national highways

2024 Road safety performance overview

2005-2024 results

Foreword

Road safety is, and will always be, our number one priority. England's motorways and major A-roads are some of the safest in the world, but our ambition remains that no-one should be harmed while travelling or working on our roads.

Every road death is a tragedy, and every serious injury is a changed life. For everyone affected, we will never cease to strive for the safest network in the world.

The Safe System is the basis for the government Road Safety Strategy and considers how roads, vehicles, people, speeds, and post-collision care come together in the way we manage and improve safety. We acknowledge within the Safe System approach that we have a shared responsibility with other organisations, partners and road users to prevent deaths and serious injuries on our roads. As a highway authority we are responsible for the infrastructure elements, with some part to play across all other aspects of the system. We will continue to implement the road safety interventions that we can and work with partners, organisations and road users to help us collectively achieve our zero harm ambition.

Nick Harris
National Highways Chief Executive

Executive Summary

This report includes the latest safety data analysed by National Highways, using the Department for Transport's validated STATS19 dataset, and sets out the key safety headlines for England's Strategic Road Network (SRN)[1] up to, and inclusive of 2024. The annual road safety performance overview report includes detailed safety performance analysis and road safety statistics for all of our roads. This knowledge is helping us to improve safety for drivers up and down the country supporting our ambition that no one should be harmed while travelling or working on the strategic road network.

Great Britain's road network is amongst the best performing road networks internationally for countries where this data is available. In 2024, the fatality rate by population on Great Britain's road network was 24 deaths per one million people. Only Norway (16), Sweden (20) and Malta (21) recorded lower fatality rates. Whilst we have one of the best performing road networks in Europe, we strive to continue to improve the safety of our roads.

Footnote 1 This report does not cover evaluation activities for specific schemes or investments such as before versus after comparisons, or customer insight. We continue to undertake this analysis separately on an ongoing basis and outputs are intended for future publication.

Safety Headlines

- In 2024 there were 1,931 deaths and serious injuries on the SRN. This is a reduction of 38% against the 2005-09 baseline of 3,100 and means that 1,169 fewer people were killed or seriously injured (KSI). We need to reduce the number of people killed or seriously injured on our roads by a further 381, from 1,931 in 2024 to 1,550 by the end of December 2025, to meet our second roads period target.
- KSI rates on both types of A-roads and most types of motorway are decreasing over time. Motorways continue to be our safest roads. The 2024 KSI rate for motorways was 1.29 KSIs per hundred million vehicle miles (hmvm) travelled, compared to 3.22 for A-roads. Overall, no one type of motorway performs best for both KSI and personal injury collision (PIC) rates.
- Single carriageway A-roads are less safe than dual carriageway A-roads. In 2024 a person travelling on a single carriageway A-road was two and a half times more likely to be killed or seriously injured when compared to an equivalent journey on a dual carriageway A-road.
- Vulnerable road user casualties increased by 4.5% in 2024, after a similar reduction in 2023. Within this group pedal cyclist casualties reduced by 21.0%. However there was a 25.6% increase in pedestrian casualties from 125 in 2023 to 157 in 2024.

While we have made significant progress in reducing the number of people killed or seriously injured in recent years, we acknowledge that we are not currently on track to meet our second roads period target. We will continue to take action to reduce the number of people killed or seriously injured as we strive to further improve the safety of our roads.

We remain committed to working closely with road users and our partners, including the Department for Transport (DfT) and the Office for Rail and Road (ORR) as we continue to deliver roads for the future.

Contents

Navigating this interactive document

This contents page is interactive so simply click on the section you would like to go to. You can use the tools shown below to move interactively through our report and return to this page.

Return to contents

Return to previously viewed page

Page back

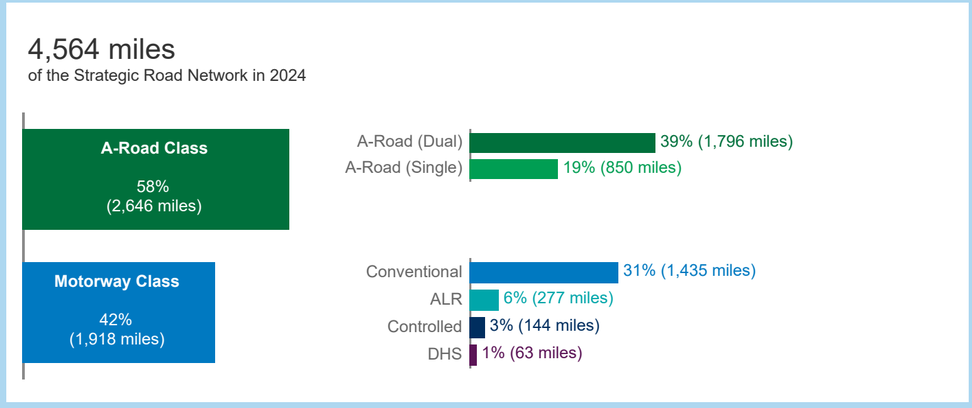
Page forward

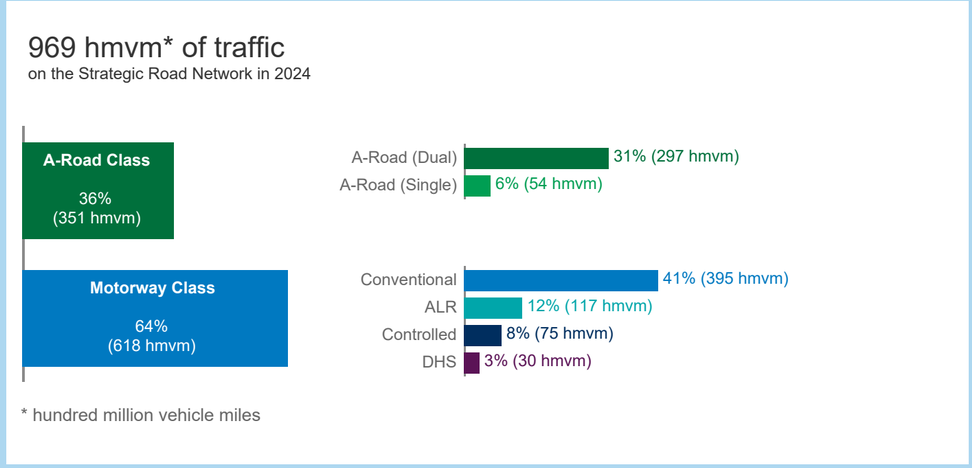
Introduction

National Highways Strategic Road Network (SRN)

England's Strategic Road Network (SRN) is 4,564 miles in total and comprises 1,918 miles of motorways, 1,796 miles of dual-carriageway A-Roads and 850 miles of single-carriageway A-Roads.

The SRN is the most heavily used part of the national road network carrying a third of all traffic, two thirds of all freight and with millions of people using it every day. It provides businesses with the means to get products and services to their customers, gives access to labour markets and suppliers and encourages trade and new investment.





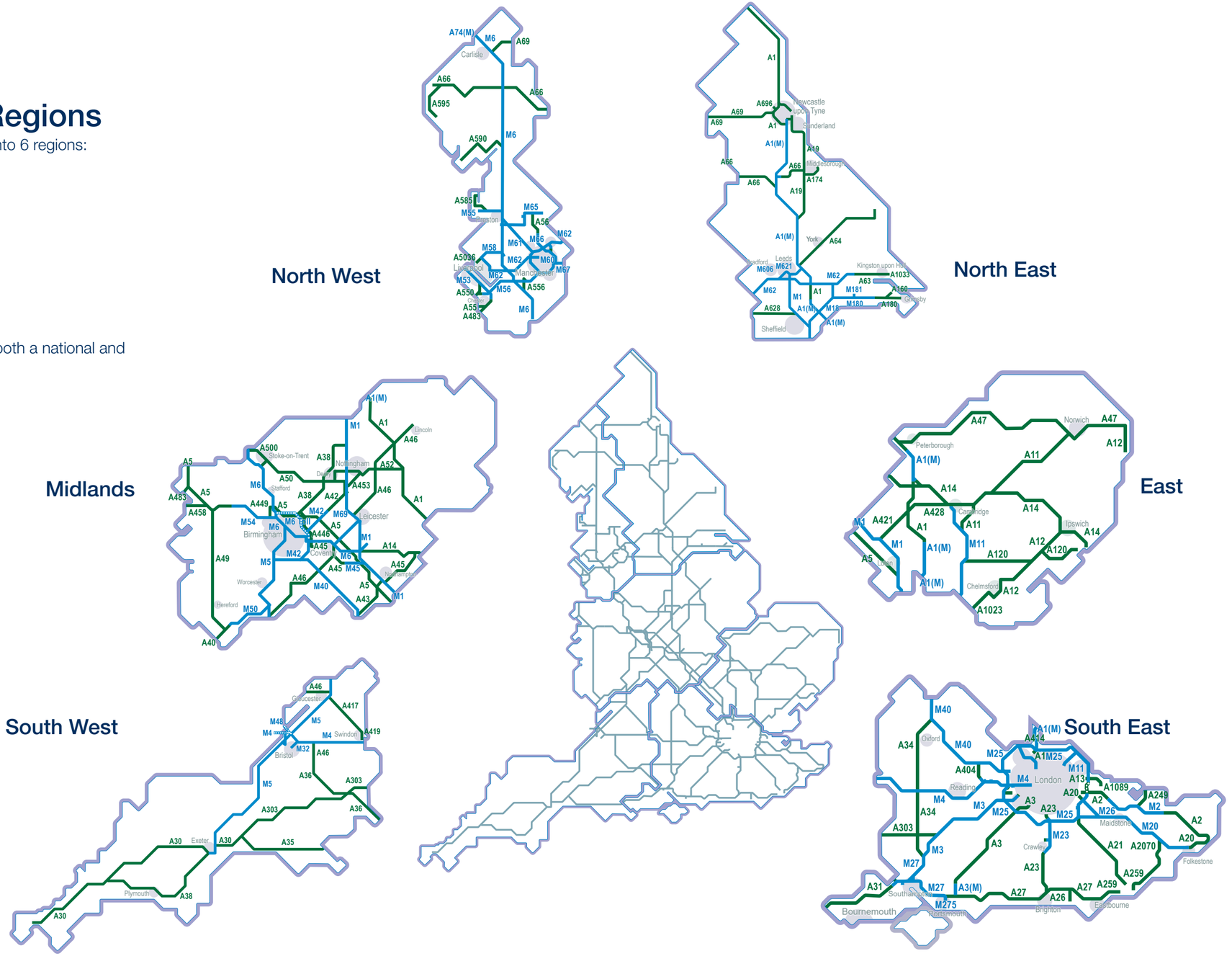
* hundred million vehicle miles

National Highways Regions

The National Highways SRN is subdivided into 6 regions:

- North West,
- North East,
- Midlands,
- East,
- South West and
- South East.

This report presents safety performance at both a national and regional level.

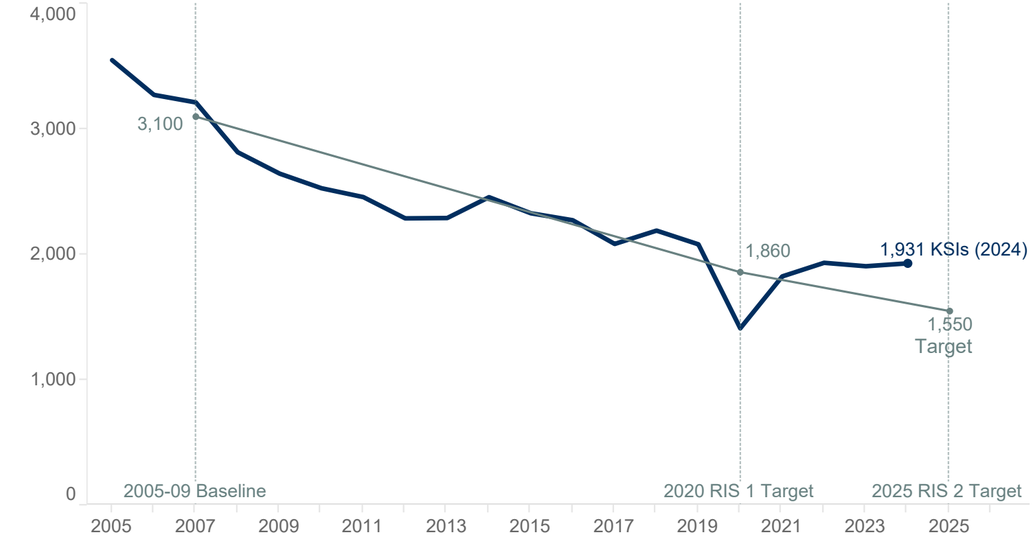


Key Performance Indicator (KPI) Trends

1

Trends in deaths and serious injuries

KPI 1.1: Killed and Serious Injury (KSI) performance from 2005 to 2024, compared to the 2024 adjusted target / monitoring points



KPI1 performance over Roads Period 2 (RIS2): 2021-2025

	2021	2022	2023	2024	2025
RIS2 KSI target / monitoring points (2024 adjusted)	1,798	1,736	1,674	1,612	1,550
Number of KSI (adjusted)	1,826	1,935	1,908	1,931	Ø
KSI monitoring point achieved (-) or missed (+) by	28	199	234	319	Ø

Our first Key Performance Indicator (KPI1.1) is the number of people killed or seriously injured (KSI) on the SRN. Our target is a 50% reduction by end of 2025 (against the 2005-2009 annual average baseline).

At the start of 2020 we adopted an aspirational safety target to halve the number of deaths and serious injuries on the SRN by the end of 2025 against a 2005-2009 baseline of 3,100. In 2024 there were 1,931 deaths and serious injuries on the SRN. This is a reduction of 38% against the baseline and means that 1,169 fewer people were killed or seriously injured.

To meet our target for this key performance indicator (KPI) we need to reduce the number of people killed and seriously injured on our roads by 381 from 1,931 in 2024 to 1,550 in 2025. Due to the time lag in STATS19 data, it will be autumn 2026 when verified STATS19 data for 2025 will be available.

The coronavirus pandemic (Covid-19) and associated travel restrictions affected road safety data in 2020 and January to March 2021. We know that the number of collisions and casualties were influenced by there being fewer vehicles on our network. When we measure the number of people killed and seriously injured relative to the volume of traffic from 2018 to 2024, the KSI rate has reduced slightly over that period. This suggests that the lack of reduction in KSIs on the SRN from 2021 is more likely a result of an increase in traffic following the lifting of coronavirus travel restrictions. This is illustrated in the graph titled 'Traffic in hmvm on the SRN: 2018-2024'.

We recognise that for 2024 we are above the KPI monitoring point. The Office of Rail and Road (ORR) have assessed that it is improbable that we will achieve our target by the end of 2025 but identified that we are doing everything we reasonably can to reduce the number of casualties on the SRN. Our safety programme for the second roads period anticipated that there would be improvements in external road safety factors beyond National Highways control, including advancements in vehicle technologies and improvements in driver training, which have not progressed as quickly as anticipated. There is also an indication that cost of living pressures are causing some drivers to delay or forego essential vehicle maintenance. A recent TyreSafe report[2] found that nearly one-in-four vehicles on Britain's roads have illegal tyres – just over 6.1 million per year.

We are striving to do all that we can to hit the target. Our recent work includes:

- Delivering road safety enhancements on the roads that need it most, such as A-roads, at locations where intelligence indicates they will have the greatest possible impact on reducing the number, and severity, of collisions
- Establishing a central investigation team, with representatives from across National Highways, who lead on the investigation of incidents where a death has occurred on our network. The investigation process provides us with detailed information into why an incident occurred so we can better target safety interventions and reduce the likelihood of reoccurrence
- Our Road to Zero Harm initiative, which brings together a range of organisations to collaborate on the actions that will make the biggest difference to improving road safety
- Working collaboratively with our Road Safety Panel partners to deliver a joined-up approach to road safety initiatives and communications.

Why KSI rates are useful

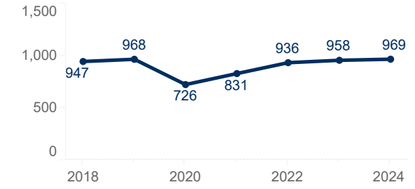
Killed and Serious Injury (KSI) rates measure the number of deaths and serious injuries in relation to the total miles travelled on a type, or section, of road. This enables us to compare roads with a high volume of traffic, or that span a long distance, with roads which have a lower volume of traffic or span a shorter distance. The rate is presented as a severity-adjusted number of KSIs per hundred million vehicle miles (hmvm) travelled. This is an established way of assessing rates across the road sector.

In general, the number of KSIs on the SRN hasn't changed much since 2021. However, traffic volume has steadily increased since the travel restrictions during the coronavirus pandemic were lifted in 2021. When we consider the number of KSIs relative to the total miles travelled on the SRN, the rate of KSIs per hundred million vehicle miles has generally reduced in recent years, although it is unchanged in 2024 compared to 2023.

Whilst our casualty reduction KPI is not split by road type or region, it is important to understand the safety performance of different types of roads, and regions, and how this contributes to the overall KSI reduction. For this reason, we have presented the KSI reduction in this report by road type and by region.

KSIs per hundred million vehicle miles (hmvm) on the SRN: 2018-2024

Traffic in hmvm on the SRN: 2018-2024



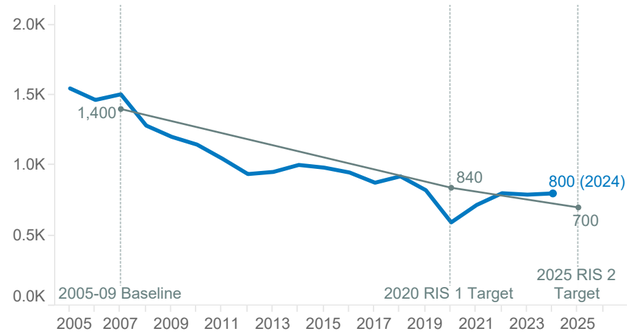
Note: our 2025 target is based on road traffic collision deaths and serious injuries which occurred between 2005 and 2009. This historic data and the 2025 target is subject to an annual revision by the Office for National Statistics and Department for Transport due to changes in how police forces captured injury severity data in recent years. For more information, please see page 19.

Footnote 2 https://www.tyresafe.org/tyre_research/tread-depth-survey-at-the-point-of-replacement-survey-2016-vs-2023/

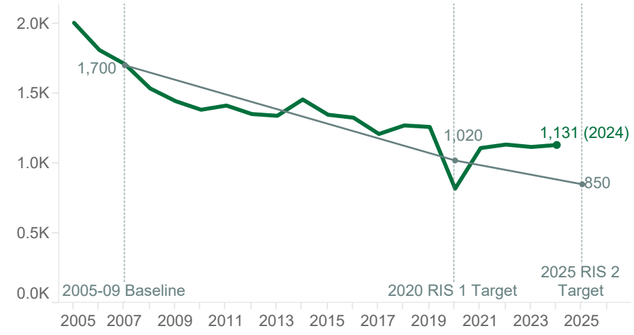
Trends in deaths and serious injuries by road class

KPI 1.1: KSI performance over time (2005 to 2024) compared to 2024 adjusted target / monitoring points by road class

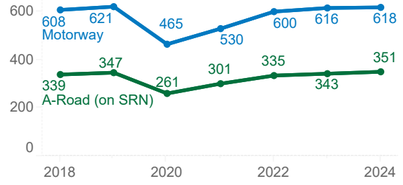
Motorway



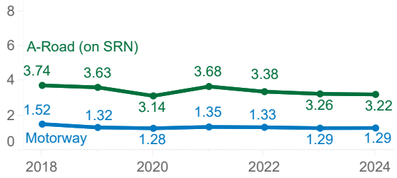
A-Roads on SRN



Traffic in hmvm on Motorways and A-Roads: 2018-2024



KSIs per hundred million vehicle miles (hmvm) on Motorways and A-Roads: 2018-2024



KSI performance in RIS2: 2021-2025

Road Class		2021	2022	2023	2024	2025
Motorway	RIS2 KSI target / monitoring points (2024 adjusted)	812	784	756	728	700
	Number of KSI (adjusted)	718	801	791	800	Ø
	KSI monitoring point achieved (-) or missed (+) by	-94	17	35	72	Ø
A-Road (on SRN)	RIS2 KSI target / monitoring points (2024 adjusted)	986	952	918	884	850
	Number of KSI (adjusted)	1,108	1,133	1,116	1,131	Ø
	KSI monitoring point achieved (-) or missed (+) by	123	182	198	247	Ø

Note: Numbers may vary slightly due to rounding

Motorways are our safest roads

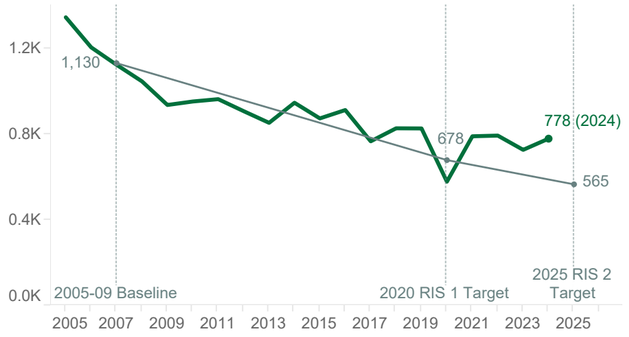
In 2024, 800 people were killed or seriously injured on motorways against the monitoring point of 728. This means we need to achieve a further reduction of at least 100 KSIs to achieve the 2025 target of 700 KSIs for motorways. Since 2019, rates have been stable, suggesting that the number of people killed and seriously injured compared to the volume of traffic the network carries has stagnated.

