	..	307	..	874	..	1,181	203	3,586	..	3,789	..	20,795	..	24,584
1997	43	297	..	340	..	909	..	1,249	183	3,409	..	3,592	..	21,044	..	24,636
1998	31	227	..	258	..	883	..	1,141	158	3,154	..	3,312	..	19,611	..	22,923
1999	35	223	..	258	..	855	..	1,113	172	3,004	..	3,176	..	19,664	..	22,840
2000	22	188	..	210	..	807	..	1,017	127	2,643	..	2,770	..	17,842	..	20,612
2001	37	208	..	245	..	814	..	1,059	138	2,540	..	2,678	..	16,436	..	19,114
2002	29	191	..	220	..	729	..	949	130	2,320	..	2,450	..	14,657	..	17,107
2003	27	208	..	235	..	698	..	933	114	2,297	..	2,411	..	14,622	..	17,033
2004	32	189	276	221	308	700	613	921	134	2,174	3,557	2,308	3,691	14,340	12,957	16,648
2005	29	195	291	224	320	713	617	937	148	2,212	3,568	2,360	3,716	14,201	12,845	16,561
2006	32	207	303	239	335	717	621	956	146	2,296	3,616	2,442	3,762	13,754	12,434	16,196
2007	24	189	285	213	309	726	630	939	136	2,428	3,719	2,564	3,855	13,631	12,340	16,195
2008	22	196	286	218	308	719	629	937	115	2,450	3,745	2,565	3,860	13,732	12,437	16,297
2009	23	237	341	260	364	754	650	1,014	104	2,606	3,994	2,710	4,098	14,354	12,966	17,064
2010	29	243	339	272	368	693	597	965	111	2,660	4,068	2,771	4,179	14,414	13,006	17,185
2011	28	266	372	294	400	762	656	1,056	107	3,085	4,658	3,192	4,765	16,023	14,450	19,215
2012	27	291	409	318	436	836	718	1,154	118	3,222	4,808	3,340	4,926	15,751	14,165	19,091
2013	25	281	400	306	425	830	711	1,136	109	3,143	4,787	3,252	4,896	16,186	14,542	19,438
2014	32	337	474	369	506	948	811	1,317	113	3,401	5,225	3,514	5,338	17,773	15,949	21,287
2015	25	333	447	358	472	806	692	1,164	100	3,239	4,787	3,339	4,887	15,505	13,957	18,844
2016	30	349	446	379	476	905	808	1,284	102	3,397	4,560	3,499	4,662	14,978	13,815	18,477
2017	33	422	500	455	533	887	809	1,342	101	3,698	4,549	3,799	4,650	14,522	13,671	18,321
2018	34	446	534	480	568	910	822	1,390	99	3,707	4,519	3,806	4,618	13,744	12,932	17,550
2019	31	453	522	484	553	853	784	1,337	100	3,695	4,333	3,795	4,433	13,089	12,451	16,884

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Reported pedal cycle casualties and rate per billion miles by road user type, severity and age, Great Britain 1979 - 2019

Number/rate per billion miles

	Rate							Pedal cycle billion miles	
	Killed	Serious (unadjusted)	Serious (adjusted) ²	KSI (unadjusted)	KSI (adjusted) ²	Slight (unadjusted)	Slight (adjusted) ²		All severities
1979	112	1,729	..	1,841	..	6,467	..	8,309	2.8
1980	95	1,655	..	1,750	..	6,087	..	7,837	3.2
1981	92	1,534	..	1,626	..	5,848	..	7,474	3.4
1982	74	1,429	..	1,503	..	5,584	..	7,087	4.0
1983	81	1,532	..	1,613	..	6,099	..	7,713	4.0
1984	87	1,577	..	1,664	..	6,141	..	7,804	4.0
1985	76	1,425	..	1,501	..	5,669	..	7,170	3.8
1986	80	1,468	..	1,548	..	6,154	..	7,702	3.4
1987	79	1,360	..	1,439	..	5,906	..	7,344	3.6
1988	70	1,431	..	1,501	..	6,453	..	7,954	3.2
1989	91	1,494	..	1,585	..	7,223	..	8,808	3.2
1990	78	1,332	..	1,410	..	6,689	..	8,099	3.3
1991	75	1,229	..	1,304	..	6,424	..	7,728	3.2
1992	69	1,288	..	1,357	..	7,065	..	8,422	2.9
1993	75	1,450	..	1,525	..	8,149	..	9,674	2.5
1994	69	1,534	..	1,603	..	8,350	..	9,953	2.5
1995	83	1,459	..	1,541	..	8,151	..	9,693	2.6
1996	80	1,416	..	1,497	..	8,214	..	9,711	2.5
1997	72	1,344	..	1,416	..	8,298	..	9,714	2.5
1998	64	1,284	..	1,348	..	7,982	..	9,330	2.5
1999	68	1,185	..	1,253	..	7,758	..	9,011	2.5
2000	49	1,027	..	1,076	..	6,930	..	8,006	2.6
2001	53	974	..	1,027	..	6,300	..	7,327	2.6
2002	48	857	..	905	..	5,414	..	6,320	2.7
2003	41	834	..	875	..	5,307	..	6,182	2.8
2004	52	850	1,390	902	1,443	5,605	5,065	6,507	2.6
2005	55	825	1,331	880	1,386	5,298	4,792	6,178	2.7
2006	52	821	1,293	873	1,345	4,917	4,445	5,790	2.8
2007	53	952	1,458	1,005	1,511	5,343	4,837	6,349	2.6
2008	40	863	1,319	903	1,359	4,835	4,379	5,739	2.8
2009	35	879	1,347	914	1,382	4,839	4,371	5,753	3.0
2010	37	885	1,353	921	1,390	4,793	4,325	5,714	3.0
2011	35	1,004	1,515	1,038	1,550	5,212	4,701	6,250	3.1
2012	38	1,035	1,545	1,073	1,583	5,061	4,551	6,134	3.1
2013	35	1,004	1,529	1,039	1,564	5,171	4,646	6,210	3.1
2014	33	983	1,511	1,016	1,543	5,139	4,612	6,155	3.5
2015	31	997	1,473	1,028	1,504	4,771	4,295	5,799	3.2
2016	32	1,071	1,438	1,103	1,470	4,722	4,356	5,826	3.2
2017	31	1,131	1,391	1,162	1,422	4,441	4,181	5,603	3.3
2018	30	1,110	1,354	1,140	1,383	4,117	3,874	5,257	3.3
2019	29	1,070	1,255	1,099	1,284	3,792	3,607	4,891	3.5

1 Includes cases where age not reported.

Source: DfT STATS19, DfT National Road Traffic Survey

2 Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change in Great Britain have been produced. More information on the change and the adjustment process is available in the 2019 annual report.

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Last updated: 30 September 2020

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RAS30064

Reported motorcycle user casualties and rate per billion miles by road user type, severity and age, Great Britain 1979 - 2019

Number/rate per billion miles

	Children (0-15)								Adults (16-59)							
	Killed	Serious (unadjusted)	Serious (adjusted) ²	KSI (unadjusted)	KSI (adjusted) ²	Slight (unadjusted)	Slight (adjusted) ²	All severities	Killed	Serious (unadjusted)	Serious (adjusted) ²	KSI (unadjusted)	KSI (adjusted) ²	Slight (unadjusted)	Slight (adjusted) ²	All severities
1979	11	235	..	246	..	455	..	701	1,118	19,412	..	20,530	..	44,045	..	64,575
1980	10	227	..	237	..	512	..	749	1,118	20,805	..	21,923	..	46,361	..	68,284
1981	16	264	..	280	..	480	..	760	1,079	20,461	..	21,540	..	45,121	..	66,661
1982	14	287	..	301	..	496	..	797	1,052	20,813	..	21,865	..	47,648	..	69,513
1983	7	191	..	198	..	408	..	606	920	18,717	..	19,637	..	42,627	..	62,264
1984	5	218	..	223	..	417	..	640	925	18,338	..	19,263	..	42,236	..	61,499
1985	9	201	..	210	..	329	..	539	762	16,700	..	17,462	..	36,936	..	54,398
1986	4	160	..	164	..	293	..	457	725	15,073	..	15,798	..	34,435	..	50,233
1987	7	133	..	140	..	272	..	412	697	12,599	..	13,296	..	30,661	..	43,957
1988	8	116	..	124	..	258	..	382	635	11,468	..	12,103	..	28,902	..	41,005
1989	3	136	..	139	..	266	..	405	645	11,286	..	11,931	..	28,831	..	40,762
1990	10	102	..	112	..	276	..	388	621	9,999	..	10,620	..	26,595	..	37,215
1991	3	86	..	89	..	192	..	281	526	7,526	..	8,052	..	21,122	..	29,174
1992	4	89	..	93	..	232	..	325	451	6,471	..	6,922	..	18,425	..	25,347
1993	6	113	..	119	..	253	..	372	401	6,069	..	6,470	..	17,103	..	23,573
1994	4	113	..	117	..	254	..	371	428	5,823	..	6,251	..	16,622	..	22,873
1995	3	103	..	106	..	311	..	417	422	5,773	..	6,195	..	15,839	..	22,034
1996	4	112	..	116	..	237	..	353	421	5,412	..	5,833	..	15,941	..	21,774
1997	8	93	..	101	..	233	..	334	483	5,580	..	6,063	..	17,088	..	23,151
1998	2	71	..	73	..	238	..	311	481	5,634	..	6,115	..	17,135	..	23,250
1999	4	104	..	108	..	217	..	325	518	5,999	..	6,517	..	18,243	..	24,760
2000	2	108	..	110	..	262	..	372	585	6,365	..	6,950	..	19,693	..	26,643
2001	6	106	..	112	..	305	..	417	556	6,339	..	6,895	..	20,336	..	27,231
2002	3	131	..	134	..	330	..	464	578	6,503	..	7,081	..	19,665	..	26,746
2003	4	132	..	136	..	335	..	471	663	6,513	..	7,176	..	19,563	..	26,739
2004	7	114	162	121	169	313	265	434	557	5,689	8,369	6,246	8,926	17,864	15,184	24,110
2005	5	137	186	142	191	290	241	432	536	5,575	8,140	6,111	8,676	17,214	14,649	23,325
2006	5	89	129	94	134	241	201	335	568	5,503	7,816	6,071	8,384	15,787	13,474	21,858
2007	4	82	109	86	113	167	140	253	549	5,731	8,018	6,280	8,567	15,752	13,465	22,032
2008	6	55	78	61	84	135	112	196	465	5,190	7,304	5,655	7,769	14,629	12,515	20,284
2009	1	44	67	45	68	140	117	185	442	4,950	6,985	5,392	7,427	13,969	11,934	19,361
2010	2	40	51	42	53	68	57	110	365	4,419	6,255	4,784	6,620	12,673	10,837	17,457
2011	0	40	52	40	52	66	54	106	326	4,864	6,803	5,190	7,129	13,662	11,723	18,852
2012	1	21	33	22	34	56	44	78	297	4,606	6,482	4,903	6,779	13,173	11,297	18,076
2013	2	23	33	25	35	61	51	86	306	4,476	6,291	4,782	6,597	12,737	10,922	17,519
2014	0	35	46	35	46	58	47	93	310	4,865	6,808	5,175	7,118	13,844	11,901	19,019
2015	0	35	44	35	44	58	49	93	331	4,589	6,463	4,920	6,794	13,595	11,721	18,515
2016	1	39	44	40	45	47	42	87	282	5,078	6,338	5,360	6,620	12,626	11,366	17,986
2017	2	60	64	62	66	73	69	135	300	5,094	5,842	5,394	6,142	11,349	10,601	16,743
2018	0	73	80	73	80	68	61	141	299	4,949	5,654	5,248	5,953	10,236	9,531	15,484
2019	1	58	62	59	63	58	54	117	286	4,725	5,249	5,011	5,535	9,866	9,342	14,877

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Reported motorcycle user casualties and rate per billion miles by road user type, severity and age, Great Britain 1979 - 2019

Number/rate per billion miles

	Adults (60+)								All ¹							
	Killed	Serious (unadjusted)	Serious (adjusted) ²	KSI (unadjusted)	KSI (adjusted) ²	Slight (unadjusted)	Slight (adjusted) ²	All severities	Killed	Serious (unadjusted)	Serious (adjusted) ²	KSI (unadjusted)	KSI (adjusted) ²	Slight (unadjusted)	Slight (adjusted) ²	All severities
1979	30	361	..	391	..	717	..	1,108	1,160	20,117	..	21,277	..	45,878	..	67,155
1980	35	416	..	451	..	669	..	1,120	1,163	21,534	..	22,697	..	48,141	..	70,838
1981	34	383	..	417	..	649	..	1,066	1,131	21,198	..	22,329	..	46,800	..	69,129
1982	24	414	..	438	..	670	..	1,108	1,091	21,598	..	22,689	..	49,242	..	71,931
1983	33	381	..	414	..	699	..	1,113	963	19,354	..	20,317	..	44,177	..	64,494
1984	31	389	..	420	..	700	..	1,120	967	19,042	..	20,009	..	43,812	..	63,821
1985	24	347	..	371	..	680	..	1,051	796	17,377	..	18,173	..	38,419	..	56,592
1986	30	355	..	385	..	658	..	1,043	762	15,705	..	16,467	..	35,818	..	52,285
1987	19	322	..	341	..	611	..	952	723	13,173	..	13,896	..	31,905	..	45,801
1988	26	296	..	322	..	665	..	987	670	11,984	..	12,654	..	30,182	..	42,836
1989	32	291	..	323	..	671	..	994	683	11,805	..	12,488	..	30,142	..	42,630
1990	23	259	..	282	..	691	..	973	659	10,462	..	11,121	..	27,927	..	39,048
1991	16	246	..	262	..	621	..	883	548	7,954	..	8,502	..	22,249	..	30,751
1992	13	219	..	232	..	549	..	781	469	6,869	..	7,338	..	19,553	..	26,891
1993	20	195	..	215	..	520	..	735	427	6,455	..	6,882	..	18,212	..	25,094
1994	12	186	..	198	..	460	..	658	444	6,222	..	6,666	..	17,688	..	24,354
1995	15	196	..	211	..	434	..	645	445	6,170	..	6,615	..	16,909	..	23,524
1996	11	180	..	191	..	429	..	620	440	5,768	..	6,208	..	16,925	..	23,133
1997	18	179	..	197	..	416	..	613	509	5,937	..	6,446	..	18,046	..	24,492
1998	15	141	..	156	..	446	..	602	498	5,944	..	6,442	..	18,168	..	24,610
1999	23	152	..	175	..	385	..	560	547	6,361	..	6,908	..	19,284	..	26,192
2000	16	169	..	185	..	422	..	607	605	6,769	..	7,374	..	20,838	..	28,212
2001	11	144	..	155	..	401	..	556	583	6,722	..	7,305	..	21,505	..	28,810
2002	18	147	..	165	..	416	..	581	609	6,891	..	7,500	..	20,853	..	28,353
2003	22	201	..	223	..	448	..	671	693	6,959	..	7,652	..	20,759	..	28,411
2004	16	175	252	191	268	431	354	622	585	6,063	8,917	6,648	9,502	18,993	16,139	25,641
2005	27	138	216	165	243	423	345	588	569	5,939	8,681	6,508	9,250	18,316	15,574	24,824
2006	25	196	273	221	298	430	353	651	599	5,885	8,362	6,484	8,961	16,842	14,365	23,326
2007	35	229	322	264	357	482	389	746	588	6,149	8,593	6,737	9,181	16,722	14,278	23,459
2008	22	222	307	244	329	454	369	698	493	5,556	7,810	6,049	8,303	15,501	13,247	21,550
2009	29	275	378	304	407	512	409	816	472	5,350	7,545	5,822	8,017	14,881	12,686	20,703
2010	36	274	374	310	410	517	417	827	403	4,780	6,757	5,183	7,160	13,503	11,526	18,686
2011	36	301	411	337	447	558	448	895	362	5,247	7,338	5,609	7,700	14,541	12,450	20,150
2012	30	324	427	354	457	518	415	872	328	5,000	7,017	5,328	7,345	13,982	11,965	19,310
2013	23	323	431	346	454	537	429	883	331	4,866	6,824	5,197	7,155	13,555	11,597	18,752
2014	29	343	465	372	494	625	503	997	339	5,289	7,387	5,628	7,726	14,738	12,640	20,366
2015	34	377	491	411	525	592	478	1,003	365	5,042	7,067	5,407	7,432	14,511	12,486	19,918
2016	36	389	467	425	503	566	488	991	319	5,553	6,911	5,872	7,230	13,425	12,067	19,297
2017	47	417	482	464	529	543	478	1,007	349	5,592	6,413	5,941	6,762	12,101	11,280	18,042
2018	55	441	513	496	568	541	469	1,037	354	5,497	6,284	5,851	6,638	10,967	10,180	16,818
2019	49	463	526	512	575	552	489	1,064	336	5,268	5,862	5,604	6,198	10,620	10,026	16,224

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Reported motorcycle user casualties and rate per billion miles by road user type, severity and age, Great Britain 1979 - 2019

Number/rate per billion miles

	Rate								Motorcycle billion miles
	Killed	Serious (unadjusted)	Serious (adjusted) ²	KSI (unadjusted)	KSI (adjusted) ²	Slight (unadjusted)	Slight (adjusted) ²	All severities	
1979	292	5,067	..	5,359	..	11,555	..	16,913	4.0
1980	244	4,518	..	4,762	..	10,101	..	14,863	4.8
1981	205	3,846	..	4,051	..	8,491	..	12,543	5.5
1982	190	3,770	..	3,960	..	8,595	..	12,556	5.7
1983	187	3,766	..	3,954	..	8,597	..	12,551	5.1
1984	192	3,779	..	3,971	..	8,694	..	12,665	5.0
1985	174	3,795	..	3,968	..	8,389	..	12,358	4.6
1986	173	3,575	..	3,748	..	8,153	..	11,902	4.4
1987	173	3,159	..	3,333	..	7,652	..	10,985	4.2
1988	179	3,198	..	3,377	..	8,055	..	11,432	3.7
1989	185	3,196	..	3,381	..	8,161	..	11,542	3.7
1990	190	3,023	..	3,214	..	8,070	..	11,284	3.5
1991	163	2,373	..	2,536	..	6,637	..	9,173	3.4
1992	167	2,442	..	2,609	..	6,951	..	9,560	2.8
1993	182	2,758	..	2,941	..	7,782	..	10,723	2.3
1994	189	2,652	..	2,842	..	7,540	..	10,382	2.3
1995	191	2,648	..	2,839	..	7,257	..	10,097	2.3
1996	188	2,469	..	2,657	..	7,245	..	9,903	2.3
1997	207	2,412	..	2,619	..	7,331	..	9,949	2.5
1998	195	2,328	..	2,523	..	7,116	..	9,639	2.6
1999	196	2,277	..	2,473	..	6,904	..	9,377	2.8
2000	213	2,388	..	2,601	..	7,350	..	9,951	2.8
2001	196	2,257	..	2,453	..	7,220	..	9,673	3.0
2002	194	2,199	..	2,393	..	6,655	..	9,048	3.1
2003	201	2,017	..	2,218	..	6,018	..	8,237	3.4
2004	185	1,916	2,819	2,101	3,004	6,003	5,101	8,105	3.2
2005	171	1,788	2,613	1,959	2,785	5,513	4,688	7,472	3.3
2006	189	1,854	2,634	2,042	2,823	5,305	4,524	7,347	3.2
2007	173	1,810	2,529	1,983	2,702	4,921	4,202	6,904	3.4
2008	158	1,777	2,498	1,935	2,656	4,959	4,238	6,894	3.1
2009	149	1,684	2,375	1,833	2,524	4,684	3,993	6,516	3.2
2010	139	1,652	2,335	1,791	2,474	4,667	3,984	6,458	2.9
2011	123	1,780	2,490	1,903	2,613	4,934	4,224	6,837	2.9
2012	112	1,713	2,405	1,826	2,517	4,792	4,100	6,617	2.9
2013	119	1,742	2,444	1,861	2,562	4,854	4,153	6,715	2.8
2014	117	1,820	2,542	1,936	2,658	5,071	4,349	7,007	2.9
2015	124	1,717	2,407	1,842	2,532	4,943	4,253	6,784	2.9
2016	107	1,869	2,326	1,976	2,433	4,518	4,061	6,494	3.0
2017	117	1,867	2,142	1,984	2,258	4,041	3,767	6,025	3.0
2018	118	1,829	2,090	1,946	2,208	3,648	3,386	5,594	3.0
2019	113	1,771	1,971	1,884	2,084	3,571	3,371	5,455	3.0

1 Includes cases where age not reported.

Source: DfT STATS19, DfT National Road Traffic Survey

2 Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change in Great Britain have been produced. More information on the change and the adjustment process is available in the 2019 annual report.

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[Notes & Definitions](#)

The figures in this table are national Statistics

Adjusted figures are experimental statistics

Last updated: 30 September 2020

Next update: September 2021

RAS30064

Reported car driver casualties and rate per billion miles, by road user type, severity and age, Great Britain 1979 - 2019

Number/rate per billion miles

	Drivers: Adults (16-59)								Drivers: Adults (60+)							
	Killed	Serious (adjusted)	Serious (adjusted) ²	KSI (adjusted)	KSI (adjusted) ²	Slight (adjusted)	Slight (adjusted) ²	All severities	Killed	Serious (adjusted)	Serious (adjusted) ²	KSI (adjusted)	KSI (adjusted) ²	Slight (adjusted)	Slight (adjusted) ²	All severities
1979	1,189	16,403 ..		17,592 ..		56,120 ..		73,712	288	1,933 ..		2,221 ..		5,659 ..		7,880
1980	1,040	15,503 ..		16,543 ..		54,082 ..		70,625	298	1,975 ..		2,273 ..		6,023 ..		8,296
1981	1,072	15,704 ..		16,776 ..		55,437 ..		72,213	274	1,984 ..		2,258 ..		5,829 ..		8,087
1982	1,198	15,996 ..		17,194 ..		58,181 ..		75,375	271	1,906 ..		2,177 ..		6,172 ..		8,349
1983	930	12,571 ..		13,501 ..		51,688 ..		65,189	265	1,633 ..		1,898 ..		5,576 ..		7,474
1984	978	13,460 ..		14,438 ..		57,847 ..		72,285	252	1,736 ..		1,988 ..		6,001 ..		7,989
1985	991	13,582 ..		14,573 ..		60,543 ..		75,116	257	1,768 ..		2,025 ..		6,257 ..		8,282
1986	1,056	13,880 ..		14,936 ..		66,846 ..		81,782	280	1,800 ..		2,080 ..		6,537 ..		8,617
1987	1,061	14,055 ..		15,116 ..		67,761 ..		82,877	261	1,638 ..		1,899 ..		6,474 ..		8,373
1988	1,033	14,364 ..		15,397 ..		74,390 ..		89,787	242	1,776 ..		2,018 ..		7,023 ..		9,041
1989	1,183	14,366 ..		15,549 ..		83,041 ..		98,590	309	1,854 ..		2,163 ..		7,684 ..		9,847
1990	1,142	14,066 ..		15,208 ..		86,941 ..		102,149	281	1,779 ..		2,060 ..		7,866 ..		9,926
1991	1,015	12,545 ..		13,560 ..		84,704 ..		98,264	240	1,664 ..		1,904 ..		7,697 ..		9,601
1992	1,001	12,413 ..		13,414 ..		89,124 ..		102,538	223	1,609 ..		1,832 ..		7,911 ..		9,743
1993	872	11,274 ..		12,146 ..		91,518 ..		103,664	219	1,704 ..		1,923 ..		8,614 ..		10,537
1994	855	11,810 ..		12,665 ..		96,617 ..		109,282	229	1,780 ..		2,009 ..		8,672 ..		10,681
1995	843	11,625 ..		12,468 ..		96,180 ..		108,648	235	1,660 ..		1,895 ..		8,730 ..		10,625
1996	890	11,973 ..		12,863 ..		103,444 ..		116,307	247	1,681 ..		1,928 ..		9,341 ..		11,269
1997	932	11,787 ..		12,719 ..		108,270 ..		120,989	237	1,731 ..		1,968 ..		9,828 ..		11,796
1998	897	10,863 ..		11,760 ..		109,793 ..		121,553	234	1,680 ..		1,914 ..		10,011 ..		11,925
1999	820	10,153 ..		10,973 ..		107,478 ..		118,451	255	1,550 ..		1,805 ..		10,154 ..		11,959
2000	865	9,848 ..		10,713 ..		109,498 ..		120,211	219	1,564 ..		1,783 ..		10,283 ..		12,066
2001	910	9,665 ..		10,575 ..		107,760 ..		118,335	242	1,538 ..		1,780 ..		10,472 ..		12,252
2002	906	9,256 ..		10,162 ..		105,166 ..		115,328	232	1,439 ..		1,671 ..		10,512 ..		12,183
2003	931	8,350 ..		9,281 ..		100,822 ..		110,103	234	1,358 ..		1,592 ..		10,675 ..		12,267
2004	873	7,881	12,538	8,754	13,411	99,801	95,144	108,555	229	1,252	2,006	1,481	2,235	10,577	9,823	12,058
2005	886	7,086	11,644	7,972	12,530	98,293	93,735	106,265	218	1,181	1,939	1,399	2,157	10,459	9,701	11,858
2006	855	6,939	11,286	7,794	12,141	94,277	89,930	102,071	203	1,210	1,923	1,413	2,126	10,225	9,512	11,638
2007	751	6,352	10,396	7,103	11,147	89,492	85,448	96,595	188	1,062	1,769	1,250	1,957	10,001	9,294	11,251
2008	670	5,867	9,526	6,537	10,196	82,145	78,486	88,682	190	1,148	1,802	1,338	1,992	9,487	8,833	10,825
2009	553	5,450	8,931	6,003	9,484	78,631	75,150	84,634	147	1,145	1,813	1,292	1,960	9,475	8,807	10,767
2010	420	4,755	7,880	5,175	8,300	73,066	69,941	78,241	154	1,108	1,751	1,262	1,905	9,269	8,626	10,531
2011	459	4,423	7,376	4,882	7,835	68,059	65,106	72,941	154	1,123	1,792	1,277	1,946	9,405	8,736	10,682
2012	380	4,268	7,100	4,648	7,480	65,068	62,236	69,716	161	1,190	1,843	1,351	2,004	9,138	8,485	10,489
2013	382	3,988	6,595	4,370	6,977	59,712	57,105	64,082	166	1,118	1,770	1,284	1,936	9,056	8,404	10,340
2014	385	4,181	6,875	4,566	7,260	62,395	59,701	66,961	183	1,278	1,974	1,461	2,157	9,629	8,933	11,090
2015	377	4,054	6,639	4,431	7,016	60,846	58,261	65,277	157	1,238	1,907	1,395	2,064	9,135	8,466	10,530
2016	385	4,580	6,355	4,965	6,740	58,392	56,617	63,357	167	1,363	1,833	1,530	2,000	9,057	8,587	10,587
2017	389	4,537	5,968	4,926	6,357	52,990	51,559	57,916	165	1,351	1,765	1,516	1,930	8,433	8,019	9,949
2018	366	4,721	6,048	5,087	6,414	48,898	47,571	53,985	180	1,584	2,001	1,764	2,181	8,299	7,882	10,063
2019	304	5,116	6,081	5,420	6,385	46,083	45,118	51,503	203	1,555	1,868	1,758	2,071	7,953	7,640	9,711

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Reported car driver casualties and rate per billion miles, by road user type, severity and age, Great Britain 1979 - 2019

Number/rate per billion miles

Drivers: All ¹								
Killed	Serious (udjusted)	Serious (adjusted) ²	KSI (udjusted)	KSI (adjusted) ²	Slight (udjusted)	Slight (adjusted) ²	All severities	
1979	1,479	18,491 ..		19,970 ..		62,666 ..	82,636	
1980	1,339	17,593 ..		18,932 ..		60,861 ..	79,793	
1981	1,346	17,803 ..		19,149 ..		61,930 ..	81,079	
1982	1,472	17,990 ..		19,462 ..		64,811 ..	84,273	
1983	1,198	14,274 ..		15,472 ..		57,667 ..	73,139	
1984	1,237	15,293 ..		16,530 ..		64,400 ..	80,930	
1985	1,253	15,469 ..		16,722 ..		67,480 ..	84,202	
1986	1,340	15,794 ..		17,134 ..		74,038 ..	91,172	
1987	1,327	15,840 ..		17,167 ..		74,843 ..	92,010	
1988	1,280	16,296 ..		17,576 ..		82,011 ..	99,587	
1989	1,498	16,336 ..		17,834 ..		91,345 ..	109,179	
1990	1,432	15,971 ..		17,403 ..		95,445 ..	112,848	
1991	1,261	14,369 ..		15,630 ..		93,023 ..	108,653	
1992	1,228	14,178 ..		15,406 ..		97,946 ..	113,352	
1993	1,099	13,181 ..		14,280 ..		101,106 ..	115,386	
1994	1,102	13,775 ..		14,877 ..		106,456 ..	121,333	
1995	1,086	13,471 ..		14,557 ..		106,066 ..	120,623	
1996	1,146	13,869 ..		15,015 ..		113,907 ..	128,922	
1997	1,171	13,710 ..		14,881 ..		119,244 ..	134,125	
1998	1,134	12,707 ..		13,841 ..		120,948 ..	134,789	
1999	1,082	11,913 ..		12,995 ..		119,072 ..	132,067	
2000	1,087	11,608 ..		12,695 ..		121,233 ..	133,928	
2001	1,164	11,391 ..		12,555 ..		119,763 ..	132,318	
2002	1,146	10,884 ..		12,030 ..		116,994 ..	129,024	
2003	1,169	9,871 ..		11,040 ..		112,746 ..	123,786	
2004	1,106	9,296	14,754	10,402	15,860	111,643	106,185	122,045
2005	1,109	8,388	13,747	9,497	14,856	110,070	104,711	119,567
2006	1,066	8,239	13,337	9,305	14,403	105,698	100,600	115,003
2007	942	7,537	12,321	8,479	13,263	100,621	95,837	109,100
2008	861	7,106	11,454	7,967	12,315	92,985	88,637	100,952
2009	700	6,670	10,846	7,370	11,546	88,937	84,761	96,307
2010	574	5,932	9,725	6,506	10,299	83,281	79,488	89,787
2011	613	5,594	9,232	6,207	9,845	78,133	74,495	84,340
2012	542	5,487	8,988	6,029	9,530	74,812	71,311	80,841
2013	548	5,144	8,417	5,692	8,965	69,369	66,096	75,061
2014	568	5,486	8,890	6,054	9,458	72,629	69,225	78,683
2015	534	5,335	8,602	5,869	9,136	70,563	67,296	76,432
2016	552	5,977	8,229	6,529	8,781	68,060	65,808	74,589
2017	554	5,912	7,759	6,466	8,313	61,824	59,977	68,290
2018	546	6,356	8,105	6,902	8,651	57,698	55,949	64,600
2019	508	6,718	8,000	7,226	8,508	54,571	53,289	61,797

RAS30064

Reported car driver casualties and rate per billion miles, by road user type, severity and age, Great Britain 1979 - 2019

Number/rate per billion miles

	Rate								Car billion miles
	Killed	Serious (adjusted)	Serious (adjusted) ²	KSI (adjusted)	KSI (adjusted) ²	Slight (adjusted)	Slight (adjusted) ²	All severities	
1979	12	148	..	160	..	501	..	660	125.2
1980	10	132	..	142	..	456	..	597	133.6
1981	10	131	..	140	..	454	..	595	136.4
1982	10	127	..	138	..	459	..	597	141.2
1983	8	99	..	108	..	401	..	509	143.7
1984	8	101	..	109	..	425	..	534	151.6
1985	8	99	..	107	..	434	..	541	155.6
1986	8	96	..	104	..	451	..	555	164.3
1987	8	90	..	97	..	423	..	520	176.9
1988	7	86	..	93	..	432	..	525	189.8
1989	7	79	..	87	..	444	..	530	205.8
1990	7	77	..	83	..	457	..	541	208.7
1991	6	69	..	75	..	447	..	522	208.3
1992	6	68	..	73	..	466	..	540	210.0
1993	5	63	..	68	..	481	..	549	210.1
1994	5	64	..	69	..	497	..	566	214.4
1995	5	62	..	67	..	486	..	553	218.2
1996	5	62	..	67	..	509	..	576	223.6
1997	5	60	..	65	..	525	..	590	227.3
1998	5	55	..	60	..	525	..	585	230.3
1999	5	51	..	55	..	508	..	563	234.5
2000	5	50	..	54	..	519	..	573	233.7
2001	5	48	..	53	..	506	..	559	236.9
2002	5	45	..	50	..	482	..	532	242.7
2003	5	41	..	46	..	465	..	511	242.3
2004	5	38	60	42	65	456	433	498	245.0
2005	5	34	56	39	61	451	429	490	244.0
2006	4	33	54	38	58	428	407	466	246.9
2007	4	30	50	34	54	407	388	441	247.3
2008	4	29	47	32	50	379	361	411	245.4
2009	3	27	44	30	47	363	346	393	244.8
2010	2	25	40	27	43	344	329	371	241.9
2011	3	23	38	25	40	320	305	345	244.3
2012	2	22	37	25	39	305	290	329	245.5
2013	2	21	34	23	36	281	268	304	246.6
2014	2	22	35	24	37	286	273	310	253.5
2015	2	21	33	23	35	273	261	296	258.1
2016	2	23	31	25	33	258	249	283	263.9
2017	2	22	29	24	31	230	223	254	269.0
2018	2	23	30	25	32	212	205	237	272.3
2019	2	24	29	26	31	196	192	222	278.2

1 Includes cases where age not reported.

Source: DfT STATS19, DfT National Road Traffic Survey

2 Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change in Great Britain have been produced. More information on the change and the adjustment process is available in the 2019 annual report.

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[Notes & Definitions](#)

The figures in this table are national Statistics

Adjusted figures are experimental statistics

Last updated: 30 September 2020

Next update: September 2021

RAS30064

Reported car passenger casualties and rate per billion m iles, by road user type, severity and age, Great Britain 1979 - 2019

Number/rate per billion miles

	Children (0-15)								Adults (16-59)							
	Killed	Serious (udjusted)	Serious (adjusted) ²	KSI (udjusted)	KSI (adjusted) ²	Slight (udjusted)	Slight (adjusted) ²	All severities	Killed	Serious (udjusted)	Serious (adjusted) ²	KSI (udjusted)	KSI (adjusted) ²	Slight (udjusted)	Slight (adjusted) ²	All severities
1979	86	1,499	..	1,585	..	8,472	..	10,057	657	10,688	..	11,345	..	36,880	..	48,225
1980	78	1,559	..	1,637	..	8,469	..	10,106	643	10,011	..	10,654	..	34,506	..	45,160
1981	98	1,531	..	1,629	..	8,567	..	10,196	658	10,326	..	10,984	..	35,775	..	46,759
1982	86	1,571	..	1,657	..	8,630	..	10,287	681	10,238	..	10,919	..	36,268	..	47,187
1983	88	1,320	..	1,408	..	8,258	..	9,666	567	7,963	..	8,530	..	31,695	..	40,225
1984	105	1,405	..	1,510	..	9,271	..	10,781	648	8,536	..	9,184	..	34,823	..	44,007
1985	84	1,419	..	1,503	..	9,901	..	11,404	560	8,558	..	9,118	..	36,320	..	45,438
1986	98	1,467	..	1,565	..	10,439	..	12,004	612	8,596	..	9,208	..	38,017	..	47,225
1987	109	1,435	..	1,544	..	10,553	..	12,097	599	8,102	..	8,701	..	37,970	..	46,671
1988	99	1,464	..	1,563	..	11,522	..	13,085	580	7,880	..	8,460	..	40,493	..	48,953
1989	98	1,477	..	1,575	..	12,155	..	13,730	603	7,935	..	8,538	..	43,652	..	52,190
1990	97	1,476	..	1,573	..	12,969	..	14,542	637	7,751	..	8,388	..	45,121	..	53,509
1991	79	1,263	..	1,342	..	12,020	..	13,362	550	6,373	..	6,923	..	41,615	..	48,538
1992	68	1,318	..	1,386	..	12,671	..	14,057	510	6,210	..	6,720	..	42,162	..	48,882
1993	88	1,176	..	1,264	..	12,956	..	14,220	412	5,331	..	5,743	..	42,204	..	47,947
1994	79	1,269	..	1,348	..	13,717	..	15,065	426	5,716	..	6,142	..	42,760	..	48,902
1995	84	1,215	..	1,299	..	13,244	..	14,543	422	5,660	..	6,082	..	43,114	..	49,196
1996	75	1,218	..	1,293	..	14,036	..	15,329	454	5,819	..	6,273	..	45,323	..	51,596
1997	72	1,171	..	1,243	..	14,598	..	15,841	407	5,212	..	5,619	..	46,081	..	51,700
1998	63	1,133	..	1,196	..	14,546	..	15,742	362	4,937	..	5,299	..	45,049	..	50,348
1999	70	962	..	1,032	..	14,091	..	15,123	379	4,574	..	4,953	..	43,516	..	48,469
2000	48	931	..	979	..	13,795	..	14,774	397	4,341	..	4,738	..	43,205	..	47,943
2001	70	840	..	910	..	13,390	..	14,300	393	4,330	..	4,723	..	41,265	..	45,988
2002	69	843	..	912	..	12,447	..	13,359	398	4,283	..	4,681	..	40,643	..	45,324
2003	68	797	..	865	..	11,648	..	12,513	401	3,855	..	4,256	..	38,193	..	42,449
2004	51	684	1,179	735	1,230	11,078	10,583	11,813	410	3,596	5,619	4,006	6,029	36,757	34,734	40,763
2005	47	536	1,006	583	1,053	10,151	9,681	10,734	400	3,202	5,188	3,602	5,588	35,646	33,660	39,248
2006	56	531	951	587	1,007	9,449	9,029	10,036	371	3,165	5,098	3,536	5,469	34,567	32,634	38,103
2007	44	472	857	516	901	8,693	8,308	9,209	341	2,853	4,606	3,194	4,947	32,622	30,869	35,816
2008	49	433	780	482	829	8,257	7,910	8,739	272	2,560	4,118	2,832	4,390	30,095	28,537	32,927
2009	29	429	753	458	782	7,824	7,500	8,282	257	2,341	3,898	2,598	4,155	30,224	28,667	32,822
2010	18	338	634	356	652	7,407	7,111	7,763	169	2,024	3,356	2,193	3,525	27,567	26,235	29,760
2011	21	312	596	333	617	7,224	6,940	7,557	169	1,833	3,073	2,002	3,242	25,431	24,191	27,433
2012	26	319	586	345	612	6,792	6,525	7,137	166	1,846	3,037	2,012	3,203	24,355	23,164	26,367
2013	13	272	510	285	523	6,230	5,992	6,515	152	1,667	2,706	1,819	2,858	21,303	20,264	23,122
2014	18	316	577	334	595	6,890	6,629	7,224	138	1,664	2,754	1,802	2,892	22,469	21,379	24,271
2015	19	312	555	331	574	6,670	6,427	7,001	126	1,678	2,674	1,804	2,800	21,289	20,293	23,093
2016	26	375	552	401	578	6,721	6,544	7,122	156	1,938	2,634	2,094	2,790	20,148	19,452	22,242
2017	20	366	521	386	541	6,330	6,175	6,716	135	1,990	2,566	2,125	2,701	18,332	17,756	20,457
2018	15	361	502	376	517	5,619	5,478	5,995	137	1,939	2,469	2,076	2,606	16,239	15,709	18,315
2019	8	483	583	491	591	5,202	5,102	5,693	122	2,079	2,463	2,201	2,585	14,719	14,335	16,920

RAS30064

Reported car passenger casualties and rate per billion m iles, by road user type, severity and age, Great Britain 1979 - 2019

Number/rate per billion miles

	Adults (60+)								All ¹							
	Killed	Serious (udjusted)	Serious (adjusted) ²	KSI (udjusted)	KSI (adjusted) ²	Slight (udjusted)	Slight (adjusted) ²	All severities	Killed	Serious (udjusted)	Serious (adjusted) ²	KSI (udjusted)	KSI (adjusted) ²	Slight (udjusted)	Slight (adjusted) ²	All severities
1979	205	1,730	..	1,935	..	5,562	..	7,497	950	14,043	..	14,993	..	51,882	..	66,875
1980	217	1,710	..	1,927	..	5,620	..	7,547	939	13,370	..	14,309	..	49,415	..	63,724
1981	185	1,590	..	1,775	..	5,539	..	7,314	941	13,535	..	14,476	..	50,762	..	65,238
1982	201	1,672	..	1,873	..	5,637	..	7,510	971	13,554	..	14,525	..	51,106	..	65,631
1983	166	1,392	..	1,558	..	5,216	..	6,774	821	10,753	..	11,574	..	45,712	..	57,286
1984	187	1,493	..	1,680	..	5,487	..	7,167	942	11,525	..	12,467	..	50,227	..	62,694
1985	164	1,483	..	1,647	..	5,814	..	7,461	808	11,577	..	12,385	..	52,865	..	65,250
1986	181	1,483	..	1,664	..	6,112	..	7,776	893	11,663	..	12,556	..	55,478	..	68,034
1987	170	1,367	..	1,537	..	6,192	..	7,729	879	11,040	..	11,919	..	55,539	..	67,458
1988	180	1,427	..	1,607	..	6,435	..	8,042	862	10,908	..	11,770	..	59,348	..	71,118
1989	223	1,395	..	1,618	..	6,942	..	8,560	928	10,922	..	11,850	..	63,659	..	75,509
1990	199	1,418	..	1,617	..	6,965	..	8,582	939	10,778	..	11,717	..	65,993	..	77,710
1991	161	1,189	..	1,350	..	6,351	..	7,701	792	8,973	..	9,765	..	60,966	..	70,731
1992	170	1,266	..	1,436	..	6,379	..	7,815	750	8,968	..	9,718	..	62,592	..	72,310
1993	156	1,206	..	1,362	..	6,895	..	8,257	661	7,892	..	8,553	..	63,540	..	72,093
1994	152	1,203	..	1,355	..	6,725	..	8,080	662	8,353	..	9,015	..	64,806	..	73,821
1995	157	1,210	..	1,367	..	6,528	..	7,895	663	8,241	..	8,904	..	64,500	..	73,404
1996	126	1,151	..	1,277	..	6,464	..	7,741	660	8,373	..	9,033	..	67,381	..	76,414
1997	145	1,116	..	1,261	..	6,765	..	8,026	624	7,686	..	8,310	..	69,013	..	77,323
1998	137	1,058	..	1,195	..	6,643	..	7,838	562	7,273	..	7,835	..	67,850	..	75,685
1999	150	1,032	..	1,182	..	6,553	..	7,735	605	6,768	..	7,373	..	66,295	..	73,668
2000	132	990	..	1,122	..	6,424	..	7,546	578	6,446	..	7,024	..	65,847	..	72,871
2001	118	893	..	1,011	..	6,273	..	7,284	585	6,284	..	6,869	..	63,615	..	70,484
2002	128	795	..	923	..	5,974	..	6,897	601	6,097	..	6,698	..	61,703	..	68,401
2003	128	783	..	911	..	5,830	..	6,741	600	5,651	..	6,251	..	58,305	..	64,556
2004	102	721	1,133	823	1,235	5,598	5,186	6,421	565	5,177	8,204	5,742	8,769	56,071	53,044	61,813
2005	118	656	1,044	774	1,162	5,225	4,837	5,999	566	4,554	7,480	5,120	8,046	53,615	50,689	58,735
2006	118	605	962	723	1,080	4,869	4,512	5,592	546	4,403	7,183	4,949	7,729	51,048	48,268	55,997
2007	104	572	908	676	1,012	4,570	4,234	5,246	490	3,998	6,526	4,488	7,016	47,845	45,317	52,333
2008	75	540	852	615	927	4,292	3,980	4,907	396	3,605	5,863	4,001	6,259	44,235	41,977	48,236
2009	73	550	857	623	930	4,292	3,985	4,915	359	3,383	5,605	3,742	5,964	43,363	41,141	47,105
2010	74	556	843	630	917	4,145	3,858	4,775	261	2,982	4,928	3,243	5,189	40,175	38,229	43,418
2011	80	552	840	632	920	3,992	3,704	4,624	270	2,748	4,588	3,018	4,858	37,566	35,726	40,584
2012	67	531	811	598	878	3,861	3,581	4,459	259	2,745	4,511	3,004	4,770	35,863	34,097	38,867
2013	72	525	785	597	857	3,665	3,405	4,262	237	2,497	4,057	2,734	4,294	31,992	30,432	34,726
2014	73	534	813	607	886	3,932	3,653	4,539	229	2,549	4,201	2,778	4,430	34,069	32,417	36,847
2015	75	517	784	592	859	3,767	3,500	4,359	220	2,553	4,079	2,773	4,299	32,502	30,976	35,275
2016	82	645	833	727	915	3,537	3,349	4,264	264	2,998	4,069	3,262	4,333	31,195	30,124	34,457
2017	78	588	744	666	822	3,203	3,047	3,869	233	2,982	3,872	3,215	4,105	28,577	27,687	31,792
2018	79	632	792	711	871	3,139	2,979	3,850	231	2,982	3,818	3,213	4,049	26,166	25,330	29,379
2019	98	667	783	765	881	2,767	2,651	3,532	228	3,284	3,887	3,512	4,115	24,022	23,419	27,534

RAS30064

Reported car passenger casualties and rate per billion miles, by road user type, severity and age, Great Britain 1979 - 2019

Number/rate per billion miles

	Rate								Car billion miles
	Killed	Serious (udjusted)	Serious (adjusted) ²	KSI (udjusted)	KSI (adjusted) ²	Slight (udjusted)	Slight (adjusted) ²	All severities	
1979	8	112	..	120	..	414	..	534	125.2
1980	7	100	..	107	..	370	..	477	133.6
1981	7	99	..	106	..	372	..	478	136.4
1982	7	96	..	103	..	362	..	465	141.2
1983	6	75	..	81	..	318	..	399	143.7
1984	6	76	..	82	..	331	..	413	151.6
1985	5	74	..	80	..	340	..	419	155.6
1986	5	71	..	76	..	338	..	414	164.3
1987	5	62	..	67	..	314	..	381	176.9
1988	5	57	..	62	..	313	..	375	189.8
1989	5	53	..	58	..	309	..	367	205.8
1990	4	52	..	56	..	316	..	372	208.7
1991	4	43	..	47	..	293	..	340	208.3
1992	4	43	..	46	..	298	..	344	210.0
1993	3	38	..	41	..	302	..	343	210.1
1994	3	39	..	42	..	302	..	344	214.4
1995	3	38	..	41	..	296	..	336	218.2
1996	3	37	..	40	..	301	..	342	223.6
1997	3	34	..	37	..	304	..	340	227.3
1998	2	32	..	34	..	295	..	329	230.3
1999	3	29	..	31	..	283	..	314	234.5
2000	2	28	..	30	..	282	..	312	233.7
2001	2	27	..	29	..	269	..	298	236.9
2002	2	25	..	28	..	254	..	282	242.7
2003	2	23	..	26	..	241	..	266	242.3
2004	2	21	33	23	36	229	217	252	245.0
2005	2	19	31	21	33	220	208	241	244.0
2006	2	18	29	20	31	207	195	227	246.9
2007	2	16	26	18	28	193	183	212	247.3
2008	2	15	24	16	26	180	171	197	245.4
2009	1	14	23	15	24	177	168	192	244.8
2010	1	12	20	13	21	166	158	180	241.9
2011	1	11	19	12	20	154	146	166	244.3
2012	1	11	18	12	19	146	139	158	245.5
2013	1	10	16	11	17	130	123	141	246.6
2014	1	10	17	11	17	134	128	145	253.5
2015	1	10	16	11	17	126	120	137	258.1
2016	1	11	15	12	16	118	114	131	263.9
2017	1	11	14	12	15	106	103	118	269.0
2018	1	11	14	12	15	96	93	108	272.3
2019	1	12	14	13	15	86	84	99	278.2

1 Includes cases where age not reported.

Source: DfT STATS19, DfT National Road Traffic Survey

2 Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change in Great Britain have been produced. More information on the change and the adjustment process is available in the 2019 annual report.

