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for Transport



Reported Road Casualties Great Britain: 2013

Annual Report



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REPORTED ROAD CASUALTIES GREAT BRITAIN 2013

Published : September 2014

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Reported Road Casualties Great Britain: 2013 Annual Report



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Key findings

The key findings from the RRCGB 2013 report include:

- ▶ **Road deaths** in 2013 decreased by 2 per cent compared to 2012, to 1,713. This is the lowest figure since national records began in 1926.
- ▶ The number of people **seriously injured** decreased by 6 per cent to 21,657 in 2013, compared to 2012.
- ▶ The **total number of casualties** in road accidents reported to the police in 2013 was 183,670, down 6 per cent from the 2012 total.
- ▶ **Vehicle traffic levels** have remained broadly stable with a small increase of 0.4 per cent between 2012 and 2013.
- ▶ **Pedal cyclist deaths** decreased by 8 per cent to 109 in 2013, compared to 118 in 2012.
- ▶ **Pedal cyclist deaths** have seen a long-term fall, but have fluctuated between roughly 100 and 120 over the last six years. Since records began in the 1920s, the highest annual figure seen for cyclist deaths was 1,536 in 1934. The lowest annual figure for pedal cyclist deaths was 104 in 2009, 93 per cent lower than the 1934 high.
- ▶ Our best current estimate, derived from the NTS data, is that the **total number of road casualties in Great Britain** annually, including those not reported to the police, is within the range 630 to 800 thousand with a central estimate of 720 thousand.
- ▶ The latest estimates of **drink drive casualties** are for 2012 and show that there were 230 drink drive deaths in 2012, not significantly different to the previous two years.

About this report

The Reported Road Casualties in Great Britain (RRCGB) Annual Report: 2013 presents detailed statistics (headline figures were first published in June 2014) about the circumstances of personal injury accidents, including the types of vehicles involved, the resulting casualties and factors which may contribute to accidents. In addition to detailed tables there are three articles containing further analysis on specific road safety topics.

Most of the statistics in the report are based on information about accidents reported to the police. However, other sources such as mortality, survey and hospital data are also used as well as population and traffic data to provide a wider context.

Introduction

The Reported Road Casualties in Great Britain: 2013 Annual Report presents detailed statistics about the circumstances of personal injury accidents, including the types of vehicles involved, the resulting casualties, and factors which may contribute to accidents occurring. Most of the statistics in the publication are based on information about accidents reported to the police (using 'STATS 19' forms). However, other sources such as mortality, survey and hospital data are also used as well as population and traffic data to provide a wider context.

In addition to detailed tables there are **three articles** containing further analysis on specific road safety topics.

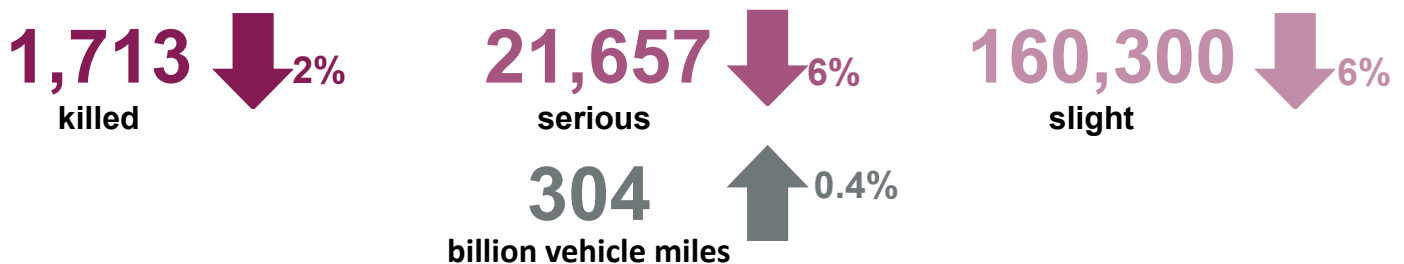
- **an overview and trends in reported road casualties**
- **an overview of cycling casualty trends and circumstances**
- **an overview of the impact of weather patterns on casualty trends**

This publication summarises key points from each article.

Overview and trends in reported road casualties

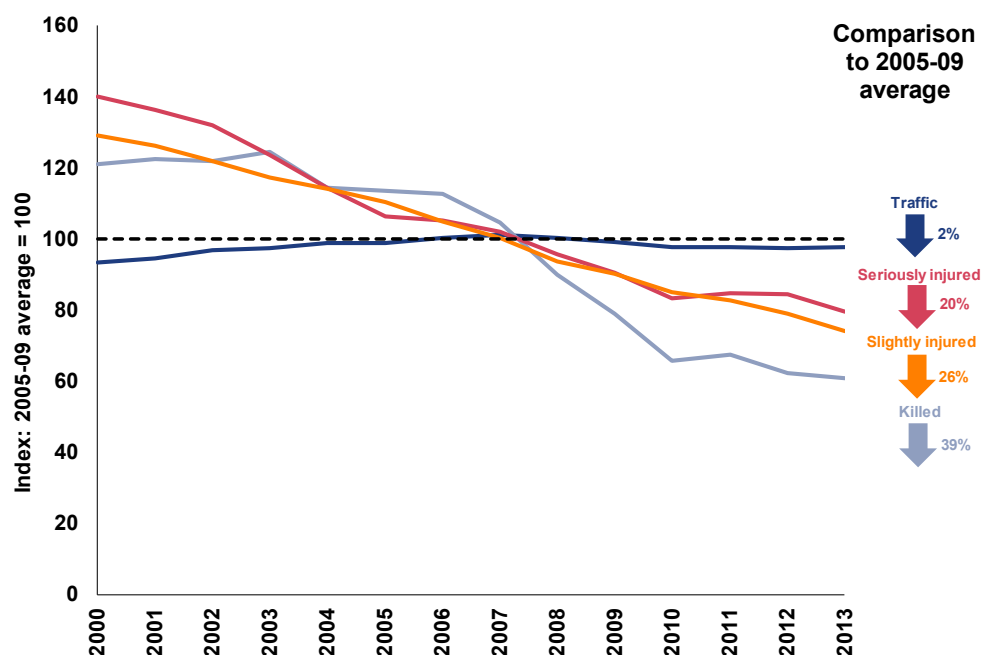
- In 2013, 1,713 people were **killed** in road accidents reported to the police, the lowest number on record, and half as many as in 2000.
- In 2013, 21,657 people were **seriously injured** in road accidents. This total is 43 per cent lower than in 2000. Seriously injured casualties have decreased steadily since 2000, with 2010-2011 being the only year-on-year increase.
- The total number of **casualties** of all severities in 2013 was 183,670. Total reported casualties have also decreased steadily since 2000.
- A total of 138,660 personal-injury road **accidents of all severities** were reported to the police in 2013. This total is the fewest reported accidents in a single year apart from 1926 and 1927, the first two years national records were kept.

Casualties fell between 2012 and 2013 for all severities despite a small increase in traffic ...



**2013 figures shown*

Traffic and reported casualties by severity, GB: 2000-2013



Definitions

Casualty: A person killed or injured in an accident. Casualties are sub-divided into killed, seriously injured and slightly injured.

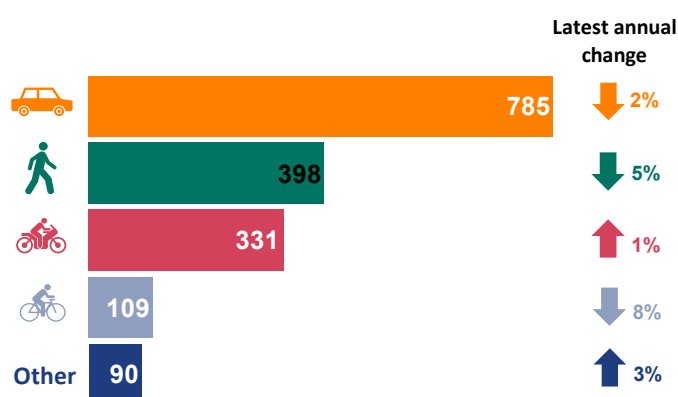
A full list of the definitions used in this release can be found [here](#).

2005-2009 average

2005 -2009 average is the baseline for the SFRS ([Strategic Framework for Road Safety Outcomes](#)).

- Vehicle traffic levels** have remained broadly stable with a small increase of 0.4 per cent between 2012 and 2013.

In 2013, 785 fatalities were car occupants (46 per cent of all fatalities) ...



All road users casualties compared to the 2005-2009 average:

Killed	39%
Serious	20%
KSI	22%
All casualties	25%
Accidents	23%

**Other consists mainly of goods vehicle and bus and coach occupants*

Further information...

The article **Overview and trends in reported road casualties** can be found at:

www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013

Related statistics (tables and charts) can be found at:

www.gov.uk/government/organisations/department-for-transport/series/road-accidents-and-safety-statistics

Tables [RAS30059-RAS30068](#), [RAS40006](#). SFRS outcome indicators - Table [RAS41001](#).

Focus on cycling

- **Pedal cyclist deaths** have seen a long-term fall, but have fluctuated between roughly 100 and 120 over the last six years. Since records began in the 1920s, the highest annual figure seen for cyclist deaths was 1,536 in 1934. The lowest annual figure for pedal cyclist deaths was 104 in 2009, 93 per cent lower than the 1934 high.
- **Pedal cyclist deaths** decreased by 8 per cent to 109 in 2013, compared to 118 in 2012.
- Pedal cyclists accounted for 11 per cent of all road **casualties** in 2013: 6 per cent of all road accident **fatalities**, 15 per cent of all **serious injuries** and 10 per cent of all **slight injuries**.
- **Pedal cycle traffic** has also been on a general increase. Road traffic estimates have shown a gradual increase in the distance cycled in Great Britain, with a 1 per cent rise between 2012 and 2013. This figure is 13 per cent higher than the 2005-09 average.

Further information...

The article **Focus on cycling** can be found [here](#).

Related statistics (tables and charts) can be found [here](#).

Understanding short term casualty trends; the impact of the weather

- As the number of road casualties gets smaller, understanding the reasons behind **year-on-year changes** becomes more important. Weather patterns provide useful context to explain year-on-year changes in road casualty statistics.
- **Significant and extended snowfall throughout Britain at the start and end of 2010** is likely to have suppressed the number of users on the road leading to a reduction in traffic, accidents and casualties in these periods. This is likely to have reduced the number of fatalities in 2010 and as a result an increase in fatalities was seen in 2011. The return to the long term downward trend in fatalities in 2012 and 2013 after the increase between 2010 and 2011 reinforces the hypothesis that the 2010 figures were affected by the weather.
- **2012 was the second wettest year on record**. The likely result of this additional rainfall in 2012 would have been to reduce the number of vulnerable road users, particularly pedal cyclists and motorcyclists on Britain's roads, especially during the spring and summer months. This may have had the effect of reducing the number of accidents and casualties from these user groups. Both 2011 and 2013 were drier than 2012 so some caution is needed in interpreting changes in casualties between years over the period 2011-2013.

Further information...

The article **Understanding short term casualty trends; the impact of the weather** can be found [here](#).

Related statistics (tables and charts) can be found [here](#).

Changes in article coverage from 2012

There have been some changes in the articles included in the annual report this year from the 2012 annual report.

- The articles on **survey data** and the **valuation of road accidents and casualties** have not been included as the methodology and broad trends are similar to previous years. The tables associated with these articles have been updated (survey data: [RAS54](#), accident and casualty costs: [RAS60](#)). For more information on the methodology and data sources for the published tables, please see the articles published as part of [RRCGB 2012](#).
- The article using **hospital episode statistics** ([HES](#)) has been delayed due to personnel changes. We intend to update the analysis during 2014 or 2015.
- As the proportions of accidents with each **contributory factor** do not change much from year to year, we have decided to remove this article this year. Our current expectation is to produce the article every two or three years allowing us to highlight what has changed. We seek any views users have on this proposal. Despite not including the article, we have continued to maintain and update the contributory factor tables (tables [RAS50001 to RAS50015](#)).
- A new chapter focussing on more detailed analysis of a particular road user group has been introduced – this year on **cyclists**.
- As the number of road casualties gets smaller, understanding the reasons behind **year-on-year changes** becomes more important. Over the last few years, one such effect has been **weather patterns**. This new chapter presents an overview of the impact of different weather types over the past few years.

Additional sections

This section summarises topics which have not been included as an article.

International comparisons

- In comparison with other countries, the **UK remains one of the world leaders in terms of road safety**, and its rate for child fatalities is well below the European average.

Casualty valuations

- The **total value of prevention of reported road accidents** in 2013 was estimated to be £14.7 billion - this includes an estimate of the cost of damage only accidents but does not allow for unreported injury accidents.

Detailed statistics...

Detailed tables on international comparisons can be found in [RAS52001](#).

Detailed tables on accident and casualty costs can be found in [RAS60001-RAS6004](#).

This represents a decrease of 3 per cent compared with the same estimate made in 2012.

- Since the early 1990s, the casualty valuation has been based on a consistent **willingness to pay** (WTP) approach. For more details of the methodology, see the [2012 Annual Report](#).

Survey data on road accidents

- It has long been known that police data do not provide a complete record of all personal injury accidents and casualties. To help address this, the **National Travel Survey (NTS)** has included questions asking people about their involvement in road accidents since 2007.
- Our best current estimate, derived from the NTS data, is that the **total number of road casualties in Great Britain** annually, including those not reported to the police, is within the range 630 to 800 thousand with a central estimate of 720 thousand.
- For more details of the survey data methodology, see the [2012 Annual Report](#).

Detailed statistics...

Detailed tables on survey data on road accidents can be found in [RAS54001-RAS54004](#).

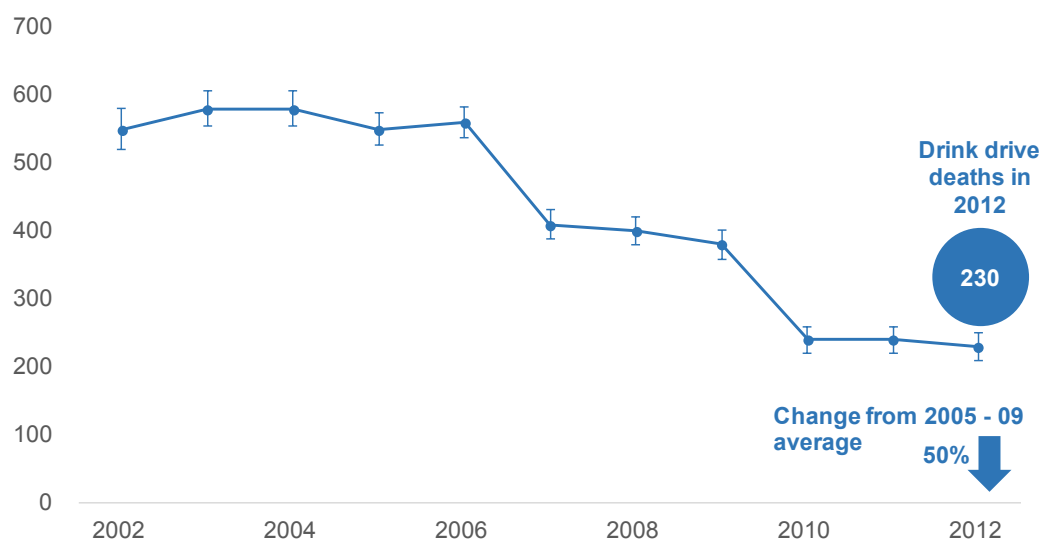
Drinking and driving

- The latest estimates of drink drive casualties are for 2012 and show that there were 230 **drink drive deaths** in 2012, not significantly different to the previous two years.
- Following a sharp drop in deaths between 2009 and 2010 (a fall of around 40 per cent) **drink drive deaths have been stable since 2010**, between 230 and 240. These are the lowest figures seen since detailed reporting began in 1979.
- There were 1,430 **drink drive killed or seriously injured casualties (KSIs)** in 2012, a fall of 5 per cent from 2011. Drink drive KSIs fell each year from 2002 to 2010, with an average fall of around 10 per cent each year. Since then, the KSI numbers have been relatively stable.
- In 2012, 6 per cent of killed motorcyclists and around a quarter of vehicle drivers were found to be over the **legal alcohol limit** when they died. These proportions have fluctuated over the past decade, but without a significant upward or downward trend. However, the overall number of killed drivers and riders has fallen, which has contributed to a fall in the number of drink drive deaths.
- **Breath test data** shows that in 2013, 3 per cent of drivers and riders failed a breath test following a reported personal injury accident. This proportion has been broadly stable since 2010, following falls earlier in the decade from 4 per cent in 2004.

Detailed statistics...

Detailed tables on reported drink driving can be found in [RAS51001-RAS51104](#).

Killed casualties in reported drink drive accidents: GB 2002 to 2012; error bars show 95% confidence intervals



Contributory factors

- As in previous years, the most commonly recorded contributory factor in reported road accidents in 2013 was **“driver/rider failed to look properly”**, recorded in around 26 per cent of fatal, 36 per cent of serious and 43 per cent of slight accidents.
- “Driver/rider failed to look properly”** was the most commonly recorded factor in serious and slight accidents. For fatal accidents, **“loss of control”** was the most commonly recorded factor, accounting for 34 per cent of cases.
- For more information about the contributory factors system in STATS19, including its limitations, see the chapter in the [2011 Annual Report](#).

Detailed statistics...

Detailed tables on contributory factors can be found in [RAS50001-RAS50015](#).

Further information...

Detailed tables can be found on Reported road casualties Great Britain – 2013 annual report web page at: www.gov.uk/government/organisations/department-for-transport/series/road-accidents-and-safety-statistics

Detailed tables

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

- accidents ([RAS10](#))
- drivers and vehicles involved ([RAS20](#))
- casualties ([RAS30](#))
- combined accidents, casualties, vehicles ([RAS40](#))
- area comparisons ([RAS30038-RAS30058](#), [RAS10014-RAS10015](#), [RAS41002-RAS41004](#))
- international comparisons ([RAS52](#))
- inter modal comparisons ([RAS53](#))
- Strategic Framework for Road Safety outcome indicators ([RAS41](#))
- reported drink driving ([RAS51](#))
- contributory factors ([RAS50](#))
- survey data on road accidents ([RAS54](#))
- hospital admissions as a result of road accidents ([RAS55](#)) (to be updated at a later date)
- accident and casualty costs ([RAS60](#))

A full list of tables in the road safety series and an index linking 2009 RRCGB report table numbers with 2013 RRCGB web tables can be found here:

www.gov.uk/government/statistical-data-sets/road-accidents-and-safety-statistical-tables-index

Strengths and weaknesses of the data

Comparisons of road accident reports with **death registrations** show that very few, if any, road accident fatalities are not reported to the police. However, it has long been known that a considerable proportion of non-fatal casualties are not known to the police, as hospital, survey and compensation claims data all indicate a higher number of casualties than police accident data would suggest.

We have updated our estimate of the total number of road casualties in Great Britain, including those not reported to the police, in this year's Survey data on road accidents tables [RAS54001-RAS54004](#).

The police data are therefore not a complete record of all injury accidents and this should be borne in mind when using and analysing the data included in this publication. Police data on road accidents remain the most detailed, complete and reliable single source of information on road casualties covering the whole of Great Britain.

We also continue to look at other sources of data on road accidents. Although the RRCGB 2013 annual report does not contain any new analyses of hospital data, an article can be found in the [2011 annual report](#) and in tables [RAS55001-RAS55016](#). This article and the tables will be updated at a later date. Further information on complementary sources of data on road accidents and casualties, can be found in Reported Road Casualties Great Britain 2008, 2009, 2010, 2011 and 2012 annual reports, which are available through: www.gov.uk/government/organisations/department-for-transport/series/road-accidents-and-safety-statistics

Background notes

1) Further information about the Reported Road Casualties Great Britain Annual Report can be found at: www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013.

2) On 17 December 2011, the United Kingdom Statistics Authority designated these statistics as National Statistics, in accordance with the Statistics and Registration Service Act 2007, signifying their compliance with the Code of Practice for Official Statistics.

Designation can be broadly interpreted to mean that the statistics:

- meet identified user needs;
- are well explained and readily accessible;
- are produced according to sound methods, and
- are managed impartially and objectively in the public interest.
- Once statistics have been designated as National Statistics it is a statutory requirement that the Code of Practice shall continue to be observed.

The statistics were reassessed in 2013 and confirmed as National Statistics. The report (number 258) was published on 25th July 2013 at: www.statisticsauthority.gov.uk/assessment/assessment/

[assessment-reports/index.html](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/48822/assessments-reports/index.html).

- 3) Details of Ministers and officials who receive pre-release access to these statistics up to 24 hours before release can be found here: www.gov.uk/government/publications/road-accident-and-safety-statistics-pre-release-access-list.
- 4) A full list of the definitions used in this publication can be found here: www.gov.uk/government/uploads/system/uploads/attachment_data/file/48822/reported-road-casualties-gb-notes-definitions.pdf.
- 5) Further information on Reported Road Casualties Great Britain, including information about the variables collected on the STATS19 form, historical publications and factsheets, can be found at: www.gov.uk/government/publications/road-accidents-and-safety-statistics-guidance.
- 6) Reported accident and casualty data are also released at record level (subject to meeting confidentiality requirements) as part of the government's transparency agenda. These records can be accessed through the data.gov website: data.gov.uk/dataset/road-accidents-safety-data.
- 7) The next release of road accidents and casualty data will be estimates for the second quarter of 2014 on 6 November 2014.

Key definitions

Accident: Involves personal injury occurring on the public highway (including footways) in which at least one road vehicle or a vehicle in collision with a pedestrian is involved and which becomes known to the police within 30 days of its occurrence. Damage-only accidents, with no human casualties or accidents on private roads or car parks are not included. The data are collected by police at the scene of an accident or in some cases reported by a member of the public at a police station.

Casualty: A person killed or injured in an accident. Casualties are sub-divided into killed, seriously injured and slightly injured

Fatal accident: An accident in which at least one person is killed; other casualties (if any) may have serious or slightly injuries.

Killed: Human casualties who sustained injuries which caused death less than 30 days (before 1954, about two months) after the accident. Confirmed suicides are excluded.

Serious accident: One in which at least one person is seriously injured but no person (other than a confirmed suicide) is killed.

Serious injury: An injury for which a person is detained in hospital as an “in patient”, or any of the following injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushings, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries causing death 30 or more days after the accident. An injured casualty is recorded as seriously or slightly injured by the police on the basis of information available within a short time of the accident. This generally will not reflect the results of a medical examination, but may be influenced according to whether the casualty is hospitalised or not. Hospitalisation procedures will vary regionally.

Slight accident: One in which at least one person is slightly injured but no person is killed or seriously injured.

Slight injury: An injury of a minor character such as a sprain (including neck whiplash injury), bruise or cut which are not judged to be severe, or slight shock requiring roadside attention. This definition includes injuries not requiring medical treatment.

Reported Road Casualties Great Britain: 2013 Annual Report

Overview and trends in reported road casualties



Department
for Transport

Key findings

The key findings from this article include:

- ▶ **Road deaths** decreased by 2 per cent compared to 2012, to 1,713. This is the lowest figure since national records began in 1926.
- ▶ The number of people **seriously injured** decreased by 6 per cent to 21,657 in 2013, compared to 2012.
- ▶ The **total number of casualties** in road accidents reported to the police in 2013 was 183,670, down 6 per cent from the 2012 total.

- ▶ **Total reported child casualties** (ages 0-15) fell by 9 per cent to 15,756 in 2013. The number of children killed or seriously injured also fell, decreasing by 13 per cent to 1,980 in 2013.

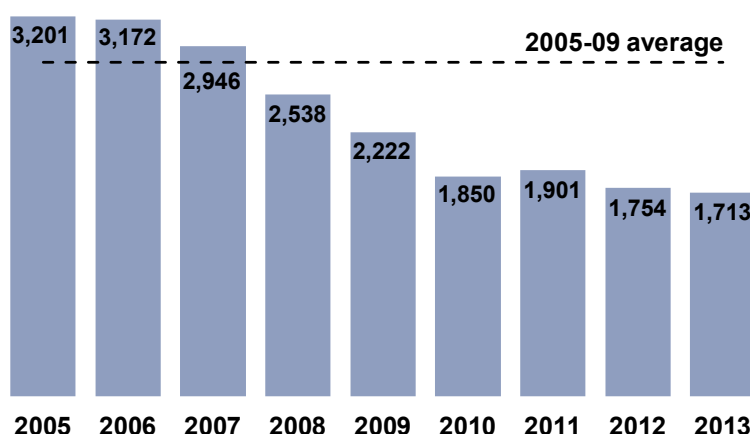
- ▶ A total of 138,660 personal-injury **road accidents** were reported to the police in 2013, 5 per cent lower than in 2012.

- ▶ **Vehicle traffic levels** have remained broadly stable with a small increase of 0.4 per cent between 2012 and 2013.

About this article

This article reviews the main trends in the number of reported road accident casualties in Great Britain in 2013 compared with recent years. Figures are primarily derived from information about accidents reported to the police.

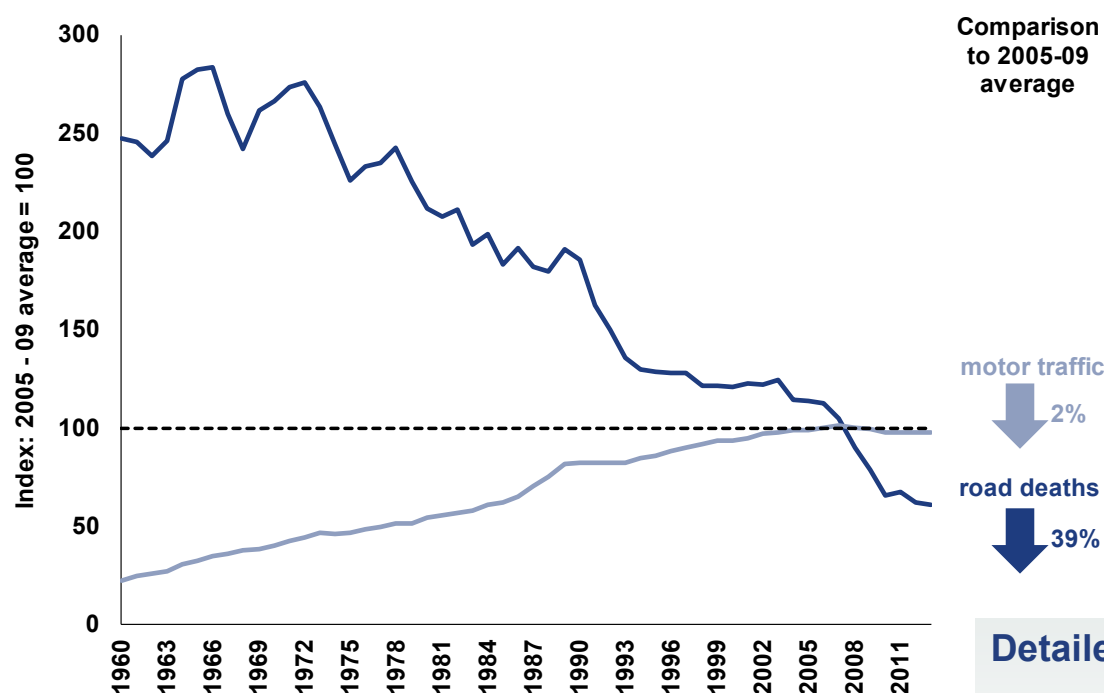
Killed casualties in reported accidents, GB, 2005-2013



Long-term casualty trends

- In 2013, 1,713 people in Great Britain were **killed** on the roads, the lowest since detailed reporting began and almost 5 times lower than the peacetime peak of almost 8,000 deaths in the mid-1960s.
- Aside from cycles of fluctuation over several years, **road deaths have fallen fairly steadily since this 1960s peak**. Over this period, road deaths have fallen by almost 80 per cent, whilst motor traffic has more than doubled. This means that the relative risk of road death, as well as the overall number of deaths, has fallen.

Chart 1: Killed casualties in reported road accidents and motor traffic, GB: 1960 to 2013¹



¹Traffic estimates from 1995 onwards were produced on a new, more accurate basis and are not directly comparable with previous years

Detailed statistics...

For a long term time-series of road deaths, see table [ras40001](#).

- Since 1979, detailed data on non-fatal road casualties have also been recorded. **Seriously injured** casualties have fallen steadily over the past 3 decades by a factor of around 70 per cent, from around 80,500 in 1979 to around 21,700 today.
- In contrast, reported **slightly injured** casualties saw a slight upward trend from 1979 before reaching a peak of 281,220 in 1997. In the early 2000s, slightly injured casualties started to fall steadily year-on-year, reaching 160,300 in 2013, around 40 per cent lower than the 1997 peak.

- However, it is worth noting that, unlike deaths, the trends for non-fatal casualties, particularly slightly injured casualties are likely to be affected by **under-reporting**, particularly for pedal cyclists and pedestrians.

Shorter-term trends

- With the exception of 2011, **road deaths** have fallen every year since 2004 and in 2013, were 39 per cent lower than the 2005-09 average.
- Since the early 2000s, the fastest decrease in deaths occurred **between 2008 and 2010**, with an average year-on-year decrease of over 10 per cent. Since 2010, the overall trend has been downward (albeit with a fluctuation in 2011) but slower.
- **Seriously injured** casualties have also fallen over the past decade, again showing a period of steady year-on-year decline between 2004 and 2010 before starting to slow. Seriously injured casualties in 2013 were 20 per cent lower than the 2005-09 average.
- **Casualties of all severities** fell between 2012 and 2013. Road deaths fell by 2 per cent in 2013, serious casualties by 6 per cent and total casualties by 6 per cent.

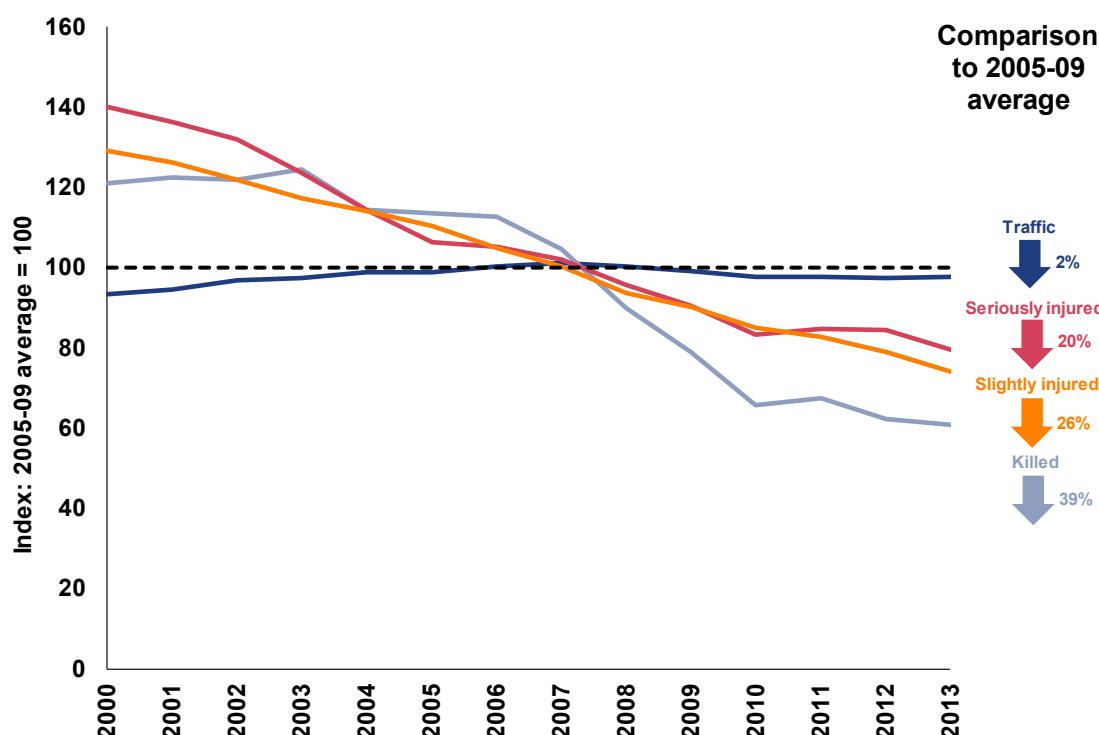
2005-2009 average

2005 -2009 average is the baseline for the [Strategic Framework for Road Safety Outcomes](#).