In 2024, 1,131 people were killed or seriously injured on A-roads against the monitoring point of 884. This means we need to achieve a further reduction of at least 281 KSIs to achieve the 2025 target of 850 KSIs for A-roads. Despite A-roads carrying almost half the traffic of motorways there were 331 more KSIs on A-roads than on motorways. This is reflected in the 2024 KSI rate of 3.22 for A-roads and 1.29 for motorways.

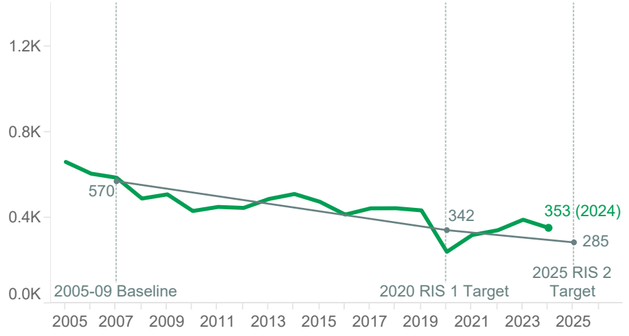
Trends in deaths and serious injuries by A-road type

KPI 1.1: KSI performance over time (2005 to 2024) compared to 2024 adjusted target / monitoring points by A-road type

A-road dual carriageway on SRN



A-road single carriageway on SRN



Dual carriageway A-roads remain safer than single carriageway A-roads

In 2024 a person travelling on a single carriageway A-road was two and a half times more likely to be killed or seriously injured when compared to an equivalent journey on a dual carriageway A-road.

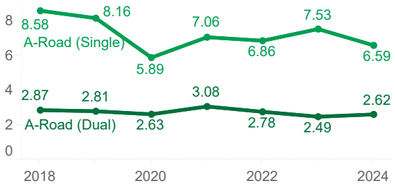
KSI performance in RIS2: 2021-2025

Road Type		2021	2022	2023	2024	2025
A-Road (Dual)	RIS2 KSI target / monitoring points (2024 adjusted)	655	633	610	587	565
	Number of KSI (adjusted)	789	792	726	778	Ø
	KSI monitoring point achieved (-) or missed (+) by	134	159	116	190	Ø
A-Road (Single)	RIS2 KSI target / monitoring points (2024 adjusted)	331	319	308	296	285
	Number of KSI (adjusted)	320	342	391	353	Ø
	KSI monitoring point achieved (-) or missed (+) by	(11)	22	83	56	Ø

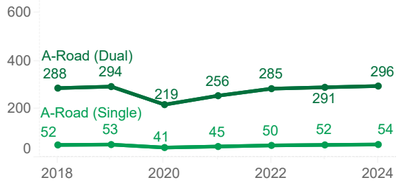
While the number of people killed and seriously injured on dual carriageway A-roads is over double of those on single carriageway A-roads, dual carriageway A-roads on the SRN carry over five times more traffic than single carriageway A-roads. This is reflected in the 2024 KSI rate being 2.62 for dual carriageway A-roads and 6.59 for single carriageway A-roads.

Despite being safer than single carriageway A-roads, there is more to do to reduce the number of people killed and seriously injured on dual carriageway A-roads. We are 190 KSIs above the 2024 monitoring point and require a reduction of 213 KSI casualties to achieve our 2025 target.

KSIs per hundred million vehicle miles (hmvm) on A-roads dual and single: 2018-2024



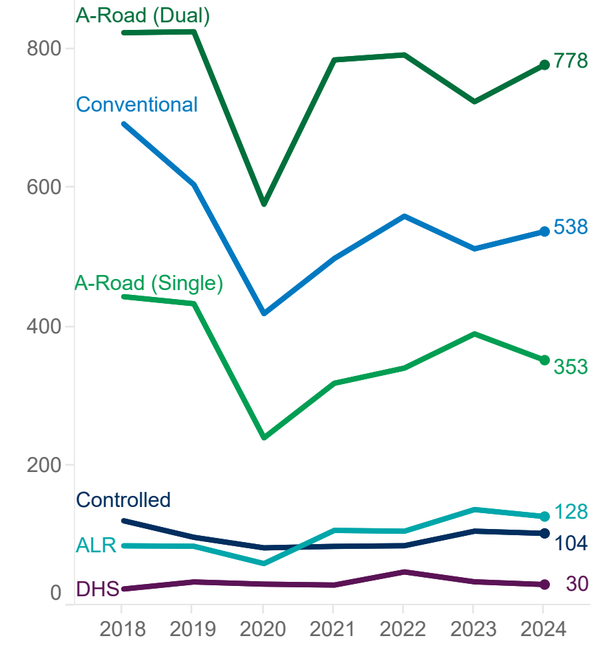
Traffic in hmvm on A-roads dual and single: 2018-2024



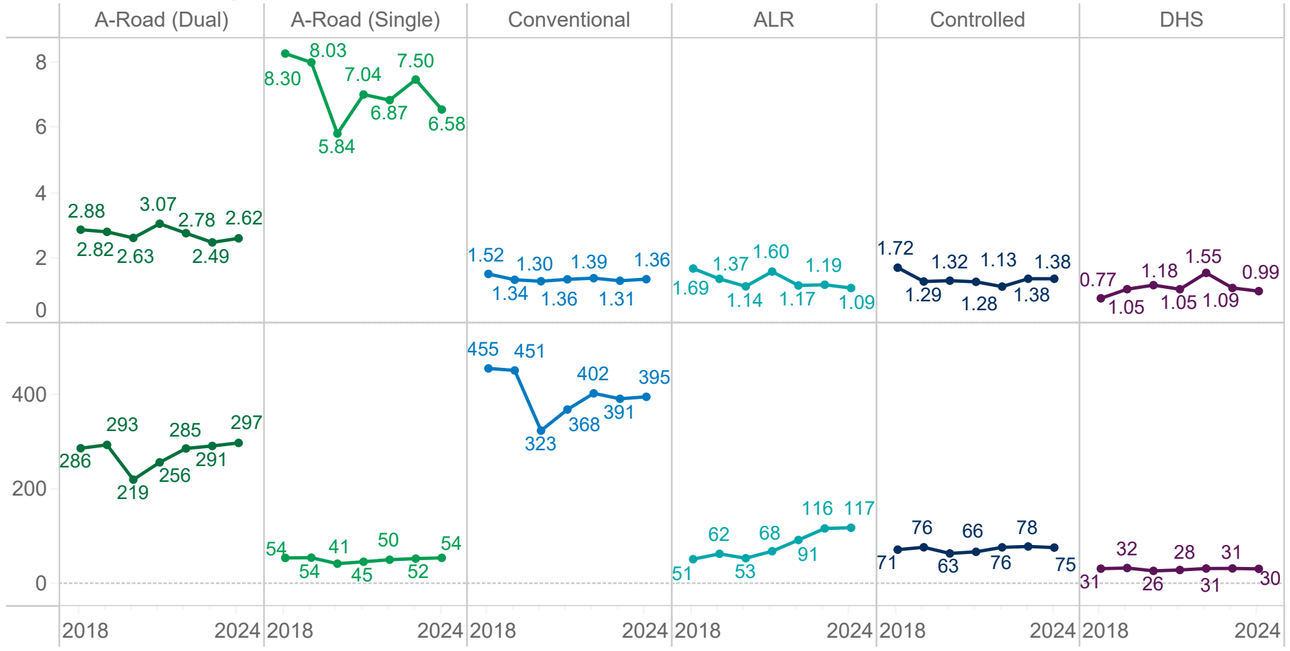
Single carriageways A-roads have an increased risk for head on collisions and collisions resulting from right turn manoeuvres across live traffic. This risk is partially mitigated through single carriageway roads having a lower national speed limit than dual carriageway A-roads. In 2024, we are 56 KSIs above our monitoring point of 296 KSIs for single carriageway A-roads and require a reduction of 68 KSI casualties to achieve our 2025 target of 285 KSIs.

Trends in deaths and serious injuries by road type

KPI 1.1: KSI performance over time (2018 to 2024)



KSI rate and traffic per hundred million vehicle miles



KSI rates on both types of A-roads and most types of motorway are decreasing over time

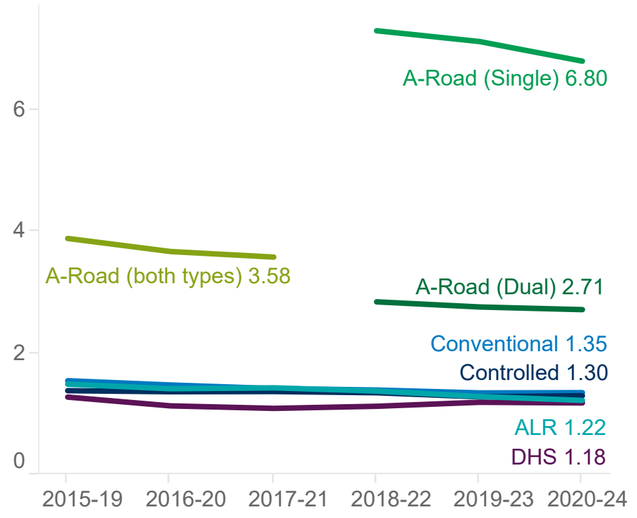
There are four different types of motorway and two different types of A-road on the SRN. Page four shows the total number of miles of each road type. The volume of traffic on each road type differs with motorways typically carrying more traffic than A-roads. This is illustrated in the traffic per hundred million vehicle miles (hmvm) data visualisation above, with conventional motorways accounting for the largest share of traffic and DHS motorways the lowest. The KSI rate is presented as the number of killed and seriously injured casualties per hundred million vehicle miles (hmvm). This is an established way of assessing rates across the road sector and enables us to make effective comparisons between different roads or road types. More people are killed or seriously injured on dual carriageway A-Roads and conventional motorways. However, when the amount of traffic carried on each type of road is considered, the highest rate, by some margin, is on single carriageway A-roads. In 2024, the KSI rate on single carriageway A-roads was 6.58, down from 7.50 in 2023. The next highest KSI rate was on dual carriageway A-roads (2.62) followed by controlled motorways (1.38) and conventional motorways (1.36).

All lane running (ALR) motorway mileage increased from 118 miles in 2018 to 277 miles in 2024 increasing capacity and enabling more traffic to be carried. The amount of traffic carried by ALR motorways in 2024 (118 hmvms) was more than double the traffic carried in 2018 (51 hmvms). Although the number of KSI casualties on ALR motorways have increased over time from 86 in 2018 to 128 in 2024, the likelihood of an individual becoming a KSI casualty on an ALR motorway has reduced over the same period. This is evidenced by the decrease in the KSI rate on ALR motorways from 1.49 between 2015 and 2019 to 1.22 between 2020 and 2024. KSI casualties on conventional motorways have reduced over time partly due to a reduction in the number of miles of conventional motorway when some sections were upgraded to ALR and controlled motorways. In 2018, conventional motorways carried 455 hmvm of traffic compared to 395 hmvm of traffic in 2024, which is a 13% decrease.

It is helpful to consider KSI rates over five years when comparing different types of roads given the variation in length of the road

Trends in deaths and serious injuries by road type (continued)

All vehicle five-year average KSI rates by road class and type 2015-2024



An improvement in the methodology for calculating traffic by single and dual carriageway A-Road applies to traffic from 2018 onwards. Therefore, five-year periods containing years before 2018 have not had rates calculated for dual and single carriageway A-Roads because we do not have the full five-years of data. Prior to this, rates for all A-Roads on the SRN are shown

types and vehicle miles travelled on the roads. Using five-year rates increases the certainty in conclusions and, to some extent, this reduces the impact from external events, such as Covid-19. In the five year period between 2020 and 2024, KSI rates were higher on A-roads than motorways, with single carriageway A-roads having the highest five year KSI rate of 6.80 KSI casualties per hmvm. DHS motorways have the lowest five year KSI rate of 1.18 KSI casualties per hmvm. Conventional motorways have the highest KSI rate of the four motorway types at 1.35 KSI casualties per hmvm.

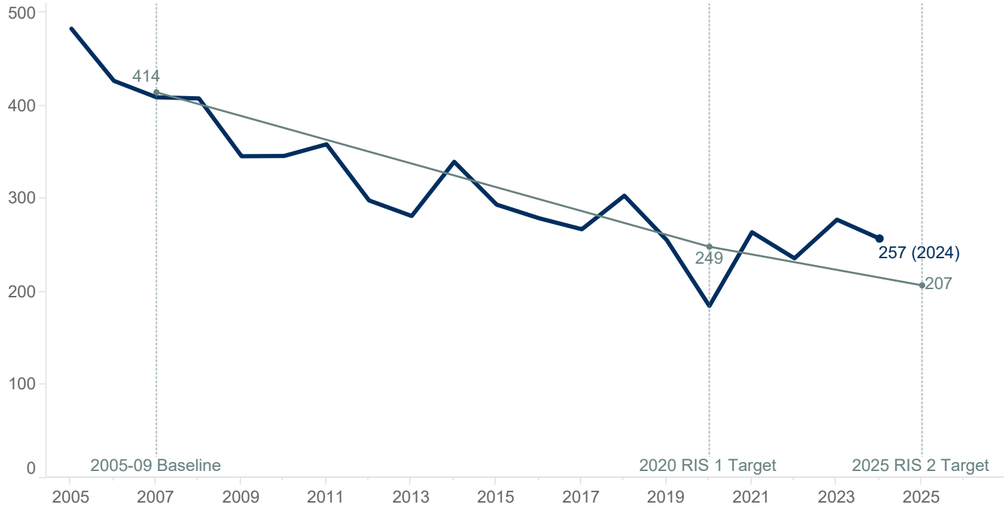
The controlled motorway KSI rate was 1.38 in 2023 and has remained the same in 2024. KSI rates can vary year on year, which is why we look at rates over a five-year period. In the most recent five-year period (2020-2024), the KSI rate on controlled motorways (1.30) is slightly higher than it was in 2019-2023 (1.28) and lower than the KSI rate on conventional motorways (1.35).

The overall trend of the five year period 2020-2024 shows a decrease of KSI rates on the SRN, compared to 2015-2019, with reductions across all road types. Both single carriageway and dual carriageway A-road KSI rates have decreased from the 2018-2022 period, and the KSI rate for A-roads combined decreased between the 2015-2019 and 2017-2021 periods, prior to separate rates being calculated for single and dual carriageway A-roads. The highest KSI rate is on single carriageway A-roads. Despite having by far the highest KSI rate, there was a reduction on single carriageway A-roads in 2020-2024, from 7.12 to 6.80.

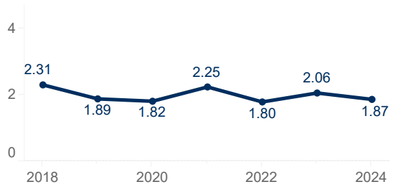
The findings regarding the performance of DHS motorways should be treated with a degree of caution as DHS is the least common motorway type in both length and vehicle miles travelled. This smaller sample size makes the calculation of rates more sensitive to individual collisions occurring on those roads. On DHS motorways, it is also important to note that when the hard shoulder is operating as a live lane, the speed is set at a maximum of 60mph. Relative to the volume of traffic on roads across the SRN, the risk of death or serious injury from a road traffic collision has reduced over time.

Safety in the North West Region

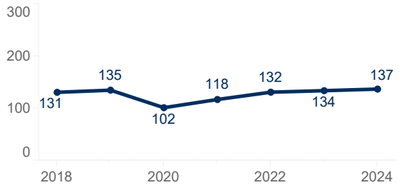
KPI 1.1 KSI performance over time (2005 to 2024) compared to 2024 adjusted target / monitoring points in the North West region

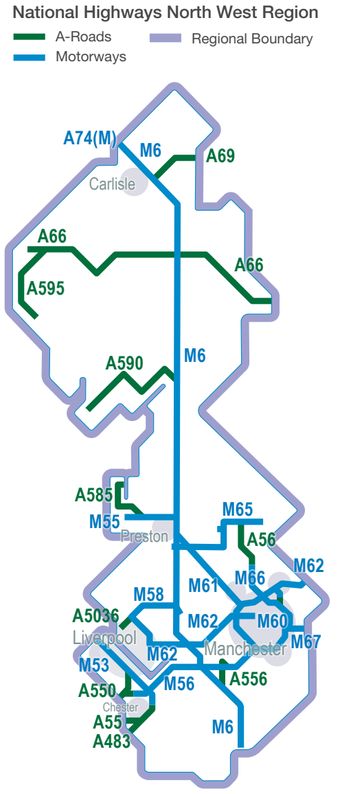


KSIs per hundred million vehicle miles (hmvm): 2018-2024



Traffic in hmvm: 2018-2024





North West KSI performance in RIS2: 2021-2025

	2021	2022	2023	2024	2025
RIS2 KSI target / monitoring points (2024 adjusted)	240	232	224	215	207
Number of KSI (adjusted)	264	236	278	257	Ø
KSI monitoring point achieved (-) or missed (+) by	24	4	54	42	Ø

Progress made but challenges ahead

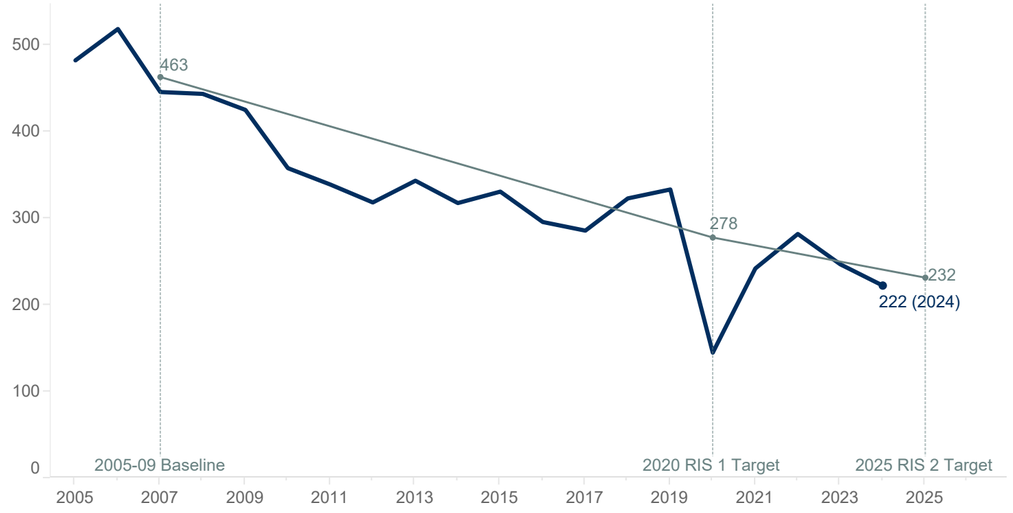
The number of people killed or seriously injured in the North West region decreased, from 278 in 2023 to 257 in 2024, following an increase in 2023. This is a reduction of 21 KSIs. There were fewer KSIs in 2024 than there were in 2021, but more than there were in 2022.

The volume of traffic in 2024 has increased compared to 2023 and is now above the volume in recorded in 2019. However, a fluctuation in the number of annual KSIs has resulted in a variation in KSI rates. The 2024 rate of 1.87 KSIs per hmvm is a reduction from 2023 and back towards the levels seen in 2019, 2020 and 2022. The number of people killed and seriously injured in 2024 was 42 above the 2024 monitoring point for the region. A further reduction of 50 KSIs is required to meet the 2025 target of 207 KSIs.

We're making targeted safety improvements at locations across the North West region. Using collision data, research and risk assessments, we identify patterns and types of collisions causing harm to our road users and have installed average speed cameras at four locations in the North West region at locations on the A585, A590, A66 and A663. Speed cameras help to reduce instances of drivers exceeding the speed limit, by encouraging driver compliance bringing safety benefits to all road users. This is part of our ongoing commitment to reduce the number of people harmed on the region's roads.