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[Notes & Definitions](#)

The figures in this table are national Statistics

Adjusted figures are experimental statistics

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RAS30064

Reported car occupant casualties and rate per billion miles, by road user type, severity and age, Great Britain 1979 - 2019

Number/rate per billion miles

	Children (0-15)								Adults (16-59)							
	Killed	Serious (unadjusted)	Serious (adjusted) ²	KSI (unadjusted)	KSI (adjusted) ²	Slight (unadjusted)	Slight (adjusted) ²	All severities	Killed	Serious (unadjusted)	Serious (adjusted) ²	KSI (unadjusted)	KSI (adjusted) ²	Slight (unadjusted)	Slight (adjusted) ²	All severities
1979	88	1,533	..	1,621	..	8,551	..	10,172	1,846	27,091	..	28,937	..	93,000	..	121,937
1980	78	1,592	..	1,670	..	8,551	..	10,221	1,683	25,514	..	27,197	..	88,588	..	115,785
1981	98	1,551	..	1,649	..	8,626	..	10,275	1,730	26,030	..	27,760	..	91,212	..	118,972
1982	86	1,595	..	1,681	..	8,694	..	10,375	1,879	26,234	..	28,113	..	94,449	..	122,562
1983	88	1,343	..	1,431	..	8,315	..	9,746	1,497	20,534	..	22,031	..	83,383	..	105,414
1984	107	1,436	..	1,543	..	9,326	..	10,869	1,626	21,996	..	23,622	..	92,670	..	116,292
1985	89	1,444	..	1,533	..	9,978	..	11,511	1,551	22,140	..	23,691	..	96,863	..	120,554
1986	100	1,492	..	1,592	..	10,511	..	12,103	1,668	22,476	..	24,144	..	104,863	..	129,007
1987	113	1,457	..	1,570	..	10,619	..	12,189	1,660	22,157	..	23,817	..	105,731	..	129,548
1988	101	1,495	..	1,596	..	11,567	..	13,163	1,613	22,244	..	23,857	..	114,883	..	138,740
1989	100	1,498	..	1,598	..	12,242	..	13,840	1,786	22,301	..	24,087	..	126,693	..	150,780
1990	100	1,500	..	1,600	..	13,072	..	14,672	1,779	21,817	..	23,596	..	132,062	..	155,658
1991	81	1,290	..	1,371	..	12,106	..	13,477	1,565	18,918	..	20,483	..	126,319	..	146,802
1992	70	1,334	..	1,404	..	12,742	..	14,146	1,511	18,623	..	20,134	..	131,286	..	151,420
1993	91	1,210	..	1,301	..	13,036	..	14,337	1,284	16,605	..	17,889	..	133,722	..	151,611
1994	84	1,294	..	1,378	..	13,808	..	15,186	1,281	17,526	..	18,807	..	139,377	..	158,184
1995	86	1,238	..	1,324	..	13,342	..	14,666	1,265	17,285	..	18,550	..	139,294	..	157,844
1996	79	1,250	..	1,329	..	14,131	..	15,460	1,344	17,792	..	19,136	..	148,767	..	167,903
1997	74	1,197	..	1,271	..	14,668	..	15,939	1,339	16,999	..	18,338	..	154,351	..	172,689
1998	64	1,151	..	1,215	..	14,644	..	15,859	1,259	15,800	..	17,059	..	154,842	..	171,901
1999	71	985	..	1,056	..	14,194	..	15,250	1,199	14,727	..	15,926	..	150,994	..	166,920
2000	49	954	..	1,003	..	13,906	..	14,909	1,262	14,189	..	15,451	..	152,703	..	168,154
2001	75	863	..	938	..	13,477	..	14,415	1,303	13,995	..	15,298	..	149,025	..	164,323
2002	72	867	..	939	..	12,526	..	13,465	1,304	13,539	..	14,843	..	145,809	..	160,652
2003	69	816	..	885	..	11,728	..	12,613	1,332	12,205	..	13,537	..	139,015	..	152,552
2004	51	708	1,206	759	1,257	11,126	10,628	11,885	1,283	11,477	18,157	12,760	19,440	136,558	129,878	149,318
2005	51	544	1,017	595	1,068	10,195	9,722	10,790	1,286	10,288	16,832	11,574	18,118	133,939	127,395	145,513
2006	60	536	959	596	1,019	9,488	9,065	10,084	1,226	10,104	16,384	11,330	17,610	128,844	122,564	140,174
2007	46	480	868	526	914	8,725	8,337	9,251	1,092	9,205	15,003	10,297	16,095	122,114	116,316	132,411
2008	49	441	790	490	839	8,279	7,930	8,769	942	8,427	13,644	9,369	14,586	112,240	107,023	121,609
2009	29	434	760	463	789	7,843	7,517	8,306	810	7,791	12,829	8,601	13,639	108,855	103,817	117,456
2010	18	342	639	360	657	7,427	7,130	7,787	589	6,779	11,236	7,368	11,825	100,633	96,176	108,001
2011	21	315	599	336	620	7,235	6,951	7,571	628	6,256	10,450	6,884	11,078	93,490	89,296	100,374
2012	27	319	587	346	614	6,800	6,532	7,146	546	6,114	10,138	6,660	10,684	89,423	85,399	96,083
2013	13	273	511	286	524	6,243	6,005	6,529	534	5,655	9,301	6,189	9,835	81,015	77,369	87,204
2014	18	319	581	337	599	6,903	6,641	7,240	523	5,845	9,629	6,368	10,152	84,864	81,080	91,232
2015	19	315	559	334	578	6,681	6,437	7,015	503	5,732	9,313	6,235	9,816	82,135	78,554	88,370
2016	26	375	552	401	578	6,729	6,552	7,130	541	6,518	8,989	7,059	9,530	78,540	76,069	85,599
2017	20	370	525	390	545	6,336	6,181	6,726	524	6,527	8,534	7,051	9,058	71,322	69,315	78,373
2018	15	368	510	383	525	5,632	5,490	6,015	503	6,660	8,517	7,163	9,020	65,137	63,280	72,300
2019	9	488	588	497	597	5,212	5,112	5,709	426	7,195	8,544	7,621	8,970	60,802	59,453	68,423

RAS30064

Reported car occupant casualties and rate per billion miles, by road user type, severity and age, Great Britain 1979 - 2019

Number/rate per billion miles

	Adults (60+)								All ¹							
	Killed	Serious (unadjusted)	Serious (adjusted) ²	KSI (unadjusted)	KSI (adjusted) ²	Slight (unadjusted)	Slight (adjusted) ²	All severities	Killed	Serious (unadjusted)	Serious (adjusted) ²	KSI (unadjusted)	KSI (adjusted) ²	Slight (unadjusted)	Slight (adjusted) ²	All severities
1979	493	3,663	..	4,156	..	11,221	..	15,377	2,429	32,534	..	34,963	..	114,548	..	149,511
1980	515	3,685	..	4,200	..	11,643	..	15,843	2,278	30,963	..	33,241	..	110,276	..	143,517
1981	459	3,574	..	4,033	..	11,368	..	15,401	2,287	31,338	..	33,625	..	112,692	..	146,317
1982	472	3,578	..	4,050	..	11,809	..	15,859	2,443	31,544	..	33,987	..	115,917	..	149,904
1983	431	3,025	..	3,456	..	10,792	..	14,248	2,019	25,027	..	27,046	..	103,379	..	130,425
1984	439	3,229	..	3,668	..	11,488	..	15,156	2,179	26,818	..	28,997	..	114,627	..	143,624
1985	421	3,251	..	3,672	..	12,071	..	15,743	2,061	27,046	..	29,107	..	120,345	..	149,452
1986	461	3,283	..	3,744	..	12,649	..	16,393	2,233	27,457	..	29,690	..	129,516	..	159,206
1987	431	3,005	..	3,436	..	12,666	..	16,102	2,206	26,880	..	29,086	..	130,382	..	159,468
1988	422	3,203	..	3,625	..	13,458	..	17,083	2,142	27,204	..	29,346	..	141,359	..	170,705
1989	532	3,249	..	3,781	..	14,626	..	18,407	2,426	27,258	..	29,684	..	155,004	..	184,688
1990	480	3,197	..	3,677	..	14,831	..	18,508	2,371	26,749	..	29,120	..	161,438	..	190,558
1991	401	2,853	..	3,254	..	14,048	..	17,302	2,053	23,342	..	25,395	..	153,989	..	179,384
1992	393	2,875	..	3,268	..	14,290	..	17,558	1,978	23,146	..	25,124	..	160,538	..	185,662
1993	375	2,910	..	3,285	..	15,509	..	18,794	1,760	21,073	..	22,833	..	164,646	..	187,479
1994	381	2,983	..	3,364	..	15,397	..	18,761	1,764	22,128	..	23,892	..	171,262	..	195,154
1995	392	2,870	..	3,262	..	15,258	..	18,520	1,749	21,712	..	23,461	..	170,566	..	194,027
1996	373	2,832	..	3,205	..	15,805	..	19,010	1,806	22,242	..	24,048	..	181,288	..	205,336
1997	382	2,847	..	3,229	..	16,593	..	19,822	1,795	21,396	..	23,191	..	188,257	..	211,448
1998	371	2,738	..	3,109	..	16,654	..	19,763	1,696	19,980	..	21,676	..	188,798	..	210,474
1999	405	2,582	..	2,987	..	16,707	..	19,694	1,687	18,681	..	20,368	..	185,367	..	205,735
2000	351	2,554	..	2,905	..	16,707	..	19,612	1,665	18,054	..	19,719	..	187,080	..	206,799
2001	360	2,431	..	2,791	..	16,745	..	19,536	1,749	17,675	..	19,424	..	183,378	..	202,802
2002	360	2,234	..	2,594	..	16,486	..	19,080	1,747	16,981	..	18,728	..	178,697	..	197,425
2003	362	2,141	..	2,503	..	16,505	..	19,008	1,769	15,522	..	17,291	..	171,051	..	188,342
2004	331	1,973	3,139	2,304	3,470	16,175	15,009	18,479	1,671	14,473	22,958	16,144	24,629	167,714	159,229	183,858
2005	336	1,837	2,983	2,173	3,319	15,684	14,538	17,857	1,675	12,942	21,227	14,617	22,902	163,685	155,400	178,302
2006	321	1,815	2,886	2,136	3,207	15,094	14,023	17,230	1,612	12,642	20,519	14,254	22,131	156,746	148,869	171,000
2007	292	1,634	2,677	1,926	2,969	14,571	13,528	16,497	1,432	11,535	18,848	12,967	20,280	148,466	141,153	161,433
2008	265	1,688	2,654	1,953	2,919	13,779	12,813	15,732	1,257	10,711	17,318	11,968	18,575	137,220	130,613	149,188
2009	220	1,695	2,670	1,915	2,890	13,767	12,792	15,682	1,059	10,053	16,451	11,112	17,510	132,300	125,902	143,412
2010	228	1,664	2,594	1,892	2,822	13,414	12,484	15,306	835	8,914	14,653	9,749	15,488	123,456	117,717	133,205
2011	234	1,675	2,632	1,909	2,866	13,397	12,440	15,306	883	8,342	13,820	9,225	14,703	115,699	110,221	124,924
2012	228	1,721	2,655	1,949	2,883	12,999	12,065	14,948	801	8,232	13,499	9,033	14,300	110,675	105,408	119,708
2013	238	1,643	2,555	1,881	2,793	12,721	11,809	14,602	785	7,641	12,475	8,426	13,260	101,361	96,527	109,787
2014	256	1,812	2,787	2,068	3,043	13,561	12,586	15,629	797	8,035	13,091	8,832	13,888	106,698	101,642	115,530
2015	232	1,755	2,691	1,987	2,923	12,902	11,966	14,889	754	7,888	12,681	8,642	13,435	103,065	98,272	111,707
2016	249	2,008	2,666	2,257	2,915	12,594	11,936	14,851	816	8,975	12,299	9,791	13,115	99,255	95,931	109,046
2017	243	1,939	2,509	2,182	2,752	11,636	11,066	13,818	787	8,894	11,631	9,681	12,418	90,401	87,664	100,082
2018	259	2,216	2,793	2,475	3,052	11,438	10,861	13,913	777	9,338	11,923	10,115	12,700	83,864	81,279	93,979
2019	301	2,222	2,651	2,523	2,952	10,720	10,291	13,243	736	10,002	11,887	10,738	12,623	78,593	76,708	89,331

RAS30064

Reported car occupant casualties and rate per billion miles, by road user type, severity and age, Great Britain 1979 - 2019

Number/rate per billion miles

	Rate							Car billion miles	
	Killed	Serious (unadjusted)	Serious (adjusted) ²	KSI (unadjusted)	KSI (adjusted) ²	Slight (unadjusted)	Slight (adjusted) ²		All severities
1979	19	260	..	279	..	915	..	1,194	125.2
1980	17	232	..	249	..	825	..	1,074	133.6
1981	17	230	..	247	..	826	..	1,073	136.4
1982	17	223	..	241	..	821	..	1,061	141.2
1983	14	174	..	188	..	720	..	908	143.7
1984	14	177	..	191	..	756	..	947	151.6
1985	13	174	..	187	..	773	..	960	155.6
1986	14	167	..	181	..	788	..	969	164.3
1987	12	152	..	164	..	737	..	902	176.9
1988	11	143	..	155	..	745	..	900	189.8
1989	12	132	..	144	..	753	..	897	205.8
1990	11	128	..	140	..	774	..	913	208.7
1991	10	112	..	122	..	739	..	861	208.3
1992	9	110	..	120	..	764	..	884	210.0
1993	8	100	..	109	..	784	..	892	210.1
1994	8	103	..	111	..	799	..	910	214.4
1995	8	100	..	108	..	782	..	889	218.2
1996	8	99	..	108	..	811	..	918	223.6
1997	8	94	..	102	..	828	..	930	227.3
1998	7	87	..	94	..	820	..	914	230.3
1999	7	80	..	87	..	790	..	877	234.5
2000	7	77	..	84	..	801	..	885	233.7
2001	7	75	..	82	..	774	..	856	236.9
2002	7	70	..	77	..	736	..	814	242.7
2003	7	64	..	71	..	706	..	777	242.3
2004	7	59	94	66	101	685	650	751	245.0
2005	7	53	87	60	94	671	637	731	244.0
2006	7	51	83	58	90	635	603	693	246.9
2007	6	47	76	52	82	600	571	653	247.3
2008	5	44	71	49	76	559	532	608	245.4
2009	4	41	67	45	72	540	514	586	244.8
2010	3	37	61	40	64	510	487	551	241.9
2011	4	34	57	38	60	474	451	511	244.3
2012	3	34	55	37	58	451	429	488	245.5
2013	3	31	51	34	54	411	391	445	246.6
2014	3	32	52	35	55	421	401	456	253.5
2015	3	31	49	33	52	399	381	433	258.1
2016	3	34	47	37	50	376	363	413	263.9
2017	3	33	43	36	46	336	326	372	269.0
2018	3	34	44	37	47	308	298	345	272.3
2019	3	36	43	39	45	282	276	321	278.2

1 Includes cases where age not reported.

Source: DfT STATS19, DfT National Road Traffic Survey

2 Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change in Great Britain have been produced. More information on the change and the adjustment process is available in the 2019 annual report.

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[Notes & Definitions](#)

The figures in this table are national Statistics

Adjusted figures are experimental statistics

Last updated: 30 September 2020

Next update: September 2021

Table RAS30070

Relative risk of different forms of transport, Great Britain, 2019

	Casualty rate per billion vehicle miles							
	Killed	Serious (unadjusted)	Serious (adjusted) ²	KSI (unadjusted)	KSI (adjusted) ²	Slight (unadjusted)	Slight (adjusted) ²	All severities
Car driver	2	24	29	26	31	196	192	222
Pedal cyclist	29	1,070	1,255	1,099	1,284	3,792	3,607	4,891
Pedestrian ¹	35	438	504	473	539	1,167	1,101	1,640
Motorcycle rider	108	1,704	1,894	1,813	2,002	3,466	3,276	5,279

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

[2 Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced. More information on the change and the adjustment process is available in the 2019 annual report.](#)

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[Notes & Definitions](#)

The figures in this table are National Statistics
Adjusted figures are experimental statistics
Source: STATS19, National Road Traffic Survey, National Travel Survey
Last updated: 30 September 2020
Next update: September 2021

RAS30081

Reported road casualties on the strategic road network by road class and severity, England 2009 - 2019

Road Class	Number of casualties										
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Motorway											
Killed	116	110	90	78	87	84	92	77	91	85	85
Seriously injured (unadjusted)	755	716	654	577	596	636	637	729	661	722	664
Seriously injured (adjusted) ¹	1,172	1,122	1,032	929	928	978	944	917	825	877	774
Killed or seriously injured (unadjusted)	871	826	744	655	683	720	729	806	752	807	749
Killed or seriously injured (adjusted) ¹	1,288	1,232	1,122	1,007	1,015	1,062	1,036	994	916	962	859
Slightly injured (unadjusted)	8,738	8,552	8,008	7,556	7,154	7,471	7,252	6,986	6,178	5,700	5,049
Slightly injured (adjusted) ¹	8,321	8,146	7,630	7,204	6,822	7,129	6,945	6,798	6,014	5,545	4,939
All severities	9,609	9,378	8,752	8,211	7,837	8,191	7,981	7,792	6,930	6,507	5,798
A Roads											
Killed	139	139	161	139	157	127	132	154	145	165	125
Seriously injured (unadjusted)	957	921	924	902	868	1,006	923	1,045	956	1,015	1,074
Seriously injured (adjusted) ¹	1,408	1,339	1,347	1,300	1,268	1,423	1,302	1,247	1,125	1,167	1,205
Killed or seriously injured (unadjusted)	1,096	1,060	1,085	1,041	1,025	1,133	1,055	1,199	1,101	1,180	1,199
Killed or seriously injured (adjusted) ¹	1,547	1,478	1,508	1,439	1,425	1,550	1,434	1,401	1,270	1,332	1,330
Slightly injured (unadjusted)	8,335	7,584	7,883	7,421	7,226	7,490	7,335	7,242	6,194	5,693	5,350
Slightly injured (adjusted) ¹	7,884	7,166	7,460	7,023	6,826	7,073	6,956	7,040	6,025	5,541	5,219
All severities	9,431	8,644	8,968	8,462	8,251	8,623	8,390	8,441	7,295	6,873	6,549

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[Notes & Definitions](#)

¹ [Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced. More information on the change and the adjustment process is available in the 2019 annual report.](#)

Source: DfT STATS19

The figures in this table are National Statistics

Adjusted figures are experimental statistics

Last updated: 30 September 2020

Next update: September 2021

RAS40

Reported accidents, vehicles and casualties

RAS40001

Reported accidents and casualties, population, vehicle population, index of vehicle mileage, by road user type and severity, Great Britain, 1926 - 2019

Year	Population (millions)	Motor vehicles currently licensed (m'lins)	Index of vehicle traffic ¹ 1949=100		Reported casualties from road accidents						Injured ('000s)	All severities ⁹ ('000s)	
			Motor traffic	All traffic	Killed					All			
					Accidents ('000s)	Pedestrians	Pedal cyclists ²	M'cycle users ²	Car occupants				Others ^{3,4}
1926	44.0	1.7	..	..	124	..	..	..	..	..	4,886	134	139
1927	44.0	1.9	..	..	134	2,774	644	1,175	..	736	5,329	149	154
1928	44.3	2.0	..	..	148	3,255	691	1,395	..	797	6,138	165	171
1929	44.4	2.2	..	..	152	3,523	795	1,582	..	796	6,696	171	178
1930	44.6	2.3	..	..	157	3,722	887	1,832	..	864	7,305	178	185
1931	44.8	2.2	..	..	181	3,467	926	1,499	..	799	6,691	202	209
1932	45.1	2.2	..	..	184	3,385	1,046	1,558	..	678	6,667	206	213
1933	45.3	2.3	..	..	192	3,504	1,354	1,569	..	775	7,202	216	224
1934	45.4	2.4	..	..	205	3,529	1,536	1,430	..	848	7,343	232	239
1935	45.6	2.6	..	..	196	3,073	1,400	1,277	..	752	6,502	222	228
1936	45.8	2.8	..	..	199	3,068	1,498	1,187	..	808	6,561	228	234
1937	46.0	2.9	..	..	196	3,002	1,416	1,151	..	1,064	6,633	226	233
1938	46.2	3.1	..	..	196	3,046	1,401	1,145	..	1,056	6,648	227	233
1939	46.5	3.1	..	..	..	4,497	1,374	1,231	..	1,170	8,272	..	..
1940	46.9	2.3	..	..	..	4,724	1,363	1,270	..	1,252	8,609	..	..
1941	46.9	2.5	..	..	..	4,781	1,355	1,412	..	1,621	9,169	..	..
1942	47.1	1.8	..	..	..	3,650	1,134	895	..	1,247	6,926	141	148
1943	47.4	1.5	..	..	..	3,058	1,069	568	..	1,101	5,796	117	123
1944	47.7	1.6	..	..	..	3,314	1,185	574	..	1,343	6,416	124	131
1945	47.8	2.6	..	..	..	2,602	918	553	..	1,183	5,256	133	138
1946	47.9	3.1	..	..	..	2,489	833	772	..	968	5,062	157	163
1947	48.2	3.5	..	..	..	2,380	812	783	..	906	4,881	161	166
1948	48.7	3.7	..	..	..	2,377	827	585	..	724	4,513	149	153
1949	49.0	4.1	100	100	147	2,315	842	818	..	798	4,773	172	177
1950	49.2	4.4	114	104	167	2,251	805	1,129	..	827	5,012	196	201
1951	48.9	4.7	127	114	178	2,398	800	1,175	..	877	5,250	211	216
1952	49.1	5.0	131	119	172	2,063	743	1,142	..	758	4,706	203	208
1953	49.2	5.3	140	122	186	2,233	720	1,237	..	900	5,090	222	227
1954	49.4	5.8	150	126	196	2,226	696	1,148	..	940	5,010	233	238
1955	49.6	6.5	166	136	217	2,287	708	1,362	..	1,169	5,526	262	268
1956	49.8	7.0	174	139	216	2,270	650	1,250	..	1,197	5,367	263	268
1957	50.0	7.5	173	138	219	2,225	663	1,425	..	1,237	5,550	268	274
1958	50.3	8.0	200	153	237	2,408	668	1,421	..	1,473	5,970	294	300
1959	50.5	8.7	224	168	261	2,520	738	1,680	..	1,582	6,520	327	333
1960	51.0	9.4	242	177	272	2,708	679	1,743	..	1,840	6,970	341	348
1961	51.4	10.0	263	190	270	2,717	645	1,544	..	2,002	6,908	343	350
1962	51.9	10.6	276	196	264	2,681	583	1,323	..	2,122	6,709	335	342
1963	52.2	11.4	293	206	272	2,740	589	1,279	..	2,314	6,922	349	356
1964	52.5	12.4	328	229	292	2,986	583	1,445	..	2,806	7,820	378	385
1965	52.9	12.9	350	242	299	3,105	543	1,244	..	3,060	7,952	390	398
1966	53.2	13.3	372	255	292	3,153	514	1,134	..	3,184	7,985	384	392
1967	53.5	14.1	387	265	277	2,964	463	920	..	2,972	7,319	363	370
1968	53.7	14.4	404	275	264	2,762	391	877	..	2,780	6,810	342	349
1969	53.9	14.8	415	281	262	2,955	402	791	..	3,217	7,365	346	353
1970	54.1	15.0	431	292	267	2,925	373	761	..	3,440	7,499	356	363
1971	54.4	15.5	456	308	259	2,939	411	800	..	3,549	7,699	344	352
1972	54.6	16.1	479	323	265	3,083	367	729	..	3,584	7,763	352	360
1973	54.7	17.0	504	339	262	2,806	336	750	..	3,514	7,406	346	354
1974	54.7	17.3	494	333	244	2,642	282	797	..	3,162	6,883	318	325
1975	54.7	17.5	499	337	246	2,344	278	838	..	2,906	6,366	319	325
1976	54.7	17.8	524	354	259	2,335	300	990	..	2,945	6,570	333	340
1977	54.7	..	531	361	266	2,313	301	1,182	..	2,818	6,614	341	348
1978	54.7	17.8	552	373	265	2,427	316	1,163	..	2,925	6,831	343	350
1979	54.7	18.6	551	372	255	2,118	320	1,160	2,429	325	6,352	328	335
1980	54.8	19.2	585	395	251	1,941	302	1,163	2,278	269	5,953	321	327
1981	54.8	19.4	596	403	248	1,874	310	1,131	2,287	244	5,846	319	325
1982	54.7	19.8	612	415	256	1,869	294	1,091	2,443	240	5,937	328	334
1983	54.8	20.2	620	420	243	1,914	323	963	2,019	226	5,445	303	309
1984	54.9	20.8	652	441	253	1,868	345	967	2,179	240	5,599	319	324
1985	55.0	21.2	666	450	246	1,789	286	796	2,061	233	5,165	312	318

RAS40001

Reported accidents and casualties, population, vehicle population, index of vehicle mileage, by road user type and severity, Great Britain, 1926 - 2019

Year	Population (millions)	Motor vehicles currently licensed (m'lins)	Index of vehicle traffic ¹ 1949=100		Reported casualties from road accidents							Injured ('000s)	All severities ⁹ ('000s)
			Motor traffic	All traffic	Killed					All			
					Accidents ('000s)	Pedestrians	Pedal cyclists ²	M'cycle users ²	Car occupants		Others ^{3,4}		
1986	55.1	21.7	700	472	248	1,841	271	762	2,233	278	5,385	316	321
1987	55.2	22.2	754	508	239	1,703	280	723	2,206	213	5,125	306	311
1988	55.3	23.3	808	543	247	1,753	227	670	2,142	260	5,052	317	322
1989	55.5	24.2	876	588	261	1,706	294	683	2,426	264	5,373	336	342
1990	55.6	24.7	884	594	258	1,694	256	659	2,371	237	5,217	336	341
1991 ⁵	55.8	24.5	886	594	236	1,496	242	548	2,053	229	4,568	307	311
1992	56.0	24.9	887	595	233	1,347	204	469	1,978	231	4,229	307	311
1993	56.1	24.8	887	594	229	1,241	186	427	1,760	200	3,814	302	306
1994	56.2	25.2	907	607	234	1,124	172	444	1,764	146	3,650	312	315
1995	56.4	25.4	925	619	231	1,038	213	445	1,749	176	3,621	307	311
1996	56.5	26.3	949	635	236	997	203	440	1,806	152	3,598	317	321
1997	56.6	27.0	969	648	240	973	183	509	1,795	139	3,599	324	328
1998	56.8	27.5	987	660	239	906	158	498	1,696	163	3,421	322	325
1999	57.0	28.4	1,005	672	235	870	172	547	1,687	147	3,423	317	320
2000	57.2	28.9	1,003	671	234	857	127	605	1,665	155	3,409	317	320
2001	57.4	29.7	1,017	680	229	826	138	583	1,749	154	3,450	310	313
2002	57.7	30.6	1,041	696	222	775	130	609	1,747	170	3,431	299	303
2003	57.9	31.2	1,047	701	214	774	114	693	1,769	158	3,508	287	291
2004	58.2	32.3	1,063	711	207	671	134	585	1,671	160	3,221	278	281
2005	58.7	32.9	1,063	711	199	671	148	569	1,675	138	3,201	268	271
2006	59.1	33.1	1,078	721	189	675	146	599	1,612	140	3,172	255	258
2007	59.6	33.7	1,088	727	182	646	136	588	1,432	144	2,946	245	248
2008	60.0	33.9	1,077	721	171	572	115	493	1,257	101	2,538	228	231
2009	60.5	34.0	1,067	714	164	500	104	472	1,059	87	2,222	220	222
2010	61.0	34.1	1,059	709	154	405	111	403	835	96	1,850	207	209
2011	61.5	34.2	1,067	715	151	453	107	362	883	96	1,901	202	204
2012	61.9	34.5	1,070	717	146	420	118	328	801	87	1,754	194	196
2013	62.3	35.0	1,080	723	139	398	109	331	785	90	1,713	182	184
2014	62.8	35.6	1,116	748	146	446	113	339	797	80	1,775	193	194
2015	63.3	36.5	1,141	764	140	408	100	365	754	103	1,730	184	186
2016	63.8	37.3	1,171	784	137	448	102	319	816	107	1,792	180	181
2017	64.2	37.7	1,195	800	130	470	101	349	787	86	1,793	169	171
2018	64.6	38.2	1,211	810	123	456	99	354	777	98	1,784	159	161
2019	64.9	38.7	1,235	826	118	470	100	336	736	110	1,752	151	153

The figures in this table are National Statistics

Source: DfT STATS19, DfT National Road Traffic Survey, DVLA/DfT, ONS mid-year population estimates

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

- 1 Traffic estimates for 1995 onwards have been produced on a new, more accurate basis and are not directly comparable with earlier data.
- 2 Between 1937 and 1977 the figures excluded sidecar passengers and second riders of tandems.
- 3 Includes cases where road user type was not reported.
- 4 Includes car occupant fatalities prior to 1979.
- 5 Population figures have been revised by ONS so there is a break in the series at this point.
- 6. Some totals may not add up due to rounding

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[Notes & Definitions](#)

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RAS40005

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

Reported accidents, vehicles and casualties by severity, vehicle type and left hand drive, Great Britain, 2019

	Number of vehicles/accidents/casualties													
	Accidents, by severity							Casualties involved ¹ , by severity						
	Vehicles	Fatal	Serious (unadjusted)	Serious (adjusted) ⁵	Slight (unadjusted)	Slight (adjusted) ⁵	All severities	Killed	Serious (unadjusted)	Serious (adjusted) ⁵	Slight (unadjusted)	Slight (adjusted) ⁵	All severities	
Pedal cycle	17,437	107	3,822	4,470	13,219	12,571	17,148	108	3,880	4,541	13,684	13,023	17,672	
Motorcycles	17,369	343	5,479	6,080	11,094	10,493	16,916	354	5,704	6,347	12,574	11,931	18,632	
Cars and taxis	157,382	1,267	19,086	22,396	82,898	79,588	103,251	1,352	21,412	25,083	114,247	110,576	137,011	
of which LHD*	880	13	168	189	584	563	765	14	199	223	837	813	1,050	
Minibuses	405	5	70	87	324	307	399	5	89	111	563	541	657	
of which LHD*	5	0	1	1	4	4	5	0	1	1	7	7	8	
Buses or coaches	3,902	68	689	777	3,093	3,005	3,850	75	787	890	4,522	4,419	5,384	
of which LHD*	20	2	3	4	14	13	19	2	4	5	22	21	28	
Vans / Light goods vehicles	12,579	186	2,210	2,534	9,486	9,162	11,882	193	2,491	2,856	13,377	13,012	16,061	
of which LHD*	86	1	26	28	58	56	85	1	30	33	84	81	115	
Heavy goods vehicles	4,339	234	810	916	3,020	2,914	4,064	251	984	1,111	4,299	4,172	5,534	
of which LHD*	151	6	19	23	122	118	147	7	27	32	151	146	185	
Other vehicles	2,659	77	640	716	1,880	1,804	2,597	82	710	797	2,564	2,477	3,356	
of which LHD*	109	2	17	19	87	85	106	2	21	23	112	110	135	
Unknown	309	0	50	51	254	253	304	0	51	52	291	290	342	
All vehicles ⁴	216,381	1,658	23,422	27,222	92,456	88,656	117,536	1,752	25,945	30,144	125,461	121,262	153,158	
of which LHD ^{2,3} **	1,251	24	228	256	844	816	1,096	26	276	309	1,176	1,143	1,478	

Reported accidents, vehicles and casualties by severity, vehicle type and left hand drive, Great Britain excluding the Metropolitan Police Service, 2019

	Number of vehicles/accidents/casualties													
	Accidents, by severity							Casualties involved ¹ , by severity						
	Vehicles	Fatal	Serious (unadjusted)	Serious (adjusted) ⁵	Slight (unadjusted)	Slight (adjusted) ⁵	All severities	Killed	Serious (unadjusted)	Serious (adjusted) ⁵	Slight (unadjusted)	Slight (adjusted) ⁵	All severities	
Pedal cycle	12,677	101	3,004	3,652	9,369	8,721	12,474	102	3,052	3,713	9,699	9,038	12,853	
Motorcycles	11,263	309	4,333	4,934	6,321	5,720	10,963	318	4,531	5,174	7,322	6,679	12,171	
Cars and taxis	128,261	1,188	16,447	19,757	65,011	61,701	82,646	1,269	18,684	22,355	92,317	88,646	112,270	
of which LHD*	707	9	144	165	451	430	604	10	171	195	651	627	832	
Minibuses	293	5	55	72	229	212	289	5	74	96	443	421	522	
of which LHD*	3	0	1	1	2	2	3	0	1	1	2	2	3	
Buses or coaches	2,380	54	474	562	1,827	1,739	2,355	61	569	672	2,844	2,741	3,474	
of which LHD*	12	0	3	4	9	8	12	0	3	4	15	14	18	
Vans / Light goods vehicles	9,777	177	1,833	2,157	7,186	6,862	9,196	183	2,103	2,468	10,558	10,193	12,844	
of which LHD*	64	1	21	23	41	39	63	1	25	28	62	59	88	
Heavy goods vehicles	3,818	223	727	833	2,610	2,504	3,560	240	897	1,024	3,793	3,666	4,930	
of which LHD*	110	6	13	17	88	84	107	7	21	26	104	99	132	
Other vehicles	2,379	74	588	664	1,656	1,580	2,318	79	658	745	2,293	2,206	3,030	
of which LHD*	102	2	15	17	82	80	99	2	19	21	105	103	126	
Unknown	282	0	48	49	230	229	278	0	49	50	267	266	316	
All vehicles ⁴	171,130	1,539	19,820	23,620	71,122	67,322	92,481	1,628	22,229	26,428	99,556	95,357	123,413	
of which LHD ^{2,3} **	998	18	192	220	650	622	860	20	235	268	907	874	1,162	

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

2 Includes cases where vehicle type was unknown.

3 Includes cases where there is conflicting data (eg. Motorcycles coded as "left hand drive").

4 Note: LHD = Left Hand Drive

5 Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced. More information on the change and the adjustment process is available in the 2019 annual report.

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[Notes & Definitions](#)

Source: DfT STATS19

The figures in this table are National Statistics
Adjusted figures are experimental statistics

Last updated: 30 September 2020

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RAS40006
Summary statistics, Great Britain, 2009 - 2019

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	Number 2019
Pedal cyclists											
Killed ¹	104	111	107	118	109	113	100	102	101	99	100
Killed or Seriously Injured (KSI) (unadjusted) ³	2,710	2,771	3,192	3,340	3,252	3,514	3,339	3,499	3,799	3,806	3,795
Killed or Seriously Injured (KSI) (adjusted) ^{1,2}	4,098	4,179	4,765	4,926	4,896	5,338	4,887	4,662	4,650	4,618	4,433
All casualties ³	17,064	17,185	19,215	19,091	19,438	21,287	18,844	18,477	18,321	17,550	16,884
Child (0-15) KSI (unadjusted)	458	398	398	324	282	279	278	317	369	331	383
Adult (16+) KSI (unadjusted)	2,225	2,333	2,750	2,976	2,915	3,197	3,027	3,144	3,390	3,440	3,371
Child (0-15) KSI (adjusted)	704	629	636	506	450	444	430	429	487	437	471
Adult (16+) KSI (adjusted)	3,339	3,486	4,059	4,352	4,367	4,830	4,402	4,181	4,119	4,141	3,917
Pedal cycle traffic (billion vehicle miles)	3.0	3.0	3.1	3.1	3.1	3.5	3.2	3.2	3.3	3.3	3.5
Vans/Light Goods Vehicles (LGV)											
Killed	36	34	34	33	37	33	32	49	41	38	43
Killed or Seriously Injured (KSI) (unadjusted)	417	359	340	363	371	400	417	429	424	501	519
Killed or Seriously Injured (KSI) (adjusted) ¹	650	571	555	581	595	633	644	587	564	626	612
All casualties	4,743	4,494	4,499	4,533	4,426	4,915	4,750	4,464	4,174	3,945	4,069
Casualties in accidents involving at least one LGV											
Killed	174	169	191	170	162	177	166	197	193	180	193
Killed or Seriously Injured (KSI) (unadjusted)	1,905	1,835	1,872	1,927	1,815	2,064	2,044	2,202	2,298	2,447	2,684
Killed or Seriously Injured (KSI) (adjusted) ¹	2,781	2,684	2,753	2,807	2,709	3,024	2,979	2,880	2,813	2,917	3,049
All casualties	17,441	16,941	17,359	16,967	16,678	18,505	18,322	17,260	16,093	15,639	16,061
LGV traffic (billion vehicle miles)	40.7	41.4	42.0	42.2	43.8	46.6	48.9	51.7	53.4	54.4	55.5
Heavy Goods Vehicles (HGV)											
Killed	14	28	28	29	21	14	31	14	21	14	19
Killed or Seriously Injured (KSI) (unadjusted)	189	212	195	198	168	176	193	182	168	160	180
Killed or Seriously Injured (KSI) (adjusted) ¹	303	324	296	293	268	272	282	241	219	203	207
All casualties	1,519	1,578	1,415	1,339	1,296	1,353	1,203	1,105	1,038	880	786
Casualties in accidents involving at least one HGV											
Killed	268	263	257	271	258	268	282	267	263	257	251
Killed or Seriously Injured (KSI) (unadjusted)	1,439	1,379	1,334	1,348	1,354	1,319	1,353	1,284	1,247	1,258	1,235
Killed or Seriously Injured (KSI) (adjusted) ¹	1,942	1,874	1,801	1,789	1,781	1,771	1,759	1,546	1,457	1,447	1,362
All casualties	9,695	9,686	9,350	8,698	8,448	8,906	8,350	7,496	6,729	5,990	5,534
HGV traffic (billion vehicle miles)	16.3	16.4	16.0	15.6	15.8	16.2	16.8	17.0	17.2	17.3	17.4
Children (aged 0-15)											
Killed	81	55	60	61	48	53	54	69	48	48	39
Male	51	38	40	41	32	28	33	42	28	29	25
Female	30	17	20	20	16	25	21	27	20	19	14
Killed or Seriously Injured (KSI) (unadjusted)	2,671	2,502	2,412	2,272	1,980	2,082	1,964	2,102	2,146	2,139	2,257
Killed or Seriously Injured (KSI) (adjusted) ¹	4,068	3,831	3,746	3,431	3,035	3,173	2,984	2,848	2,768	2,720	2,696
All casualties	20,655	19,569	19,474	17,251	15,756	16,727	16,103	15,976	15,721	14,266	13,574

¹ Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced. More information on the change and the adjustment process is available in the 2019 annual report.