All road users casualties compared to the 2005-2009 average:

Killed	39%
Serious	20%
KSI	22%
All casualties	25%
Accidents	23%

Chart 2: Traffic and reported casualties by severity, GB: 2000-2013



The latest picture

- Last month, the **first casualty data for 2014** were published: [provisional estimates for the first quarter for 2014](#). They show a reversal of the downward trend seen in 2013. In the year ending March 2014, there was a 4 per cent increase in killed casualties and 2 per cent increase in killed or seriously injured (KSI) casualties, compared to the previous 12 month period.
- The **reasons for the increase are not yet clear**, but it is worth noting that the same quarter in the previous year was unusually low and changes in the weather and traffic levels may have contributed to the rise. As more data become available later this year, we will be able to see whether this is a one-off or the start of a longer term trend.

What affects the casualty trends?

- It is very difficult to isolate the impact of a single factor in the casualty trends, but broadly, the long-term decrease is likely to have been driven by a **combination** of:
 - Road safety education and training
 - Improved vehicle and highway technology / engineering
 - Reduction in speeds (there is evidence that speed limit compliance has improved over the last decade and average free-flow speeds have decreased)
 - Improved post-accident care to improve outcomes (e.g. the creation of major trauma centres in England)
- These factors will have both reduced the **likelihood** of an accident in the first place, as well as reducing the **severity** and number of casualties when they do occur.
- **Shorter term trends can also be driven by economic factors**. There is evidence that economic recessions have accelerated decreases in road deaths, although the relationship between GDP and fatalities is neither simple nor linear. For a more detailed discussion of this, please see last year's Reported Road Casualties Great Britain Annual Report.
- Another important factor in understanding year-on-year trends is the **weather**. There is evidence that particularly cold or wet weather can affect both road user exposure and driver behaviour, both of which will affect the number of casualties. A more detailed discussion of weather effects can be found in the weather chapter of this report.

Further information...

For a history of road safety interventions from the 1900s onwards, see the Calendar of Events at the back of this report.

Last year's Reported Road Casualties Great Britain Annual Report can be found [here](#).



The weather article for this report can be found [here](#).

Casualties by road type

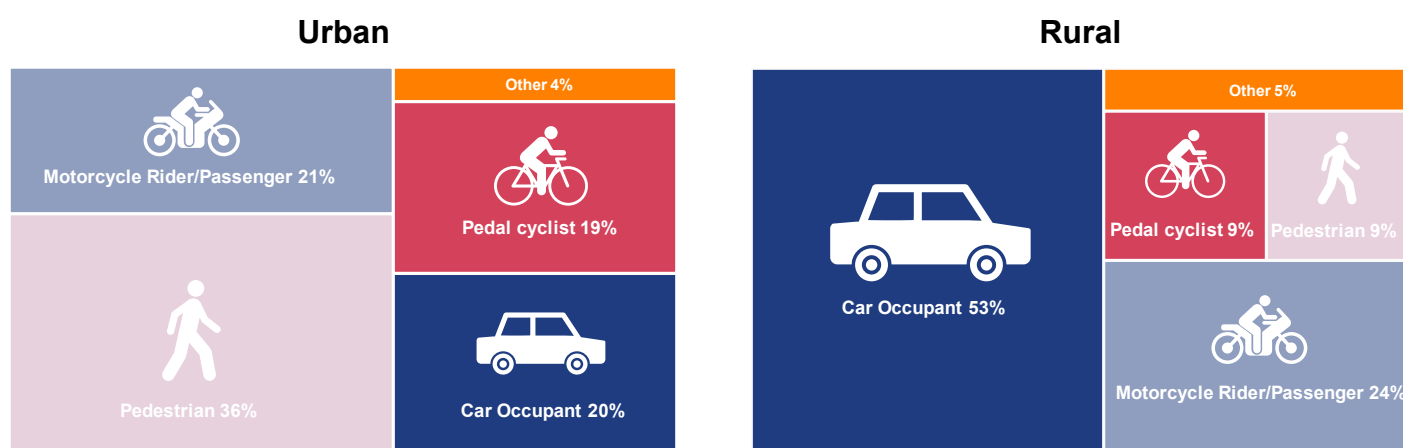
Urban and rural roads



Motorways are excluded from the rural and urban road definitions and are discussed in the next section.

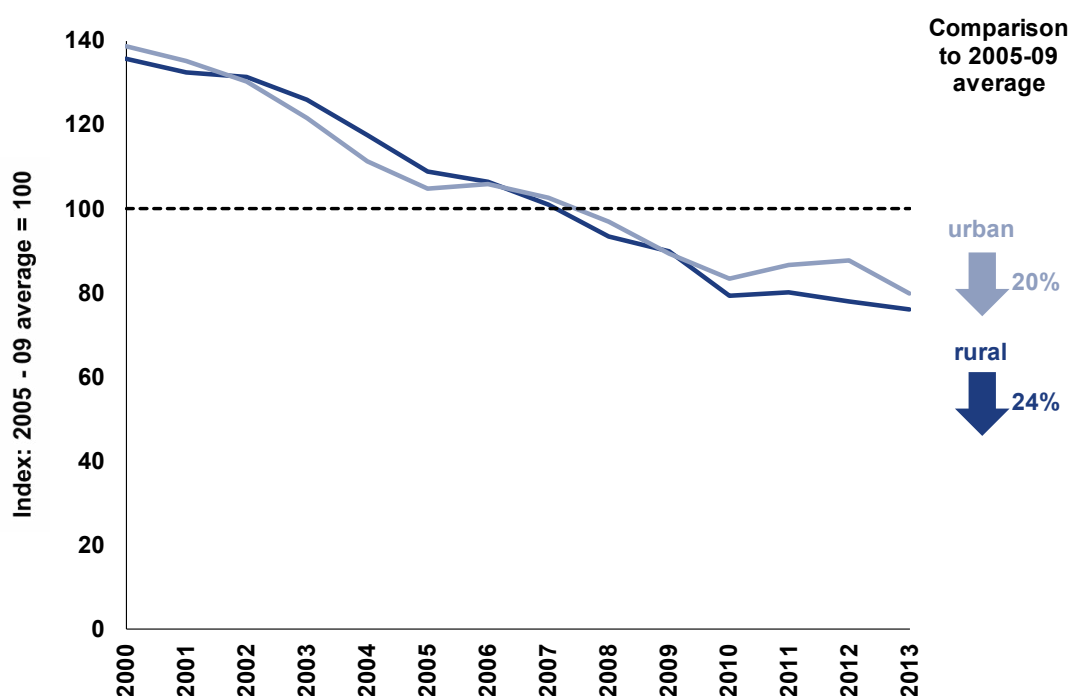
- In recent years, **non-motorway traffic** has been split roughly 50-50 between **rural and urban roads**. However, the two road types show markedly different casualty patterns.
- Deaths are disproportionately likely to occur on rural roads**: in 2013, they carried 53 per cent of traffic, but accounted for around two thirds of road deaths. A similar split has been seen over the last decade. Mile-for-mile, the risk of death on rural roads is around 1.7 times that on urban roads and around 2 per cent of reported accidents on rural roads are fatal, compared to less than 1 per cent in urban areas.
- In contrast, **serious and slight injuries** are more likely to occur on urban roads. In 2013, urban roads accounted for 47 per cent of traffic, but 57 per cent of seriously injured and almost two thirds of slightly injured casualties.
- In summary: whilst personal injury accidents are more likely to occur on urban roads, where they do occur on rural roads, they are more likely to have fatal outcomes.
- The breakdown of casualty types also differs between urban and rural roads. **On urban roads, pedestrians account for around a third of KSIs**, with car occupants, motorcyclists and pedal cyclists each comprising a roughly a fifth.
- On rural roads, in contrast, car occupants are the majority of KSI casualties** (53 per cent in 2013) with motorcyclists a further quarter and pedal cyclists and pedestrians each accounting for around 10 per cent.

Chart 3: Killed or seriously injured casualties on urban and rural roads by road user type, GB: 2013



- **Fatalities** on rural roads increased by 3 per cent to 1,070 in 2013, although this figure is still around 8 per cent lower than 2011. With the exception of fatalities on rural roads, casualties of all road user types on both rural and urban roads decreased in 2013.
- Both **rural and urban roads** have seen casualty decreases over the past decade, with broadly similar trends on the two road types, as shown in chart 4. In 2013, KSI casualties on rural roads were nearly a quarter lower than the 2005-09 average and a fifth lower on urban roads. Over the same period, rural traffic has decreased by 2 per cent and urban by around 5 per cent.

Chart 4: KSI casualties on rural and urban roads, GB: 2000 to 2013



Motorways

- In 2013, **motorways** carried around 20 per cent of GB **motor traffic**, but accounted for just 6 per cent of **road deaths** (100 deaths) and 3 per cent of serious injuries (660 serious casualties) which means they are the safest road type. Mile-per-mile, the risk of death on motorways was around 5 times lower than the equivalent figure for rural roads and 3 times lower than for urban roads.
- **Car occupants** comprise by far the biggest casualty group on motorways: in 2013 they accounted for almost 70 per cent of motorway KSIs, with motorcyclists the next largest group (12 per cent) and goods vehicle occupants (vans and HGVs) comprising a further 10 per cent.
- In 2013, **deaths on motorways** increased for the first time since 2005, from 88 in 2012 to

100 in 2013, a 14 per cent increase. For context, motorway traffic levels rose by 1.5 per cent. Seriously injured casualties also increased very slightly, from 654 to 660.

- **The reasons for the increase are not clear.** Table 1 shows the breakdown of motorway fatalities over time. The numbers are relatively small so the year-on-year changes do need to be interpreted with some caution, but they can still provide some limited insight into the 2013 increase.

Table 1: Fatalities on motorways, GB: 2005 to 2013

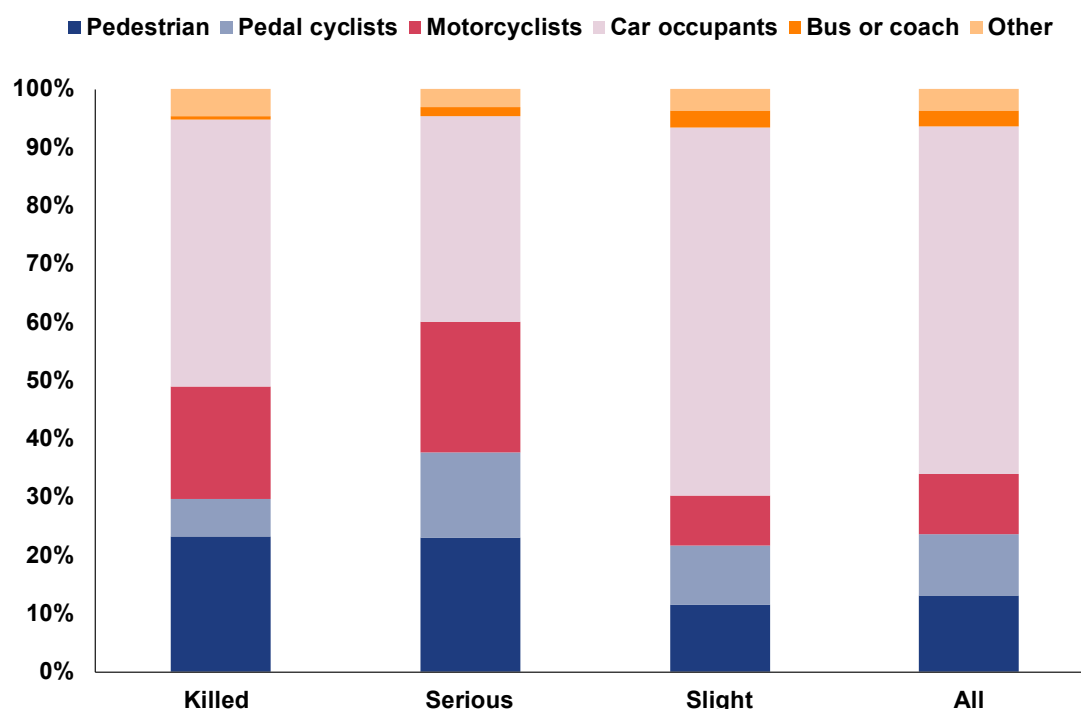
ROAD USER TYPE	2005	2006	2007	2008	2009	2010	2011	2012	2013	change from 2012
Pedestrian / pedal cyclist	31	14	30	21	18	24	16	17	17	-
Motorcyclist	18	22	16	15	12	13	8	4	14	↑ 10
Car occupant	123	130	99	104	84	60	64	46	53	↑ 7
LGV / HGV	31	21	35	18	16	20	17	20	14	↓ 6
Other	1	0	3	0	2	1	1	1	2	↑ 1
Total	204	187	183	158	132	118	106	88	100	↑ 12

- **Car occupants and motorcyclists** make up the largest motorway fatality groups and both of them saw an increase in 2013. However, in both cases this followed sharp drops in the preceding years and so they don't necessarily represent a diversion from a longer-term downward trend.
- As more data become available in future years, we will be able to assess whether last year's increase in motorway fatalities is a one-off fluctuation or the start of an ongoing trend. However, it is worth noting that even with the increase, both deaths and KSIs were more than a third down on the 2005-09 average.

Trends and the relative risk for different road types

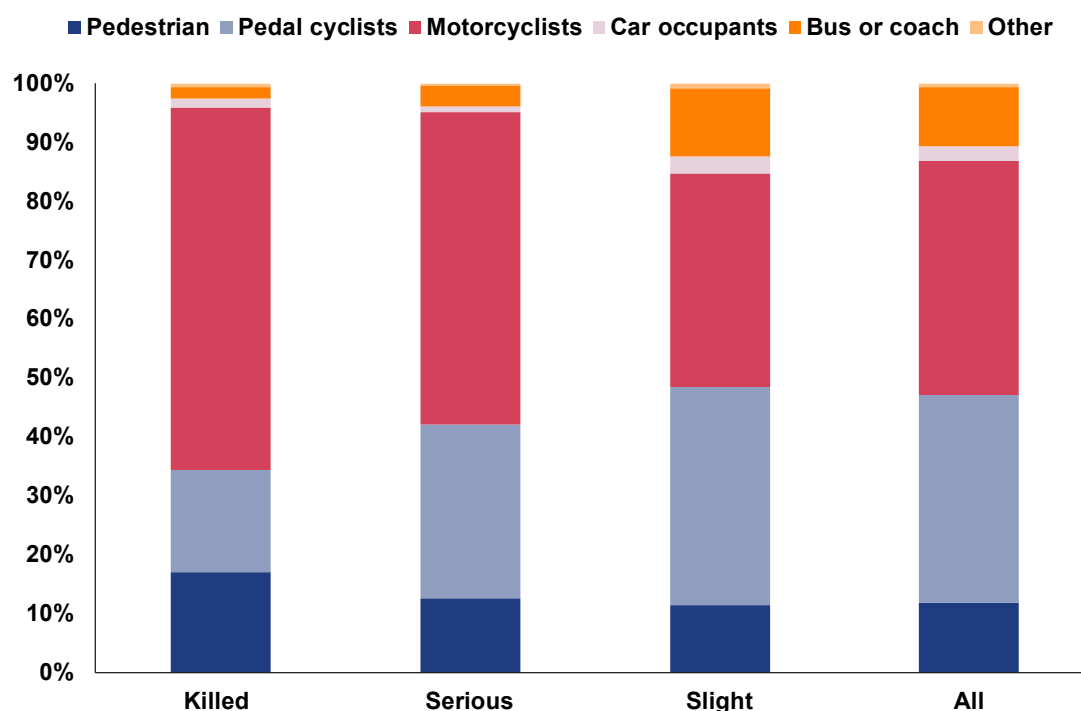
- As in previous years, **car users made up the biggest share of road deaths in 2013** (46 per cent), with vulnerable road users (pedestrians, pedal cyclists, motorcyclists) collectively making up a further 49 per cent.
- Amongst non-fatal casualties, **car users** are also the largest road user group, accounting for 35 per cent of serious and 63 per cent of slight casualties in 2013, with **vulnerable road users** collectively accounting for 60 per cent of serious and 30 per cent of slight casualties.

Chart 5: Proportion of reported casualties by road user type and severity: GB 2013



- However, despite comprising the largest casualty group, when **adjusted for the relative distance travelled**, the casualty rate for car occupants is amongst the safest of the casualty groups.

Chart 6: Proportion of reported casualties by road user type and severity, adjusted for distance travelled per year: GB 2013



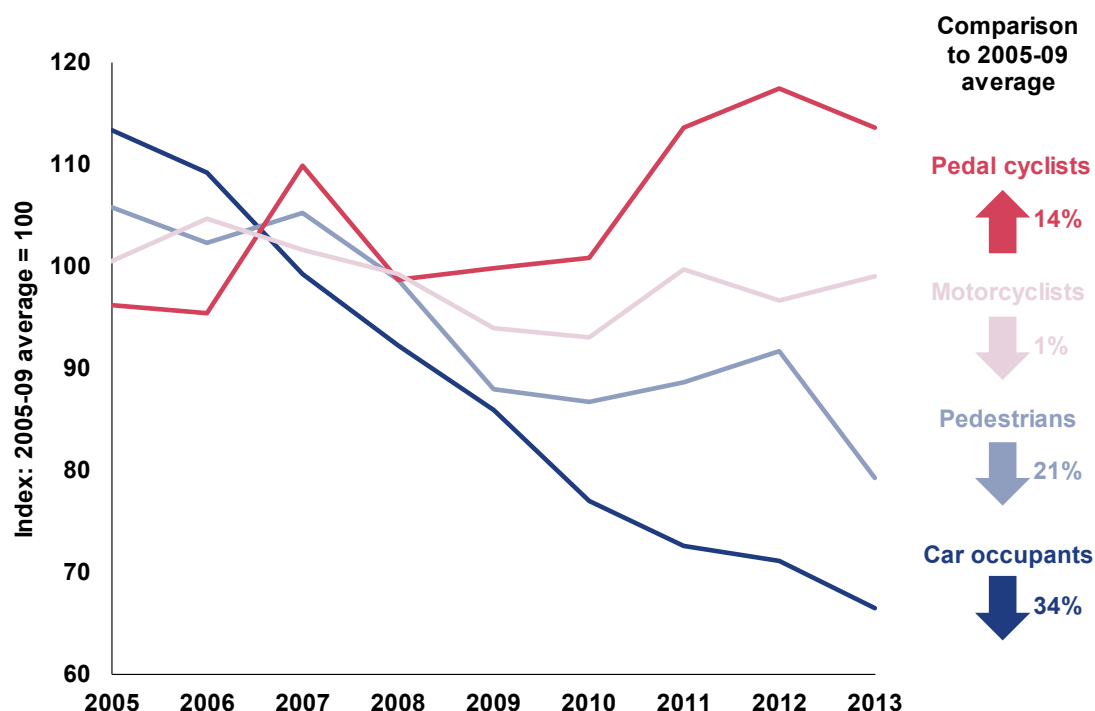
- Chart 6 shows the distribution of casualty types adjusted for the distance driven, cycled or walked for each mode, with the effect that the groups at higher risk comprise a larger share. When adjusted in this way, **motorcyclists** are at by far the biggest risk of death (for context, they accounted for less than 1 per cent of traffic but 19 per cent of fatalities in 2013), with pedal cyclists and pedestrians the next largest groups.
- Charts 7 and 8 show how the casualty rates have changed over time for the **four largest casualty groups** for killed and KSI casualties.

Chart 7: Reported killed casualties for the four largest casualty groups, per billion miles travelled: GB, 2013



- **All four main casualty groups have seen a reduction in the fatality rate over the past decade**, with a broadly continuous drop between 2005 and 2010 and subsequent slowing down or flattening of the rate. Car occupants have seen the biggest overall improvement in fatality rate: their fatality rate in 2013 was over 40 per cent lower than the 2005-09 average. Pedal cyclists and motorcyclists saw slower decreases and were around a quarter lower than the 2005-09 average in 2013.

Chart 8: Reported killed or seriously injured casualties for the four largest casualty groups, per billion miles travelled: GB, 2013



- The **trend for KSI casualties shows a different picture**. Only car occupants have seen a continuous year-on-year fall since 2005, with the rate in 2013 around a third lower than the 2005-09 average. Pedestrians rates fell by around a fifth over the same period. In contrast, the pedal cyclist KSI rate has increased by 14 per cent compared to the 2005-09 average and the rate for motorcyclists is only slightly lower (1 per cent) than the 2005-09 average.

Reported Road Casualties Great Britain: 2013 Annual Report

Focus on pedal cyclists



Department
for Transport

Key findings

The key findings from this article include:

- ▶ **Pedal cyclist deaths** have seen a long-term fall, but have fluctuated between roughly 100 and 120 over the last six years. Since records began in the 1920s, the highest annual figure seen for cyclist deaths was 1,536 in 1934. The lowest annual figure for pedal cyclist deaths was 104 in 2009, 93 per cent lower than the 1934 high.
- ▶ In 2013, **pedal cyclist deaths** decreased by 8 per cent to 109, compared to 118 in 2012.
- ▶ The number of pedal cyclists **seriously injured** also fell by 2 per cent to 3,143 in 2013 compared to 3,222 in 2012. This is the first decrease in reported seriously injured cyclist casualties since 2004.
- ▶ The total number of pedal cyclist **casualties** in road accidents in 2013 was 19,438, up 2 per cent from the 2012 total.
- ▶ Across all severities, **males** make up more than 80 per cent of pedal cyclist casualties. In 2013, of the 109 pedal cyclist fatalities, 20 per cent were **female** and 80 per cent were male.
- ▶ **Pedal cycle traffic** levels have also been on the rise with a 1 per cent increase between 2012 and 2013.

About this article

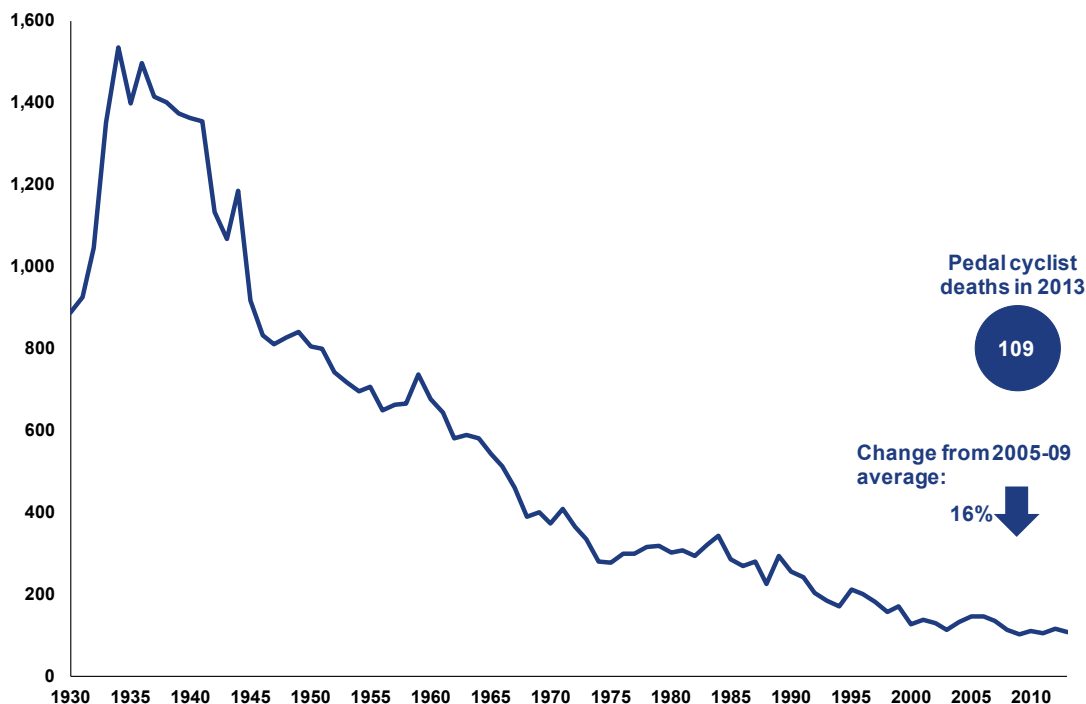
This article presents summary statistics on pedal cyclist casualties in road accidents, in Great Britain in 2013 compared with recent years. Figures are primarily derived from information about road accidents reported to the police.

The overall casualty picture for cyclists

Long term trends

- As a wider context, fatalities of **all road user types** have seen long-term reductions. From a peace-time high of around 8,000 per year in the mid-1960s, road deaths reached a record low of 1,713 in 2013, a fall of around 80 per cent.
- Pedal cyclist deaths** have also seen a long-term fall, but have fluctuated between roughly 100 and 120 over the last six years. Since records began in the 1920s, the highest annual figure seen for cyclist deaths was 1,536 in 1934. The lowest annual figure for pedal cyclist deaths was 104 in 2009, 93 per cent lower than the 1934 high.
- Detailed recording of **non-fatal pedal cyclist casualties** began in 1979 and these have also seen a long-term fall. Today both slight and seriously injured pedal cyclist numbers are around a third lower than 30,594 non-fatal pedal cyclists' casualties in 1984, the highest recorded.
- Since recording began in 1949, the highest annual figure seen for **pedal cycle traffic** was in 1949, pedal cycle traffic accounted for 35 per cent of road traffic in Great Britain. Today pedal cycle traffic only accounts for 1 per cent of road traffic in Great Britain.

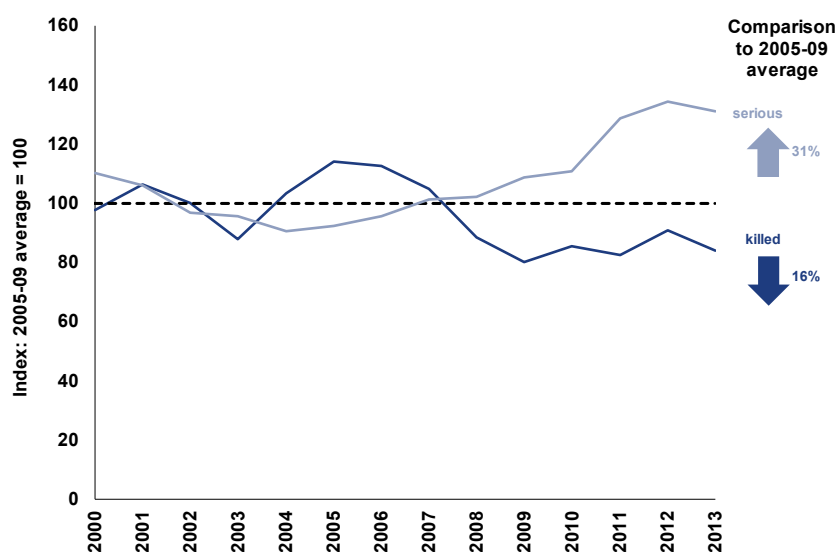
Chart 1: The number of pedal cyclist fatalities, GB: 1930 - 2013



Short term trends

- Pedal cyclists accounted for 11 per cent of all road **casualties** in 2013: 6 per cent of all road accident fatalities, 15 per cent of all serious injuries and 10 per cent of all slight injuries.
- **Pedal cycle traffic** has also been on a general increase. Road traffic estimates have shown a gradual increase in the distance cycled in Great Britain, with a 1 per cent rise between 2012 and 2013. This figure is 13 per cent higher than the 2005-09 average.
- The number of pedal cyclist **fatalities** decreased each year between 2005 and 2009, reaching a low of 104 deaths in 2009. Since then the number of annual deaths has fluctuated between roughly 100 and 120, however there is some evidence of a slight upward trend.
- In 2013, 109 pedal cyclists were **killed**, 9 fewer (an 8 per cent decrease) than in 2012. However, given the fluctuating nature of this figure it is not possible to tell whether this latest annual change is simply a one-off fluctuation or the start of a longer term downward trend.
- The number of **seriously injured** pedal cyclists also fell each year from 2000 to 2004, reaching a record low of 2,174 in 2004. Since then there has been an upward trend year on year up until 2012 when there were 3,222 seriously injured pedal cyclists, 48 per cent higher than the 2004 low.
- In 2013 the number of **seriously injured** pedal cyclists fell by 2 per cent compared to 3,143 in 2012, the first decrease in reported seriously injured cyclists since 2004, although as above, it is not possible to tell whether this is the start of a long term trend or single fluctuation.
- Despite the fall in 2013, the number of seriously injured pedal cyclists is still 31 per cent higher than the **2005 to 2009 average**.

Chart 2: The number of killed or seriously injured pedal cyclist casualties, GB: 2000 - 2013



Under-reporting of pedal cyclist casualties

The main source of data on road accidents is the **STATS19 data** which includes detailed information on personal injuries recorded by the police. However it is not a complete record of all injury accidents as a proportion of road accidents will never be reported to the police. Whilst the vast majority of road accident fatalities become known to the police, studies have shown that an appreciable proportion of **non-fatal injury accidents** are not reported and therefore not included in the data. These studies have shown that reporting rates for pedal cyclists tend to be lower than for other road users. Pedal cyclist non-fatal casualties are amongst the most likely to be under-reported in road accident data collected by the police, especially where the pedal cycle was the only vehicle in the accident. This means that the trends and explanations provided within this article are only based on a sub-set of actual accidents and casualties. This should be borne in mind when using, analysing and interpreting the data.

Hospital Episode Statistics (HES) data provides an alternative view of the number of pedal cyclist casualties. This dataset makes up a key source of information on the medical outcomes of casualties who have been injured enough to be admitted to hospital. In 2011 the number of pedal cyclist admissions in HES was more than three times the number of seriously injured casualties in accidents recorded by the police. This therefore gives an indication of the number of personal injury accidents involving pedal cyclists which will not be included in the analysis for this article.

Further information...

More information on hospital admissions data on road casualties in England can be found [here](#).

Pedal cyclist casualty rates

Trends in pedal cyclist casualties can be partly explained by changes in how much people cycle, which is why it is important to consider the **cyclist casualty rate**- the number of pedal cyclist casualties per mile cycled- as well as the number of casualties. To calculate this rate, an estimate of the total annual GB cycling distance is required.

Currently this estimate, along with the rates for other vehicle type occupants, is based on **traffic count data**. The Department's traffic count data is estimated through a combination of **manual observations and automatic traffic counters** (ATCs). More details about traffic estimates can be found [here](#). Table [RAS30013](#) includes casualty rates for different vehicle types, estimated using traffic count data for the distance.

Measuring pedal cycle traffic using traffic counts has some limitations. Traffic is counted on only a sample of 'B', 'C' and unclassified roads ('minor' roads), where the majority of cycling occurs.

Therefore, given cycling can vary considerably by local area, the road traffic estimated may not give a complete representation of cycling in Great Britain. In addition, traffic counts only capture cycling on the public highway or on paths directly adjacent to it and so do not include cycling on other routes such as canal paths.

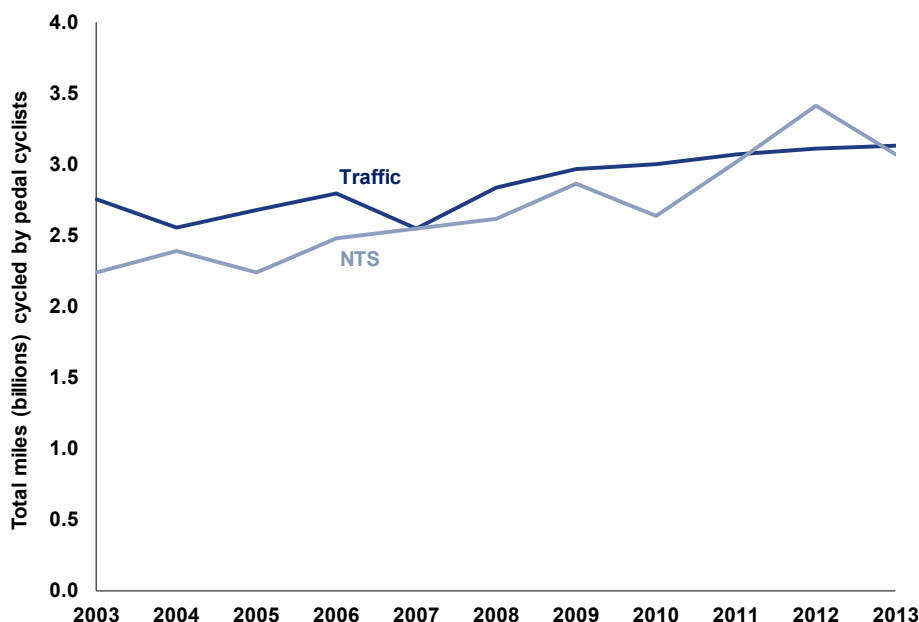
Further information...