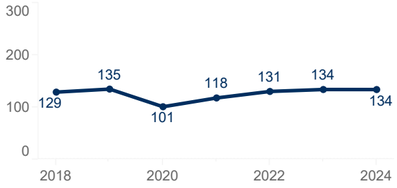
Safety in the Yorkshire and North East Region

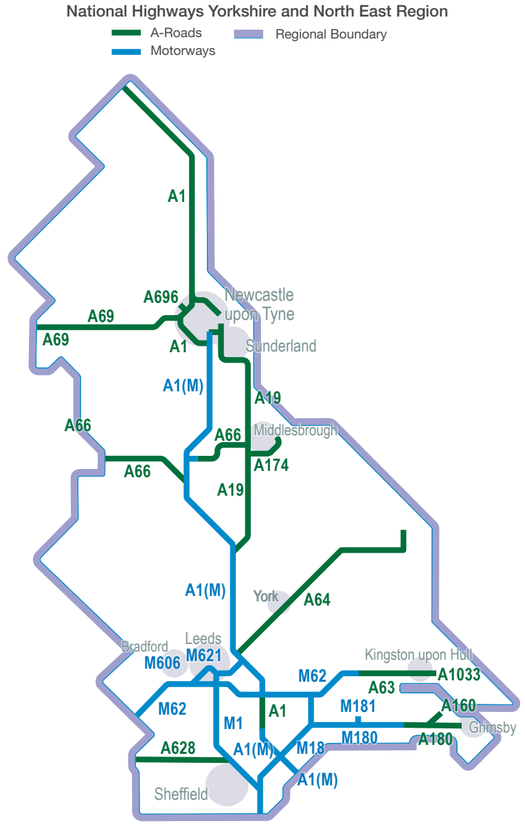
KPI 1.1 KSI performance over time (2005 to 2024) compared to 2024 adjusted target / monitoring points in the Yorkshire and North East region



KSIs per hundred million vehicle miles (hmvm): 2018-2024

Traffic in hmvm: 2018-2024





KSI performance in RIS2: 2021-2025

	2021	2022	2023	2024	2025
RIS2 KSI target / monitoring points (2024 adjusted)	269	259	250	241	232
Number of KSI (adjusted)	242	282	247	222	Ø
KSI monitoring point achieved (-) or missed (+) by	(26)	23	(3)	(18)	Ø

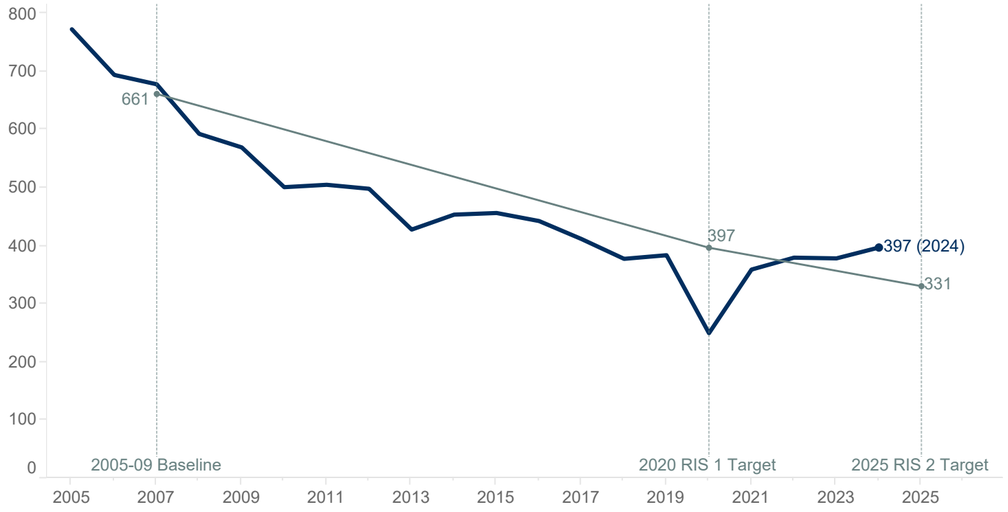
On track to achieve the RIS2 target

The number of people killed or seriously injured in the Yorkshire and North East region decreased from 247 in 2023 to 222 in 2024. This is a reduction of 25 KSIs. The volume of traffic in 2024 was similar to the previous year and to 2019 levels, however the number of people killed and seriously injured in 2024 was lower. This is reflected in an improvement in the KSI rate to 1.66 in 2024 compared to 1.84 in 2023 and 2.47 in 2019. The number of killed and seriously injured people in 2024 was 18 below the 2024 monitoring point for the region and is 10 below the 2025 target of 232 KSIs.

We're making targeted safety improvements at locations across the Yorkshire and North East region and recently carried out work on the A19 to permanently close four gaps in the central reservation, between Knayton and Ellerbeck, to reduce the risk of head on collisions and collisions resulting from right turn manoeuvres across live traffic. Work has also been done to upgrade barriers and improve signage and road markings along this route.

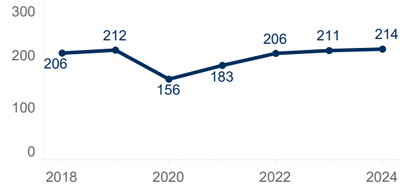
Safety in the Midlands Region

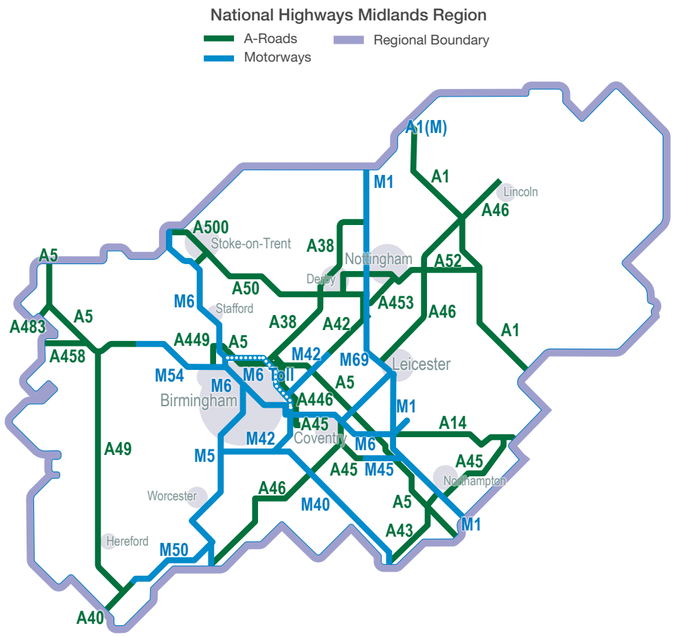
KPI 1.1 KSI performance over time (2005 to 2024) compared to 2024 adjusted target / monitoring points in the Midlands region



KSIs per hundred million vehicle miles (hmvm): 2018-2024

Traffic in hmvm: 2018-2024





Midlands KSI performance in RIS2: 2021-2025

	2021	2022	2023	2024	2025
RIS2 KSI target / monitoring points (2024 adjusted)	383	370	357	344	331
Number of KSI (adjusted)	359	380	378	397	Ø
KSI monitoring point achieved (-) or missed (+) by	(24)	9	21	53	Ø

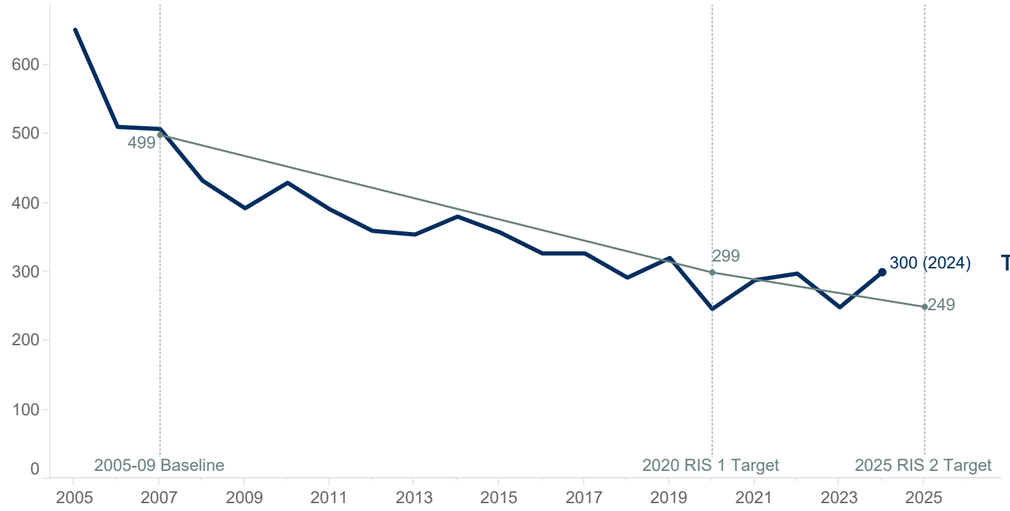
Substantial challenge ahead

The number of people killed or seriously injured in the Midlands region increased in 2024, continuing the post-pandemic trend. There were 397 KSIs in the Midlands in 2024, compared to 378 in 2023. This is an increase of 19 KSIs. The volume of traffic in 2024 increased and is now above 2019 levels. Despite the increase in traffic, the increase in the number of KSIs has resulted in a KSI rate of 1.86, an increase from 1.79 in 2023. The number of killed and seriously injured people in 2024 was 53 above the 2024 monitoring point for the region. A reduction of 66 KSIs is required to meet the 2025 target of 331 KSIs.

We're making targeted safety improvements at locations across the Midlands region. In 2025, we started work on the A1 in the East Midlands to close gaps in the central reservation in response to safety concerns raised by local communities. Some are used for agricultural access or to access single properties. Others are larger and used to cross the A1 to access local roads on the other side, to turn right on to the opposite carriageway from a side road, or by drivers or riders wanting to do a U-turn. These manoeuvres have led to incidents, some resulting in fatalities or injuries. We are also delivering targeted safety improvements on the A46 including, refreshed road surface and markings, new hazard signs, and new bollards highlighting bends to drivers on approach.

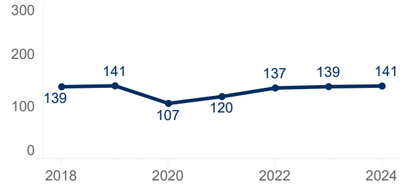
Safety in the East Region

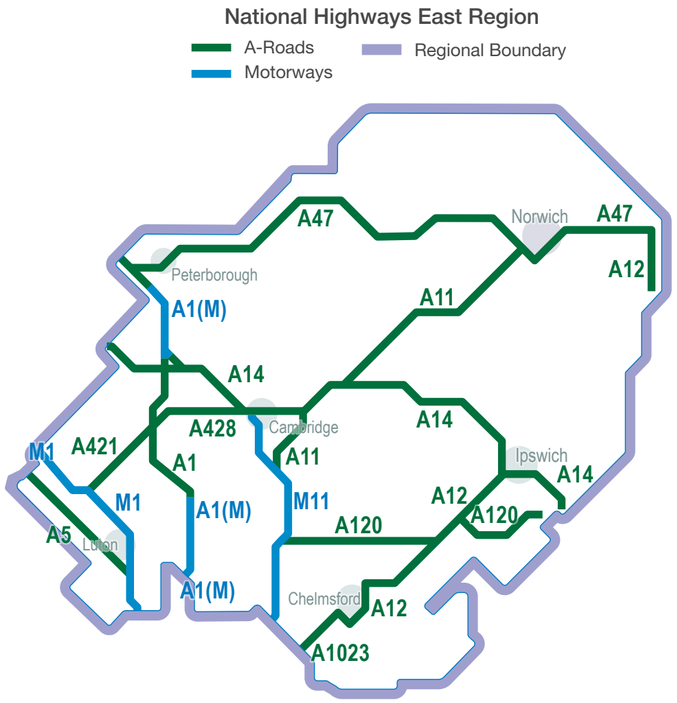
KPI 1.1 KSI performance over time (2005 to 2024) compared to 2024 adjusted target / monitoring points in the East region



KSIs per hundred million vehicle miles (hmvm): 2018-2024

Traffic in hmvm: 2018-2024





East region KSI performance in RIS2: 2021-2025

	2021	2022	2023	2024	2025
RIS2 KSI target / monitoring points (2024 adjusted)	289	279	269	259	249
Number of KSI (adjusted)	288	298	249	300	Ø
KSI monitoring point achieved (-) or missed (+) by	(1)	18	(21)	40	Ø

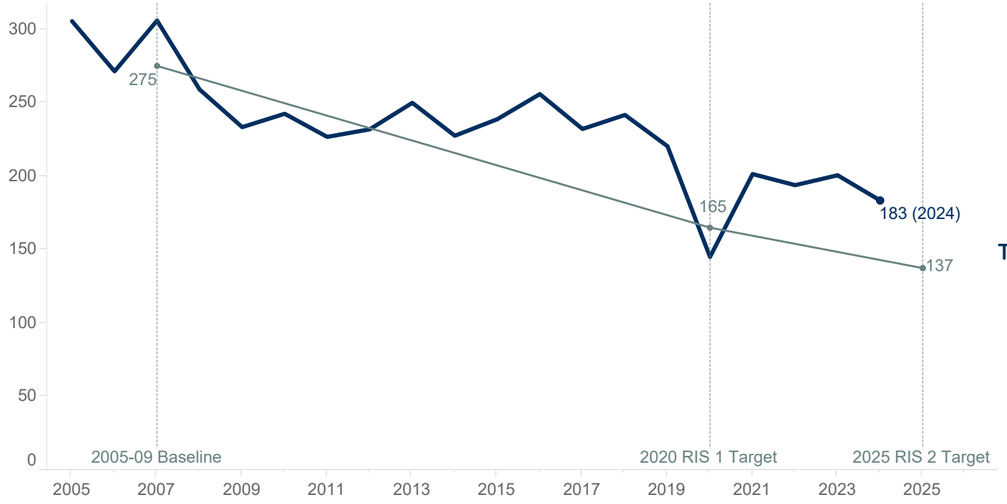
Increase in KSI casualties

The number of people killed or seriously injured in the East region increased from 249 in 2023 to 300 in 2024 following a reduction in 2023. This is an increase of 51 KSIs. The volume of traffic in 2024 continued to increase back towards 2019 levels. Despite an increase in traffic, the increase in the number of KSIs resulted in a KSI rate of 2.13, an increase from 1.78 in 2023. The number of killed and seriously injured people in 2024 was 40 above the 2024 monitoring point for the region. A reduction of 51 KSIs is required to meet the 2025 target of 249 KSIs.

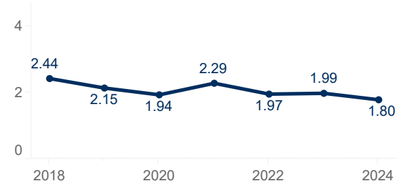
We're making targeted safety improvements at locations across the East region, on the A47, A5 and A120. This is part of our ongoing commitment to reduce the number of people harmed on the region's roads. We have reduced the speed limit and installed speed cameras at locations between Marks Farm Roundabout and Marks Tey on the A120. Ensuring the speed limit is suitable for the characteristics and usage of the road is a key factor in reducing road user harm on the strategic road network. We have also made improvements to the southbound slip roads on the A5 at Little Brickhill, enhancing road signage, clearing vegetation to improve visibility and resurfacing the roads for better driving conditions.

Safety in the South West Region

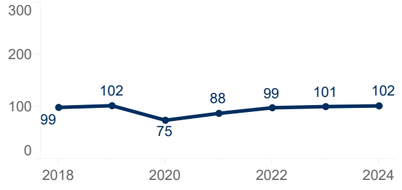
KPI 1.1 KSI performance over time (2005 to 2024) compared to 2024 adjusted target / monitoring points in the South West region

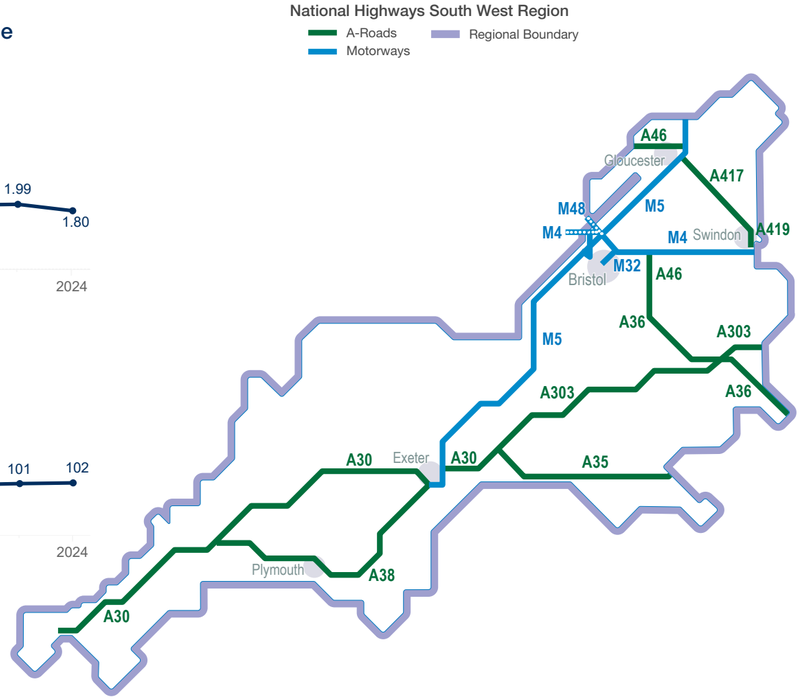


KSIs per hundred million vehicle miles (hmvm): 2018-2024



Traffic in hmvm: 2018-2024





South West region KSI performance in RIS2: 2021-2025

	2021	2022	2023	2024	2025
RIS2 KSI target / monitoring points (2024 adjusted)	159	154	148	143	137
Number of KSI (adjusted)	201	194	201	183	Ø
KSI monitoring point achieved (-) or missed (+) by	42	40	52	40	Ø

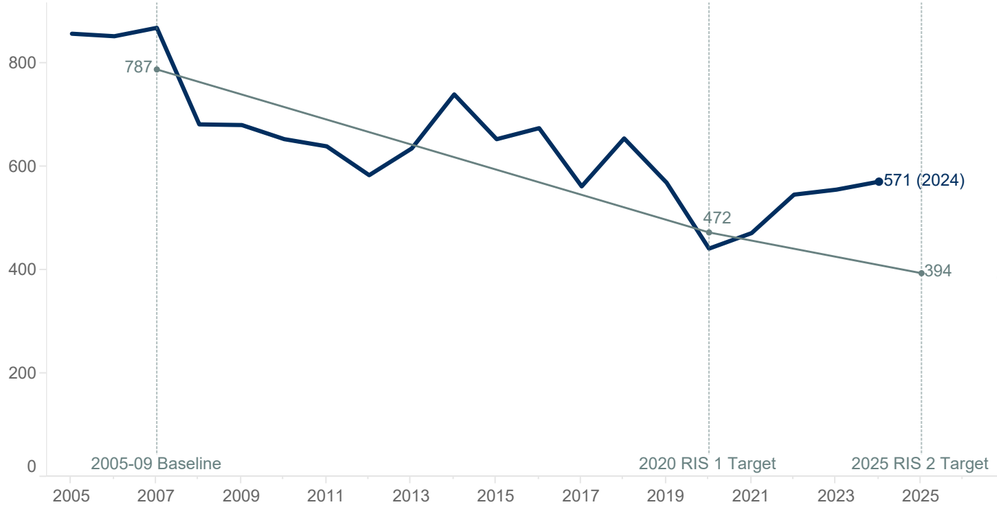
A reduction in KSI casualties

The number of people killed or seriously injured in the South West region decreased from 201 in 2023 to 183 in 2024. This is a reduction of 18 KSIs. This follows a period of little change in annual KSI casualty numbers in the region. The volume of traffic in 2024 was similar to 2019 and 2023 levels. This is reflected in an improvement in the KSI rate to 1.80 in 2024 compared to 1.99 in 2023. The number of killed and seriously injured people in 2024 was 40 above the 2024 monitoring point for the region. A further reduction of 46 KSI casualties is required to meet the 2025 target.

We're making targeted safety improvements at locations across the South West region. Ensuring the speed limit is suitable for the characteristics and usage of the road is a key factor in reducing road user harm on the strategic road network. We're delivering targeted speed limit reductions on the A40, A46 and A38. For example, we have reduced the speed limit on the A38 near Plymouth Parkway and put in place a permanent 40mph limit along the A40 Huntley to Boxbush route.

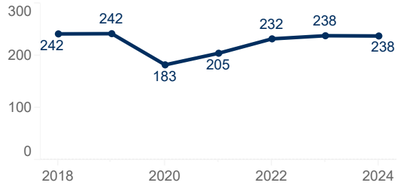
Safety in the South East Region

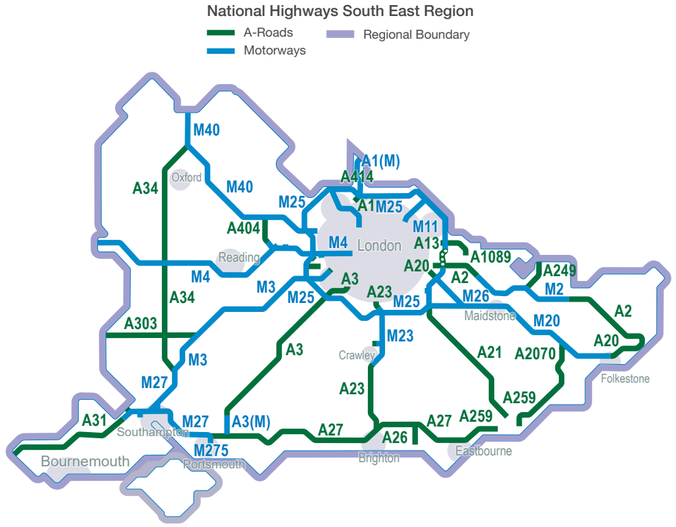
KPI 1.1 KSI performance over time (2005 to 2024) compared to 2024 adjusted target / monitoring points in the South East region



KSIs per hundred million vehicle miles (hmvm): 2018-2024

Traffic in hmvm: 2018-2024





South East region KSI performance in RIS2: 2021-2025

	2021	2022	2023	2024	2025
RIS2 KSI target / monitoring points (2024 adjusted)	457	441	425	409	394
Number of KSI (adjusted)	471	546	555	571	Ø
KSI monitoring point achieved (-) or missed (+) by	14	105	130	161	Ø

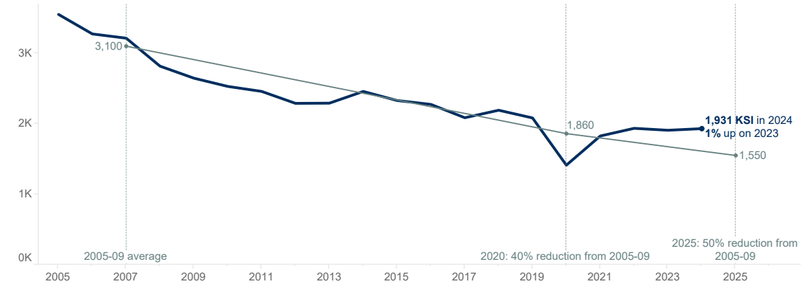
A further KSI increase and a substantial challenge ahead

The number of people killed or seriously injured in the South East region increased from 555 in 2023 to 571 in 2024. This is an increase of 16 KSIs. This is the fourth consecutive annual increase and is now at a similar level to 2019. The volume of traffic has also been gradually increasing over the past few years, which is reflected in the KSI rate staying at a similar level over the same period, although there was a small increase to 2.40 in 2024, from 2.33 in 2023. The number of killed and seriously injured people in 2024 was 161 above the 2024 monitoring point for the region. A further reduction of 177 KSI casualties is required to meet the 2025 target.