² Includes cases where the engine size is not reported or not applicable such as electric motorbikes

³ Includes cases where the age of the pedal cyclist is not reported

RAS41

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

Department for Transport statistics

Reported Road Casualties Great Britain Annual Report 2019

RAS41001:

Strategic Framework for Road Safety: Great Britain, 2009 - 2019

Area/Indicator ^{1,17}	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Percentage ¹ change over:	
											2018	2009
4 Enforcement												
4.1 Number and percentage of people killed in collisions with a driver over the legal blood alcohol limit¹⁵												
4.1.1 Number	380	240	240	230	240	240	200	230	250	240	n/a ⁴	..
4.1.2 Percentage	17%	13%	13%	13%	14%	14%	12%	13%	14%	13%	n/a ⁴	..
4.2 Number and percentage of people KSI (unadjusted) in collisions with a driver over the legal blood alcohol limit¹⁵												
4.2.1 Number	1,880	1,480	1,500	1,430	1,340	1,310	1,370	1,480	1,640	1,600	n/a ⁴	..
4.2.2 Percentage	7%	6%	6%	6%	6%	5%	6%	6%	6%	6%	n/a ⁴	..
4.3 Proportion of drivers tested failing a breath test after collision	3.4%	3.1%	3.2%	3.1%	3.0%	2.9%	3.3%	3.5%	4.0%	4.4%	4.9%	0.5 ppt
4.4 Prevalence of drug-drive incidents/collisions												
4.4.1 Number and percentage of KSI casualties resulting from a road collision with a driver under the influence of an illegal drug	n/a ⁴	n/a ⁴	n/a ⁴	n/a ⁴	n/a ⁴	n/a ⁴	n/a ⁴	n/a ⁴	n/a ⁴	n/a ⁴	n/a ⁴	n/a
4.4.2 Proportion of drivers admitting to have driven while under the influence of an illegal drug at least once in 12 months ^{5,6}	1.0%	1.3%	1.0%	0.5%	0.7%	0.9%	0.6%	0.4%	0.4%	0.5%	n/a ⁴	..
4.5 Percentage of fatalities and KSIs in collisions with 'exceeding the speed limit' or 'travelling too fast for conditions' as a contributory factor												
4.5.1 Fatal	27%	24%	23%	21%	24%	25%	24%	22%	21%	19%	23%	3 ppt
4.5.2 KSI (unadjusted)	17%	16%	15%	15%	15%	15%	15%	15%	14%	13%	14%	1 ppt
4.5.3 KSI (adjusted) ¹⁶	16%	15%	14%	14%	14%	14%	14%	14%	14%	13%	14%	1 ppt
4.6 Proportion of vehicles exceeding the speed limit^{11,12,13, 14}												
4.6.1 Car - 30mph			55%	55%	55%	54%	54%	53%	52%	52%	54%	2ppt
4.6.2 Car - motorways (70mph)			49%	47%	47%	49%	47%	46%	48%	46%	50%	4ppt
4.6.3 Motorcycle - 30mph									54%	55%	63%	8ppt
4.6.4 Motorcycle - motorways (70mph)									56%	53%	53%	0ppt
4.6.5 Articulated HGV - single carriageway (40mph) (Scotland) ¹⁹			89%	91%	90%	91%	90%	91%	77%	85%	..	..
4.6.6 Articulated HGV - single carriageway (40mph) (England & Wales)	80%	..	80%	79%	65%	65%	..	..	..	..	..	..
4.6.7 Articulated HGV - single carriageway (50mph) (England & Wales)	..	..	..	..	..	..	21%	24%	20%	20%	27%	7ppt
4.6.8 Articulated HGV - dual carriageway (50mph)	..	..	..	..	..	..	..	..	..	..	..	..
4.6.9 Rigid HGV - 30mph roads	..	..	50%	54%	54%	53%	53%	51%	50%	46%	47%	1ppt
4.6.10 Car - 20 mph ¹⁴	..	..	..	..	..	..	84%	81%	86%	87%	86%	-1ppt
4.7 Percentage of car occupants killed who were not wearing a seat belt	..	..	..	..	19%	21%	22%	20%	27%	26%	23%	-3 ppt
4.8 Number of motoring offences												
4.8.1 Total number of motoring offences (thousands) ⁹	2,892	2,426	2,892	2,871	2,817	2,929	3,049	3,062	3,065	3,187	n/a ⁴	..
5 Vehicle Safety												
5.1 Proportion of drivers injured among those involved in collisions by vehicle mileage	58%	..	58%	n/a ⁴	n/a ⁴	n/a ⁴	n/a ⁴	n/a ⁴	n/a ⁴	n/a ⁴	n/a ⁴	n/a
6 Perceptions of road safety												
6.1 Whether people feel safe cycling												
6.1.1 Percentage of cyclists who agreed that it was too dangerous for them to cycle on the roads ⁸	..	..	61%	59%	61%	65%	64%	59%	62%	63%	62%	-1ppt
6.1.2 Percentage of cyclists who said that they felt fairly or very confident cycling on the roads ⁸	..	..	58%	n/a ¹⁰	n/a ¹⁰	n/a ¹⁰	n/a ¹⁰	n/a ¹⁰	n/a ¹⁰	n/a ¹⁰	n/a ¹⁰	n/a
6.2 Whether people feel safe walking	There are no suitable sources of data for this at the current time											

1 Where indicator is a percentage, percentage point change is displayed.

2 Rates per billion vehicle miles include pedal cycle traffic, rounded to the nearest whole number; rates for pedestrians are rates per billion miles walked.

3 Outside the scope of National Statistics.

4 Data will be updated once available.

5 Figures are based on financial years (April to March).

6 Complete series of figures not available.

7 Figures are the aggregate of driving offenders taking one of the following courses; Driver Awareness Course (DAC), Rider Intervention Developing Experience (RIDE), National Speed Awareness Course (NSAC), Driving 4 Change, What's Driving Us and Your Belt Your Life

8 Incomplete data. Data collection started in 2013 for some Police force areas and therefore only available for this subset of police forces.

9 Motoring offences include: dangerous, careless or drunken driving, accident and speed limit offences, unauthorised taking or theft of motor vehicle, license and insurance offences, vehicle test and condition offences, traffic and other

10 Question no longer included in the survey.

11 Speed limit changed for articulated HGVs above 7.5 tonnes in England and Wales in 2015

<http://www.highwaycodeuk.co.uk/changes-and-answers/new-higher-speed-limits-for-torres-in-england-and-wales>

12 The speed limit compliance data is based on a sample of automatic traffic counter sites located in free flowing conditions only. The 2011-16 figures were revised in June 2017 to reflect an increase in the number of sites chosen in our sample

For more information see [Vehicle Speed Compliance Statistics for Great Britain: 2016 \(DTI\)](#)

13 Changes in sites selected between years can affect the percentages. Caution should be used when making comparisons over short time scales

14 The 20mph road sample includes some sites that do have limited traffic calming measures in the vicinity.

15 Includes pedal cyclist traffic

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

17 Detailed descriptions of the indicators see the 'taxonomy' worksheet

18. Severity adjustments have not yet been applied to drink-drive statistics. It is planned to apply these in 2021.

19. Discontinued from 2019.

Key

Identifier	Description	Data Source	National Statistics?	Geography Coverage	Temporal Coverage
1. Casualties					
1.1	Number of fatalities from a road accident, reported to Police Authorities	STATS19 (DfT)	Yes	Great Britain	Calendar Years: up to 2019
1.2	Number of casualties sustaining serious injuries in a road accident, reported to Police Authorities	STATS19 (DfT)	Yes	Great Britain	Calendar Years: up to 2019
1.3	Number of killed or serious injured (KSI) casualties in the most deprived decile group of areas as a fraction of the number of KSI casualties in the least deprived decile group of areas	STATS19 (DfT), Indices of Multiple Deprivation (DCLG)	Yes	England	Calendar Years: up to 2019
1.4	Rates of fatalities from a road accident, reported to Police Authorities, offset against vehicle traffic estimates and walking distance estimates for pedestrians	STATS19 (DfT), Traffic Estimates Data (DfT), National Travel Survey (DfT)	Yes	Great Britain	Calendar Years: up to 2019
1.5	Rates of fatalities from a road accident, reported to Police Authorities, offset against population estimates for each of the road user group	STATS19 (DfT), Census Mid-Year Population Estimates Data (ONS), National Records of Scotland (NRS)	Yes	Great Britain	Calendar Years: up to 2019
1.6	Number of fatalities & KSI casualties from a road accident, reported to Police Authorities, on the English trunk road network	STATS19 (DfT)	Yes	Great Britain	Calendar Years: up to 2019
1.7	Road deaths reported to Police Authorities as a proportion of all accidental deaths (including other transport, industrial and domestic accidents)	STATS19 (DfT), Death Registrations Summary Statistics (ONS), National Records of Scotland	Yes	Great Britain	Calendar Years: 1974 - 2018
1.8	Valuation of both fatal and non-fatal road casualties, which is an accumulation of human costs, reflecting pain, grief, suffering; the direct economic costs of lost of output, insurance, medical and health care costs.	STATS19 (DfT), Integrated Transport Economic Appraisal (DfT), nominal GDP estimates per capita (ONS)	Yes	Great Britain	Calendar Years: 1968 - 2019
1.9	Number of road casualties admitted to hospitals	Hospital Episode Statistics (NHS Information Centre)	Yes	England	Calendar Years: 2000 - 2011
2. Learning to Drive					
2.1	Number of fatalities and KSI casualties in collisions which involved a young car driver (aged 17 - 24), as reported by Police Authorities. This also includes cases where the casualty was also the young car driver involved in the accident.	STATS19 (DfT)	Yes	Great Britain	Calendar Years: up to 2019
2.2	Number of single vehicle accidents involving a young car driver (aged 17-24), where the casualty was either a pedestrian or an occupant of the car.	STATS19 (DfT)	Yes	Great Britain	Calendar Years: up to 2019
2.3	Number of new drivers that pass their practical driving test on the first attempt as a proportion of the total number of the new drivers passing their practical driving test (regardless of the number of attempts)	Driver License Database (DSA)	Yes	Great Britain	Financial Years: 2007/08 - 2019/19
3. Remedial education					
3.1	Number of drivers offenders having to take one of more of the following courses as a form of remedial penalty: Driver Alertness Course (DAC), Rider Intervention Developing Experience (RIDE) and National Speed Awareness Course (NSAC)	National Police Desk/Officer Online Reporting System (DORS)	No	England, Wales and Northern Ireland	Calendar Years: 2010 - 2019
4. Enforcement					
4.1	Number and proportion of people killed in a road collision with a driver over the legal blood alcohol limit (80 milligrams / 100 millilitres of blood), which also includes any fatally injured drivers over the alcohol limit involved in the accident	STATS19 (DfT), Coroners Data provided by England and Wales, Procurators Fiscal in Scotland	Yes	Great Britain	Calendar Years: 1968 - 2018
4.2	Number and proportion of KSI casualties in collisions with a driver over the legal blood alcohol limit (80 milligrams / 100 millilitres of blood), which also includes any fatally or seriously injured drivers over the alcohol limit involved in the accident	STATS19 (DfT), Coroners Data provided by England and Wales, Procurators Fiscal in Scotland	Yes	Great Britain	Calendar Years: 1968 - 2018
4.3	Proportion of drivers tested failing or refusing to be administered a breath test, following a road accident	STATS19 (DfT)	Yes	Great Britain	Calendar Years: 1979 - 2019
4.4	Prevalence of drug-drive incidents and collisions; (1) numbers of casualties resulting from an accident involving a driver under the influence of an illicit or therapeutic drug or (2) those admitting to have driven while being under the influence of a drug	(1) STATS19 (DfT), Coroners Data provided by England and Wales, Procurators Fiscal in Scotland and (2) Results from Crime Survey for England and Wales, provided by Home Office.	Yes	(1) Great Britain and (2) England and Wales for Crime Survey Results	(1) Calendar Years: currently under development and (2) Financial Year for Crime Survey Results
4.5	Proportion of fatalities and KSI casualties from road collisions where 'exceeding the speed limit' and 'travelling too fast for conditions' was a contributory factor leading to the accident	STATS19 (DfT)	Yes	Great Britain	Calendar Years: 2005 - 2019
4.6	Proportion of vehicles that were exceeding the speed limit on the road, for each vehicle type. NB a number of the entries were withdrawn in 2015 as the sample was not robust. Historic data for all vehicles are not available before 2011 as the reference speeds have been updated.	Traffic Estimates Data (DfT)	Yes	Great Britain	Calendar Years: 2011 - 2019
4.7	Proportion of car occupants killed, following a road accident, who were not wearing a seat belt	STATS19 (DfT)	Yes	Great Britain	Calendar years: 2013 - 2019
4.8	Number of motoring offences (including dangerous, careless or drunken driving, accident, speed limit, license, insurance and vehicle theft offences). This does not include any parking, waiting or road obstruction offences	Police Powers and Procedures (Home Office), Criminal Statistics (MoJ)	Yes	England and Wales	Calendar Years: 1999 - 2018
5. Vehicle Safety					
5.1	Proportions of drivers/riders/passengers injured from a road accident, by vehicle mileage and propensity of vehicle defectiveness	STATS19 (DfT), Motor Testing Database (VOSA), Driver License Database (DVLA)	Yes	Great Britain	Calendar Years: currently under development
6 Perceptions of road safety					
6.1.1	Percentage of cyclists who agreed that it was too dangerous for them to cycle on the roads ⁶	British Social Attitudes Survey 2011: public attitudes towards transport	Yes	Great Britain	Calendar Years: 2011 - 2019
6.1.2	Percentage of cyclists who said that they felt fairly or very confident cycling on the roads	British Social Attitudes Survey 2011: public attitudes towards transport	Yes	Great Britain	Calendar year: 2011, this question has now been dropped from survey.
6.2	Attitudes of pedestrians on the perception of road safety	National Travel Survey (DfT), Active People Survey (APS)	Yes	Great Britain	Calendar/Academic Years: walking indicator currently under development

RAS41003

Key Outcome Indicators - Strategic Framework for Road Safety
Reported Killed or Seriously Injured (KSI) (adjusted)²

Casualty rate per billion vehicle miles by local authority, Great Britain, 2009 - 2019

ONS Code	Region/Local Authority	Rate per billion vehicle miles/percentage												
		2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2018	2009
W92000004	Wales	102	95	103	90	95	98	91	82	78	78	81	3%	-21%
W06000019	Blaenau Gwent	113	117	93	82	113	95	43	71	89	66	129	97%	14%
W06000013	Bridgend	79	56	90	58	60	61	82	75	54	38	40	5%	-50%
W06000018	Caerphilly	84	73	73	69	90	65	74	55	72	89	93	4%	11%
W06000015	Cardiff	65	73	77	52	58	68	75	58	58	40	47	18%	-28%
W06000010	Cardiff	121	111	112	140	118	106	111	105	93	100	110	9%	-9%
W06000008	Ceredigion	169	166	191	127	124	146	152	133	119	125	118	-6%	-30%
W06000003	Conwy	111	93	116	116	124	130	121	98	109	97	98	1%	-12%
W06000004	Denbighshire	116	129	155	126	129	158	142	118	144	135	117	-13%	1%
W06000005	Flintshire	100	100	113	89	108	99	73	70	59	64	68	6%	-32%
W06000002	Gwynedd	121	143	145	146	125	151	115	105	97	138	114	-18%	-6%
W06000001	Isle of Anglesey	176	101	127	111	114	130	99	82	86	105	103	-2%	-41%
W06000024	Merthyr Tydfil	91	118	88	103	95	128	106	62	87	75	68	-9%	-25%
W06000021	Monmouthshire	47	49	69	47	71	60	38	41	46	59	58	-3%	23%
W06000012	Neath & Port Talbot	79	92	72	58	68	70	71	58	57	58	39	-34%	-51%
W06000022	Newport	62	46	48	44	59	59	49	40	42	58	68	16%	9%
W06000009	Pembrokeshire	170	149	136	148	117	129	134	128	139	129	149	16%	-12%
W06000023	Powys	192	178	212	185	160	189	187	169	170	143	156	9%	-19%
W06000016	Rhondda Cynon Taff	64	63	74	64	76	68	64	65	46	40	59	49%	-7%
W06000011	Swansea	113	110	108	79	91	92	80	82	68	60	52	-13%	-54%
W06000020	Torfaen	84	67	53	42	79	70	28	67	51	72	58	-19%	-31%
W06000014	Vale of Glamorgan	98	63	69	60	82	83	68	64	58	47	42	-11%	-57%
W06000006	Wrexham	129	97	128	121	133	132	142	118	68	103	97	-6%	-25%
S92000003	Scotland	179	157	151	154	136	133	126	127	109	103	92	-11%	-49%
S12000033	Aberdeen City	130	125	154	168	153	135	114	92	57	66	59	-11%	-55%
S12000034	Aberdeenshire	167	154	138	146	131	127	104	94	72	76	63	-17%	-62%
S12000041	Angus	194	157	173	151	142	108	113	98	117	97	75	-22%	-61%
S12000035	Argyll & Bute	266	283	226	227	211	185	210	192	162	154	182	18%	-32%
S12000036	City of Edinburgh	200	201	229	245	220	234	215	230	189	155	143	-8%	-28%
S12000005	Clackmannanshire	186	186	160	208	174	117	135	160	111	98	85	-13%	-54%
S12000013	Comhairle nan Eilean Siar	182	230	144	185	99	193	130	88	74	89	127	42%	-30%
S12000006	Dumfries and Galloway	139	92	105	105	88	93	79	78	65	87	69	-20%	-50%
S12000042	Dundee City	221	166	194	174	151	146	94	125	113	90	115	28%	-48%
S12000008	East Ayrshire	147	143	140	130	102	95	116	130	92	112	73	-35%	-50%
S12000009	East Dunbartonshire	144	155	121	146	89	111	95	103	85	61	103	68%	-28%
S12000010	East Lothian	163	157	126	122	133	153	130	118	125	120	90	-25%	-45%
S12000011	East Renfrewshire	86	92	82	74	72	68	71	70	71	57	54	-5%	-37%
S12000014	Falkirk	137	104	109	139	109	100	105	107	92	77	54	-30%	-61%
S12000015	Fife	156	156	123	127	121	111	112	120	89	98	92	-6%	-41%
S12000043	Glasgow, City of	229	208	188	198	155	185	177	174	154	155	125	-19%	-45%
S12000017	Highland	319	245	224	229	197	177	154	166	127	153	129	-16%	-60%
S12000018	Inverclyde	154	153	167	153	110	131	123	127	97	91	124	36%	-19%
S12000019	Midlothian	215	184	164	210	168	185	198	183	162	126	106	-16%	-51%
S12000020	Moray	131	105	83	121	128	114	89	114	87	75	75	1%	-43%
S12000021	North Ayrshire	233	148	176	177	169	185	201	164	158	142	133	-6%	-43%
S12000044	North Lanarkshire	113	96	95	86	82	81	80	82	80	67	68	1%	-40%
S12000023	Orkney Islands	225	222	154	204	193	195	83	178	91	123	134	9%	-40%
S12000024	Perth & Kinross	153	130	126	122	117	89	71	69	82	82	63	-22%	-58%
S12000038	Renfrewshire	128	131	138	120	92	98	96	104	91	80	73	-8%	-43%
S12000026	Scottish Borders	270	226	195	207	193	166	165	175	145	145	123	-15%	-54%
S12000027	Shetland Islands	258	210	179	156	166	96	132	133	101	72	81	12%	-69%
S12000028	South Ayrshire	188	157	145	132	112	134	141	150	139	98	96	-2%	-49%
S12000029	South Lanarkshire	161	128	124	119	108	121	103	115	94	83	80	-3%	-50%
S12000030	Stirling	163	160	153	152	170	130	158	108	101	99	86	-13%	-47%
S12000039	West Dunbartonshire	138	128	125	118	118	86	93	120	134	85	69	-18%	-50%
S12000040	West Lothian	157	124	130	134	120	100	133	109	111	97	74	-23%	-53%
K03000001	Great Britain¹	130	120	121	118	111	113	106	99	94	93	89	-5%	-32%

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Source: DfT STATS19, DfT National Road Traffic Survey

The figures in this table are National Statistics

Adjusted figures are experimental statistics

Last updated: 30 September 2020

Next update: September 2021

Email: roadacc.stats@df.gov.uk[Notes & Definitions](#)

1 Includes London (Heathrow) Airport

2 Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change in Great Britain have been produced. More information on the change and the adjustment process is available in the 2019 annual report.

3 Bournemouth, Poole and the Christchurch district of Dorset combined in 2019 to form the authority of Bournemouth, Poole and Christchurch

4 Excludes Christchurch so the rate is not comparable with 2019

5 Excludes Christchurch so the rate is not comparable with earlier years

RAS50

Contributory factors in reported accidents

Note on the contributory factor system

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

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

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

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

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

<http://assets.dft.gov.uk/statistics/series/road-accidents-and-safety/stats19-road-accident-injury-statistics-report-form.pdf>

RAS50002

Contributory factors allocated to vehicles or pedestrians in reported accidents, Great Britain, 2015 - 2019

Contributory factor reported for vehicle or pedestrian ^{1,2,3}	Number/percentage									
	2015		2016		2017		2018		2019	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Driver/Rider failed to look properly	49,871	46	44,557	44	37,896	41	33,897	40	30,954	39
Driver/Rider failed to judge other person's path or speed	25,245	23	22,774	23	20,289	22	18,047	21	16,750	21
Driver/Rider careless, reckless or in a hurry	20,006	18	18,175	18	13,852	15	13,203	16	13,161	17
Poor turn or manoeuvre	18,378	17	16,119	16	12,768	14	11,025	13	9,484	12
Loss of control	13,966	13	12,208	12	10,830	12	9,232	11	8,629	11
Pedestrian failed to look properly	10,113	9	8,782	9	7,928	9	7,182	8	6,646	8
Slippery road (due to weather)	8,312	8	7,709	8	7,501	8	6,153	7	5,896	7
Travelling too fast for conditions	7,531	7	6,595	7	6,090	7	5,048	6	4,769	6
Exceeding speed limit	5,351	5	5,158	5	4,880	5	4,727	6	4,744	6
Sudden braking	7,453	7	6,768	7	5,723	6	4,606	5	4,117	5
Any CF	108,211	100	100,296	100	93,125	100	84,968	100	78,855	100

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

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

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

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[Notes & Definitions](#)

Source: STATS19

The figures in this table are National Statistics

Last updated: 30 September 2020

Next update: September 2021

RAS50004

Reported accidents involving pedestrians with contributory factors, Great Britain, 2019

Number/ percentage

Contributory factor attributed to pedestrian ¹	Accidents ^{2,3,5} where contributory factor assigned to injured or killed pedestrian		Accidents ^{2,3,6} where contributory factor assigned to uninjured pedestrian	
	Number	Per cent ⁴	Number	Per cent ⁴
Pedestrian failed to look properly	6,314	48	61	29
Pedestrian careless, reckless or in a hurry	2,191	17	14	7
Pedestrian failed to judge vehicle's path or speed	1,834	14	18	9
Crossing road masked by stationary or parked vehicle	1,303	10	17	8
Pedestrian impaired by alcohol	1,105	8	9	4
Dangerous action in carriageway (eg. playing)	594	5	11	5
Pedestrian wrong use of pedestrian crossing facility	638	5	5	2
Pedestrian wearing dark clothing at night	653	5	6	3
Pedestrian disability or illness, mental or physical	370	3	7	3
Pedestrian impaired by drugs (illicit or medicinal)	168	1	1	0
Any CF	13,186	100	210	100

1 Top 10 most frequently reported contributory factors for injured or killed pedestrians.

Factors not shown may also have been reported.

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

3 Accidents can involve both pedestrian casualties and uninjured pedestrians who were assigned a contributory factor.

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

5 Total number of accidents is where a contributory factor has been allocated and a pedestrian casualty has occurred.

6 Total number of accidents is where a contributory factor has been reported and allocated to an uninjured pedestrian.

The figures in this table are National Statistics

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[Notes & Definitions](#)

Source: STATS19

Last updated: 30 September 2020

Next update: September 2021

RAS50005

Vehicles in reported accidents by contributory factor and vehicle type, Great Britain, 2019

Contributory factor attributed to vehicle ^{1,3}	Number/ percentage															
	Pedal cycle		Motorcycle		Car		Bus or Coach		Van/Light goods		HGV		Other vehicles ⁴		All vehicles ⁴	
	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²
Vision affected by external factors	249	3	594	4	6,664	6	88	4	537	6	267	8	101	6	8,500	6
Stationary or parked vehicle(s)	124	1	213	2	1,686	2	22	1	128	1	16	0	18	1	2,207	2
Vegetation	18	0	11	0	175	0	0	0	20	0	1	0	5	0	230	0
Road layout (eg. bend, winding road, hill crest)	30	0	91	1	794	1	9	0	52	1	15	0	22	1	1,013	1
Buildings, road signs, street furniture	7	0	8	0	171	0	2	0	13	0	3	0	2	0	206	0
Dazzling headlights	4	0	17	0	242	0	3	0	9	0	1	0	1	0	277	0
Dazzling sun	32	0	106	1	1,886	2	11	0	139	2	33	1	16	1	2,223	2
Rain, sleet, snow, or fog	28	0	126	1	1,409	1	19	1	93	1	30	1	9	1	1,714	1
Spray from other vehicles	2	0	8	0	101	0	2	0	6	0	5	0	0	0	124	0
Visor or windscreen dirty, scratched or frosted etc.	0	0	5	0	114	0	1	0	11	0	1	0	1	0	133	0
Vehicle blind spot	13	0	36	0	621	1	23	1	102	1	177	5	37	2	1,009	1
Pedestrian only (casualty or uninjured)	7	0	2	0	30	0	0	0	2	0	1	0	1	0	43	0
Crossing road masked by stationary or parked vehicle	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
Pedestrian failed to look properly	1	0	1	0	18	0	0	0	2	0	1	0	0	0	23	0
Pedestrian failed to judge vehicle's path or speed	4	0	2	0	3	0	0	0	0	0	0	0	1	0	10	0
Pedestrian wrong use of pedestrian crossing facility	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dangerous action in carriageway (eg. playing)	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
Pedestrian impaired by alcohol	2	0	0	0	4	0	0	0	0	0	0	0	0	0	6	0
Pedestrian impaired by drugs (illicit or medicinal)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian careless, reckless or in a hurry	1	0	0	0	5	0	0	0	0	0	0	0	0	0	6	0
Pedestrian wearing dark clothing at night	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian disability or illness, mental or physical	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Special Codes	162	2	329	2	2,427	2	51	2	185	2	69	2	91	5	3,314	2
Stolen vehicle	1	0	140	1	488	0	0	0	35	0	1	0	5	0	670	0
Vehicle in course of crime	13	0	71	1	592	1	0	0	32	0	1	0	4	0	713	0
Emergency vehicle on a call	2	0	8	0	296	0	1	0	33	0	7	0	41	2	388	0
Vehicle door opened or closed negligently	20	0	8	0	158	0	5	0	16	0	5	0	3	0	215	0
Other	127	1	137	1	1,120	1	47	2	84	1	55	2	41	2	1,611	1
Vehicles with no contributory factor	4,574	50	4,342	32	45,155	42	1,384	55	3,596	41	1,554	47	737	43	61,342	42
Total number of vehicles	9,135	100	13,410	100	107,718	100	2,502	100	8,773	100	3,323	100	1,719	100	146,580	100

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

The figures in this table are National Statistics

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

3 Due to recording errors some vehicle specific factors may have been allocated to the wrong vehicle in some accidents

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

RAS50006

Most common pairs of contributory factors reported together, Great Britain 2019

		Number/ percentage	
Factor with lower code ^{1,2,3}	Factor with higher code ^{1,2,3}	Number	Per cent
Vehicles			
Driver/Rider failed to look properly	Driver/Rider failed to judge other person's path or speed	7,385	5
Driver/Rider failed to look properly	Driver/Rider careless, reckless or in a hurry	4,219	3
Poor turn or manoeuvre	Driver/Rider failed to look properly	3,730	3
Driver/Rider failed to judge other person's path or speed	Driver/Rider careless, reckless or in a hurry	2,147	1
Poor turn or manoeuvre	Driver/Rider failed to judge other person's path or speed	1,853	1
Poor turn or manoeuvre	Driver/Rider careless, reckless or in a hurry	1,523	1
Loss of control	Driver/Rider careless, reckless or in a hurry	1,481	1
Exceeding speed limit	Driver/Rider careless, reckless or in a hurry	1,440	1
Slippery road (due to weather)	Loss of control	1,357	1
Travelling too fast for conditions	Loss of control	1,220	1
Aggressive driving	Driver/Rider careless, reckless or in a hurry	1,203	1
Following too close	Driver/Rider failed to judge other person's path or speed	1,177	1
Slippery road (due to weather)	Travelling too fast for conditions	1,125	1
Exceeding speed limit	Loss of control	1,089	1
Travelling too fast for conditions	Driver/Rider careless, reckless or in a hurry	1,064	1
Following too close	Driver/Rider failed to look properly	1,046	1
Disobeyed Give Way or Stop sign or markings	Driver/Rider failed to look properly	1,023	1
Driver/Rider impaired by alcohol	Driver/Rider careless, reckless or in a hurry	965	1
Poor turn or manoeuvre	Loss of control	951	1
Swerved	Loss of control	906	1
All vehicles in accidents		146,580	100
Pedestrian casualties			
Pedestrian failed to look properly	Pedestrian careless, reckless or in a hurry	1,437	10
Pedestrian failed to look properly	Pedestrian failed to judge vehicle's path or speed	1,198	9
Crossing road masked by stationary or parked vehicle	Pedestrian failed to look properly	817	6
Pedestrian failed to look properly	Pedestrian impaired by alcohol	551	4
Pedestrian failed to judge vehicle's path or speed	Pedestrian careless, reckless or in a hurry	448	3
All pedestrian casualties in accidents		13,808	100

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

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

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

[Notes & Definitions](#)

Telephone: 020 7944 6595

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Source: STATS19

The figures in this table are National Statistics

Last updated: 30 September 2020

Next update: September 2021

Contributory factor reported in accident ¹	Pedestrians											
	Killed		Seriously injured (unadjusted)		Seriously injured (adjusted) ³		Slightly injured (unadjusted)		Slightly injured (adjusted) ³		All casualties	
	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²
Road environment contributed	13	3	191	4	217	4	432	5	406	5	636	5
Poor or defective road surface	2	1	3	0	3	0	11	0	11	0	16	0
Deposit on road (eg. oil, mud, chippings)	0	0	2	0	2	0	7	0	7	0	9	0
Slippery road (due to weather)	7	2	119	3	135	3	277	3	261	3	403	3
Inadequate or masked signs or road markings	1	0	3	0	4	0	9	0	8	0	13	0
Defective traffic signals	0	0	2	0	2	0	7	0	7	0	9	0
Traffic calming (eg. road humps, chicane)	0	0	1	0	1	0	5	0	5	0	6	0
Temporary road layout (eg. contraflow)	1	0	13	0	14	0	23	0	22	0	37	0
Road layout (eg. bend, hill, narrow road)	3	1	49	1	56	1	97	1	90	1	149	1
Animal or object in carriageway	1	0	8	0	9	0	10	0	9	0	19	0
Slippery inspection cover or road marking	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle defects	2	1	37	1	43	1	50	1	44	1	89	1
Tyres illegal, defective or under inflated	0	0	7	0	7	0	8	0	8	0	15	0
Defective lights or indicators	0	0	2	0	2	0	3	0	3	0	5	0
Defective brakes	1	0	20	0	24	0	30	0	26	0	51	0
Defective steering or suspension	0	0	3	0	4	0	6	0	5	0	9	0
Defective or missing mirrors	0	0	1	0	1	0	0	0	0	0	1	0
Overloaded or poorly loaded vehicle or trailer	1	0	4	0	4	0	6	0	6	0	11	0
Injudicious action	61	15	392	9	434	9	601	7	559	7	1,054	8
Disobeyed automatic traffic signal	4	1	44	1	52	1	93	1	85	1	141	1
Disobeyed 'Give Way' or 'Stop' sign or markings	0	0	14	0	17	0	28	0	25	0	42	0
Disobeyed double white lines	0	0	9	0	9	0	13	0	13	0	22	0
Disobeyed pedestrian crossing facility	2	1	67	2	77	2	125	1	115	1	194	1
Illegal turn or direction of travel	0	0	21	0	22	0	40	0	39	0	61	0
Exceeding speed limit	44	11	143	3	151	3	143	2	135	2	330	2
Travelling too fast for conditions	18	5	106	2	118	2	160	2	148	2	284	2
Following too close	3	1	7	0	8	0	12	0	11	0	22	0
Vehicle travelling along pavement	4	1	40	1	44	1	59	1	55	1	103	1
Cyclist entering road from pavement	0	0	5	0	6	0	9	0	8	0	14	0
Driver/Rider error or reaction	161	40	1,657	38	1,868	37	3,371	37	3,160	38	5,189	38
Junction overshoot	0	0	14	0	17	0	62	1	59	1	76	1
Junction restart (moving off at junction)	1	0	12	0	14	0	28	0	26	0	41	0
Poor turn or manoeuvre	13	3	152	3	176	4	399	4	375	4	564	4
Failed to signal or misleading signal	2	1	24	1	29	1	45	0	40	0	71	1
Driver/Rider failed to look properly	117	29	1,200	27	1,356	27	2,488	28	2,332	28	3,805	28
Driver/Rider failed to judge other person's path or speed	34	9	284	6	320	6	589	7	553	7	907	7
Too close to cyclist, horse rider or pedestrian	9	2	71	2	81	2	172	2	162	2	252	2
Sudden braking	1	0	30	1	35	1	65	1	60	1	96	1
Swerved	1	0	58	1	61	1	54	1	51	1	113	1
Loss of control	12	3	121	3	136	3	209	2	194	2	342	2
Impairment or distraction	59	15	286	7	323	6	484	5	447	5	829	6
Driver/Rider impaired by alcohol	23	6	94	2	105	2	122	1	111	1	239	2
Driver/Rider impaired by drugs (illicit or medicinal)	21	5	61	1	67	1	62	1	56	1	144	1
Fatigue	5	1	18	0	20	0	32	0	30	0	55	0
Uncorrected, defective eyesight	3	1	12	0	13	0	13	0	12	0	28	0
Driver/Rider illness or disability, mental or physical	3	1	23	1	31	1	50	1	42	1	76	1
Not displaying lights at night or in poor visibility	0	0	6	0	6	0	6	0	6	0	12	0
Rider wearing dark clothing	0	0	0	0	0	0	3	0	3	0	3	0
Driver using mobile phone	3	1	17	0	17	0	15	0	15	0	35	0
Distraction in vehicle	7	2	63	1	71	1	117	1	109	1	187	1
Distraction outside vehicle	4	1	34	1	40	1	117	1	111	1	155	1
Behaviour or inexperience	62	16	571	13	645	13	1,084	12	1,010	12	1,717	12
Aggressive driving	25	6	153	3	171	3	286	3	268	3	464	3
Driver/Rider careless, reckless or in a hurry	39	10	408	9	459	9	760	8	709	8	1,207	9
Driver/Rider nervous, uncertain or panic	4	1	38	1	44	1	69	1	63	1	111	1
Driving too slow for conditions or slow veh (eg tractor)	0	0	0	0	0	0	0	0	0	0	0	0
Learner or inexperienced driver/rider	3	1	45	1	50	1	81	1	76	1	129	1
Inexperience of driving on the left	0	0	2	0	2	0	3	0	3	0	5	0
Unfamiliar with model of vehicle	0	0	17	0	19	0	20	0	18	0	37	0
Vision affected by external factors	30	8	523	12	597	12	1,099	12	1,025	12	1,652	12
Stationary or parked vehicle(s)	6	2	191	4	212	4	389	4	368	4	586	4
Vegetation	0	0	12	0	13	0	14	0	13	0	26	0
Road layout (eg. bend, winding road, hill crest)	5	1	23	1	27	1	50	1	46	1	78	1

Number/Percentage

Contributory factor reported in accident ¹	Pedestrians											
	Killed		Seriously injured (unadjusted)		Seriously injured (adjusted) ³		Slightly injured (unadjusted)		Slightly injured (adjusted) ³		All casualties	
	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²
Buildings, road signs, street furniture	3	1	9	0	12	0	40	0	37	0	52	0
Dazzling headlights	0	0	20	0	22	0	20	0	18	0	40	0
Dazzling sun	6	2	112	3	132	3	213	2	193	2	331	2
Rain, sleet, snow, or fog	6	2	100	2	114	2	227	3	213	3	333	2
Spray from other vehicles	0	0	1	0	2	0	10	0	9	0	11	0
Visor or windscreen dirty, scratched or frosted etc.	1	0	16	0	17	0	19	0	18	0	36	0
Vehicle blind spot	6	2	81	2	92	2	200	2	189	2	287	2
Pedestrian only (casualty or uninjured)	271	68	3,061	70	3,512	70	6,147	68	5,696	68	9,479	69
Crossing road masked by stationary or parked vehicle	19	5	426	10	492	10	898	10	832	10	1,343	10
Pedestrian failed to look properly	126	32	2,064	47	2,391	48	4,324	48	3,997	48	6,514	47
Pedestrian failed to judge vehicle's path or speed	80	20	669	15	759	15	1,157	13	1,067	13	1,906	14
Pedestrian wrong use of pedestrian crossing facility	15	4	221	5	250	5	429	5	400	5	665	5
Dangerous action in carriageway (eg. playing)	31	8	197	4	227	5	380	4	350	4	608	4
Pedestrian impaired by alcohol	60	15	410	9	476	9	666	7	600	7	1,136	8
Pedestrian impaired by drugs (illicit or medicinal)	10	3	64	1	73	1	97	1	88	1	171	1
Pedestrian careless, reckless or in a hurry	33	8	762	17	862	17	1,458	16	1,358	16	2,253	16
Pedestrian wearing dark clothing at night	62	16	261	6	294	6	345	4	312	4	668	5
Pedestrian disability or illness, mental or physical	25	6	155	4	173	3	196	2	178	2	376	3
Special Codes	30	8	248	6	277	6	471	5	442	5	749	5
Stolen vehicle	1	0	26	1	29	1	44	0	41	0	71	1
Vehicle in course of crime	7	2	41	1	47	1	80	1	74	1	128	1
Emergency vehicle on a call	5	1	12	0	14	0	18	0	16	0	35	0
Vehicle door opened or closed negligently	1	0	8	0	9	0	22	0	21	0	31	0
Other	19	5	177	4	196	4	342	4	323	4	538	4
Total number of casualties³	399	100	4,392	100	5,020	100	9,017	100	8,389	100	13,808	100

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

The figures in this table are National Statistics

2 Columns may not add up to 100 per cent as casualties are from accidents which can have more than 1 contributory factor.

Adjusted figures are experimental statistics

3 Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced. More information on the change and the adjustment process is available in the [2019 annual report](#).