The NTS table can be found [here](#).

An alternative to traffic counts is to use survey data from the **National Travel Survey** (NTS) a long standing DfT survey which records individuals' personal travel patterns in a one week diary, including cycling journeys. From the NTS it is possible to derive an annual estimate for the average distance cycled per person per year. Multiplying by GB population gives an estimate for the total distance cycled in GB.

The chart below compares the total distance cycled in GB, as derived from traffic counts with equivalent data from the NTS. The two sources will not present exactly the same picture because of differences in collection, coverage and measurement but a degree of coherence should be expected. Historically, the NTS gave a lower estimate than the traffic counts. In recent years, the two estimates began to converge and were similar in 2007 and 2013. Both the estimates however, suggest an increase in distance cycled in recent years: the traffic counts suggest 2013 was around 13 per cent higher than the 2005-09 average; the NTS suggests growth over this period is closer to 20 per cent.

Chart 3: The total distance cycled in GB: 2003-2013



Given the limitations in measuring cycling distance via traffic counts, we are carrying out work to assess the most appropriate dataset for estimating casualty rates.

The NTS is not without its limitations: for example, it does not capture travel for commercial purposes (e.g. cycle couriers). However, compared with motor vehicles, commercial travel is likely to comprise only a small share of total cycling. Another limitation is that the NTS is a sample survey and cycling is a relatively infrequent mode, so the estimates are subject to a lot of year-on-year fluctuation, as shown in chart 3.

Another limitation is that the NTS, which was previously a GB-wide survey, is now since 2013 England-only. However, a reasonable GB estimate of cycling distance can be derived by scaling up the England only miles per person per year measure by the GB-wide population.

Charts 4 and 5 below show the fatalities and KSIs per billion miles cycled in GB using the road traffic counts and NTS estimates. They show that the NTS-based casualty rates were historically higher than those for the traffic counts, but they have converged in recent years. As an example, the figures using the two different methods are given in table [RAS30013](#).

Chart 4: Pedal cyclist fatalities per billion miles cycled, GB: 2003-2013

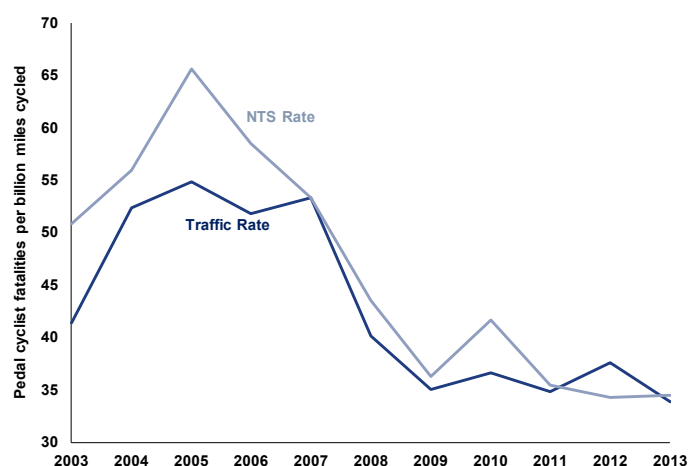
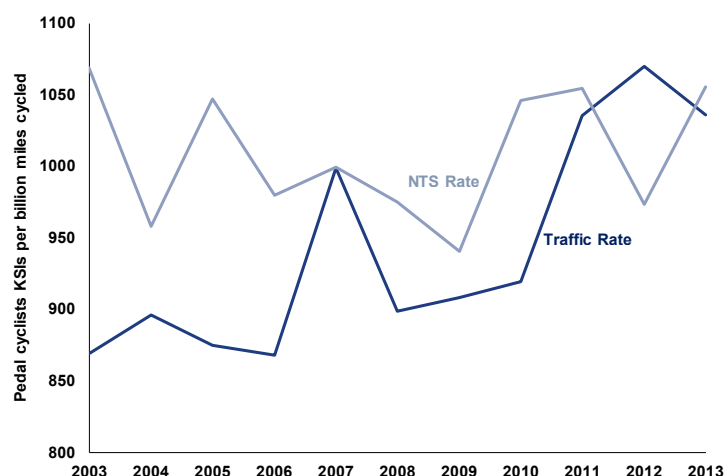


Chart 5: Pedal cyclist killed or seriously injured casualties per billion miles cycled, GB: 2003-2013



We welcome user feedback whether NTS data is more suitable than traffic count data for estimating cycling casualty rates. Similarly, we would invite users to provide suggestions for alternatives of how we could present cyclist casualty rates more accurately.

You can provide feedback via email to roadacc.stats@dft.gsi.gov.uk or phone 020 7944 6595.

Characteristics of pedal cyclist casualties

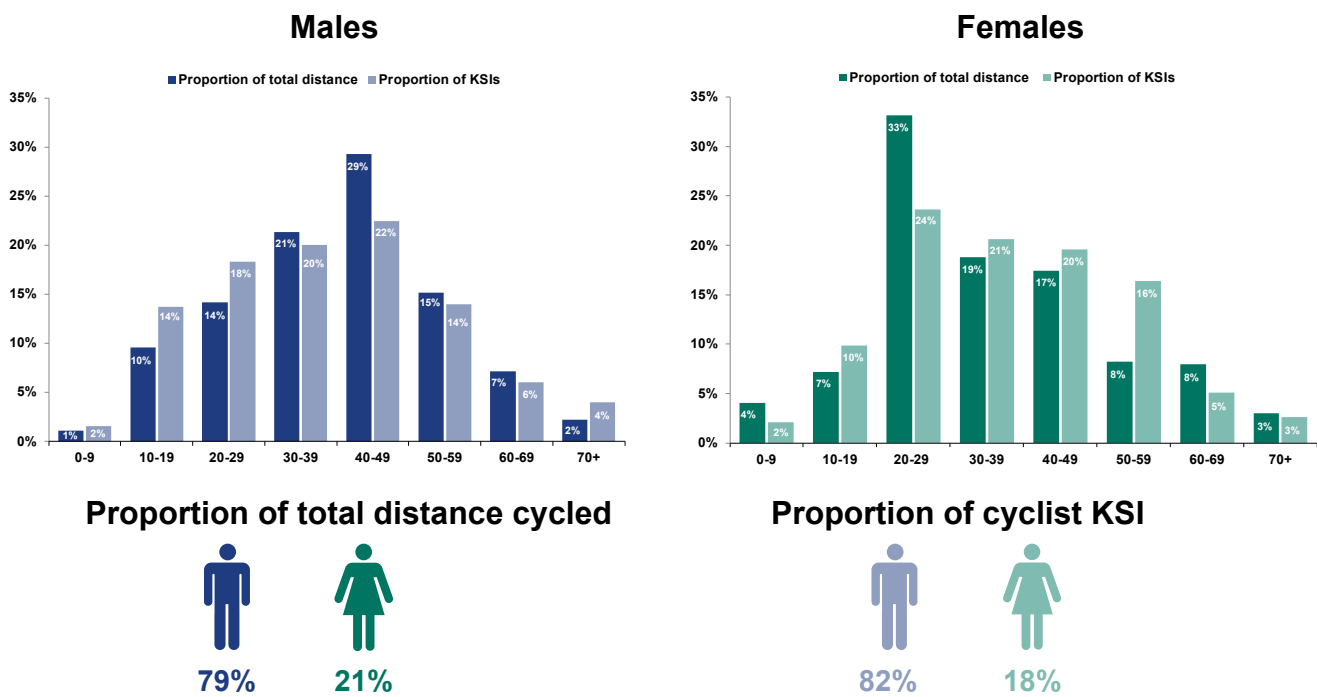
Across all severities, males make up more than 80 per cent of pedal cyclist casualties. In 2013, of the 109 pedal cyclist fatalities, 20 per cent were female and 80 per cent were male.

The difference largely reflects the difference in **cycling prevalence** between males and females. In 2013, on average cycling prevalence was three times higher amongst males than females (22 trips per male per year vs 7 trips per female or in distance terms, 80 miles vs 20 miles).

Chart 6 below shows a comparison of the proportion of the total cycling distance accounted for males and females and the proportion of pedal cyclist killed or seriously injured casualties accounted for by male and female casualties broken down by age group. Whilst, the casualty distribution across ages roughly reflects the distribution of cycling prevalence, there are a number of key deviations.

- **Young male cyclists** in their teens and 20s are the most **over-represented** male age group as cycling KSI casualties. In 2013 they comprised around 30 per cent of male pedal cyclist KSIs, but only made up for 25 per cent of miles cycled.
- In comparison, **pedal cyclists in their 30s and 40s** are the **most prevalent age groups** for cycling, accounting for around 50 per cent of miles cycled by males in GB. However, this age group is the most under-represented male age group, comprising of around 40 per cent of all male pedal cyclist KSIs in 2013.
- The pattern for **females** is very different. The most **over-represented** age groups of female pedal cyclist KSI casualties are aged between 50 and 59. This group makes up around 8 per cent of miles cycled by females, yet account for 16 per cent of casualties.
- Around a third of miles cycled by **females** is covered by people in their **20s**. Relatively speaking, this is the group that are least likely to be killed or seriously injured, accounting for only a quarter of all female KSI casualties.

Chart 6: The proportion of total distance cycled and the proportion of killed or seriously injured casualties by gender and age group, GB: 2013



Who is involved?

Proportion of traffic in Great Britain for each of the main road user types and the proportion of pedal cyclists fatalities and non-fatal injuries which those vehicles were involved in, GB: 2009–2013



% of GB traffic	5	13	1	78	1
% of cycle deaths	23	8	5	58	2
% of cycle serious injuries	3	7	2	84	2
% of cycle slight injuries	2	6	2	88	1
% of cycle casualties	2	7	2	87	1

About this infographic...

This graphic only includes two vehicle accidents between a pedal cyclist and motor vehicle in which one or more pedal cyclists were killed or injured.

The **distribution of involvement in accidents** involving pedal cyclists does not directly reflect the **distribution of traffic**. For example, HGVs are disproportionately more likely to be involved in a pedal cyclist death: between 2009 and 2013 they were involved in around a quarter of deaths despite comprising only 5 per cent of traffic in GB. Similarly, buses account for 1 per cent of traffic but were involved in 5 per cent of pedal cyclist deaths.

In contrast, though, **HGVs and LGVs** are involved in considerably fewer accidents with pedal cyclists (2 per cent and 7 per cent respectively) which results in any severity of cyclist casualty than might have been expected, given the volume of traffic they make up (5 and 13 per cent respectively).

Cars show the inverse pattern. Car traffic accounts for 78 per cent of traffic on the road, but only 58 per cent of cyclist fatalities. They are, however, involved in 87 per cent of all two vehicle pedal cycle accidents, and are therefore considerably over-represented in such accidents.

This means that **car and pedal cycle accidents** occur less frequently than we might expect, if accidents were evenly spread throughout all motor vehicle types, yet when they do occur, they tend to be less serious than accidents involving larger vehicles. So although any road safety intervention that would reduce HGV and bus with pedal cycle accidents could save a considerable number of lives, it may not actually lead to a significant reduction in overall accidents.

Vehicle movement on the road



Vehicle movement can be used in explaining accidents that occur on the road. Apart from analysing casualty data at different junctions it is also useful to understanding the vehicle movement that contributed to the accident.

Pedal cyclists involved in two vehicle accidents with at least one motor vehicle were more likely to be at a **junction** and recorded as '**going ahead**' than any other vehicles involved in accidents. Junctions are particularly dangerous for vulnerable road users such as pedal cyclists because cyclists are harder to see, and the greater number of vehicle interactions and changes in vehicle movements make an accident more likely.

Most pedal cyclist killed or seriously injured casualties occur at **crossroads and t-staggered junctions** (a t-staggered junction is a place where several roads meet a main road at a slight distance apart).

Further information...

Picture which reads 'drivers look out for cyclists at junctions' was taken from the [THINK! Campaign page](#).



t-staggered junctions



crossroads

Between 2009 and 2013, 30 per cent of pedal cyclists killed or seriously injured at crossroads and t-staggered junctions happened as a result of the pedal cyclist 'going ahead' and the other motor vehicle involved **turning right or turning left** and 20 per cent were as a result of both the pedal cyclist and the other vehicle 'going ahead'.

Pedal cyclists also tend to be vulnerable at areas away from junctions and at roundabouts.

Between 2009 and 2013 approximately 80 per cent of pedal cyclists killed or seriously injured occurred at roundabouts and away from junctions as a result of both the pedal cyclist and the motor vehicle 'going ahead'. Pedal cyclists are also easily **affected by side winds when being overtaken**, in the last five years 13 per cent of pedal cyclist KSIs that occurred away from junctions were as a result of the pedal cyclist being overtaken by a motor vehicle.

In comparison to motor vehicles, pedal cyclists cannot move off very quickly, at **roundabouts** for example. Between 2009 and 2013, 15 per cent of pedal cyclist KSI casualties occurred as a result of the motor vehicle involved in the accident moving off as the pedal cyclist was going ahead at a roundabout.

It can be helpful to compare these findings with **motorcyclists**, another vulnerable road user group. Motorcyclists are also vulnerable at **t-staggered junctions** and areas away from junctions. Similar to pedal cyclists, motorcyclists are also difficult to see at junctions however unlike pedal cyclists, motorcyclists tend to move more quickly and are often killed or seriously injured when motor vehicles pull out at junctions.

Between 2009 and 2013, half of the motorcyclist KSI casualties that occurred away from junctions occurred when both the motorcyclist and the other vehicle were **going ahead at t-staggered junctions and cross roads**. Thirty per cent of motorcyclist KSIs at junctions were also a result of the other vehicle turning right whilst the motorcyclist was going ahead.

What type of road?

The difference in the **average speed and traffic levels on urban and rural roads** play an important part in estimating road user casualties in particular pedal cyclists on different types of roads.

Given that around 70 per cent of pedal cycle traffic is on **urban roads**, it is unsurprising that the majority of pedal cyclist casualties occur here (60 per cent of all pedal cyclist casualties in 2013) in comparison to rural roads. As well as the majority of cycling taking place on these types of roads, there are many more opportunities for cyclists to interact with other road users, making it more likely for accidents to occur.

In contrast, though, despite carrying only 30 per cent of cycle traffic, over half (58 per cent) of pedal cyclist fatalities in 2013 occurred on **rural roads**. Therefore accidents that occur on rural roads tend to be of a more serious nature than those on urban roads.

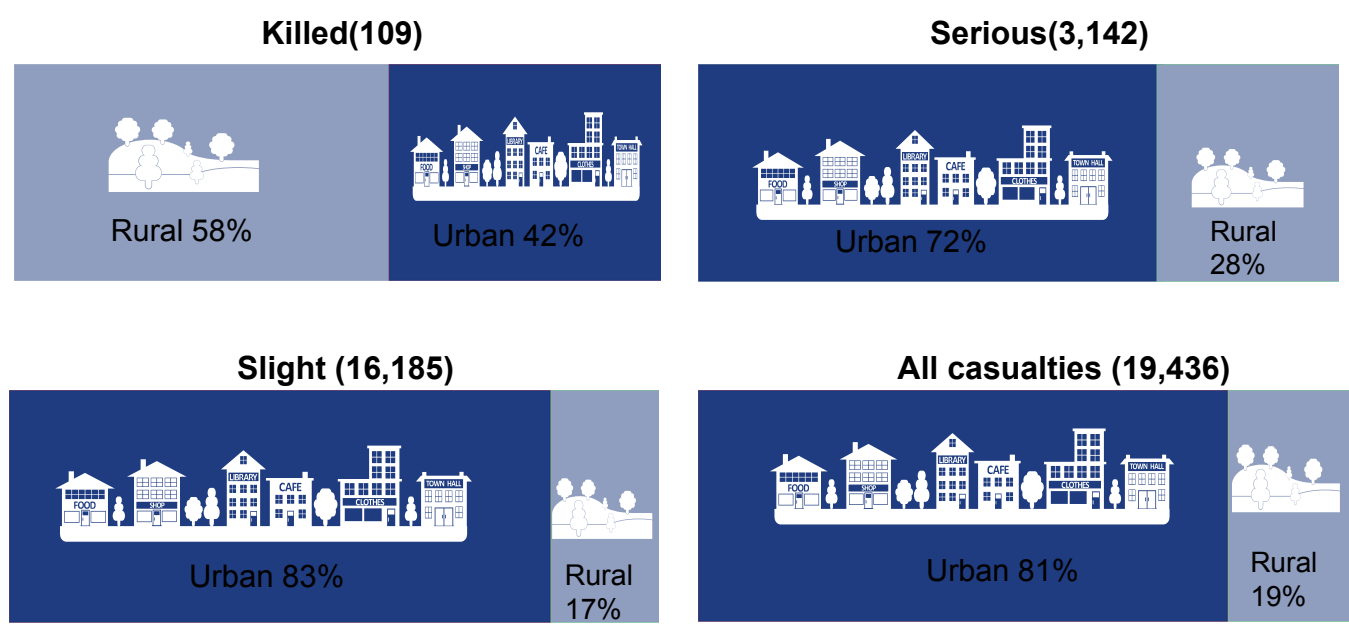
The obvious reason for this difference relates to **traffic speed**. Urban roads have a much lower average speed than rural roads and it is this speed that causes the worse outcomes for cyclists.

It is also notable that the **accident rate** for fatal casualties is higher on rural roads than urban roads (7.3 fatalities per billion vehicle miles compared to 2.6 on urban roads), despite the greater number of vehicle interactions on urban roads. However, **under-reporting of accidents** might explain some of this. Lower severity accidents are less likely to be reported to the police. Accidents at lower speeds on urban roads are less likely to result in serious injuries (or any injury at all). Therefore there may be many more unreported accidents involving pedal cyclists in built-up areas than rural areas. This, in turn, may give a misleading impression of the relative safety of cycling in urban and non-urban areas .

This differed however for **non-fatal pedal cyclist casualties** in which 72 per cent of pedal cyclists' serious injuries and 83 per cent of pedal cyclist slight injuries occurred on urban roads in 2013.

Again, **motorcyclists** can provide a useful comparison. Similarly the majority of motorcyclist casualties (65 per cent) also occur on **urban roads** and the majority of motorcyclist fatalities (70 per cent) occur on **rural roads**.

Chart 7: Pedal cyclist casualties by severity and road type, GB: 2013



Why do cycle accidents happen?

Since 2005 police forces in Great Britain have been recording **contributory factors** as part of the STATS19 collection system. Contributory factors provide an insight into **how and why accidents occur**. The factors are largely subjective as they reflect the opinion of the reporting officer, therefore they should be interpreted with caution. A maximum of six factors can be recorded for each accident.

The table below shows contributory factors in accidents involving at least one pedal cycle (with no pedestrian casualties).

Contributory factors in accidents¹ involving at least one pedal cyclist and other vehicles (with no pedestrian casualties), GB: 2013

Contributory Factor ³	Pedal cycle		Other Vehicles ²		All vehicles	
	Number	Percent	Number	Percent	Number	Percent
No CF recorded	6,523	50	3,404	27	9,961	39
Failed to look properly	3,046	23	6,291	50	9,375	37
Failed to judge other person's path or speed	1,369	10	2,066	17	3,447	13
Careless, reckless or in a hurry	1,038	8	1,560	13	2,605	10
Poor turn or manoeuvre	746	6	1,632	13	2,392	9
Cyclist entering road from pavement	880	7	23	0.2	905	4
Passing too close to cyclist, horse rider or pedestrian	54	0.4	1,203	10	1,278	5
Stationary or parked vehicle(s)	310	2	499	4	810	3
Loss of control	689	5	86	1	776	3
Disobeyed 'Give Way' or 'Stop' sign or markings	167	1	515	4	688	3
Total number of vehicles	13,078	100	12,476	100	25,663	100

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

Factors not shown may also have been reported

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

3. Top 10 most frequently reported contributory factors for pedal cycles and other vehicles.

Pedal cyclists were more likely to have **no contributory factor** recorded in comparison to other vehicles – 50 per cent compared to only 27 per cent.

The most common contributory factor assigned to pedal cyclists and other vehicles was **'failed to look properly'**. This is commonly referred to as the 'looked but failed to see' problem in road safety literature. This may be particularly common where pedal cycles and motorcycles are concerned as they are smaller and easier for motorists to miss when looking around the road. It is also part of the motivation behind a number of THINK! campaigns. In 2013, 23 per cent of pedal cyclists involved in accidents 'failed to look properly' whereas half of other vehicles involved in accidents also failed to look properly.

The second most common contributory factor assigned to both pedal cyclists and other vehicles was **'failed to judge other person's path or speed'**. In 2013, 17 per cent of other vehicles involved in accidents failed to judge other person's path or speed, in comparison to only 10 per cent of pedal cyclists.

Summary

Although pedal cyclist deaths have decreased by 8 per cent from the previous year, it is not possible to tell whether this latest annual change is simply a one-off fluctuation or the long start of a long term down-ward trend. The number of seriously injured pedal cyclist casualties also fell by 2 per cent from the previous year, however, given that it is the first decrease since 2004, it is not possible to tell whether this is the start of a long term trend or single fluctuation.

Pedal cyclists have a higher rate of being killed in comparison to car occupants, however it is still far less risky than being a motorcyclist. The rate also appears to be the same for a pedestrian as it is for a cyclist. Although cycling is risky in comparison with driving, it is still a safe mode of transport. The table below shows the casualty rate per billion vehicle miles travelled by different road user types.

Relative risk of different forms of transport, Great Britain: 2013

Casualty rate per billion vehicle miles

	Killed	Killed or seriously injured
Car driver	2	24
Pedestrian	34	463
Pedal cyclist	34	1,036
Motorcycle rider	119	1,853

Detailed statistics...

See table [ras30070](#) for a comparison of the relative risk of different forms of transport.

Reported Road Casualties Great Britain: 2013 Annual Report

Understanding short term casualty trends; the impact of the weather



Department
for Transport

Key findings

The key findings from this article include:

- ▶ As the number of road casualties gets smaller, understanding the reasons behind **year-on-year changes** becomes more important. Weather patterns provide useful context to explain year-on-year changes in road casualty statistics.
- ▶ **Significant and extended snowfall throughout Britain at the start and end of 2010** is likely to have suppressed the number of users on the road leading to a reduction in traffic, accidents and casualties in these periods. This is likely to have reduced the number of fatalities in 2010 and as a result an increase in fatalities was seen in 2011. The return to the long term downward trend in fatalities in 2012 and 2013 after the increase between 2010 and 2011 reinforces the hypothesis that the 2010 figures were affected by the weather.
- ▶ **2012 was the second wettest year on record.** The likely result of this additional rainfall in 2012 would have been to reduce the number of vulnerable road users, particularly pedal cyclists and motorcyclists on Britain's roads, especially during the spring and summer months. This may have had the effect of reducing the number of accidents and casualties from these user groups. Both 2011 and 2013 were drier than 2012 so some caution is needed in interpreting changes in casualties between years over the period 2011-2013.

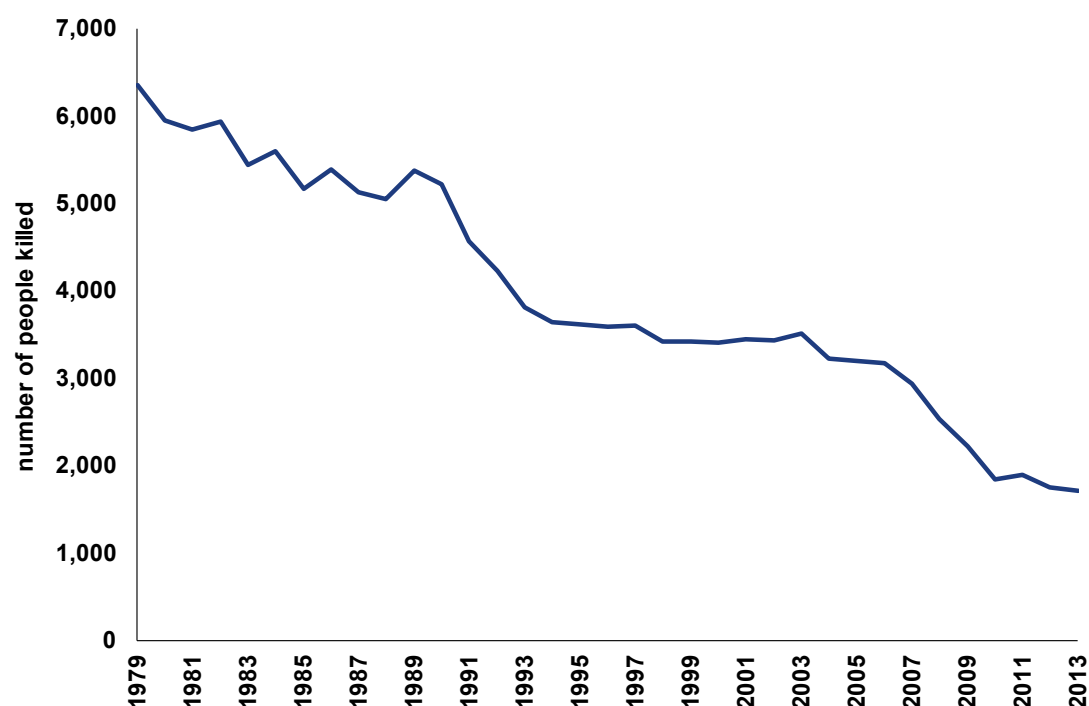
About this article

This article summarises the literature available on weather impacts on road accidents and casualties as well as discussing the main weather trends seen since 2010 and their likely impact on road casualties. We are carrying out more detailed research looking at the relationship between weather events (such as rain or sub-zero temperatures) and casualties.

Introduction

There has been a **long term downward trend** in the number of people killed in reported road accidents over the period 1979-2013. There are a number of factors which are likely to have contributed to this trend such as technology advances, improved driver education and training and improvements in post-accident care.

Chart 1: Number of people killed in reported road accidents, Great Britain: 1979-2013



Further information...

More detailed information on long-term casualty trends can be found in the Overview chapter, available [here](#).

The above factors help to explain long term trends, but **weather patterns provide useful context to explain year-on-year changes** in road casualty statistics. As the number of road casualties gets smaller, understanding the reasons behind year-on-year changes becomes more important. Over the past few years we have included sections on how weather patterns affected trends in road casualties in both annual and quarterly publications (see [here](#)). This chapter summarises the literature available on weather impacts on road accidents and casualties as well as discussing the main weather trends seen since 2010 and their likely impact on road casualties.

Further information...



Weather data available from the Met Office [here](#).

Summary of existing literature

There are several factors which occur during a prolonged period of extreme winter weather which may lead to a reduction in the number of accidents that occur on roads (Fridstrom et al., 1995). Extreme winter weather, relative to the more mild winters usually observed in most parts of Britain, can typically lead to a reduction in traffic. This, in turn, results in a reduction in accidents. In extreme conditions, such as heavy snow or ice, it can be very hard, if not impossible, for road users to access roads at all. Alternatively, they may become reluctant to travel in such conditions, and therefore only carry out journeys which are essential (Parry, 2000). This effect may be exaggerated further for vulnerable road users, as extreme winter weather conditions make travelling more dangerous (i.e. ice/snow makes roads extremely slippery for motorcyclists and pedal cyclists) and also less desirable (due to low temperatures), thereby discouraging travel.

Another possible contributing factor is a reduction in traffic speed during periods of extreme winter weather. This could be as a result of poor visibility or simply because people are aware that such conditions are particularly dangerous when travelling at speed. This results in a reduction in the overall probability of an accident occurring (Hassan & Barker, 1999). In addition, given that accidents occurring in these conditions will probably happen at lower speeds, there is a lower probability of a casualty when an accident does occur (Koetse & Rietveld, 2009). A reduction in the average free flow speed of traffic may also cause a reduction in the severity of an accident, for instance, if a typical accident which may lead to a slight injury happens at a reduced speed, there is a higher chance that the accident does not result in any injuries at all – hence the accident will not be reported to the police. Similarly, a reduction in speed may be enough to save someone's life in an accident, converting a death into a serious injury, or a serious injury into a slight injury. This could result in a redistribution of accidents throughout the three levels of severity.

References...

- Fridström, L., Ifver, J., Ingebrigtsen, S., Kulmala, R., Thomsen, L.K., 1995. Measuring the contribution of randomness, exposure, weather, and daylight to the variation in road accident counts. *Accident Analysis and Prevention* 27 (1), 1–20.
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- Hassan, Y.A., Barker, D.J., 1999. The impact of unseasonable or extreme weather on traffic activity within Lothian region, Scotland. *Journal of Transport Geography* 7, 209–213.
- Koetse, M.J., Rietveld, P., 2009. The impact of climate change and weather on transport: an overview of empirical findings. *Transportation Research Part D* 14, 201–205.

The impact of cold weather in 2010

UK weather and GB road casualties, 2009-2011

2009



UK rainfall was 8% above the 1971-2000 average.



UK mean temperature was 0.6 °C above the 1971-2000 average.

2010



UK rainfall was 16% below the 1971-2000 average.



Coldest year since 1986 with temperatures well below average in Jan, Feb, Nov and Dec.



Widespread snowfall and frosts in Jan, Feb, Nov and Dec.

2011



UK rainfall was close to the 1971-2000 average.



Second warmest year since Met Office records began in 1910.