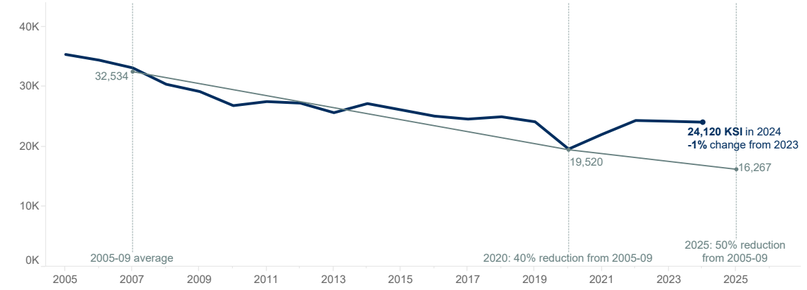
We're making targeted safety improvements at locations across the South East region. Ensuring the speed limit is suitable for the characteristics and usage of the road is a key factor in reducing road user harm on the strategic road network. Using collision and risk assessment data we have identified locations where a reduction in speed limit would make the most improvement to road user safety. For example, we have reduced the speed limit from 70mph to 50mph on the A1 Barnet bypass between Borehamwood and South Mimms. We have also commenced work on delivering a suite of safety improvements along the A21 from Sevenoaks to Hastings, which includes junction improvements, improvements to road visibility and improved signing, markings and road studs.

Total number of people killed and seriously injured (KSIs) on the SRN compared to the rest of England and Great Britain

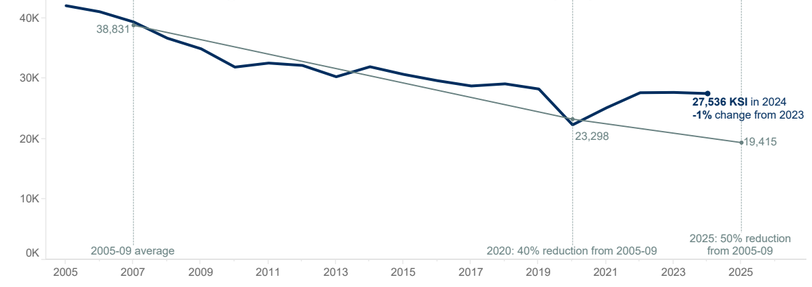
KSIs on England's Strategic Road Network (SRN)



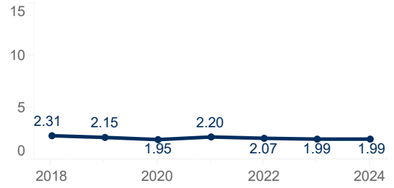
KSIs on the rest of England's roads



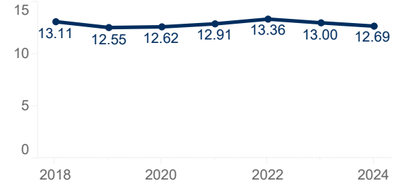
KSIs on the rest of English, Scottish and Welsh roads (GB)



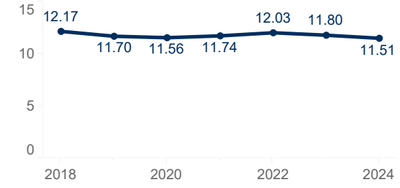
KSIs per hundred million vehicle miles (hmvm) on the SRN: 2018-2024



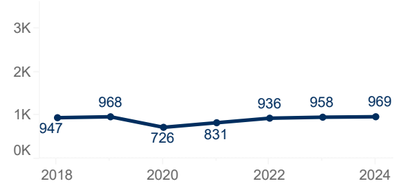
KSIs per hundred million vehicle miles (hmvm) on the rest of England's roads: 2018-2024



KSIs per hundred million vehicle miles (hmvm) on the rest of English, Scottish and Welsh roads (GB): 2018-2024

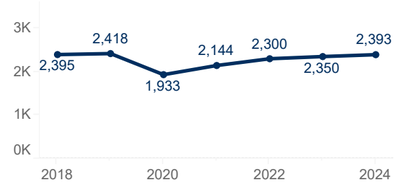


Traffic on the SRN in hmvm: 2018-2024



Traffic on the rest of England's roads in hmvm: 2018-2024

Traffic on the rest of English, Scottish and Welsh roads (GB) in hmvm: 2018-2024



Reporting of road casualty data

Since 2012, many police forces have changed the way they collect safety data. Using the new method an incident is categorised automatically based on the worst injury, rather than (using the previous method) the judgement of a police officer.

Police forces using the new method report more serious injuries than those which don't.

The Department for Transport (DfT) and the Office for National Statistics (ONS) have developed an approach to adjust the data collected from those police forces not currently using the automated system. This adjusted data is published annually by DfT and is the basis for the safety analysis in this report. By 2024, the automated systems were being used by 30 of the 38 (78.9%) police forces which cover the SRN.

DfT commissioned the ONS to estimate adjustment factors for historical KSI data. This enables the production of consistent numbers over time which are independent of the reporting method being used.

The methodology paper Estimating and adjusting for changes in the method of severity reporting for road collisions and casualty data: final report was published in July 2019. It is complemented by the Annex: Update to severity adjustment methodology which was published in September 2019.

The STATS19 values in this report are based on the adjusted figures.

Due to varying Covid-19 restrictions across different regions and therefore varying traffic levels across roads, comparisons of absolute numbers should be made with caution. Using KSI rates, which takes traffic volume into account, makes comparisons between different road types more representative.

Annual updates to casualty severity adjustments are likely to be needed until all police forces have adopted injury-based reporting systems. Historic serious injury data from the 2005-2009 baseline period, on which our KPI target is based, will be subject to a small degree of change each year as the latest ONS adjustment factor analysis becomes available. This therefore means that our target to reduce KSIs by 50% by the end of 2025, which is based on the 2005-2009 period, will also be subject to small annual changes so that it is based on the best information available at the time

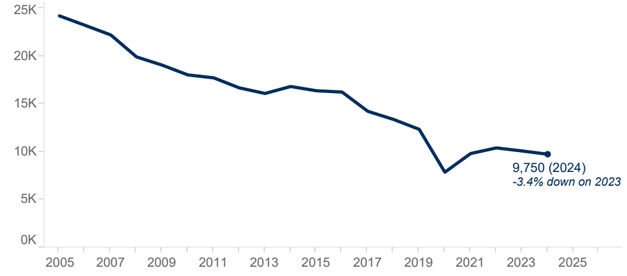
Performance Indicator (PI) trends

2

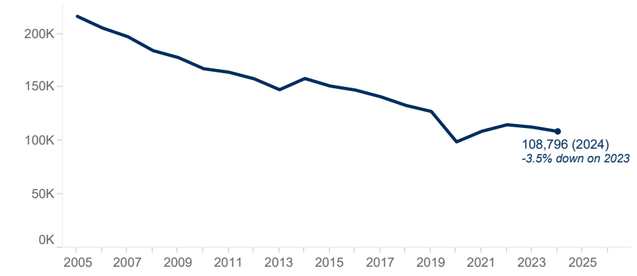
Deaths and injuries (all casualty severities) on the Strategic Road Network (SRN)

PI 1.2: Total number of people killed or injured (all casualties)

All casualties on the SRN



All casualties on the rest of England's roads

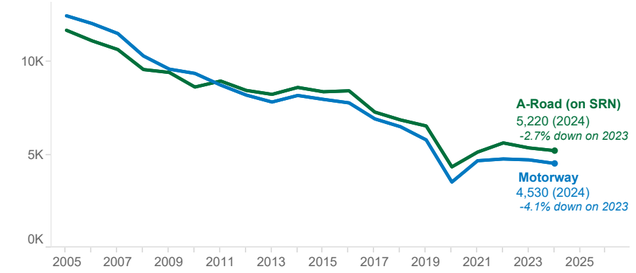


The number of people injured in collisions on the SRN has more than halved since the 2005-2009 baseline period.

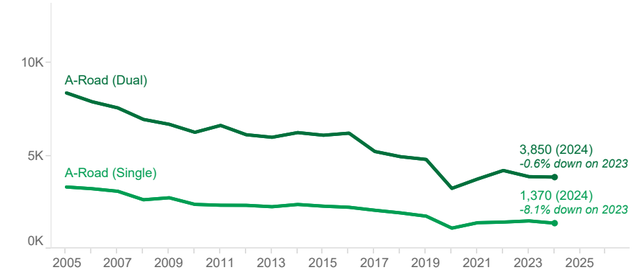
In 2024 there were 9,750 casualties of all severities on the SRN, which is a decrease of 339 (3.4%) from 2023. For the rest of England, the total number of casualties decreased by 3.5% meaning the decrease in the number of casualties on the SRN was broadly the same as the rest of England.

KSIs on the SRN increased by 1.2% compared with a decrease of 0.6% for the rest of England. The number of casualties with a slight injury decreased by 4.4% on the SRN compared with a decrease of 4.3% for the rest of England.

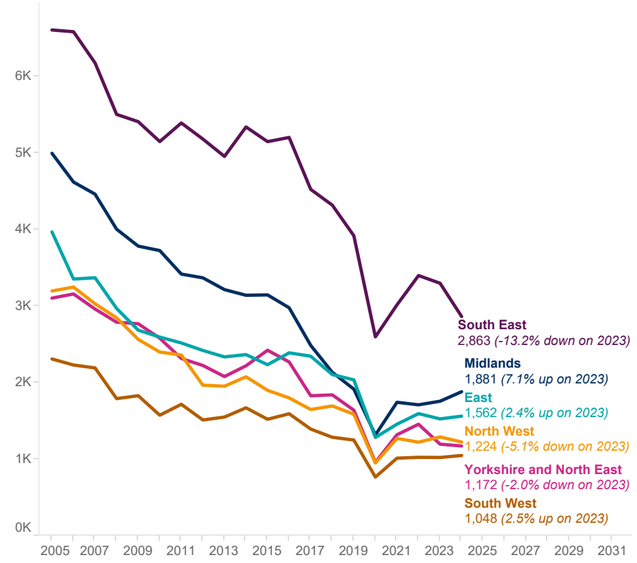
All casualties on the SRN by road class



All casualties on the SRN A-Roads by type



All casualties on the SRN by region



The number of people killed or injured in road traffic collisions on the SRN has more than halved since the baseline period.

The most notable change on the SRN occurred on single carriageway A-roads where the total number of casualties of all severity decreased by 8.1% compared with 2023. This follows a 4.4% increase in the previous year. Casualties decreased by 0.6% on dual carriageway A-roads following a 7.9% decrease in the previous year. Casualties decreased by 4.1% on motorways. Whilst the number of collisions and casualties decreased on single carriageway A-roads in 2024, the rate of collisions per vehicle mile is still much higher than on other road types. Improving safety on single carriageway A-roads is a point of focus for National Highways and much of our safety investment for the 2025/26 financial year was targeted at these roads.

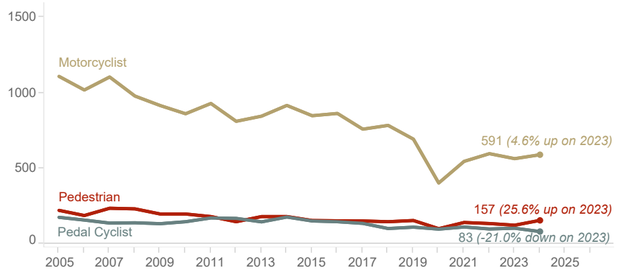
The Midlands region had the highest increase in the number of casualties (7.1%) followed by the South West (2.5%) and East (2.4%) regions. The South East region (13.2%) and the North West region (5.1%) were the only regions to have a larger reduction than the 3.4% across the whole SRN. The Yorkshire and North East region had a 2.0% reduction in casualties from 2023.

Pedestrians, cyclists and motorcyclists killed or injured on the Strategic Road Network (SRN)

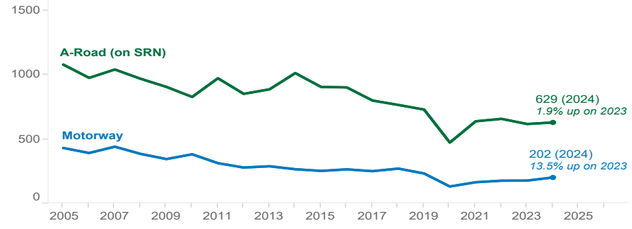
PI 1.3: Total number of non-motorised and motorcycle users killed or injured on the Strategic Road Network (SRN)

All vulnerable road user casualties on the SRN

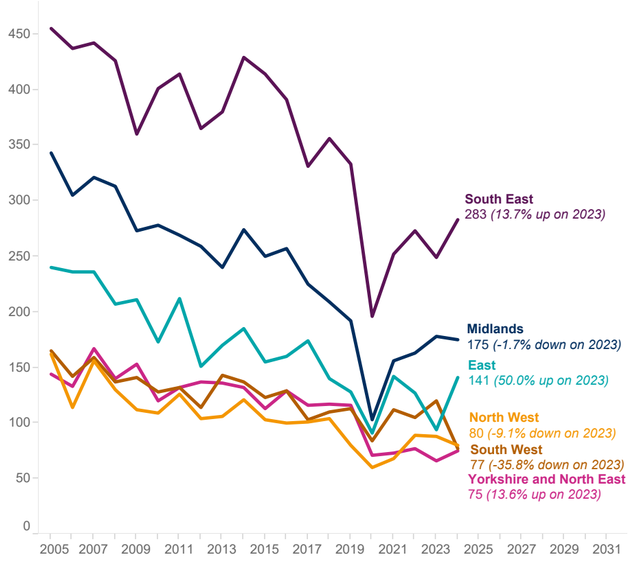
All vulnerable road user casualties on the SRN by user group



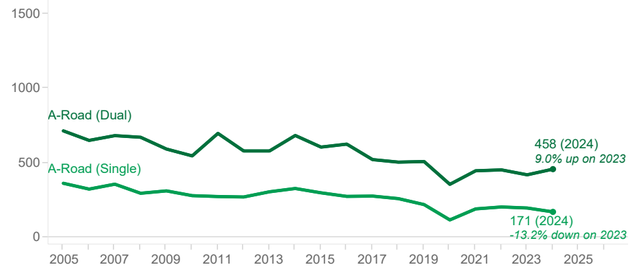
All vulnerable road user casualties on the SRN by road class



All vulnerable road user casualties on the SRN by region



All vulnerable road user casualties on SRN A-Roads by type



Our second Performance Indicator (PI1.3) is the number of pedestrian, pedal cyclist, motorcyclist and equestrian users killed or injured on the SRN

Vulnerable road user casualties increased in 2024 following a reduction in the previous year

Vulnerable road users is a collective term used to describe pedestrians, cyclists, motorcyclists and horse riders. The number of vulnerable road user casualties on the SRN increased by 4.5% from 2023 to 2024, having decreased by 4.7% from 2022 to 2023. This contrasts with the 3.4% reduction for total SRN casualties. The number of pedal cyclist casualties decreased by 21.0% when compared with 2023 having increased by 5.0% in the previous year. Motorcyclist casualties increased by 4.6% in 2024. Pedestrian casualties increased by 25.6% compared to 2023, going up from 125 in 2023 to 157 in 2024. This is an increase of 32 casualties. Whilst smaller numbers will lead to variation and a larger year-on-year percentage change, this is nonetheless a substantial increase and a return back to 2015 to 2019 levels. The locations of the pedestrian casualties show that the majority were away from pedestrian crossing facilities (87%). There was an increase in pedestrian casualties crossing at locations more than 50 metres from a pedestrian crossing facility. There was also an increase in the number of pedestrians on the carriageway, who were walking along or on the carriageway for other reasons.

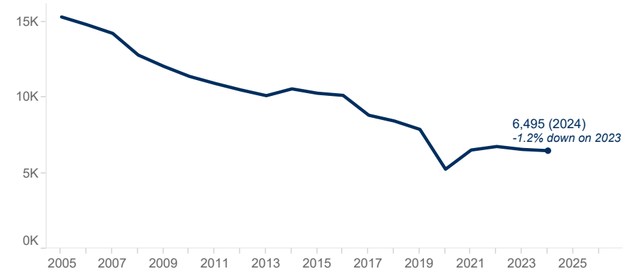
In 2024, the change in vulnerable road user casualties varied substantially by road type. There was a 13.5% increase in vulnerable road user casualties on motorways and a 9.0% increase on dual carriageway A-roads. However, there was a 13.2% reduction on single carriageway A-roads. The change in vulnerable road user casualties also widely varied by region. The East region had the highest increase in vulnerable road user casualties (50.0%) followed by the South East (13.7%) and Yorkshire and North East (13.6%). The South West region (35.8%) had the largest reduction in vulnerable road user casualties followed by the North West (9.1%).

Injury collisions on the Strategic Road Network

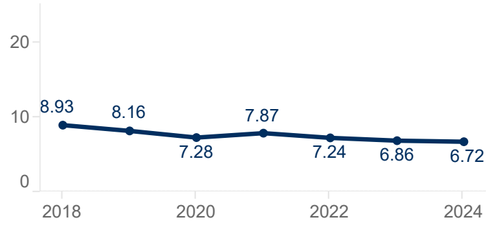
Our third Performance Indicator (PI1.4) is the number of collisions recorded that resulted in at least one injury (of any severity) on the SRN.

PI 1.4: Total number of injury collisions on the Strategic Road Network (SRN)

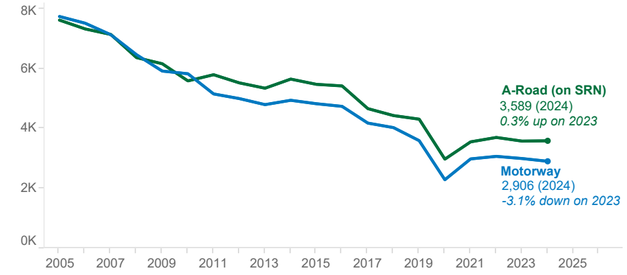
All personal injury collisions on the SRN



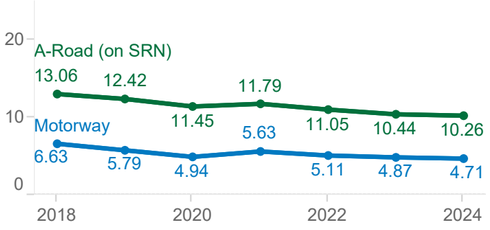
PIC rate on the SRN: 2018-2024



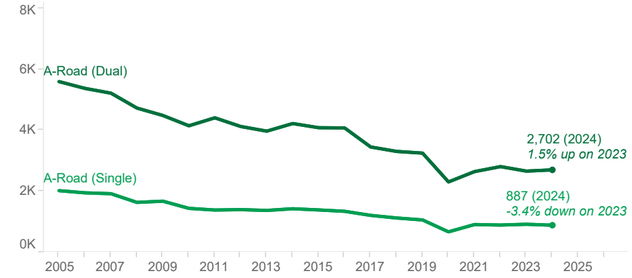
All personal injury collisions on the SRN by road class



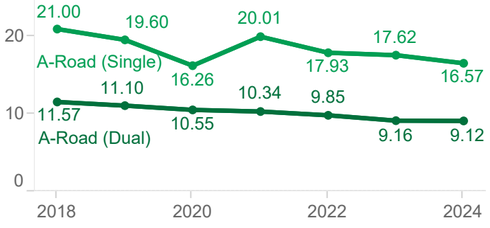
PIC rate on the SRN by road class: 2018-2024



All personal injury collisions on SRN A-Roads by type



PIC rate on the SRN by A-Road type: 2018-2024



Fewer injury collisions are occurring on the Strategic Road Network.

Personal injury collision (PIC) rates measure the number of injury collisions which occur on the SRN relative to the amount of traffic the network is carrying. The trend of PIC rates on the SRN reducing over time has continued in 2024 on both motorways and A-roads. In 2024, SRN PIC rates were highest on single carriageway A-roads at 16.57 per 100 million vehicle miles (hmvm). This is a reduction from the 2018 PIC rate of 21.00 and is the lowest rate in recent years, other than in 2020.

Reducing the number of injury collisions on the strategic road network is part of our Road to Zero Harm initiative. Over time, National Highways and our partners have made significant progress in this area. As the number of collisions decrease, the remaining collisions that do occur become increasingly challenging to prevent. Our focus is not only on preventing collisions but also on improving outcomes where collisions do occur by minimising fatalities and serious injuries.