4. Includes cases where the casualty type is not reported

[Notes & Definitions](#)

Source: STATS19

Telephone: 020 7944 6595

Last updated: 30 September 2020

Email: roadacc.stats@dft.gov.uk

Next update: September 2021

Contributory factor reported in accident ¹	Pedal Cyclists											
	Killed		Seriously injured (unadjusted)		Seriously injured (adjusted) ³		Slightly injured (unadjusted)		Slightly injured (adjusted) ³		All casualties	
	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²
Road environment contributed	9	10	184	7	212	7	393	6	365	6	586	7
Poor or defective road surface	2	2	28	1	33	1	38	1	33	1	68	1
Deposit on road (eg. oil, mud, chippings)	1	1	14	1	15	1	17	0	16	0	32	0
Slippery road (due to weather)	1	1	84	3	98	3	205	3	191	3	290	3
Inadequate or masked signs or road markings	2	2	7	0	8	0	15	0	14	0	24	0
Defective traffic signals	0	0	1	0	1	0	6	0	6	0	7	0
Traffic calming (eg. road humps, chicane)	0	0	4	0	4	0	10	0	10	0	14	0
Temporary road layout (eg. contraflow)	0	0	1	0	1	0	5	0	5	0	6	0
Road layout (eg. bend, hill, narrow road)	4	4	56	2	63	2	109	2	102	2	169	2
Animal or object in carriageway	0	0	7	0	8	0	8	0	7	0	15	0
Slippery inspection cover or road marking	0	0	1	0	1	0	2	0	2	0	3	0
Vehicle defects	4	4	54	2	61	2	105	2	98	2	163	2
Tyres illegal, defective or under inflated	1	1	6	0	6	0	6	0	6	0	13	0
Defective lights or indicators	1	1	17	1	18	1	30	0	29	0	48	1
Defective brakes	1	1	22	1	27	1	62	1	57	1	85	1
Defective steering or suspension	0	0	3	0	3	0	2	0	2	0	5	0
Defective or missing mirrors	0	0	2	0	2	0	2	0	2	0	4	0
Overloaded or poorly loaded vehicle or trailer	1	1	4	0	4	0	3	0	3	0	8	0
Injudicious action	31	35	470	19	551	19	1,097	17	1,016	17	1,598	18
Disobeyed automatic traffic signal	1	1	33	1	37	1	81	1	77	1	115	1
Disobeyed 'Give Way' or 'Stop' sign or markings	1	1	69	3	82	3	174	3	161	3	244	3
Disobeyed double white lines	4	4	23	1	23	1	27	0	27	0	54	1
Disobeyed pedestrian crossing facility	0	0	15	1	20	1	61	1	56	1	76	1
Illegal turn or direction of travel	1	1	22	1	25	1	44	1	41	1	67	1
Exceeding speed limit	9	10	42	2	46	2	67	1	63	1	118	1
Travelling too fast for conditions	13	15	96	4	108	4	153	2	141	2	262	3
Following too close	3	3	58	2	65	2	135	2	128	2	196	2
Vehicle travelling along pavement	0	0	13	1	17	1	39	1	35	1	52	1
Cyclist entering road from pavement	6	7	159	6	196	7	439	7	402	7	604	7
Driver/Rider error or reaction	67	75	1,876	76	2,207	76	4,949	79	4,618	78	6,892	78
Junction overshoot	1	1	39	2	48	2	131	2	122	2	171	2
Junction restart (moving off at junction)	0	0	30	1	37	1	113	2	106	2	143	2
Poor turn or manoeuvre	9	10	271	11	318	11	728	12	681	12	1,008	11
Failed to signal or misleading signal	2	2	59	2	66	2	167	3	160	3	228	3
Driver/Rider failed to look properly	36	40	1,345	54	1,595	55	3,715	59	3,465	59	5,096	58
Driver/Rider failed to judge other person's path or speed	16	18	470	19	557	19	1,267	20	1,180	20	1,753	20
Too close to cyclist, horse rider or pedestrian	9	10	168	7	194	7	437	7	411	7	614	7
Sudden braking	1	1	64	3	71	2	110	2	103	2	175	2
Swerved	6	7	53	2	61	2	120	2	112	2	179	2
Loss of control	13	15	150	6	167	6	213	3	196	3	376	4
Impairment or distraction	21	24	281	11	329	11	584	9	536	9	886	10
Driver/Rider impaired by alcohol	7	8	71	3	80	3	113	2	104	2	191	2
Driver/Rider impaired by drugs (illicit or medicinal)	7	8	31	1	34	1	29	0	26	0	67	1
Fatigue	1	1	7	0	9	0	27	0	25	0	35	0
Uncorrected, defective eyesight	1	1	7	0	9	0	16	0	14	0	24	0
Driver/Rider illness or disability, mental or physical	3	3	21	1	23	1	24	0	22	0	48	1
Not displaying lights at night or in poor visibility	4	4	54	2	65	2	129	2	118	2	187	2
Rider wearing dark clothing	3	3	85	3	104	4	223	4	204	3	311	4
Driver using mobile phone	0	0	13	1	14	0	22	0	21	0	35	0
Distraction in vehicle	2	2	26	1	29	1	50	1	47	1	78	1
Distraction outside vehicle	0	0	23	1	27	1	69	1	65	1	92	1
Behaviour or inexperience	21	24	530	21	599	21	1,085	17	1,016	17	1,636	18
Aggressive driving	5	6	50	2	55	2	108	2	103	2	163	2
Driver/Rider careless, reckless or in a hurry	17	19	457	18	515	18	876	14	818	14	1,350	15
Driver/Rider nervous, uncertain or panic	1	1	20	1	22	1	50	1	48	1	71	1
Driving too slow for conditions or slow veh (eg tractor)	0	0	2	0	2	0	3	0	3	0	5	0
Learner or inexperienced driver/rider	2	2	32	1	39	1	100	2	93	2	134	2
Inexperience of driving on the left	0	0	2	0	2	0	10	0	10	0	12	0
Unfamiliar with model of vehicle	0	0	4	0	4	0	7	0	7	0	11	0
Vision affected by external factors	14	16	305	12	365	13	915	15	855	15	1,234	14
Stationary or parked vehicle(s)	2	2	73	3	89	3	260	4	244	4	335	4
Vegetation	0	0	18	1	21	1	34	1	31	1	52	1
Road layout (eg. bend, winding road, hill crest)	3	3	21	1	26	1	61	1	56	1	85	1

Contributory factor reported in accident ¹	Pedal Cyclists											
	Killed		Seriously injured (unadjusted)		Seriously injured (adjusted) ³		Slightly injured (unadjusted)		Slightly injured (adjusted) ³		All casualties	
	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²
Buildings, road signs, street furniture	0	0	9	0	10	0	32	1	31	1	41	0
Dazzling headlights	1	1	12	0	14	0	22	0	20	0	35	0
Dazzling sun	4	4	121	5	144	5	289	5	266	5	414	5
Rain, sleet, snow, or fog	3	3	31	1	40	1	109	2	100	2	143	2
Spray from other vehicles	0	0	1	0	1	0	3	0	3	0	4	0
Visor or windscreen dirty, scratched or frosted etc.	0	0	7	0	8	0	13	0	12	0	20	0
Vehicle blind spot	1	1	35	1	43	2	167	3	159	3	203	2
Pedestrian only (casualty or uninjured)	2	2	98	4	107	4	212	3	203	3	312	4
Crossing road masked by stationary or parked vehicle	1	1	5	0	6	0	15	0	14	0	21	0
Pedestrian failed to look properly	0	0	54	2	61	2	123	2	116	2	177	2
Pedestrian failed to judge vehicle's path or speed	0	0	12	0	14	0	38	1	36	1	50	1
Pedestrian wrong use of pedestrian crossing facility	0	0	7	0	8	0	15	0	14	0	22	0
Dangerous action in carriageway (eg. playing)	0	0	7	0	8	0	13	0	12	0	20	0
Pedestrian impaired by alcohol	1	1	5	0	5	0	10	0	10	0	16	0
Pedestrian impaired by drugs (illicit or medicinal)	0	0	3	0	3	0	2	0	2	0	5	0
Pedestrian careless, reckless or in a hurry	0	0	31	1	33	1	59	1	57	1	90	1
Pedestrian wearing dark clothing at night	0	0	6	0	6	0	10	0	10	0	16	0
Pedestrian disability or illness, mental or physical	0	0	3	0	3	0	2	0	2	0	5	0
Special Codes	4	4	97	4	114	4	247	4	230	4	348	4
Stolen vehicle	1	1	5	0	5	0	1	0	1	0	7	0
Vehicle in course of crime	1	1	10	0	11	0	12	0	11	0	23	0
Emergency vehicle on a call	0	0	3	0	4	0	9	0	8	0	12	0
Vehicle door opened or closed negligently	0	0	19	1	25	1	96	2	90	2	115	1
Other	3	3	63	3	73	3	133	2	123	2	199	2
Total number of casualties³	89	100	2,474	100	2,889	100	6,299	100	5,884	100	8,862	100

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

The figures in this table are National Statistics

2 Columns may not add up to 100 per cent as casualties are from accidents which can have more than 1 contributory factor.

Adjusted figures are experimental statistics

3 Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced. More information on the change and the adjustment process is available in the 2019 annual report.

4. Includes cases where the casualty type is not reported

[Notes & Definitions](#)

Source: STATS19

Telephone: 020 7944 6595

Last updated: 30 September 2020

Email: roadacc.stats@dft.gov.uk

Next update: September 2021

Contributory factor reported in accident ¹	Motorcyclists											
	Killed		Seriously injured (unadjusted)		Seriously injured (adjusted) ³		Slightly injured (unadjusted)		Slightly injured (adjusted) ³		All casualties	
	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²
Road environment contributed	29	10	591	13	694	14	1,123	14	1,020	14	1,743	14
Poor or defective road surface	3	1	64	1	75	1	70	1	59	1	137	1
Deposit on road (eg. oil, mud, chippings)	1	0	113	2	135	3	172	2	150	2	286	2
Slippery road (due to weather)	12	4	267	6	319	6	695	9	643	9	974	8
Inadequate or masked signs or road markings	0	0	19	0	20	0	15	0	14	0	34	0
Defective traffic signals	0	0	2	0	2	0	5	0	5	0	7	0
Traffic calming (eg. road humps, chicane)	0	0	12	0	14	0	16	0	14	0	28	0
Temporary road layout (eg. contraflow)	0	0	12	0	13	0	18	0	17	0	30	0
Road layout (eg. bend, hill, narrow road)	8	3	107	2	122	2	157	2	142	2	272	2
Animal or object in carriageway	6	2	57	1	67	1	62	1	52	1	125	1
Slippery inspection cover or road marking	1	0	6	0	7	0	7	0	6	0	14	0
Vehicle defects	4	1	78	2	86	2	95	1	87	1	177	1
Tyres illegal, defective or under inflated	1	0	28	1	31	1	26	0	23	0	55	0
Defective lights or indicators	1	0	15	0	16	0	21	0	20	0	37	0
Defective brakes	1	0	29	1	31	1	36	0	34	0	66	1
Defective steering or suspension	0	0	11	0	12	0	9	0	8	0	20	0
Defective or missing mirrors	0	0	1	0	1	0	2	0	2	0	3	0
Overloaded or poorly loaded vehicle or trailer	1	0	3	0	3	0	2	0	2	0	6	0
Injudicious action	124	41	1,042	23	1,130	22	1,353	17	1,265	17	2,519	20
Disobeyed automatic traffic signal	1	0	66	1	72	1	87	1	81	1	154	1
Disobeyed 'Give Way' or 'Stop' sign or markings	3	1	101	2	111	2	129	2	119	2	233	2
Disobeyed double white lines	8	3	39	1	40	1	41	1	40	1	88	1
Disobeyed pedestrian crossing facility	0	0	5	0	5	0	5	0	5	0	10	0
Illegal turn or direction of travel	1	0	44	1	49	1	88	1	83	1	133	1
Exceeding speed limit	72	24	447	10	472	9	386	5	361	5	905	7
Travelling too fast for conditions	36	12	290	6	317	6	367	5	340	5	693	5
Following too close	10	3	192	4	218	4	395	5	369	5	597	5
Vehicle travelling along pavement	0	0	8	0	9	0	12	0	11	0	20	0
Cyclist entering road from pavement	0	0	3	0	4	0	9	0	8	0	12	0
Driver/Rider error or reaction	244	81	3,502	77	3,893	77	6,227	79	5,836	79	9,973	78
Junction overshoot	4	1	80	2	86	2	140	2	134	2	224	2
Junction restart (moving off at junction)	1	0	54	1	62	1	132	2	124	2	187	1
Poor turn or manoeuvre	64	21	900	20	994	20	1,534	19	1,440	19	2,498	20
Failed to signal or misleading signal	6	2	138	3	153	3	406	5	391	5	550	4
Driver/Rider failed to look properly	97	32	1,953	43	2,169	43	3,744	47	3,528	48	5,794	45
Driver/Rider failed to judge other person's path or speed	71	24	1,080	24	1,208	24	2,060	26	1,932	26	3,211	25
Too close to cyclist, horse rider or pedestrian	5	2	16	0	17	0	28	0	27	0	49	0
Sudden braking	14	5	227	5	260	5	483	6	450	6	724	6
Swerved	10	3	131	3	147	3	211	3	195	3	352	3
Loss of control	90	30	675	15	744	15	625	8	556	7	1,390	11
Impairment or distraction	43	14	385	8	415	8	452	6	422	6	880	7
Driver/Rider impaired by alcohol	12	4	151	3	163	3	126	2	114	2	289	2
Driver/Rider impaired by drugs (illicit or medicinal)	10	3	82	2	87	2	50	1	45	1	142	1
Fatigue	3	1	24	1	26	1	31	0	29	0	58	0
Uncorrected, defective eyesight	1	0	2	0	3	0	12	0	11	0	15	0
Driver/Rider illness or disability, mental or physical	5	2	35	1	37	1	31	0	29	0	71	1
Not displaying lights at night or in poor visibility	5	2	13	0	14	0	21	0	20	0	39	0
Rider wearing dark clothing	1	0	24	1	26	1	45	1	43	1	70	1
Driver using mobile phone	2	1	9	0	10	0	21	0	20	0	32	0
Distraction in vehicle	4	1	47	1	50	1	70	1	67	1	121	1
Distraction outside vehicle	7	2	41	1	46	1	89	1	84	1	137	1
Behaviour or inexperience	115	38	1,351	30	1,475	29	1,941	24	1,817	25	3,407	27
Aggressive driving	18	6	201	4	216	4	234	3	219	3	453	4
Driver/Rider careless, reckless or in a hurry	76	25	923	20	994	20	1,173	15	1,102	15	2,172	17
Driver/Rider nervous, uncertain or panic	3	1	42	1	49	1	101	1	94	1	146	1
Driving too slow for conditions or slow veh (eg tractor)	0	0	4	0	5	0	7	0	6	0	11	0
Learner or inexperienced driver/rider	24	8	326	7	366	7	620	8	580	8	970	8
Inexperience of driving on the left	4	1	24	1	26	1	21	0	19	0	49	0
Unfamiliar with model of vehicle	7	2	63	1	69	1	56	1	50	1	126	1
Vision affected by external factors	21	7	415	9	470	9	880	11	825	11	1,316	10
Stationary or parked vehicle(s)	2	1	123	3	139	3	320	4	304	4	445	3
Vegetation	5	2	12	0	14	0	13	0	11	0	30	0
Road layout (eg. bend, winding road, hill crest)	4	1	69	2	77	2	99	1	91	1	172	1

Contributory factor reported in accident ¹	Motorcyclists											
	Killed		Seriously injured (unadjusted)		Seriously injured (adjusted) ³		Slightly injured (unadjusted)		Slightly injured (adjusted) ³		All casualties	
	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²
Buildings, road signs, street furniture	0	0	12	0	13	0	13	0	12	0	25	0
Dazzling headlights	0	0	15	0	18	0	28	0	25	0	43	0
Dazzling sun	6	2	96	2	111	2	170	2	155	2	272	2
Rain, sleet, snow, or fog	3	1	70	2	80	2	161	2	151	2	234	2
Spray from other vehicles	0	0	4	0	5	0	13	0	12	0	17	0
Visor or windscreen dirty, scratched or frosted etc.	2	1	3	0	4	0	6	0	5	0	11	0
Vehicle blind spot	1	0	49	1	53	1	137	2	133	2	187	1
Pedestrian only (casualty or uninjured)	1	0	42	1	47	1	178	2	173	2	221	2
Crossing road masked by stationary or parked vehicle	0	0	4	0	5	0	41	1	40	1	45	0
Pedestrian failed to look properly	1	0	29	1	32	1	125	2	122	2	155	1
Pedestrian failed to judge vehicle's path or speed	1	0	11	0	13	0	32	0	30	0	44	0
Pedestrian wrong use of pedestrian crossing facility	0	0	0	0	1	0	19	0	18	0	19	0
Dangerous action in carriageway (eg. playing)	0	0	1	0	1	0	6	0	6	0	7	0
Pedestrian impaired by alcohol	0	0	3	0	4	0	22	0	21	0	25	0
Pedestrian impaired by drugs (illicit or medicinal)	0	0	2	0	2	0	2	0	2	0	4	0
Pedestrian careless, reckless or in a hurry	0	0	8	0	10	0	37	0	35	0	45	0
Pedestrian wearing dark clothing at night	0	0	1	0	1	0	7	0	7	0	8	0
Pedestrian disability or illness, mental or physical	0	0	1	0	1	0	2	0	2	0	3	0
Special Codes	14	5	197	4	212	4	210	3	195	3	421	3
Stolen vehicle	3	1	88	2	92	2	53	1	49	1	144	1
Vehicle in course of crime	2	1	34	1	36	1	43	1	41	1	79	1
Emergency vehicle on a call	0	0	6	0	7	0	23	0	22	0	29	0
Vehicle door opened or closed negligently	1	0	12	0	12	0	16	0	16	0	29	0
Other	8	3	83	2	91	2	100	1	92	1	191	1
Total number of casualties³	301	100	4,538	100	5,057	100	7,931	100	7,412	100	12,770	100

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

The figures in this table are National Statistics

2 Columns may not add up to 100 per cent as casualties are from accidents which can have more than 1 contributory factor.

Adjusted figures are experimental statistics

3 Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced. More information on the change and the adjustment process is available in the [2019 annual report](#).

4. Includes cases where the casualty type is not reported

[Notes & Definitions](#)

Source: STATS19

Telephone: 020 7944 6595

Last updated: 30 September 2020

Email: roadacc.stats@dft.gov.uk

Next update: September 2021

Contributory factor reported in accident ¹	Car Occupants											
	Killed		Seriously injured (unadjusted)		Seriously injured (adjusted) ³		Slightly injured (unadjusted)		Slightly injured (adjusted) ³		All casualties	
	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²
Buildings, road signs, street furniture	2	0	20	0	22	0	96	0	94	0	118	0
Dazzling headlights	4	1	25	0	35	0	217	0	207	0	246	0
Dazzling sun	8	1	162	2	202	2	1,536	3	1,496	3	1,706	3
Rain, sleet, snow, or fog	10	2	184	2	224	2	1,146	2	1,106	2	1,340	2
Spray from other vehicles	0	0	7	0	10	0	112	0	109	0	119	0
Visor or windscreen dirty, scratched or frosted etc.	0	0	12	0	13	0	83	0	82	0	95	0
Vehicle blind spot	1	0	33	0	41	0	420	1	412	1	454	1
Pedestrian only (casualty or uninjured)	3	0	53	1	60	1	266	0	259	0	322	0
Crossing road masked by stationary or parked vehicle	0	0	2	0	2	0	11	0	11	0	13	0
Pedestrian failed to look properly	0	0	14	0	16	0	123	0	121	0	137	0
Pedestrian failed to judge vehicle's path or speed	0	0	7	0	9	0	52	0	50	0	59	0
Pedestrian wrong use of pedestrian crossing facility	0	0	0	0	0	0	14	0	14	0	14	0
Dangerous action in carriageway (eg. playing)	0	0	1	0	1	0	14	0	14	0	15	0
Pedestrian impaired by alcohol	1	0	20	0	22	0	43	0	41	0	64	0
Pedestrian impaired by drugs (illicit or medicinal)	1	0	4	0	4	0	12	0	12	0	17	0
Pedestrian careless, reckless or in a hurry	0	0	16	0	19	0	68	0	65	0	84	0
Pedestrian wearing dark clothing at night	0	0	1	0	2	0	13	0	12	0	14	0
Pedestrian disability or illness, mental or physical	1	0	6	0	7	0	23	0	22	0	30	0
Special Codes	42	7	517	6	591	6	2,570	5	2,496	5	3,129	5
Stolen vehicle	4	1	116	1	132	1	650	1	634	1	770	1
Vehicle in course of crime	5	1	154	2	168	2	610	1	596	1	769	1
Emergency vehicle on a call	0	0	50	1	61	1	423	1	412	1	473	1
Vehicle door opened or closed negligently	3	0	13	0	14	0	82	0	81	0	98	0
Other	32	5	254	3	295	3	1,134	2	1,093	2	1,420	2
Total number of casualties³	622	100	8,563	100	10,288	100	55,846	100	54,121	100	65,031	100

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

The figures in this table are National Statistics

2 Columns may not add up to 100 per cent as casualties are from accidents which can have more than 1 contributory factor.

Adjusted figures are experimental statistics

3 Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced. More information on the change and the adjustment process is available in the [2019 annual report](#).

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Contributory factor reported in accident ¹	Bus and Coach Occupants											
	Killed		Seriously injured (unadjusted)		Seriously injured (adjusted) ³		Slightly injured (unadjusted)		Slightly injured (adjusted) ³		All casualties	
	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²
Road environment contributed	0	0	11	6	14	7	119	7	116	7	130	7
Poor or defective road surface	0	0	0	0	0	0	5	0	5	0	5	0
Deposit on road (eg. oil, mud, chippings)	0	0	0	0	0	0	6	0	6	0	6	0
Slippery road (due to weather)	0	0	1	1	4	2	38	2	35	2	39	2
Inadequate or masked signs or road markings	0	0	0	0	0	0	5	0	5	0	5	0
Defective traffic signals	0	0	0	0	0	0	5	0	5	0	5	0
Traffic calming (eg. road humps, chicane)	0	0	2	1	2	1	11	1	11	1	13	1
Temporary road layout (eg. contraflow)	0	0	0	0	0	0	4	0	4	0	4	0
Road layout (eg. bend, hill, narrow road)	0	0	6	3	6	3	42	2	42	2	48	2
Animal or object in carriageway	0	0	2	1	2	1	11	1	11	1	13	1
Slippery inspection cover or road marking	0	0	0	0	0	0	1	0	1	0	1	0
Vehicle defects	0	0	0	0	0	0	16	1	16	1	16	1
Tyres illegal, defective or under inflated	0	0	0	0	0	0	0	0	0	0	0	0
Defective lights or indicators	0	0	0	0	0	0	0	0	0	0	0	0
Defective brakes	0	0	0	0	0	0	12	1	12	1	12	1
Defective steering or suspension	0	0	0	0	0	0	2	0	2	0	2	0
Defective or missing mirrors	0	0	0	0	0	0	0	0	0	0	0	0
Overloaded or poorly loaded vehicle or trailer	0	0	0	0	0	0	2	0	2	0	2	0
Injudicious action	1	11	16	9	21	10	258	15	253	15	275	14
Disobeyed automatic traffic signal	0	0	3	2	3	2	44	2	44	3	47	2
Disobeyed 'Give Way' or 'Stop' sign or markings	1	11	3	2	5	2	46	3	44	3	50	3
Disobeyed double white lines	0	0	1	1	1	0	4	0	4	0	5	0
Disobeyed pedestrian crossing facility	0	0	1	1	1	0	4	0	4	0	5	0
Illegal turn or direction of travel	0	0	1	1	1	1	11	1	11	1	12	1
Exceeding speed limit	1	11	2	1	3	1	44	2	43	2	47	2
Travelling too fast for conditions	0	0	3	2	4	2	65	4	64	4	68	3
Following too close	0	0	3	2	4	2	66	4	65	4	69	4
Vehicle travelling along pavement	0	0	0	0	0	0	0	0	0	0	0	0
Cyclist entering road from pavement	0	0	0	0	0	0	2	0	2	0	2	0
Driver/Rider error or reaction	5	56	105	58	129	60	1,258	71	1,234	71	1,368	70
Junction overshoot	0	0	0	0	0	0	28	2	28	2	28	1
Junction restart (moving off at junction)	0	0	1	1	2	1	41	2	40	2	42	2
Poor turn or manoeuvre	1	11	16	9	22	10	276	16	270	15	293	15
Failed to signal or misleading signal	0	0	1	1	1	1	48	3	48	3	49	2
Driver/Rider failed to look properly	2	22	19	10	28	13	452	25	443	25	473	24
Driver/Rider failed to judge other person's path or speed	0	0	18	10	27	12	379	21	370	21	397	20
Too close to cyclist, horse rider or pedestrian	0	0	0	0	0	0	1	0	1	0	1	0
Sudden braking	2	22	39	22	44	20	427	24	422	24	468	24
Swerved	0	0	19	10	19	9	76	4	76	4	95	5
Loss of control	1	11	27	15	33	16	131	7	125	7	159	8
Impairment or distraction	2	22	43	24	50	23	202	11	195	11	247	13
Driver/Rider impaired by alcohol	0	0	4	2	6	3	36	2	34	2	40	2
Driver/Rider impaired by drugs (illicit or medicinal)	0	0	1	1	1	0	14	1	14	1	15	1
Fatigue	0	0	2	1	2	1	16	1	16	1	18	1
Uncorrected, defective eyesight	0	0	0	0	0	0	1	0	1	0	1	0
Driver/Rider illness or disability, mental or physical	2	22	18	10	23	10	33	2	28	2	53	3
Not displaying lights at night or in poor visibility	0	0	0	0	0	0	1	0	1	0	1	0
Rider wearing dark clothing	0	0	0	0	0	0	1	0	1	0	1	0
Driver using mobile phone	0	0	0	0	0	0	0	0	0	0	0	0
Distraction in vehicle	0	0	16	9	16	8	71	4	71	4	87	4
Distraction outside vehicle	0	0	4	2	4	2	33	2	33	2	37	2
Behaviour or inexperience	2	22	25	14	31	14	307	17	301	17	334	17
Aggressive driving	0	0	3	2	4	2	42	2	41	2	45	2
Driver/Rider careless, reckless or in a hurry	2	22	18	10	22	10	236	13	232	13	256	13
Driver/Rider nervous, uncertain or panic	0	0	2	1	2	1	21	1	21	1	23	1
Driving too slow for conditions or slow veh (eg tractor)	0	0	0	0	0	0	1	0	1	0	1	0
Learner or inexperienced driver/rider	0	0	2	1	2	1	24	1	24	1	26	1
Inexperience of driving on the left	0	0	1	1	2	1	14	1	13	1	15	1
Unfamiliar with model of vehicle	0	0	1	1	1	1	11	1	11	1	12	1
Vision affected by external factors	0	0	7	4	8	4	86	5	85	5	93	5
Stationary or parked vehicle(s)	0	0	2	1	2	1	17	1	17	1	19	1
Vegetation	0	0	0	0	0	0	0	0	0	0	0	0
Road layout (eg. bend, winding road, hill crest)	0	0	0	0	0	0	12	1	12	1	12	1

Contributory factor reported in accident ¹	Bus and Coach Occupants											
	Killed		Seriously injured (unadjusted)		Seriously injured (adjusted) ³		Slightly injured (unadjusted)		Slightly injured (adjusted) ³		All casualties	
	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²
Buildings, road signs, street furniture	0	0	0	0	0	0	3	0	3	0	3	0
Dazzling headlights	0	0	1	1	1	0	2	0	2	0	3	0
Dazzling sun	0	0	4	2	5	2	28	2	27	2	32	2
Rain, sleet, snow, or fog	0	0	0	0	0	0	15	1	15	1	15	1
Spray from other vehicles	0	0	0	0	0	0	2	0	2	0	2	0
Visor or windscreen dirty, scratched or frosted etc.	0	0	0	0	0	0	3	0	3	0	3	0
Vehicle blind spot	0	0	0	0	0	0	7	0	7	0	7	0
Pedestrian only (casualty or uninjured)	0	0	17	9	18	8	124	7	123	7	141	7
Crossing road masked by stationary or parked vehicle	0	0	0	0	0	0	4	0	4	0	4	0
Pedestrian failed to look properly	0	0	2	1	2	1	31	2	31	2	33	2
Pedestrian failed to judge vehicle's path or speed	0	0	4	2	4	2	28	2	28	2	32	2
Pedestrian wrong use of pedestrian crossing facility	0	0	0	0	0	0	1	0	1	0	1	0
Dangerous action in carriageway (eg. playing)	0	0	0	0	0	0	2	0	2	0	2	0
Pedestrian impaired by alcohol	0	0	7	4	7	3	12	1	12	1	19	1
Pedestrian impaired by drugs (illicit or medicinal)	0	0	0	0	0	0	1	0	1	0	1	0
Pedestrian careless, reckless or in a hurry	0	0	1	1	1	1	43	2	43	2	44	2
Pedestrian wearing dark clothing at night	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian disability or illness, mental or physical	0	0	3	2	3	1	17	1	17	1	20	1
Special Codes	0	0	18	10	20	9	141	8	139	8	159	8
Stolen vehicle	0	0	0	0	0	0	3	0	3	0	3	0
Vehicle in course of crime	0	0	0	0	0	0	2	0	2	0	2	0
Emergency vehicle on a call	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle door opened or closed negligently	0	0	1	1	1	1	7	0	7	0	8	0
Other	0	0	18	10	20	9	130	7	128	7	148	8
Total number of casualties³	9	100	181	100	216	100	1,777	100	1,742	100	1,967	100

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

The figures in this table are National Statistics

2 Columns may not add up to 100 per cent as casualties are from accidents which can have more than 1 contributory factor.

Adjusted figures are experimental statistics

3 Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced. More information on the change and the adjustment process is available in the [2019 annual report](#).

4. Includes cases where the casualty type is not reported

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Contributory factor reported in accident ¹	LGV Occupants											
	Killed		Seriously injured (unadjusted)		Seriously injured (adjusted) ³		Slightly injured (unadjusted)		Slightly injured (adjusted) ³		All casualties	
	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²
Road environment contributed	3	8	51	12	65	13	373	14	359	14	427	14
Poor or defective road surface	0	0	2	0	3	1	22	1	21	1	24	1
Deposit on road (eg. oil, mud, chippings)	0	0	3	1	4	1	29	1	28	1	32	1
Slippery road (due to weather)	1	3	33	8	40	8	228	8	221	8	262	8
Inadequate or masked signs or road markings	0	0	4	1	5	1	24	1	23	1	28	1
Defective traffic signals	0	0	2	0	2	0	4	0	4	0	6	0
Traffic calming (eg. road humps, chicane)	0	0	0	0	0	0	3	0	3	0	3	0
Temporary road layout (eg. contraflow)	1	3	1	0	1	0	7	0	7	0	9	0
Road layout (eg. bend, hill, narrow road)	0	0	11	3	13	3	83	3	81	3	94	3
Animal or object in carriageway	1	3	5	1	7	1	21	1	19	1	27	1
Slippery inspection cover or road marking	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle defects	0	0	17	4	20	4	70	3	67	3	87	3
Tyres illegal, defective or under inflated	0	0	8	2	9	2	19	1	18	1	27	1
Defective lights or indicators	0	0	1	0	1	0	5	0	5	0	6	0
Defective brakes	0	0	5	1	6	1	25	1	24	1	30	1
Defective steering or suspension	0	0	0	0	0	0	13	0	13	0	13	0
Defective or missing mirrors	0	0	0	0	0	0	0	0	0	0	0	0
Overloaded or poorly loaded vehicle or trailer	0	0	4	1	4	1	10	0	10	0	14	0
Injudicious action	11	28	94	22	114	23	705	26	685	26	810	26
Disobeyed automatic traffic signal	0	0	6	1	7	1	51	2	50	2	57	2
Disobeyed 'Give Way' or 'Stop' sign or markings	0	0	10	2	13	2	102	4	99	4	112	4
Disobeyed double white lines	3	8	1	0	1	0	21	1	21	1	25	1
Disobeyed pedestrian crossing facility	0	0	0	0	0	0	0	0	0	0	0	0
Illegal turn or direction of travel	0	0	2	0	2	0	16	1	16	1	18	1
Exceeding speed limit	7	18	39	9	44	9	161	6	156	6	207	7
Travelling too fast for conditions	3	8	27	6	34	7	224	8	217	8	254	8
Following too close	2	5	19	5	24	5	231	9	226	9	252	8
Vehicle travelling along pavement	0	0	0	0	0	0	0	0	0	0	0	0
Cyclist entering road from pavement	0	0	0	0	0	0	1	0	1	0	1	0
Driver/Rider error or reaction	24	62	263	63	321	64	1,917	71	1,859	71	2,204	70
Junction overshoot	0	0	16	4	19	4	91	3	88	3	107	3
Junction restart (moving off at junction)	0	0	1	0	2	0	32	1	31	1	33	1
Poor turn or manoeuvre	5	13	33	8	45	9	321	12	309	12	359	11
Failed to signal or misleading signal	0	0	1	0	2	0	42	2	41	2	43	1
Driver/Rider failed to look properly	11	28	107	26	131	26	958	35	934	36	1,076	34
Driver/Rider failed to judge other person's path or speed	4	10	76	18	94	19	720	27	702	27	800	25
Too close to cyclist, horse rider or pedestrian	0	0	6	1	6	1	4	0	4	0	10	0
Sudden braking	1	3	18	4	23	5	207	8	202	8	226	7
Swerved	3	8	29	7	36	7	135	5	128	5	167	5
Loss of control	7	18	77	18	91	18	327	12	313	12	411	13
Impairment or distraction	16	41	132	32	151	30	585	22	566	22	733	23
Driver/Rider impaired by alcohol	3	8	55	13	63	13	179	7	171	7	237	8
Driver/Rider impaired by drugs (illicit or medicinal)	3	8	23	5	26	5	78	3	75	3	104	3
Fatigue	3	8	29	7	32	6	109	4	106	4	141	4
Uncorrected, defective eyesight	0	0	0	0	0	0	2	0	2	0	2	0
Driver/Rider illness or disability, mental or physical	8	21	21	5	24	5	87	3	84	3	116	4
Not displaying lights at night or in poor visibility	0	0	0	0	0	0	4	0	4	0	4	0
Rider wearing dark clothing	0	0	0	0	0	0	0	0	0	0	0	0
Driver using mobile phone	1	3	8	2	8	2	18	1	18	1	27	1
Distraction in vehicle	5	13	25	6	29	6	160	6	156	6	190	6
Distraction outside vehicle	0	0	3	1	4	1	50	2	49	2	53	2
Behaviour or inexperience	8	21	139	33	159	32	637	24	617	24	784	25
Aggressive driving	4	10	22	5	26	5	93	3	89	3	119	4
Driver/Rider careless, reckless or in a hurry	6	15	118	28	134	26	497	18	481	18	621	20
Driver/Rider nervous, uncertain or panic	0	0	4	1	5	1	29	1	28	1	33	1
Driving too slow for conditions or slow veh (eg tractor)	0	0	0	0	0	0	2	0	2	0	2	0
Learner or inexperienced driver/rider	0	0	13	3	14	3	61	2	60	2	74	2
Inexperience of driving on the left	0	0	4	1	4	1	6	0	6	0	10	0
Unfamiliar with model of vehicle	0	0	3	1	4	1	15	1	14	1	18	1
Vision affected by external factors	1	3	24	6	30	6	207	8	201	8	232	7
Stationary or parked vehicle(s)	0	0	3	1	3	1	36	1	36	1	39	1
Vegetation	0	0	1	0	1	0	9	0	9	0	10	0
Road layout (eg. bend, winding road, hill crest)	0	0	2	0	3	1	27	1	26	1	29	1

Contributory factor reported in accident ¹	LGV Occupants										All casualties	
	Killed		Seriously injured (unadjusted)		Seriously injured (adjusted) ³		Slightly injured (unadjusted)		Slightly injured (adjusted) ³			
	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²
Buildings, road signs, street furniture	0	0	0	0	0	0	5	0	5	0	5	0
Dazzling headlights	0	0	0	0	1	0	7	0	6	0	7	0
Dazzling sun	1	3	8	2	10	2	78	3	76	3	87	3
Rain, sleet, snow, or fog	0	0	6	1	7	1	46	2	45	2	52	2
Spray from other vehicles	0	0	2	0	2	0	7	0	7	0	9	0
Visor or windscreen dirty, scratched or frosted etc.	0	0	3	1	3	1	2	0	2	0	5	0
Vehicle blind spot	0	0	0	0	0	0	11	0	11	0	11	0
Pedestrian only (casualty or uninjured)	1	3	1	0	1	0	12	0	12	0	14	0
Crossing road masked by stationary or parked vehicle	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian failed to look properly	0	0	0	0	0	0	7	0	7	0	7	0
Pedestrian failed to judge vehicle's path or speed	0	0	1	0	1	0	2	0	2	0	3	0
Pedestrian wrong use of pedestrian crossing facility	0	0	0	0	0	0	0	0	0	0	0	0
Dangerous action in carriageway (eg. playing)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian impaired by alcohol	1	3	0	0	0	0	2	0	2	0	3	0
Pedestrian impaired by drugs (illicit or medicinal)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian careless, reckless or in a hurry	0	0	0	0	0	0	1	0	1	0	1	0
Pedestrian wearing dark clothing at night	0	0	0	0	0	0	2	0	2	0	2	0
Pedestrian disability or illness, mental or physical	0	0	0	0	0	0	4	0	4	0	4	0
Special Codes	2	5	32	8	36	7	120	4	116	4	154	5
Stolen vehicle	0	0	9	2	9	2	18	1	18	1	27	1
Vehicle in course of crime	0	0	5	1	5	1	21	1	21	1	26	1
Emergency vehicle on a call	0	0	4	1	5	1	32	1	31	1	36	1
Vehicle door opened or closed negligently	0	0	2	0	2	0	4	0	4	0	6	0
Other	2	5	16	4	18	4	56	2	54	2	74	2
Total number of casualties³	39	100	419	100	505	100	2,700	100	2,614	100	3,158	100

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

The figures in this table are National Statistics

2 Columns may not add up to 100 per cent as casualties are from accidents which can have more than 1 contributory factor.

Adjusted figures are experimental statistics

3 Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced. More information on the change and the adjustment process is available in the [2019 annual report](#).

4. Includes cases where the casualty type is not reported

[Notes & Definitions](#)

Source: STATS19

Telephone: 020 7944 6595

Last updated: 30 September 2020

Email: roadacc.stats@dft.gov.uk

Next update: September 2021

Contributory factor reported in accident ¹	HGV Occupants											
	Killed		Seriously injured (unadjusted)		Seriously injured (adjusted) ³		Slightly injured (unadjusted)		Slightly injured (adjusted) ³		All casualties	
	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²
Road environment contributed	2	12	12	9	17	10	75	15	70	15	89	14
Poor or defective road surface	0	0	0	0	0	0	5	1	5	1	5	1
Deposit on road (eg. oil, mud, chippings)	0	0	0	0	0	0	8	2	8	2	8	1
Slippery road (due to weather)	1	6	6	4	8	5	34	7	32	7	41	6
Inadequate or masked signs or road markings	0	0	1	1	1	1	4	1	4	1	5	1
Defective traffic signals	0	0	0	0	0	0	1	0	1	0	1	0
Traffic calming (eg. road humps, chicane)	0	0	0	0	0	0	0	0	0	0	0	0
Temporary road layout (eg. contraflow)	0	0	0	0	0	0	4	1	4	1	4	1
Road layout (eg. bend, hill, narrow road)	1	6	6	4	8	5	22	4	20	4	29	4
Animal or object in carriageway	0	0	1	1	2	1	5	1	4	1	6	1
Slippery inspection cover or road marking	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle defects	2	12	8	6	9	5	22	4	21	4	32	5
Tyres illegal, defective or under inflated	0	0	3	2	3	2	3	1	3	1	6	1
Defective lights or indicators	0	0	0	0	0	0	0	0	0	0	0	0
Defective brakes	1	6	1	1	1	1	3	1	3	1	5	1
Defective steering or suspension	0	0	2	1	2	1	2	0	2	0	4	1
Defective or missing mirrors	0	0	0	0	0	0	0	0	0	0	0	0
Overloaded or poorly loaded vehicle or trailer	1	6	5	4	6	4	15	3	14	3	21	3
Injudicious action	4	24	37	26	41	25	114	23	110	23	155	24
Disobeyed automatic traffic signal	0	0	1	1	1	1	4	1	4	1	5	1
Disobeyed 'Give Way' or 'Stop' sign or markings	0	0	1	1	1	1	7	1	7	1	8	1
Disobeyed double white lines	0	0	3	2	3	2	7	1	7	1	10	2
Disobeyed pedestrian crossing facility	0	0	0	0	0	0	0	0	0	0	0	0
Illegal turn or direction of travel	1	6	1	1	1	1	1	0	1	0	3	0
Exceeding speed limit	0	0	7	5	8	5	12	2	11	2	19	3
Travelling too fast for conditions	3	18	15	11	17	10	44	9	42	9	62	10
Following too close	0	0	13	9	14	8	50	10	49	10	63	10
Vehicle travelling along pavement	0	0	0	0	0	0	0	0	0	0	0	0
Cyclist entering road from pavement	0	0	0	0	0	0	0	0	0	0	0	0
Driver/Rider error or reaction	8	47	91	65	108	66	346	70	329	70	445	68
Junction overshoot	0	0	3	2	3	2	8	2	8	2	11	2
Junction restart (moving off at junction)	0	0	0	0	0	0	5	1	5	1	5	1
Poor turn or manoeuvre	0	0	18	13	22	14	57	12	53	11	75	12
Failed to signal or misleading signal	0	0	3	2	4	2	17	3	16	3	20	3
Driver/Rider failed to look properly	1	6	40	29	46	28	153	31	147	31	194	30
Driver/Rider failed to judge other person's path or speed	0	0	22	16	27	16	118	24	113	24	140	21
Too close to cyclist, horse rider or pedestrian	0	0	2	1	2	1	0	0	0	0	2	0
Sudden braking	0	0	6	4	8	5	47	9	45	10	53	8
Swerved	4	24	10	7	12	7	35	7	33	7	49	8
Loss of control	6	35	29	21	34	21	78	16	73	16	113	17
Impairment or distraction	12	71	40	29	45	27	114	23	109	23	166	25
Driver/Rider impaired by alcohol	1	6	4	3	5	3	23	5	22	5	28	4
Driver/Rider impaired by drugs (illicit or medicinal)	1	6	3	2	3	2	9	2	9	2	13	2
Fatigue	4	24	8	6	10	6	28	6	26	6	40	6
Uncorrected, defective eyesight	0	0	2	1	2	1	0	0	0	0	2	0
Driver/Rider illness or disability, mental or physical	6	35	14	10	15	9	25	5	24	5	45	7
Not displaying lights at night or in poor visibility	0	0	0	0	0	0	0	0	0	0	0	0
Rider wearing dark clothing	0	0	0	0	0	0	0	0	0	0	0	0
Driver using mobile phone	0	0	2	1	2	1	6	1	6	1	8	1
Distraction in vehicle	3	18	15	11	16	10	35	7	34	7	53	8
Distraction outside vehicle	0	0	2	1	3	2	13	3	12	3	15	2
Behaviour or inexperience	3	18	40	29	45	27	110	22	105	22	153	23
Aggressive driving	1	6	6	4	7	4	15	3	14	3	22	3
Driver/Rider careless, reckless or in a hurry	2	12	34	24	38	23	89	18	85	18	125	19
Driver/Rider nervous, uncertain or panic	0	0	2	1	2	1	6	1	6	1	8	1
Driving too slow for conditions or slow veh (eg tractor)	0	0	1	1	1	1	1	0	1	0	2	0
Learner or inexperienced driver/rider	0	0	0	0	1	0	11	2	10	2	11	2
Inexperience of driving on the left	0	0	0	0	0	0	1	0	1	0	1	0
Unfamiliar with model of vehicle	1	6	2	1	2	1	4	1	4	1	7	1
Vision affected by external factors	2	12	4	3	5	3	31	6	30	6	37	6
Stationary or parked vehicle(s)	1	6	0	0	0	0	4	1	4	1	5	1
Vegetation	0	0	0	0	0	0	1	0	1	0	1	0
Road layout (eg. bend, winding road, hill crest)	0	0	1	1	1	1	5	1	5	1	6	1

Contributory factor reported in accident ¹	HGV Occupants										All casualties	
	Killed		Seriously injured (unadjusted)		Seriously injured (adjusted) ³		Slightly injured (unadjusted)		Slightly injured (adjusted) ³			
	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²
Buildings, road signs, street furniture	0	0	0	0	0	0	1	0	1	0	1	0
Dazzling headlights	0	0	0	0	0	0	0	0	0	0	0	0
Dazzling sun	0	0	1	1	1	1	9	2	9	2	10	2
Rain, sleet, snow, or fog	0	0	1	1	1	1	6	1	6	1	7	1
Spray from other vehicles	1	6	0	0	0	0	1	0	1	0	2	0
Visor or windscreen dirty, scratched or frosted etc.	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle blind spot	0	0	1	1	1	1	6	1	6	1	7	1
Pedestrian only (casualty or uninjured)	0	0	0	0	0	0	6	1	6	1	6	1
Crossing road masked by stationary or parked vehicle	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian failed to look properly	0	0	0	0	0	0	2	0	2	0	2	0
Pedestrian failed to judge vehicle's path or speed	0	0	0	0	0	0	1	0	1	0	1	0
Pedestrian wrong use of pedestrian crossing facility	0	0	0	0	0	0	0	0	0	0	0	0
Dangerous action in carriageway (eg. playing)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian impaired by alcohol	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian impaired by drugs (illicit or medicinal)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian careless, reckless or in a hurry	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian wearing dark clothing at night	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian disability or illness, mental or physical	0	0	0	0	0	0	3	1	3	1	3	0
Special Codes	1	6	15	11	16	10	32	6	31	7	48	7
Stolen vehicle	0	0	0	0	0	0	1	0	1	0	1	0
Vehicle in course of crime	0	0	1	1	1	1	4	1	4	1	5	1
Emergency vehicle on a call	0	0	1	1	1	1	1	0	1	0	2	0
Vehicle door opened or closed negligently	0	0	0	0	0	0	2	0	2	0	2	0
Other	1	6	13	9	14	8	24	5	23	5	38	6
Total number of casualties³	17	100	140	100	164	100	495	100	471	100	652	100

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

The figures in this table are National Statistics

2 Columns may not add up to 100 per cent as casualties are from accidents which can have more than 1 contributory factor.