2009 v 2010

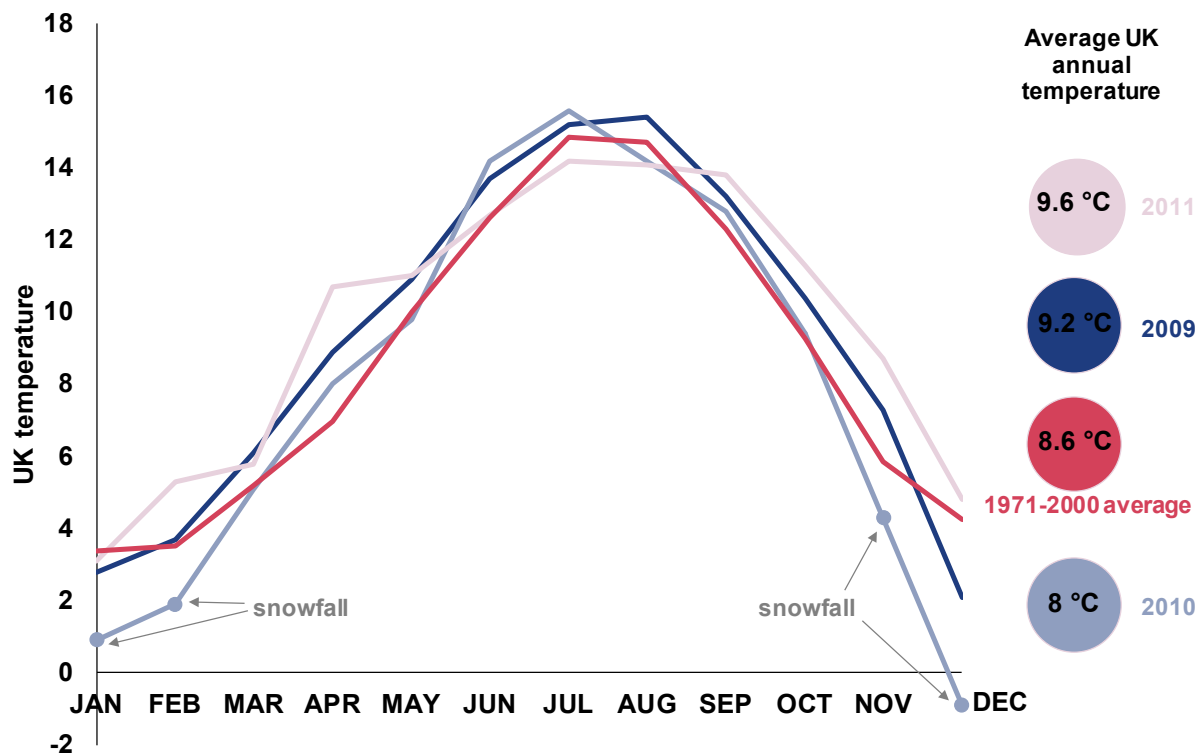
Killed	↓ 17%
Serious	↓ 8%
KSI	↓ 9%
Slight	↓ 6%
All casualties	↓ 6%

2010 v 2011

Killed	↑ 3%
Serious	↑ 2%
KSI	↑ 2%
Slight	↓ 3%
All casualties	↓ 2%

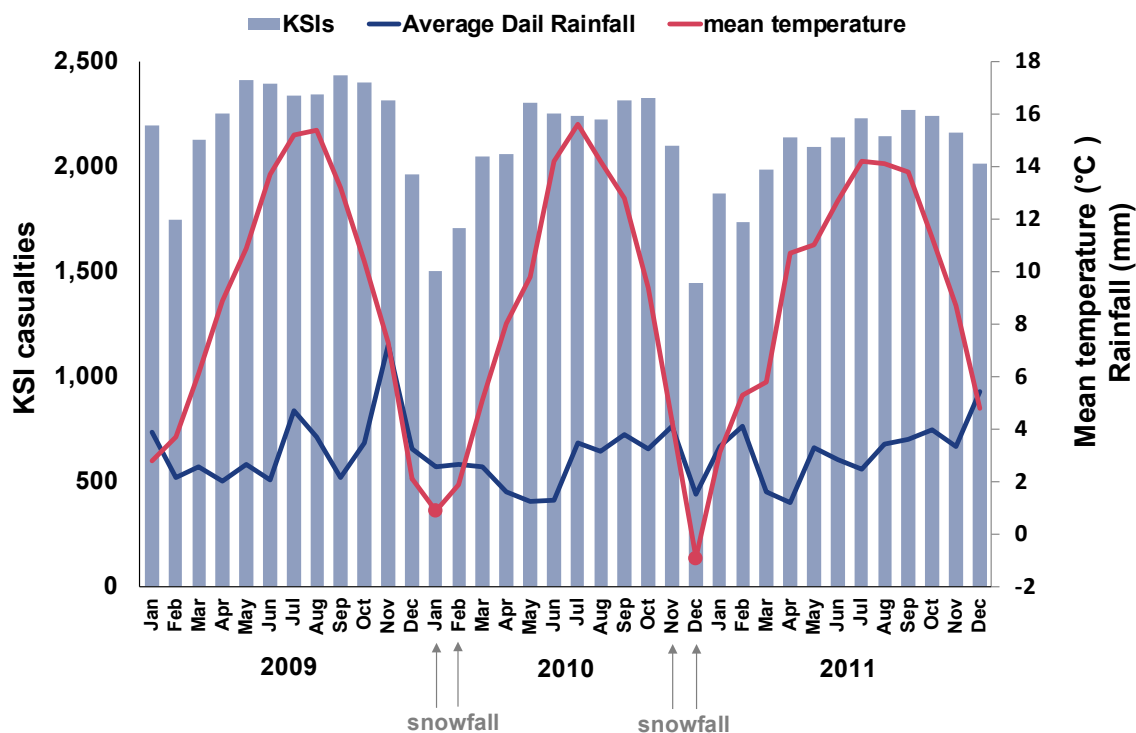
- As shown in chart 2, **temperatures in January, February, November and December of 2010** were below those in 2009 and 2011 as well as the 1971-2000 average for these months. In addition, there was widespread snowfall and frosts in January, February, November and December of 2010.

Chart 2: UK mean temperature 2009-2011 compared to the 1971-2000 average



- The cold temperatures combined with heavy snowfall and frosts in January and December 2010 are likely to have **suppressed the number of users on the road** (particularly pedestrians, pedal cyclists and motor cyclists who are more exposed to the weather). This is illustrated by the reduction in traffic levels that occurred in both the first and fourth quarters of 2010 compared to 2009. The first quarter of 2010 saw the lowest **traffic levels** in the first quarter of any year since 2002, whilst quarter four of 2010 was the lowest since 2000. There were larger falls in the traffic levels for the 'other motor vehicles' category (which incorporates motorcycles) in both the first and fourth quarters of 2010.
- The reduction in **traffic** is likely to have lowered the number of **accidents and casualties** in these months. This may explain why there were significantly fewer KSI casualties in January and December 2010 than in the same months of 2009 and 2011. This can be seen through the lower blue bars in chart 3 for these months.

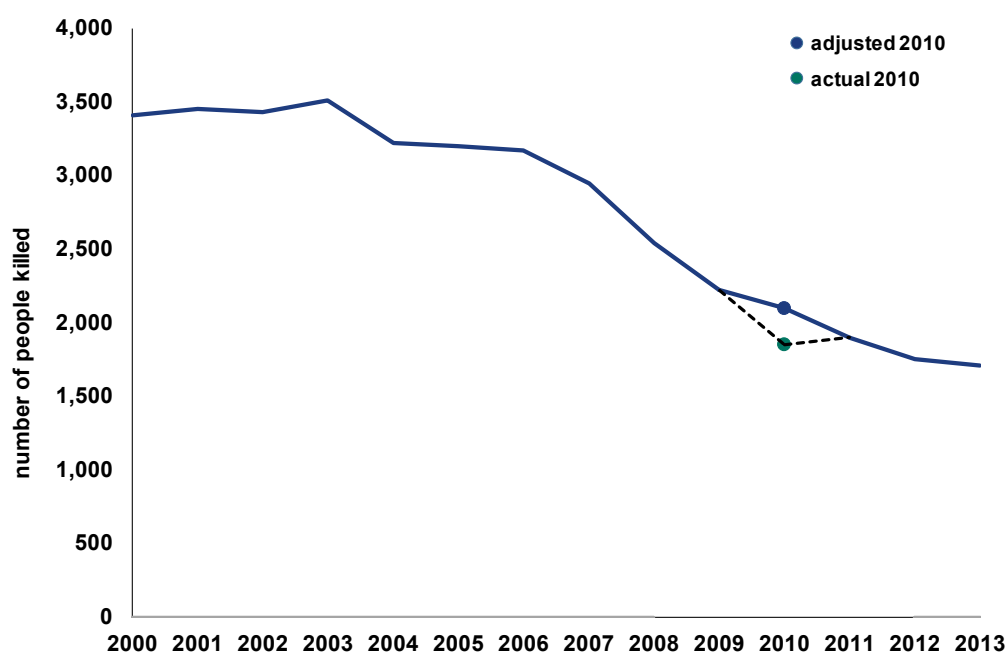
Chart 3: Killed or seriously injured casualties, average daily rainfall and mean temperature by month, 2009-2011¹



¹ Casualty figures cover GB whereas weather data is for UK

- The changes in the temperatures and weather conditions may partly explain why there was a **large fall in fatalities in 2010** (by 17 per cent) compared with 2009, followed by a 3 per cent rise between 2010 and 2011. It is reasonable to assume that had the weather been closer to average in 2010, we may have seen year-on-year falls in fatalities over 2009-2011.
- Chart 4 shows the number of fatalities over recent years, but with an **adjusted 2010 figure** based on the average year-on-year change over 2000-2013 excluding 2010. As can be seen, had the change in fatalities between 2009 and 2010 been more like other recent years, we would have had ten consecutive years of falls in fatalities.
- The **return to the long term downward trend in fatalities in 2012 and 2013** after the increase between 2010 and 2011 reinforces the hypothesis that the 2010 figures were affected by the weather.

Chart 4: Number of people killed in reported road accidents with adjusted 2010 figure, Great Britain: 2000-2013



Although the behaviour of all road user groups are likely to be influenced by the weather, by the very nature of how exposed to the elements **pedestrians, pedal cyclists and motorcyclists** are, these groups are likely to be more sensitive than other road users to abnormal weather.

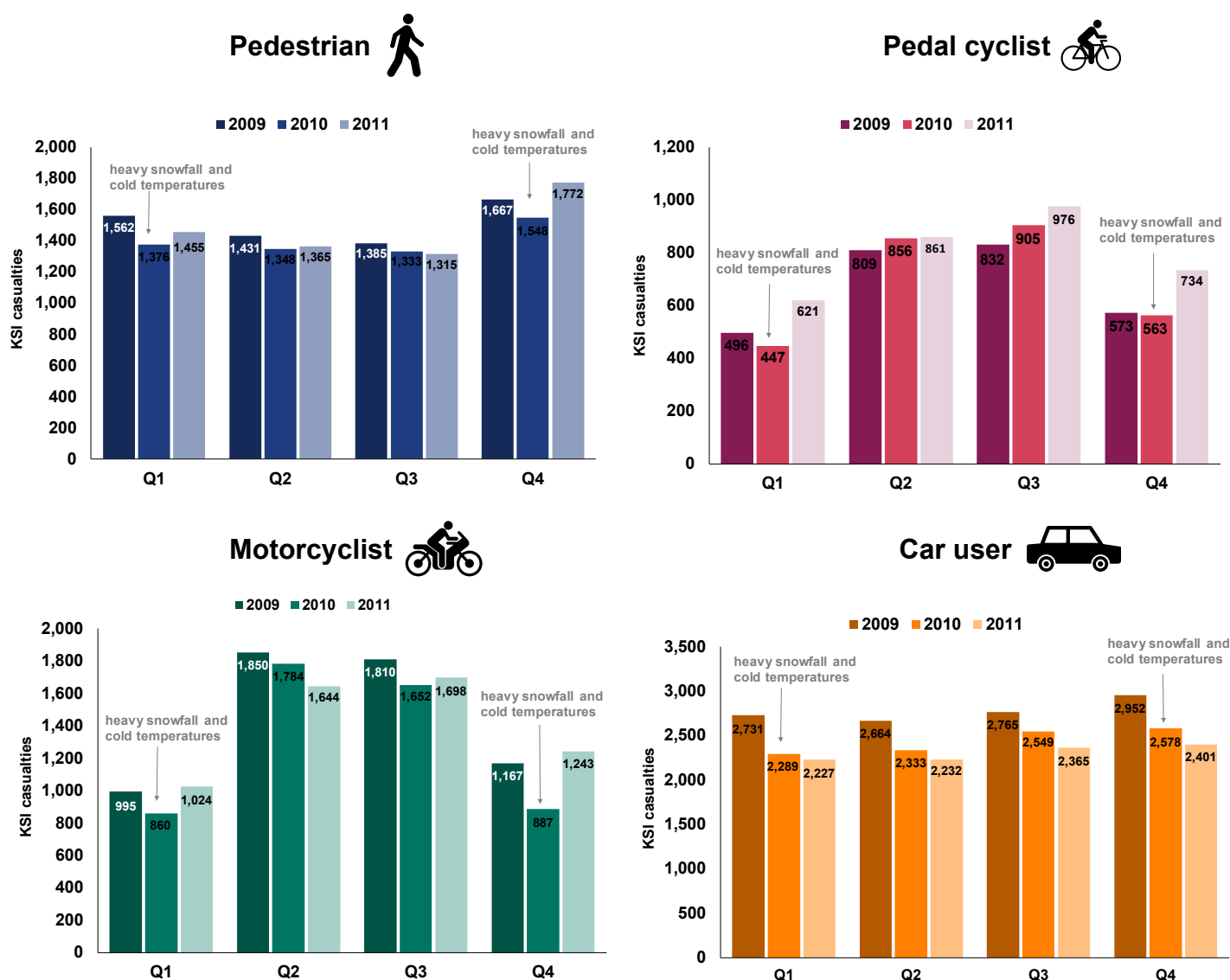
Chart 5 compares quarterly KSI casualties for the **more exposed road user types** (pedestrians, pedal cyclists and motorcyclists) with **car users**. The number of KSI casualties for all road user groups fell in quarters one and four between 2009 and 2010. Given that pedestrians, pedal cyclists and motorcyclists might be expected to be more sensitive to bad weather, we might expect these groups to show the largest falls. KSI casualties for these groups fell by 12 per cent in both quarters, comparing 2010 with 2009. In contrast, though, the number of car user KSI casualties fell by 16 per cent in quarter one and 13 per cent in quarter four, quite a bit higher than for the more exposed groups.

There are two possible explanations for this. Firstly, as will be discussed in the following section, **pedal cyclists and motorcyclists show strong seasonality**. They are much more active in the late spring, summer and early autumn months than the winter months. As the extreme weather being discussed here fell in December and January, there are likely to have been only a relatively small number of pedal cyclists and motorcyclists on the roads. And given that the weather in winter is usually fairly cold and wet, the road users that are out at that time can be expected to be fairly hardened to the weather and less sensitive to conditions than other 'fair-weather' road users. This could mean that the dampening effect on pedal cyclists and motorcyclists of bad weather in winter is lower than unseasonably bad weather in summer would be.

The second explanation can be seen from what happened between 2010 and 2011. As has been noted, there were falls in the number of KSI casualties for all road users in the first and fourth quarters between 2009 and 2010. However, this fall continued into 2011 for car users. In contrast, the number of KSI casualties increased in the first and fourth quarters of 2011 for pedal cyclists, motorcyclists and pedestrians. Although this section is looking at the specific changes between 2009 and 2011, it is important not to forget the overall context of road casualties; namely that, for a number of years, the number of fatalities and KSI casualties has been coming down for car users. And, as car users make up 60 per cent of road casualties, any short-term change is being driven both by this long-term fall as well as the external year-on-year effects, such as from the weather.

So, in the specific question of the 2010 bad weather, the falls in quarters one and four are made up of a combination of extreme winter weather affecting all road user types, and the continued long-term falls in casualties being seen more strongly in the car user group.

Chart 5: KSI casualties by road user type, quarterly, 2009-2011



The impact of wet weather in 2012

UK weather and GB road casualties, 2011-2013

2011



UK rainfall was close to the 1981-2010 average.



Second warmest year since Met Office records began in 1910.

2012



Second wettest year since Met Office records began in 1910.



UK mean temperature was close to the 1981-2010 average.

2013



UK rainfall was close to the 1981-2010 average.



UK mean temperature was close to the 1981-2010 average.

2011 v 2012

Killed	↓ 8%
Serious	↓ 0.4%
KSI	↓ 1%
Slight	↓ 4%
All casualties	↓ 4%

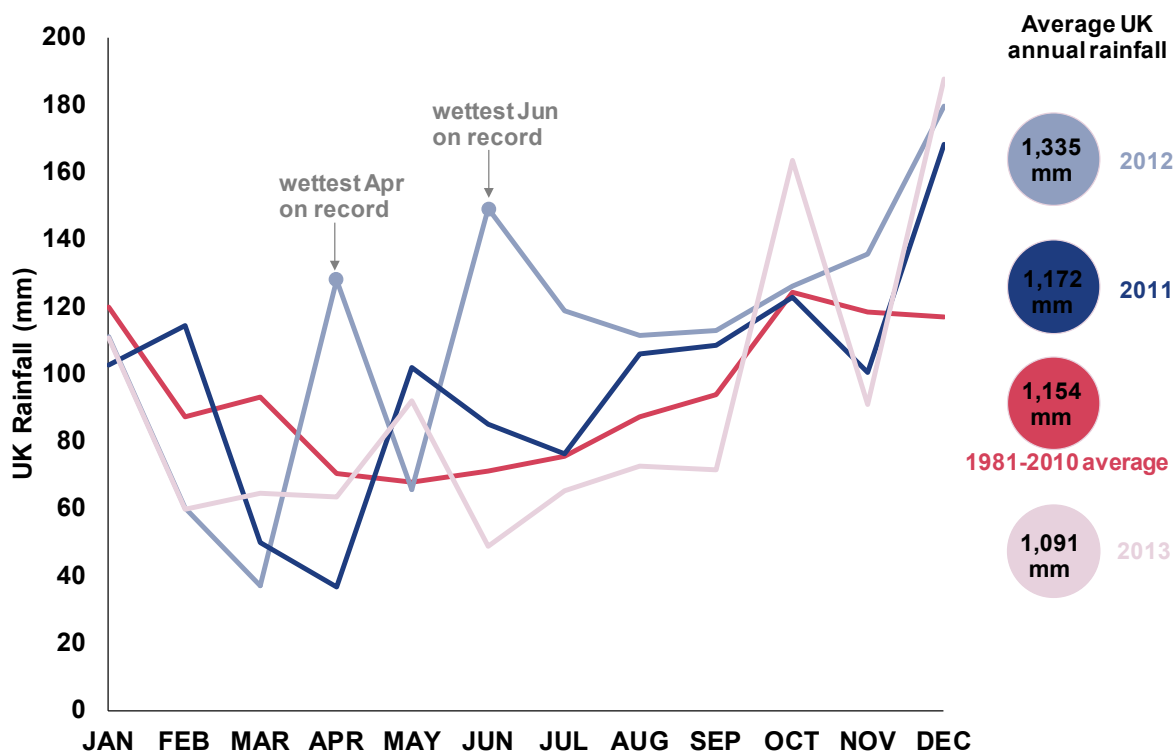
2012 v 2013

Killed	↓ 2%
Serious	↓ 6%
KSI	↓ 6%
Slight	↓ 6%
All casualties	↓ 6%

- Unlike the period of 2009 to 2011, which was predominately affected by the temperature, across the UK in 2012 there were no extreme or unusual deviations from the long term average temperature and despite a cold March and warm July in 2013, the average temperatures in 2012 and 2013 were similar. However, **2012 was the second wettest year on record**, behind 2000.

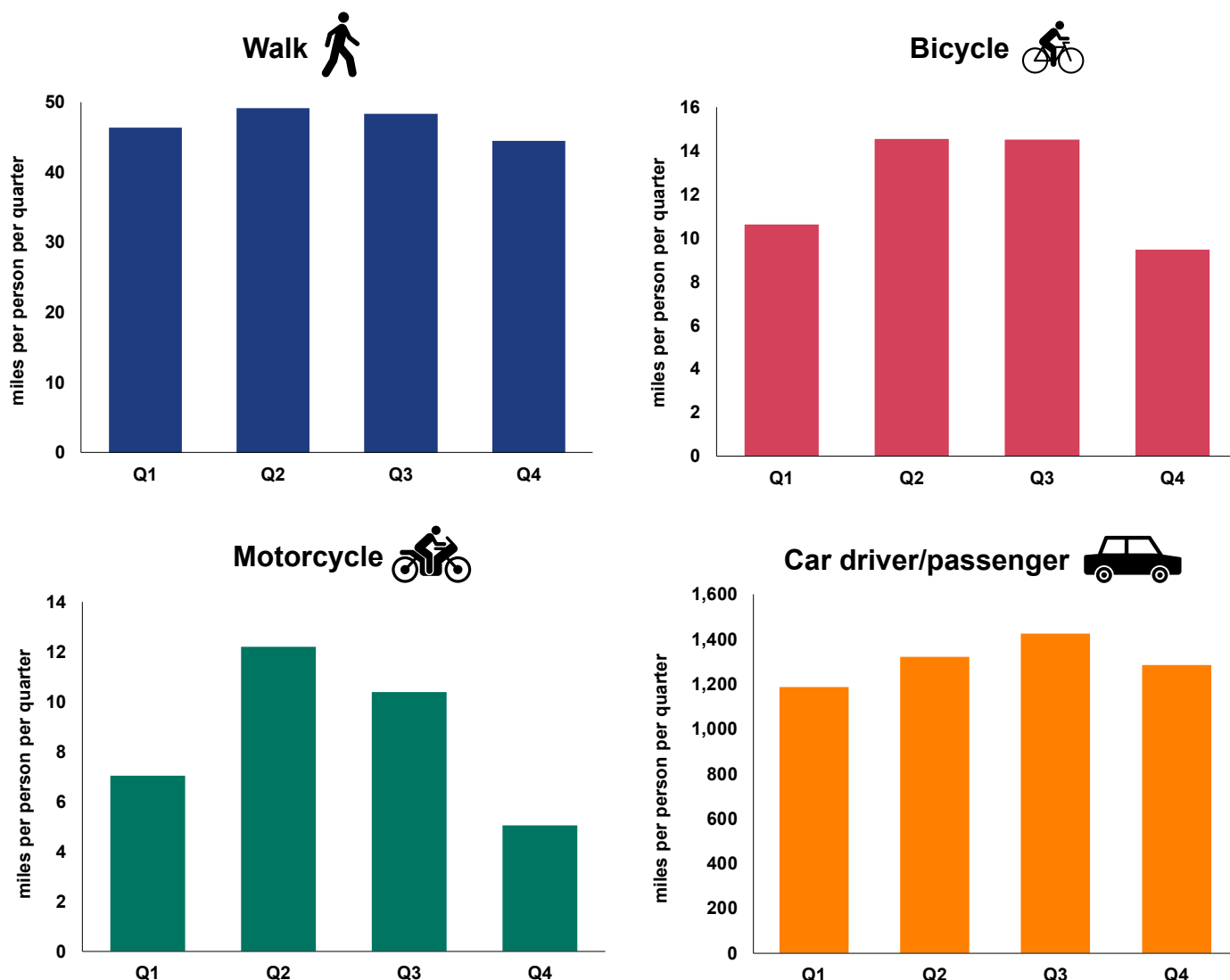
- As shown in chart 6, **eight of the last nine months of the year had more rainfall than the 1981-2010 long term average**. In particular, there were sustained periods of heavy rainfall during late spring and early summer in the UK. Rainfall in April, June and July was well above the long term average for that month. The second quarter of 2012 (April to June) was the wettest second quarter since Met Office records began in 1910 with rainfall roughly 60 per cent above the 1981-2010 average.

Chart 6: UK monthly rainfall 2011-2013 compared to the 1981-2010 average



- Traditionally, **pedal cyclists and motor cyclists are more active during the summer period** than the winter period. This can be seen in chart 7, which shows a peak of activity during the second and third quarters of the year for these groups. Much of the unusually high levels of rainfall in 2012 came during this summer peak period. The likely result of this would have been to reduce the number of all the vulnerable road users, but especially pedal cyclists and motorcyclists, on Britain's roads. There was a decrease in **vehicle traffic levels** in the second quarter of 2012 compared to 2011 with a larger fall in the traffic levels for the 'other motor vehicles' category (which incorporates motorcycles). A reduction in exposure in this way may have had the effect of reducing the number of accidents and casualties from these user groups.

Chart 7: Average distance travelled by calendar quarter and mode, England: 2009/13

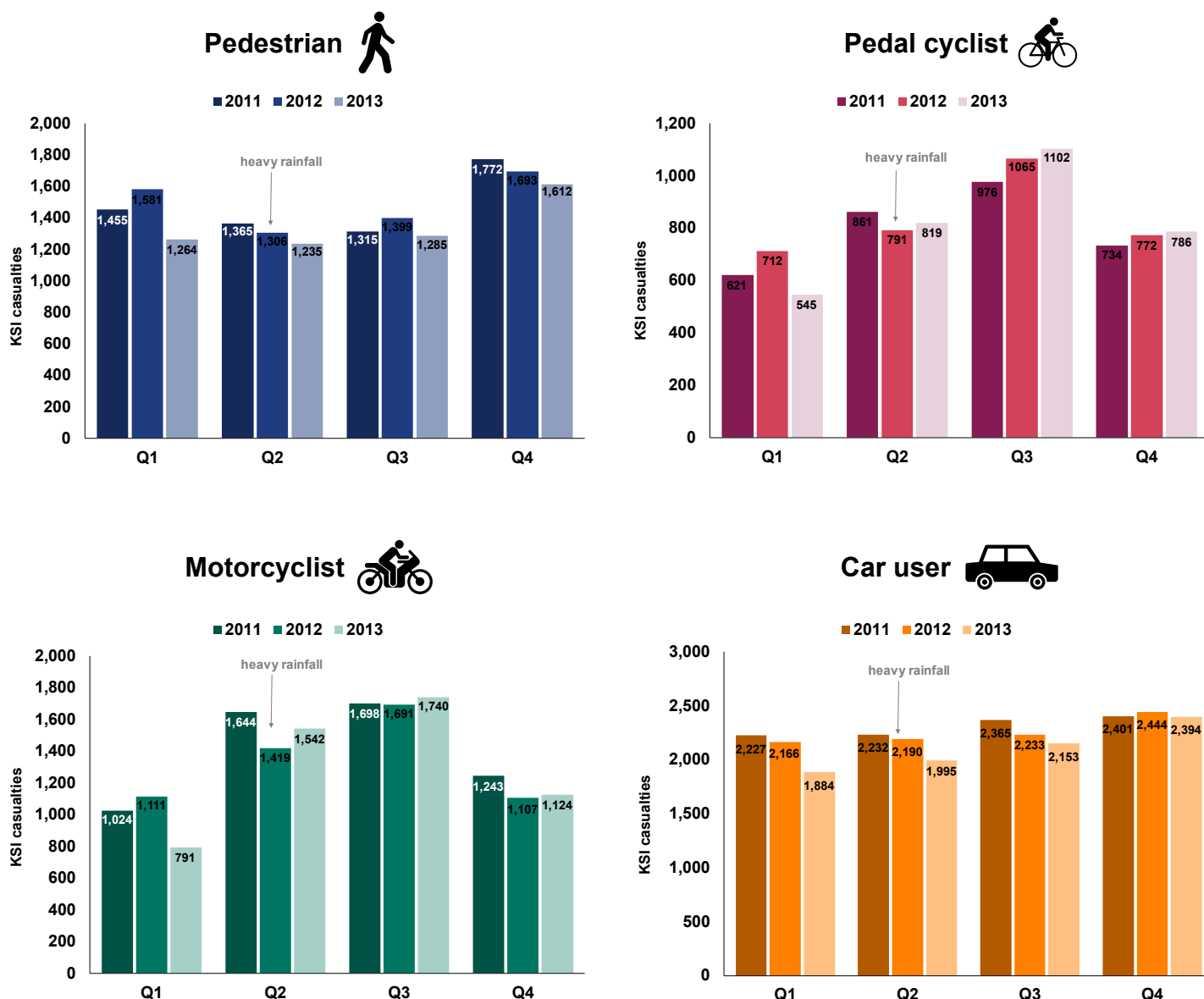


- As with low temperatures and snowfall, **other road users, such as car occupants, are less sensitive to the rain**, and are therefore unlikely to have been as strongly affected by the heavy rainfall observed in 2012.
- This can be seen in chart 8. There were **falls in KSI casualties across all the user groups between the second quarters of 2011 and 2012**. However, whilst there was only a 2 per cent reduction in car user KSI casualties, the pedal cyclist and motorcyclist users fell by 8 per cent and 14 per cent respectively, considerably more.
- Interestingly, though, the changes between the third quarters of 2011 and 2012 are less easy to explain. Although July 2012 was much wetter than July 2011, the rainfall in August and September of both years was fairly similar (as well as being significantly over the long term average). It is possible, therefore, that pedal cyclists and motorcyclists started to return to the road in more typical numbers during this quarter in 2012, especially as all months were drier than the wet April and June earlier in the year. It should be noted, though, that we do not have

any specific empirical evidence to support such a theory.

- It is reasonable to assume that had 2012 been drier there may have been a higher number of casualties and accidents. In comparison, **both 2011 and 2013 were drier than 2012** and close to the 1981-2010 long term average for rainfall. Therefore, some caution is needed in interpreting changes in casualties between years over the period 2011-2013. Had the 2012 rainfall been lower, there may have been a larger number of vulnerable road user casualties, particularly pedal cyclists and motorcyclists in 2012 and thus a smaller fall in casualties between 2011 and 2012 and a larger fall in casualties between 2012 and 2013.
- There was considerably **less rainfall in the middle two quarters (Apr – Sep) of 2013 compared to 2012**. The likely effect would have been to increase the number of vulnerable users on the roads, especially pedal cyclists and motorcyclists in 2013 compared to the same period in 2012. Vehicle traffic levels were higher in quarters two and three of 2013 than the same periods of 2012 with traffic levels for the 'other motor vehicles' category (which incorporates motorcycles) also higher. This may have led to a higher number of casualties than might have been expected from these groups during that period in 2013. This may explain why there were increases in both pedal cyclist and motorcyclist KSIs in the second and third quarters of 2013 compared to 2012, as shown in chart 8.

Chart 8: KSI casualties by road user type, quarterly, 2011-2013



Summary

Overall, **2010 is the year which is likely to have been most affected by the weather**. The cold weather and heavy snowfall at the start and end of 2010 is likely to have suppressed the number of users on the road (particularly pedal cyclists, motor cyclists and pedestrians who are more exposed to the weather) leading to a reduction traffic, accidents and casualties in these periods. Although the 2011 casualty figures were in line with the long term downward trend, the potentially artificial low of 2010 resulted in an increase in fatalities and serious injuries between 2010 and 2011.

It is reasonable to assume that **had the weather in 2010 been closer to the long term average** it is likely that more people would have been on Britain's roads during the year. And, as a result,

we could have expected to see more accidents and more casualties. Chart 4 shows the number of fatalities over recent years, but with an adjusted 2010 figure based on the average year-on-year change over 2000-2013 excluding 2010. As can be seen, had the change in fatalities between 2009 and 2010 been more like other recent years, we would have had ten consecutive years of falls in fatalities. The return to the long term downward trend in fatalities in 2012 and 2013 after the increase between 2010 and 2011 helps reinforce this hypothesis.

Analysis of weather data will continue in [future publications](#) where it shows unusual or abnormal weather patterns have occurred. The [latest quarterly publication](#) (see [here](#)) included an analysis of weather data. There was heavy rainfall in the first quarter of 2014 which would be expected to reduce vulnerable road user activity during this quarter and thus suppress casualty numbers, as was the case in 2012. However, given the large increases in casualties for all road user types in this quarter compared to 2013 (particularly pedal cyclists and motorcyclists) it does not seem that the high rainfall had the expected impact. As shown in chart 7 above, pedal cyclists and motor cyclists tend to be less active in the first and last quarters of the year, but more active in the summer months. This may explain why the rainfall in the first quarter of 2014 did not have as much of an impact on casualties from these groups as the heavy rainfall in the summer of 2012 (particularly quarter 2). Hence, the effect weather has on casualties from each of the different road user groups are likely to depend on the time of year. It is also important to recognise that the relationship between casualty numbers and the weather is complex. Different groups may respond to different thresholds. In addition, other external factors (such as the price of fuel, school term-times, how long the unseasonable weather lasts for, etc.) can play a significant role in mitigating or exaggerating the effects of weather.

We are carrying out [more detailed research](#) looking at the relationship between weather events (such as rain or sub-zero temperatures) and casualties. This includes being part of a cross government group looking at how we assess the weather effects of different types of statistical series. Work is being undertaken by the ONS Methodology Advisory Service to model the relationship between the weather and road casualty figures. Outputs from this work will be published once completed.