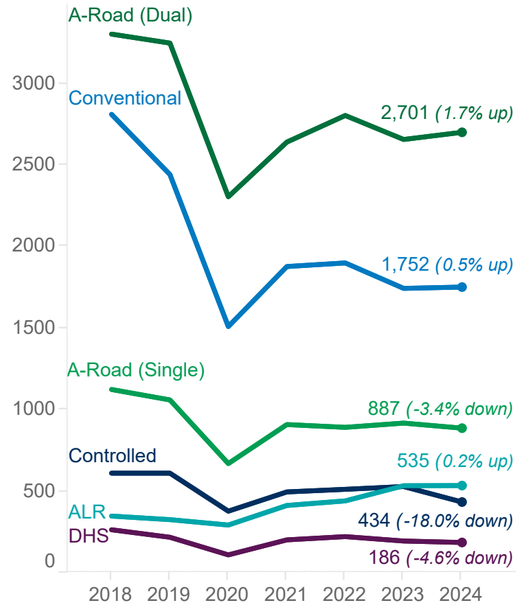
The iRAP (International Roads Assessment Program) star rating of our network assesses the quality of infrastructure, presence of road features and operational characteristics (such as traffic volumes and speeds). In terms of safety, the highest risk roads are rated as 1-star and the lowest risk roads are rated as 5-star. Single carriageway A-roads have the lowest star rating when compared to dual carriageway A-roads and motorways. In our second roads period, we have been combining star ratings with historical collision data as part of the prioritisation process for investment in road safety improvements. Several road safety improvements, delivered in 2025/26, are focused on single carriageway A-roads. In our third roads period, our aspiration is to focus even more on delivering safety improvements on our 1 and 2-star iRAP rated roads.

https://nationalhighways.co.uk/media/lbrpuxfr/the-strategic-road-network-star-rating-report.pdf

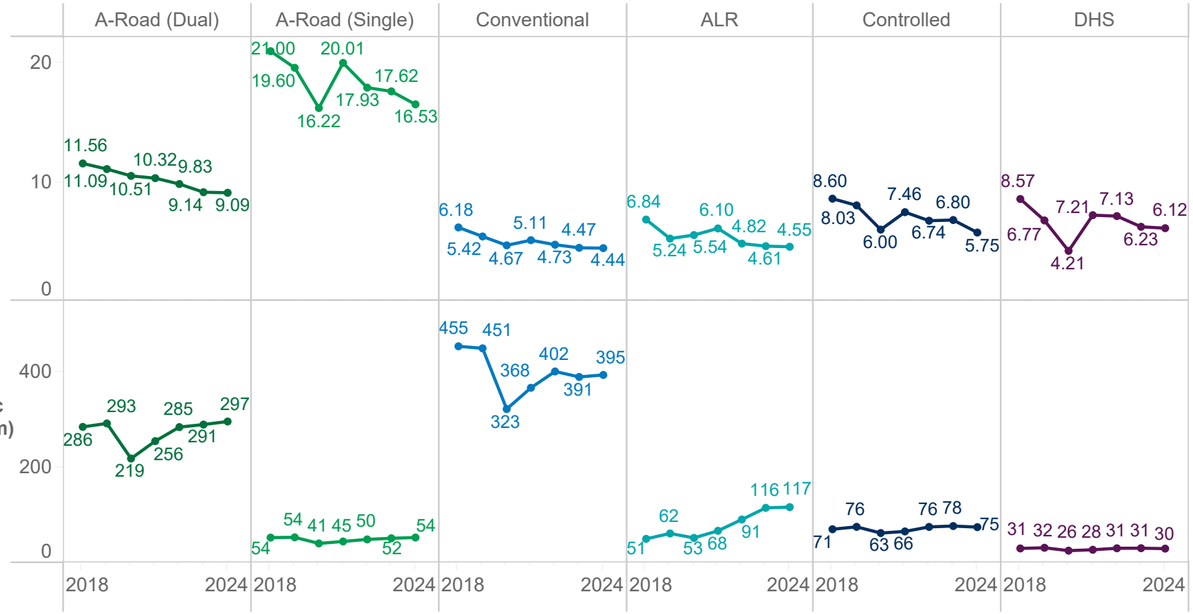
Trends in personal injury collisions (PIC) on the SRN by road type

PI 1.4: Total number of injury collisions on the Strategic Road Network (SRN) by road type

PICs



PIC rate and traffic per hundred million vehicle miles



Personal Injury Collision rates are trending downwards on all types of motorways and A-roads

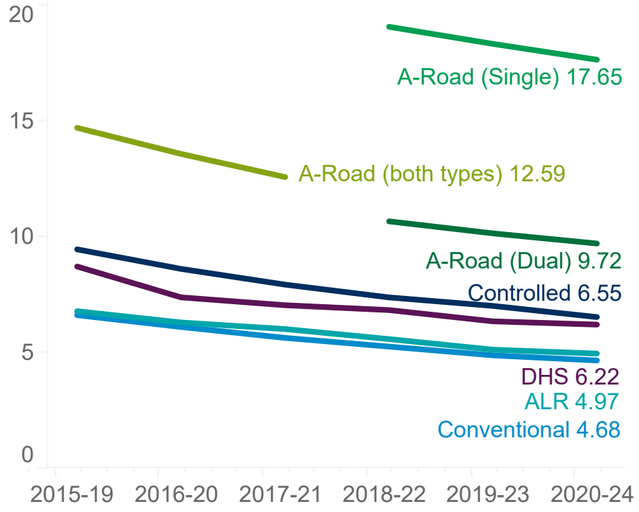
Personal injury collision (PIC) rates measure the number of injury collisions which occur on the SRN relative to the amount of traffic the network is carrying and allow us to make effective comparisons between different roads or road types. The rate is presented as the number of collisions per hundred million vehicle miles (hmvm), which is an established way of assessing rates across the road sector.

Across the SRN there are four different types of motorway and two types of A-roads. The trend of PIC rates on the SRN reducing over time has continued in 2024 on both motorways and A-roads, with reductions for all road types. In 2024, SRN PIC rates were highest on single carriageway A-roads at 16.53 per hundred million vehicle miles (hmvm). Apart from 2020, this is the lowest PIC rate on single carriageway A Roads in recent years; it was 21.00 in 2018. The next highest PIC rate in 2024 was on dual carriageway A-roads where the rate was 9.09, down slightly from 9.14 in 2023.

The number of miles of ALR motorway has increased from 118 miles in 2018 to 277 miles in 2024 increasing road capacity and enabling more traffic to be carried. The amount of traffic carried by ALR motorways in 2024 (118 hmvm) was nearly two and a half times the traffic carried in 2018 (51 hmvm). Although the number of collisions has increased from 348 in 2018 to 535 in 2024, the risk of an individual road user being involved in an injury collision on an ALR motorway decreased, as evidenced by the reduction in the PIC rate from 6.84 in 2018 to 4.55 in 2024.

It is helpful to consider PIC rates over five years when comparing different types of roads given the variation in length of the road types and vehicle miles travelled on the roads. Using five year rates increases the certainty in conclusions and to some extent this reduces the impact from external events, such as Covid-19. PIC rates are higher on A-roads than motorways, with single carriageway A-roads having the highest five year KSI rate in the period between 2020 and 2024 at 17.65 PICs per hundred million vehicle miles. Conventional motorways have the lowest five year PIC rate in the period between 2020 and 2024 at 4.68 PICs per hundred

All vehicle five-year average PIC rates by road class and type 2015-2024



An improvement in the methodology for calculating traffic by single and dual carriageway A-Road applies to traffic from 2018 onwards. Therefore, five-year periods containing years before 2018 have not had rates calculated for dual and single carriageway A-Roads because we do not have the full five-years of data. Prior to this, rates for all A-Roads on the SRN are shown.

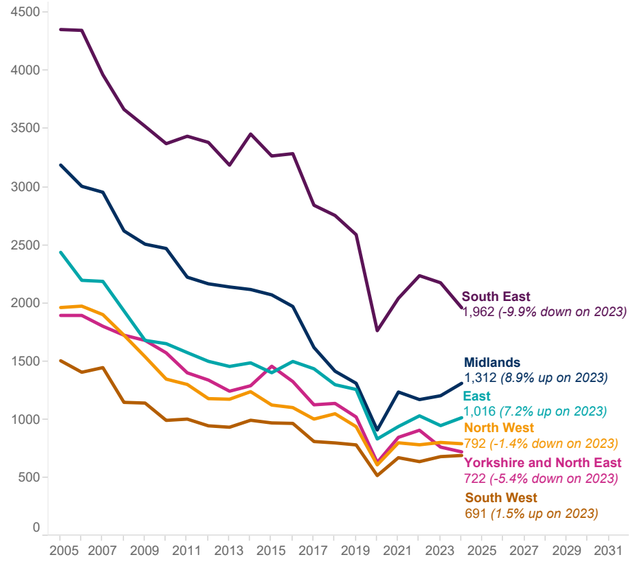
million vehicle miles, followed by ALR with a rate of 4.97. Controlled motorways have the highest PIC rate of the four motorway types at 6.55 collisions per hundred million vehicle miles.

The five year PIC rate for conventional motorways is 4.68 and for ALR motorways is 4.97. Based on the statistical significance testing, there is strong evidence that these two figures are statistically different to each other, and that the conventional motorway PIC rate is statistically lower than the ALR PIC rate. The PIC rates for both conventional and ALR motorways are statistically lower than the PIC rates for DHS motorways (6.22) and controlled motorways (6.55).

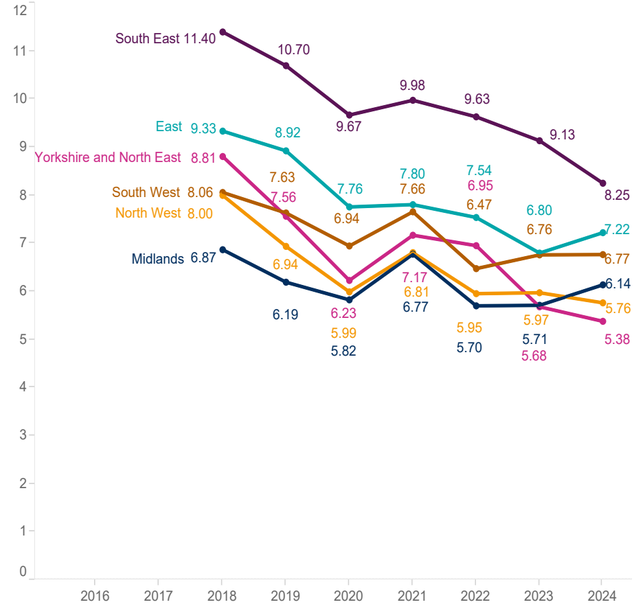
The overall trend is of PIC rates on the SRN decreasing from the 2015-2019 five year period, with five year PIC rates decreasing across all road types. Between 2015-2019 and 2020-2024, reductions have ranged between a 31% (Controlled motorway) and 27% (ALR) decrease, and there have been reductions in PIC rate in each five year period across all road types.

Injury Collisions on the Strategic Road Network (SRN) by region

PI 1.4: Total number of collisions on the Strategic Road Network (SRN) by region



PIC Rate on the SRN by region: 2018-2024



PIC rates across all regions decreasing over time

The number of personal injury collisions decreased in 2024 compared to 2023 in three of the six regions. Personal injury collisions decreased the most in the South East region (9.9%) followed by the Yorkshire and North East (5.4%) and North West (1.4%) regions. Personal injury collisions increased most in the Midlands region (8.9%), followed by the East (7.2%) and South West region (1.5%).

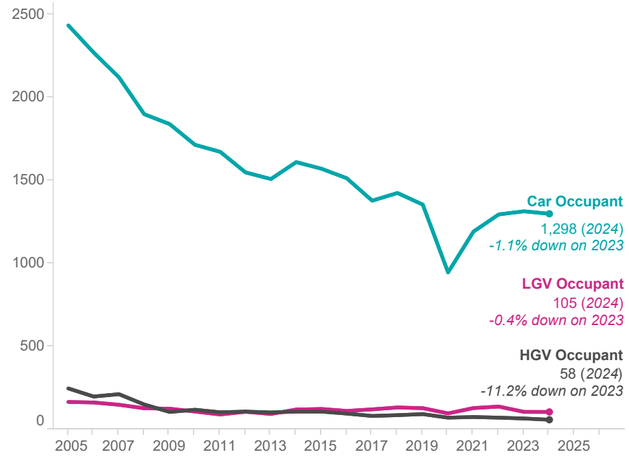
Personal injury collision rates were lower in 2024 than in 2018 across all regions and are showing a general trend of decreasing over time, with occasional short-term increases (such as 2021 when traffic was partially affected by the Covid-19 pandemic). The personal injury collision rates were lower in 2024 than 2023 for three of the six regions (South East, North West and Yorkshire and North East) and higher in three regions (Midlands, East and South West). We can see from the period covering 2018 to 2024 that each region has shown a reduction in the number of injury collisions occurring and the personal injury collision rates, which take the number of miles travelled on those roads into account.

Other **trends**

3

Deaths and serious injuries on the Strategic Road Network (SRN) by vehicle and non-motorised user type

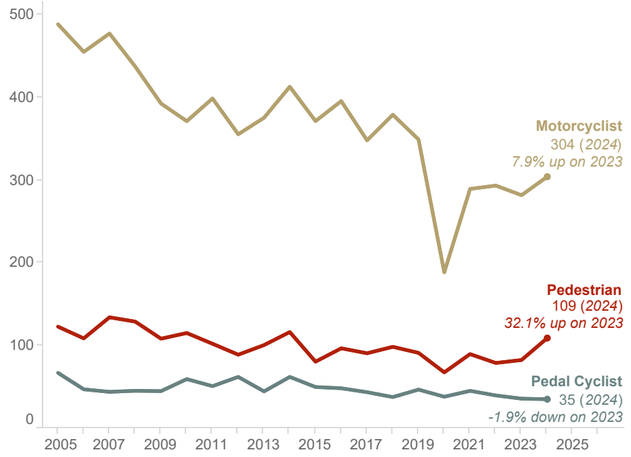
Car, LGV and HGV KSIs on the SRN



Motorcycle casualties and ridership lower than pre-pandemic levels

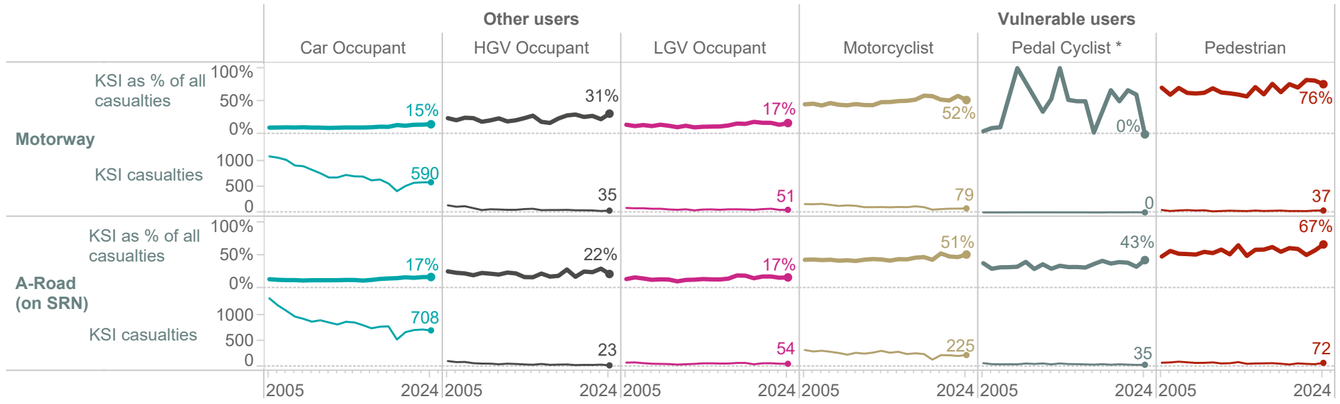
Motorcycle riders and their passengers are the non-pedestrian casualty type most likely to be killed or seriously injured in a collision

Vulnerable user KSIs on the SRN



on the SRN. Just over half (51.4%) of the motorcycle riders or passengers injured in a road traffic collision in 2024 were either killed or seriously injured. Riders, and their passengers, being more exposed compared to occupants of other motorised vehicles, is a factor. The number of motorcycle rider and passenger KSIs have been lower in the post pandemic period compared to the pre-pandemic period.

KSI and KSI as % of all casualties by road Class and User Group



* **Note**
Pedal cyclists are prohibited from using Motorways which we emphasise with signage.

The annual average motorcyclist KSIs in the period between 2015 and 2019 was 368 per year compared to 282 (a 24% decrease) in 2023 and 304 (a 17% decrease) in 2024. Motorcycle traffic on the SRN is known to have decreased by 20% in 2023 and 21% in 2024 compared to the 2015-2019 period. It is highly likely that the decrease in motorcycle traffic on the SRN in the post pandemic period is a key contributor to the decrease in the number of motorcycle rider and passenger KSIs on the network[3]. Our BikerTek campaign activity is dedicated to raising awareness and educating riders on how to ride more safely.

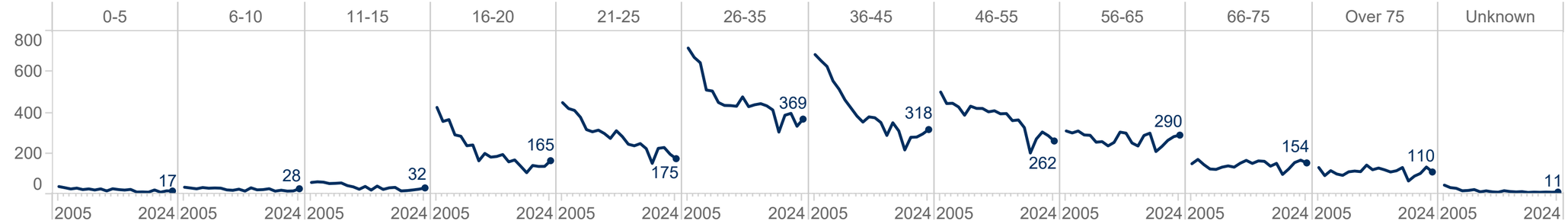
There were 105 LGV occupant KSIs in 2024 which is a 0.4% reduction compared to 2023. Excluding 2020, there were the fewest number of LGV occupant KSIs on the SRN since 2013 and this occurred in a year when the SRN carried the highest ever volume of LGV traffic on record. Driving for Better Business is a National Highways programme to help employers in both the private and public sectors reduce work-related road risk, control the associated costs and improve compliance with current legislation and guidance.

Heavy goods vehicle (HGV) occupant casualties have reduced substantially since the 2005-2009 baseline period. In 2024 there were 58 HGV occupant KSIs, which is the fewest number there have been on the SRN in any calendar year in the period analysed from 2005 to 2024. This is a decrease of 11.2% from 2023 and follows a 7.2% reduction in the previous year. Our Commercial Vehicle Incident Prevention (CVIP) programme is responsible for identifying the key causes of incidents involving commercial vehicles and implementing interventions to help reduce the number of commercial vehicle related incidents that take place. Euro NCAP created the five-star safety rating system to help consumers compare the safety performance of cars. Euro NCAP publish safety reports on new cars, and award ‘star ratings’ based on the performance of the vehicles in a variety of crash tests, including front, side and pole impacts, and impacts with pedestrians. As part of Euro NCAP’s work, trucks are now rated as part of their vehicle safety programme. National Highways is an affiliate member of the safety rating programme and this means we can support Euro NCAP’s approach to HGV testing by helping to provide direction and ensure they reflect the types of collisions seen on our roads. Working with Euro NCAP also helps our work in bringing together the safe vehicles elements of the Safe System approach.

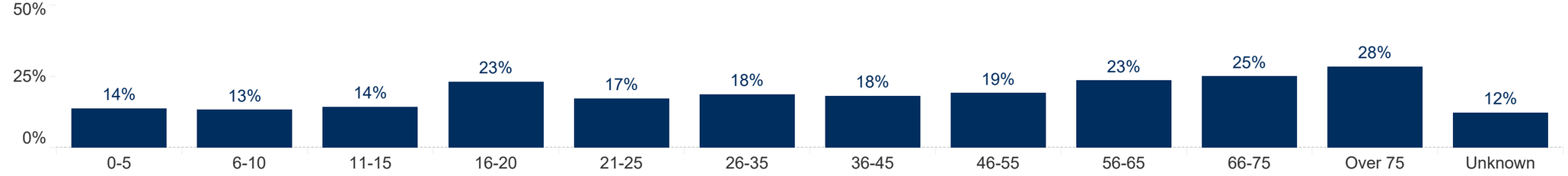
Footnote 3 The number of killed and seriously injured motorcycle riders and passengers is reducing over time, however, this is broadly in line with a reduction in motorcycle traffic on the SRN.

Deaths and serious injuries on the Strategic Road Network (SRN) by age groups

KSIs by age group 2005-2024



2024 Deaths and serious injuries as a percentage of age group casualties



Age is a factor in collision casualty outcomes

Road traffic collisions can impart a great deal of force on the human body. As we age, the human body is more at risk from the impact of sudden force[4] and this is reflected in the casualty severity data. From the age of 56 the likelihood of a collision resulting in a casualty being killed or seriously injured increases, with those over the age of 75 most likely to die or be seriously injured if they are involved in a collision. The KSI percentage was also higher among the 16-20 age group, which is likely a reflection of the type of collision this age group are typically involved in, and not the increased risk from the impact of sudden force experienced by older road users.

The Office for National Statistics forecasts that the number of people in the UK is expected to increase from 67.6 million in 2022 to 69.5 million in 2032 with a 2.5 million increase in those aged 66 or older[5]. As of 2024, the National Travel Survey estimates that 85% of adults aged 60 to 69, and 74% of adults aged 70 and over hold a driving licence[6]. Both these figures have increased since 2012, from 80% and 59% respectively. This combination of factors poses a challenge as it means we are likely to see more people using the SRN from the age groups with a higher severity injury risk from a collision impact than we have seen in the past. The effects of this appear to be reflected in the 2024 age group data analysis, with an 8% increase in KSI casualties aged 66 to 75 and a 3% increase in KSI casualties aged 75 or over compared to the 2005-2009 baseline period. By comparison there was a 46% reduction in the number of KSI casualties aged between 16 and 55. Following increases in KSI casualties amongst the older age groups (aged 56 and over) in 2023, there have been reductions for all these groups in 2024, apart from those aged 56-65.