Adjusted figures are experimental statistics

3 Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced. More information on the change and the adjustment process is available in the [2019 annual report](#).

4. Includes cases where the casualty type is not reported

[Notes & Definitions](#)

Source: STATS19

Telephone: 020 7944 6595

Last updated: 30 September 2020

Email: roadacc.stats@dft.gov.uk

Next update: September 2021

Contributory factor reported in accident ¹	Other Vehicle Occupants ⁴											
	Killed		Seriously injured (unadjusted)		Seriously injured (adjusted) ³		Slightly injured (unadjusted)		Slightly injured (adjusted) ³		All casualties	
	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²
Road environment contributed	2	8	23	12	27	12	60	12	56	12	85	12
Poor or defective road surface	2	8	4	2	5	2	11	2	10	2	17	2
Deposit on road (eg. oil, mud, chippings)	0	0	2	1	2	1	3	1	3	1	5	1
Slippery road (due to weather)	0	0	10	5	12	6	35	7	33	7	45	6
Inadequate or masked signs or road markings	0	0	1	1	1	1	1	0	1	0	2	0
Defective traffic signals	0	0	0	0	0	0	0	0	0	0	0	0
Traffic calming (eg. road humps, chicane)	0	0	0	0	0	0	0	0	0	0	0	0
Temporary road layout (eg. contraflow)	0	0	0	0	0	0	2	0	2	0	2	0
Road layout (eg. bend, hill, narrow road)	0	0	8	4	9	4	9	2	8	2	17	2
Animal or object in carriageway	0	0	4	2	4	2	6	1	6	1	10	1
Slippery inspection cover or road marking	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle defects	0	0	15	8	16	7	25	5	24	5	40	5
Tyres illegal, defective or under inflated	0	0	0	0	0	0	3	1	3	1	3	0
Defective lights or indicators	0	0	1	1	1	0	0	0	0	0	1	0
Defective brakes	0	0	6	3	6	3	6	1	6	1	12	2
Defective steering or suspension	0	0	2	1	2	1	8	2	8	2	10	1
Defective or missing mirrors	0	0	0	0	0	0	0	0	0	0	0	0
Overloaded or poorly loaded vehicle or trailer	0	0	7	4	7	3	9	2	9	2	16	2
Injudicious action	5	19	47	24	53	23	97	19	91	19	149	20
Disobeyed automatic traffic signal	0	0	8	4	9	4	12	2	11	2	20	3
Disobeyed 'Give Way' or 'Stop' sign or markings	0	0	3	2	4	2	16	3	15	3	19	3
Disobeyed double white lines	0	0	2	1	2	1	5	1	5	1	7	1
Disobeyed pedestrian crossing facility	1	4	6	3	6	3	4	1	4	1	11	2
Illegal turn or direction of travel	0	0	1	1	1	1	5	1	5	1	6	1
Exceeding speed limit	2	8	9	5	10	4	20	4	19	4	31	4
Travelling too fast for conditions	2	8	15	8	17	8	37	7	35	7	54	7
Following too close	2	8	3	2	4	2	14	3	13	3	19	3
Vehicle travelling along pavement	0	0	2	1	2	1	1	0	1	0	3	0
Cyclist entering road from pavement	0	0	1	1	1	0	0	0	0	0	1	0
Driver/Rider error or reaction	15	58	121	63	145	64	353	69	329	68	489	67
Junction overshoot	0	0	1	1	1	1	7	1	7	1	8	1
Junction restart (moving off at junction)	0	0	1	1	1	1	2	0	2	0	3	0
Poor turn or manoeuvre	3	12	18	9	23	10	50	10	45	9	71	10
Failed to signal or misleading signal	0	0	2	1	3	1	12	2	11	2	14	2
Driver/Rider failed to look properly	6	23	53	28	63	28	174	34	164	34	233	32
Driver/Rider failed to judge other person's path or speed	4	15	19	10	24	11	99	19	94	20	122	17
Too close to cyclist, horse rider or pedestrian	0	0	6	3	6	3	14	3	14	3	20	3
Sudden braking	0	0	4	2	4	2	20	4	20	4	24	3
Swerved	1	4	6	3	7	3	24	5	23	5	31	4
Loss of control	6	23	44	23	51	23	72	14	65	13	122	17
Impairment or distraction	8	31	40	21	45	20	78	15	73	15	126	17
Driver/Rider impaired by alcohol	5	19	10	5	11	5	23	4	22	5	38	5
Driver/Rider impaired by drugs (illicit or medicinal)	0	0	3	2	3	1	6	1	6	1	9	1
Fatigue	1	4	9	5	11	5	17	3	15	3	27	4
Uncorrected, defective eyesight	0	0	0	0	0	0	1	0	1	0	1	0
Driver/Rider illness or disability, mental or physical	1	4	4	2	5	2	10	2	9	2	15	2
Not displaying lights at night or in poor visibility	0	0	1	1	1	0	2	0	2	0	3	0
Rider wearing dark clothing	0	0	1	1	1	1	3	1	3	1	4	1
Driver using mobile phone	2	8	5	3	6	3	7	1	6	1	14	2
Distraction in vehicle	0	0	11	6	12	5	17	3	16	3	28	4
Distraction outside vehicle	0	0	5	3	5	2	6	1	6	1	11	2
Behaviour or inexperience	7	27	61	32	67	30	125	24	119	25	193	26
Aggressive driving	2	8	10	5	11	5	24	5	23	5	36	5
Driver/Rider careless, reckless or in a hurry	4	15	44	23	48	21	82	16	78	16	130	18
Driver/Rider nervous, uncertain or panic	0	0	3	2	3	1	7	1	7	1	10	1
Driving too slow for conditions or slow veh (eg tractor)	0	0	0	0	0	0	6	1	6	1	6	1
Learner or inexperienced driver/rider	1	4	5	3	6	3	20	4	19	4	26	4
Inexperience of driving on the left	0	0	0	0	0	0	0	0	0	0	0	0
Unfamiliar with model of vehicle	1	4	8	4	8	4	3	1	3	1	12	2
Vision affected by external factors	0	0	15	8	17	8	46	9	44	9	61	8
Stationary or parked vehicle(s)	0	0	2	1	2	1	9	2	9	2	11	2
Vegetation	0	0	0	0	0	0	2	0	2	0	2	0
Road layout (eg. bend, winding road, hill crest)	0	0	3	2	3	2	13	3	13	3	16	2

Contributory factor reported in accident ¹	Other Vehicle Occupants ⁴											
	Killed		Seriously injured (unadjusted)		Seriously injured (adjusted) ³		Slightly injured (unadjusted)		Slightly injured (adjusted) ³		All casualties	
	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²
Buildings, road signs, street furniture	0	0	0	0	0	0	1	0	1	0	1	0
Dazzling headlights	0	0	1	1	1	0	0	0	0	0	1	0
Dazzling sun	0	0	6	3	7	3	20	4	19	4	26	4
Rain, sleet, snow, or fog	0	0	2	1	2	1	4	1	4	1	6	1
Spray from other vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Visor or windscreen dirty, scratched or frosted etc.	0	0	0	0	0	0	3	1	3	1	3	0
Vehicle blind spot	0	0	1	1	1	0	2	0	2	0	3	0
Pedestrian only (casualty or uninjured)	0	0	6	3	7	3	12	2	11	2	18	2
Crossing road masked by stationary or parked vehicle	0	0	0	0	0	0	1	0	1	0	1	0
Pedestrian failed to look properly	0	0	3	2	3	1	6	1	6	1	9	1
Pedestrian failed to judge vehicle's path or speed	0	0	0	0	0	0	6	1	6	1	6	1
Pedestrian wrong use of pedestrian crossing facility	0	0	1	1	1	0	1	0	1	0	2	0
Dangerous action in carriageway (eg. playing)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian impaired by alcohol	0	0	1	1	1	0	0	0	0	0	1	0
Pedestrian impaired by drugs (illicit or medicinal)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian careless, reckless or in a hurry	0	0	0	0	0	0	1	0	1	0	1	0
Pedestrian wearing dark clothing at night	0	0	0	0	0	0	1	0	1	0	1	0
Pedestrian disability or illness, mental or physical	0	0	1	1	1	0	2	0	2	0	3	0
Special Codes	4	15	15	8	18	8	47	9	44	9	66	9
Stolen vehicle	0	0	1	1	1	1	3	1	3	1	4	1
Vehicle in course of crime	0	0	1	1	1	1	7	1	7	1	8	1
Emergency vehicle on a call	1	4	1	1	2	1	24	5	23	5	26	4
Vehicle door opened or closed negligently	0	0	2	1	2	1	0	0	0	0	2	0
Other	3	12	10	5	11	5	18	3	17	3	31	4
Total number of casualties³	26	100	192	100	225	100	515	100	482	100	733	100

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

The figures in this table are National Statistics

2 Columns may not add up to 100 per cent as casualties are from accidents which can have more than 1 contributory factor.

Adjusted figures are experimental statistics

3 Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced. More information on the change and the adjustment process is available in the [2019 annual report](#).

4. Includes cases where the casualty type is not reported

[Notes & Definitions](#)

Source: STATS19

Telephone: 020 7944 6595

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Next update: September 2021

Contributory factor reported in accident ¹	All Casualties											
	Killed		Seriously injured (unadjusted)		Seriously injured (adjusted) ³		Slightly injured (unadjusted)		Slightly injured (adjusted) ³		All casualties	
	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²
Buildings, road signs, street furniture	5	0	50	0	58	0	191	0	183	0	246	0
Dazzling headlights	5	0	74	0	90	0	296	0	280	0	375	0
Dazzling sun	25	2	510	2	612	3	2,343	3	2,241	3	2,878	3
Rain, sleet, snow, or fog	22	1	394	2	469	2	1,714	2	1,639	2	2,130	2
Spray from other vehicles	1	0	15	0	20	0	148	0	143	0	164	0
Visor or windscreen dirty, scratched or frosted etc.	3	0	41	0	45	0	129	0	125	0	173	0
Vehicle blind spot	9	1	200	1	232	1	950	1	918	1	1,159	1
Pedestrian only (casualty or uninjured)	278	19	3,278	16	3,751	15	6,957	8	6,484	8	10,513	10
Crossing road masked by stationary or parked vehicle	20	1	437	2	505	2	970	1	902	1	1,427	1
Pedestrian failed to look properly	127	8	2,166	10	2,506	10	4,741	6	4,401	5	7,034	7
Pedestrian failed to judge vehicle's path or speed	81	5	704	3	801	3	1,316	2	1,219	2	2,101	2
Pedestrian wrong use of pedestrian crossing facility	15	1	229	1	260	1	479	1	448	1	723	1
Dangerous action in carriageway (eg. playing)	31	2	206	1	237	1	415	0	384	0	652	1
Pedestrian impaired by alcohol	63	4	446	2	515	2	755	1	686	1	1,264	1
Pedestrian impaired by drugs (illicit or medicinal)	11	1	73	0	83	0	114	0	104	0	198	0
Pedestrian careless, reckless or in a hurry	33	2	818	4	925	4	1,667	2	1,560	2	2,518	2
Pedestrian wearing dark clothing at night	62	4	269	1	303	1	378	0	344	0	709	1
Pedestrian disability or illness, mental or physical	26	2	169	1	188	1	249	0	230	0	444	0
Special Codes	97	6	1,139	5	1,284	5	3,838	5	3,693	5	5,074	5
Stolen vehicle	9	1	245	1	269	1	773	1	749	1	1,027	1
Vehicle in course of crime	15	1	246	1	269	1	779	1	756	1	1,040	1
Emergency vehicle on a call	6	0	77	0	94	0	530	1	513	1	613	1
Vehicle door opened or closed negligently	5	0	57	0	65	0	229	0	221	0	291	0
Other	68	5	634	3	719	3	1,937	2	1,852	2	2,639	2
Total number of casualties³	1,502	100	20,899	100	24,363	100	84,580	100	81,116	100	106,981	100

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

The figures in this table are National Statistics

2 Columns may not add up to 100 per cent as casualties are from accidents which can have more than 1 contributory factor.

Adjusted figures are experimental statistics

3 Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced. More information on the change and the adjustment process is available in the [2019 annual report](#).

4. Includes cases where the casualty type is not reported

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RAS50008

Reported accidents and casualties where speed was reported as a contributory factor, by severity, Great Britain, 2019

Number/ percentage

Contributory factor in accident	Accidents ¹											
	Fatal		Serious (unadjusted)		Serious (adjusted) ³		Slight (unadjusted)		Slight (adjusted) ³		Total	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Exceeding speed limit	215	15	1,392	7	1,535	7	3,056	5	2,913	5	4,663	6
Travelling too fast for conditions ²	99	7	937	5	1,102	5	2,850	5	2,685	5	3,886	5
Exceeding speed limit or Travelling too fast	314	22	2,329	12	2,637	12	5,906	10	5,598	10	8,549	11
All accidents	1,421	100	18,677	100	21,760	100	58,757	100	55,674	100	78,855	100

Contributory factor in accident	Casualties ¹											
	Killed		Seriously injured (udjusted)		Seriously injured (adjusted) ³		Slightly injured (udjusted)		Slightly injured (adjusted) ³		Total	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Exceeding speed limit	232	15	1,728	8	1,907	8	5,198	6	5,019	6	7,158	7
Travelling too fast for conditions ²	106	7	1,121	5	1,317	5	4,563	5	4,367	5	5,790	5
Exceeding speed limit or Travelling too fast	338	23	2,849	14	3,224	13	9,761	12	9,386	12	12,948	12
All accidents	1,502	100	20,899	100	24,363	100	84,580	100	81,116	100	106,981	100

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

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

³ Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced. More information on the change and the adjustment process is available in the 2019 annual report.

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Source: DfT STATS19
 The figures in this table are National Statistics
 Adjusted figures are experimental statistics
 Last updated: 30 September 2020
 Next update: September 2021

RAS50009

Vehicles with speed factors reported by vehicle type, Great Britain, 2019

Number/ percentage

Contributory factor attributed to vehicle ¹	Pedal cycles		Motorcycles		Cars		Light goods vehicles		Heavy goods vehicles		Buses or coaches		Other vehicles ³		All vehicles	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Exceeding speed limit	23	0	830	6	3,643	3	177	2	30	1	11	0	23	1	4,737	3
Driving too fast for conditions ²	186	2	545	4	2,924	3	218	2	59	2	20	1	35	2	3,987	3
Exceeding speed limit or driving too fast for conditions	209	2	1,375	10	6,567	6	395	5	89	3	31	1	58	3	8,724	6
All vehicles in accidents	9,135	100	13,410	100	107,718	100	8,773	100	3,323	100	2,502	100	1,719	100	146,580	100

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

² Excluding vehicles which also had *exceeding the speed limit* reported as a contributory factor.

³ Includes cases where the vehicle type was not recorded and goods vehicles where the gross weight was not recorded

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Source: DfT STATS19

The figures in this table are National Statistics

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RAS50011

Reported accidents and vehicles included in the contributory factor analysis, Great Britain, 2019

Number/ percentage

Category	Number included in analysis ¹	Total number of accidents	Per cent included in analysis ¹
Accidents: severity			
Fatal	1,421	1,658	86
Serious (unadjusted)	18,677	23,422	80
Serious (adjusted) ³	21,760	27,222	80
Slight (unadjusted)	58,757	92,456	64
Slight (adjusted) ³	55,674	88,656	63
Accidents: road class			
Motorways	3,132	4,130	76
A Roads	36,351	52,342	69
B Roads	9,997	14,538	69
Other roads ²	29,375	46,526	63
All Accidents	78,855	117,536	67
Category	Number included in analysis ¹	Total number of vehicles	Per cent included in analysis ¹
Vehicles: type			
Pedal cycles	9,135	17,437	52
Motorcycles	13,410	17,369	77
Cars	107,718	157,787	68
Buses or coaches	2,502	3,902	64
LGVs	8,773	12,579	70
HGVs	3,323	4,339	77
Other vehicles	1,673	2,659	63
Unknown vehicles	46	309	15
All vehicles	146,580	216,381	68

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

² Other roads includes C roads and unclassified roads.

³ [Figures for serious and slight injuries are as reported by police. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, are not comparable with earlier years. Adjustments to account for the change have been produced. More information on the change and the adjustment process is available in the 2019 annual report.](#)

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Source: DfT STATS19
 The figures in this table are National Statistics
 Adjusted figures are experimental statistics
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RAS50012

Contributory factors: Reported accidents by English region and country, Great Britain, 2019

Number/ percentage

Contributory factor reported in accident ^{1,2}	North East		North West		Yorkshire and the Humber		East Midlands		West Midlands		East of England		London		South East		South West		England		Wales		Scotland		Great Britain	
	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³
	Vision affected by external factors	110	8	678	9	690	10	658	11	620	13	842	11	1,425	9	1,293	10	956	13	7,272	10	391	10	320	8	7,983	10
Stationary or parked vehicle(s)	30	2	164	2	147	2	149	2	154	3	210	3	581	4	223	2	195	3	1,853	3	81	2	63	2	1,997	3
Vegetation	2	0	11	0	13	0	12	0	12	0	41	1	12	0	42	0	38	1	183	0	12	0	8	0	203	0
Road layout (eg. bend, winding road, hill crest)	9	1	57	1	52	1	83	1	89	2	120	2	66	0	160	1	185	3	821	1	65	2	41	1	927	1
Buildings, road signs, street furniture	3	0	21	0	18	0	17	0	21	0	19	0	35	0	28	0	22	0	184	0	6	0	8	0	198	0
Dazzling headlights	5	0	22	0	22	0	24	0	23	0	31	0	32	0	51	0	40	1	250	0	10	0	13	0	273	0
Dazzling sun	36	3	203	3	241	4	193	3	146	3	244	3	191	1	397	3	284	4	1,935	3	129	3	122	3	2,186	3
Rain, sleet, snow, or fog	17	1	163	2	150	2	170	3	133	3	146	2	238	1	280	2	185	3	1,482	2	76	2	60	2	1,618	2
Spray from other vehicles	1	0	12	0	12	0	9	0	11	0	16	0	10	0	21	0	12	0	104	0	7	0	6	0	117	0
Visor or windscreen dirty, scratched or frosted etc.	1	0	4	0	10	0	7	0	13	0	24	0	18	0	22	0	18	0	117	0	9	0	6	0	132	0
Vehicle blind spot	11	1	83	1	77	1	46	1	82	2	88	1	304	2	170	1	86	1	947	1	31	1	18	0	996	1
Pedestrian only (casualty or uninjured) vehicle	184	14	1,089	14	937	14	702	12	619	13	686	9	2,832	17	1,128	9	655	9	8,832	12	395	10	571	15	9,798	12
Pedestrian failed to look properly	135	10	733	10	556	8	474	8	483	10	488	6	1,876	11	714	5	463	6	5,922	8	280	7	373	10	6,575	8
Pedestrian failed to judge vehicle's path or speed	31	2	199	3	142	2	166	3	170	3	152	2	471	3	226	2	172	2	1,729	2	91	2	126	3	1,946	2
Pedestrian wrong use of pedestrian crossing facility	16	1	56	1	42	1	48	1	59	1	31	0	226	1	77	1	49	1	604	1	20	1	35	1	659	1
Dangerous action in carriageway (eg. playing)	9	1	86	1	47	1	59	1	53	1	43	1	132	1	76	1	51	1	556	1	38	1	30	1	624	1
Pedestrian impaired by alcohol	34	3	160	2	103	2	98	2	89	2	78	1	259	2	123	1	98	1	1,042	1	56	1	85	2	1,183	2
Pedestrian impaired by drugs (illicit or medicinal)	6	0	23	0	14	0	17	0	16	0	14	0	27	0	23	0	22	0	162	0	12	0	13	0	187	0
Pedestrian careless, reckless or in a hurry	34	3	243	3	289	4	219	4	163	3	165	2	614	4	263	2	158	2	2,148	3	96	3	116	3	2,360	3
Pedestrian wearing dark clothing at night	10	1	80	1	50	1	61	1	64	1	54	1	94	1	85	1	72	1	570	1	50	1	57	1	677	1
Pedestrian disability or illness, mental or physical	15	1	43	1	28	0	31	1	34	1	37	0	98	1	51	0	35	0	372	1	21	1	30	1	423	1
Special Codes	45	3	398	5	353	5	344	6	304	6	281	4	828	5	542	4	310	4	3,405	5	153	4	119	3	3,677	5
Stolen vehicle	13	1	116	2	89	1	44	1	117	2	43	1	129	1	57	0	30	0	638	1	24	1	14	0	676	1
Vehicle in course of crime	7	1	72	1	56	1	42	1	108	2	68	1	197	1	86	1	44	1	680	1	24	1	17	0	721	1
Emergency vehicle on a call	4	0	41	1	32	0	32	1	34	1	34	0	91	1	55	0	26	0	349	0	9	0	16	0	374	0
Vehicle door opened or closed negligently	1	0	23	0	61	1	14	0	8	0	5	0	79	0	34	0	14	0	239	0	6	0	3	0	248	0
Other	22	2	182	2	143	2	238	4	101	2	156	2	431	3	346	3	215	3	1,834	3	104	3	75	2	2,013	3
Total number of accidents	1,314	100	7,520	100	6,698	100	6,041	100	4,894	100	7,632	100	16,551	100	13,216	100	7,271	100	71,137	100	3,805	100	3,913	100	78,855	100

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

² Differences between regions may reflect different reporting practices between police forces as well as genuine differences in the accidents that occur there.

³ Columns may not add up to 100 per cent as accidents can have more than 1 contributory factor.

RAS50013

Reported road casualties resulting from accidents, by contributory factor, English region and country, Great Britain, 2019

Number/ percentage

Table with 26 columns: Contributory factor reported in accident, North East, North West, Yorkshire and the Humber, East Midlands, West Midlands, East of England, London, South East, South West, England, Wales, Scotland, and Great Britain. Each column contains Number and Per cent values for various accident factors like Road environment contributed, Vehicle defects, Injudicious action, Driver/Rider error or reaction, and Impairment or distraction.

RAS51

Drink Drive

RAS51001

Estimated number of reported drink drive accidents and casualties in Great Britain: 1979 - 2018

Year	Accidents ^{1,2,5}				Casualties ^{1,2,4}					Number	
	Fatal	Serious ⁶	Slight ⁶	Total	95% CI	Killed	95% CI	Serious ⁶	Slight ⁶		Total
					lower ³		upper ³				
1979	1,380	5,630	12,460	19,470	:	1,640	:	8,300	21,490	31,430	
1980	1,280	5,430	11,860	18,570	:	1,450	:	7,970	20,420	29,830	
1981	1,200	4,940	10,900	17,040	:	1,420	:	7,370	19,160	27,950	
1982	1,300	5,420	12,070	18,800	:	1,550	:	8,010	20,660	30,220	
1983	950	4,750	11,430	17,130	:	1,110	:	6,800	18,610	26,520	
1984	1,000	4,790	11,540	17,320	:	1,170	:	6,820	19,410	27,390	
1985	900	4,900	11,460	17,260	:	1,040	:	6,810	19,380	27,220	
1986	850	4,590	11,510	16,940	:	990	:	6,440	19,220	26,650	
1987	780	4,220	10,560	15,560	:	900	:	5,900	17,670	24,470	
1988	680	3,660	10,190	14,520	:	790	:	5,100	16,860	22,740	
1989	700	3,390	10,300	14,390	:	810	:	4,790	16,620	22,220	
1990	650	2,910	9,650	13,210	:	760	:	4,090	15,550	20,400	
1991	570	2,590	8,530	11,690	:	660	:	3,610	13,610	17,880	
1992	540	2,360	7,890	10,790	:	660	:	3,280	12,770	16,710	
1993	460	1,870	7,160	9,480	:	540	:	2,660	11,780	14,980	
1994	470	2,090	7,330	9,900	:	540	:	2,840	11,780	15,160	
1995	460	2,140	7,590	10,180	:	540	:	3,000	12,450	16,000	
1996	480	2,150	8,240	10,870	:	580	:	3,010	13,450	17,040	
1997	470	2,140	8,100	10,710	:	550	:	2,940	13,310	16,800	
1998	410	1,860	7,840	10,100	:	460	:	2,520	12,610	15,580	
1999	400	1,850	8,800	11,050	:	460	:	2,470	13,980	16,910	
2000	450	1,950	9,410	11,800	500	530	560	2,540	14,990	18,060	
2001	470	2,020	9,780	12,270	510	530	560	2,700	15,550	18,780	
2002	480	2,050	10,620	13,150	520	550	580	2,790	16,760	20,100	
2003	500	1,970	9,930	12,400	550	580	600	2,590	15,820	18,990	
2004	520	1,790	8,900	11,210	560	580	610	2,340	14,060	16,980	
2005	470	1,550	8,060	10,080	530	550	580	2,090	12,760	15,400	
2006	490	1,480	7,430	9,400	530	560	580	1,970	11,850	14,370	
2007	370	1,400	7,520	9,290	390	410	430	1,760	11,850	14,020	
2008	350	1,280	6,980	8,620	380	400	420	1,620	10,970	12,990	
2009	340	1,180	6,530	8,050	360	380	400	1,500	10,150	12,030	
2010	220	990	5,420	6,620	220	240	260	1,240	8,210	9,690	
2011	220	1,040	5,430	6,690	220	240	250	1,270	8,420	9,930	
2012	210	960	5,460	6,630	210	230	250	1,200	8,510	9,930	
2013	230	880	4,590	5,690	220	240	260	1,100	6,930	8,270	
2014	220	880	4,530	5,620	220	240	260	1,070	6,900	8,210	
2015	170	980	4,570	5,730	180	200	220	1,170	7,100	8,470	
2016	220	1,000	4,860	6,070	220	230	250	1,250	7,550	9,040	
2017	220	1,110	4,370	5,700	230	250	270	1,380	6,970	8,600	
2018	210	1,120	4,570	5,890	220	240	260	1,370	7,080	8,680	

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

2 Estimates are rounded to the nearest ten.

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

4 Excludes pedal cyclist and horse rider casualties

5 Excludes accidents that involved only pedal cyclists or horse riders

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

p=provisional estimate

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[Notes & Definitions](#)

Source: STATS19, coroners and procurators fiscal

The figures in this table are National Statistics

Last updated: 27 August 2020

Next update: August 2021

RAS51002

Breath tests and breath test failures by drivers and riders involved in reported accidents, Great Britain 2009 - 2019

	Number/percentage										
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Car drivers											
Involved in accidents	227,244	212,685	204,720	197,388	185,769	195,576	188,872	185,307	174,143	165,050	157,787
Number breath tested	124,779	115,674	112,448	107,436	100,197	101,831	94,961	89,202	78,284	70,198	63,016
Percentage of drivers tested	55%	54%	55%	54%	54%	52%	50%	48%	45%	43%	40%
Number failing breath test ¹	4,594	3,868	3,858	3,655	3,296	3,227	3,450	3,424	3,379	3,349	3,363
representing percentage of drivers											
breath tested	3.7%	3.3%	3.4%	3.4%	3.3%	3.2%	3.6%	3.8%	4.3%	4.8%	5.3%
involved in accidents	2.0%	1.8%	1.9%	1.9%	1.8%	1.7%	1.8%	1.8%	1.9%	2.0%	2.1%
Motorcycle riders											
Involved in accidents	21,590	19,534	21,059	20,171	19,538	21,378	20,996	20,423	19,204	17,890	17,369
Number breath tested	10,862	9,765	10,785	10,007	9,639	10,181	9,300	8,510	7,085	6,312	5,405
Percentage of drivers tested	50%	50%	51%	50%	49%	48%	44%	42%	37%	35%	31%
Number failing breath test ¹	282	222	251	228	234	234	208	245	227	221	181
representing percentage of drivers											
breath tested	2.6%	2.3%	2.3%	2.3%	2.4%	2.3%	2.2%	2.9%	3.2%	3.5%	3.3%
involved in accidents	1.3%	1.1%	1.2%	1.1%	1.2%	1.1%	1.0%	1.2%	1.2%	1.2%	1.0%
Other vehicle drivers											
Involved in accidents ²	32,146	31,236	30,344	28,475	27,442	29,471	28,430	27,610	26,536	25,267	23,723
Number breath tested	16,293	15,825	15,417	14,573	14,121	14,860	14,005	13,119	12,008	10,716	9,623
Percentage of drivers tested	51%	51%	51%	51%	51%	50%	49%	48%	45%	42%	41%
Number failing breath test ¹	253	198	257	229	197	220	226	214	256	237	247
representing percentage of drivers											
breath tested	1.6%	1.3%	1.7%	1.6%	1.4%	1.5%	1.6%	1.6%	2.1%	2.2%	2.6%
involved in accidents	0.8%	0.6%	0.8%	0.8%	0.7%	0.7%	0.8%	0.8%	1.0%	0.9%	1.0%
All driver/riders											
Involved in accidents	280,980	263,455	256,123	246,034	232,749	246,425	238,298	233,340	219,883	208,207	198,879
Number breath tested	151,934	141,264	138,650	132,016	123,957	126,872	118,266	110,831	97,377	87,226	78,044
Percentage of drivers tested	54%	54%	54%	54%	53%	51%	50%	47%	44%	42%	39%
Number failing breath test ¹	5,129	4,288	4,366	4,112	3,727	3,681	3,884	3,883	3,862	3,807	3,791
representing percentage of drivers											
breath tested	3.4%	3.0%	3.1%	3.1%	3.0%	2.9%	3.3%	3.5%	4.0%	4.4%	4.9%
involved in accidents	1.8%	1.6%	1.7%	1.7%	1.6%	1.5%	1.6%	1.7%	1.8%	1.8%	1.9%

¹ Failed or refused to provide a specimen of breath.

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

Source: DIT STATS19

The figures in this table are National Statistics

RAS51003

Reported breath tests and breath test failures, all drivers and riders involved by day of week and time of day, Great Britain, 2019

(a) All motor vehicles involved in accidents¹

Hour beginning	Number of drivers & riders							
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	All days
00:00	327	271	265	323	359	754	806	3,105
01:00	204	169	172	220	239	492	626	2,122
02:00	166	121	131	150	163	352	475	1,558
03:00	112	111	105	122	133	274	400	1,257
04:00	136	121	149	146	119	280	312	1,263
05:00	262	232	286	262	320	246	283	1,891
06:00	671	693	711	691	594	337	307	4,004
07:00	1,540	1,731	1,804	1,678	1,416	563	361	9,093
08:00	2,237	2,614	2,617	2,526	2,151	668	436	13,249
09:00	1,543	1,623	1,634	1,499	1,401	923	652	9,275
10:00	1,287	1,283	1,300	1,265	1,319	1,382	1,033	8,869
11:00	1,474	1,418	1,316	1,400	1,623	1,732	1,360	10,323
12:00	1,528	1,502	1,459	1,529	1,744	2,025	1,720	11,507
13:00	1,578	1,583	1,677	1,528	1,963	2,011	1,734	12,074
14:00	1,684	1,663	1,659	1,652	2,173	1,777	1,566	12,174
15:00	2,207	2,355	2,265	2,275	2,686	1,712	1,649	15,149
16:00	2,497	2,560	2,517	2,801	2,838	1,666	1,446	16,325
17:00	2,577	2,990	3,038	2,883	2,932	1,747	1,484	17,651
18:00	1,971	2,153	2,132	2,312	2,317	1,747	1,293	13,925
19:00	1,317	1,380	1,537	1,590	1,809	1,545	1,124	10,302
20:00	880	1,052	1,022	1,096	1,319	1,152	967	7,488
21:00	742	833	829	939	1,205	987	799	6,334
22:00	636	666	817	824	965	1,016	685	5,609
23:00	411	405	462	548	845	897	455	4,023
All hours ²	27,987	29,529	29,904	30,259	32,633	26,285	21,973	198,570

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

2 Includes cases where hour of day was not reported.

(b) Required to take breath test¹

Hour beginning	Number of drivers & riders							
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	All days
00:00	128	118	121	143	148	313	347	1,318
01:00	75	61	71	92	93	184	265	841
02:00	70	51	55	53	62	121	196	608
03:00	53	53	51	47	59	118	142	523
04:00	60	47	57	53	54	121	110	502
05:00	104	89	126	105	137	103	106	770
06:00	313	297	300	315	250	147	124	1,746
07:00	690	744	772	669	602	254	163	3,894
08:00	840	1,041	1,003	922	825	268	185	5,084
09:00	585	678	629	572	525	413	271	3,673
10:00	507	516	509	503	576	563	476	3,650
11:00	661	548	497	523	671	730	577	4,207
12:00	595	537	568	542	699	838	703	4,482
13:00	606	558	626	540	789	735	714	4,568
14:00	684	631	640	605	894	684	646	4,784
15:00	830	854	809	812	1,053	658	684	5,700
16:00	990	1,028	982	1,096	1,129	652	618	6,495
17:00	1,035	1,174	1,195	1,161	1,180	660	592	6,997
18:00	709	840	753	837	865	670	490	5,164
19:00	475	515	537	561	661	638	476	3,863
20:00	335	397	369	425	497	431	311	2,765
21:00	302	312	319	362	461	413	297	2,466
22:00	243	301	319	319	360	421	277	2,240
23:00	179	160	209	206	355	405	187	1,701
All hours ²	11,069	11,550	11,517	11,463	12,945	10,540	8,957	78,041

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

RAS51003

Reported breath tests and breath test failures, all drivers and riders involved by day of week and time of day, Great Britain, 2019

2 Includes cases where hour of day was not reported.

Hour beginning	(c) Failed breath test or refused to provide a specimen of breath ¹							Number of drivers & riders	
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	All days	
00:00	25	17	26	46	35	73	89	311	
01:00	20	10	15	18	24	63	80	230	
02:00	21	10	11	18	15	43	63	181	
03:00	12	14	11	12	16	33	50	148	
04:00	12	7	5	5	14	39	35	117	
05:00	4	1	5	6	9	24	27	76	
06:00	5	3	6	10	7	23	29	83	
07:00	10	9	7	11	7	24	21	89	
08:00	10	13	8	5	9	11	13	69	
09:00	10	4	10	7	6	12	14	63	
10:00	11	9	11	3	8	12	11	65	
11:00	8	4	3	7	10	12	13	57	
12:00	5	6	7	12	8	17	11	66	
13:00	8	11	12	3	10	27	22	93	
14:00	12	12	10	10	19	19	23	105	
15:00	13	14	12	13	18	27	19	116	
16:00	18	20	22	19	23	26	27	155	
17:00	28	23	23	23	29	31	34	191	
18:00	22	26	29	22	30	41	41	211	
19:00	19	21	24	24	46	57	46	237	
20:00	25	27	24	17	41	42	39	215	
21:00	20	27	22	31	61	60	40	261	
22:00	29	35	30	29	56	90	56	325	
23:00	22	24	38	30	79	83	50	326	
All hours ²	369	347	371	381	580	889	853	3,790	

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

2 Includes cases where hour of day was not reported.

Source: DFT STATS19

The figures in this table are National Statistics

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[Notes & Definitions](#)

Last updated: 30 September 2020

Next update: September 2021

RAS51004

Reported breath tests and breath test failures by road user type and age, Great Britain, 2019

	Number of drivers or riders/percentage					
	Involved in accident	Tested	Tested as percentage of involved	Failed ¹	Failed as a percentage of	
					Involved	Tested
Car drivers						
under 17	100	36	36%	5	5.0%	13.9%
17-19	6,443	3,571	55%	164	2.5%	4.6%
20-24	14,638	7,276	50%	511	3.5%	7.0%
25-29	16,099	7,490	47%	628	3.9%	8.4%
30-34	17,063	7,154	42%	579	3.4%	8.1%
35-39	13,874	6,170	44%	436	3.1%	7.1%
40-49	23,718	10,486	44%	469	2.0%	4.5%
50-59	20,103	9,500	47%	326	1.6%	3.4%
60-69	11,102	5,435	49%	129	1.2%	2.4%
70 and over	10,559	5,091	48%	50	0.5%	1.0%
Age not Reported	24,088	807	3%	66	0.3%	8.2%
All Ages	157,787	63,016	40%	3,363	2.1%	5.3%
Motorcycle riders						
under 17	433	157	36%	3	0.7%	1.9%
17-19	1,858	658	35%	14	0.8%	2.1%
20-24	2,621	840	32%	33	1.3%	3.9%
25-29	2,571	774	30%	41	1.6%	5.3%
30-34	2,021	538	27%	29	1.4%	5.4%
35-39	1,534	419	27%	18	1.2%	4.3%
40-49	2,263	732	32%	25	1.1%	3.4%
50-59	2,136	806	38%	10	0.5%	1.2%
60-69	832	346	42%	5	0.6%	1.4%
70 and over	265	102	38%	1	0.4%	1.0%
Age not Reported	835	33	4%	2	0.2%	6.1%
All Ages	17,369	5,405	31%	181	1.0%	3.3%
Bus/coach drivers	3,902	1,126	29%	7	0.2%	0.6%
Van / Light goods vehicle drivers	12,579	5,183	41%	207	1.6%	4.0%
Heavy goods vehicle drivers	4,339	2,469	57%	18	0.4%	0.7%
Other drivers/riders	2,594	842	32%	14	0.5%	1.7%
All motor vehicle drivers/riders²						
under 17	583	201	34%	9	1.5%	4.5%
17-19	8,515	4,330	51%	183	2.1%	4.2%
20-24	18,396	8,733	47%	562	3.1%	6.4%
25-29	20,766	9,311	45%	712	3.4%	7.6%
30-34	21,715	8,894	41%	657	3.0%	7.4%
35-39	17,647	7,693	44%	491	2.8%	6.4%
40-49	30,371	13,352	44%	545	1.8%	4.1%
50-59	26,709	12,528	47%	363	1.4%	2.9%
60-69	13,753	6,683	49%	144	1.0%	2.2%
70 and over	11,289	5,364	48%	53	0.5%	1.0%
Age not Reported	28,826	952	3%	71	0.2%	7.5%
All Ages	198,570	78,041	39%	3,790	1.9%	4.9%

1 Failed breath test or refused to provide a specimen of breath.

Source: DfT STATS19

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

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[Notes & Definitions](#)

Last updated: 30 September 2020

Next update: September 2021

RAS51011

Estimated number of reported drink drive accidents and casualties, by month: Great Britain, 2012-2018³

	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec	Number ¹ Total ²
2012													
Accidents	560	500	570	540	500	580	570	550	590	590	550	530	6,630
Casualties	850	760	900	790	770	800	830	850	900	900	810	780	9,930
2013													
Accidents	360	410	440	450	510	520	470	490	500	520	550	480	5,690
Casualties	510	570	680	650	730	750	690	700	740	750	800	690	8,270
2014													
Accidents	430	450	470	460	530	430	460	570	410	440	510	470	5,620
Casualties	610	650	650	670	760	630	670	850	620	650	780	650	8,210
2015													
Accidents	460	450	400	450	480	430	520	570	430	480	560	500	5,730
Casualties	660	660	590	640	710	670	760	850	650	760	790	720	8,470
2016													
Accidents	440	440	510	460	530	500	540	540	470	520	520	610	6,070
Casualties	660	650	710	670	800	740	850	790	700	800	790	870	9,040
2017													
Accidents	500	390	450	450	480	480	560	490	470	450	450	540	5,700
Casualties	730	600	680	670	730	680	870	770	710	660	660	840	8,600
2018													
Accidents	480	420	440	430	520	480	550	520	510	500	520	530	5,890
Casualties	660	590	670	620	770	710	830	790	750	730	770	790	8,680

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

2 Totals may not sum due to rounding

3 Excludes pedal cyclists and horse riders

[Notes & Definitions](#)

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

Last updated: 27 August 2020

Next update: August 2021

RAS51012

Estimated number of reported drink-drive accidents by severity and time of accident in Great Britain: 2018²

Time of Day	Number ¹				Percentage			
	Fatal	Serious ³	Slight ³	Total	Fatal	Serious ³	Slight ³	Total
00:00-00:59	20	90	300	410	10%	8%	7%	7%
01:00-01:59	20	70	250	330	8%	6%	6%	6%
02:00-02:59	20	60	220	300	8%	5%	5%	5%
03:00-03:59	10	50	200	260	5%	5%	4%	4%
04:00-04:59	10	50	150	210	5%	4%	3%	4%
05:00-05:59	10	20	130	160	4%	2%	3%	3%
06:00-06:59	0	20	110	140	2%	2%	2%	2%
07:00-07:59	0	20	100	130	1%	2%	2%	2%
08:00-08:59	10	20	120	150	4%	2%	3%	2%
09:00-09:59	0	20	60	80	1%	2%	1%	1%
10:00-10:59	0	20	90	110	2%	2%	2%	2%
11:00-11:59	0	20	60	80	2%	1%	1%	1%
12:00-12:59	0	20	90	120	1%	2%	2%	2%
13:00-13:59	10	20	110	130	3%	2%	2%	2%
14:00-14:59	0	30	90	120	0%	2%	2%	2%
15:00-15:59	10	50	140	200	5%	4%	3%	3%
16:00-16:59	10	40	190	240	5%	3%	4%	4%
17:00-17:59	0	50	260	310	1%	4%	6%	5%
18:00-18:59	10	60	300	360	3%	5%	7%	6%
19:00-19:59	10	80	280	370	3%	7%	6%	6%
20:00-20:59	20	50	280	350	7%	5%	6%	6%
21:00-21:59	10	80	300	380	3%	7%	6%	6%
22:00-22:59	10	90	370	470	5%	8%	8%	8%
23:00-23:59	20	120	370	500	10%	10%	8%	9%
All hours	210	1,120	4,570	5,890	100%	100%	100%	100%

1. Estimates are rounded to the nearest ten.

2 Excludes accidents that involve only pedal cyclists or horse riders

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

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[Notes & Definitions](#)

Source: STATS19, coroners and procurators fiscal
 The figures in this table are National Statistics
 Last updated: 27 August 2020
 Next update: August 2021

RAS51013
Estimated reported drink drive accidents by pedestrian and vehicle involvement
and severity: GB 2018³

All severities				Number ¹
Pedestrian casualties	Number of vehicles involved			Total ²
	1	2	3 or more	
Yes	200	50	20	270
No	1,960	2,700	970	5,630
Total	2,150	2,750	990	5,890

Fatal				Number ¹
Pedestrian casualties	Number of vehicles involved			Total ²
	1	2	3 or more	
Yes	10	-	-	20
No	80	80	20	190
Total	90	90	30	210

Serious⁴				Number ¹
Pedestrian casualties	Number of vehicles involved			Total ²
	1	2	3 or more	
Yes	70	10	10	90
No	430	450	140	1,030
Total	500	470	150	1,120

Slight⁴				Number ¹
Pedestrian casualties	Number of vehicles involved			Total ²
	1	2	3 or more	
Yes	110	40	10	160
No	1,440	2,160	800	4,410
Total	1,560	2,200	810	4,570

- = fewer than 5 accidents

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

2 May not sum to total due to rounding

3 Excludes accidents where the only non-pedestrian involved is a pedal cyclist or horse rider

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

[Notes & Definitions](#)

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Source: STATS19, coroners and procurators fiscal

The figures in this table are National Statistics

Last updated: 27 August 2020

Next update: August 2021

RAS51016

Reported roadside screening breath tests and breath test failures: England and Wales 2001 - 2018

				Number (thousands) / percentage
Year	Roadside screening breath tests	Positive/refused breath tests	Percentage of tests: positive or refused ¹	
2001	624	100	16	
2002	570	103	18	
2003	534	106	20	
2004	578	103	18	
2005	607	104	17	
2006	602	104	17	
2007	600	98	16	
2008	712	92	13	
2009	815	93	11	
2010	737	84	11	
2011	686	81	12	
2012	686	76	11	
2013	676	71	10	
2014	606	66	11	
2015	520	60	12	
2016	463	59	13	
2017	326	51	16	
2018	335	55	16	

Source: Home Office

1. The higher proportion of positive/refused tests in earlier years is likely to be in part down to recording practices. Negative tests were less likely to be recorded than positive/refused tests.