RAS10

Reported personal injury road accidents

Table RAS10001
Reported accidents by speed limit, road class and severity, Great Britain, 2013

Type of road	Number/percentage change compared to 2012								
	Fatal		Serious		Slight		All accidents		Road traffic ¹
	Number	% change	Number	% change	Number	% change	Number	% change	% change
Motorways	97	21	544	0	4,756	-5	5,397	-4	1
Built-up roads									
20 mph	6	-33	420	26	2,238	17	2,664	19	..
30 mph	520	-11	11,582	-9	77,322	-5	89,424	-6	..
40 mph	155	0	1,662	-7	9,631	-3	11,448	-3	..
All built-up roads	681	-9	13,664	-8	89,191	-5	103,536	-5	..
Non built-up roads									
50 mph	109	18	844	13	4,172	1	5,125	3	..
60 mph	600	0	3,935	-5	15,390	-6	19,925	-5	..
70 mph	121	1	637	-2	3,919	-5	4,677	-4	..
All non built-up roads	830	2	5,416	-2	23,481	-4	29,727	-4	..
Major roads ²	1,002	3	9,471	-6	59,347	-4	69,820	-4	0
Minor roads ³	606	-8	10,153	-7	58,081	-5	68,840	-5	0
All roads ⁴	1,608	-2	19,624	-6	117,428	-5	138,660	-5	0

1 Motor vehicle traffic only.

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

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

4 Includes unknown road class and speed limit.

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[Notes & Definitions](#)

Source: STATS19, DfT National Road Traffic Survey

Last updated: 26 June 2014

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The figures in this table are National Statistics

Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013>

RAS10002

Reported accidents and accident rates by road class and severity, Great Britain, 2005-09 average, 2006 - 2013

	Number of accidents/rate per billion miles								
	2005-09 average	2006	2007	2008	2009	2010	2011	2012	2013
Urban roads ^{2,3}									
A roads									
Fatal	456	526	469	420	374	307	328	283	272
Fatal and serious	6,258	6,615	6,430	6,149	5,656	5,391	5,687	5,639	5,097
All severities	49,121	50,483	48,661	47,207	45,473	43,697	44,179	42,338	40,337
Rate	966	977	956	941	902	875	889	865	825
Other roads ⁴									
Fatal	444	500	452	412	347	265	288	323	248
Fatal and serious	8,237	8,682	8,404	7,952	7,448	6,943	7,159	7,415	6,768
All severities	64,587	68,173	64,731	60,354	58,108	54,853	53,622	51,596	48,665
Rate	941	994	928	882	861	841	817	780	748
All urban roads ⁵									
Fatal	900	1,026	921	832	721	572	616	606	520
Fatal and serious	14,495	15,297	14,834	14,101	13,104	12,334	12,846	13,054	11,865
All severities	113,708	118,656	113,392	107,561	103,581	98,550	97,801	93,934	89,002
Rate	952	986	940	907	879	856	848	816	781
Rural roads ^{2,3}									
A roads									
Fatal	983	1,127	1,018	858	790	657	713	613	633
Fatal and serious	6,056	6,381	6,119	5,604	5,559	4,931	5,067	4,748	4,735
All severities	31,857	33,555	32,649	29,627	28,676	26,577	25,710	24,828	24,086
Rate	359	376	366	334	325	306	293	284	275
Other roads ⁴									
Fatal	558	609	621	515	432	389	376	338	358
Fatal and serious	5,000	5,239	5,093	4,907	4,593	4,125	4,168	4,110	3,991
All severities	27,466	28,546	28,085	26,144	24,654	22,787	22,144	21,194	20,175
Rate	637	668	635	591	573	530	529	518	479
All rural roads ⁵									
Fatal	1,542	1,736	1,639	1,373	1,222	1,046	1,089	951	991
Fatal and serious	11,056	11,620	11,212	10,511	10,152	9,056	9,235	8,858	8,726
All severities	59,323	62,101	60,734	55,771	53,330	49,364	47,854	46,022	44,261
Rate	450	470	455	419	406	380	369	359	342
All roads ⁵									
Motorways									
Fatal	149	164	154	136	114	113	92	80	97
Fatal and serious	919	953	989	848	798	781	702	626	641
All severities	7,773	8,379	7,976	7,249	6,643	6,500	5,819	5,615	5,397
Rate	126	136	128	117	107	107	94	90	85
A roads									
Fatal	1,439	1,653	1,487	1,278	1,164	964	1,041	896	905
Fatal and serious	12,316	12,997	12,550	11,755	11,215	10,322	10,754	10,387	9,832
All severities	80,991	84,050	81,316	76,839	74,149	70,274	69,889	67,166	64,423
Rate	580	596	580	553	534	513	508	493	472
Other roads ⁴									
Fatal	1,003	1,109	1,073	927	779	654	664	661	606
Fatal and serious	13,238	13,922	13,497	12,859	12,041	11,068	11,327	11,525	10,759
All severities	92,067	96,732	92,823	86,503	82,762	77,640	75,766	72,790	68,840
Rate	824	869	815	768	749	717	705	680	642
Total ⁵									
Fatal	2,590	2,926	2,714	2,341	2,057	1,731	1,797	1,637	1,608
Fatal and serious	26,473	27,872	27,036	25,462	24,054	22,171	22,783	22,538	21,232
All severities	180,831	189,161	182,115	170,591	163,554	154,414	151,474	145,571	138,660
Rate	578	602	575	543	526	504	494	476	452

1 Figures have been rounded to the nearest whole number.

2 Excludes motorways.

3 See urban and rural definitions.

4 B roads, C roads and unclassified roads: excludes cases where road class was not reported.

5 Includes cases where road class was not reported.

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[Notes & Definitions](#)

Source: DfT STATS19, DfT National Road Traffic Survey

Last updated: 25 September 2014

Next update: September 2015

The figures in this table are National Statistics

Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013>

RAS10002

Reported accidents and accident rates by road class and severity, Great Britain, 2005-09 average, 2006 - 2013

	Number of accidents/rate per billion kilometres								
	2005-09 average	2006	2007	2008	2009	2010	2011	2012	2013
Urban roads ^{2,3}									
A roads									
Fatal	456	526	469	420	374	307	328	283	272
Fatal and serious	6,258	6,615	6,430	6,149	5,656	5,391	5,687	5,639	5,097
All severities	49,121	50,483	48,661	47,207	45,473	43,697	44,179	42,338	40,337
Rate	600	607	594	585	561	544	552	537	512
Other roads ⁴									
Fatal	444	500	452	412	347	265	288	323	248
Fatal and serious	8,237	8,682	8,404	7,952	7,448	6,943	7,159	7,415	6,768
All severities	64,587	68,173	64,731	60,354	58,108	54,853	53,622	51,596	48,665
Rate	585	617	577	548	535	522	508	485	465
All urban roads ⁵									
Fatal	900	1,026	921	832	721	572	616	606	520
Fatal and serious	14,495	15,297	14,834	14,101	13,104	12,334	12,846	13,054	11,865
All severities	113,708	118,656	113,392	107,561	103,581	98,550	97,801	93,934	89,002
Rate	591	613	584	564	546	532	527	507	485
Rural roads ^{2,3}									
A roads									
Fatal	983	1,127	1,018	858	790	657	713	613	633
Fatal and serious	6,056	6,381	6,119	5,604	5,559	4,931	5,067	4,748	4,735
All severities	31,857	33,555	32,649	29,627	28,676	26,577	25,710	24,828	24,086
Rate	223	233	227	207	202	190	182	177	171
Other roads ⁴									
Fatal	558	609	621	515	432	389	376	338	358
Fatal and serious	5,000	5,239	5,093	4,907	4,593	4,125	4,168	4,110	3,991
All severities	27,466	28,546	28,085	26,144	24,654	22,787	22,144	21,194	20,175
Rate	396	415	395	367	356	329	329	322	298
All rural roads ⁵									
Fatal	1,542	1,736	1,639	1,373	1,222	1,046	1,089	951	991
Fatal and serious	11,056	11,620	11,212	10,511	10,152	9,056	9,235	8,858	8,726
All severities	59,323	62,101	60,734	55,771	53,330	49,364	47,854	46,022	44,261
Rate	280	292	283	260	252	236	229	223	212
All roads ⁵									
Motorways									
Fatal	149	164	154	136	114	113	92	80	97
Fatal and serious	919	953	989	848	798	781	702	626	641
All severities	7,773	8,379	7,976	7,249	6,643	6,500	5,819	5,615	5,397
Rate	78	84	79	72	67	66	58	56	53
A roads									
Fatal	1,439	1,653	1,487	1,278	1,164	964	1,041	896	905
Fatal and serious	12,316	12,997	12,550	11,755	11,215	10,322	10,754	10,387	9,832
All severities	80,991	84,050	81,316	76,839	74,149	70,274	69,889	67,166	64,423
Rate	361	370	360	344	332	319	316	306	294
Other roads ⁴									
Fatal	1,003	1,109	1,073	927	779	654	664	661	606
Fatal and serious	13,238	13,922	13,497	12,859	12,041	11,068	11,327	11,525	10,759
All severities	92,067	96,732	92,823	86,503	82,762	77,640	75,766	72,790	68,840
Rate	512	540	506	477	465	446	438	423	399
Total ⁵									
Fatal	2,590	2,926	2,714	2,341	2,057	1,731	1,797	1,637	1,608
Fatal and serious	26,473	27,872	27,036	25,462	24,054	22,171	22,783	22,538	21,232
All severities	180,831	189,161	182,115	170,591	163,554	154,414	151,474	145,571	138,660
Rate	359	374	357	338	327	313	307	296	281

1 Figures have been rounded to the nearest whole number.

2 Excludes motorways.

3 See urban and rural definitions.

4 B roads, C roads and unclassified roads: excludes cases where road class was not reported.

5 Includes cases where road class was not reported.

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[Notes & Definitions](#)

Source: DfT STATS19, DfT National Road Traffic Survey

Last updated: 25 September 2014

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The figures in this table are National Statistics

Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013>

RAS10003

Reported accidents by road class, speed limit and severity, Great Britain, 2005-09 average, 2006-2013

	Number of accidents								
	2005-09 average ¹	2006	2007	2008	2009	2010	2011	2012	2013
Motorways									
Fatal	149	164	154	136	114	113	92	80	97
Fatal and serious	919	953	989	848	798	781	702	626	641
All severities	7,773	8,379	7,976	7,249	6,643	6,500	5,819	5,615	5,397
A roads									
20 mph									
Fatal	1	0	1	2	2	1	2	2	0
Fatal and serious	23	23	19	26	28	39	31	51	72
All severities	145	119	116	167	191	294	262	342	432
30 mph									
Fatal	355	370	369	336	309	232	281	216	223
Fatal and serious	5,574	5,745	5,792	5,509	5,174	4,852	5,220	5,106	4,606
All severities	43,992	44,733	43,572	42,637	41,180	39,731	40,454	38,803	36,767
40 mph									
Fatal	159	212	159	132	135	121	114	103	109
Fatal and serious	1,431	1,533	1,450	1,377	1,300	1,221	1,309	1,296	1,242
All severities	10,276	10,571	10,487	9,959	9,496	8,815	8,676	8,347	8,153
50 mph									
Fatal	99	102	98	98	100	74	93	79	92
Fatal and serious	680	683	700	665	697	630	723	683	749
All severities	4,146	4,299	4,203	3,982	4,165	4,016	4,190	4,117	4,228
60 mph									
Fatal	627	742	643	530	470	387	406	378	362
Fatal and serious	3,541	3,880	3,539	3,191	3,104	2,666	2,619	2,494	2,419
All severities	15,952	17,292	16,236	14,222	13,525	12,107	11,358	10,788	10,276
70 mph									
Fatal	199	227	217	180	148	149	145	118	119
Fatal and serious	1,067	1,133	1,050	987	912	914	852	757	744
All severities	6,479	7,036	6,702	5,872	5,592	5,311	4,949	4,769	4,567
Other roads²									
20 mph									
Fatal	9	15	8	11	7	5	5	7	6
Fatal and serious	148	146	126	178	179	173	255	291	354
All severities	1,044	877	1,038	1,138	1,320	1,257	1,673	1,906	2,232
30 mph									
Fatal	489	539	495	458	399	313	331	366	297
Fatal and serious	9,149	9,517	9,348	8,869	8,372	7,759	7,940	8,160	7,496
All severities	70,485	73,741	70,624	66,302	64,086	60,443	58,663	56,125	52,657
40 mph									
Fatal	80	79	84	78	75	42	49	52	46
Fatal and serious	684	739	702	678	630	575	629	654	575
All severities	4,431	4,663	4,551	4,168	3,963	3,698	3,658	3,513	3,295
50 mph									
Fatal	18	15	18	25	15	24	24	13	17
Fatal and serious	137	122	149	147	174	176	186	153	204
All severities	762	800	753	745	833	846	860	855	897
60 mph									
Fatal	404	459	465	351	282	269	253	221	238
Fatal and serious	3,100	3,376	3,160	2,965	2,665	2,372	2,303	2,257	2,116
All severities	15,171	16,455	15,704	13,985	12,434	11,264	10,800	10,285	9,649
70 mph									
Fatal	3	2	3	4	1	1	2	2	2
Fatal and serious	20	22	12	22	21	13	14	10	14
All severities	174	196	153	165	126	132	112	106	110

1 Figures have been rounded to the nearest whole number.

2 B roads, C roads and unclassified roads: excludes cases where road class was not reported.

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[Notes & Definitions](#)

Source: DfT STATS19

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The figures in this table are National Statistics

Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013>

RAS10004

Reported accidents by severity, number of casualties involved, built-up and non built-up roads and road class, Great Britain, 2013

	Number of accidents															
	Fatal accidents								Serious accidents					Slight accidents		
	5+	4	3	2	1	1	1	1	4+	3	2	1	1			
Killed	0+	0+	0+	0+	2+	1	0	0	0+	0+	0+	1+	0			
Seriously injured	0+	0+	0+	0+	0+	0+	1+	0								
Slightly injured														2+	1	All accidents
Built-up roads ¹																
A roads	0	0	3	17	17	24	51	220	12	21	209	796	4,550	7,862	31,570	45,352
B roads	0	0	1	3	5	1	16	76	3	15	85	296	1,540	2,287	9,240	13,568
Other roads	0	0	1	7	4	22	31	182	5	23	160	723	5,226	6,192	32,040	44,616
All built-up roads ²	0	0	5	27	26	47	98	478	20	59	454	1,815	11,316	16,341	72,850	103,536
Non built-up roads ¹																
A roads	1	0	2	40	43	86	138	263	27	48	348	921	1,995	4,659	10,500	19,071
B roads	0	0	1	6	13	13	22	67	4	17	86	218	557	893	2,365	4,262
Other roads	0	0	2	5	5	21	30	72	6	19	85	284	801	1,366	3,698	6,394
All non built-up roads ²	1	0	5	51	61	120	190	402	37	84	519	1,423	3,353	6,918	16,563	29,727
All speed limits ³																
Motorways	0	0	0	3	7	5	27	55	5	8	44	209	278	1,644	3,112	5,397
A roads	1	0	5	57	60	110	189	483	39	69	557	1,717	6,545	12,521	42,070	64,423
B roads	0	0	2	9	18	14	38	143	7	32	171	514	2,097	3,180	11,605	17,830
Other roads	0	0	3	12	9	43	61	254	11	42	245	1,007	6,027	7,558	35,738	51,010
Total ³	1	0	10	81	94	172	315	935	62	151	1,017	3,447	14,947	24,903	92,525	138,660

1 Excludes motorways.

2 Includes cases where road class was not reported.

3 Includes cases where speed limit was not reported.

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[Notes & Definitions](#)

Source: DfT STATS19
Last updated: 25 September 2014
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The figures in this table are National Statistics

Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013>

RAS10005

Reported accidents by daylight and darkness, road surface condition, built-up and non built-up roads and severity, Great Britain, 2013

	Number of accidents							
	Daylight				Darkness			
	Dry	Wet or flood	Snow or ice	All ¹	Dry	Wet or flood	Snow or ice	All ¹
Motorways								
Fatal	38	11	0	49	26	20	2	48
Serious	274	74	8	357	102	73	12	187
Slight	2,468	764	89	3,324	737	610	80	1,432
All severities	2,780	849	97	3,730	865	703	94	1,667
Built-up roads ³								
Fatal	323	66	5	394	161	123	3	287
Serious	7,600	1,775	111	9,506	2,430	1,611	111	4,158
Slight	51,739	13,007	1,290	66,175	13,356	8,860	750	23,016
All severities	59,662	14,848	1,406	76,075	15,947	10,594	864	27,461
Non built-up roads ³								
Fatal	390	139	10	539	145	136	9	291
Serious	2,899	916	137	3,954	703	658	100	1,462
Slight	11,183	5,184	981	17,365	2,560	2,900	642	6,116
All severities	14,472	6,239	1,128	21,858	3,408	3,694	751	7,869
All speed limits ⁴								
Fatal	751	216	15	982	332	279	14	626
Serious	10,773	2,765	256	13,817	3,235	2,342	223	5,807
Slight	65,390	18,955	2,360	86,864	16,653	12,370	1,472	30,564
All severities	76,914	21,936	2,631	101,663	20,220	14,991	1,709	36,997

1 Includes cases where road surface condition was not reported.

2 Includes cases where lighting condition was not reported.

3 Excludes motorways.

4 Includes cases where speed limit was not reported.

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[Notes & Definitions](#)

Source: DfT STATS19

Last updated: 25 September 2014

Next update: September 2015

The figures in this table are National Statistics

Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013>

RAS10006

Reported accidents by daylight and darkness, weather condition, built-up and non built-up roads and severity, Great Britain, 2013

Number of accidents									
	Daylight				Darkness				All ¹ accidents
	Fine	Raining	Snowing	Fog	Fine	Raining	Snowing	Fog	
Motorways									
Fatal	45	2	0	0	33	9	3	1	97
Serious	305	41	4	1	138	39	5	0	544
Slight	2,723	432	63	19	979	314	67	12	4,756
All severities	3,073	475	67	20	1,150	362	75	13	5,397
Built-up roads ²									
Fatal	360	22	2	0	233	46	2	0	681
Serious	8,404	736	64	20	3,188	722	52	27	13,664
Slight	57,179	5,997	733	120	16,998	4,321	455	117	89,191
All severities	65,943	6,755	799	140	20,419	5,089	509	144	103,536
Non built-up roads ²									
Fatal	470	51	4	1	237	39	7	0	830
Serious	3,456	338	46	28	1,099	237	52	19	5,416
Slight	14,133	2,178	417	152	4,195	1,194	283	102	23,481
All severities	18,059	2,567	467	181	5,531	1,470	342	121	29,727
All speed limits ³									
Fatal	875	75	6	1	503	94	12	1	1,608
Serious	12,165	1,115	114	49	4,425	998	109	46	19,624
Slight	74,035	8,607	1,213	291	22,172	5,829	805	231	117,428
All severities	87,075	9,797	1,333	341	27,100	6,921	926	278	138,660

1 Includes cases where lighting condition and/or weather condition was not reported.

2 Excludes motorways.

3 Includes cases where speed limit was not reported.

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[Notes & Definitions](#)

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RAS10007

Reported accidents by daylight and darkness, road surface condition, built-up and non built-up roads speed limit and street lighting, Great Britain, 2013

	Daylight	Darkness			All	All accidents ²
		Street lights lit	No street lights/ Street lights unlit	Lighting not reported		
Motorways						
Dry	2,780	382	424	59	865	3,645
Wet or flood	849	334	335	34	703	1,552
Snow or ice	97	32	59	3	94	191
All ¹	3,730	748	819	100	1,667	5,397
Built-up roads³						
Speed limit 20 mph						
Dry	1,651	349	15	14	378	2,029
Wet or flood	361	205	11	8	224	585
Snow or ice	34	12	2	0	14	48
All ¹	2,048	566	28	22	616	2,664
Speed limit 30 mph						
Dry	51,842	12,227	618	1,130	13,975	65,817
Wet or flood	12,503	8,256	499	276	9,031	21,534
Snow or ice	1,172	597	62	51	710	1,882
All ¹	65,658	21,119	1,179	1,468	23,766	89,424
Speed limit 40 mph						
Dry	6,169	1,218	261	115	1,594	7,763
Wet or flood	1,984	993	301	45	1,339	3,323
Snow or ice	200	83	45	12	140	340
All ¹	8,369	2,297	609	173	3,079	11,448
All built-up roads						
Dry	59,662	13,794	894	1,259	15,947	75,609
Wet or flood	14,848	9,454	811	329	10,594	25,442
Snow or ice	1,406	692	109	63	864	2,270
All ¹	76,075	23,982	1,816	1,663	27,461	103,536
Non built-up roads³						
Speed limit 50 mph						
Dry	2,617	415	225	39	679	3,296
Wet or flood	1,011	310	293	20	623	1,634
Snow or ice	103	33	49	7	89	192
All ¹	3,733	759	567	66	1,392	5,125
Speed limit 60 mph						
Dry	9,524	391	1,613	76	2,080	11,604
Wet or flood	4,360	393	2,042	51	2,486	6,846
Snow or ice	892	65	483	5	553	1,445
All ¹	14,792	850	4,149	134	5,133	19,925
Speed limit 70 mph						
Dry	2,331	291	330	28	649	2,980
Wet or flood	868	252	316	17	585	1,453
Snow or ice	133	24	77	8	109	242
All ¹	3,333	567	724	53	1,344	4,677
All non built-up roads						
Dry	14,472	1,097	2,168	143	3,408	17,880
Wet or flood	6,239	955	2,651	88	3,694	9,933
Snow or ice	1,128	122	609	20	751	1,879
All ¹	21,858	2,176	5,440	253	7,869	29,727
All speed limits⁴						
Dry	76,914	15,273	3,486	1,461	20,220	97,134
Wet or flood	21,936	10,743	3,797	451	14,991	36,927
Snow or ice	2,631	846	777	86	1,709	4,340
All ¹	101,663	26,906	8,075	2,016	36,997	138,660

1 Includes cases where road surface condition was not reported.

2 Includes cases where light condition was not reported.

3 Excludes motorways.

4 Includes motorways.

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RAS10008

Reported accidents by daylight and darkness, lighting conditions, special conditions and carriageway hazards, Great Britain, 2013

Number of accidents						
	Daylight	Darkness			All darkness	All ¹ accidents
		Street lights lit	No street lighting or street lights unlit	Street lighting unknown		
Special conditions at site						
Automatic traffic signal out or defective	216	62	11	4	77	293
Permanent road sign/markings defective or obscured	116	32	19	2	53	169
Roadworks	1,024	265	105	15	385	1,409
Road surface defective	294	49	30	5	84	378
Oil or diesel	354	37	20	5	62	416
Mud	300	14	123	3	140	440
Total	2,304	459	308	34	801	3,105
Carriageway hazards						
Dislodged vehicle load in carriageway	97	21	13	2	36	133
Other object in carriageway	675	148	145	4	297	972
Involvement with previous accident	129	25	57	0	82	211
Uninjured pedestrian in carriageway	261	97	13	5	115	376
Animal in carriageway (except ridden horses)	338	103	280	13	396	734
Total	1,500	394	508	24	926	2,426
All accidents ²	101,663	26,906	8,075	2,016	36,997	138,660

1 Includes cases where lighting condition was not reported.

2 Includes accidents where there were no special conditions or carriageway hazard, or none reported.

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RAS10009

Reported accidents by junction type, built-up and non built-up roads and severity, Great Britain, 2013

	Number of accidents							
	Roundabout ¹	T or staggered ²	Crossroads	Junction with more than 4 arms ³	Private drive/entrance	Other junction	All junctions	Not at or within 20 metres of junction ⁴
Motorways								
Fatal	1	9	0	0	0	0	10	87
Serious	8	59	1	0	0	3	71	473
Slight	262	504	3	6	2	24	801	3,955
All Severities	271	572	4	6	2	27	882	4,515
Built-up roads⁵								
Fatal	32	250	62	2	13	13	372	309
Serious	1,047	5,195	1,428	122	575	319	8,686	4,978
Slight	9,968	34,711	10,972	1,001	3,742	2,066	62,460	26,729
All Severities	11,047	40,156	12,462	1,125	4,330	2,398	71,518	32,016
Non built-up roads⁵								
Fatal	12	123	24	3	27	21	210	619
Serious	321	1,000	231	14	233	100	1,899	3,516
Slight	2,584	4,455	971	78	924	438	9,450	14,027
All Severities	2,917	5,578	1,226	95	1,184	559	11,559	18,162
All speed limits⁶								
Fatal	45	382	86	5	40	34	592	1,015
Serious	1,376	6,254	1,660	136	808	422	10,656	8,967
Slight	12,814	39,670	11,946	1,085	4,668	2,528	72,711	44,711
All Severities	14,235	46,306	13,692	1,226	5,516	2,984	83,959	54,693

1 Includes mini-roundabouts

2 Includes slip roads

3 Excludes roundabouts

4 Includes cases where junction detail was not reported.

5 Excludes motorways.

6 Includes cases where speed limit was not reported.

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RAS10010

Reported single vehicle accidents¹ by object hit off carriageway, built-up and non built-up roads and severity, Great Britain, 2013

					Number of accidents				
(a) Built-up roads ²					(b) Non built-up roads ²				
Object hit	All one vehicle accidents				Object hit	All one vehicle accidents			
	Fatal	Serious	Slight	All		Fatal	Serious	Slight	All
None	264	5,374	21,107	26,745	None	96	837	2,654	3,587
Road sign or traffic signal	10	72	394	476	Road sign or traffic signal	20	77	371	468
Lamp post	15	133	646	794	Lamp post	5	39	204	248
Telegraph pole or electricity pole	6	31	158	195	Telegraph pole or electricity pole	7	49	193	249
Tree	30	150	413	593	Tree	85	416	1,122	1,623
Bus stop or shelter	0	5	61	66	Bus stop or shelter	0	3	8	11
Crash barrier	2	42	254	298	Crash barrier	16	92	552	660
Submerged	0	2	4	6	Submerged	6	1	7	14
Entered ditch	2	30	132	164	Entered ditch	12	175	886	1,073
Wall or fence	14	108	412	534	Wall or fence	15	90	590	695
Other permanent objects	32	292	1,083	1,407	Other permanent objects	36	263	1,096	1,395
Total ³	375	6,239	24,666	31,280	Total ³	298	2,042	7,683	10,023

(c) Motorways					(d) All roads ⁴				
Object hit	All one vehicle accidents				Object hit	All one vehicle accidents			
	Fatal	Serious	Slight	All		Fatal	Serious	Slight	All
None	13	56	248	317	None	373	6,267	24,009	30,649
Road sign or traffic signal	1	7	29	37	Road sign or traffic signal	31	156	794	981
Lamp post	1	4	15	20	Lamp post	21	176	865	1,062
Telegraph pole or electricity pole	0	0	0	0	Telegraph pole or electricity pole	13	80	351	444
Tree	3	23	60	86	Tree	118	589	1,595	2,302
Bus stop or shelter	0	0	0	0	Bus stop or shelter	0	8	69	77
Crash barrier	21	72	501	594	Crash barrier	39	206	1,307	1,552
Submerged	0	0	0	0	Submerged	6	3	11	20
Entered ditch	0	6	31	37	Entered ditch	14	211	1,049	1,274
Wall or fence	0	4	22	26	Wall or fence	29	202	1,024	1,255
Other permanent objects	4	8	55	67	Other permanent objects	72	563	2,234	2,869
Total ³	43	180	961	1,184	Total ³	716	8,461	33,310	42,487

1 Includes single vehicle accidents involving pedestrians.

2 Excludes motorways.

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

4 Includes cases where speed limit was not reported.

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RAS10011

Reported accidents by number of vehicles involved, built-up and non built-up roads, road class and severity, Great Britain, 2013

	Number of accidents								
	One vehicle only		Pedestrian and one vehicle ¹		Two vehicles ²		Three ² vehicles	Four ² or more vehicles	All accidents
	Car	Other vehicle	Car	Other vehicle	Both cars	Other combination			
Built-up roads³									
A roads									
Fatal	36	14	78	46	37	90	22	9	332
Serious	272	427	1,227	406	619	2,287	266	84	5,588
All severities	1,908	2,286	5,446	1,790	13,073	16,601	3,454	794	45,352
B roads									
Fatal	16	5	24	14	6	29	6	2	102
Serious	144	164	444	97	238	716	107	29	1,939
All severities	847	615	1,998	470	3,967	4,538	944	189	13,568
Other roads									
Fatal	30	24	59	29	21	54	20	10	247
Serious	333	487	1,879	359	633	2,106	266	74	6,137
All severities	2,447	1,979	9,789	1,705	12,080	13,713	2,351	552	44,616
All built-up roads⁴									
Fatal	82	43	161	89	64	173	48	21	681
Serious	749	1,078	3,550	862	1,490	5,109	639	187	13,664
All severities	5,202	4,880	17,233	3,965	29,120	34,852	6,749	1,535	103,536
Non built-up roads³									
A roads									
Fatal	82	35	34	22	102	196	77	25	573
Serious	580	433	91	27	626	1,044	378	160	3,339
All severities	3,860	1,234	266	86	5,826	4,515	2,382	902	19,071
B roads									
Fatal	32	14	7	0	19	33	11	6	122
Serious	203	136	15	4	192	244	76	12	882
All severities	1,448	372	60	8	1,148	843	327	56	4,262
Other roads									
Fatal	44	20	8	0	18	34	10	1	135
Serious	307	202	35	9	225	336	64	17	1,195
All severities	1,945	545	168	31	1,910	1,460	271	64	6,394
All non built-up roads⁴									
Fatal	158	69	49	22	139	263	98	32	830
Serious	1,090	771	141	40	1,043	1,624	518	189	5,416
All severities	7,253	2,151	494	125	8,884	6,818	2,980	1,022	29,727
All speed limits⁵									
Motorways									
Fatal	22	11	3	7	13	18	6	17	97
Serious	132	41	2	5	87	121	97	59	544
All severities	961	199	11	13	1,497	1,258	948	510	5,397
A roads									
Fatal	118	49	112	68	139	286	99	34	905
Serious	852	860	1,318	433	1,245	3,331	644	244	8,927
All severities	5,768	3,520	5,712	1,876	18,899	21,116	5,836	1,696	64,423
B roads									
Fatal	48	19	31	14	25	62	17	8	224
Serious	347	300	459	101	430	960	183	41	2,821
All severities	2,295	987	2,058	478	5,115	5,381	1,271	245	17,830
Other roads									
Fatal	74	44	67	29	39	88	30	11	382
Serious	640	689	1,914	368	858	2,442	330	91	7,332
All severities	4,392	2,524	9,957	1,736	13,990	15,173	2,622	616	51,010
Total⁴									
Fatal	262	123	213	118	216	454	152	70	1,608
Serious	1,971	1,890	3,693	907	2,620	6,854	1,254	435	19,624
All severities	13,416	7,230	17,738	4,103	39,501	42,928	10,677	3,067	138,660

1 Includes accidents involving one vehicle in which at least one pedestrian was injured.

2 Includes accidents in which pedestrians were injured.

3 Excludes motorways.

4 Includes cases where road class was not reported.

5 Includes cases where speed limit was not reported

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RAS10012

Reported accidents involving pedestrians and one vehicle by severity and vehicle type, Great Britain, 2013

	Number of accidents			
	Fatal	Serious	Slight	All severities
Single vehicle accidents				
Pedal cycle	6	106	322	434
Motorcycle 50cc and under	0	22	66	88
Motorcycle 51cc - 125cc	4	80	289	373
Motorcycle 126cc - 500cc	1	18	79	98
Motorcycle over 500cc	9	53	156	218
All motorcycles ¹	14	175	600	789
Car	197	3,434	12,864	16,495
Taxi / Private hire car	13	240	910	1,163
Minibus	3	19	58	80
Bus or coach	23	211	756	990
Van / Light goods vehicle	25	253	1,016	1,294
Heavy goods vehicle ² of which:	47	108	209	364
Rigid ³	22	82	171	275
Articulated	25	26	38	89
Mobility scooter ⁴	0	9	19	28
Other vehicle	2	44	143	189
Any vehicle ⁵	331	4,600	16,910	21,841
Accidents involving pedestrian and two or more vehicles	67	355	982	1,404