Footnote 4 https://road-safety.transport.ec.europa.eu/eu-road-safety-policy/priorities/safe-road-use/elderly-drivers/older-drivers_en

Footnote 5 https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections/bulletins/nationalpopulationprojections/2022based

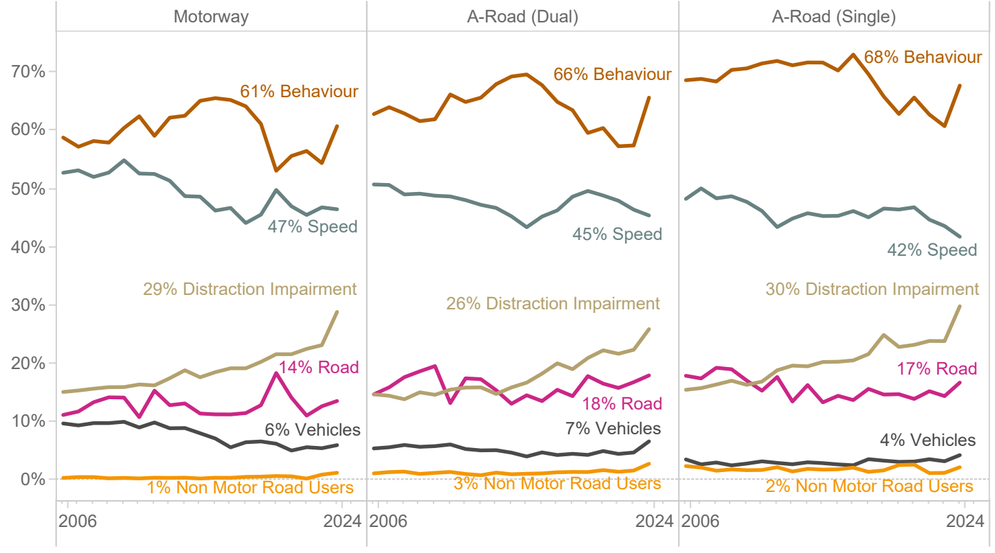
Footnote 6 https://www.gov.uk/government/statistics/national-travel-survey-2024

Collision analysis

4

Road Safety Factors in collisions on the Strategic Road Network by road class and type

Percentage of collisions where a Road Safety Factor has been identified: by road class and Road Safety Factor type



Distraction and/or impairment factors have increased over time.

As part of the most recent STATS19 review by DfT[7], a decision was made that contributory factors would be replaced by a new set of road safety factors. Closely aligned with the safe system components, road safety factors are categorised into six groups: Behaviour or inexperience, Distraction or impairment, Non-motorised road users, Road, Speed and Vehicles. In 2023, nearly all collisions that had a causation recorded were recorded as contributory factors (97%). In 2024, more collisions were directly recorded as road safety factors (31% of causation-attributed collisions). In 2024, there were more factors recorded per collision (2.2) than there were in 2023 (1.9). The new, streamlined factors are likely to be making it easier for police officers to record causation, and therefore we are generally seeing higher percentage increases for road safety factors in 2024.

Understanding the most common road safety factors identified in collisions on the SRN helps us understand the potential mitigations required to reduce the number of collisions and casualties on the SRN.

Road safety factors related to road user behaviour are the most commonly identified in collisions and are associated with around six out of ten collisions on the SRN. Between 2017 and 2023, the proportion of collisions where road user behaviour was identified as a factor decreased, but there has been an increase in 2024 across motorways and both types of A-road.

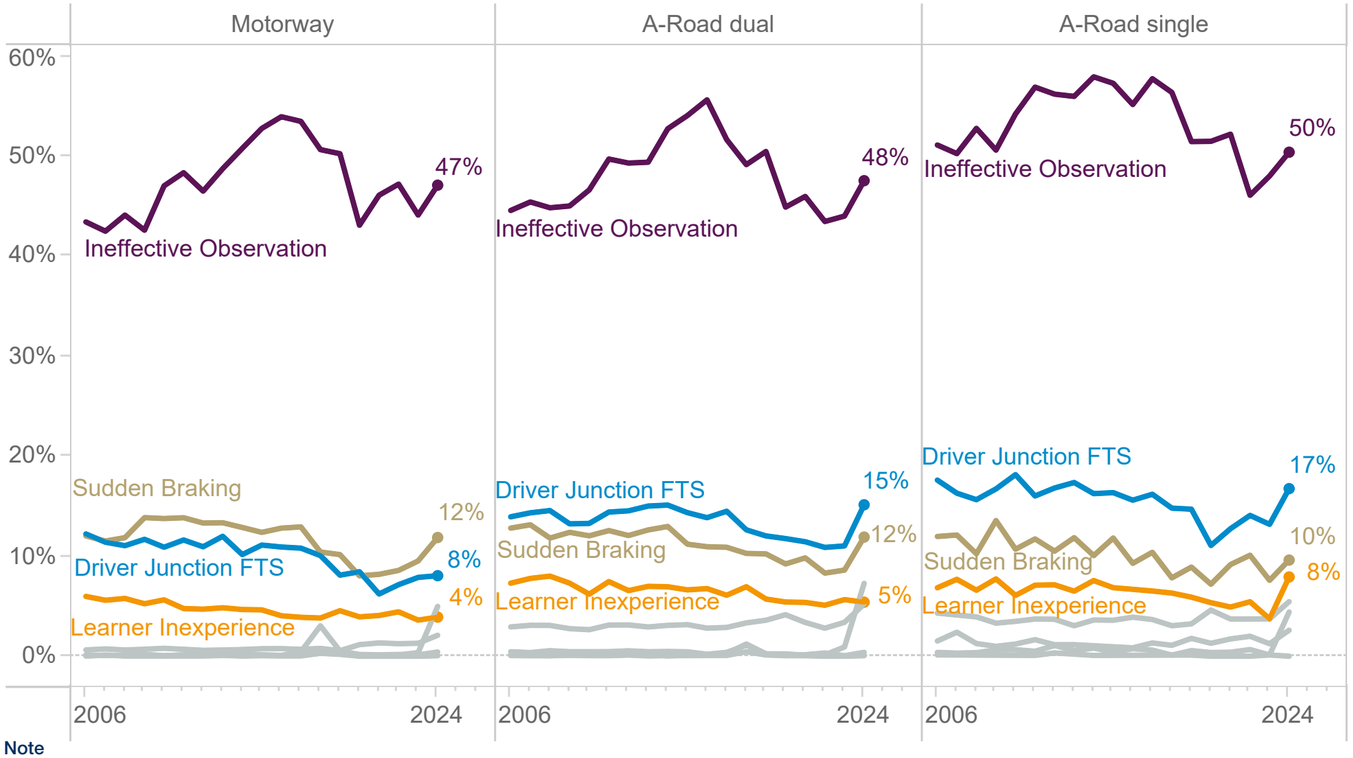
Speed related factors are present in close to half of collisions on the SRN. The proportion of collisions featuring a speed related factor temporarily increased in 2020 but has subsequently returned to around pre-pandemic levels. It is likely that the lower traffic volumes, which resulted in higher average speeds on the SRN were a key influence in this temporary increase.

Distraction and impairment factors[8] have increased over time, particularly in 2024, and are currently present in just over a quarter of collisions.

Footnote 7 https://assets.publishing.service.gov.uk/media/60ec379ae90e0764c59382bc/stats-19-review-final-report.pdf
Footnote 8 Impairment and distraction consists of seven subcategories, inclusive of impaired by alcohol and drugs, distraction in or outside of vehicle, using a mobile phone and fatigue.

Behaviour Road Safety Factors in collisions on the Strategic Road Network

Behaviour Road Safety Factors by road class and type



Note

All factors shown but only selected ones highlighted in colour. Other less prominent factors not labelled are shown in grey.

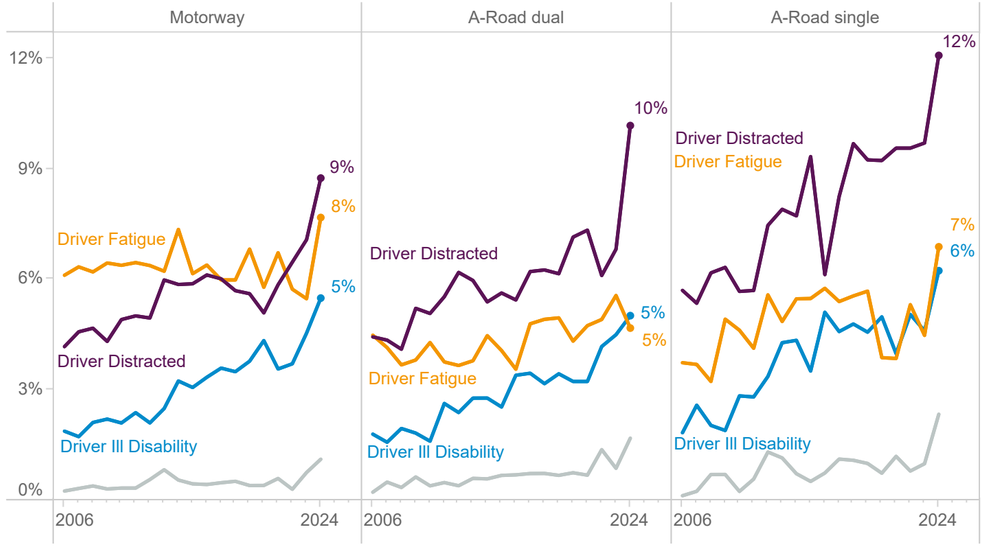
Mistakes by drivers and other road users are inevitable regardless of the amount of skill or experience they have. We strive to take this into account when we design our roads to minimise the consequences of those mistakes.

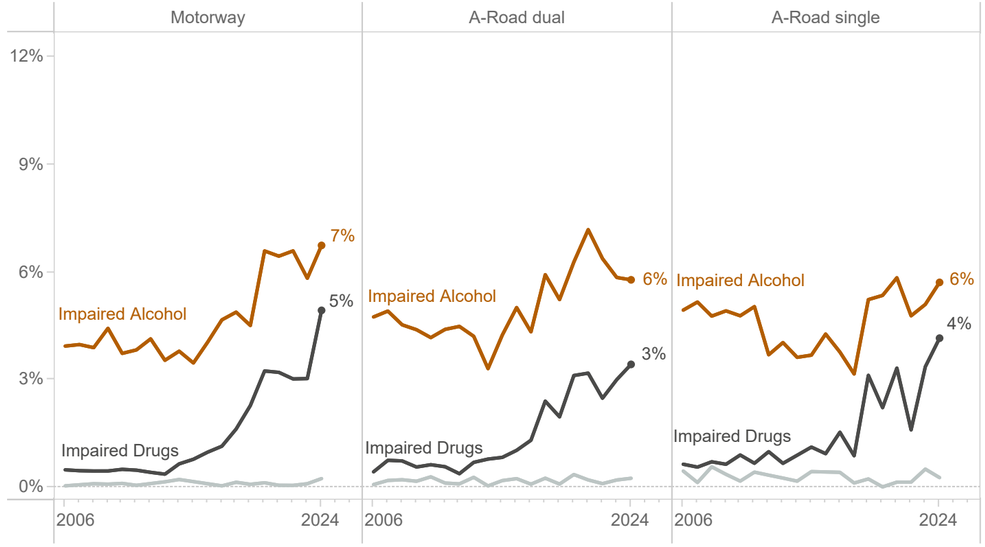
Behaviour factors are slightly more common on single carriageway roads than dual carriageway A-roads and motorways. Single carriageway A-roads are a less controlled environment, with more junctions and opportunities for interactions between vehicles than on a dual carriageway. This means there are potentially more opportunities for road users to make mistakes on single carriageway roads, and this likely contributes to driver behaviour factors being identified more frequently.

The most common behaviour factor is ineffective observation, which includes drivers or pedestrians failing to look properly when making a manoeuvre or failing to judge another vehicle's path or speed. The frequency of this factor being recorded decreased up to 2023 from their peak in the mid 2010s but saw an increase in 2024. Roads should be designed to reduce the risk of collisions and, should an injury occur, to reduce the severity of injuries. Designing our roads so that they are even more intuitive for road users will allow them to understand what is expected of them and encourage them to make good decisions when using the road. Consistency in design features across a route or network is key to developing that intuitive understanding and minimising the number of errors road users make.

Distraction and impairment Road Safety Factors in collisions on the Strategic Road Network

Driver impairment and distraction





Note

All factors shown but only selected ones highlighted in colour. Other less prominent factors not labelled are shown in grey.

Using the SRN whilst impaired through alcohol or drug use is illegal and unacceptable. Collisions where impairment from alcohol and drugs is a factor are increasing. We will continue to promote safety messaging and work with partners in law enforcement, and other agencies, to discourage people from using the SRN whilst impaired by both legal and illegal substances.

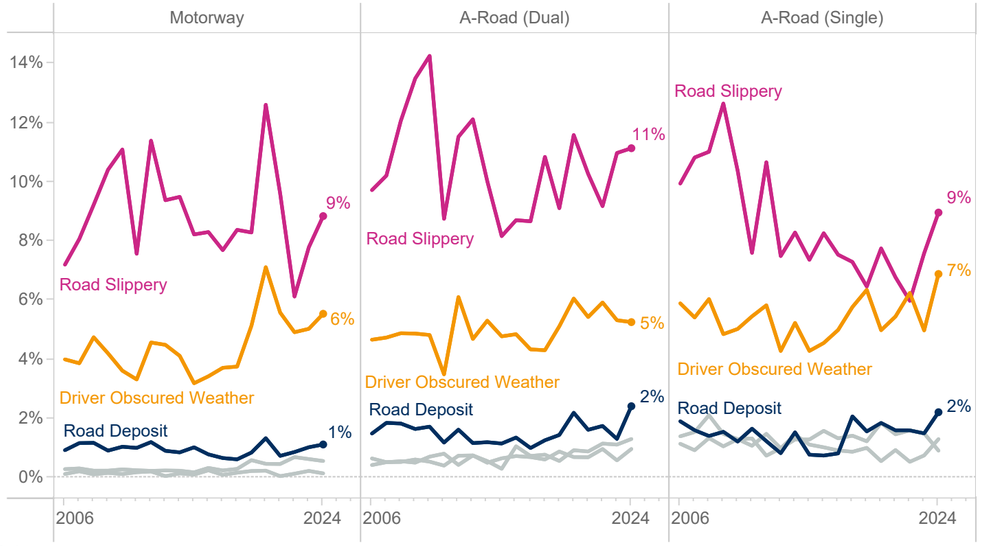
Collisions where a driver is impaired by illness or disability are increasing. We will work with our partners and organisations to better understand the reasons for the increasing numbers of collisions where illness or disability has been identified as a factor.

Fatigue is one of the most common forms of impairment identified in road traffic collisions, especially on motorways, with approximately 1 in 16 collisions involving fatigue. Advice that motorists should factor in regular rest stops on their journeys is a key part of our T.R.I.P. campaign. It is recommended to take a minimum break of at least 15 minutes for every two hours of driving.

Distraction by something inside or outside of the vehicle is the most common form of distraction contributing to collisions on the SRN. Since 2015, National Highways has been collaborating with the police to target dangerous driving behaviour. One way we do this is Operation Tramline where we supply HGV camera cabs to police forces. From the HGV cab's elevated position, officers can spot and record evidence of risky driving behaviour – whatever vehicle the motorist is driving. Consequences for drivers range from warnings to fixed penalty notices, court summons or arrest. Police also use the initiative as a way to engage with people and provide an opportunity to offer advice to drivers. Speed plays an important role in determining the impact forces when a collision occurs and the outcome of collisions. We must do what we can to ensure that the road conditions and the environment around it are appropriate for the intended purpose and speed limit for that road.

Road and Vehicle Road Safety Factors in collisions on the Strategic Road Network

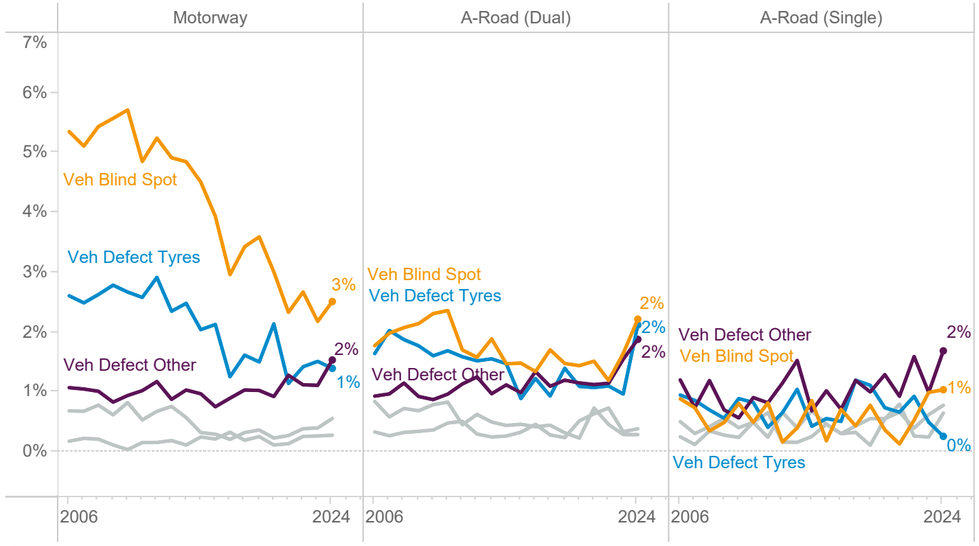
Road Road Safety Factors by road class and type



Note

All factors shown but only selected ones highlighted in colour. Other less prominent factors not labelled are shown in grey.

Vehicle Road Safety Factors by road class and type



Note

All factors shown but only selected ones highlighted in colour. Other less prominent factors not labelled are shown in grey.

The main road environment factors relate to weather conditions.

The main road environment factors relate to weather conditions, with slippery road surfaces caused by rain, and driver vision being affected by precipitation and fog. Data from the Met Office shows that over the last two decades there has been a trend of increasing rainfall in the UK[9], however the percentage of collisions on the SRN where precipitation or a slippery road surface is a factor has shown limited change over the long term, although there were increases in 2024 with the change to road safety factors. Electronic stability control and traction control, which were made mandatory in new UK vehicles in 2014, and were present in some cars prior to this, help to prevent skidding related collisions. Wet and extreme wet weather conditions on the SRN are likely to become more of an issue in the future, with modelling by the Met Office[10] suggesting that by 2070 extreme weather events, including extreme rainfall, will become more frequent. Analysis of vehicle road safety factor data suggests that the condition of a vehicle is not frequently a factor in a collision. The most common vehicle factor is a driver being affected by a vehicle blind spot. Blind spots are most identified as a factor on motorways where drivers are most likely to make lane changing manoeuvres. Large vehicles, such as heavy goods vehicles (HGVs) have zones of limited visibility and are considerably longer, heavier, and more powerful than standard vehicles. They also require longer stopping distances. Other drivers often underestimate the zones of limited visibility when manoeuvring around HGVs. Our 'Know The Zones' campaign aims to educate on blind spots on HGVs and encourages drivers to stay visible, overtake with care and not to tailgate.

Tyre and brake defects were identified as factors in around 1% of collisions and whilst that is a small number, they are potentially avoidable through pre-journey vehicle checks and regular maintenance. Our T.R.I.P. campaign encourages drivers to inspect their vehicle before long journeys to help prevent vehicle breakdowns and reduce the number of collisions caused by fatigue. The T.R.I.P. checklist is based on four key principles which are:

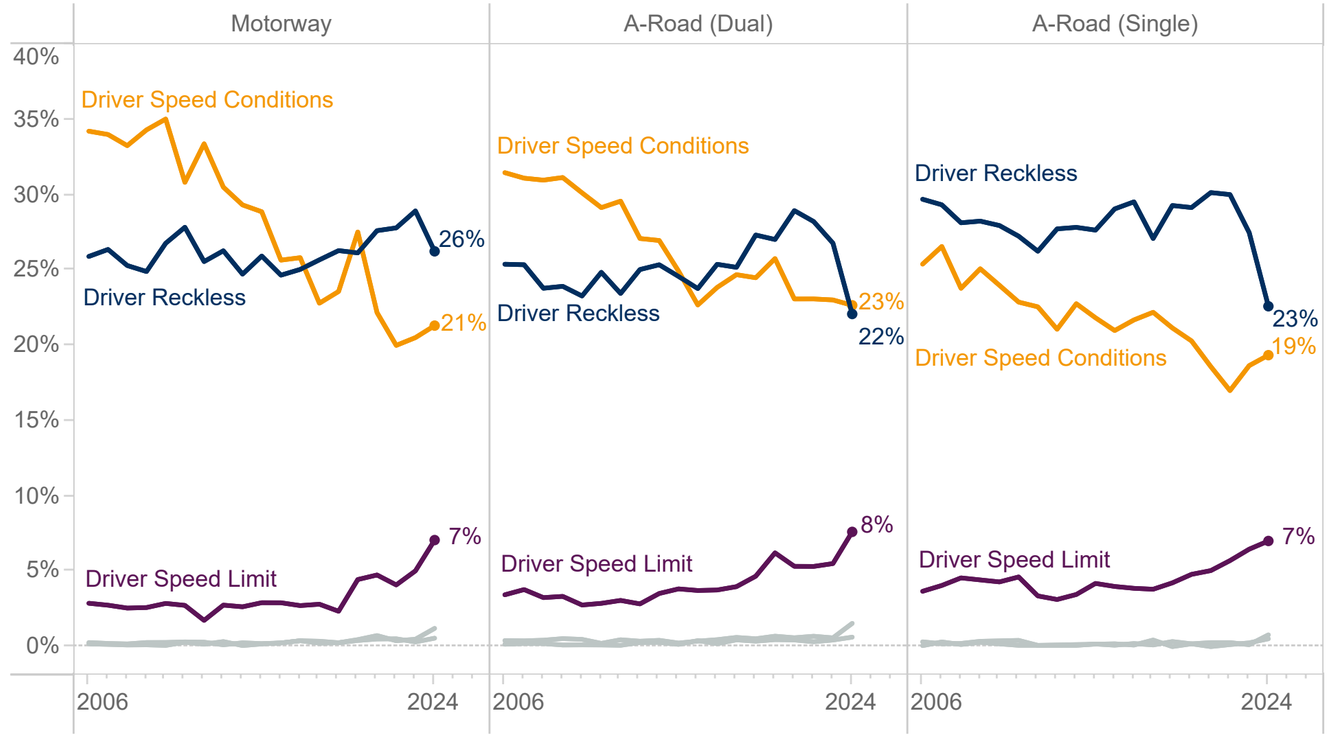
- Top–up. Fuel, oil and screen wash.
- Rest. Take a rest break every two hours.
- Inspect. Check tyre pressure and tread.
- Prepare. Have a plan for all weather conditions.