The figures in this table are National Statistics

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

Last updated: 30 September 2020

Next update: September 2021

RAS51017

Screening test results, by reason for test: England and Wales 2019

Number^{1,2} / Per cent

Reason for test	0 - 4 mcg	5 - 20 mcg	21 - 35 mcg	36 - 50 mcg	51 - 80 mcg	81 mcg +	% Under the limit	% Over the limit
Moving Traffic Offence	18,698	1,743	1,040	921	1,424	847	87	13
Road Traffic Collision ³	37,475	990	926	956	2,007	1,983	89	11
Suspicion of Alcohol	9,834	1,716	1,234	1,066	1,731	1,402	75	25
Other/Unknown	4,165	308	436	449	584	393	77	23
All	70,172	4,757	3,636	3,392	5,746	4,625	85	15

1 Multiple reasons can occur at the same incident. The breath test devices do not allow multiple reasons to be recorded and it is at the discretion of the reporting officer which reason is recorded. Care should therefore be taken when comparing the reasons listed in the table.

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

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

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[Notes & Definitions](#)

Source: DfT digital breath test data

The figures in this table are outside the scope of National Statistics

Last updated: 30 September 2020

Next update: September 2021

RAS51018

Results of screening breath tests following a road traffic collision: England and Wales 2019

Number^{1,2}

		Negative			Positive			Under the limit	Over the limit
		0 - 4 mcg	5 - 20 mcg	21 - 35 mcg	36 - 50 mcg	51 - 80 mcg	81 mcg and over		
16-19	Male	2,001	49	46	43	99	36	2,096	178
	Female	717	12	14	12	17	18	743	47
20-24	Male	3,499	131	117	133	295	170	3,747	598
	Female	1,465	29	29	37	72	76	1,523	185
25-29	Male	3,085	122	170	137	291	257	3,377	685
	Female	1,305	25	26	39	99	94	1,356	232
30-39	Male	5,688	207	207	211	482	434	6,102	1,127
	Female	2,371	32	32	46	119	140	2,435	305
40-49	Male	4,512	130	117	111	227	262	4,759	600
	Female	1,785	29	25	22	52	113	1,839	187
50-59	Male	3,812	81	52	73	119	185	3,945	377
	Female	1,503	16	15	12	36	76	1,534	124
60-69	Male	2,214	61	38	36	53	59	2,313	148
	Female	802	1	5	11	11	27	808	49
70-98	Male	1,903	54	27	23	23	22	1,984	68
	Female	709	7	4	8	6	2	720	16
All ³	Male	26,717	835	774	768	1,589	1,425	28,326	3,782
	Female	10,657	151	150	187	412	546	10,958	1,145
Total ⁴		37,475	990	926	956	2,007	1,983	39,391	4,946

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

Source: DfT digital breath test data

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

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

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

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[Notes & Definitions](#)

The figures in this table are outside the scope of National Statistics

Last updated: 30 September 2020

Next update: September 2021

RAS51019

Estimated number of reported drink-drive accidents and casualties, by country, English region and severity: GB 2018⁴

	Accidents				Casualties					Number ¹
	Fatal	Serious ⁵	Slight ⁵	Total ²	Killed	Seriously injured ⁵	Killed or seriously injured ⁵	Slightly injured ⁵	Total ²	
North East	-	60	160	220	-	60	70	270	340	
North West	30	110	490	630	30	150	180	750	930	
Yorkshire/Humberside	20	120	350	490	30	150	180	560	740	
East Midlands	30	110	440	580	40	140	180	690	870	
West Midlands	10	60	390	470	20	80	100	650	750	
Eastern	20	120	480	620	20	130	150	730	890	
South East	30	210	840	1,080	40	250	280	1,260	1,540	
London	10	120	630	760	10	130	140	950	1,090	
South West	20	100	410	530	20	120	150	620	770	
England	180	1,000	4,200	5,380	200	1,220	1,430	6,480	7,910	
Wales	10	60	170	230	20	70	80	300	380	
Scotland ³	20	60	210	280	20	70	90	310	400	
Great Britain	210	1,120	4,570	5,890	240	1,370	1,600	7,080	8,680	

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

Source: STATS19, coroners and procurators fiscal

2 Totals may not sum due to rounding

The figures in this table are National Statistics

per 100ml of breath or 80 milligrams of alcohol per 100ml of blood in England and Wales.

4. Excludes pedal cycle and horse rider casualties and accidents involving only pedal cyclists and horse riders.

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

Notes & Definitions

- = Fewer than 5 accidents or casualties

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Last updated: 27 August 2020

Next update: August 2021

RAS51020

Car drivers in reported injury road accidents, breath tests and failures by English region and country, Great Britain,

	Number/Percentage					
	(a) Involved <u>in accident</u>	(b) <u>Tested</u>	(c) <u>Failed</u>	(b) as <u>% of (a)</u>	(c) as <u>% of (a)</u>	(c) as <u>% of (b)</u>
North East						
under 20	264	118	6	44.7	2.3	5.1
20-24	532	254	17	47.7	3.2	6.7
25-29	528	257	24	48.7	4.5	9.3
30-34	750	277	18	36.9	2.4	6.5
35-39	434	204	9	47.0	2.1	4.4
40-49	801	378	8	47.2	1.0	2.1
50-59	715	350	14	49.0	2.0	4.0
60-69	394	203	5	51.5	1.3	2.5
70 and over	350	166	1	47.4	0.3	0.6
Age not reported	495	14	1	2.8	0.2	7.1
All	5,263	2,221	103	42.2	2.0	4.6
North West						
under 20	627	384	14	61.2	2.2	3.6
20-24	1,451	840	41	57.9	2.8	4.9
25-29	1,601	830	63	51.8	3.9	7.6
30-34	2,254	857	70	38.0	3.1	8.2
35-39	1,457	737	54	50.6	3.7	7.3
40-49	2,394	1,213	43	50.7	1.8	3.5
50-59	2,037	1,072	32	52.6	1.6	3.0
60-69	1,190	610	3	51.3	0.3	0.5
70 and over	1,097	592	5	54.0	0.5	0.8
Age not reported	2,252	150	19	6.7	0.8	12.7
All	16,360	7,285	344	44.5	2.1	4.7
Yorkshire and the Humber						
under 20	538	299	13	55.6	2.4	4.3
20-24	1,302	728	34	55.9	2.6	4.7
25-29	1,422	720	58	50.6	4.1	8.1
30-34	1,394	728	49	52.2	3.5	6.7
35-39	1,199	620	41	51.7	3.4	6.6
40-49	1,955	986	48	50.4	2.5	4.9
50-59	1,546	848	19	54.9	1.2	2.2
60-69	958	518	7	54.1	0.7	1.4
70 and over	872	438	2	50.2	0.2	0.5
Age not reported	1,986	55	0	2.8	0.0	0.0
All	13,172	5,940	271	45.1	2.1	4.6
East Midlands						
under 20	550	361	18	65.6	3.3	5.0
20-24	1,160	688	63	59.3	5.4	9.2
25-29	1,223	710	61	58.1	5.0	8.6
30-34	1,140	646	63	56.7	5.5	9.8
35-39	938	521	43	55.5	4.6	8.3
40-49	1,593	847	49	53.2	3.1	5.8
50-59	1,405	793	27	56.4	1.9	3.4
60-69	793	443	11	55.9	1.4	2.5
70 and over	804	418	6	52.0	0.7	1.4
Age not reported	1,654	116	10	7.0	0.6	8.6
All	11,260	5,543	351	49.2	3.1	6.3
West Midlands						
under 20	571	231	11	40.5	1.9	4.8
20-24	1,387	450	41	32.4	3.0	9.1
25-29	1,481	466	46	31.5	3.1	9.9
30-34	1,644	453	51	27.6	3.1	11.3
35-39	1,305	392	25	30.0	1.9	6.4
40-49	2,085	659	35	31.6	1.7	5.3
50-59	1,691	540	29	31.9	1.7	5.4
60-69	858	323	12	37.6	1.4	3.7
70 and over	766	301	4	39.3	0.5	1.3
Age not reported	2,749	115	1	4.2	0.0	0.9
All	14,537	3,930	255	27.0	1.8	6.5
East of England						
under 20	771	464	20	60.2	2.6	4.3
20-24	1,618	923	64	57.0	4.0	6.9
25-29	1,625	895	64	55.1	3.9	7.2
30-34	1,631	880	62	54.0	3.8	7.0
35-39	1,374	726	50	52.8	3.6	6.9
40-49	2,488	1,291	51	51.9	2.0	4.0
50-59	2,067	1,148	32	55.5	1.5	2.8
60-69	1,168	624	18	53.4	1.5	2.9
70 and over	1,242	638	8	51.4	0.6	1.3
Age not reported	1,618	67	8	4.1	0.5	11.9
All	15,602	7,656	377	49.1	2.4	4.9
London						
under 20	631	136	12	21.6	1.9	8.8
20-24	2,204	518	56	23.5	2.5	10.8
25-29	2,941	601	67	20.4	2.3	11.1
30-34	2,826	563	65	19.9	2.3	11.5
35-39	2,663	499	57	18.7	2.1	11.4
40-49	4,518	874	78	19.3	1.7	8.9
50-59	3,275	616	35	18.8	1.1	5.7
60-69	1,398	253	19	18.1	1.4	7.5
70 and over	829	125	3	15.1	0.4	2.4
Age not reported	8,123	24	7	0.3	0.1	29.2
All	29,408	4,209	399	14.3	1.4	9.5

RAS51020

Car drivers in reported injury road accidents, breath tests and failures by English region and country, Great Britain, :

	Number/Percentage					
	(a) Involved in accident	(b) Tested	(c) Failed	(b) as % of (a)	(c) as % of (a)	(c) as % of (b)
South East						
under 20	1,195	752	38	62.9	3.2	5.1
20-24	2,315	1,356	88	58.6	3.8	6.5
25-29	2,471	1,419	109	57.4	4.4	7.7
30-34	2,640	1,352	93	51.2	3.5	6.9
35-39	2,260	1,251	82	55.4	3.6	6.6
40-49	3,891	2,112	73	54.3	1.9	3.5
50-59	3,481	1,998	58	57.4	1.7	2.9
60-69	1,969	1,167	25	59.3	1.3	2.1
70 and over	2,028	1,105	12	54.5	0.6	1.1
Age not reported	3,164	173	16	5.5	0.5	9.2
All	25,414	12,685	594	49.9	2.3	4.7
South West						
under 20	673	413	22	61.4	3.3	5.3
20-24	1,271	704	50	55.4	3.9	7.1
25-29	1,369	750	73	54.8	5.3	9.7
30-34	1,456	677	50	46.5	3.4	7.4
35-39	1,064	566	38	53.2	3.6	6.7
40-49	1,998	1,029	48	51.5	2.4	4.7
50-59	1,891	985	47	52.1	2.5	4.8
60-69	1,184	611	15	51.6	1.3	2.5
70 and over	1,317	651	6	49.4	0.5	0.9
Age not reported	1,038	25	1	2.4	0.1	4.0
All	13,261	6,411	350	48.3	2.6	5.5
England						
under 20	5,820	3,158	154	54.3	2.6	4.9
20-24	13,240	6,461	454	48.8	3.4	7.0
25-29	14,661	6,648	565	45.3	3.9	8.5
30-34	15,735	6,433	521	40.9	3.3	8.1
35-39	12,694	5,516	399	43.5	3.1	7.2
40-49	21,723	9,389	433	43.2	2.0	4.6
50-59	18,108	8,350	293	46.1	1.6	3.5
60-69	9,912	4,752	115	47.9	1.2	2.4
70 and over	9,305	4,434	47	47.7	0.5	1.1
Age not reported	23,079	739	63	3.2	0.3	8.5
All	144,277	55,880	3,044	38.7	2.1	5.4
Wales						
under 20	348	224	9	64.4	2.6	4.0
20-24	621	396	39	63.8	6.3	9.8
25-29	620	373	31	60.2	5.0	8.3
30-34	545	323	29	59.3	5.3	9.0
35-39	439	265	17	60.4	3.9	6.4
40-49	842	486	19	57.7	2.3	3.9
50-59	804	480	18	59.7	2.2	3.8
60-69	490	285	8	58.2	1.6	2.8
70 and over	563	294	1	52.2	0.2	0.3
Age not reported	602	53	3	8.8	0.5	5.7
All	5,874	3,179	174	54.1	3.0	5.5
Scotland						
under 20	375	225	6	60.0	1.6	2.7
20-24	777	419	18	53.9	2.3	4.3
25-29	818	469	32	57.3	3.9	6.8
30-34	783	398	29	50.8	3.7	7.3
35-39	741	389	20	52.5	2.7	5.1
40-49	1,153	611	17	53.0	1.5	2.8
50-59	1,191	670	15	56.3	1.3	2.2
60-69	700	398	6	56.9	0.9	1.5
70 and over	691	363	2	52.5	0.3	0.6
Age not reported	407	15	0	3.7	0.0	0.0
All	7,636	3,957	145	51.8	1.9	3.7
Great Britain						
under 20	6,543	3,607	169	55.1	2.6	4.7
20-24	14,638	7,276	511	49.7	3.5	7.0
25-29	16,099	7,490	628	46.5	3.9	8.4
30-34	17,063	7,154	579	41.9	3.4	8.1
35-39	13,874	6,170	436	44.5	3.1	7.1
40-49	23,718	10,486	469	44.2	2.0	4.5
50-59	20,103	9,500	326	47.3	1.6	3.4
60-69	11,102	5,435	129	49.0	1.2	2.4
70 and over	10,559	5,091	50	48.2	0.5	1.0
Age not reported	24,088	807	66	3.4	0.3	8.2
All	157,787	63,016	3,363	39.9	2.1	5.3

RAS51022a

Estimated number of reported drink-drive accidents in Great Britain, by gender of driver/rider over the drink-drive limit: 1979 - 2018⁴

Year	Number ¹											
	Male drivers/riders ²				Female drivers/riders ²				All drivers/riders ^{2,3}			
	Fatal	Serious ⁵	Slight ⁵	Total	Fatal	Serious ⁵	Slight ⁵	Total	Fatal	Serious ⁵	Slight ⁵	Total
1979	1,340	5,370	11,630	18,340	50	220	600	860	1,380	5,630	12,460	19,470
1980	1,220	5,180	11,000	17,410	60	230	680	970	1,280	5,430	11,860	18,570
1981	1,150	4,680	10,180	16,020	50	260	710	1,020	1,200	4,940	10,900	17,040
1982	1,250	5,150	11,230	17,630	60	280	830	1,170	1,300	5,420	12,070	18,800
1983	900	4,430	10,560	15,900	50	330	870	1,240	950	4,750	11,430	17,130
1984	960	4,520	10,670	16,150	40	280	880	1,190	1,000	4,790	11,540	17,320
1985	860	4,590	10,550	16,000	50	320	930	1,290	900	4,900	11,460	17,260
1986	790	4,300	10,600	15,690	50	300	910	1,260	850	4,590	11,510	16,940
1987	730	3,910	9,660	14,300	50	300	900	1,250	780	4,220	10,560	15,560
1988	660	3,410	9,300	13,370	30	250	890	1,170	680	3,660	10,190	14,520
1989	670	3,140	9,300	13,110	40	270	1,020	1,330	700	3,390	10,300	14,390
1990	590	2,640	8,670	11,910	50	270	960	1,290	650	2,910	9,650	13,210
1991	530	2,370	7,570	10,470	40	220	950	1,220	570	2,590	8,530	11,690
1992	510	2,120	6,980	9,610	40	230	910	1,180	540	2,360	7,890	10,790
1993	430	1,680	6,310	8,420	20	190	830	1,040	460	1,870	7,160	9,480
1994	450	1,870	6,350	8,670	30	220	960	1,210	470	2,090	7,330	9,900
1995	420	1,910	6,620	8,950	30	240	950	1,220	460	2,140	7,590	10,180
1996	450	1,930	7,210	9,590	30	230	1,000	1,260	480	2,150	8,240	10,870
1997	440	1,900	7,000	9,340	40	240	1,080	1,350	470	2,140	8,100	10,710
1998	370	1,600	6,710	8,690	30	250	1,090	1,370	410	1,860	7,840	10,100
1999	370	1,640	7,450	9,460	30	200	1,250	1,480	400	1,850	8,800	11,050
2000	410	1,700	8,020	10,130	40	230	1,350	1,620	450	1,950	9,410	11,800
2001	430	1,790	8,330	10,540	40	230	1,420	1,690	470	2,020	9,780	12,270
2002	440	1,830	8,920	11,190	40	220	1,620	1,880	480	2,050	10,620	13,150
2003	460	1,720	8,340	10,530	40	240	1,530	1,800	500	1,970	9,930	12,400
2004	470	1,550	7,460	9,470	50	240	1,380	1,670	520	1,790	8,900	11,210
2005	440	1,350	6,660	8,450	40	190	1,360	1,590	470	1,550	8,060	10,080
2006	450	1,300	6,110	7,850	50	170	1,300	1,520	490	1,480	7,430	9,400
2007	330	1,230	6,110	7,670	40	170	1,400	1,610	370	1,400	7,520	9,290
2008	300	1,080	5,590	6,970	50	200	1,390	1,640	350	1,280	6,980	8,620
2009	310	990	5,150	6,450	40	180	1,360	1,580	340	1,180	6,530	8,050
2010	200	820	4,260	5,280	20	170	1,150	1,340	220	990	5,420	6,620
2011	190	870	4,330	5,390	30	170	1,080	1,280	220	1,040	5,430	6,690
2012	190	780	4,250	5,220	20	180	1,190	1,390	210	960	5,460	6,630
2013	200	720	3,500	4,410	30	150	1,060	1,240	230	880	4,590	5,690
2014	190	740	3,450	4,380	30	130	1,050	1,210	220	880	4,530	5,620
2015	160	810	3,510	4,490	10	160	1,050	1,220	170	980	4,570	5,730
2016	200	810	3,780	4,790	20	180	1,030	1,230	220	1,000	4,860	6,070
2017	190	930	3,370	4,490	30	180	1,000	1,200	220	1,110	4,370	5,700
2018	190	930	3,590	4,710	20	180	960	1,160	210	1,120	4,570	5,890

Source: STATS19, coroners and procurators fiscal

- 1 On the 5th December 2014 the limit in Scotland was reduced to 50 milligrams of alcohol per 100ml of blood. It remains at 80 milligrams of alcohol per 100ml of blood in England and Wales.
 2 Estimates are rounded to the nearest ten.
 3 Totals may not add up to the sum of the number of accidents involving male and female drivers. This happens when at least one male driver and at least one female driver are over the drink-drive limit in the same accident or where the gender is unknown for all the drivers over the limit in a single accident.
 4 Excludes accidents that involve only pedal cyclists and horse riders
 5 [Figures for serious and slight injuries are shown both adjusted and unadjusted for changes in severity reporting. Since 2016, changes in severity reporting systems for a large number of police forces mean that serious injury figures, and to a lesser extent slight injuries, as reported by the police are not comparable with earlier years. Adjustments to account for the change have been produced for high level series. More information on the change and the adjustment process is available in the 2018 annual report. For analysis of trends over time, using the experimental adjusted series is recommended.](#)

Notes & Definitions

The figures in this table are National Statistics

RAS51022b

Estimated number of reported drink-drive casualties in Great Britain, by gender of driver/rider over the drink-drive limit: 1979 - 2018⁴

Year	Male drivers/riders ²				Female drivers/riders ²				All drivers/riders ^{2,3}				Number ¹
	Fatal	Serious ⁵	Slight ⁵	Total	Fatal	Serious ⁵	Slight ⁵	Total	Fatal	Serious ⁵	Slight ⁵	Total	
1979	1,590	7,950	20,260	29,800	50	310	970	1,340	1,640	8,300	21,490	31,430	
1980	1,380	7,620	19,140	28,130	70	340	1,080	1,490	1,450	7,970	20,420	29,830	
1981	1,360	7,000	18,000	26,360	60	380	1,160	1,600	1,420	7,370	19,160	27,950	
1982	1,470	7,620	19,300	28,390	80	400	1,360	1,840	1,550	8,010	20,660	30,220	
1983	1,060	6,370	17,270	24,700	50	450	1,340	1,840	1,110	6,800	18,610	26,520	
1984	1,130	6,470	18,050	25,650	40	350	1,380	1,780	1,170	6,820	19,410	27,390	
1985	980	6,390	17,940	25,310	50	430	1,480	1,960	1,040	6,810	19,380	27,220	
1986	930	6,060	17,760	24,750	60	390	1,470	1,930	990	6,440	19,220	26,650	
1987	840	5,510	16,220	22,580	50	390	1,460	1,900	900	5,900	17,670	24,470	
1988	760	4,760	15,500	21,020	30	360	1,390	1,780	790	5,100	16,860	22,740	
1989	780	4,480	15,080	20,340	40	340	1,610	1,990	810	4,790	16,620	22,220	
1990	700	3,710	13,980	18,380	60	380	1,560	1,990	760	4,090	15,550	20,400	
1991	620	3,300	12,140	16,060	40	310	1,480	1,840	660	3,610	13,610	17,880	
1992	620	2,980	11,340	14,940	40	300	1,430	1,780	660	3,280	12,770	16,710	
1993	510	2,410	10,400	13,320	30	260	1,360	1,640	540	2,660	11,780	14,980	
1994	510	2,540	10,260	13,320	30	290	1,510	1,830	540	2,840	11,780	15,160	
1995	500	2,710	10,930	14,140	40	310	1,500	1,850	540	3,000	12,450	16,000	
1996	550	2,710	11,870	15,130	40	310	1,550	1,890	580	3,010	13,450	17,040	
1997	510	2,630	11,560	14,710	40	310	1,720	2,070	550	2,940	13,310	16,800	
1998	420	2,190	10,870	13,490	40	320	1,690	2,050	460	2,520	12,610	15,580	
1999	420	2,200	11,960	14,580	40	270	1,910	2,220	460	2,470	13,980	16,910	
2000	490	2,230	12,840	15,560	40	290	2,100	2,430	530	2,540	14,990	18,060	
2001	490	2,390	13,340	16,220	50	300	2,180	2,530	530	2,700	15,550	18,780	
2002	500	2,470	14,350	17,330	40	310	2,330	2,690	550	2,790	16,760	20,100	
2003	530	2,280	13,430	16,240	40	310	2,320	2,670	580	2,590	15,820	18,990	
2004	530	2,040	11,850	14,420	50	300	2,140	2,490	580	2,340	14,060	16,980	
2005	510	1,820	10,670	13,010	50	260	2,050	2,350	550	2,090	12,760	15,400	
2006	510	1,740	9,860	12,110	50	220	1,950	2,220	560	1,970	11,850	14,370	
2007	370	1,540	9,780	11,680	40	220	2,060	2,330	410	1,760	11,850	14,020	
2008	350	1,380	8,810	10,530	50	250	2,160	2,460	400	1,620	10,970	12,990	
2009	350	1,280	8,100	9,720	40	210	2,020	2,270	380	1,500	10,150	12,030	
2010	220	1,030	6,460	7,710	20	200	1,770	2,000	240	1,240	8,210	9,690	
2011	210	1,060	6,760	8,030	30	200	1,640	1,870	240	1,270	8,420	9,930	
2012	210	990	6,650	7,840	20	210	1,830	2,060	230	1,200	8,510	9,930	
2013	210	910	5,320	6,440	30	190	1,570	1,790	240	1,100	6,930	8,270	
2014	210	920	5,330	6,460	30	150	1,540	1,710	240	1,070	6,900	8,210	
2015	180	980	5,540	6,700	10	180	1,550	1,740	200	1,170	7,100	8,470	
2016	210	1,030	5,910	7,150	20	210	1,590	1,820	230	1,250	7,550	9,040	
2017	220	1,160	5,480	6,860	30	220	1,470	1,720	250	1,380	6,970	8,600	
2018	220	1,150	5,660	7,030	20	210	1,410	1,640	240	1,370	7,080	8,680	

Source: STATS19, coroners and procurators fiscal

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

2 Estimates are rounded to the nearest ten.

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

4 Excludes pedal cyclists and horse riders

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

[Notes & Definitions](#)

The figures in this table are National Statistics

RAS51101: Self-reported drink driving
a. As a proportion of all drivers¹

Percentage

		In the last 12 months how often, if at all, have you driven when you think you may have been over the legal alcohol limit?										
		2009/10 ²	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20
At least once		7.3	6.9	7.4	6.4	5.9	6.2	7.6	7.6	6.6	5.4	5.0
	95% confidence: upper limit	7.8	7.5	7.8	6.9	6.4	6.7	8.1	8.1	7.0	5.8	5.4
	95% confidence: lower limit	6.9	6.3	6.9	5.9	5.5	5.8	7.1	7.1	6.2	5.0	4.7
<i>of which</i>												
	Every day/almost every day	-	-	0.1	0.1	-	-	0.1	0.1	-	0.1	0.1
	A few times a week	0.3	0.2	0.3	0.2	0.2	0.2	0.3	0.3	0.3	0.2	0.2
	Once or twice a week	0.6	0.5	0.5	0.5	0.5	0.5	1.1	1.0	0.8	0.6	0.5
	Once or twice a month	0.9	0.8	0.9	0.8	0.7	1.0	1.4	1.3	1.0	0.8	0.8
	Once every couple of months	1.0	0.9	1.0	0.9	0.8	0.9	1.0	1.0	0.9	0.8	0.7
	Once or twice in the last 12 months	4.6	4.4	4.7	4.0	3.6	3.7	3.7	3.8	3.5	2.9	2.8
Not at all		92.7	93.1	92.6	93.6	94.1	93.8	92.4	92.4	93.4	94.6	95.0
<i>of which</i>												
	Drunk alcohol in the last 12 months	82.8	83.6	81.8	82.2	81.6	80.6	79.2	78.9	79.4	80.3	80.1
	Not drunk alcohol in the last 12 months	9.8	9.5	10.8	11.4	12.5	13.2	13.2	13.5	14.0	14.3	14.9
All drivers		100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

1. A "driver" in this context is a survey respondent who stated they had driven at least once in the last 12 months.

2. Data for 2010/11 onwards is for financial years (Apr - Mar). Data for 2009/10 is for the period Oct 2009 to Sept 2010.

3. Percentages below 0.1% are suppressed and shown as " - "

4. For base sample size, see table ras51102a.

5. Caution is needed when looking at trends and differences involving small sample sizes or very low percentages. Small differences may not be statistically significant.

6. May not sum to totals due to rounding.

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[Crime Survey Technical Note](#)

Source: ONS Crime Survey for England and Wales

Last updated: 30 September 2020

Next update: September 2021

RAS51101: Self-reported drink driving

b. As a proportion of all drivers¹ who have drunk alcohol in the last 12 months

Percentage

		In the last 12 months how often, if at all, have you driven when you think you may have been over the legal alcohol limit?										
		2009/10 ²	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20
At least once		7.3	6.9	7.4	6.4	5.9	6.2	7.6	7.6	6.6	5.4	5.9
	<i>95% confidence: upper limit</i>	7.8	7.5	7.8	6.9	6.4	6.7	8.1	8.1	7.0	5.8	6.3
	<i>95% confidence: lower limit</i>	6.9	6.3	6.9	5.9	5.5	5.8	7.1	7.1	6.2	5.0	5.5
<i>of which</i>												
	Every day/almost every day	-	-	0.1	0.1	-	-	0.1	0.1	-	0.1	0.1
	A few times a week	0.3	0.2	0.3	0.2	0.2	0.2	0.3	0.3	0.3	0.2	0.2
	Once or twice a week	0.6	0.5	0.5	0.5	0.5	0.5	1.1	1.0	0.8	0.6	0.6
	Once or twice a month	0.9	0.8	0.9	0.8	0.7	1.0	1.4	1.3	1.0	0.8	0.9
	Once every couple of months	1.0	0.9	1.0	0.9	0.8	0.9	1.0	1.0	0.9	0.8	0.8
	Once or twice in the last 12 months	4.6	4.4	4.7	4.0	3.6	3.7	3.7	3.8	3.5	2.9	3.3
Not at all		92.7	93.1	92.6	93.6	94.1	93.8	92.4	92.4	93.4	94.6	94.1
All drivers		100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

1. A "driver" in this context is a survey respondent who stated they had driven at least once in the last 12 months.

2. Data for 2010/11 onwards is for financial years (Apr - Mar). Data for 2009/10 is for the period Oct 2009 to Sept 2010.

3. Percentages below 0.1% are suppressed and shown as " - "

4. For base sample size, see table ras51102a.

5. Caution is needed when looking at trends and differences involving small sample sizes or very low percentages. Small differences may not be statistically significant.

6. May not sum to totals due to rounding.

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Source: ONS Crime Survey for England and Wales

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Next update: September 2021

RAS51102: Self-reported drink driving by age and sex
a. As a proportion of all drivers¹

Percentage

	Percentage reporting driving whilst thinking they are over the legal alcohol limit at least once in last 12 months											
	2009/10 ²	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2017/18-2019/20
All adults	7.3	6.9	7.4	6.4	5.9	6.2	7.6	7.6	6.6	5.4	5.0	5.7
Males	9.6	9.5	9.5	8.7	8.1	8.1	9.6	9.8	8.4	6.8	6.5	7.2
Females	4.7	3.9	5.0	3.9	3.5	4.2	5.5	5.1	4.6	3.8	3.3	3.9
Age 16-19	12.2	9.2	8.2	4.1	7.7	7.0	9.9	7.0	6.5	7.4	5.6	6.5
Age 20-24	8.0	7.9	9.8	9.7	8.9	8.8	9.0	9.8	12.1	8.1	6.7	9.1
Age 25-29	9.0	7.7	8.6	10.0	7.9	9.3	8.9	10.3	7.5	7.6	6.7	7.3
Age 30-39	7.2	6.5	7.7	6.1	5.7	5.5	7.6	7.4	6.3	5.3	6.1	5.9
Age 40-49	6.5	6.3	6.8	5.3	5.2	5.7	7.2	7.0	6.8	5.0	4.2	5.3
Age 50 and over	6.3	6.7	6.0	5.6	4.9	5.3	6.8	6.7	5.6	4.7	4.3	4.9

1. A "driver" in this context is a survey respondent who stated they had driven at least once in the last 12 months.

2. Data for 2010/11 onwards is for financial years (Apr - Mar). Data for 2009/10 is for the period Oct 2009 to Sept 2010.

3. Percentages below 0.1% are suppressed and shown as " - "

4. Caution is needed when looking at trends and differences involving small sample sizes or very low percentages. Small differences may not be statistically significant.

Three year averages have been provided for more robust figures for some variables with small sample sizes.

5. May not sum to totals due to rounding.

Source: ONS Crime Survey for England and Wales

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Unweighted base (sample size)

	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20
All adults	20,156	10,251	20,048	15,674	15,917	14,658	15,603	17,006	21,638	20,994	20,215
Males	9,797	4,998	9,789	7,468	7,752	7,033	7,425	8,277	10,831	10,332	9,977
Females	10,359	5,253	10,259	8,206	8,165	7,625	8,178	8,729	10,807	10,662	10,238
Age 16-19	563	272	457	312	299	257	254	282	257	237	208
Age 20-24	1,162	603	1,191	837	855	754	802	833	753	701	654
Age 25-29	1,892	958	1,967	1,446	1,451	1,386	1,515	1,593	1,423	1,468	1,368
Age 30-39	5,250	2,663	5,141	4,060	4,048	3,785	3,927	4,185	4,218	4,017	3,894
Age 40-49	6,147	3,143	6,097	4,756	4,829	4,400	4,717	4,649	4,302	4,309	4,001
Age 50 and over	5,142	2,612	5,195	4,263	4,435	4,076	4,388	5,464	10,685	10,262	10,090

RAS51102: Self-reported drink driving by age and sex
b. As a proportion of all drivers¹ who have drunk alcohol in the last 12 months

Percentage

Percentage reporting driving whilst thinking they are over the legal alcohol limit at least once in last 12 months												
	2009/10 ²	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2017/18- 2019/20 average
All adults	8.1	7.6	8.2	7.2	6.8	7.2	8.8	8.8	7.7	6.3	5.9	6.6
Males	10.5	10.3	10.5	9.7	9.2	9.2	11.0	11.2	9.7	7.9	7.6	8.4
Females	5.3	4.3	5.7	4.5	4.1	4.9	6.4	6.0	5.5	4.5	3.9	4.6
Age 16-19	13.2	10.1	9.1	4.6	8.6	7.7	10.8	7.9	7.4	8.2	6.3	7.3
Age 20-24	8.8	8.7	10.8	10.7	10.0	10.0	10.2	11.0	14.1	9.3	8.0	10.6
Age 25-29	10.0	8.6	9.9	11.4	9.0	10.7	10.4	12.0	8.8	8.7	7.8	8.4
Age 30-39	8.1	7.4	8.7	7.0	6.7	6.5	9.0	8.8	7.5	6.4	7.4	7.1
Age 40-49	7.3	6.9	7.5	5.9	5.9	6.5	8.3	8.0	8.0	5.8	5.0	6.3
Age 50 and over	7.0	7.3	6.7	6.3	5.6	6.1	7.8	7.7	6.5	5.4	5.0	5.6

1. A "driver" in this context is a survey respondent who stated they had driven at least once in the last 12 months.

2. Data for 2010/11 onwards is for financial years (Apr - Mar). Data for 2009/10 is for the period Oct 2009 to Sept 2010.

3. Percentages below 0.1% are suppressed and shown as " - "

4. Caution is needed when looking at trends and differences involving small sample sizes or very low percentages. Small differences may not be statistically significant.

Three year averages have been provided for more robust figures for some variables with small sample sizes.

5. May not sum to totals due to rounding.

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Unweighted base (sample size)											
	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20
All adults	18,344	9,358	18,056	14,019	14,071	12,847	13,680	14,819	18,700	18,108	17,362
Males	9,016	4,621	8,916	6,764	6,918	6,233	6,562	7,304	9,502	9,034	8,673
Females	9,328	4,737	9,140	7,255	7,153	6,614	7,118	7,515	9,198	9,074	8,689
Age 16-19	535	256	414	280	269	234	234	252	225	213	183
Age 20-24	1,075	555	1,092	762	770	671	704	744	659	610	559
Age 25-29	1,722	875	1,758	1,293	1,298	1,220	1,317	1,389	1,229	1,283	1,205
Age 30-39	4,717	2,399	4,587	3,583	3,480	3,258	3,370	3,563	3,580	3,363	3,274
Age 40-49	5,607	2,886	5,529	4,266	4,304	3,873	4,162	4,084	3,715	3,720	3,402
Age 50 and over	4,688	2,387	4,676	3,835	3,950	3,591	3,893	4,787	9,292	8,919	8,739

RAS51103: Self-reported drug driving
a. As a proportion of all drivers¹

Percentage

		In the last 12 months how often, if at all, have you driven when you think you may have been affected by or under the influence of illegal drugs?										
		2009/10 ²	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20
At least once		2.3	1.3	1.0	0.5	0.7	0.9	0.6	0.4	0.4	0.5	0.4
	<i>95% confidence: upper limit</i>	2.6	1.6	1.1	0.7	0.9	1.1	0.8	0.5	0.5	0.6	0.5
	<i>95% confidence: lower limit</i>	1.9	1.1	0.8	0.4	0.6	0.7	0.5	0.2	0.3	0.4	0.3
<i>of which</i>												
	Every day/almost every day	0.2	0.1	0.1	-	0.1	0.1	0.1	-	-	-	-
	A few times a week	0.2	0.1	0.1	-	-	0.1	0.1	-	-	0.1	-
	Once or twice a week	0.1	0.1	0.1	-	0.1	-	-	-	-	0.1	-
	Once or twice a month	0.4	0.3	0.1	-	0.1	0.2	0.1	-	0.1	0.1	-
	Once every couple of months	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	-
	Once or twice in the last 12 months	1.2	0.6	0.4	0.3	0.3	0.4	0.3	0.1	0.2	0.2	0.2
Not at all		97.7	98.7	99.0	99.5	99.3	99.1	99.4	99.6	99.6	99.5	99.6
<i>of which</i>												
	Taken drugs in the last 12 months	10.9	5.6	5.7	5.3	5.6	8.8	12.0	5.8	5.2	5.5	5.4
	Not taken drugs in the last 12 months	86.8	93.1	93.3	94.2	93.7	90.4	87.3	93.9	94.4	94.0	94.2
All drivers		100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

1. A "driver" in this context is a survey respondent who stated they had driven at least once in the last 12 months.

2. Data for 2010/11 onwards is for financial years (Apr - Mar). Data for 2009/10 is for the period Oct 2009 to Sept 2010.

3. Percentages below 0.1% are suppressed and shown as " - "

4. For base sample size, see table ras51104a.

5. Caution is needed when looking at trends and differences involving small sample sizes or very low percentages. Small differences may not be statistically significant.

6. May not sum to totals due to rounding.

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RAS51103: Self-reported drug driving

b. As a proportion of all drivers¹ who have taken drugs in the last 12 months

Percentage

In the last 12 months how often, if at all, have you driven when you think you may have been affected by or under the influence of illegal drugs?

	2009/10 ²	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20
At least once	17.2	19.5	14.7	9.0	11.3	9.2	5.0	5.8	7.0	7.8	6.2
95% confidence: upper limit	19.7	23.3	17.2	11.3	13.8	11.1	6.3	7.6	8.9	9.8	8.0
95% confidence: lower limit	14.6	15.7	12.3	6.6	8.8	7.3	3.8	3.9	5.1	5.8	4.3
<i>of which</i>											
Every day/almost every day	1.3	0.9	2.0	0.7	0.8	1.1	0.4	0.7	0.6	0.4	0.0
A few times a week	1.8	1.8	1.5	0.7	0.3	0.6	0.5	0.7	0.1	0.8	0.6
Once or twice a week	0.8	1.3	1.7	0.5	0.9	0.5	0.4	0.4	0.2	1.2	0.3
Once or twice a month	2.7	4.2	1.7	0.4	2.1	1.8	0.7	0.6	0.9	1.4	0.6
Once every couple of months	1.5	2.0	1.7	1.6	1.8	1.1	0.6	1.1	1.3	1.3	0.6
Once or twice in the last 12 months	9.2	9.3	6.0	5.0	5.4	4.1	2.4	2.3	3.8	2.7	4.1
Not at all	82.8	80.5	85.3	91.0	88.7	90.8	95.0	94.2	93.0	92.2	93.8
All drivers who have taken drugs in last 12 mont	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

1. A "driver" in this context is a survey respondent who stated they had driven at least once in the last 12 months.

2. Data for 2010/11 onwards is for financial years (Apr - Mar). Data for 2009/10 is for the period Oct 2009 to Sept 2010.