1 Includes electric motorcycles and cases engine size was not reported.

2 Includes cases where towing status was not reported.

3 Includes heavy goods vehicles towing trailers or caravans.

4 Vehicle type not reported separately by all police forces

5 Includes cases where vehicle type was not reported.

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RAS10013

Reported personal injury road accidents, by severity, Great Britain, 1979-2013

Year	Number of accidents				
	Fatal	Serious	FSA (Fatal/Serious)	Slight	Total
1979	5,824	66,927	72,751	182,216	254,967
1980	5,506	65,714	71,220	179,738	250,958
1981	5,355	64,980	70,335	177,941	248,276
1982	5,450	66,143	71,593	184,414	256,007
1983	5,027	60,021	65,048	177,828	242,876
1984	5,138	62,048	67,186	185,997	253,183
1985	4,768	60,286	65,054	180,591	245,645
1986	4,898	58,190	63,088	184,790	247,878
1987	4,694	54,352	59,046	180,017	239,063
1988	4,643	53,850	58,493	188,501	246,994
1989	4,907	53,269	58,176	202,583	260,759
1990	4,748	50,944	55,692	202,749	258,441
1991	4,158	43,773	47,931	187,958	235,889
1992	3,855	41,494	45,349	187,755	233,104
1993	3,470	38,042	41,512	187,463	228,975
1994	3,326	39,295	42,621	191,633	234,254
1995	3,286	38,501	41,787	188,757	230,544
1996	3,274	37,327	40,601	195,592	236,193
1997	3,298	36,330	39,628	200,659	240,287
1998	3,137	34,633	37,770	201,153	238,923
1999	3,138	33,267	36,405	198,643	235,048
2000	3,108	32,499	35,607	198,122	233,729
2001	3,176	31,588	34,764	194,250	229,014
2002	3,124	30,521	33,645	188,106	221,751
2003	3,247	28,913	32,160	181,870	214,030
2004	2,978	26,748	29,726	177,684	207,410
2005	2,913	25,029	27,942	170,793	198,735
2006	2,926	24,946	27,872	161,289	189,161
2007	2,714	24,322	27,036	155,079	182,115
2008	2,341	23,121	25,462	145,129	170,591
2009	2,057	21,997	24,054	139,500	163,554
2010	1,731	20,440	22,171	132,243	154,414
2011	1,797	20,986	22,783	128,691	151,474
2012	1,637	20,901	22,538	123,033	145,571
2013	1,608	19,624	21,232	117,428	138,660

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RAS10014

Reported accidents by region, local authority and road class, England, 2013

Number of accidents

ONS Code	Region/Local Authority	Motorway	A Trunk ¹	A Principal	All A roads ²	Minor	All
E12000001	North East	68	357	1,862	2,219	2,866	5,153
E06000047	County Durham	30	34	304	338	581	949
E06000005	Darlington	6	9	71	80	145	231
E08000037	Gateshead	10	42	136	178	279	467
E06000001	Hartlepool	0	5	39	44	98	142
E06000002	Middlesbrough	0	32	71	103	163	266
E08000021	Newcastle upon Tyne	20	41	282	323	311	654
E08000022	North Tyneside	0	33	196	229	176	405
E06000057	Northumberland	0	89	280	369	330	699
E06000003	Redcar and Cleveland	0	4	65	69	128	197
E08000023	South Tyneside	0	6	103	109	136	245
E06000004	Stockton-on-Tees	0	38	101	139	175	314
E08000024	Sunderland	2	24	214	238	344	584
E12000002	North West	903	325	5,630	5,955	7,200	14,058
E06000008	Blackburn with Darwen	13	0	147	147	255	415
E06000009	Blackpool	0	0	156	156	273	429
E08000001	Bolton	20	0	211	211	192	423
E08000002	Bury	23	0	114	114	128	265
E06000049	Cheshire East	132	14	432	446	429	1,007
E06000050	Cheshire West and Chester	80	19	327	346	322	748
E10000006	Cumbria	53	157	431	588	585	1,226
E06000006	Halton	16	0	76	76	175	267
E08000011	Knowsley	22	1	106	107	151	280
E10000017	Lancashire	223	82	1,002	1,084	1,604	2,911
E08000012	Liverpool	0	0	489	489	572	1,061
E08000003	Manchester	36	5	475	480	498	1,014
E08000004	Oldham	5	10	141	151	178	334
E08000005	Rochdale	31	0	122	122	102	255
E08000006	Salford	55	0	161	161	147	363
E08000014	Sefton	7	16	177	193	246	446
E08000013	St. Helens	18	13	138	151	171	340
E08000007	Stockport	23	0	150	150	159	332
E08000008	Tameside	14	5	105	110	131	255
E08000009	Trafford	29	0	95	95	165	289
E06000007	Warrington	76	0	224	224	239	539
E08000010	Wigan	6	0	157	157	168	331
E08000015	Wirral	21	3	194	197	310	528
E12000003	Yorkshire and The Humber	494	319	4,767	5,086	6,881	12,461
E08000016	Barnsley	18	18	186	204	239	461
E08000032	Bradford	3	0	471	471	685	1,159
E08000033	Calderdale	26	0	190	190	193	409
E08000017	Doncaster	83	16	271	287	426	796
E06000011	East Riding of Yorkshire	17	31	291	322	468	807
E06000010	Kingston upon Hull, City of	0	51	222	273	528	801
E08000034	Kirklees	49	6	341	347	477	873
E08000035	Leeds	98	3	664	667	1,024	1,789
E06000012	North East Lincolnshire	0	18	188	206	251	457
E06000013	North Lincolnshire	32	13	156	169	312	513
E10000023	North Yorkshire	53	107	673	780	772	1,605
E08000018	Rotherham	50	0	254	254	328	632
E08000019	Sheffield	26	4	443	447	630	1,103
E08000036	Wakefield	39	15	249	264	333	636
E06000014	York	0	37	168	205	215	420

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RAS10014

Reported accidents by region, local authority and road class, England, 2013

Number of accidents

ONS Code	Region/Local Authority	Motorway	A Trunk ¹	A Principal	All A roads ²	Minor	All
E12000004	East Midlands	289	715	4,096	4,811	5,738	10,838
E06000015	Derby	0	50	251	301	330	631
E10000007	Derbyshire	91	134	630	764	800	1,655
E06000016	Leicester	0	3	407	410	513	923
E10000018	Leicestershire	111	74	409	483	794	1,388
E10000019	Lincolnshire	0	106	923	1,029	1,281	2,310
E10000021	Northamptonshire	52	140	456	596	559	1,207
E06000018	Nottingham	0	55	394	449	419	868
E10000024	Nottinghamshire	35	142	586	728	1,012	1,775
E06000017	Rutland	0	11	40	51	30	81
E12000005	West Midlands	608	571	4,268	4,839	6,207	11,654
E08000025	Birmingham	64	0	903	903	1,478	2,445
E08000026	Coventry	1	10	140	150	429	580
E08000027	Dudley	9	1	192	193	217	419
E06000019	Herefordshire, County of	5	61	167	228	143	376
E08000028	Sandwell	40	0	229	229	265	534
E06000051	Shropshire	3	92	215	307	280	590
E08000029	Solihull	29	10	54	64	197	290
E10000028	Staffordshire	134	177	840	1,017	951	2,102
E06000021	Stoke-on-Trent	0	74	312	386	316	702
E06000020	Telford and Wrekin	13	2	60	62	171	246
E08000030	Walsall	54	4	112	116	222	392
E10000031	Warwickshire	185	121	370	491	803	1,479
E08000031	Wolverhampton	0	0	217	217	238	455
E10000034	Worcestershire	71	19	457	476	497	1,044
E12000006	East of England	561	1,007	4,246	5,253	7,174	12,988
E06000055	Bedford	0	31	168	199	157	356
E10000003	Cambridgeshire	24	185	486	671	780	1,475
E06000056	Central Bedfordshire	77	91	133	224	264	565
E10000012	Essex	127	201	845	1,046	1,898	3,071
E10000015	Hertfordshire	293	46	812	858	1,169	2,320
E06000032	Luton	23	0	107	107	251	381
E10000020	Norfolk	0	153	657	810	966	1,776
E06000031	Peterborough	0	60	181	241	351	592
E06000033	Southend-on-Sea	0	0	172	172	248	420
E10000029	Suffolk	0	175	571	746	921	1,667
E06000034	Thurrock	17	65	114	179	169	365

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RAS10014

Reported accidents by region, local authority and road class, England, 2013

Number of accidents

ONS Code	Region/Local Authority	Motorway	A Trunk ¹	A Principal	All A roads ²	Minor	All
E12000007	London ³	151	19	14,814	14,833	8,113	23,097
E09000002	Barking and Dagenham	0	0	249	249	182	431
E09000003	Barnet	20	3	636	639	334	993
E09000004	Bexley	0	0	249	249	155	404
E09000005	Brent	0	0	502	502	287	789
E09000006	Bromley	0	0	364	364	288	652
E09000007	Camden	0	0	493	493	292	785
E09000001	City of London	0	0	186	186	122	308
E09000008	Croydon	0	0	517	517	372	889
E09000009	Ealing	0	0	553	553	393	946
E09000010	Enfield	32	4	455	459	272	763
E09000011	Greenwich	0	0	377	377	188	565
E09000012	Hackney	0	0	549	549	257	806
E09000013	Hammersmith and Fulham	0	0	412	412	187	599
E09000014	Haringey	0	0	518	518	248	766
E09000015	Harrow	0	0	158	158	195	353
E09000016	Havering	24	4	216	220	283	527
E09000017	Hillingdon	29	4	241	245	269	543
E09000018	Hounslow	44	4	492	496	213	753
E09000019	Islington	0	0	577	577	185	762
E09000020	Kensington and Chelsea	0	0	419	419	237	656
E09000021	Kingston upon Thames	0	0	257	257	135	392
E09000022	Lambeth	0	0	911	911	258	1,169
E09000023	Lewisham	0	0	545	545	264	809
E09000024	Merton	0	0	263	263	174	437
E09000025	Newham	0	0	470	470	225	695
E09000026	Redbridge	2	0	397	397	257	656
E09000027	Richmond upon Thames	0	0	337	337	131	468
E09000028	Southwark	0	0	683	683	198	881
E09000029	Sutton	0	0	174	174	218	392
E09000030	Tower Hamlets	0	0	641	641	291	932
E09000031	Waltham Forest	0	0	384	384	176	560
E09000032	Wandsworth	0	0	608	608	263	871
E09000033	Westminster	0	0	981	981	533	1,514
E12000008	South East	1,531	1,324	8,445	9,769	10,978	22,278
E06000036	Bracknell Forest	2	0	105	105	102	209
E06000043	Brighton and Hove	0	38	282	320	418	738
E10000002	Buckinghamshire	115	22	450	472	483	1,070
E10000011	East Sussex	0	167	460	627	668	1,295
E10000014	Hampshire	267	164	905	1,069	1,591	2,927
E06000046	Isle of Wight	0	0	149	149	182	331
E10000016	Kent	333	397	1,579	1,976	1,943	4,252
E06000035	Medway	20	0	248	248	352	620
E06000042	Milton Keynes	57	23	151	174	476	707
E10000025	Oxfordshire	64	96	668	764	676	1,504
E06000044	Portsmouth	20	23	302	325	262	607
E06000038	Reading	5	0	200	200	157	362
E06000039	Slough	63	0	145	145	190	398
E06000045	Southampton	10	0	293	293	307	610
E10000030	Surrey	404	177	1,460	1,637	1,752	3,793
E06000037	West Berkshire	51	23	93	116	159	326
E10000032	West Sussex	23	182	729	911	981	1,915
E06000040	Windsor and Maidenhead	68	12	130	142	154	364
E06000041	Wokingham	29	0	96	96	125	250

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RAS10014

Reported accidents by region, local authority and road class, England, 2013

Number of accidents

ONS Code	Region/Local Authority	Motorway	A Trunk ¹	A Principal	All A roads ²	Minor	All
E12000009	South West	287	707	4,169	4,876	6,096	11,259
E06000022	Bath and North East Somerset	0	13	149	162	158	320
E06000028	Bournemouth	0	0	216	216	302	518
E06000023	Bristol, City of	17	3	406	409	510	936
E06000052	Cornwall	0	154	450	604	680	1,284
E10000008	Devon	29	155	625	780	898	1,707
E10000009	Dorset	0	95	296	391	512	903
E10000013	Gloucestershire	30	43	315	358	387	775
E06000053	Isles of Scilly	0	0	2	2	1	3
E06000024	North Somerset	38	0	124	124	241	403
E06000026	Plymouth	0	29	131	160	473	633
E06000029	Poole	0	5	125	130	223	353
E10000027	Somerset	36	54	514	568	553	1,157
E06000025	South Gloucestershire	68	10	165	175	250	493
E06000030	Swindon	25	24	95	119	251	395
E06000027	Torbay	0	0	98	98	199	297
E06000054	Wiltshire	44	122	458	580	458	1,082
E92000001	England	4,892	5,344	52,297	57,641	61,253	123,786

1 Based on 2010 Core network

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

3 Includes London (Heathrow) Airport

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[Notes & Definitions](#)

Source: DfT STATS19

Last updated: 25 September 2014

Next update: September 2015

The figures in this table are National Statistics

Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013>

RAS10015

Reported accidents by region, local authority, road surface condition and severity, England, 2013

ONS Code	Region/Local Authority	Number of accidents						
		Road surface condition			Severity			All
		Dry	Wet or flood	Snow or ice	Fatal	Serious	Slight	
E12000001	North East	3,598	1,346	209	70	671	4,412	5,153
E06000047	County Durham	626	271	52	26	157	766	949
E06000005	Darlington	145	80	6	6	28	197	231
E08000037	Gateshead	313	139	15	7	53	407	467
E06000001	Hartlepool	104	32	6	0	19	123	142
E06000002	Middlesbrough	208	46	12	4	32	230	266
E08000021	Newcastle upon Tyne	477	167	10	0	71	583	654
E08000022	North Tyneside	294	98	13	4	45	356	405
E06000057	Northumberland	446	207	46	13	107	579	699
E06000003	Redcar and Cleveland	151	33	13	1	32	164	197
E08000023	South Tyneside	184	50	11	0	23	222	245
E06000004	Stockton-on-Tees	236	67	11	6	39	269	314
E08000024	Sunderland	414	156	14	3	65	516	584
E12000002	North West	9,610	4,059	377	143	2,347	11,568	14,058
E06000008	Blackburn with Darwen	272	133	10	0	65	350	415
E06000009	Blackpool	330	93	5	4	65	360	429
E08000001	Bolton	283	129	11	7	61	355	423
E08000002	Bury	177	83	5	3	47	215	265
E06000049	Cheshire East	621	353	32	14	171	822	1,007
E06000050	Cheshire West and Chester	521	199	28	8	115	625	748
E10000006	Cumbria	828	347	51	24	177	1,025	1,226
E06000006	Halton	174	83	10	1	37	229	267
E08000011	Knowsley	195	74	11	4	53	223	280
E10000017	Lancashire	1,969	832	100	32	566	2,313	2,911
E08000012	Liverpool	779	265	17	8	189	864	1,061
E08000003	Manchester	684	320	10	4	146	864	1,014
E08000004	Oldham	232	93	9	1	49	284	334
E08000005	Rochdale	159	90	6	2	38	215	255
E08000006	Salford	249	106	8	4	62	297	363
E08000014	Sefton	320	116	10	4	79	363	446
E08000013	St. Helens	238	95	7	3	67	270	340
E08000007	Stockport	218	107	7	3	42	287	332
E08000008	Tameside	179	72	4	2	50	203	255
E08000009	Trafford	209	73	7	4	29	256	289
E06000007	Warrington	341	180	18	4	64	471	539
E08000010	Wigan	239	85	7	3	57	271	331
E08000015	Wirral	393	131	4	4	118	406	528
E12000003	Yorkshire and The Humber	9,147	2,838	459	152	1,981	10,328	12,461
E08000016	Barnsley	356	83	17	7	66	388	461
E08000032	Bradford	851	268	40	10	168	981	1,159
E08000033	Calderdale	291	103	15	4	76	329	409
E08000017	Doncaster	607	166	21	10	95	691	796
E06000011	East Riding of Yorkshire	525	227	55	8	167	632	807
E06000010	Kingston upon Hull, City of	630	152	19	7	113	681	801
E08000034	Kirklees	608	234	30	13	116	744	873
E08000035	Leeds	1,421	338	30	15	259	1,515	1,789
E06000012	North East Lincolnshire	350	92	15	3	78	376	457
E06000013	North Lincolnshire	336	137	40	5	98	410	513
E10000023	North Yorkshire	1,091	420	94	46	347	1,212	1,605
E08000018	Rotherham	478	125	28	7	101	524	632
E08000019	Sheffield	844	223	29	7	146	950	1,103
E08000036	Wakefield	469	153	13	10	96	530	636
E06000014	York	290	117	13	0	55	365	420

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RAS10015

Reported accidents by region, local authority, road surface condition and severity, England, 2013

		Road surface condition			Severity			Number of accidents
ONS Code	Region/Local Authority							All
		Dry	Wet or flood	Snow or ice	Fatal	Serious	Slight	
E12000004	East Midlands	7,054	3,084	535	136	1,559	9,143	10,838
E06000015	Derby	441	169	21	1	71	559	631
E10000007	Derbyshire	1,050	504	101	21	240	1,394	1,655
E06000016	Leicester	636	265	22	2	86	835	923
E10000018	Leicestershire	912	429	47	23	145	1,220	1,388
E10000019	Lincolnshire	1,441	672	155	34	341	1,935	2,310
E10000021	Northamptonshire	774	379	54	25	272	910	1,207
E06000018	Nottingham	611	188	18	3	110	755	868
E10000024	Nottinghamshire	1,147	447	109	24	284	1,467	1,775
E06000017	Rutland	42	31	8	3	10	68	81
E12000005	West Midlands	7,745	3,453	456	146	1,506	10,002	11,654
E08000025	Birmingham	1,688	683	74	28	347	2,070	2,445
E08000026	Coventry	428	134	18	5	92	483	580
E08000027	Dudley	256	150	13	8	90	321	419
E06000019	Herefordshire, County of	224	130	22	5	49	322	376
E08000028	Sandwell	351	163	20	7	79	448	534
E06000051	Shropshire	386	181	23	14	90	486	590
E08000029	Solihull	209	71	10	2	37	251	290
E10000028	Staffordshire	1,374	626	102	24	129	1,949	2,102
E06000021	Stoke-on-Trent	460	216	26	4	41	657	702
E06000020	Telford and Wrekin	152	87	7	2	31	213	246
E08000030	Walsall	272	108	12	5	69	318	392
E10000031	Warwickshire	950	465	64	21	247	1,211	1,479
E08000031	Wolverhampton	297	141	17	3	54	398	455
E10000034	Worcestershire	698	298	48	18	151	875	1,044
E12000006	East of England	8,606	3,937	445	168	1,936	10,884	12,988
E06000055	Bedford	237	107	12	3	49	304	356
E10000003	Cambridgeshire	960	469	46	28	232	1,215	1,475
E06000056	Central Bedfordshire	372	160	33	7	93	465	565
E10000012	Essex	2,023	945	103	34	478	2,559	3,071
E10000015	Hertfordshire	1,541	708	71	25	333	1,962	2,320
E06000032	Luton	276	101	4	1	49	331	381
E10000020	Norfolk	1,146	566	64	37	299	1,440	1,776
E06000031	Peterborough	405	175	12	7	70	515	592
E06000033	Southend-on-Sea	307	109	4	2	52	366	420
E10000029	Suffolk	1,067	510	90	21	231	1,415	1,667
E06000034	Thurrock	272	87	6	3	50	312	365

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RAS10015

Reported accidents by region, local authority, road surface condition and severity, England, 2013

ONS Code	Region/Local Authority	Number of accidents						
		Road surface condition			Severity			All
		Dry	Wet or flood	Snow or ice	Fatal	Serious	Slight	
E12000007	London	18,612	4,235	250	126	2,112	20,859	23,097
E09000002	Barking and Dagenham	363	64	4	5	33	393	431
E09000003	Barnet	776	200	17	8	118	867	993
E09000004	Bexley	307	93	4	1	30	373	404
E09000005	Brent	637	145	7	3	78	708	789
E09000006	Bromley	489	151	12	5	61	586	652
E09000007	Camden	614	164	7	4	99	682	785
E09000001	City of London	275	31	2	1	56	251	308
E09000008	Croydon	697	173	19	13	51	825	889
E09000009	Ealing	785	149	12	4	74	868	946
E09000010	Enfield	608	145	10	6	61	696	763
E09000011	Greenwich	441	118	6	2	26	537	565
E09000012	Hackney	643	151	12	5	76	725	806
E09000013	Hammersmith and Fulham	509	88	2	3	50	546	599
E09000014	Haringey	604	154	8	5	98	663	766
E09000015	Harrow	258	82	13	1	35	317	353
E09000016	Havering	419	101	7	4	45	478	527
E09000017	Hillingdon	416	114	13	2	51	490	543
E09000018	Hounslow	597	147	9	2	61	690	753
E09000019	Islington	620	137	5	3	68	691	762
E09000020	Kensington and Chelsea	537	113	6	2	59	595	656
E09000021	Kingston upon Thames	304	84	4	1	34	357	392
E09000022	Lambeth	983	183	3	7	117	1,045	1,169
E09000023	Lewisham	669	132	8	6	57	746	809
E09000024	Merton	358	74	5	0	32	405	437
E09000025	Newham	549	140	6	3	51	641	695
E09000026	Redbridge	554	99	3	2	48	606	656
E09000027	Richmond upon Thames	369	94	5	0	46	422	468
E09000028	Southwark	702	177	2	5	80	796	881
E09000029	Sutton	322	66	4	2	26	364	392
E09000030	Tower Hamlets	754	175	3	6	79	847	932
E09000031	Waltham Forest	449	98	13	3	49	508	560
E09000032	Wandsworth	692	168	11	5	94	772	871
E09000033	Westminster	1,291	215	8	6	167	1,341	1,514
	London Airport (Heathrow)	21	10	0	1	2	28	31
E12000008	South East	15,544	5,973	702	224	3,566	18,488	22,278
E06000036	Bracknell Forest	141	64	4	2	26	181	209
E06000043	Brighton and Hove	570	151	17	3	136	599	738
E10000002	Buckinghamshire	716	290	64	20	169	881	1,070
E10000011	East Sussex	929	327	39	17	283	995	1,295
E10000014	Hampshire	2,046	797	84	42	616	2,269	2,927
E06000046	Isle of Wight	242	77	12	4	76	251	331
E10000016	Kent	2,901	1,193	156	46	485	3,721	4,252
E06000035	Medway	431	181	8	6	43	571	620
E06000042	Milton Keynes	486	199	22	3	75	629	707
E10000025	Oxfordshire	991	446	67	19	274	1,211	1,504
E06000044	Portsmouth	491	109	7	1	112	494	607
E06000038	Reading	262	94	6	2	46	314	362
E06000039	Slough	312	80	6	3	46	349	398
E06000045	Southampton	426	180	4	4	117	489	610
E10000030	Surrey	2,598	1,021	117	18	554	3,221	3,793
E06000037	West Berkshire	213	100	13	3	45	278	326
E10000032	West Sussex	1,347	505	63	28	368	1,519	1,915
E06000040	Windsor and Maidenhead	273	82	9	2	46	316	364
E06000041	Wokingham	169	77	4	1	49	200	250

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RAS10015

Reported accidents by region, local authority, road surface condition and severity, England, 2013

		Road surface condition			Severity			Number of accidents
ONS Code	Region/Local Authority							All
		Dry	Wet or flood	Snow or ice	Fatal	Serious	Slight	
E12000009	South West	7,846	3,196	217	180	1,625	9,454	11,259
E06000022	Bath and North East Somerset	217	97	6	6	42	272	320
E06000028	Bournemouth	408	109	1	2	70	446	518
E06000023	Bristol, City of	706	215	15	12	93	831	936
E06000052	Cornwall	859	400	25	23	177	1,084	1,284
E10000008	Devon	1,129	532	46	15	266	1,426	1,707
E10000009	Dorset	676	212	15	22	166	715	903
E10000013	Gloucestershire	508	247	20	30	160	585	775
E06000053	Isles of Scilly	3	0	0	0	0	3	3
E06000024	North Somerset	292	107	4	4	55	344	403
E06000026	Plymouth	443	185	5	1	60	572	633
E06000029	Poole	269	80	4	3	63	287	353
E10000027	Somerset	783	350	24	28	170	959	1,157
E06000025	South Gloucestershire	365	121	7	8	51	434	493
E06000030	Swindon	268	119	8	7	49	339	395
E06000027	Torbay	227	69	1	2	49	246	297
E06000054	Wiltshire	693	353	36	17	154	911	1,082
E92000001	England	87,762	32,121	3,650	1,345	17,303	105,138	123,786

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

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[Notes & Definitions](#)

Source: DfT STATS19

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The figures in this table are National Statistics

RAS20

Vehicles involved in reported road accidents

Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013>

RAS20001

Vehicles involved in reported accidents and involvement rates by vehicle type and severity of accident, Great Britain, 2003 - 2013

	Number of vehicles/rate per billion vehicle miles										
	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Pedal cycles											
Fatal	124	144	158	163	146	127	111	119	119	125	121
Rate	45	56	59	58	57	45	37	40	39	40	39
Fatal or serious	2,544	2,416	2,497	2,584	2,698	2,727	2,875	2,962	3,411	3,529	3,471
Rate	923	944	931	924	1058	960	969	986	1111	1135	1109
All severities	17,472	17,084	17,039	16,611	16,607	16,797	17,599	17,811	19,883	19,708	20,049
Rate	6,342	6,678	6,356	5,938	6,510	5,915	5,933	5,930	6,476	6,340	6,407
Motorcycle riders											
Fatal	783	659	620	667	676	539	512	446	411	363	356
Rate	227	208	187	210	199	172	161	156	142	128	132
Fatal or serious	8,102	7,059	6,854	6,863	7,087	6,389	6,105	5,446	5,920	5,628	5,485
Rate	2349	2231	2063	2162	2086	2044	1922	1906	2052	1990	2039
All severities	29,523	26,857	25,870	24,323	24,381	22,427	21,590	19,534	21,059	20,171	19,538
Rate	8,559	8,489	7,787	7,661	7,175	7,175	6,796	6,838	7,301	7,133	7,264
Cars											
Fatal	3,773	3,520	3,465	3,483	3,141	2,724	2,340	1,944	2,067	1,775	1,810
Rate	16	14	14	14	13	11	9.6	8.1	8.6	7.4	7.5
Fatal or serious	36,912	34,416	32,129	31,892	30,302	28,403	26,731	24,236	24,511	24,189	22,802
Rate	152	140	132	129	123	116	109	101	102	101	95
All severities	299,933	291,842	281,810	267,991	255,891	236,923	227,244	212,685	204,720	197,388	185,769
Rate	1,238	1,191	1,155	1,085	1,035	965	928	887	851	822	774
Buses or coaches											
Fatal	119	121	108	118	120	98	85	60	71	70	69
Rate	36	38	34	36	36	31	27	19	25	26	25
Fatal or serious	1,319	1,237	1,131	1,159	1,138	1,090	962	930	872	872	767
Rate	398	387	358	353	339	347	309	297	301	320	274
All severities	10,939	10,573	9,988	9,133	8,559	8,375	7,831	7,462	7,223	6,318	5,896
Rate	3,305	3,304	3,163	2,782	2,551	2,669	2,512	2,381	2,494	2,321	2,105
Vans / Light goods vehicles											
Fatal	320	267	261	274	306	202	185	175	197	170	153
Rate	9.0	7.1	6.8	6.9	7.3	4.9	4.5	4.3	4.8	4.1	3.6
Fatal or serious	2,509	2,207	2,080	2,092	2,087	1,822	1,745	1,709	1,733	1,793	1,704
Rate	70	59	54	52	50	44	43	42	42	43	40
All severities	17,486	15,728	16,078	15,593	14,620	13,621	13,214	12,866	12,886	12,575	12,686
Rate	490	420	419	390	349	328	325	313	311	305	298
Heavy goods vehicles											
Fatal	533	472	520	458	461	379	284	303	272	292	270
Rate	30	26	29	25	25	21	17	19	17	19	17
Fatal or serious	2,456	2,142	2,168	2,071	1,951	1,639	1,388	1,372	1,283	1,301	1,277
Rate	139	118	121	115	107	92	85	84	81	84	81
All severities	13,173	12,516	12,120	11,336	10,688	9,040	7,487	7,615	7,126	6,720	6,524
Rate	746	688	674	628	588	509	459	465	447	433	416
All vehicles ¹											
Fatal	5,753	5,276	5,204	5,253	4,930	4,171	3,587	3,119	3,221	2,850	2,846
Rate	19	17	17	17	16	13	12	10	10	9.3	9.3
Fatal or serious	54,516	50,277	47,380	47,278	45,939	42,807	40,433	37,237	38,334	37,866	36,020
Rate	179	162	153	150	145	136	130	122	125	124	117
All severities	392,022	379,845	366,236	348,059	334,966	311,604	298,687	281,401	276,155	265,877	252,913
Rate	1,285	1,227	1,183	1,108	1,058	993	960	919	900	870	824

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

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RAS20001

Vehicles involved in reported accidents and involvement rates by vehicle type and severity of accident, Great Britain, 2003 - 2013

	Number of vehicles/rate per billion vehicle kilometres										
	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Pedal cycles											
Fatal	124	144	158	163	146	127	111	119	119	125	121
Rate	28	35	37	36	36	28	23	25	24	25	24
Fatal or serious	2,544	2,416	2,497	2,584	2,698	2,727	2,875	2,962	3,411	3,529	3,471
Rate	574	587	579	574	657	597	602	613	690	705	689
All severities	17,472	17,084	17,039	16,611	16,607	16,797	17,599	17,811	19,883	19,708	20,049
Rate	3,940	4,149	3,950	3,690	4,045	3,675	3,687	3,685	4,024	3,940	3,981
Motorcycle riders											
Fatal	783	659	620	667	676	539	512	446	411	363	356
Rate	141	129	116	131	124	107	100	97	89	80	82
Fatal or serious	8,102	7,059	6,854	6,863	7,087	6,389	6,105	5,446	5,920	5,628	5,485
Rate	1460	1386	1282	1343	1296	1270	1194	1185	1275	1237	1267
All severities	29,523	26,857	25,870	24,323	24,381	22,427	21,590	19,534	21,059	20,171	19,538
Rate	5,318	5,275	4,839	4,760	4,459	4,458	4,223	4,249	4,536	4,432	4,514
Cars											
Fatal	3,773	3,520	3,465	3,483	3,141	2,724	2,340	1,944	2,067	1,775	1,810
Rate	9.7	8.9	8.8	8.8	7.9	6.9	5.9	5.0	5.3	4.6	4.7
Fatal or serious	36,912	34,416	32,129	31,892	30,302	28,403	26,731	24,236	24,511	24,189	22,802
Rate	95	87	82	80	76	72	68	63	63	63	59
All severities	299,933	291,842	281,810	267,991	255,891	236,923	227,244	212,685	204,720	197,388	185,769
Rate	769	740	718	674	643	600	577	551	529	510	481
Buses or coaches											
Fatal	119	121	108	118	120	98	85	60	71	70	69
Rate	22	23	21	22	22	19	17	12	15	16	15
Fatal or serious	1,319	1,237	1,131	1,159	1,138	1,090	962	930	872	872	767
Rate	248	240	223	219	211	216	192	184	187	199	170
All severities	10,939	10,573	9,988	9,133	8,559	8,375	7,831	7,462	7,223	6,318	5,896
Rate	2,053	2,053	1,966	1,729	1,585	1,659	1,561	1,480	1,550	1,442	1,308
Vans / Light goods vehicles											
Fatal	320	267	261	274	306	202	185	175	197	170	153
Rate	5.6	4.4	4.2	4.3	4.5	3.0	2.8	2.6	3.0	2.6	2.2
Fatal or serious	2,509	2,207	2,080	2,092	2,087	1,822	1,745	1,709	1,733	1,793	1,704
Rate	44	37	34	33	31	27	27	26	26	27	25
All severities	17,486	15,728	16,078	15,593	14,620	13,621	13,214	12,866	12,886	12,575	12,686
Rate	305	261	260	243	217	204	202	195	193	189	185
Heavy goods vehicles											
Fatal	533	472	520	458	461	379	284	303	272	292	270
Rate	19	16	18	16	16	13	11	12	11	12	11
Fatal or serious	2,456	2,142	2,168	2,071	1,951	1,639	1,388	1,372	1,283	1,301	1,277
Rate	86	73	75	71	67	57	53	52	50	52	51
All severities	13,173	12,516	12,120	11,336	10,688	9,040	7,487	7,615	7,126	6,720	6,524
Rate	463	427	419	390	365	316	285	289	278	269	259
All vehicles ¹											
Fatal	5,753	5,276	5,204	5,253	4,930	4,171	3,587	3,119	3,221	2,850	2,846
Rate	12	11	10	10	9.7	8.3	7.2	6.3	6.5	5.8	5.8
Fatal or serious	54,516	50,277	47,380	47,278	45,939	42,807	40,433	37,237	38,334	37,866	36,020
Rate	111	101	95	94	90	85	81	76	78	77	73
All severities	392,022	379,845	366,236	348,059	334,966	311,604	298,687	281,401	276,155	265,877	252,913
Rate	798	763	735	688	657	617	597	571	559	540	512

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

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RAS20002

Drivers in reported accidents by gender, number injured, road user type and age, Great Britain, 2013

							Number of drivers or riders/percentage		
	Male			Female			All drivers or riders ¹		
	Involved	of which casualties		Involved	of which casualties		Involved	of which casualties	
		Number	Percentage		Number	Percentage		Number	Percentage
Car drivers									
Under 17	54	30	56	8	6	75	63	36	57
17-19	5,049	2,477	49	3,525	2,279	65	8,586	4,756	55
20-24	12,164	5,623	46	8,552	5,306	62	20,782	10,929	53
25-29	11,711	4,998	43	7,694	4,384	57	19,473	9,382	48
30-34	11,095	4,356	39	7,426	3,916	53	18,766	8,272	44
35-39	9,489	3,720	39	6,224	3,186	51	15,803	6,906	44
40-49	19,571	7,452	38	13,078	6,754	52	32,794	14,206	43
50-59	14,052	5,109	36	8,536	4,500	53	22,652	9,609	42
60-69	8,960	3,099	35	4,617	2,285	49	13,609	5,384	40
70 and over	7,635	3,077	40	3,460	1,879	54	11,116	4,956	45
Age not reported	7,419	402	5	2,714	218	8	22,125	625	3
All ages	107,199	40,343	38	65,834	34,713	53	185,769	75,061	40
Motorcycle riders									
50cc and under									
Under 16	21	19	90	2	2	100	24	21	88
16	592	558	94	69	69	100	661	627	95
17	293	285	97	44	44	100	337	329	98
18	157	145	92	27	27	100	184	172	93
19	95	94	99	22	21	95	117	115	98
20-24	291	273	94	53	53	100	344	326	95
25-29	160	152	95	29	28	97	189	180	95
30-39	197	182	92	50	46	92	247	228	92
40-49	141	127	90	38	37	97	179	164	92
50-59	73	70	96	20	20	100	93	90	97
60 and over	39	39	100	16	13	81	55	52	95
Age not reported	58	31	53	5	2	40	102	33	32
All ages	2,117	1,975	93	375	362	97	2,532	2,337	92
Motorcycle riders									
over 50cc									
Under 16	22	18	82	1	1	100	23	19	83
16	87	81	93	1	1	100	88	82	93
17	631	611	97	40	40	100	671	651	97
18	728	690	95	48	48	100	776	738	95
19	658	625	95	49	48	98	707	673	95
20-24	2,900	2,759	95	203	194	96	3,103	2,953	95
25-29	1,984	1,852	93	132	122	92	2,117	1,974	93
30-39	2,742	2,573	94	233	222	95	2,977	2,795	94
40-49	2,859	2,687	94	257	246	96	3,116	2,933	94
50-59	1,895	1,771	93	99	96	97	1,995	1,867	94
60 and over	815	767	94	18	18	100	833	785	94
Age not reported	363	206	57	11	9	82	538	215	40
All ages	15,684	14,640	93	1,092	1,045	96	16,944	15,685	93
All Motorcycle riders ²									
Under 16	44	38	86	3	3	100	48	41	85
16	681	641	94	70	70	100	751	711	95
17	928	899	97	85	85	100	1,013	984	97
18	886	836	94	75	75	100	961	911	95
19	756	722	96	71	69	97	827	791	96
20-24	3,197	3,037	95	257	248	96	3,455	3,285	95
25-29	2,147	2,007	93	162	151	93	2,310	2,158	93
30-39	2,942	2,757	94	283	268	95	3,227	3,025	94
40-49	3,002	2,815	94	295	283	96	3,297	3,098	94
50-59	1,971	1,844	94	120	117	98	2,092	1,961	94
60 and over	856	807	94	35	32	91	891	839	94
Age not reported	428	238	56	16	11	69	666	249	37
All ages	17,838	16,641	93	1,472	1,412	96	19,538	18,053	92

¹ Includes cases where gender was not reported.