Footnote 9 https://www.metoffice.gov.uk/research/climate/maps-and-data/uk-temperature-rainfall-and-sunshine-time-series

Footnote 10 https://www.metoffice.gov.uk/weather/climate-change/climate-change-in-the-uk#effects-of-climate-change-in-the-uk

Speed Road Safety Factors in collisions on the Strategic Road Network

Speed Road Safety Factors



Note

All factors shown but only selected ones highlighted in colour. Other less prominent factors not labelled are shown in grey.

There is a direct link between speed and collisions. The risk of serious injury or death increases with a minor increase in speed[11].

Speed related factors are present in close to half of collisions on the SRN but only a small percentage of these relate to drivers exceeding the legal speed limit. Most speed road safety factors relate to drivers and riders being aggressive, dangerous or reckless, or travelling too fast for the conditions.

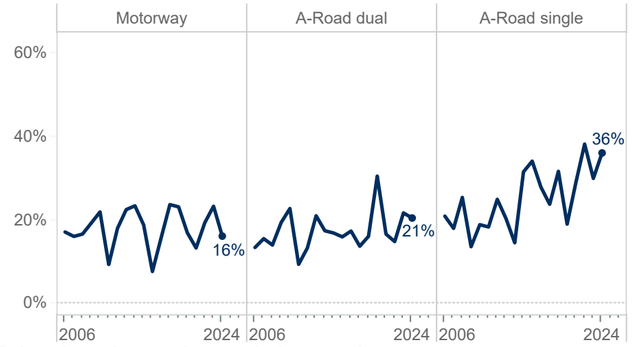
We know the number, and severity, of collisions reduce if motorists drive at speeds that reflect the road environment. Overall, between 2006 and 2024 the percentage of collisions where speed related factors have been identified has slightly reduced, however, the nature of individual factor profiles has changed. The frequency of aggressive, dangerous or reckless driving increased slightly up until 2023 but there have been reductions in the past couple of years. Vehicles travelling above the legal speed limit has increased in frequency, however, vehicles travelling too fast for the conditions, which includes those recorded as swerving or losing control, has reduced over the years. It is not known if this is due to recording practice changes within police forces or if there has been a genuine change in factors related to speed.

Using collision data, research and risk assessments, we identify patterns and types of collisions causing harm to our road users. Using this evidence and knowledge, we review the speed limits of our roads, to ensure they are suitable for the characteristics of the road. Drivers are reminded in the Highway Code that speed limits are not targets. Drivers should always be ready to adjust their speed, accordingly to their situation; factoring in changing road traffic conditions, weather conditions, unexpected or difficult circumstances, as well as anticipating other road users, such as pedestrians or cyclists' actions.

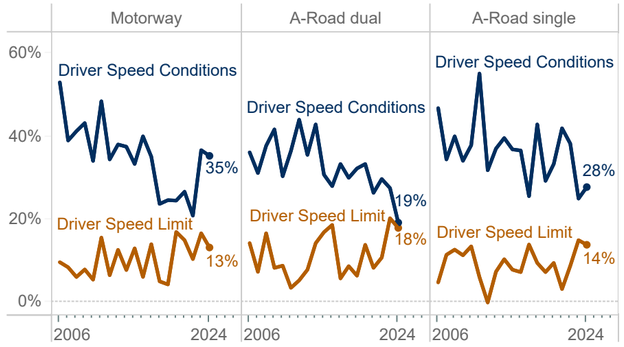
Footnote 11 Based on a study by Elvik et al https://www.trg.dk/elvik/740-2004.pdf

Fatal Five Road Safety Factors in fatal collisions on the Strategic Road Network

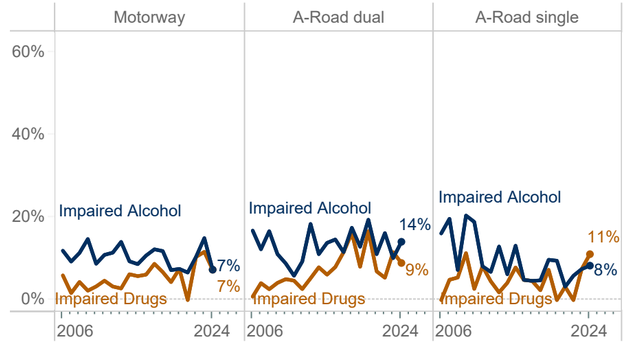
Dangerous and reckless driving by road class and type



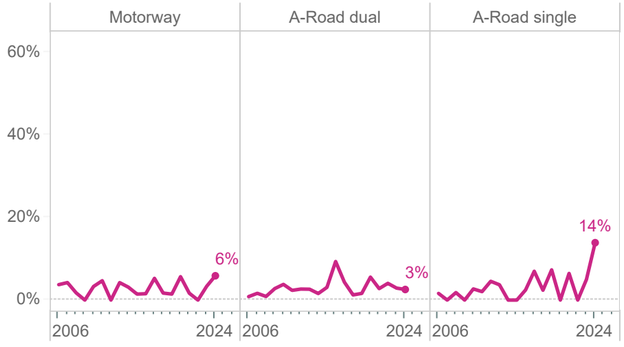
Driver excess speed by road class and type



Driver impairment by road class and type



Driver mobile device distraction by road class and type



Mapping roads policing offences to Road Safety Factors

The ‘fatal five’ are offences identified by the police that increase the likelihood of someone being involved in a fatal collision. The fatal five offences are: careless driving, speeding, drink and drug driving, driving whilst distracted and non-wearing of seatbelts.

National Highways does not hold data for the fatal five offences however we have mapped road safety factors as best as possible to four of the fatal five offences. Non-wearing of seatbelts is not a STATS19 road safety factor and is excluded from this analysis.

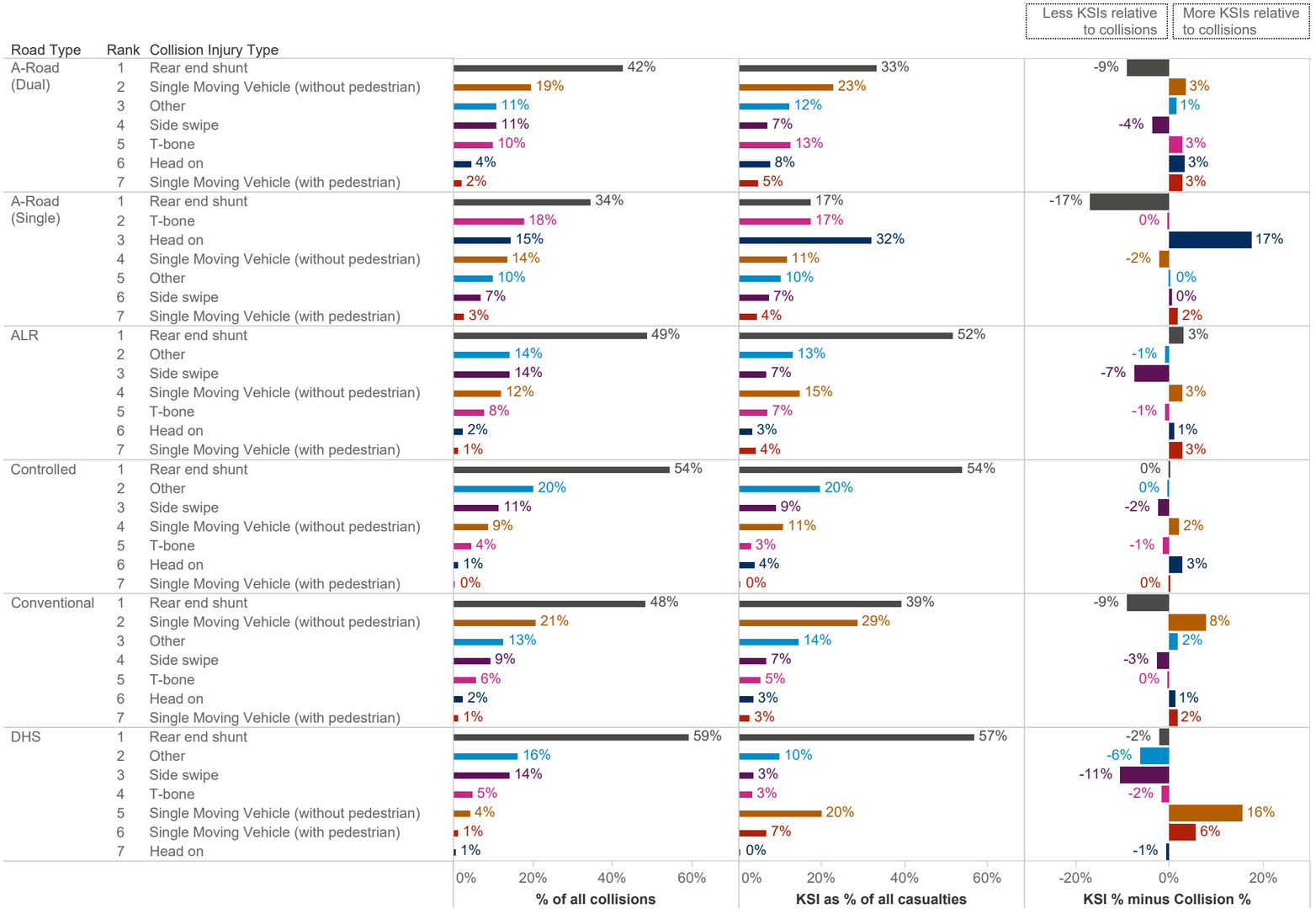
The most common fatal five factor is dangerous or reckless driving / riding. In 2024, this was a factor in more than one in three fatal collisions on single carriageway A-roads. Drivers travelling too fast for the conditions is also a common factor, recorded in more than a third of fatal collisions on a motorway in 2024.

Use of a mobile device is not commonly identified as a factor in fatal collisions. However, there is a likelihood that mobile device usage may be under reported in STATS19 because the road safety factors are identified at the scene of a collision rather than later following a detailed investigation by police.

Collisions on hard shoulders, in lay-bys and emergency areas on the SRN

We recognise the importance of being able to stop in a place of relative safety in an emergency. The hard shoulder is perceived to be a place of safety, but in reality, it does not provide a completely safe place to stop. In 2024 there were two deaths resulting from two collisions, where a vehicle is recorded as being on a hard shoulder or lay-by on a motorway. Other than 2021, where there were no recorded deaths on a motorway hard shoulder, there is no record of there being fewer than this in any year previously. Between 2020 and 2024 there were 23 deaths (out of a total of 391 deaths on motorways) resulting from a vehicle entering, leaving or being on a hard shoulder, which is one out of every 17. Of these, 19 deaths occurred on conventional motorways and four on controlled motorways. For more information, please see Annex A – detailed tables. Between 2020 and 2024 there continued to be no deaths in emergency areas on ALR and DHS motorways.

Collision Type Analysis — comparing percentage collisions with percentage KSI in 2024



Collision type analysis has been carried out by considering the first point of impact recorded for vehicles involved in these collisions.

Rear end shunt collisions, where the front of a vehicle strikes the rear of a vehicle, are the most common type of collision on the SRN. Single vehicle collisions (not involving a pedestrian) are less common than shunt collisions, but have worse outcomes on motorways and dual carriageway A-roads.

Rear end shunt collisions often involve traffic that is temporarily halted, either at a junction or on the main carriageway, in congested conditions. This type of collision typically happens at lower speeds than other types of collision and are more likely to result in minor injuries. Twenty-three percent of casualties in shunt collisions sustain fatal or serious injuries, which is the second lowest of the collision types, behind side swipe collisions (20%). Overall, rear end shunt collisions make up 45% of collisions and 35% of KSIs on the SRN. The controlled environment of motorways, with limited entry and exit points, makes this type of collision more prevalent on motorways than on A-roads where there is more opportunity for different types of vehicle manoeuvres, and more interaction between vehicles, and therefore more potential for other collision types. The same is true when comparing dual carriageway A-roads to single carriageway A-roads, which is why the percentages for shunt collisions and KSI casualties are lower for these road types than motorways, particularly on single carriageway A-roads.

As part of our commitment to reduce the number of people killed or seriously injured while travelling or working on our roads, we are working with EuroNCAP to explore rear end shunt collisions further to better understand the factors that contribute to these types of collisions.

The M25 junction 10 improvement project, which is currently being delivered and scheduled to complete in 2025/26, is an example of where National Highways are investing to improve the flow of traffic and improve safety by reducing the likelihood of shunt collisions occurring. The project includes installing a larger roundabout with extra lanes to increase capacity and an additional lane on the A3 on both directions from Ockham and Painshill towards the M25.

Single vehicle collisions are the second most common type of collision on the SRN (17%) and typically involve the vehicle striking a barrier, a hazard in the carriageway or leaving the carriageway and colliding with a roadside hazard.

Single vehicle collisions are by their nature high impact collisions as they often result from a loss of control of a vehicle at higher speeds. These kinds of collisions can happen for a variety of reasons including excessive speed for the conditions, driver fatigue or medical factors. The increased impact from these collisions, tends to lead to worse outcomes for the occupants of the vehicle than other collision types, with single vehicle collisions resulting in fatal or serious injuries for 36% of casualties. Single vehicle collisions make up 17% of all collisions and 21% of deaths and serious injuries on the SRN.

On single carriageway A-roads, front of vehicle to front of vehicle collisions, also known as head on collisions, result in a disproportionate number of deaths and serious injuries.

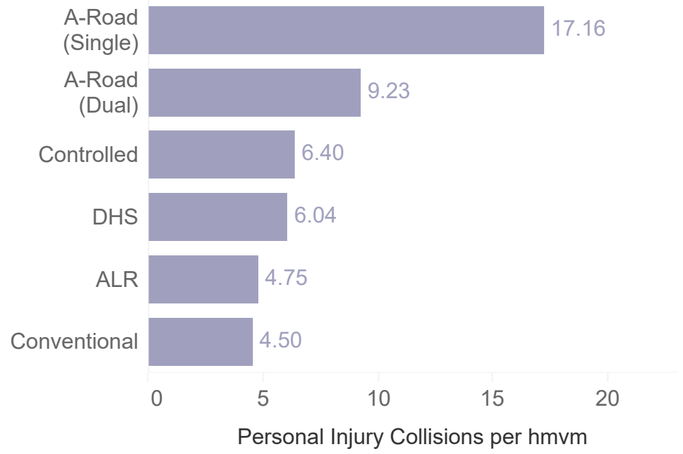
Head on collisions are relatively rare on motorways and dual carriageway A-roads due to the presence of a central reservation barrier segregating traffic heading in opposite directions; This type of collision is more common on single carriageway A-roads where traffic travels in opposite directions without physical separation.

Head on collisions are the third most common type of collision on single carriageway A-roads (15% of collisions) resulting in the highest number of deaths and serious injuries (32%).

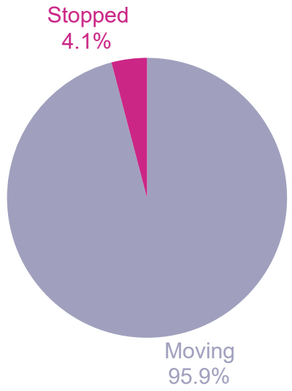
When two vehicles travelling on the SRN in opposite directions collide head on, the forces involved are so impactful that 39% of casualties sustain fatal or serious injuries. This is the highest of any collision type involving vehicle to vehicle conflict.

Moving and Stopped Vehicle Collisions

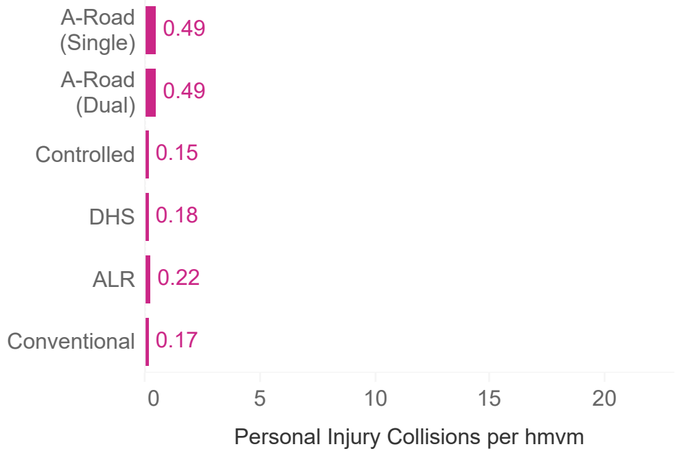
Moving Vehicle personal injury collision rates per hmvm by road type (2020-2024)



95.9% of Personal Injury Collisions in 2020-2024 occured in Moving Vehicle collisions on the SRN



Stopped Vehicle personal injury collision rates per hmvm by road type (2020-2024)



The vast majority (95.9%) of collisions across the SRN are single vehicle collisions or collisions involving two or more moving vehicles. The rest of the collisions, which form a small proportion of the total number of SRN collisions (4.1%), involve moving vehicles colliding with stopped vehicles. Both types of collisions occur on all types of roads.

With stopped vehicle collisions making up such a small proportion of all collisions, it is helpful to consider PIC rates over 5 years when comparing different types of roads or making comparisons between stopped and moving vehicle rates. This increases the certainty in conclusions and to some extent reduces the impact of external events, such as Covid-19. The findings regarding the performance of DHS motorways should be treated with a degree of caution as DHS is the least common motorway type in both length and vehicle miles travelled. The smaller sample size makes the calculation of rates, more sensitive to individual collisions occurring on those roads. On DHS motorways, it is also important to note that when the hard shoulder is operating as a live lane, the speed is set at a maximum of 60mph.

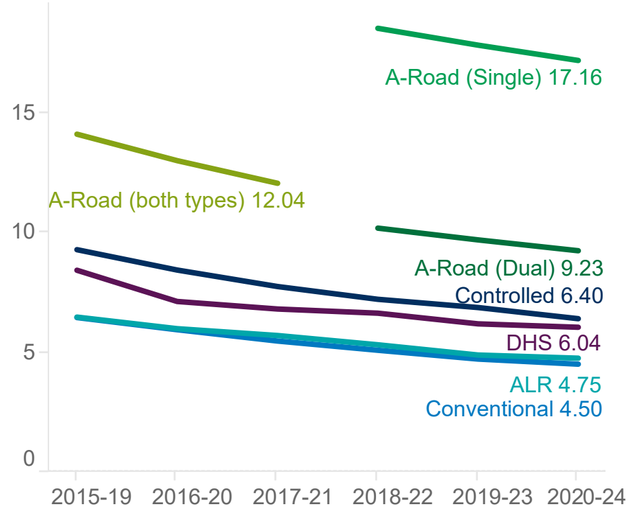
Moving vehicle collision PIC rates are higher on A-roads than motorways, with single carriageway A-roads having the highest five year PIC rate in the period between 2020 and 2024 at 17.16 collisions per hundred million vehicle miles. Conventional motorways have the lowest five year PIC rate in the period between 2020 and 2024 at 4.50 collisions per hundred million vehicle miles. Controlled motorways have the highest moving vehicle PIC rate of the four motorway types at 6.40 collisions per hundred million vehicle miles.

Over time we can see that moving vehicle PIC rates have decreased on all six road types on the SRN, and that the findings are consistent in that conventional motorway and ALR PIC rates are lower than the other types of motorway and A-roads. We have also undertaken statistical significance testing, which helps us understand whether a difference in numbers is likely to be due to random variation. Simply put, as the numbers are low and similar to each other, statistical significance testing helps explain whether the numbers are statistically different to each other. This helps make some of the comparisons between different road types more meaningful. The moving vehicle collision PIC rate for conventional motorways is 4.50 and for ALR motorways is 4.75. Based on the statistical significance testing, there is strong evidence that these two figures are statistically different to each other, and that the conventional motorway moving vehicle collision PIC rate is statistically lower than the ALR moving vehicle collision PIC rate. The moving vehicle collision PIC rates for both conventional and ALR motorways are statistically lower than the moving vehicle collision PIC rates for DHS motorways (6.04) and controlled motorways (6.40).