3. Percentages below 0.1% are suppressed and shown as " - "

4. For base sample size, see table ras51104b.

5. Caution is needed when looking at trends and differences involving small sample sizes or very low percentages. Small differences may not be statistically significant.

6. May not sum to totals due to rounding.

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RAS51104: Self-reported drug driving by age and sex
a. As a proportion of all drivers¹

Percentage

	Percentage reporting driving whilst thinking they are under the influence of illegal drugs at least once in last 12 months											2017/18-
	2009/10 ²	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2019/20
All adults	2.3	1.3	1.0	0.5	0.7	0.9	0.6	0.4	0.4	0.5	0.4	0.4
Males	3.4	2.0	1.5	0.8	1.1	1.4	1.0	0.6	0.5	0.7	0.5	0.6
Females	1.0	0.6	0.4	0.2	0.3	0.3	0.2	0.1	0.2	0.2	0.2	0.2
Age 16-19	5.8	4.4	2.7	0.5	1.4	2.6	1.3	1.4	1.0	2.0	2.5	1.8
Age 20-24	4.9	3.1	2.5	1.0	1.6	2.2	1.9	0.4	1.6	1.8	1.1	1.5
Age 25-29	3.4	2.3	1.9	1.0	1.2	1.1	0.9	0.7	0.5	1.7	0.5	0.9
Age 30-39	2.3	1.3	1.0	0.6	0.9	1.2	0.7	0.4	0.6	0.4	0.5	0.5
Age 40-49	1.3	0.7	0.4	0.3	0.4	0.6	0.4	0.4	0.3	0.2	0.2	0.2
Age 50 and over	0.7	0.4	0.3	0.3	0.3	0.2	0.3	-	0.1	0.1	0.1	0.1

1. A "driver" in this context is a survey respondent who stated they had driven at least once in the last 12 months.
2. Data for 2010/11 onwards is for financial years (Apr - Mar). Data for 2009/10 is for the period Oct 2009 to Sept 2010.
3. Percentages below 0.1% are suppressed and shown as " - "
4. Caution is needed when looking at trends and differences involving small sample sizes or very low percentages. Small differences may not be statistically significant.
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5. May not sum to totals due to rounding.

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	Unweighted sample size										
	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20
All adults	10,507	10,221	19,935	15,652	15,805	14,606	15,510	16,805	21,572	20,921	20,233
Males	5,237	4,977	9,743	7,458	7,689	7,006	7,362	8,165	10,829	10,298	9,981
Females	5,270	5,244	10,192	8,194	8,116	7,600	8,148	8,640	10,743	10,623	10,252
Age 16-19	346	269	443	312	295	253	241	273	252	233	203
Age 20-24	666	596	1,188	830	835	749	794	819	743	687	659
Age 25-29	1,032	952	1,942	1,446	1,434	1,373	1,498	1,564	1,414	1,451	1,358
Age 30-39	2,765	2,632	5,064	4,041	3,986	3,739	3,890	4,111	4,170	3,982	3,886
Age 40-49	3,104	3,143	6,076	4,745	4,799	4,387	4,704	4,589	4,240	4,265	3,973
Age 50 and over	2,594	2,629	5,222	4,278	4,456	4,105	4,383	5,449	10,753	10,303	10,154

RAS51104: Self-reported drug driving by age and sex
b. As a proportion of all drivers¹ who have taken drugs in the last 12 months

Percentage

Percentage reporting driving whilst thinking they are under the influence of illegal drugs at least once in last 12 months												
	2009/10 ²	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2017/18-2019/20 average
All adults	17.2	19.5	14.7	9.0	11.3	9.2	5.0	5.8	7.0	7.8	6.2	7.0
Males	19.0	20.7	16.6	10.5	13.1	11.5	6.3	7.7	7.3	9.4	6.7	7.8
Females	12.3	15.7	10.0	5.2	7.4	4.2	2.7	1.6	6.4	4.4	5.2	5.3
Age 16-19	16.4	22.9	16.4	3.2	6.9	11.3	5.3	7.4	6.9	8.8	10.8	9.0
Age 20-24	17.7	19.2	15.3	7.8	10.7	10.5	7.7	2.1	8.4	8.0	5.9	7.5
Age 25-29	14.6	17.8	15.3	9.4	11.5	7.4	4.7	6.5	4.2	11.8	3.7	6.7
Age 30-39	16.1	16.7	13.5	10.5	11.9	11.9	5.3	6.8	8.6	5.6	7.8	7.3
Age 40-49	22.5	25.4	11.7	7.9	10.5	8.6	3.7	9.4	6.2	4.1	3.6	4.7
Age 50 and over	20.1	20.3	21.7	15.4	19.1	3.7	4.2	2.0	6.6	7.9	7.7	7.4

1. A "driver" in this context is a survey respondent who stated they had driven at least once in the last 12 months.
2. Data for 2010/11 onwards is for financial years (Apr - Mar). Data for 2009/10 is for the period Oct 2009 to Sept 2010.
3. Percentages below 0.1% are suppressed and shown as " - "
4. Caution is needed when looking at trends and differences involving small sample sizes or very low percentages. Small differences may not be statistically significant.
 Three year averages have been provided for more robust figures for some variables with small sample sizes.
5. May not sum to totals due to rounding.

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Unweighted base (sample size)											
	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20
All adults	1,211	611	1,156	826	887	1,285	1,829	884	990	989	961
Males	845	435	806	559	584	829	1,118	576	644	652	601
Females	366	176	350	267	303	456	711	308	346	337	360
Age 16-19	124	53	77	49	62	55	56	52	38	51	46
Age 20-24	190	102	174	114	123	142	174	137	136	135	119
Age 25-29	219	110	218	138	145	191	257	162	174	178	173
Age 30-39	384	201	385	249	275	372	518	241	272	280	253
Age 40-49	197	100	221	185	199	318	477	203	201	184	193
Age 50 and over	97	45	81	91	83	207	347	89	169	161	177

RAS51105

Self-reported mobile phone use as a proportion of all drivers^{1,2}

Percentage

	In the last 12 months, have you used your mobile phone while you were driving or stationary in traffic?	
	2018/19	2019/20
Any mobile phone use	42.1	46.9
<i>95% confidence: upper limit</i>	42.9	47.7
<i>95% confidence: lower limit</i>	41.3	46.1
<i>of which:</i>		
Yes - in my hand	5.5	6.4
<i>of which:</i> ³		
Every time I drove	0.1	0.1
Most times I drove	0.4	0.5
Occasionally	2.8	3.4
Once or twice only	2.2	2.5
Yes - via Bluetooth, Voice Command or dashboard holder	36.7	40.5
Not at all	57.9	53.1
All drivers^{1,2}	100.0	100.0
<i>Unweighted base (sample size)</i>	21,071	20,299

1. A "driver" in this context is a survey respondent who stated they had driven at least once in the last 12 months.

2. Excludes drivers who answered 'don't know' and 'don't want to answer'.

3. Excludes drivers who answered 'don't know', 'don't want to answer' and 'not at all'. The 'not at all' option is excluded as it contradicts the answer given at the previous question.

Caution is needed when looking at trends and differences involving small sample sizes or very low percentages. Small differences may not be statistically significant. May not sum to totals due to rounding.

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RAS51106

Self-reported mobile phone use by age and sex of drivers¹

	Percentage		Unweighted base (sample size)	
	Percentage reporting using a mobile phone ² while driving or stationary in traffic in the last 12 months		2018/19	2019/20
	2018/19	2019/20	2018/19	2019/20
All adults	42.1	46.9	21,071	20299
Males	45.1	49.7	10,369	10045
Females	38.8	43.8	10,702	10254
Age 16-19	35.4	47.1	236	213
Age 20-24	52.4	50.4	703	662
Age 25-29	53.7	59.5	1,469	1,370
Age 30-39	53.2	57.1	4,012	3,918
Age 40-49	48.0	54.1	4,326	3,992
Age 50 and over	31.2	36.3	10,275	10,144

1. A "driver" in this context is a survey respondent who stated they had driven at least once in the last 12 months.

2. Either in hand or via Bluetooth, Voice Command or a dashboard holder.

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Source: ONS Crime Survey for England and Wales

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RAS51107: Self-reported drink driving under or over the drink-drive limit

a. As a proportion of all drivers¹

		Percentage
		2019/20
At least once		22.5
	<i>95% confidence: upper limit</i>	23.2
	<i>95% confidence: lower limit</i>	21.8
<i>of which</i>		
	Every day/almost every day	0.1
	A few times a week	0.4
	Once or twice a week	1.4
	Once or twice a month	4.0
	Once every couple of months	4.5
	Once or twice in the last 12 months	12.1
Not at all		77.5
<i>of which</i>		
	Drunk alcohol in the last 12 months	62.6
	Not drunk alcohol in the last 12 months	14.9
All drivers		100.0

1. A "driver" in this context is a survey respondent who stated they had driven at least once in the last 12 months.

2. Percentages below 0.1% are suppressed and shown as " - "

3. For base sample size, see table ras51108a.

4. Caution is needed when looking at trends and differences involving small sample sizes or very low percentages. Small differences may not be statistically significant.

5. May not sum to totals due to rounding.

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RAS51107: Self-reported drink driving under or over the drink-drive limit

b. As a proportion of all drivers¹ who have drunk alcohol in the last 12 months

		Percentage
		2019/20
At least once		26.4
	<i>95% confidence: upper limit</i>	27.2
	<i>95% confidence: lower limit</i>	25.6
<i>of which</i>		
	Every day/almost every day	0.1
	A few times a week	0.4
	Once or twice a week	1.6
	Once or twice a month	4.7
	Once every couple of months	5.3
	Once or twice in the last 12 months	14.3
Not at all		73.6
All drivers		100.0

1. A "driver" in this context is a survey respondent who stated they had driven at least once in the last 12 months.

2. Percentages below 0.1% are suppressed and shown as " - "

3. For base sample size, see table ras51108a.

4. Caution is needed when looking at trends and differences involving small sample sizes or very low percentages. Small differences may not be statistically significant.

5. May not sum to totals due to rounding.

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Source: ONS Crime Survey for England and Wales

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RAS51108: Self-reported drink driving under or over the drink-drive limit by age and sex
a. As a proportion of all drivers¹

	Percentage	
	2019/20	<i>Unweighted base (sample size)</i>
All adults	22.5	20,208
Males	27.7	9,976
Females	16.7	10,232
Age 16-19	15.5	208
Age 20-24	21.2	655
Age 25-29	25.5	1,368
Age 30-39	20.9	3,904
Age 40-49	20.1	3,996
Age 50 and over	24.2	10,077

1. A "driver" in this context is a survey respondent who stated they had driven at least once in the last 12 months.

2. Percentages below 0.1% are suppressed and shown as " - "

3. Caution is needed when looking at trends and differences involving small sample sizes or very low percentages. Small differences may not be statistically significant. Three year averages have been provided for more robust figures for some variables with small sample sizes.

4. May not sum to totals due to rounding.

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**RAS51108: Self-reported drink driving under or over the drink-drive limit by age and sex
b. As a proportion of all drivers¹ who have drunk alcohol in the last 12 months**

	Percentage	
	2019/20	<i>Unweighted base (sample size)</i> 2019/20
All adults	26.4	17,355
Males	32.3	8,672
Females	19.8	8,683
Age 16-19	17.5	183
Age 20-24	25.4	560
Age 25-29	29.4	1,205
Age 30-39	25.4	3,284
Age 40-49	24.0	3,397
Age 50 and over	28.0	8,726

1. A "driver" in this context is a survey respondent who stated they had driven at least once in the last 12 months.

2. Percentages below 0.1% are suppressed and shown as " - "

3. Caution is needed when looking at trends and differences involving small sample sizes or very low percentages. Small differences may not be statistically significant. Three year averages have been provided for more robust figures for some variables with small sample sizes.

4. May not sum to totals due to rounding.

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RAS51109: Self-reported drivers who have driven after taken medication with advice not to drive after taking

a. As a proportion of all drivers¹

		Percentage
		2019/20
At least once		3.8
	<i>95% confidence: upper limit</i>	4.1
	<i>95% confidence: lower limit</i>	3.5
<i>of which</i>		
	Every day/almost every day	0.6
	A few times a week	0.2
	Once or twice a week	0.3
	Once or twice a month	0.5
	Once every couple of months	0.6
	Once or twice in the last 12 months	1.7
Not at all		96.2
All drivers		100.0

1. A "driver" in this context is a survey respondent who stated they had driven at least once in the last 12 months.

2. Percentages below 0.1% are suppressed and shown as " - "

3. For base sample size, see table ras51110

4. Caution is needed when looking at trends and differences involving small sample sizes or very low percentages. Small differences may not be statistically significant.

5. May not sum to totals due to rounding.

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RAS51110: Self-reported drivers who have driven after taken medication with advice not to drive after taking by age and sex

a. As a proportion of all drivers¹

	Percentage	<i>Unweighted base (sample size)</i>
	2019/20	2019/20
All adults	3.8	20,089
Males	4.6	9,954
Females	2.9	10,135
Age 16-19	6.6	204
Age 20-24	4.8	652
Age 25-29	5.4	1,342
Age 30-39	3.9	3,863
Age 40-49	3.8	3,980
Age 50 and over	3.2	10,048

1. A "driver" in this context is a survey respondent who stated they had driven at least once in the last 12 months.

2. Percentages below 0.1% are suppressed and shown as " - "

3. Caution is needed when looking at trends and differences involving small sample sizes or very low percentages. Small differences may not be statistically significant. Three year averages have been provided for more robust figures for some variables with small sample sizes.

4. May not sum to totals due to rounding.

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RAS51111: Self-reported legal high use before driving, as a proportion of all drivers¹

Percentage

		In the last 12 months how often, if at all, have you driven after taking 'legal high' drugs or drugs formally known as legal highs?
		2019/20
At least once		0.3
	<i>95% confidence: upper limit</i>	<i>0.3</i>
	<i>95% confidence: lower limit</i>	<i>0.2</i>
<i>of which</i>		
	Every day/almost every day	-
	Once or twice a week	-
	Once or twice a month	-
	Once every couple of months	-
	Once or twice in the last 12 months	0.1
Not at all		99.7
All drivers		100
<i>Unweighted base (Sample Size)</i>		<i>20,470</i>

Source: ONS Crime Survey for England and Wales

1. A "driver" in this context is a survey respondent who stated they had driven at least once in the last 12 months.
2. Percentages below 0.1% are suppressed and shown as " - "
3. Caution is needed when looking at trends and differences involving small sample sizes or very low percentages. Small differences may not be
4. May not sum to totals due to rounding.

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RAS51112: Self-reported legal high use before driving, by age and sex of drivers¹

	Percentage	
	Percentage reporting driving after taking 'legal high' drugs or drugs formally known as legal highs in the last 12 months	Unweighted base (sample size)
	2019/20	2019/20
All adults	0.3	<i>20,470</i>
Males	0.3	<i>10,123</i>
Females	0.2	<i>10,347</i>
Age 16-19	0.7	<i>212</i>
Age 20-24	0.4	<i>663</i>
Age 25-29	0.5	<i>1,384</i>
Age 30-39	0.5	<i>3,941</i>
Age 40-49	-	<i>4,048</i>
Age 50 and over	0.2	<i>10,222</i>

1. A "driver" in this context is a survey respondent who stated they had driven at least once in the last 12 months.

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RAS52

International comparisons

RAS52001

International comparisons of road deaths¹: number and rates for different road users:
by selected countries: 2018 and 2019 (provisional)

	2018						2019		
	Number of car user deaths	Number of pedestrian deaths	Pedestrian deaths per million population	Pedestrian (aged 0-14) deaths per million population	Children (aged 0-14) deaths per million population	Number of road deaths	Road deaths per million population	Number of road deaths	Road deaths per million population
England	646	398	7.1	2.1	3.4	1,521	27	1,489	26
Wales	53	25	8.0	0.0	5.7	103	33	98	31
Scotland	78	33	6.1	0.0	1.2	160	29	165	30
Great Britain	777	456	7.1	1.8	3.3	1,784	28	1,752	27
Northern Ireland	30	16	8.5	5.4	8.1	55	29	56	30
United Kingdom	807	472	7.1	1.9	3.4	1,839	28	1,808	27
Austria	181	47	5.3	0.0	2.4	409	46	416	47
Belgium	275	74	6.5	3.1	7.2	604	53	646	56
Bulgaria	341	123	17.4	6.0	21.9	611	87	628	90
Croatia	154	65	15.8	0.0	5.0	317	77	297	73
Cyprus	15	8	9.3	0.0	21.4	49	57	52	59
Czech Republic	334	142	13.4	6.0	13.2	658	62	617	58
Denmark	65	30	5.2	2.1	6.2	171	30	199	34
Estonia	21	12	9.1	4.6	9.3	67	51	52	39
Finland	146	25	4.5	1.1	5.6	239	43	209	38
France	1,637	471	7.0	1.6	7.1	3,248	49	3,239	48
Germany	1,424	458	5.5	2.1	7.1	3,275	40	3,046	37
Greece	267	146	13.6	3.9	6.5	700	65	696	65
Hungary	291	165	16.9	0.7	4.2	629	64	603	62
Irish Republic	62	42	8.7	0.0	3.0	140	29	141	29
Italy	1,423	612	10.1	1.6	4.0	3,334	55	3,130	52
Latvia	70	50	25.8	3.3	16.4	148	77	132	69
Lithuania	73	71	25.3	2.4	11.9	173	62	184	66
Luxembourg	19	3	5.0	0.0	10.3	36	60	22	36
Malta	5	2	4.2	0.0	0.0	18	38	16	32
Netherlands	245	50	2.9	1.1	8.0	678	39	661	38
Poland	1,291	803	21.1	3.5	9.7	2,859	75	2,904	76
Portugal	231	156	15.2	0.7	4.2	675	66	621	60
Romania	737	690	35.3	11.1	19.0	1,867	96	1,864	96
Slovakia	120	72	13.1	3.5	7.1	229	42	245	44
Slovenia	32	13	6.3	0.0	0.0	91	44	102	49
Spain	732	386	8.3	1.6	3.6	1,806	39	1,755	37
Sweden	181	34	3.4	2.8	3.9	324	32	221	22
Israel	94	98	11.0	6.4	12.7	316	36	355	39
Iceland	12	0	0.0	0.0	14.8	18	52	6	17
Norway	59	14	2.6	..	1.1	108	20	108	20
Serbia	241	151	21.6	7.0	11.9	546	78	534	77
Switzerland	79	48	5.7	5.5	8.7	233	27	187	22
Australia	533	178	7.1	2.1	7.4	1,136	45	1,195	47
Canada	..	332	9.0	..	9.2	1,922	52	..	..
Japan	894	1,482	11.7	2.7	5.0	4,166	33	3,920	31
New Zealand	267	41	8.4	1.1	14.8	377	77	353	72
Republic of Korea	725	1,487	28.8	3.6	6.1	3,781	73	3,349	65
United States of America	12,775	6,427	19.6	3.2	17.0	36,560	112	36,120	110

The figures for non United Kingdom countries are outside the scope of National Statistics.

1 In accordance with the commonly agreed international definition, most countries define a fatality as one being due to a road accident where death occurs within 30 days of the accident. The official road accident statistics of some countries however, limit the fatalities to those occurring within shorter periods after the accident. Numbers of deaths and death rates in the above table have been adjusted according to the factors used by the Economic Commission for Europe and the International Transport Forum (ITF) (formerly known as ECMT) to represent standardised 30-day deaths: Italy (7 days) +8%; France (6 days) +5.7%; Portugal (1 day) +14%; Republic of Korea (3 days) +15%.

2 Source: International Road Traffic and Accident Database (OECD), ETSC, EUROSTAT and CARE (EU road accidents database).

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[Notes & Definitions](#)

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RAS54

National Travel Survey Data

RAS54001

Injuries in road accidents, NTS compared to STATS19

Number/percentage

	National Travel Survey (2017/19): Proportion of individuals injured in road accidents ¹			STATS19: GB 2015/19 average	
	Sample size (unweighted)	Last 3 years (2017-2019)	Last 12 months (2019)	Injured casualties ⁵	as a % of the population ⁶
All adults ^{2,3}	38,590	2.7	1.1	150,778	0.3
Males	18,397	2.9	1.2	89,587	0.4
Females	20,193	2.6	1.0	61,157	0.2
Age 16-19	1,956	2.3	1.0	13,683	0.5
Age 20-24	2,341	3.7	1.6	20,549	0.5
Age 25-29	2,725	4.1	1.5	19,374	0.4
Age 30-39	6,154	3.5	1.4	30,168	0.4
Age 40-49	5,935	3.3	1.4	24,633	0.3
Age 50-59	6,570	2.4	1.0	20,326	0.2
Age 60+	12,909	1.6	0.6	22,045	0.1
Children ⁴	9,157	0.9	0.4	15,076	0.1

1 Based on England only resident sample

The figures in this table are National Statistics

2 Includes casualties aged 16 years or over only

3 Includes casualties where the age/gender were not recorded in STATS19

4 Aged < 16 years

5 Excludes fatalities

6 Based on 2015/19 population average

Source: DfT STATS19, National Travel Survey (Tables NTS0623 and NTS0625) and Office for National Statistics population estimates

[Notes & Definitions](#)

[For details of the estimation methodology, see chapter of 2012 Annual Report:](#)

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RAS54002

Road user type of adults¹ injured in road accidents:

NTS (2017/19) based on the details of road accidents in the past three years and STATS19 (2015/19 average)

	Proportion of injured road users ²		Percentage
	National Travel Survey (2017/19) ³	STATS19 (2015/19 average)	
Car Occupant	69		61
Cyclist	14		10
Motorcyclist	6		12
Pedestrian	8		11
Other ⁴	4		6

1 Includes casualties aged 16 years or over only

2 Excludes fatalities

3 Based on England only resident sample

4 Other includes bus occupants, HGV occupants, van occupants and other vehicle occupants

Source: DfT STATS19 and National Travel Survey NTS0624

The figures in this table are National Statistics

[Notes & Definitions](#)

For details of the estimation methodology, see chapter of 2012 Annual Report:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/244916/rrcgb2012-04.pdf

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RAS54003 (NTS0624)

Injuries sustained in road accident in the last three years: NTS (2017/19)¹

Type of injury experienced ²	per cent	Medical attention ²	per cent
Slight		No medical attention	26
Whiplash	51	First aid at roadside	15
Minor bruising or cuts	43	At GP surgery	29
Slight shock	28	At a minor injuries unit	7
Sprains	15	At Accident and Emergency	36
		As an inpatient in hospital ³	8
Serious		Other	10
Fracture/broken bones	12		
Severe shock	7		
Concussion	6		
Severe cuts	8		
Internal injuries	6		
Crushing	2		
Burns	1		
Other	9		

1 Based on England only sample

2 Percentages sum to more than 100 as more than one answer may be given.

3 At least one night spent on a hospital ward

Source: DfT National Travel Survey (sample size 857) Table NTS0624

The figures in this table are National Statistics

[Notes & Definitions](#)

For details of the estimation methodology, see chapter of 2012 Annual Report:

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RAS54004

Estimates of the annual non-fatal road casualties in Great Britain using National Travel Survey data compared with casualties recorded in STATS19 (2015/19)

Number (thousands, estimates rounded to nearest 10 thousand)

	Central estimate ^{1,2}	Approx. 95% Confidence Limits		STATS19 Injured casualties (15/19 avg) ³
		Lower	Upper	
All road casualties	510	430	590	169
Adults	470	400	550	151
Children	40	20	60	15
Seriously injured	70	40*	100*	25
Slightly injured	440	360*	520*	144
Adult casualties:				
Car occupants	320	260	390	92
Pedal cyclists	70	40	90	16
Motorcyclists	30	10	50	17
Pedestrians	40	20	60	17
Others	20	0	30	9

1 Some figures may not add up to the total due to rounding

Source: STATS19 and National Travel Survey

2 NTS figures are based on England only resident sample but have been multiplied by Great Britain population to give a Great Britain estimate.

The figures in this table are outside the scope of National Statistics

3 All road casualties includes casualties with unknown age.

* these estimates are not approximate confidence limits, but a range to illustrate the uncertainty around the estimate.

[Notes & Definitions](#)

For details of the estimation methodology, see chapter of 2012 Annual Report:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/244916/rrcqb2012-04.pdf

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RAS60

Accident and casualty costs

RAS60001

Average value of prevention¹ per reported casualty and per reported road accident²: GB 2019

Accident/casualty type	£ (2019 prices)	
	Cost per casualty	Cost per accident
Fatal	2,029,237	2,260,633
Serious	228,029	261,498
Slight	17,579	26,840
Average for all severities	76,267	105,156
Damage only	-	2,425

1 The costs were based on 2019 prices and values

Source: STATS19, Transport Analysis Guidance - WebTAG

2 The number of reported road accidents were based on 2019 data

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For further information on Transport Analysis Guidance - [WebTAG](https://www.gov.uk/government/publications/tag-data-book), see: <https://www.gov.uk/government/publications/tag-data-book>

For more information on the accident and casualty analysis, see the chapter in the 2012 Annual Report: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/244913/rrcgb2012-02.pdf

RAS60002

Average value of prevention¹ of reported road accidents² by road type: GB 2019

£ (2019 prices)

Accident Type	Road Type			All Roads
	Built-up roads ³	Non Built-up roads ⁴	Motorways ⁵	
Fatal	2,209,212	2,310,628	2,274,784	2,260,633
Serious	252,181	285,401	290,553	261,498
Slight	25,445	31,124	37,055	26,840
All injury accidents	86,497	175,957	131,993	105,156
Damage only	2,306	3,372	3,240	2,425
All accidents	6,809	22,984	18,211	8,667

1 The costs were based on 2019 prices and values

Source: STATS19, Transport Analysis Guidance - WebTAG

2 The number of reported road accidents were based on 2019 data

The figures in this table are National Statistics

3 Roads with speed limits of 40pmh or less, excluding motorways and A(M) roads

4 Roads with speed limits greater than 40mph, excluding motorways and A(M) roads

5 Includes motorways and A(M) roads

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For further information on Transport Analysis Guidance - [WebTAG](https://www.gov.uk/government/publications/tag-data-book), see: <https://www.gov.uk/government/publications/tag-data-book>

For more information on the accident and casualty analysis, see the chapter in the 2012 Annual Report:

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RAS60003

Total value of prevention¹ of reported accidents by severity² and cost element:

GB 2019

£ million (2019 prices)

Accident severity	Cost Elements						Total
	Casualty related costs			Accident related costs			
	Lost output	Medical and Ambulance	Human costs	Police costs	Insurance and admin	Damage to property	
Fatal	1,238	12	2,439	37	1	22	3,748
Serious	702	422	4,790	60	5	144	6,124
Slight	335	142	1,595	61	13	334	2,480
All injury accidents	2,275	576	8,823	158	19	500	12,351
Damage only accidents	0	0	0	79	121	4,203	4,403
Non-fatal accidents not reported to the police ³	2,077	1,096	12,401	0	42	1,081	16,698
All accidents	4,353	1,672	21,225	237	182	5,783	33,452

1 The costs were based on 2019 prices and values

The costs are based on estimated real costs for lost output, medical and ambulance, police, insurance and admin and damage to property.

The human costs are based on the 'willingness to pay' principle. More information is provided in

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/244913/rrcgb2012-02.pdf

Source: STATS19, Transport Analysis Guidance - WebTAG

The figures in this table are National Statistics

2 The number of reported road accidents were based on 2019 data

3 Produced using the estimated number of non-fatal road casualties that were not reported to the police. See table ras54004.

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Notes and definitions on STATS19 see: <https://www.gov.uk/transport-statistics-notes-and-guidance-road-accident-and-safety>

For further information on Transport Analysis Guidance - WebTAG, see: <https://www.gov.uk/government/publications/tag-data-book>

For more information on the accident and casualty analysis, see the chapter in the 2012 Annual Report:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/244913/rrcgb2012-02.pdf

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RAS60004**Total value of prevention¹ of accidents² by severity and road type:****GB 2019**

£ million (2019 prices)

Accident severity	Road Type			All roads
	Built-up roads ³	Non built-up roads ⁴	Motorways ⁵	
Fatal	1,728	1,793	227	3,748
Serious	4,275	1,656	193	6,124
Slight	1,862	492	125	2,480
All reported injury accidents	7,865	3,941	545	12,351
Damage only accidents	3,712	589	102	4,403
Non-fatal injury accidents not reported to the police ⁶	-	-	-	16,698
All accidents	-	-	-	33,452

1 The costs were based on 2019 prices and values

2 The number of reported road accidents were based on 2019 data

3 Includes roads with speed limits of 40pmh or less, excluding motorways and A(M) roads

4 Includes roads with speed limits greater than 40mph, excluding motorways and A(M) roads

5 Includes motorways and A(M) roads

6 Produced using the estimated number of non-fatal road casualties that were not reported to the police. See table ras54004.

Source: STATS19, Transport Analysis Guidance - WebTAG

The figures in this table are National Statistics

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For more information on the accident and casualty analysis, see the chapter in the 2012 Annual Report:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/244913/rrcgb2012-02.pdf

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Reported Road Casualties in Great Britain: notes, definitions, symbols and conventions – 2018

Notes

The statistics refer to personal injury accidents on public roads (including footways) which become known to the police within 30 days. In particular, damage-only accidents, with no human casualties or accidents on private roads or car parks are not included. The data are collected by police at the scene of an accident or in some cases reported by a member of the public at a police station. Some 50 data items are collected for each accident, including the time and location of the accident, the types of vehicles involved and what they were doing at the time of the accident, and some information on the drivers and casualties involved. The data are processed and then passed by the police (or their agent) to the Department for final checking and analysis.

The form (STATS19) used to collect the statistics and instructions (STATS20) which give more detail on the definitions used for completion) are published by the Department for Transport, the Scottish Government and the Welsh Assembly Government, on the DfT website at: <https://www.gov.uk/transport-statistics-notes-and-guidance-road-accident-and-safety>.

As noted above, statistics on road safety in Great Britain are mostly based on accidents reported to the police via the STATS19 system. Comparisons with death registration statistics show that very few, if any, road accident fatalities are not reported to the police. However, it has long been known that a considerable proportion of non-fatal casualties are not known to the police, as hospital, survey and compensation claims data all indicate a higher number of casualties than are reported.

The Department produces an annual 'best estimate' of the total number of road casualties in Great Britain each year, including those not reported to police. This is derived primarily from National Travel Survey (NTS) data, which, from 2013 is based on an England only resident sample. The latest such estimates, along with a description of how they have been derived and their limitations, are set out in an annual article published in the Reported Road Casualties Great Britain annual report.

The STATS19 data are therefore not a complete record of all injury accidents and this should be borne in mind when using and analysing the data. However, they remain the most detailed, complete and reliable single source of information on road casualties covering the whole of Great Britain, in particular for monitoring trends over time.

Definitions

Accident: Involves personal injury occurring on the public highway (including footways) in which at least one road *vehicle* or a *vehicle* in collision with a *pedestrian* is involved and which becomes known to the police within 30 days of its occurrence. One accident may give rise to several *casualties*. "Damage-only" accidents are not included in this publication.

Adults: Persons aged 16 years and over (except where otherwise stated).

Agricultural vehicles: Mainly comprises agricultural tractors (whether or not towing) but also includes mobile excavators and front dumpers.

Built-up roads: *Accidents* on "built-up roads" are those which occur on roads with *speed limits* (ignoring temporary limits) of 40 mph or less. "Non built-up roads" refer to speed limits over 40 mph. *Motorway accidents* are shown separately and are excluded from the totals for built-up and non built-up roads.

Buses and coaches: Buses or coaches equipped to carry 17 or more passengers, regardless of use.

Cars: Includes *taxis*, estate cars, three and four wheel cars and minibuses except where otherwise stated. Also includes motor caravans prior to 1999.

Casualty: A person *killed* or *injured* in an *accident*. Casualties are sub-divided into *killed*, *seriously injured* and *slightly injured*.

Children: Persons under 16 years of age (except where otherwise stated).

Darkness: From half an hour after sunset to half an hour before sunrise, i.e. "lighting-up time".

Daylight: All times other than *darkness*.

DfT: Department for Transport

Drivers: Persons in control of *vehicles* other than *pedal cycles*, *motorcycles* and ridden animals (see *riders*). Other occupants of *vehicles* are *passengers*.

Failed breath test: *Drivers* or *riders* who were tested with a positive result, or who failed or refused to provide a specimen of breath (see note on Table RAS51002 in "Notes to individual tables" for the coverage of breath test data).

Fatal accident: An accident in which at least one person is *killed*.

Goods vehicles: These are divided into two groups according to vehicle weight. They include tankers, tractor units without their semi-trailers, trailers, articulated vehicles and pick-up trucks.

Heavy goods vehicles (HGV): Goods vehicles over 3.5 tonnes maximum permissible gross vehicle weight (gvw).

Light goods vehicles: Goods vehicles, mainly vans (including car derived vans), not over 3.5 tonnes maximum permissible gross vehicle weight.

Injury accident: An *accident* involving human injury or death.

Killed: Human casualties who sustained injuries which caused death less than 30 days (before 1954, about two months) after the *accident*. Confirmed suicides are excluded.

KSI: Killed or seriously injured.

Light Goods Vehicle: see *Goods vehicles*

Motorcycles: Two-wheel motor vehicles, including mopeds, motor scooters and motor cycle combinations.

Motorways: Motorway and A(M) roads.

Mobility scooter: A powered wheelchair or scooter with a maximum unladen weight of 150kg and a maximum speed of 8mph.

Other roads: All B, C and unclassified roads, unless otherwise noted (i.e. Table RAS30009).

Other vehicles: Other *vehicles* include ambulances, fire engines, trams, refuse *vehicles*, road rollers, *agricultural vehicles*, excavators, mobile cranes, *mobility scooters* and motorised wheelchairs etc, except where otherwise stated. Also included are non motorised *vehicles* include those drawn by an animal, ridden horse, wheelchairs without a motor, street barrows etc, except where otherwise stated. In certain tables "*other vehicles*" may also include *buses and coaches* and/or *goods vehicles*, as indicated in a footnote.

Passengers: Occupants of *vehicles*, other than the person in control (the *driver* or *rider*). Includes pillion passengers.

Pedal cycles: Includes tandems, tricycles and toy cycles ridden on the carriageway. From 1983 the definition includes a small number of cycles and tricycles with battery assistance with a maximum speed of 15 mph.

Pedal cyclists: *Riders* of *pedal cycles*, including any *passengers*.

Pedestrians: Includes children riding toy cycles on the footway, persons pushing bicycles, pushing or pulling other *vehicles* or operating pedestrian-controlled *vehicles*, those leading or herding animals, children in prams or buggies, and people who alight safely from *vehicles* and are subsequently injured.

Riders: Persons in control of *pedal cycles*, *motorcycles* or ridden animals. Other occupants of these *vehicles* are *passengers*.

Road users: Pedestrians and vehicle riders, drivers and passengers.

Rural Roads: Major roads and minor roads outside urban areas and having a population of less than 10 thousand.

Serious accident: One in which at least one person is seriously injured but no person (other than a confirmed suicide) is *killed*.

Serious injury: An injury for which a person is detained in hospital as an “in-patient”, or any of the following injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushings, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries causing death 30 or more days after the *accident*. An injured *casualty* is recorded as *seriously* or *slightly injured* by the police on the basis of information available within a short time of the *accident*. This generally will not reflect the results of a medical examination, but may be influenced according to whether the casualty is hospitalised or not. Hospitalisation procedures will vary regionally.

Severity: Of an *accident*, the severity of the most severely injured *casualty* (either *fatal*, *serious* or *slight*). Of a *casualty*; *killed*, *seriously injured* or *slightly injured*.

Slight accident: One in which at least one person is *slightly injured* but no person is *killed* or *seriously injured*.

Slight injury: An injury of a minor character such as a sprain (including neck whiplash injury), bruise or cut which are not judged to be severe, or slight shock requiring roadside attention. This definition includes injuries not requiring medical treatment.

Speed limits: Permanent speed limits applicable to the roadway.

Taxi: Any vehicle operating as a hackney carriage, regardless of construction, and bearing the appropriate district council or local authority hackney carriage plates. Also includes private hire cars.

Users of a vehicle: All occupants, i.e. *driver* (or *rider*) and *passengers*, including persons injured while boarding or alighting from the *vehicle*.

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

Vehicles: Vehicles (except *taxis*) are classified according to their structural type and not according to their employment or category of licence at the time of an *accident*.

Vehicles involved in accidents: *Vehicles* whose *drivers* or *passengers* are injured, which hit and injure a *pedestrian* or another *vehicle* whose *driver* or *passengers* are injured, or which contributes to the *accident*. *Vehicles* which collide, after the initial

accident which caused injury, are not included unless they aggravate the degree of injury or lead to further *casualties*. Includes *pedal cycles* ridden on the footway.

Symbols and conventions used

Rounding of figures: In tables where figures have been rounded, there may be an apparent slight discrepancy between the sum of the constituent items and the total as shown.

Symbols: The following symbols have been used throughout:

0 = nil or negligible (less than half the final digit shown).

.. = not available/applicable.

Conversion factor: 1 mile = 1.6093 kilometres.

Billion = One thousand million = 1000,000,000 = 10^9

Notes to individual tables

A list of the table numbers can be found in the index sheet of all Road Safety Statistics tables

RAS10004 – The total number of accidents is classified according to the number of each severity of injury resulting from them.

RAS10010 – This table only covers accidents where one vehicle is involved. It does not cover accidents involving two or more vehicles.

RAS10011 – In column 6, “other combination” means that at least one of the vehicles involved is not a car.

RAS20003 – This table shows the number of vehicles involved in fatal, serious, and slight accidents and data for other vehicles (i.e. taxis and minibuses) that usually come within the definition of a “car” in this publication.

RAS20005 – Although pedal cycles are occasionally reported as having been involved in accidents on motorways, no attempt is made to estimate cycle traffic on motorways or to calculate corresponding rates. In other cells of the table, the rates are subject to uncertainty because of the small number of involvements (see RAS20004) and because the traffic estimates are based on a small number of counting points.

RAS20008 – In all cases the manoeuvres are those being performed immediately before the accident. For definition of “at a junction” see note to RAS10009.

RAS20010 – The journey purpose of around three quarters of drivers/riders of non-commercial vehicles is either classified as “other” or “unknown”. These two categories cannot be separated although changes to the collection of data may make this possible in the future. It is therefore likely that, for example, the number of work trips is under-reported.

RAS30013 – The casualty rates for each type of vehicle have been calculated by dividing the number of user casualties by the total amount of traffic estimated for the particular type of vehicle. For pedal cyclists, an additional rate has been provided, based on the National Travel Survey (NTS).

RAS30017 – The table gives the number of casualties in accidents involving different types of vehicle. As a large proportion of accidents involve two or more vehicles, not necessarily of the same type, many casualties will be counted in two or more columns of this table. Pedestrian casualties are included under each type of vehicle involved in the accident. For example (first row, under the heading “Car”), 249 road users were killed in accidents on built-up A roads in which a car was involved.

RAS30018 – The casualty rates, for a particular type of vehicle, have been calculated by dividing the number of user or pedestrian casualties by the total amount of traffic estimated for the particular type of vehicle on a particular class of road.

RAS30020 – Casualty rates are calculated by dividing the number of casualties of each road user type by the total number of vehicle miles or kilometres travelled by that vehicle type each month. In calculating rates, no allowance has been made for the number of persons per vehicle, which may vary from month to month.

The table shows separate monthly casualties in respect of motorcycles and passenger car users as distinct from the remainder of the “car” category. Monthly rates are only possible for the groups shown.

RAS30027 – A “zebra” crossing has broad black and white stripes on the road and orange flashing beacons. A “pelican” or “puffin” crossing has lights controlling the traffic including a flashing amber phase, and lights controlling pedestrians (or pedestrians and cyclist/horse riders) including a flashing “green man” phase. This category also includes any crossing with traffic lights which is not a pelican/puffin/toucan crossing but which has an indicator light for pedestrians only. “Light controlled junction (with pedestrian phase)” is any crossing with traffic lights at a junction, with a “green man phase” or other indicator light for pedestrians, this does not include normal traffic signals with pedestrian stud crossing points but no special indicator lights for pedestrians. Crossings with “human control” are those controlled by school crossing (“lollipop”) patrols and other authorised persons (police, traffic wardens).

RAS30035 – This table compares the number of registered road deaths (as published by the Registrars General) with all accidental deaths and with deaths from all causes (both of which include registered road deaths). Road deaths published by the Registrars General are based on the date of death as opposed to the date of death registration. They differ from the STATS19 figures that are restricted to deaths within 30 days of an accident. Year to year fluctuations occur due to time lags between accident and death and registration of death.

RAS30037 – See note to RAS20010

RAS40001 – The completeness of reporting for slight injuries may vary over such a long time period. The reporting rate is especially influenced by public attitudes about reporting to the police, and the police awareness of the requirement to collect a defined long range of slight injury accidents.

RAS40004 – Columns 1 and 2 gives, for each vehicle type, the number of accidents in which only one such vehicle was involved, showing the user casualties and any pedestrian casualties involved; e.g. in the All Areas table, 853 accidents involved only a pedal cycle, giving rise to 856 cyclist casualties (riders and passengers); a further 461 accidents also involved 467 pedestrian casualties as well as 132 cyclist casualties.

Columns 3 to 10 analyse two-vehicle accidents according to both vehicle types, also giving, by severity of injury, the casualties for the users of the vehicle class defined on the left (under vehicle A) and pedestrians who were (first) hit by vehicles of that class. Thus 16,932 accidents involved a pedal cycle and a car, resulting in 16,847 pedal cyclist casualties and 23 pedestrian casualties hit by the pedal cycle. The car user casualties and pedestrians hit by cars, in these same accidents, appear in the fourth group of column 3. Where both vehicles are of the same class, the casualties refer to those deriving from both vehicles, e.g. 41,462 accidents involved two cars with 63,272 car occupant casualties, with 807 pedestrians hit by one or other car.

Column 11 shows the total number of two vehicle accidents for the vehicle class defined on the left (under vehicle A).

Column 12 includes all accidents involving 3 or more vehicles, at least one of which is of the class on the left (under vehicle A), together with casualties associated with that class

in such accidents; e.g. 659 such accidents involved at least one pedal cycle, with 764 cyclist casualties but with no pedestrians involved. Other casualties in these accidents would appear against the other vehicle classes concerned.