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

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RAS20003

Vehicles involved in reported accidents by accident severity and vehicle type, Great Britain, 2013

	Number of vehicles involved in			
	Fatal accidents	Serious accidents	Slight accidents	All accidents
Pedal cycles	121	3,350	16,578	20,049
Motorcycles ¹				
Motorcycles 50cc and under	3	468	2,061	2,532
Motorcycles 51cc - 125cc	55	1,594	5,944	7,593
Motorcycles 126cc - 500cc	33	605	1,578	2,216
Motorcycles over 500cc	265	2,443	4,427	7,135
All motorcycles ²	356	5,129	14,053	19,538
Taxis/Private hire cars	38	645	4,378	5,061
Cars ³	1,760	20,249	158,104	180,113
Minibuses	12	98	485	595
All cars ⁴	1,810	20,992	162,967	185,769
Buses or coaches	69	698	5,129	5,896
Trams	0	2	18	20
Vans / Light goods vehicles	153	1,551	10,982	12,686
Heavy goods vehicles				
Rigid	141	603	3,322	4,066
Articulated	129	404	1,921	2,454
Total ⁵	270	1,007	5,247	6,524
Agricultural vehicles	24	123	411	558
Ridden horses	2	30	83	115
Mobility scooters	5	26	125	156
Other vehicles	35	265	1,262	1,562
All vehicles ⁶	2,846	33,174	216,893	252,913

1 Includes motorcycle combinations and scooters.

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

3 Includes three wheelers.

4 Includes cars, taxis, minibuses.

5 Includes cases where HGV type was not reported.

6 Includes cases where vehicle type was not reported.

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RAS20004

Vehicles involved in reported accidents by vehicle type, built-up and non built-up roads, road class and accident severity, Great Britain, 2013

	Number of vehicles						
	Pedal cycles	Motorcycles	Cars	Buses or coaches	Vans / Light goods vehicles	Heavy goods vehicles	All vehicles ¹
Built-up roads²							
A roads							
Fatal	33	73	327	22	29	46	540
Fatal or serious	1,233	1,638	5,877	331	458	237	9,855
All severities	8,159	7,590	59,570	2,902	4,150	1,566	84,549
B roads							
Fatal	9	21	98	11	5	9	158
Fatal or serious	420	514	2,144	83	111	49	3,365
All severities	2,400	1,975	18,002	657	1,041	295	24,571
Other roads							
Fatal	21	53	264	17	17	21	403
Fatal or serious	1,235	1,363	6,436	268	465	157	10,069
All severities	7,776	5,467	56,767	1,923	3,516	811	76,979
All built-up roads³							
Fatal	63	147	689	50	51	76	1,101
Fatal or serious	2,888	3,515	14,457	682	1,034	443	23,289
All severities	18,335	15,032	134,339	5,482	8,707	2,672	186,099
Non built-up roads²							
A roads							
Fatal	30	134	715	14	63	123	1,106
Fatal or serious	295	1,207	4,885	51	405	509	7,481
All severities	884	2,761	28,699	245	2,247	2,018	37,310
B roads							
Fatal	16	32	136	3	12	10	214
Fatal or serious	81	331	1,129	16	75	50	1,720
All severities	256	669	5,457	45	357	177	7,082
Other roads							
Fatal	12	27	136	1	14	12	210
Fatal or serious	206	341	1,368	14	103	55	2,149
All severities	572	831	7,942	87	572	238	10,505
All non built-up roads³							
Fatal	58	193	987	18	89	145	1,530
Fatal or serious	582	1,879	7,382	81	583	614	11,350
All severities	1,712	4,261	42,098	377	3,176	2,433	54,897
All speed limits⁴							
Motorways							
Fatal	0	16	134	1	13	49	215
Fatal or serious	1	91	963	4	87	220	1,381
All severities	2	245	9,332	37	803	1,419	11,917
A roads							
Fatal	63	207	1,042	36	92	169	1,646
Fatal or serious	1,528	2,845	10,762	382	863	746	17,336
All severities	9,043	10,351	88,269	3,147	6,397	3,584	121,859
B roads							
Fatal	25	53	234	14	17	19	372
Fatal or serious	501	845	3,273	99	186	99	5,085
All severities	2,656	2,644	23,459	702	1,398	472	31,653
Other roads							
Fatal	33	80	400	18	31	33	613
Fatal or serious	1,441	1,704	7,804	282	568	212	12,218
All severities	8,348	6,298	64,709	2,010	4,088	1,049	87,484
Total³							
Fatal	121	356	1,810	69	153	270	2,846
Fatal or serious	3,471	5,485	22,802	767	1,704	1,277	36,020
All severities	20,049	19,538	185,769	5,896	12,686	6,524	252,913

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

2 Excludes motorways.

3 Includes cases where road class was not reported.

4 Includes cases where speed limit was not reported

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[Notes & Definitions](#)

Source: DfT STATS19

Last updated: 25 September 2014

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RAS20005

Vehicle involvement rates for reported accidents, by vehicle type, urban and rural roads, road class, accident severity and traffic, Great Britain, 2013

	Rate per billion vehicle miles						
	Pedal cycles	Motor-cycles	Cars	Buses or coaches	Vans / Light goods vehicles	Heavy goods vehicles	All vehicles ¹
Urban roads^{2,5}							
A roads							
Fatal	68	106	6.6	28	3.6	24	8.9
Fatal or serious	2,672	2,708	124	426	66	126	172
All severities	18,160	13,478	1,324	3,702	610	832	1,535
Other roads³							
Fatal	14	69	4.9	24	2.4	31	6.2
Fatal or serious	778	1,933	132	327	54	208	165
All severities	5,062	8,129	1,200	2,398	425	1,193	1,308
All urban roads⁴							
Fatal	24	84	5.6	26	2.9	26	7.4
Fatal or serious	1,143	2,242	128	370	59	151	168
All severities	7,589	10,266	1,253	2,968	501	940	1,405
Rural roads^{2,5}							
A roads							
Fatal	300	231	12	27	5.6	23	14
Fatal or serious	3,613	2,202	86	117	37	97	102
All severities	13,044	5,215	529	701	211	403	535
Other roads³							
Fatal	39	156	12	32	4.1	37	14
Fatal or serious	687	2,067	128	238	43	205	156
All severities	2,578	5,233	777	1,450	265	863	809
All rural roads⁴							
Fatal	70	198	12	28	5.1	25	14
Fatal or serious	1,034	2,143	100	158	39	111	120
All severities	3,821	5,223	610	954	230	462	624
All roads							
Motorways							
Fatal	..	69	2.8	3.9	1.5	7.1	3.4
Fatal or serious	..	392	20	16	10	32	22
All severities	..	1,056	197	145	94	204	188
A roads							
Fatal	119	176	9.7	28	4.9	23	12
Fatal or serious	2,879	2,422	100	293	46	103	127
All severities	17,037	8,813	821	2,417	343	496	894
Other roads³							
Fatal	22	104	7.4	26	3.1	35	9.2
Fatal or serious	747	1,987	130	306	49	207	161
All severities	4,235	6,969	1,036	2,180	356	1,010	1,112
Total⁴							
Fatal	39	132	7.5	25	3.6	17	9.3
Fatal or serious	1,109	2,039	95	274	40	81	117
All severities	6,407	7,264	774	2,105	298	416	824
Estimated vehicle miles (billion)							
Urban roads ^{2,5}	2.1	1.3	92	1.7	15	2.2	114
Rural roads ^{2,5}	1.0	1.2	101	0.8	19	6.5	130
Motorways	..	0.2	47	0.3	8.5	6.9	63
Total	3.1	2.7	240	2.8	43	16	307

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

2 Excludes motorways.

3 B, C and unclassified roads.

4 Includes cases where road class was not reported.

5 See urban and rural definitions.

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[Notes & Definitions](#)

Source: DfT STATS19, DfT National Road Traffic Survey

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RAS20005

Vehicle involvement rates for reported accidents, by vehicle type, urban and rural roads, road class, accident severity and traffic, Great Britain, 2013

	Rate per billion vehicle kilometres						
	Pedal cycles	Motor- cycles	Cars	Buses or coaches	Vans / Light goods vehicles	Heavy goods vehicles	All vehicles ¹
Urban roads ^{2,5}							
A roads							
Fatal	42	66	4.1	18	2.2	15	5.5
Fatal or serious	1,660	1,683	77	265	41	78	107
All severities	11,284	8,375	822	2,301	379	517	954
Other roads ³							
Fatal	8.6	43	3.0	15	1.5	19	3.9
Fatal or serious	483	1,201	82	203	33	130	103
All severities	3,146	5,051	745	1,490	264	741	813
All urban roads ⁴							
Fatal	15	52	3.5	16	1.8	16	4.6
Fatal or serious	710	1,393	80	230	37	94	104
All severities	4,716	6,379	779	1,844	312	584	873
Rural roads ^{2,5}							
A roads							
Fatal	187	143	7.2	17	3.5	15	8.6
Fatal or serious	2,245	1,368	53	72	23	60	63
All severities	8,105	3,241	329	435	131	251	332
Other roads ³							
Fatal	24	97	7.2	20	2.5	23	8.6
Fatal or serious	427	1,285	79	148	26	127	97
All severities	1,602	3,252	483	901	165	536	503
All rural roads ⁴							
Fatal	44	123	7.2	18	3.2	16	8.6
Fatal or serious	642	1,332	62	98	24	69	74
All severities	2,374	3,246	379	593	143	287	388
All roads							
Motorways							
Fatal	..	43	1.8	2.4	0.9	4.4	2.1
Fatal or serious	..	244	13	9.7	6.3	20	14
All severities	..	656	122	90	58	127	117
A roads							
Fatal	74	110	6.0	17	3.1	15	7.5
Fatal or serious	1,789	1,505	62	182	29	64	79
All severities	10,586	5,476	510	1,502	213	308	555
Other roads ³							
Fatal	14	64	4.6	16	1.9	21	5.7
Fatal or serious	464	1,234	81	190	30	128	100
All severities	2,632	4,330	644	1,355	221	628	691
Total ⁴							
Fatal	24	82	4.7	15	2.2	11	5.8
Fatal or serious	689	1,267	59	170	25	51	73
All severities	3,981	4,514	481	1,308	185	259	512
Estimated vehicle kilometres (billion)							
Urban roads ^{2,5}	3.5	2.1	148	2.7	24	3.6	183
Rural roads ^{2,5}	1.6	1.9	162	1.4	31	10	208
Motorways	..	0.4	76	0.4	14	11	102
Total	5.0	4.3	386	4.5	69	25	494

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

2 Excludes motorways.

3 B, C and unclassified roads.

4 Includes cases where road class was not reported.

5 See urban and rural definitions.

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RAS20006

Vehicles involved in reported accidents by junction type, vehicle type, built-up and non built-up roads, Great Britain, 2013

		Number of vehicles							
		Round- about	T or staggered junction	Crossroads	Junction with more than 4 arms ¹	Slip road	Other junction	Using private drive or entrance	Not at or within 20 metres of junction
Pedal cycles	Built-up roads	2,620	8,018	2,144	166	61	402	944	3,980
	Non built-up roads	300	282	77	3	24	20	60	946
	Motorways	0	0	0	0	0	0	0	2
	All roads ²	2,920	8,300	2,221	169	85	422	1,004	4,928
Motorcycles	Built-up roads	1,611	6,681	1,694	130	71	319	926	3,600
	Non built-up roads	533	792	148	10	102	96	247	2,332
	Motorways	16	0	0	1	32	2	0	194
	All roads ²	2,160	7,473	1,842	141	205	417	1,173	6,126
Cars	Built-up roads	14,891	50,345	17,290	1,549	874	3,184	5,756	40,448
	Non built-up roads	4,121	7,379	2,060	153	1,363	852	1,923	24,241
	Motorways	469	46	6	9	892	45	5	7,860
	All roads ²	19,481	57,770	19,356	1,711	3,129	4,081	7,684	72,549
Buses or coaches	Built-up roads	410	2,041	664	73	23	122	90	2,058
	Non built-up roads	28	79	13	0	11	6	13	226
	Motorways	1	0	0	0	3	0	0	33
	All roads ²	439	2,120	677	73	37	128	103	2,317
Vans / Light good vehicles	Built-up roads	793	3,389	1,081	100	53	163	392	2,736
	Non built-up roads	254	540	149	8	107	73	176	1,869
	Motorways	38	3	1	1	80	6	0	674
	All roads ²	1,085	3,932	1,231	109	240	242	568	5,279
Heavy goods vehicles									
Articulated	Built-up roads	141	179	54	4	7	11	33	222
	Non built-up roads	107	90	21	2	52	31	34	645
	Motorways	15	1	0	1	81	1	0	722
	All roads ²	263	270	75	7	140	43	67	1,589
Rigid	Built-up roads	251	693	218	17	17	43	88	694
	Non built-up roads	131	203	40	6	47	31	68	924
	Motorways	22	0	1	2	66	3	0	504
	All roads ²	404	896	259	25	130	77	156	2,122
All HGVs	Built-up roads	392	872	272	21	24	54	121	916
	Non built-up roads	238	293	61	8	99	62	102	1,569
	Motorways	37	1	1	3	147	4	0	1,226
	All roads ²	667	1,166	334	32	270	120	223	3,711
Other vehicles ³	Built-up roads	121	548	183	17	6	37	77	543
	Non built-up roads	37	117	26	6	17	30	64	542
	Motorways	3	1	0	0	9	1	0	65
	All roads ²	161	666	209	23	32	68	141	1,150
All vehicles ³	Built-up roads	20,838	71,894	23,328	2,056	1,112	4,281	8,306	54,281
	Non built-up roads	5,511	9,482	2,534	188	1,723	1,139	2,585	31,725
	Motorways	564	51	8	14	1,163	58	5	10,054
	All roads ²	26,913	81,427	25,870	2,258	3,998	5,478	10,896	96,060

1 Excludes roundabouts

2 Includes cases where road class and/or speed limit was not reported.

3 Includes cases where vehicle type was unknown.

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RAS20007

Vehicles involved in reported accidents skidding or overturning, and towing by road surface condition, special conditions at site and vehicle type, Great Britain, 2013

	Number of vehicles					
	Road surface conditions ¹			Special conditions at site ¹		All ²
	Dry	Wet or flood	Snow or ice	Oil or diesel	Mud	
Pedal cycles						
Involved	16,015	3,806	169	14	21	20,049
Skidded	493	209	29	9	10	734
Motorcycles						
Involved	14,477	4,777	267	156	74	19,538
Skidded	2,705	1,527	148	125	53	4,381
Cars						
Involved	128,210	51,258	6,002	383	461	185,769
Skidded	7,373	7,259	2,680	200	244	17,326
Overturned ³	3,165	2,405	624	38	103	6,201
Towing caravan	117	14	0	0	0	131
Other tow	307	96	7	1	1	410
Vans / Light goods vehicles						
Involved	9,050	3,248	357	29	40	12,686
Skidded	525	414	115	10	21	1,054
Overturned ³	194	135	28	3	8	357
Towing caravan	6	0	0	0	0	6
Other tow	109	34	6	1	0	149
Heavy goods vehicles						
Rigid ⁴						
Involved	2,869	1,070	124	13	12	4,068
Skidded	196	111	23	3	3	330
Jack-knifed	1	2	1	0	0	4
Overturned ³	86	31	4	1	1	121
Articulated						
Involved	1,691	671	87	9	2	2,454
Skidded	168	72	19	1	0	259
Jack-knifed	32	21	26	1	1	79
Overturned ³	94	44	8	1	0	146
All HGVs ⁵						
Involved	4,561	1,741	212	22	14	6,524
Skidded	364	183	42	4	3	589
Jack-knifed	33	23	27	1	1	83
Overturned ³	180	75	12	2	1	267
Buses or coaches						
Involved	4,764	1,019	91	6	2	5,896
Skidded	57	33	16	2	0	106
Overturned ³	5	1	0	0	0	6
Other vehicles ⁶						
Involved	1,816	571	58	5	19	2,451
Skidded	73	37	19	1	3	129
Overturned ³	99	22	7	0	2	128
All ⁶	178,893	66,420	7,156	615	631	252,913

1 Vehicles can be counted in both "road surface conditions" and "special conditions at site" columns.

2 Includes cases where road surface condition or special condition at site was not reported.

3 Includes vehicles which may have skidded or jack-knifed before overturning.

4 Includes vehicles towing trailers or caravans.

5 Includes cases where body type was not reported.

6 Includes cases where vehicle type was not reported.

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RAS20008

Vehicles involved in reported accidents by vehicle type and manoeuvre, Great Britain, 2013

	Number of vehicles					
	Pedal cycles	Motorcycles 50cc and under	Motorcycles 51 - 125cc	Motorcycles 126 - 500cc	Motorcycles over 500cc	All motorcycles ¹
Reversing	14	1	5	0	2	8
Parked	35	9	22	6	17	54
Waiting to go ahead but held up	200	81	231	57	206	575
Slowing or stopping	391	188	449	136	391	1,168
Moving off	433	55	126	47	133	364
U turning	15	7	8	5	10	30
Turning left	441	69	169	51	141	433
Waiting to turn left	28	10	20	5	18	53
Turning right	1,125	182	347	104	231	866
Waiting to turn right	129	21	40	18	31	110
Changing lane to left	63	8	36	12	48	104
Changing lane to right	172	10	38	15	55	118
Overtaking a moving vehicle - offside	177	109	532	162	715	1,523
Overtaking a stationary vehicle - offside	508	94	341	107	292	838
Overtaking - nearside	532	47	141	41	113	343
Going ahead on a left-hand bend	305	70	294	107	579	1,052
Going ahead on a right-hand bend	591	101	337	102	489	1,032
Going ahead other	14,890	1,470	4,456	1,241	3,664	10,866
All known manoeuvres	20,049	2,532	7,592	2,216	7,135	19,537
Number of vehicles involved in accidents ²	20,049	2,532	7,593	2,216	7,135	19,538
of which - at a junction	15,121	1,800	5,565	1,534	4,485	13,411

	Number of vehicles					
	Cars	Buses or coaches	Vans / Light goods vehicles	Heavy goods vehicles		All vehicles other than two-wheel ⁴
				HGVs involved	of which LHD ³	
Reversing	2,926	21	506	93	4	3,596
Parked	7,983	413	690	369	19	9,593
Waiting to go ahead but held up	13,757	321	763	210	7	15,136
Slowing or stopping	15,545	956	1,080	403	12	18,109
Moving off	7,946	736	540	223	13	9,570
U turning	1,662	8	143	31	4	1,860
Turning left	6,845	200	543	211	9	7,881
Waiting to turn left	1,079	9	55	9	1	1,157
Turning right	21,466	288	1,290	352	34	23,631
Waiting to turn right	3,207	19	163	55	2	3,472
Changing lane to left	1,602	23	153	307	15	2,103
Changing lane to right	1,649	39	172	407	182	2,297
Overtaking a moving vehicle - offside	2,873	81	243	131	9	3,380
Overtaking a stationary vehicle - offside	1,643	61	127	39	0	1,897
Overtaking - nearside	690	27	55	18	2	803
Going ahead on a left-hand bend	6,573	106	393	214	9	7,371
Going ahead on a right-hand bend	7,592	124	430	302	13	8,552
Going ahead other	80,707	2,463	5,335	3,147	147	92,876
All known manoeuvres	185,745	5,895	12,681	6,521	482	213,284
Number of vehicles involved in accidents ²	185,769	5,896	12,686	6,524	482	213,326
of which - at a junction	113,212	3,577	7,407	2,812	175	128,308

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

2 Includes cases where vehicle manoeuvre was not reported.

3 Left hand drive.

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

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RAS20009

Vehicles involved in reported personal injury road accidents, by vehicle type, Great Britain, 1979-2013

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

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

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RAS20010

Vehicles in reported personal injury accidents by journey purpose of driver/rider and by vehicle type, Great Britain, 2013

		Number of vehicles/percentage						
Journey purpose		Pedal cycle	Motorcycle	Car	Bus or coach	Vans / Light goods vehicles	Heavy goods vehicles	All vehicles ¹
Work	No. of vehicles	1,414	1,824	21,302	5,161	6,231	5,310	42,339
	Percentage	7	9	11	88	49	81	17
Commuting	No. of vehicles	3,032	2,853	17,865	28	984	85	24,899
	Percentage	15	15	10	0	8	1	10
Taking Pupil to School	No. of vehicles	47	19	2,437	53	33	3	2,596
	Percentage	0	0	1	1	0	0	1
Pupil Riding to School	No. of vehicles	437	123	318	5	5	1	892
	Percentage	2	1	0	0	0	0	0
Other / Unknown	No. of vehicles	15,118	14,719	143,844	649	5,433	1,125	182,183
	Percentage	75	75	77	11	43	17	72
Total	No. of vehicles	20,049	19,538	185,769	5,896	12,686	6,524	252,913
	Percentage	100	100	100	100	100	100	100

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

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RAS30

Casualties involved in reported road accidents

Table RAS30001

Reported road casualties by road user type and severity, Great Britain
comparison of 2013 with 2005 - 2009 average and 2012

	Number/percentage change							
	2005-09 average	2009	2010	2011	2012	2013	% change over 2005-09 average	% change from 2012
Pedestrians								
Killed	613	500	405	453	420	398	-35	-5
Seriously injured	6,145	5,545	5,200	5,454	5,559	4,998	-19	-10
KSI ¹	6,758	6,045	5,605	5,907	5,979	5,396	-20	-10
Slightly injured	23,206	20,842	20,240	20,291	19,239	18,637	-20	-3
All casualties	29,965	26,887	25,845	26,198	25,218	24,033	-20	-5
Pedal cyclists								
Killed	130	104	111	107	118	109	-16	-8
Seriously injured	2,398	2,606	2,660	3,085	3,222	3,143	31	-2
KSI	2,528	2,710	2,771	3,192	3,340	3,252	29	-3
Slightly injured	13,934	14,354	14,414	16,023	15,751	16,186	16	3
All casualties	16,463	17,064	17,185	19,215	19,091	19,438	18	2
Motorcycle users								
Killed	544	472	403	362	328	331	-39	1
Seriously injured	5,776	5,350	4,780	5,247	5,000	4,866	-16	-3
KSI	6,320	5,822	5,183	5,609	5,328	5,197	-18	-2
Slightly injured	16,452	14,881	13,503	14,541	13,982	13,555	-18	-3
All casualties	22,772	20,703	18,686	20,150	19,310	18,752	-18	-3
Car occupants								
Killed	1,407	1,059	835	883	801	785	-44	-2
Seriously injured	11,577	10,053	8,914	8,342	8,232	7,641	-34	-7
KSI	12,984	11,112	9,749	9,225	9,033	8,426	-35	-7
Slightly injured	147,683	132,300	123,456	115,699	110,675	101,361	-31	-8
All casualties	160,667	143,412	133,205	124,924	119,708	109,787	-32	-8
Bus and coach occupants								
Killed	12	14	9	7	11	10	-17	-9
Seriously injured	397	356	392	325	312	332	-16	6
KSI	409	370	401	332	323	342	-16	6
Slightly injured	6,690	5,947	5,867	5,845	4,911	4,531	-32	-8
All casualties	7,100	6,317	6,268	6,177	5,234	4,873	-31	-7
Goods vehicle occupants								
Killed	85	50	62	62	62	58	-32	-6
Seriously injured	730	556	509	473	499	481	-34	-4
KSI	815	606	571	535	561	539	-34	-4
Slightly injured	6,836	5,656	5,501	5,379	5,312	5,195	-24	-2
All casualties	7,651	6,262	6,072	5,914	5,873	5,734	-25	-2
All road users ²								
Killed	2,816	2,222	1,850	1,901	1,754	1,713	-39	-2
Seriously injured	27,225	24,690	22,660	23,122	23,039	21,657	-20	-6
KSI	30,041	26,912	24,510	25,023	24,793	23,370	-22	-6
Slightly injured	216,010	195,234	184,138	178,927	170,930	160,300	-26	-6
All casualties	246,050	222,146	208,648	203,950	195,723	183,670	-25	-6
of whom children: 0 - 15 years								
Killed	127	81	55	60	61	48	-62	-21
Seriously injured	2,940	2,590	2,447	2,352	2,211	1,932	-34	-13
KSI	3,067	2,671	2,502	2,412	2,272	1,980	-35	-13
Slightly injured	20,955	17,984	17,067	17,062	14,979	13,776	-34	-8
All casualties	24,021	20,655	19,569	19,474	17,251	15,756	-34	-9
Casualty rates ³								
Killed	9	7	6	6	6	6	-38	-3
Seriously injured	87	79	74	75	75	71	-19	-6
KSI	96	87	80	82	81	76	-21	-6
Slightly injured	690	628	601	583	559	522	-24	-7
All casualties	786	714	681	665	640	599	-24	-6

1 Killed or seriously injured.

2 Includes other vehicles.

3 Casualties per billion vehicle miles.

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[Notes & Definitions](#)

Source: STATS19, DfT National Road Traffic Survey

Last updated: 26 June 2014

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Table RAS30002

Reported casualties by road user type, age and severity, Great Britain, 2013

	Number/percentage change compared to 2012								
	Killed		Seriously injured		Slightly injured		All casualties		Road traffic
	Number	% change	Number	% change	Number	% change	Number	% change	% change
Pedestrians									
Children: 0-15 years	26	30	1,332	-13	5,038	-8	6,396	-9	..
Young people: 0-17 years	35	35	1,506	-13	5,900	-6	7,441	-8	..
Adults: 18-59 years	217	3	2,327	-10	9,760	-1	12,304	-3	..
60 and over	146	-20	1,096	-7	2,534	-2	3,776	-4	..
All casualties ¹	398	-5	4,998	-10	18,637	-3	24,033	-5	..
Pedal cyclists									
Children: 0-15 years	6	-54	276	-11	1,676	-11	1,958	-11	..
Young people: 0-17 years	9	-44	381	-8	2,250	-9	2,640	-9	..
Adults: 18-59 years	75	0	2,426	-2	12,770	6	15,271	5	..
60 and over	25	-7	281	-3	830	-1	1,136	-2	..
All casualties ¹	109	-8	3,143	-2	16,186	3	19,438	2	1
Car occupants									
Children: 0-15 years	13	-52	273	-14	6,243	-8	6,529	-9	..
Young people: 0-17 years	32	-43	527	-16	8,861	-12	9,420	-12	..
Adults: 18-59 years	515	0	5,401	-7	78,397	-9	84,313	-9	..
60 and over	238	4	1,643	-5	12,721	-2	14,602	-2	..
All casualties ¹	785	-2	7,641	-7	101,361	-8	109,787	-8	0
Motorcycle users	331	1	4,866	-3	13,555	-3	18,752	-3	-5
Bus and coach	10	-9	332	6	4,531	-8	4,873	-7	3
Van/Light goods veh	37	12	334	1	4,055	-3	4,426	-2	3
HGV	21	-28	147	-13	1,128	-1	1,296	-3	1
All road users									
Children: 0-15 years	48	-21	1,932	-13	13,776	-8	15,756	-9	..
Young people: 0-17 yrs	85	-27	2,850	-13	19,347	-11	22,282	-11	..
Adults: 18-59 years	1,169	2	14,926	-5	119,529	-6	135,624	-6	..
60 and over	459	-7	3,623	-5	18,630	-2	22,712	-3	..
All casualties ¹	1,713	-2	21,657	-6	160,300	-6	183,670	-6	0 ²

1 Includes cases where age was not reported.

2 Includes pedal cycles.

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[Notes & Definitions](#)

Source: STATS19, DfT National Road Traffic Survey
 Last updated: 26 June 2014
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The figures in this table are National Statistics