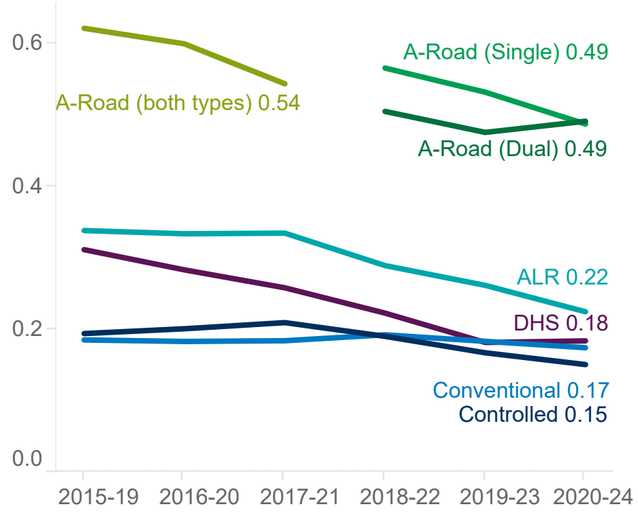
Stopped vehicle collision PIC rates are higher on A-roads than motorways. Single carriageway and dual carriageway A-roads have the same five year stopped vehicle PIC rate in the period between 2020 and 2024 at 0.49 collisions per hundred million vehicle miles. Controlled motorways have the lowest five year stopped vehicle PIC rate in the period between 2020 and 2024 at 0.15 collisions per hundred million vehicle miles. ALR motorways have the highest stopped vehicle PIC rate of the four motorway types at 0.22 collisions per hundred million vehicle miles.

Strategic Road Network PIC 5-year Moving—Stopped (continued)

Moving vehicle five-year average PIC rates by road class and type 2016-2024



Stopped vehicle five-year average PIC rates by road class and type 2016-2024



An improvement in the methodology for calculating traffic by single and dual carriageway A-Road applies to traffic from 2018 onwards. Therefore, five-year periods containing years before 2018 have not had rates calculated for dual and single carriageway A-roads because we do not have the full five-years of data. Prior to this, rates for all A-roads on the SRN are shown.

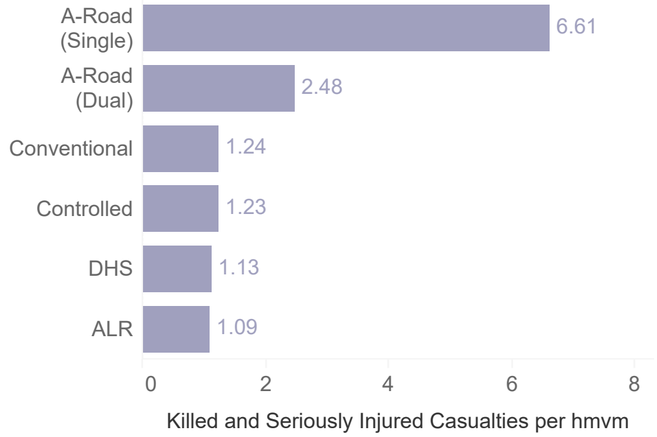
Over time we can see that stopped vehicle PIC rates have decreased on five of the six types of road on the SRN, the exception being conventional motorways which has remained relatively static. The most notable change which has occurred over time is the reduction of the rate for DHS motorways which has decreased from 0.31 in the 2015-2019 period to 0.18 in the 2020 to 2024 period. As noted above, findings regarding the performance of DHS motorways should be treated with a degree of caution.

We have also undertaken statistical significance testing for stopped vehicle PIC rates. The stopped vehicle collision PIC rate is 0.15 for controlled motorways, 0.17 for conventional motorways and 0.18 for DHS motorways. Based on the statistical significance testing, there is little evidence that these three figures are statistically different to each other. The stopped vehicle collision PIC rate for ALR is 0.22. There is strong evidence that this is statistically higher than the stopped vehicle collision PIC rate for controlled and conventional motorways. However, there is insufficient evidence that the ALR rate is statistically different to the DHS stopped vehicle collision PIC rate. All motorway types have stopped vehicle collision PIC rates that are statistically lower than the rates for dual carriageway and single carriageway A-roads (both 0.49).

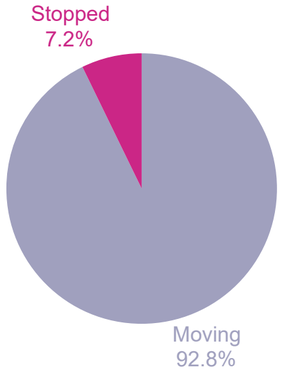
Stopped vehicle detection (SVD) is a radar-based system, on all lane running (ALR) sections of smart motorway that enables the detection of vehicles which have stopped on the carriageway or in an emergency area. The installation of SVD on all sections of ALR was one of the actions delivered by National Highways in response to the March 2020 Smart Motorways Evidence Stocktake and Action Plan. National Highways is currently evaluating the impact of these actions. The 2023 STATS19 data provided the first opportunity to gain indicative insight into the impact of SVD (alongside other stocktake plan actions) on the number of stopped vehicle collisions on ALR motorways, however, despite the addition of 2024 data, no conclusions should be drawn at this time. Over the five year period from 2018 to 2022 the stopped vehicle collision PIC rate on ALR motorways was 0.29 stopped vehicle collisions per hundred million vehicle miles. In 2024, the stopped vehicle collision PIC rate on ALR motorways was 0.12 collisions per hundred million vehicle miles. The 2024 rate was the lowest stopped vehicle collision PIC rate on ALR motorways and is a substantial reduction from 0.21 in 2023. Whilst the stopped vehicle collision PIC rate in 2024 shows a decrease, the rate is calculated on a relatively small number of stopped vehicle road traffic collisions. This means that even a small change in the number of collisions can have a noticeable effect on the result of the PIC rate calculation. Future evaluation of the actions from the Smart Motorway Evidence Stocktake and Action Plan will enable us to fully evaluate the impact that SVD has had together with the other actions in the plan. The evaluation will include demonstrating cause and effect on the number of stopped vehicle collisions on ALR sections of smart motorways. It will also include a 'before and after construction' analysis of safety alongside customer experience insight.

KSIs Resulting from Stopped and Moving Vehicle Collisions

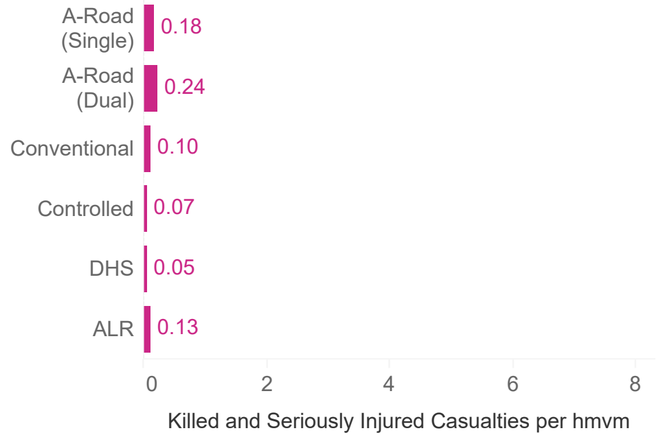
Moving Vehicle killed and seriously injured casualty rates per hmvm by road type (2020-2024)



92.8% of Killed and Seriously Injured Casualties in 2020-2024 occured in Moving Vehicle collisions on the SRN



Stopped Vehicle killed and seriously injured casualty rates per hmvm by road type (2020-2024)



The vast majority (92.8%) of KSI casualties across the SRN result from single vehicle collisions or collisions involving two or more moving vehicles. The rest of the KSI casualties, which form a smaller proportion of all SRN KSI casualties (7.2%), result from collisions involving moving vehicles colliding with stopped vehicles. Both types of collisions occur on all types of roads. KSI casualties resulting from stopped vehicle collisions make up a larger share of all KSI casualties than stopped vehicle collisions make up of all collisions (4.1%), which indicates that a stopped vehicle collision is more likely to result in a KSI casualty than a moving vehicle collision.

With stopped vehicle collision KSI casualties making up such a small proportion of all KSI casualties, it is helpful to consider KSI rates over 5 years when comparing different types of roads or making comparisons between stopped and moving vehicle rates. This increases the certainty in conclusions and to some extent this reduces the impact from external events, such as Covid-19. The findings regarding the performance of DHS motorways should be treated with a degree of caution as DHS is the least common motorway type in both length and vehicle miles travelled. The smaller sample size makes the calculation of rates, more sensitive to individual collisions occurring on those roads. On DHS motorways, it is also important to note that when the hard shoulder is operating as a live lane, the speed is set at a maximum of 60mph.

Moving vehicle collision KSI rates are higher on A-roads than motorways, with single carriageway A-roads having the highest five year KSI rate in the period between 2020 and 2024 at 6.61 KSI casualties per hundred million vehicle miles. ALR motorways have the lowest five year KSI rate in the period between 2020 and 2024 at 1.09 KSI casualties per hundred million vehicle miles. Conventional motorways have the highest moving vehicle KSI rate of the four motorway types at 1.24 KSI casualties per hundred million vehicle miles. Whilst statistical significance testing has been undertaken for PIC rates it is not currently possible to undertake such analysis for KSI rates. This is due to the historic under reporting of serious injuries in road safety data. Changes to STATS19 recording practices mean this will be possible in future years when all police forces have adopted injury-based collision reporting. As per DfT[12] "It is currently hoped that the remaining 8 forces will adopt the new specification as soon as possible in 2025, though this could be impacted by IT deployments in some cases".

Over time we can see that moving vehicle KSI rates have remained relatively static on five of the six road types, with the exception being single carriageway A-roads which have decreased over time but remain notably higher than the rates for dual carriageway A-roads and all motorway types.

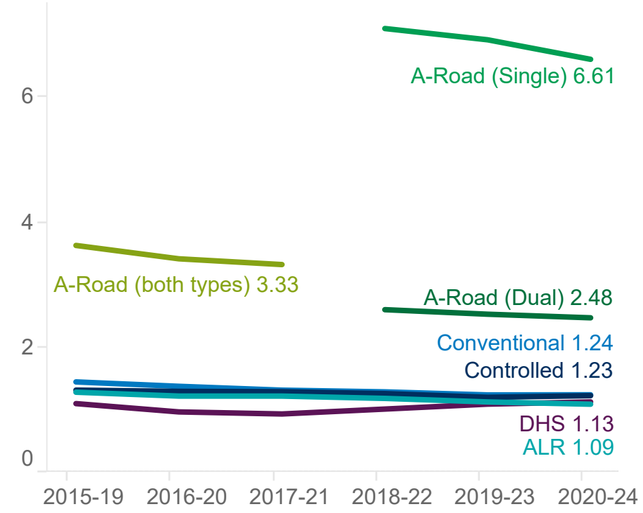
Stopped vehicle collision KSI rates are higher on A-roads than motorways, with dual carriageway A-roads having the highest five year KSI rate in the period between 2020 and 2024 at 0.24 KSI casualties per hundred million vehicle miles. DHS motorways have the lowest five year KSI rate in the period between 2020 and 2024 at 0.05 KSI casualties per hundred million vehicle miles. ALR motorways have the highest stopped vehicle KSI rate of the four motorway types at 0.13 KSI casualties per hundred million vehicle miles.

Over time we can see that stopped vehicle KSI rates have decreased on ALR and DHS motorways, whilst remaining relatively static for conventional and controlled motorways.

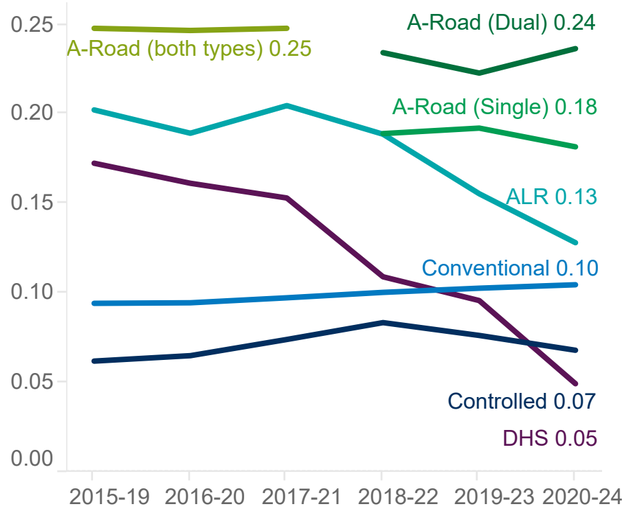
Footnote 12 https://www.gov.uk/government/publications/road-safety-statistics-stats19-review-update-and-future-development-roadmap/road-safety-data-and-statistics-stats19-review-update-and-future-plans

Strategic Road Network KSI 5-year Moving—Stopped (continued)

Moving vehicle five-year average KSI rates by road class and type 2016-2024



Stopped vehicle five-year average KSI rates by road class and type 2016-2024



An improvement in the methodology for calculating traffic by single and dual carriageway A-road applies to traffic from 2018 onwards. Therefore, five-year periods containing years before 2018 have not had rates calculated for dual and single carriageway A-roads because we do not have the full five-years of data. Prior to this, rates for all A-roads on the SRN are shown.

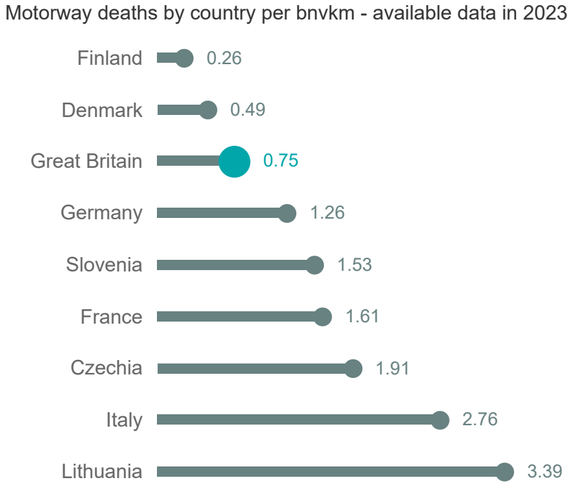
The most notable change which has occurred over time is a reduction in the rate for DHS motorways from 0.17 in the 2015-2019 period, to 0.05 in the 2020 to 2024 period. As noted above findings regarding the performance of DHS motorways should be treated with a degree of caution.

Over the five year period from 2018 to 2022 the stopped vehicle collision KSI rate on ALR motorways was 0.19 KSI casualties per hundred million vehicle miles Following the installation of SVD on all ALR motorways, the 2023 STATS19 data was the first opportunity to gain indicative insight into the impact of SVD (alongside other stocktake plan actions) on the number of stopped vehicle collisions on ALR motorways. Despite the addition of the 2024 data, no conclusions should be drawn at this time. . In 2024 the stopped vehicle collision KSI rate on ALR motorways was 0.07 KSI casualties per hundred million vehicle miles. The 2024 rate is the lowest ALR stopped vehicle collision KSI rate since 2015, when the rate was 0.01 and there were far fewer miles of ALR. We have shown moving and stopped vehicle five-year average rates in the charts. For more information on the annual rates referenced here, please see Annex A - detailed tables. Whilst the stopped vehicle collision KSI rate in 2024 shows a decrease, the rate is calculated on a relatively small number of stopped vehicle road traffic collisions. This means that even a small change in the number of collisions, vehicle occupants or injury severities can have a noticeable effect on the result of the KSI rate calculation. Future evaluation of the actions from the Smart Motorway Evidence Stocktake and Action Plan will enable us to fully evaluate the impact that SVD has had together with the other actions in the plan. The evaluation will include demonstrating cause and effect on the number of stopped vehicle collisions on ALR sections of smart motorways. It will also include a ‘before and after construction’ analysis of safety alongside customer experience insight.

Global perspective

5

Motorway deaths by country compared to motorway traffic

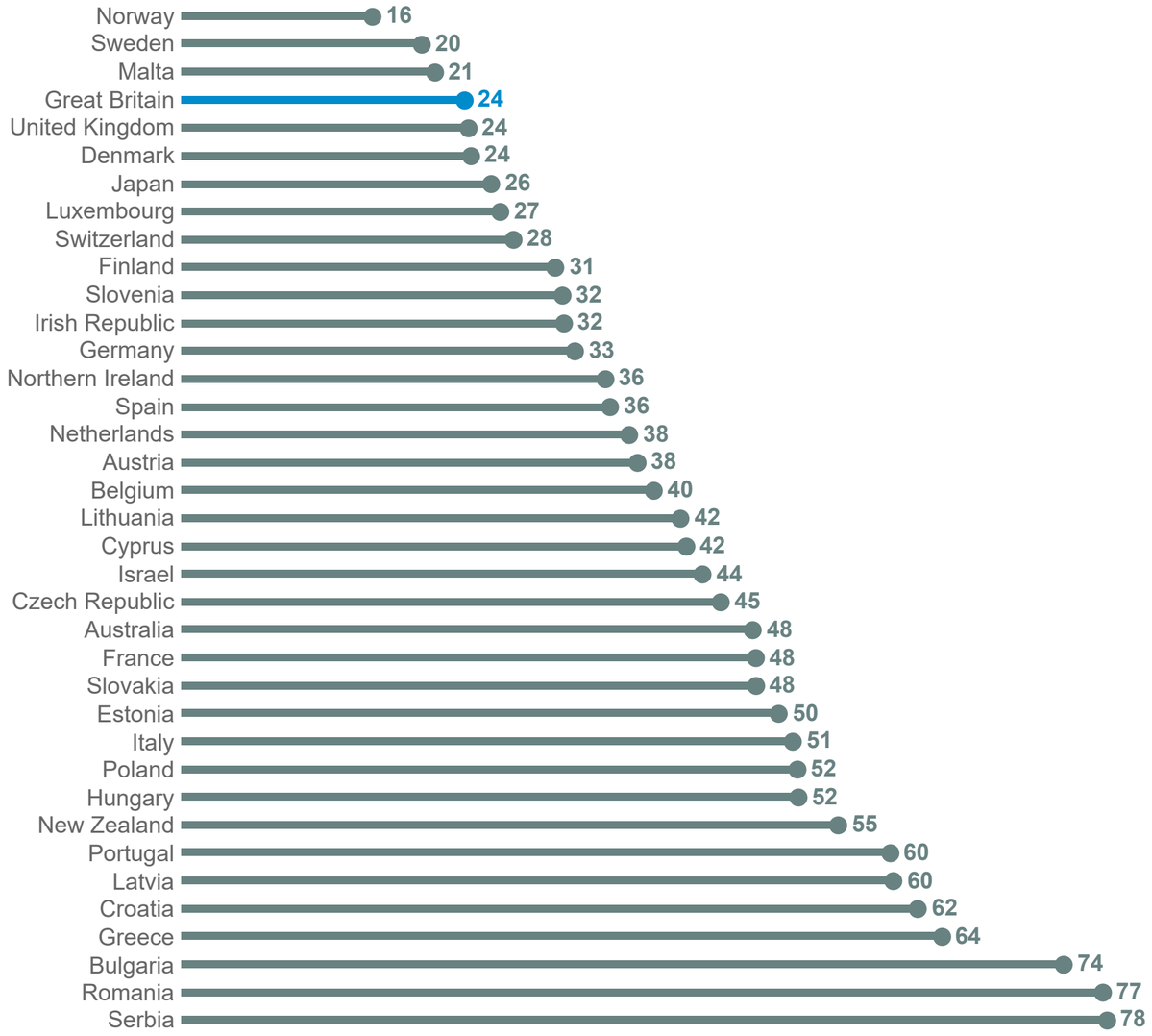


Great Britain has some of the safest motorways in Europe. For countries where data is available, deaths on British motorways are ranked third out of nine nations.

Global data on motorway deaths by country is currently only available up to 2023. In 2023, the fatality rate on Britain's motorways was 0.75 per billion vehicle kilometres travelled. This is amongst the best performing motorway networks in Europe for which data is available. Only Finland (0.26) and Denmark (0.49) recorded lower fatality rates.

Source: International Traffic Safety Data and Analysis Group (IRTAD). 2024 data not available at the time of publication.

Rate of road deaths by country per million of population in 2024



Source: International Traffic Safety Data and Analysis Group (IRTAD)

Our national road safety record stands the test of international comparison, having some of the safest roads in Europe

In 2024, the fatality rate by population on the Great Britain's road network was 24 deaths per one million people. This means the British road network is amongst the best performing road networks internationally for countries where this data is available. Only Norway (16), Sweden (20) and Malta (21) recorded lower fatality rates. We know our roads are some of the safest in Europe, but there's always more we can do. Our long-term ambition is that no one should be harmed while travelling or working on our road network.

Key **definitions**

6

Car – includes taxi/private hire car and minibus.

Casualty – a person killed or injured in a reported collision on a public road. Casualties are sub-divided into fatal, seriously injured and slightly injured.

Collision/accident/incident – the terminology used to describe collisions is important. The Department for Transport updated the terminology used in 2022 to refer to collisions in place of accidents. However this report relates also to historical data and therefore there may be some instances where the terms collision, accident and incident are used interchangeably.

Fatality – A person who has died from their injuries up to 30 days after the incident.

HGV – Heavy Goods Vehicle. A goods vehicle with a maximum gross weight of over 3.5tonnes or unknown weight.

hmvm – hundred million vehicle miles.

KSI – killed or seriously injured. The number of people killed or seriously injured in a road traffic collision.

LGV – Light Goods Vehicle. Goods Vehicles with maximum gross weight equal to or under 3.5tonnes.

MGW – maximum gross weight.

PIC – personal injury collision. A collision which resulted in at least one death or injury of any severity.

Serious injury/serious casualties – people sustaining injuries requiring hospitalisation, or any of the following injuries whether or not the individual went to hospital: fractures, concussion, internal injuries, crushing injuries, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries causing death 30 or more days after the incident.

Slight injury/slight casualty – people sustaining a minor injury such as a sprain (including neck whiplash), bruise or cut which is not judged to be severe, or slight shock requiring roadside attention. This definition includes injuries not requiring medical treatment.

SRN – strategic road network. In England, the SRN is consists of around 4,500 miles of motorways and major A-roads **managed** by National Highways, a government-owned company

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