Column 13 is the sum of columns 1, 2, 11, and 12. In multi-vehicle accidents, the accidents (but not casualties) are multi-counted; e.g. the total number of accidents involving goods vehicles is the sum of involving 13,315 light goods vehicles (LGV) and 6,389 heavy goods vehicles (HGV) less the 276 accidents which involved both an HGV and a LGV and less any of the 3 or more vehicle accidents which involved at least one of each.

RAS40005 – This table shows the number of vehicles involved in accidents and (where applicable) the number which were Left Hand Drive, the number of accidents involving these vehicles and casualties arising from these accidents.

RAS51002 – The figures relate to drivers (or riders) of cars, motor vehicles and motorcycles involved in accidents, whether or not the driver was a casualty. The first line gives the number of all such drivers of accident involved vehicles, including those who were not with their vehicles or not contacted by the police, as well as cases where injury or circumstances would have prevented a breath test. The second line gives the number required to take a breath test near the place of the accident, or at a hospital in the case of a casualty admitted there as a patient, provided the doctor in charge of the patient has not objected; it does not include breath tests at a police station following an arrest. The fourth line gives the number of positive tests, which indicated a breath alcohol concentration in excess of 35 micrograms per 100 millilitres of blood, plus the number of drivers required to provide a breath test who either refused or failed to provide a specimen of breath. No account is taken of whether or not a possible second breath test, or blood or urine test, confirmed the results, and whether or not a prosecution followed.

RAS51003 and ras51004 – See note to RAS51002 for the coverage of breath test data. The small number of breath tests which have been recorded as carried out on pedal cyclists have been excluded.

RAS52001 – Provisional 2014 fatality and fatality rates per million population have been included together with 2013 data. Population data used for 2014 are ONS 2011 census - based population estimates.

RAS53001 – There have been a number of small changes due to revisions in road traffic and rail usage data to this table, but these have had little effect on the comparisons of the different modes.

Due to changes in reporting systems in 2016/17, the Rail Safety and Standards Board are currently unable to isolate data relating to passenger casualties as a result of train movement. Work is ongoing to return to reporting passenger injury data by type of incident. The rail passenger casualty rate has therefore not been updated to include data for 2016/17 onwards. We will continue to review this for future publication upon the provision of further passenger casualty information.

For Pedestrians, exposure is calculated using trip data from the National Travel Survey (NTS) which, from 2013, is based on an England only resident sample. There is an apparent under-recording of short walks in 2002-2003 and in 2007- 2008 compared to

other years. See section 1 of National Travel Survey 2008 Bulletin at:
<http://www.dft.gov.uk/pgr/statistics/datatablespublications/personal/mainresults/nts2008/>
For 2011 data, 2010 NTS data is used together with projected 2011 population data.

Passenger casualty rates given in the table can be interpreted as the risk a traveller runs of being injured, per billion kilometres travelled. The coverage varies for each mode of travel and the definitions of injuries and accidents are different. Thus care should be exercised in drawing comparisons between the rates for different modes. Further information can be found in article 7 of RCGB 2007 (page 79).
<http://webarchive.nationalarchives.gov.uk/20110503151558/http://dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesgbar/roadcasualtiesgreatbritain20071>

The table provides information on passenger casualties and where possible travel by drivers and other crew in the course of their work has been excluded. Exceptions are for private journeys and those in company owned cars and vans where drivers are included. Figures for all modes of transport exclude confirmed suicides and deaths through natural causes. Figures for air, rail and water exclude trespassers and rail excludes attempted suicides. Accidents occurring in airports, seaports and railway stations that do not directly involve the mode of transport concerned are also excluded; for example, injuries sustained on escalators or falling over packages on platforms.

The following definitions are used:

Air: Accidents involving UK registered airline aircraft in UK and foreign airspace. Fixed wing and rotary wing aircraft are included but air taxis are excluded. Accidents cover UK airline aircraft around the world not just in the UK.

Rail: Train accidents and movement accidents involving people on board trains or in the act of boarding or alighting from them in Great Britain. These figures only cover National Rail, and do not cover accidents on Eurotunnel, London Underground, trams, other rail guided systems and trolley vehicle systems.

Water: Figures for travel by water include both domestic and international passenger carrying services of UK registered merchant vessels.

Road: Figures refer to Great Britain and include accidents occurring on the public highway (including footways) in which at least one road vehicle or a vehicle in collision with a pedestrian is involved and which becomes known to the police within 30 days of its occurrence. Figures include both public and private transport. More information and analyses on road accidents and casualties can be found in Part 4: Road traffic, freight, accidents and motor vehicle offences.

Bus or coach: Figures for work buses are included.

Car: Includes taxis, invalid tricycles, three and four wheels cars and minibuses. Prior to 1999 motor caravans were also included.

Van: Vans mainly include vehicles of the van type constructed on a car chassis. These are defined as those vehicles not over 3.5 tonnes maximum permissible gross vehicle weight.

Motorcycles: Mopeds, motor scooters and two-wheeled motor vehicles (including motor cycle combinations).

Pedal cycle: Includes tandems, tricycles and toy cycles ridden on the carriageway.

Pedestrian: Includes persons riding toy cycles on the footway, persons pushing bicycles, pushing or pulling other vehicles or operating pedestrian controlled vehicles, those leading or herding animals, occupants of prams or wheelchairs, and people who alight safely from vehicles and are subsequently injured.

RAS55050 – This table contains provisional estimates of the number of people seriously injured in road traffic accidents in the UK for 1999 to 2015 using a clinical definition. These estimates have been produced using data on road casualties admitted to hospital contained in Hospital Episode Statistics (HES) as well as data on road casualties in road traffic accidents reported to the police (Stats19). This definition is based on the Maximum Abbreviated Injury Scale (MAIS3+). A casualty that sustains an injury with a score of 3 or higher on the Abbreviated Injury Scale (AIS) is classified as MAIS3+. The table also includes seriously injured casualties reported in Stats19 police data for comparison.

RAS61001 – The figures in this table have been revised from previous versions as the Ministry of Justice data on findings of guilt at all courts for motoring offences are now published on a principle offence basis. In contrast, previous versions of this table contained all offences i.e. principal and secondary.

Findings of guilt at all courts: Includes all motoring offences which have resulted in a finding of guilt either after a summary trial at Magistrates' Court or else at the Crown Court. The figures relate to persons for whom these offences were the principal offences for which they were dealt with. When a defendant has been found guilty of two or more offences it is the offence for which the heaviest penalty is imposed. Where the same disposal is imposed for two or more offences, the offence selected is the offence for which the statutory maximum penalty is the most severe.

Fixed penalty notices: A large number of motoring offences are dealt with by fixed penalty notices. Under the extended fixed penalty system introduced by the Transport Act 1982, now incorporated in Part III of the Road Traffic Offenders Act 1988, the police can issue fixed penalty notices for a wide range of offences. The court can automatically register an unpaid notice as a fine without any court appearance.

Written warnings: These include cautions given in lieu of prosecutions for offences where there would have been enough evidence to support a prosecution. Informal warnings and advice, whether oral or written, are not included.

Obstruction, waiting and parking offences are dealt with both by fixed penalty notices and penalty charge notices. Penalty Charge Notices are issued by Local Authorities under Civil Parking Enforcement powers. The fall in fixed penalty notices issued by the police can be attributed mainly to more local authorities issuing Penalty Charge Notices.

Traffic Penalty Tribunal may hold information for later years in their annual reports, available: <http://www.trafficpenaltytribunal.gov.uk/publications/>

Calendar of events affecting road safety and traffic

1903-1904: Motor Car Act introduced driving licences. Vehicle braking requirements are introduced for the first time.

1926 Driving whilst unfit through drink became an offence.

1927: First automatic traffic light signals installed.

1930: Speed limit of 20 mph is abolished for cars and cycles. PSVs are limited to 30 mph and maximum working hours for PSV and goods vehicle drivers are introduced. Testing for some driving licences is made compulsory. Third party insurance cover becomes necessary. Minimum driving age set. Driving whilst unfit through drugs became an offence.

1931: Highway Code first issued.

1934-1935: In built-up areas a speed limit of 30 mph is made compulsory. HGV licences are introduced. The first pedestrian crossings appear. Regulations concerning vehicle safety glass and windscreen wipers are introduced. Invention of "cats eyes" reflecting road studs. Compulsory driving tests introduced as part of the Road Traffic Act. "L" plates introduced.

1939-1945: Signposts removed during wartime. Driving tests are suspended with examiners designated as Traffic Officers, supervising fuel rationing.

1946-1948: Wartime lighting restrictions are relaxed and driving tests restored in 1946. Petrol allowance of 180 miles per month is permitted.

1949-1954: New anti-dazzle regulations are introduced. Legislation concerning new lighting and school crossing patrols are introduced. Flashing indicators on motor vehicles are legalised. Brakes on pedal cycles are made compulsory. Introduction of zebra crossings. New Highway Code features first colour illustrations.

1955-1957: Regulations concerning parking without lights in London are introduced. The maximum length allowed for vehicles is increased. Holders of lapsed licences issued over 10 years previously must retake driving test to obtain a new licence. Penalties for drinking and driving are extended to pedal cyclists. Fuel shortages resulting from the Suez crisis in 1956 decrease motor traffic; driving tests are suspended during the crisis. First motorway opened.

1959-1960: Motorway regulations, new vehicle lighting regulations and double white lines are introduced. Speed limit of 40 mph introduced for some roads. Learner motorcyclists are restricted to riding machines of under 250 cc. Annual testing of 10 year old cars and LGVs is introduced. Introduction of parking meters on London streets. Yellow lines denoting waiting restrictions introduced. Stanmore examiner training school opened.

1961-1963: Testing of all vehicles of 30 cwt and under and more than 7 years old is made compulsory. A valid test certificate is required to obtain a vehicle licence. Free copies of the Highway Code are circulated. TV car safety campaign *You Know It Makes Sense* launched, encouraging use of seatbelts. Motorcyclists permitted to ride bikes over 250cc (after passing their test) under the Road Traffic Act 1962.

1964-1965: Introduction of trial speed limit of 70 mph on motorways and other previously derestricted roads. First "Drink and Drive" publicity campaign.

1966-1967: Seat belt fitting is made compulsory for new cars. It becomes an offence to drive with over 80mg of alcohol per 100ml of blood. Breath tests introduced. Permanent maximum speed limit of 70 mph introduced for previously unrestricted roads. HGVs banned from the outside lane of motorways.

1968-1969: Introduction of plating and testing of goods vehicles and voluntary HGV driving tests - Regulations on drivers' working hours are introduced. Test certificate now required for cars more than 3 years old. Pelican crossings are introduced. First UK bus lane introduced in Park Lane, London.

1970-1972: HGV driving test and registration of driving instructors becomes compulsory. 16 year olds are limited to riding mopeds only. Rear markings and long vehicle signs are made compulsory for HGVs. Zig Zag markings introduced at zebra crossings. Child seatbelt TV campaign *Your Seatbelt is their Security* is launched in 1970. The following year sees the introduction of the *Clunk Click Every Trip* seatbelt campaign. The Green Cross Code is launched to promote child pedestrian safety, aimed specifically at children themselves.

1973-1974: Safety helmets are made compulsory for two-wheeled motor vehicle users. Energy crisis leads to petrol shortages and large fuel price increases and to temporary 50 mph national maximum speed limit.

1975-1976: Vehicles now required to be lit when daylight visibility is seriously reduced. Minimum age of trainee HGV drivers reduced to 18.

1977: Mopeds redefined to 30 mph maximum design speed. MOT test widened to include windscreen wipers and washers and exhaust systems. 1977 Christmas drink drive campaign slogan *Think before you drink before you drive* is used by the Brewers and Licensed Retailers Association in later education campaigns.

1978: 60 and 70 mph speed limits are made permanent. New rules on the maximum number of hours that may be worked by goods vehicle drivers are introduced. High intensity rear fog lamps become a mandatory fitment to most vehicles manufactured after 1 October 1979 and used from 1 April 1980.

1979: Regulations are introduced to help prevent lorries hitting overhead bridges. Code of practice issued on vehicle safety defects (arrangements for recall on new vehicles found to be defective). Use of tachograph accepted by Government. Start of long-term drink/driving tracking research.

1980-1981: Reform of bus licensing and removal of advertising restrictions from private car sharing schemes. Reduction in minimum driving age of invalid car drivers to 16.

1982: Two part motorcycle test introduced. Provisional motorcycle licences restricted to two years. Recall code announced for manufacturers to recall potentially defective motorcycles. Tougher written examination for entrants to driving instructor registration scheme.

1983: Seat belt wearing becomes law for drivers and front seat passengers. Learner motorcyclists now only allowed to ride machines of up to 125 cc. First road hump regulations made.

1984: Stiffer driving tests for entrants of driving instructor registration scheme. Tougher internal checks on tuition given by qualified driving instructors. New pedal cycles are required to meet British Standards. Revised Code of Practice on safety of loads on vehicles is issued. Spray reducing devices required to be fitted to lorries and trailers.

1985: Both load and speed performance to be marked on new car tyres. Regulations allowing the use of traffic cones, warning lamps, and triangles in the event of breakdowns come into force. PSV driving tests made compulsory.

1986: Uniform construction standards to apply to minibuses first used from April 1988. Tyres are now required to support maximum axle weights at a vehicle's maximum speed. Seat belt legislation is made permanent. White on brown signs to tourist attractions introduced. European Road Safety Year.

1987: The Secretary of State for Transport sets a target to achieve a one third reduction in road accident casualties by the year 2000. All newly registered cars to be fitted with rear seat belts or child restraints. Use of amber flashing lights on slow moving vehicles is made compulsory. Zig-zag markings extended to Pelican crossings. Closure of 586 emergency crossing points on central reservations of motorways.

1988: Close proximity and wide angle rear view mirrors become a legal requirement on new HGVs. All new cars first used from 1 April must be able to use unleaded petrol. All coaches first used from 1 April 1974 must have 70 mph limiters fitted by 1 April 1992. Driving tests hereafter conducted under the provisions of the Road Traffic Act 1988.

1989: Penalty points increased for careless driving, driving without insurance, and failing to stop after or to report an accident. Accompanied motorcycle testing becomes mandatory. Seat belt wearing by rear child passengers becomes law in cars where appropriate restraints have been fitted and are available. The Booth Report published, assessing motorcycle accidents in the Metropolitan Police area. Motorcycle test revised to include radio contact and accompaniment by examiner.

1990: Compulsory basic training for motorcyclists introduced. Learner motorcyclists banned from carrying pillion passengers. New road hump regulations. High Risk Offenders Scheme for problem drink-drivers extended; introduction of charges for medical examination required before return of licence. New regulations require those accompanying learner drivers to be at least 21 years old and to have held a licence for 3 years. Experimental Red Routes introduced in London.

1991: First 20mph zones introduced. Chevron markings introduced on the M1 to help drivers keep a safe distance from the vehicle in front. First trials of nearside pedestrian signal at junctions. First edition of *Car and Driver: Injury Accident and Casualty Rates* published giving information on comparative accident involvement and injury risks of popular makes and models of car. Seat belt wearing by rear adult passengers becomes law in cars where belts are fitted and available.

1992: Requirement for a minimum tread depth of 1.6mm introduced for cars and light vans. Traffic Calming Act 1992 receives Royal Assent. Launch of road safety campaign *Kill Your Speed, Not A Child*. Government issues *Killing Speed and Saving Lives* consultation paper. Safety helmets made compulsory for child horse riders. Speed enforcement cameras and retesting of dangerous drivers introduced. All new goods vehicles over 7.5 tonnes fitted with

60 mph speed limiters. New emission requirements made 3-way catalytic converters necessary on virtually all new petrol-engined cars.

1993: Experimental scheme begins in the use of rehabilitation courses for drink/drive offenders. MOT test for cars extended to include checks on mirrors, fuel tanks and pipes, body security, seat and door security, additional lighting items, number plates and windscreen condition. Consolidation of seat belt wearing regulations. Bus Advance Areas introduced. Traffic Calming Regulations enable highway authorities to introduce a wider range of traffic calming features.

1994: Publication of *Safer by Design* brochure produced for local councils to encourage traffic calming. London Boroughs take over most parking enforcement in the capital. 100th speed camera site established and 100th 20mph speed limit zone opened. Launch of *Elephant* rear seat belt and *Kill Your Speed* TV publicity campaigns. Major revision of traffic signs regulations introducing modified system of colour coded direction signs, simplification of yellow line system of waiting restrictions and a range of new warning and regulatory signs. Speed limiter settings lowered to 65 mph for new buses and coaches and to 56 mph for HGVs.

1995: Publication of *Road Safety Report 1995*. Pass Plus scheme introduced for new drivers, which encourages new drivers to take more lessons by offering discount on motor insurance. New edition of the Highway Code for young road users. Speed campaign *Don't Look Now* incorporates radio commercials for the first time. New edition of *Choosing Safety* booklet published, giving advice on car safety and security features.

1996: Driving theory test introduced for car and motorcycle learners (1 July). Latest *Kill Your Speed* campaign focuses on children killed near their homes using emotive music, poetry and relatives voices. *Child Pedestrian Safety in the UK* published. Publication of advice booklets on the forthcoming requirement for seat belts in minibuses and coaches carrying children. Publication of consultation document *Targeting the Future* which sets out options for post 2000 casualty targets.

1997: New Zebra, Pelican and Puffin crossing regulations introduced. Road Traffic (New Drivers) Act 1995 comes into force; withdrawal of licence and compulsory retesting for new drivers who accumulate 6 or more penalty points within 2 years of passing their driving test. Written theory test introduced for LGV and PCV drivers.

1998: Transport white paper *A New Deal for Transport: Better for Everyone* published, promoting public transport and safer, more secure transport systems. Drink-drive rehabilitation experiment expanded to cover around one-third of courts in Great Britain and extended for 2 years to the end of 1999. Publication of *Combating Drink-drive: Next Steps* consultation paper. The Continuous Registration scheme came into force. From January 1998 it has been a legal requirement for the registered keeper of a vehicle to ensure that it is, at all times, either licensed or a Statutory off Road Notification (SORN) is in force.

1999: *Kill your Speed* campaign launched (six weeks: £3.5m). GLA Road Network announced (220 miles of trunk roads and 105 miles of borough roads). *Cycle Smart* campaign for child cyclists launched. First BBC simulcast commercial for £2.6m Millennium Drink-Drive campaign. Changes to practical driving test introduced.

2000: The government announced a new road safety strategy and casualty reduction targets for the year 2010 in *Tomorrows Roads - Safer for Everyone*. A review of speed

policy was conducted and reported in *New Directions in Speed Management*. £1.4bn targeted programme of improvements announced in *A New Deal for Trunk Roads in England* following the Roads Review. National Cycle Network officially opened. *Think!* road safety campaign launched. Eight pilot areas to recover costs of operating speed and red light cameras (safety cameras) from fines resulting from enforcement.

2001: The government announced a £10 million pilot of road safety schemes for children in deprived areas. *Road Safety Good Practice Guidance* published. First national campaign launched for fitting child car seats correctly. "Hedgehogs" road safety website launched for children. Legislation introduced that extends the cost recovery system piloted in 2000 to all areas. A national safety camera programme is gradually introduced.

2002: The government seeks views on banning mobile phones whilst driving. £6 million was made available to improve road safety in most deprived cities. A new motorcycle safety campaign is launched, as is a campaign urging parents to check their child's car seat every trip. *Dangerous driving and the Law* report published.

2003: The phased introduction of the hazard perception test into the theory test was completed. As of 1 December the new offence of using a hand held mobile phone while driving is introduced. *Seatbelt campaign THINK! Wear a seatbelt.... You don't get a second chance* features an online interactive crash simulator. Radio drink driving campaign timed to coincide with early morning pub opening during Rugby Union World Cup. Congestion Charging introduced in London.

2004: The first three year review of the Government's road safety strategy published. The World Health Organisation dedicated World Health Day to the issue of road safety. The United Nations issued a resolution on global road safety.

2005: Roads Policing Strategy published jointly by Dept for Transport, Home Office and Association of Chief Police Officers. Publication of Government's Motorcycling Strategy, recognising motorcycling as a "mainstream" mode of transport. *Distractions* campaign, aimed at teenage pedestrians, features *Camera Phone*, first TV commercial shot entirely on a mobile video phone. The police are given the power to seize uninsured vehicles being driven on the road - those which are not reclaimed may be sold off or crushed.

2006: Road Safety Act passed. The act made provision for a wide range of road safety matters including: drink driving, speeding, driver training, driver and vehicle licensing.

2007: New THINK! drink-drive advert launched, emphasising the consequences of a drink-drive conviction. New crash helmet safety rating scheme announced: 'SHARP' - *Safety Helmet Assessment and Rating Programme* giving an independent rating (from 1 to 5 stars) of how much protection a helmet can provide in an impact. The cost recovery system for safety cameras ends. From 1 April cameras to be funded like other safety measures through the Local Transport Plan process.

2008: *Learning to Drive* consultation, reforming car driver training and testing, published. Driver Certificate of Professional Competence (DCPC) was introduced for bus and coach drivers.

2009: The Department evaluated the safety performance of motorcycle helmets and published ratings under the Safety Helmet Assessment and Rating Programme (SHARP). First national THINK! campaign about drug driving launched. The department introduced Road Casualties Online to its website, a web based tool which allows members of the public to perform their own analysis and examination of Reported Road Accident Statistics. The two part, modular motorcycle test was introduced. Driver Certificate of Professional Competence (DCPC) was introduced for lorries.

2010: Government-commissioned independent North Review of drink and drug driving published. Specific funding for safety cameras abolished and local safety funding mainstreamed. Significant changes to practical car tests with 'independent driving' introduced. Driver Certificate of Professional Competence (DCPC) was introduced for lorry drivers. National Driver and Rider Standards published.

2011: The Strategic Framework for Road Safety was published, setting out the Government's approach to continuing to reduce killed and seriously injured casualties on Britain's roads. Continuous Insurance Enforcement (CIE) scheme introduced making it an offence to keep any vehicle which has no valid insurance unless a valid Statutory Off Road Notification (SORN) declaration has been made to the Driver and Vehicle Licensing Agency (DVLA). National Driver and Rider Training Standards published.

2013: In January 2013 the Department published revised guidance to local authorities on setting local speed limits. This revision will help local authorities implement more consistent speed limits on local roads and incorporates recent changes that create more flexibility for authorities to implement 20mph limits and zones.

Changes giving the police powers to issue fixed penalty notices for careless or inconsiderate driving have come into effect on 16 August 2013. Careless drivers who put other road users at risk by committing offences such as tailgating or poor lane discipline will face on-the-spot penalties. Existing fixed penalty levels for most motoring offences - including using a mobile phone at the wheel and not wearing a seatbelt - rise to £100, bringing them into line with penalties for similar non-motoring fixed penalties.

2014: The car tax disc is being abolished on 1 October this year after 93 years.

50 Years of Drink Driving Campaign. See Montage at: http://assets.dft.gov.uk/think/think-downloads/drink-drive/films/YouTube-Video_montage_long.mp4

In December 2014 the drink drive limit was lowered in Scotland. The maximum legal alcohol limit in relation to driving or attempting to drive and being in charge of a vehicle in Scotland changed from 80mg of alcohol per 100ml of blood to 50mg of alcohol per 100ml of blood.

2015: New drug driving laws came into force.

The Government published the [Road Safety Statement](#).

2016: As part of the Autumn Statement the Government announced the launch of the Safer Roads Fund to improve the Top 50 most dangerous 'A' roads in England.

2017: On 1 March 2017 the Government increased the penalties for using a hand-held mobile phone while driving; a £200 fine and six penalty points.

2018: In June the Government published a [progress report](#) on the 2015 Road Safety Statement alongside the list of the [successful bids](#) for Safer Roads Fund.

From 4 June 2018 learner drivers can take motorway driving lessons with an approved driving instructor.

2019: The Government published the refreshed Road Safety Statement – [‘A Lifetime of Road Safety’](#).

2.26 VEHICLE REGISTRATION MARK				
Vehicle 001				
Vehicle 002				
Vehicle 003				
Vehicle 004				

2.35 WAS THE VEHICLE LEFT HAND DRIVE <input checked="" type="checkbox"/>	VEHICLE			
	1	2	3	4
No				
Yes				

2.5 / 2.5a TYPE OF VEHICLE <input checked="" type="checkbox"/>				
Car	09			
Taxi / Private hire car	08			
Van - Goods vehicle 3.5 tonnes mgw and under	19			
Goods vehicle over 3.5 tonnes mgw and under 7.5 tonnes mgw	20			
Goods vehicle 7.5 tonnes mgw & over	21			
Goods vehicle - unknown weight	98			
M/cycle 50cc and under	02			
M/cycle over 50cc and up to 125cc	03			
M/cycle over 125cc and up to 500cc	04			
Motorcycle over 500cc	05			
Motorcycle - cc unknown	97			
Electric Motorcycle	23			
Pedal cycle	01			
Bus or coach (17 or more passenger seats)	11			
Minibus (8-16 passenger seats)	10			
Agricultural vehicle (include diggers etc)	17			
Ridden horse	16			
Mobility scooter	22			
Tram / Light rail	18			
Other 1	90			
vehicle 2	90			
3	90			
4	90			

2.6 TOWING AND ARTICULATION <input checked="" type="checkbox"/>				
No tow or articulation	0			
Articulated vehicle	1			
Double or multiple trailer	2			
Caravan	3			
Single trailer	4			
Other tow	5			

2.22 AGE OF DRIVER (Estimate if necessary)				
Vehicle 001				
Vehicle 002				
Vehicle 003				
Vehicle 004				

2.27 DRIVER HOME POSTCODE or Code: 1- Unknown 2- Non UK Resident 3 - Parked & unattended				
Vehicle 001				
Vehicle 002				
Vehicle 003				
Vehicle 004				

2.23 BREATH TEST <input checked="" type="checkbox"/>	VEHICLE			
	1	2	3	4
Not applicable	0			
Positive	1			
Negative	2			
Not requested	3			
Refused to provide	4			
Driver not contacted at time of col'	5			
Not provided (medical reasons)	6			

2.24 HIT AND RUN <input checked="" type="checkbox"/>				
Not hit and run	0			
Hit and run	1			
Non-stop vehicle, not hit	2			

2.21 SEX OF DRIVER <input checked="" type="checkbox"/>				
Male	1			
Female	2			
Not known	3			

2.9 VEHICLE LOCATION AT TIME OF ACCIDENT RESTRICTED LANE/ AWAY FROM MAIN C'WAY <input checked="" type="checkbox"/>				
On main carriageway not in restricted lane	00			
Tram / Light rail track	01			
Bus lane	02			
Busway (inc. guided busway)	03			
Cycle lane (on main carriageway)	04			
Cycleway or shared use footway (not part of main carriageway)	05			
On lay-by / hard shoulder	06			
Entering lay-by/ hard shoulder	07			
Leaving lay-by / hard shoulder	08			
Footway (pavement)	09			

2.10 JUNCTION LOCATION OF VEHICLE <input checked="" type="checkbox"/>				
Not at or within 20m of junction	0			
Approaching junction or waiting /parked at junction approach	1			
Cleared junction or waiting/ parked at junction exit	2			
Leaving roundabout	3			
Entering roundabout	4			
Leaving main road	5			
Entering main road	6			
Entering from slip road	7			
Mid junction- on roundabout or on main road	8			

2.7 MANOEUVRES <input checked="" type="checkbox"/>				
Reversing	01			
Parked	02			
Waiting to go ahead but held up	03			
Slowing or stopping	04			
Moving off	05			
U turn	06			
Turning left	07			
Waiting to turn left	08			
Turning right	09			
Waiting to turn right	10			
Changing lane to left	11			
Changing lane to right	12			
O'taking moving veh on its offside	13			
O'taking stationary veh on its offside	14			
Overtaking on nearside	15			
Going ahead left hand bend	16			
Going ahead right hand bend	17			
Going ahead other	18			

2.11 SKIDDING AND OVERTURNING <input checked="" type="checkbox"/>	VEHICLE			
	1	2	3	4
No skidding, jack-knifing or overturning	0			
Skidded	1			
Skidded and overturned	2			
Jack - knifed	3			
Jack - knifed and overturned	4			
Overtuned	5			

2.12 HIT OBJECT IN CARRIAGEWAY <input checked="" type="checkbox"/>				
None	00			
Previous accident	01			
Roadworks	02			
Parked vehicle	04			
Bridge - roof	05			
Bridge - side	06			
Bollard / Refuge	07			
Open door of vehicle	08			
Central island of roundabout	09			
Kerb	10			
Any animal (except ridden horse)	12			
Other object	11			

2.13 VEHICLE LEAVING CARRIAGEWAY <input checked="" type="checkbox"/>				
Did not leave carriageway	0			
Left carriageway nearside	1			
Left carriageway nearside and rebounded	2			
Left carriageway straight ahead at junction	3			
Left carriageway offside onto central reservation	4			
Left carriageway offside onto central reserve and rebounded	5			
Left carriageway offside and crossed central reservation	6			
Left carriageway offside	7			
Left carriageway offside and rebounded	8			

2.14 FIRST OBJECT HIT OFF CARRIAGEWAY <input checked="" type="checkbox"/>				
None	00			
Road sign / Traffic signal	01			
Lamp post	02			
Telegraph pole / Electricity pole	03			
Tree	04			
Bus stop / Bus shelter	05			
Central crash barrier	06			
Nearside or offside crash barrier	07			
Submerged in water (completely)	08			
Entered ditch	09			
Wall or fence	11			
Other permanent object	10			

2.16 FIRST POINT OF IMPACT <input checked="" type="checkbox"/>				
Did not impact	0			
Front	1			
Back	2			
Offside	3			
Nearside	4			

2.29 JOURNEY PURPOSE OF DRIVER/RIDER <input checked="" type="checkbox"/>				
Journey as part of work	1			
Commuting to / from work	2			
Taking school pupil to/from school	3			
Pupil riding to / from school	4			
Other	5			
Not known	6			

Subject to local directions, boxes with a grey background need not be completed if already recorded

2.8 DIRECTION OF VEHICLE TRAVEL

1. Using the Example shown complete the FROM and TO boxes for the vehicles concerned, indicating direction of travel FROM and TO

2. If PARKED enter '00'

Vehicle 001

FROM TO

Vehicle 002

FROM TO

Vehicle 003

FROM TO

Vehicle 004

FROM TO

EXAMPLE

FROM TO

CASUALTY RECORD

<p>3.4 VEHICLE REFERENCE NUMBER Enter VEH No. which CASUALTY occupied (for pedestrians, code vehicle that struck them first) e.g. 001,002 etc.</p> <p>Casualty 001 <input type="text" value="0"/> <input type="text"/> <input type="text"/> Casualty 002 <input type="text" value="0"/> <input type="text"/> <input type="text"/></p> <p>Casualty 003 <input type="text" value="0"/> <input type="text"/> <input type="text"/> Casualty 004 <input type="text" value="0"/> <input type="text"/> <input type="text"/></p> <p>Casualty 005 <input type="text" value="0"/> <input type="text"/> <input type="text"/> Casualty 006 <input type="text" value="0"/> <input type="text"/> <input type="text"/></p>	<p>3.7 SEX OF CASUALTY <input checked="" type="checkbox"/></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th colspan="2"></th> <th colspan="6">CASUALTY</th> </tr> <tr> <th colspan="2"></th> <th>1</th> <th>2</th> <th>3</th> <th>4</th> <th>5</th> <th>6</th> </tr> <tr> <td>Male</td> <td>1</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Female</td> <td>2</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>			CASUALTY								1	2	3	4	5	6	Male	1							Female	2							<p>3.20 CYCLE HELMET WORN <input checked="" type="checkbox"/></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th colspan="2"></th> <th colspan="6">CASUALTY</th> </tr> <tr> <th colspan="2"></th> <th>1</th> <th>2</th> <th>3</th> <th>4</th> <th>5</th> <th>6</th> </tr> <tr> <td>Not a cyclist</td> <td>0</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Yes</td> <td>1</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>No</td> <td>2</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Not known</td> <td>3</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>			CASUALTY								1	2	3	4	5	6	Not a cyclist	0							Yes	1							No	2							Not known	3																																												
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Not known	3																																																																																																																							
<p>3.18 CASUALTY HOME POSTCODE or Code: 1- Unknown 2- Non UK Resident</p> <p>Casualty 001 <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/></p> <p>Casualty 002 <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/></p> <p>Casualty 003 <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/></p> <p>Casualty 004 <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/></p> <p>Casualty 005 <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/></p> <p>Casualty 006 <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/></p>	<p>3.8 AGE OF CASUALTY (Estimate if necessary) For children less than a year enter 00</p> <p>Casualty 001 <input type="text"/> <input type="text"/> <input type="text"/> Casualty 002 <input type="text"/> <input type="text"/> <input type="text"/></p> <p>Casualty 003 <input type="text"/> <input type="text"/> <input type="text"/> Casualty 004 <input type="text"/> <input type="text"/> <input type="text"/></p> <p>Casualty 005 <input type="text"/> <input type="text"/> <input type="text"/> Casualty 006 <input type="text"/> <input type="text"/> <input type="text"/></p>	<p>3.15 CAR PASSENGER (not driver) <input checked="" type="checkbox"/></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th colspan="2"></th> <th>0</th> <th>1</th> <th>2</th> <th>3</th> <th>4</th> <th>5</th> <th>6</th> </tr> <tr> <td>Not a car passenger</td> <td>0</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Front seat passenger</td> <td>1</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Rear seat passenger</td> <td>2</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>			0	1	2	3	4	5	6	Not a car passenger	0								Front seat passenger	1								Rear seat passenger	2																																																																																									
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1. Select up to six factors from the grid, relevant to the accident.
2. Factors may be shown in any order, but an indication must be given of whether each factor is *very likely (A)* or *possible (B)*.
3. Only include factors that you consider contributed to the accident. (i.e. do NOT include "Poor road surface" unless relevant).
4. More than one factor may, if appropriate, be related to the same road user.
5. The same factor may be related to more than one road user.
6. The participant should be identified by the relevant vehicle or casualty ref no. (e.g. 001, 002 etc.), preceded by "V" if the factor applies to a vehicle, driver/rider or the road environment (e.g. V002), or "C" if the factor relates to a pedestrian or passenger casualty (e.g. C001).
7. Enter U000 if the factor relates to an uninjured pedestrian.

	103	102	101	110	108	107	109	104	105	106
Road Environment Contributed	Slippery road (due to weather)	Deposit on road (e.g. oil, mud, chippings)	Poor or defective road surface	Sunken, raised or slippery inspection cover	Road layout (e.g. bend, hill, narrow carriageway)	Temporary road layout (e.g. contraflow)	Animal or object in carriageway	Inadequate signs or road markings	Defective traffic signals	Traffic calming (e.g. speed cushions, road humps, chicanes)
Vehicle Defects	201	202	203	204	205	206				
	Tyres illegal, defective or under-inflated	Defective lights or indicators	Defective brakes	Defective steering or suspension	Defective or missing mirrors	Overloaded or poorly loaded vehicle or trailer				
Injudicious Action	308	306	302	301	307	310	305	304	309	303
	Following too close	Exceeding speed limit	Disobeyed Give Way or Stop sign or markings	Disobeyed automatic traffic signal	Travelling too fast for conditions	Cyclist entering road from pavement	Illegal turn or direction of travel	Disobeyed pedestrian crossing facility	Vehicle travelling along pavement	Disobeyed double white lines
Driver/Rider Error or Reaction	405	406	403	408	409	401	402	404	407	410
	Failed to look properly	Failed to judge other person's path or speed	Poor turn or manoeuvre	Sudden braking	Swerved	Junction overshoot	Junction restart (moving off at junction)	Failed to signal or misleading signal	Too close to cyclist, horse or pedestrian	Loss of control
Impairment or Distraction	501	502	508	503	509	510	505	504	507	506
	Impaired by alcohol	Impaired by drugs (illicit or medicinal)	Driver using mobile phone	Fatigue	Distraction in vehicle	Distraction outside vehicle	Illness or disability, mental or physical	Uncorrected, defective eyesight	Rider wearing dark clothing	Not displaying lights at night or in poor visibility
Behaviour or Inexperience	602	605	601	603	607	606	604			
	Careless, reckless or in a hurry	Learner or inexperienced driver/rider	Aggressive driving	Nervous, uncertain or panic	Unfamiliar with model of vehicle	Inexperience of driving on the left	Driving too slow for conditions or slow vehicle (e.g. tractor)			
Vision Affected by	701	703	706	707	708	705	710	702	704	709
	Stationary or parked vehicle(s)	Road layout (e.g. bend, winding road, hill crest)	Dazzling sun	Rain, sleet, snow or fog	Spray from other vehicles	Dazzling headlights	Vehicle blind spot	Vegetation	Buildings, road signs, street furniture	Visor or windscreen dirty, scratched or frosted etc.
Pedestrian Only (Casualty or Uninjured)	802	808	803	801	806	807	805	804	809	810
	Failed to look properly	Careless, reckless or in a hurry	Failed to judge vehicle's path or speed	Crossing road masked by stationary or parked vehicle	Impaired by alcohol	Impaired by drugs (illicit or medicinal)	Dangerous action in carriageway (e.g. playing)	Wrong use of pedestrian crossing facility	Pedestrian wearing dark clothing at night	Disability or illness, mental or physical
Special Codes	901	902	903	904						*999
	Stolen vehicle	Vehicle in course of crime	Emergency vehicle on a call	Vehicle door opened or closed negligently						Other - Please specify below

Driver/Rider Only (Includes Pedal Cycles and Horse Riders)

	1st	2nd	3rd	4th	5th	6th
<i>Factor in the accident</i>						
<i>Which participant? (e.g. V001, C001, U000)</i>						
<i>Very likely (A) or Possible (B)</i>						

*If 999 Other, give brief details

(Note: Only use if another factor contributed to the accident and include it in the text description of how the accident occurred)

These factors reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation

CLIP Transport Statistics

Central and Local (Government) Information Partnership (CLIP)

CLIP Transport Statistics (CLIP-TS) is a sub-group of the Central and Local (Government) Information Partnership (CLIP), the main forum for discussion between central and local government on statistical matters.

CLIP-TS comprises of representatives from Local Authorities (Combined Authorities, Shire Counties and Unitary Authorities) and DfT.

The group fulfils the following aims:

- To act as a forum for consultation between DfT and local authorities on any transport statistics of interest to either side that are not dealt with by other groups; and on any gaps in the department's coverage.
- To act as a point of contact between local authorities and DfT on statistical matters of common concern, including the statistics needed for the monitoring of Local Transport Plans, Local Indicators, Regional and Local Statistics and other relevant matters.
- To review on-going data collections on the Single Data List on a rolling basis, to identify data returns or elements of data returns that are no longer appropriate.

Dissemination of agendas, minutes and papers presented to the group will be through three channels:

- By DfT internally to the statistical community in the department and interested officials in policy and other analytical professions
- By local authority CLIP representatives to their local contacts.

Membership of the group:

Julie Sullivan/Pat Kilbey (job-share)
(Joint Chair, Buses and Local
Transport Statistics)

Clare Horton (Joint Chair, Staffordshire)

William Bryans (Vice Chair, Surrey)

Paul Syron (Secretariat, Buses and
Local Transport Statistics)

Steve Berry (Local Roads, Light Rail
and Cableways)

Dave Gillet (Local Economics)

Lee Sambrook (Local Transport
Funding & Investment Strategy)

Hannah Bishop (Buckinghamshire)

Gary Beaumont (Hertfordshire)

Keith Dove (Luton)

John Horne (North East Combined
Authority)

Nola Cooper (Kent)

Robert Smith (Nottingham)

Hannah Groot (Transport for London)

Helen Wilkinson (Local Government
Association)

Andrew Webster (Leicester)

Tom Ellerton (Urban Transport Group)

Christopher Storey (Transport For The North)

David Kinloch (Leeds)

For further information contact:

Paul Syron, DfT (Secretary) 020 7944
3077

Scottish Government – Transport Scotland

Transport Publications

Scottish Transport Statistics
Transport and Travel in Scotland
Reported Road Casualties Scotland
Key Reported Road Casualties Scotland

Available from : <https://www.transport.gov.scot/our-approach/statistics#>

General enquires on Scottish Transport Statistics:
Transport Statistics Branch, Transport Scotland,
Victoria Quay, Edinburgh, EH6 6QQ

Phone: +44 (0)131-244 7256

E-mail: mailto:transtat@transport.gov.scot

Web: <http://www.transportscotland.gov.uk/publications-stats>

Northern Ireland Transport Statistics

Available from:

Analysis, Statistics and Research Branch
Clarence Court, 10-18 Adelaide Street, Belfast BT2 8GB

Phone: +44 (0)28 9054 0313

E-mail: asrb@infrastructure-ni.gov.uk

Internet: <https://www.infrastructure-ni.gov.uk/articles/northern-ireland-transport-statistics>

Welsh Government - Llywodraeth Cymru

Transport Publications

Road Casualties: Wales
Welsh Transport Statistics

Other publications with transport topics

Motoring offences
Road lengths and conditions
Road traffic
Road freight
Active travel
Public service vehicles (buses and taxis)
Rail station usage/rail transport
Sea transport
Air transport

These publications are available from:

Central Support Unit, Statistical Directorate, Welsh
Government, Cathays Park, Cathays, Cardiff
CF10 3NQ

Phone: +44 (0)300 0616029

E-mail: stats.transport@gov.wales

Internet: <https://gov.wales/statistics-and-research>

Transport Statistics Users Group

The Transport Statistics Users Group (TSUG) was set up in 1985 as a result of an initiative by the Statistics Users Council and the Chartered Institute for Transport (now known as The Institute of Logistics and Transport). From its inception it has had strong links with the government Departments responsible for transport. The aims of the group are:

- To identify problems in the provision and understanding of transport statistics and to discuss solutions with the responsible authorities.
- To provide a forum for the exchange of views and information between users and providers
- To encourage the use of transport statistics through greater publicity
- To facilitate a network for sharing ideas, information, and expertise.

The group holds regular seminars on topical subjects connected with the provision and/or use of transport statistics. Recent seminars have included:

- Traffic calming
- Aviation emissions
- The use, misuse and regulation of transport statistics
- High speed rail
- Measures of mobility and the road network in London
- Alternative sources of energy for transport

We also publish a comprehensive monthly review which lists forthcoming statistical releases, provides detailed discussion on a range of statistics that have been released and provides a forum for discussion..

Corporate membership of the Group is £50, personal membership £22.50, and student membership £10. For further details please visit www.tsug.org.uk , email membership@tsug.org.uk or contact:

Peter Gordon
39 Haslam Close
Uxbridge
Middx UB10 8TJ
Email: admin@tsug.org.uk