Table RAS30003
Reported casualties by severity, Great Britain, 2003 - 2013

						Number/billion miles	
<u>Year and quarter</u>		<u>Killed</u>	<u>Seriously injured</u>	<u>Killed or seriously injured</u>	<u>Slightly injured</u>	<u>All casualties</u>	<u>Motor traffic billion vehicle miles</u>
2005-09 average		2,816	27,225	30,041	216,010	246,050	310
2003		3,508	33,707	37,215	253,392	290,607	302
2004		3,221	31,130	34,351	246,489	280,840	307
2005		3,201	28,954	32,155	238,862	271,017	307
2006		3,172	28,673	31,845	226,559	258,404	311
2007		2,946	27,774	30,720	217,060	247,780	314
2008		2,538	26,034	28,572	202,333	230,905	311
2009		2,222	24,690	26,912	195,234	222,146	308
2010		1,850	22,660	24,510	184,138	208,648	303
2011		1,901	23,122	25,023	178,927	203,950	304
2012		1,754	23,039	24,793	170,930	195,723	303
2013		1,713	21,657	23,370	160,300	183,670	304
2010	Q1	414	4,841	5,255	42,207	47,462	71
	Q2	467	6,143	6,610	46,311	52,921	79
	Q3	512	6,267	6,779	48,326	55,105	80
	Q4	457	5,409	5,866	47,294	53,160	73
2011	Q1	445	5,149	5,594	41,641	47,235	72
	Q2	487	5,886	6,373	45,207	51,580	78
	Q3	494	6,146	6,640	45,596	52,236	79
	Q4	475	5,941	6,416	46,483	52,899	75
2012	Q1	414	5,443	5,857	40,733	46,590	72
	Q2	402	5,579	5,981	41,385	47,366	76
	Q3	470	6,221	6,691	44,154	50,845	79
	Q4	468	5,796	6,264	44,658	50,922	76
2013	Q1	336	4,376	4,712	35,039	39,751	71 ^P
	Q2	439	5,434	5,873	38,347	44,220	79 ^P
	Q3	468	6,122	6,590	42,604	49,194	80 ^P
	Q4	470	5,725	6,195	44,310	50,505	77 ^P

Change on same quarter of previous year

2011	Q1	7	6	6	-1	0	1
	Q2	4	-4	-4	-2	-3	-1
	Q3	-4	-2	-2	-6	-5	-1
	Q4	4	10	9	-2	0	3
2012	Q1	-7	6	5	-2	-1	1
	Q2	-17	-5	-6	-8	-8	-2
	Q3	-5	1	1	-3	-3	-1
	Q4	-1	-2	-2	-4	-4	0
2013	Q1	-19	-20	-20	-14	-15	-2 ^P
	Q2	9	-3	-2	-7	-7	3 ^P
	Q3	0	-2	-2	-4	-3	2 ^P
	Q4	0	-1	-1	-1	-1	2 ^P

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The figures in this table are National Statistics

Table RAS30004

All reported casualties by road user type, Great Britain, 2003 - 2013

								Number	
		Pedestrians		Pedal cyclists	Motorcycle users	Car occupants	Other vehicle users	All casualties	
		All ages	Children ¹					All ages	Children ¹
2005-09 average		29,965	9,508	16,463	22,772	160,667	16,184	246,050	24,021
2003		36,405	12,544	17,033	28,411	188,342	20,416	290,607	31,988
2004		34,881	12,234	16,648	25,641	183,858	19,812	280,840	31,000
2005		33,281	11,250	16,561	24,824	178,302	18,049	271,017	28,126
2006		30,982	10,131	16,196	23,326	171,000	16,900	258,404	25,523
2007		30,191	9,527	16,195	23,459	161,433	16,502	247,780	23,807
2008		28,482	8,648	16,297	21,550	149,188	15,388	230,905	21,996
2009		26,887	7,983	17,064	20,703	143,412	14,080	222,146	20,655
2010		25,845	7,929	17,185	18,686	133,205	13,727	208,648	19,569
2011		26,198	7,807	19,215	20,150	124,924	13,463	203,950	19,474
2012		25,218	6,999	19,091	19,310	119,708	12,396	195,723	17,251
2013		24,033	6,396	19,438	18,752	109,787	11,660	183,670	15,756
2010	Q1	6,298	1,846	2,961	3,375	31,588	3,240	47,462	4,117
	Q2	6,417	2,189	5,098	5,660	32,297	3,449	52,921	5,442
	Q3	6,203	2,013	5,466	5,666	34,082	3,688	55,105	5,544
	Q4	6,927	1,881	3,660	3,985	35,238	3,350	53,160	4,466
2011	Q1	6,617	1,949	3,775	3,946	29,627	3,270	47,235	4,332
	Q2	6,273	2,165	5,405	5,539	31,036	3,327	51,580	5,521
	Q3	6,058	1,931	5,470	5,630	31,580	3,498	52,236	5,317
	Q4	7,250	1,762	4,565	5,035	32,681	3,368	52,899	4,304
2012	Q1	6,473	1,772	4,169	4,254	28,553	3,141	46,590	3,989
	Q2	5,711	1,818	4,451	4,870	29,314	3,020	47,366	4,556
	Q3	5,867	1,813	5,902	5,722	30,110	3,244	50,845	4,840
	Q4	7,167	1,596	4,569	4,464	31,731	2,991	50,922	3,866
2013	Q1	5,613	1,441	3,218	3,113	25,192	2,615	39,751	3,161
	Q2	5,576	1,684	4,987	5,114	25,781	2,762	44,220	4,068
	Q3	5,661	1,650	6,388	5,762	28,183	3,200	49,194	4,617
	Q4	7,183	1,621	4,845	4,763	30,631	3,083	50,505	3,910

Change on same quarter of previous year

2011	Q1	5	6	27	17	-6	1	0	5
	Q2	-2	-1	6	-2	-4	-4	-3	1
	Q3	-2	-4	0	-1	-7	-5	-5	-4
	Q4	5	-6	25	26	-7	1	0	-4
2012	Q1	-2	-9	10	8	-4	-4	-1	-8
	Q2	-9	-16	-18	-12	-6	-9	-8	-17
	Q3	-3	-6	8	2	-5	-7	-3	-9
	Q4	-1	-9	0	-11	-3	-11	-4	-10
2013	Q1	-13	-19	-23	-27	-12	-17	-15	-21
	Q2	-2	-7	12	5	-12	-9	-7	-11
	Q3	-4	-9	8	1	-6	-1	-3	-5
	Q4	0	2	6	7	-3	3	-1	1

¹ Aged 0 - 15 years.

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Source: STATS19

Last updated: 26 June 2014

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Table RAS30005

Reported killed or seriously injured casualties, by road user type, Great Britain, 2003 - 2013

								Number	
		<u>Pedestrians</u>					<u>All casualties</u>		
<u>Year and quarter</u>		<u>All ages</u>	<u>Children¹</u>	<u>Pedal cyclists</u>	<u>Motorcycle users</u>	<u>Car occupants</u>	<u>Other vehicle users</u>	<u>All ages</u>	<u>Children¹</u>
2005-09 average		6,758	1,900	2,528	6,320	12,984	1,451	30,041	3,067
2003		7,933	2,381	2,411	7,652	17,291	1,928	37,215	4,100
2004		7,478	2,339	2,308	6,648	16,144	1,773	34,351	3,905
2005		7,129	2,134	2,360	6,508	14,617	1,541	32,155	3,472
2006		7,051	2,025	2,442	6,484	14,254	1,614	31,845	3,294
2007		6,924	1,899	2,564	6,737	12,967	1,528	30,720	3,090
2008		6,642	1,784	2,565	6,049	11,968	1,348	28,572	2,807
2009		6,045	1,660	2,710	5,822	11,112	1,223	26,912	2,671
2010		5,605	1,646	2,771	5,183	9,749	1,202	24,510	2,502
2011		5,907	1,602	3,192	5,609	9,225	1,090	25,023	2,412
2012		5,979	1,545	3,340	5,328	9,033	1,113	24,793	2,272
2013		5,396	1,358	3,252	5,197	8,426	1,099	23,370	1,980
2010	Q1	1,376	368	447	860	2,289	283	5,255	515
	Q2	1,348	465	856	1,784	2,333	289	6,610	743
	Q3	1,333	437	905	1,652	2,549	340	6,779	737
	Q4	1,548	376	563	887	2,578	290	5,866	507
2011	Q1	1,455	360	621	1,024	2,227	267	5,594	522
	Q2	1,365	487	861	1,644	2,232	271	6,373	708
	Q3	1,315	390	976	1,698	2,365	286	6,640	658
	Q4	1,772	365	734	1,243	2,401	266	6,416	524
2012	Q1	1,581	409	712	1,111	2,166	287	5,857	561
	Q2	1,306	395	791	1,419	2,190	275	5,981	606
	Q3	1,399	420	1,065	1,691	2,233	303	6,691	659
	Q4	1,693	321	772	1,107	2,444	248	6,264	446
2013	Q1	1,264	322	545	791	1,884	228	4,712	426
	Q2	1,235	377	819	1,542	1,995	282	5,873	548
	Q3	1,285	353	1,102	1,740	2,153	310	6,590	573
	Q4	1,612	306	786	1,124	2,394	279	6,195	433

Change on same quarter of previous year

2011	Q1	6	-2	39	19	-3	-6	6	1
	Q2	1	5	1	-8	-4	-6	-4	-5
	Q3	-1	-11	8	3	-7	-16	-2	-11
	Q4	14	-3	30	40	-7	-8	9	3
2012	Q1	9	14	15	8	-3	7	5	7
	Q2	-4	-19	-8	-14	-2	1	-6	-14
	Q3	6	8	9	0	-6	6	1	0
	Q4	-4	-12	5	-11	2	-7	-2	-15
2013	Q1	-20	-21	-23	-29	-13	-21	-20	-24
	Q2	-5	-5	4	9	-9	3	-2	-10
	Q3	-8	-16	3	3	-4	2	-2	-13
	Q4	-5	-5	2	2	-2	13	-1	-3

¹ Aged 0 - 15 years.

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[Notes & Definitions](#)

Source: STATS19

Last updated: 26 June 2014

Next update: June 2015

The figures in this table are National Statistics

Table RAS30006

Reported casualties by speed limit, road class and severity, Great Britain, 2013

Type of road	Number/percentage change compared to 2012								
	Killed		Seriously injured		Slightly injured		All casualties		Road traffic ¹
	Number	% change	Number	% change	Number	% change	Number	% change	% change
Motorways	100	14	660	1	7,972	-5	8,732	-5	1
Built-up roads									
20 mph	6	-33	437	29	2,721	19	3,164	20	..
30 mph	538	-10	12,158	-8	98,490	-7	111,186	-7	..
40 mph	174	1	1,848	-7	14,230	-5	16,252	-5	..
All built-up roads	718	-8	14,443	-7	115,441	-7	130,602	-7	..
Non built-up roads									
50 mph	114	12	979	9	6,565	1	7,658	3	..
60 mph	648	-1	4,809	-6	24,059	-8	29,516	-8	..
70 mph	133	2	766	-3	6,263	-1	7,162	-1	..
All non built-up roads	895	1	6,554	-3	36,887	-5	44,336	-5	..
Major roads ²	1,076	2	10,747	-5	84,475	-5	96,298	-5	0
Minor roads ³	637	-9	10,910	-7	75,825	-7	87,372	-7	0
All roads ⁴	1,713	-2	21,657	-6	160,300	-6	183,670	-6	0

1 Motor vehicle traffic only.

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

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

4 Includes unknown road class and speed limit.

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[Notes & Definitions](#)

Source: STATS19, DfT National Road Traffic Survey

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The figures in this table are National Statistics

Table RAS30007
Reported casualties by severity, by police force area, Great Britain, 2013

<u>Police force area</u>	<u>Number</u>				
	<u>Killed</u>	<u>Seriously injured</u>	<u>Killed or seriously injured</u>	<u>Slightly injured</u>	<u>All casualties</u>
Avon and Somerset	59	444	503	3,836	4,339
Bedfordshire	11	208	219	1,532	1,751
Cambridgeshire	36	357	393	2,359	2,752
Cheshire	28	433	461	2,995	3,456
City of London	1	59	60	285	345
Cleveland	12	131	143	1,083	1,226
Cumbria	27	212	239	1,437	1,676
Derbyshire	25	353	378	2,758	3,136
Devon and Cornwall	46	601	647	4,758	5,405
Dorset	28	334	362	1,981	2,343
Durham	35	207	242	1,452	1,694
Essex	39	650	689	4,302	4,991
Gloucestershire	32	181	213	842	1,055
Greater Manchester	35	621	656	4,788	5,444
Hampshire	55	976	1,031	4,487	5,518
Hertfordshire	27	358	385	2,754	3,139
Humberside	27	493	520	3,066	3,586
Kent	55	595	650	6,002	6,652
Lancashire	36	748	784	4,458	5,242
Leicestershire	30	263	293	2,900	3,193
Lincolnshire	36	379	415	2,775	3,190
Merseyside	23	534	557	3,195	3,752
Metropolitan Police	132	2,135	2,267	24,626	26,893
Norfolk	40	352	392	1,999	2,391
North Yorkshire	51	483	534	2,260	2,794
Northamptonshire	26	304	330	1,255	1,585
Northumbria	29	388	417	3,725	4,142
Nottinghamshire	31	432	463	3,135	3,598
South Yorkshire	32	449	481	3,731	4,212
Staffordshire	28	185	213	3,608	3,821
Suffolk	25	266	291	1,923	2,214
Surrey	18	581	599	4,624	5,223
Sussex	50	872	922	4,332	5,254
Thames Valley	57	872	929	6,200	7,129
Warwickshire	23	265	288	1,656	1,944
West Mercia	43	359	402	2,671	3,073
West Midlands	62	833	895	5,993	6,888
West Yorkshire	55	809	864	5,939	6,803
Wiltshire	25	235	260	1,735	1,995
England	1,430	18,957	20,387	143,457	163,844
Dyfed-Powys	26	272	298	1,418	1,716
Gwent	24	150	174	1,056	1,230
North Wales	29	317	346	1,724	2,070
South Wales	32	294	326	2,993	3,319
Wales	111	1,033	1,144	7,191	8,335
Police Scotland	172	1,667	1,839	9,652	11,491
Great Britain	1,713	21,657	23,370	160,300	183,670

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Source: STATS19
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The figures in this table are National Statistics

Table RAS30008

Reported casualties by severity, by local authority area, Great Britain, 2013

						Number
<u>Local authority area</u>	<u>LA code</u>	<u>Killed</u>	<u>Seriously injured</u>	<u>Killed or seriously injured</u>	<u>Slightly injured</u>	<u>All casualties</u>
Barking and Dagenham	E09000002	7	38	45	475	520
Barnet	E09000003	8	123	131	1,097	1,228
Barnsley	E08000016	8	73	81	567	648
Bath and North East Somerset	E06000022	6	46	52	363	415
Bedford	E06000055	3	51	54	397	451
Bexley	E09000004	1	30	31	439	470
Birmingham	E08000025	29	373	402	2,913	3,315
Blackburn with Darwen	E06000008	0	69	69	507	576
Blackpool	E06000009	4	69	73	509	582
Bolton	E08000001	7	72	79	509	588
Bournemouth	E06000028	2	70	72	547	619
Bracknell Forest	E06000036	2	26	28	250	278
Bradford	E08000032	13	177	190	1,482	1,672
Brent	E09000005	3	81	84	873	957
Brighton and Hove	E06000043	3	142	145	763	908
Bristol, City of	E06000023	12	94	106	1,004	1,110
Bromley	E09000006	5	65	70	718	788
Buckinghamshire	E10000002	22	199	221	1,263	1,484
Bury	E08000002	3	49	52	309	361
Calderdale	E08000033	4	86	90	476	566
Cambridgeshire	E10000003	28	277	305	1,664	1,969
Camden	E09000007	4	101	105	760	865
Central Bedfordshire	E06000056	7	108	115	716	831
Cheshire East	E06000049	15	190	205	1,152	1,357
Cheshire West and Chester	E06000050	8	128	136	885	1,021
City of London	E09000001	1	59	60	285	345
Cornwall (excluding Isles of Scilly)	E06000052	27	193	220	1,584	1,804
County Durham	E06000047	29	172	201	1,168	1,369
Coventry	E08000026	6	100	106	625	731
Croydon	E09000008	13	58	71	1,021	1,092
Cumbria	E10000006	27	212	239	1,437	1,676
Darlington	E06000005	6	35	41	284	325
Derby	E06000015	1	75	76	754	830
Derbyshire	E10000007	24	278	302	2,004	2,306
Devon	E10000008	16	294	310	2,094	2,404
Doncaster	E08000017	10	108	118	1,068	1,186
Dorset	E10000009	23	199	222	1,047	1,269
Dudley	E08000027	8	94	102	447	549
Ealing	E09000009	4	77	81	1,069	1,150
East Riding of Yorkshire	E06000011	8	185	193	946	1,139
East Sussex	E10000011	17	322	339	1,453	1,792
Enfield	E09000010	8	64	72	940	1,012
Essex	E10000012	34	538	572	3,428	4,000
Gateshead	E08000020	8	53	61	591	652
Gloucestershire	E10000013	32	181	213	842	1,055
Greenwich	E09000011	2	26	28	661	689
Hackney	E09000012	5	78	83	807	890
Halton	E06000006	1	39	40	307	347
Hammersmith and Fulham	E09000013	3	50	53	625	678
Hampshire	E10000014	46	660	706	2,955	3,661

Haringey	E09000014	6	100	106	812	918
Harrow	E09000015	1	37	38	404	442
Hartlepool	E06000001	0	19	19	170	189
Havering	E09000016	5	46	51	622	673
Herefordshire, County of	E06000019	5	56	61	466	527
Hertfordshire	E10000015	27	358	385	2,754	3,139
Hillingdon	E09000017	2	57	59	641	700
Hounslow	E09000018	3	61	64	839	903
Isle of Wight	E06000046	4	82	86	335	421
Isles of Scilly	E06000053	0	0	0	3	3
Islington	E09000019	3	68	71	789	860
Kensington and Chelsea	E09000020	2	62	64	661	725
Kent	E10000016	48	546	594	5,236	5,830
Kingston upon Hull, City of	E06000010	7	116	123	887	1,010
Kingston upon Thames	E09000021	1	36	37	433	470
Kirklees	E08000034	13	127	140	1,075	1,215
Knowsley	E08000011	4	58	62	353	415
Lambeth	E09000022	7	126	133	1,214	1,347
Lancashire	E10000017	32	610	642	3,442	4,084
Leeds	E08000035	15	279	294	2,139	2,433
Leicester	E06000016	3	89	92	1,097	1,189
Leicestershire	E10000018	24	162	186	1,703	1,889
Lewisham	E09000023	6	58	64	876	940
Lincolnshire	E10000019	36	379	415	2,775	3,190
Liverpool	E08000012	8	196	204	1,303	1,507
London Airport (Heathrow)		1	2	3	36	39
Luton	E06000032	1	49	50	419	469
Manchester	E08000003	4	154	158	1,230	1,388
Medway	E06000035	7	49	56	766	822
Merton	E09000024	0	32	32	481	513
Middlesbrough	E06000002	5	35	40	308	348
Milton Keynes	E06000042	3	85	88	1,034	1,122
Newcastle upon Tyne	E08000021	0	77	77	782	859
Newham	E09000025	3	54	57	773	830
Norfolk	E10000020	40	352	392	1,999	2,391
North East Lincolnshire	E06000012	7	87	94	565	659
North Lincolnshire	E06000013	5	105	110	668	778
North Somerset	E06000024	4	63	67	492	559
North Tyneside	E08000022	4	45	49	492	541
North Yorkshire	E10000023	51	425	476	1,797	2,273
Northamptonshire	E10000021	26	304	330	1,255	1,585
Northumberland	E06000048	14	123	137	860	997
Nottingham	E06000018	3	115	118	1,019	1,137
Nottinghamshire	E10000024	28	317	345	2,116	2,461
Oldham	E08000004	1	53	54	459	513
Oxfordshire	E10000025	19	308	327	1,635	1,962
Peterborough	E06000031	8	80	88	695	783
Plymouth	E06000026	1	63	64	766	830
Poole	E06000029	3	65	68	387	455
Portsmouth	E06000044	1	115	116	611	727
Reading	E06000038	2	49	51	391	442
Redbridge	E09000026	2	49	51	747	798
Redcar and Cleveland	E06000003	1	33	34	237	271
Richmond upon Thames	E09000027	0	48	48	482	530
Rochdale	E08000005	2	40	42	350	392

Rotherham	E08000018	7	106	113	793	906
Rutland	E06000017	3	12	15	100	115
Salford	E08000006	5	65	70	467	537
Sandwell	E08000028	9	88	97	623	720
Sefton	E08000014	4	88	92	549	641
Sheffield	E08000019	7	162	169	1,303	1,472
Shropshire	E06000051	18	101	119	694	813
Slough	E06000039	3	49	52	526	578
Solihull	E08000029	2	41	43	320	363
Somerset	E10000027	28	190	218	1,390	1,608
South Gloucestershire	E06000025	9	51	60	587	647
South Tyneside	E08000023	0	23	23	277	300
Southampton	E06000045	4	119	123	586	709
Southend-on-Sea	E06000033	2	55	57	438	495
Southwark	E09000028	5	82	87	905	992
St. Helens	E08000013	3	70	73	401	474
Staffordshire	E10000028	24	141	165	2,697	2,862
Stockport	E08000007	3	43	46	396	442
Stockton-on-Tees	E06000004	6	44	50	368	418
Stoke-on-Trent	E06000021	4	44	48	911	959
Suffolk	E10000029	25	266	291	1,923	2,214
Sunderland	E08000024	3	67	70	723	793
Surrey	E10000030	18	581	599	4,624	5,223
Sutton	E09000029	2	29	31	454	485
Swindon	E06000030	8	61	69	452	521
Tameside	E08000008	2	53	55	300	355
Telford and Wrekin	E06000020	2	34	36	305	341
Thurrock	E06000034	3	57	60	436	496
Torbay	E06000027	2	51	53	311	364
Tower Hamlets	E09000030	6	81	87	933	1,020
Trafford	E08000009	4	31	35	368	403
Wakefield	E08000036	10	140	150	767	917
Walsall	E08000030	5	76	81	496	577
Waltham Forest	E09000031	3	51	54	580	634
Wandsworth	E09000032	5	94	99	904	1,003
Warrington	E06000007	4	76	80	651	731
Warwickshire	E10000031	23	265	288	1,656	1,944
West Berkshire	E06000037	3	52	55	399	454
West Sussex	E10000032	30	408	438	2,116	2,554
Westminster	E09000033	6	171	177	1,555	1,732
Wigan	E08000010	4	61	65	400	465
Wiltshire	E06000054	17	174	191	1,283	1,474
Windsor and Maidenhead	E06000040	2	52	54	440	494
Wirral	E08000015	4	122	126	589	715
Wokingham	E06000041	1	52	53	262	315
Wolverhampton	E08000031	3	61	64	569	633
Worcestershire	E10000034	18	168	186	1,206	1,392
York	E06000014	0	58	58	463	521
England	E92000001	1,430	18,957	20,387	143,457	163,844

Blaenau Gwent	W06000019	1	17	18	147	165
Bridgend	W06000013	3	29	32	298	330
Caerphilly	W06000018	6	41	47	268	315
Cardiff	W06000015	1	63	64	803	867
Carmarthenshire	W06000010	11	89	100	519	619
Ceredigion	W06000008	2	32	34	219	253
Conwy	W06000003	3	63	66	266	332
Denbighshire	W06000004	6	45	51	272	323
Flintshire	W06000005	6	65	71	452	523
Gwynedd	W06000002	4	65	69	316	385
Isle of Anglesey	W06000001	5	27	32	116	148
Merthyr Tydfil	W06000024	2	16	18	127	145
Monmouthshire	W06000021	10	30	40	196	236
Neath Port Talbot	W06000012	6	31	37	347	384
Newport	W06000022	4	43	47	324	371
Pembrokeshire	W06000009	4	50	54	286	340
Powys	W06000023	9	101	110	394	504
Rhondda, Cynon, Taff	W06000016	11	59	70	574	644
Swansea	W06000011	6	61	67	579	646
The Vale of Glamorgan	W06000014	3	35	38	265	303
Torfaen	W06000020	3	19	22	121	143
Wrexham	W06000006	5	52	57	302	359
Wales	W92000004	111	1,033	1,144	7,191	8,335

Aberdeen City	S12000033	4	100	104	291	395
Aberdeenshire	S12000034	23	174	197	422	619
Angus	S12000041	3	51	54	175	229
Argyll & Bute	S12000035	11	51	62	242	304
Clackmannanshire	S12000005	0	14	14	72	86
Dumfries & Galloway	S12000006	12	64	76	298	374
Dundee City	S12000042	2	37	39	180	219
East Ayrshire	S12000008	4	28	32	177	209
East Dunbartonshire	S12000009	0	10	10	112	122
East Lothian	S12000010	3	27	30	177	207
East Renfrewshire	S12000011	2	13	15	105	120
Edinburgh, City of	S12000036	8	130	138	1,231	1,369
Falkirk	S12000014	3	37	40	283	323
Fife	S12000015	11	85	96	454	550
Glasgow City	S12000043	4	149	153	1,177	1,330
Highland	S12000017	20	73	93	523	616
Inverclyde	S12000018	0	12	12	138	150
Midlothian	S12000019	5	26	31	197	228
Moray	S12000020	3	47	50	105	155
Na h-Eileanan an Iar (Western Isles)	S12000013	1	1	2	23	25
North Ayrshire	S12000021	5	35	40	200	240
North Lanarkshire	S12000044	6	72	78	575	653
Orkney Islands	S12000023	2	4	6	24	30
Perth and Kinross	S12000024	11	87	98	299	397
Renfrewshire	S12000038	5	33	38	286	324
Scottish Borders	S12000026	4	76	80	255	335
Shetland Islands	S12000027	1	4	5	42	47
South Ayrshire	S12000028	4	22	26	218	244
South Lanarkshire	S12000029	6	69	75	544	619
Stirling	S12000030	4	66	70	232	302
West Dunbartonshire	S12000039	0	23	23	145	168
West Lothian	S12000040	5	47	52	450	502
Scotland	S92000003	172	1,667	1,839	9,652	11,491
Great Britain	K03000001	1,713	21,657	23,370	160,300	183,670

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Source: STATS19
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Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013>

RAS30009

Reported casualties by gender, built-up and non built-up roads, road class and severity, Great Britain, 2005-09 average, 2006 - 2013

	Number of casualties								
	2005-09 average ¹	2006	2007	2008	2009	2010	2011	2012	2013
Male									
Built-up roads ²									
A roads									
Killed	390	451	383	366	335	263	309	262	267
KSI ³	5,340	5,577	5,502	5,191	4,927	4,510	4,878	4,868	4,492
All severities	41,580	42,149	41,651	40,336	38,946	37,395	38,181	36,773	34,865
B roads									
Killed	130	135	138	116	125	81	91	86	82
KSI	1,701	1,779	1,777	1,636	1,598	1,316	1,586	1,568	1,525
All severities	12,490	12,954	12,425	11,927	11,687	10,892	11,095	10,880	10,287
Other roads									
Killed	307	349	308	289	248	181	196	249	186
KSI	5,675	6,000	5,832	5,430	5,122	4,687	4,845	5,096	4,564
All severities	43,375	45,707	43,503	40,451	39,372	36,826	36,255	34,453	32,268
All built-up roads ⁴									
Killed	827	935	829	771	708	525	596	597	535
KSI	12,716	13,356	13,111	12,257	11,647	10,513	11,309	11,532	10,581
All severities	97,444	100,810	97,579	92,714	90,005	85,113	85,531	82,106	77,420
Non-built-up roads ²									
A roads									
Killed	794	924	818	687	601	512	518	467	457
KSI	4,664	5,093	4,663	4,233	4,031	3,556	3,540	3,294	3,293
All severities	24,065	25,996	24,543	21,346	20,959	18,969	18,352	17,499	16,903
B roads									
Killed	172	186	200	149	123	122	128	107	91
KSI	1,226	1,316	1,233	1,173	1,065	939	978	813	859
All severities	5,753	6,162	6,067	5,215	4,741	4,343	4,208	3,827	3,684
Other roads									
Killed	186	220	220	154	120	118	100	99	111
KSI	1,548	1,706	1,606	1,417	1,335	1,179	1,078	1,134	1,075
All severities	8,535	9,543	8,760	7,613	7,045	6,170	5,918	5,747	5,305
All non built-up roads ⁴									
Killed	1,153	1,330	1,238	990	844	752	746	673	659
KSI	7,438	8,115	7,502	6,823	6,431	5,674	5,596	5,241	5,227
All severities	38,353	41,701	39,370	34,174	32,745	29,482	28,478	27,073	25,892
All speed limits ⁵									
Motorways									
Killed	134	136	150	121	101	89	81	68	77
KSI	801	816	893	709	673	613	573	494	474
All severities	7,115	7,701	7,414	6,590	5,961	5,895	5,489	5,260	4,901
A roads									
Killed	1,184	1,375	1,201	1,053	936	775	827	729	724
KSI	10,004	10,670	10,165	9,424	8,958	8,066	8,418	8,162	7,785
All severities	65,645	68,145	66,194	61,682	59,905	56,364	56,533	54,272	51,768
B roads									
Killed	302	321	338	265	248	203	219	193	173
KSI	2,927	3,095	3,010	2,809	2,663	2,255	2,564	2,381	2,384
All severities	18,242	19,116	18,492	17,142	16,428	15,235	15,303	14,707	13,971
Other roads									
Killed	493	569	528	443	368	299	296	348	297
KSI	7,223	7,706	7,438	6,847	6,457	5,866	5,923	6,230	5,639
All severities	51,910	55,250	52,263	48,064	46,417	42,996	42,173	40,200	37,573
Total ⁵									
Killed	2,114	2,401	2,217	1,882	1,653	1,366	1,423	1,338	1,271
KSI	20,955	22,287	21,506	19,789	18,751	16,800	17,478	17,267	16,282
All severities	142,912	150,212	144,363	133,478	128,711	120,490	119,498	114,439	108,213

1 Figures have been rounded to the nearest whole number.

2 Excludes motorways.

3 Killed or seriously injured.

4 Includes cases where road class was not reported.

5 Includes cases where speed limit was not reported.

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[Notes & Definitions](#)

Source: DfT STATS19

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RAS30009

Reported casualties by gender, built-up and non built-up roads, road class and severity, Great Britain, 2005-09 average, 2006 - 2013

	Number of casualties								
	2005-09 average ¹	2006	2007	2008	2009	2010	2011	2012	2013
Female									
Built-up roads ²									
A roads									
Killed	153	168	167	126	139	106	111	77	88
KSI ³	2,333	2,407	2,455	2,297	2,127	1,995	2,101	1,964	1,829
All severities	30,346	31,159	30,072	29,384	28,193	27,041	26,459	25,336	23,619
B roads									
Killed	47	47	54	41	43	26	25	30	25
KSI	744	748	740	767	702	723	653	712	659
All severities	9,529	9,754	9,630	9,200	8,856	8,418	8,082	7,916	7,172
Other roads									
Killed	120	131	110	118	91	82	84	73	70
KSI	2,576	2,705	2,602	2,551	2,313	2,220	2,182	2,178	2,091
All severities	31,353	32,893	31,418	29,530	28,683	26,719	25,454	24,534	22,384
All built-up roads ⁴									
Killed	320	346	331	285	273	214	220	180	183
KSI	5,653	5,860	5,797	5,615	5,142	4,938	4,936	4,854	4,579
All severities	71,228	73,806	71,120	68,114	65,732	62,178	59,995	57,786	53,175
Non-built-up roads ²									
A roads									
Killed	242	272	243	229	192	169	171	161	164
KSI	1,962	2,117	1,908	1,780	1,746	1,553	1,507	1,525	1,448
All severities	16,943	18,256	17,070	15,300	15,068	14,059	13,228	12,670	12,173
B roads									
Killed	52	48	62	53	39	36	27	28	39
KSI	501	542	492	501	424	387	382	382	334
All severities	3,801	4,116	3,870	3,590	3,158	3,062	2,814	2,764	2,521
Other roads									
Killed	50	54	60	51	34	36	35	27	33
KSI	625	688	653	557	531	526	446	516	439
All severities	5,753	6,251	5,848	5,370	4,737	4,344	4,155	4,154	3,746
All non built-up roads ⁴									
Killed	344	374	365	333	265	241	233	216	236
KSI	3,088	3,347	3,053	2,838	2,701	2,466	2,335	2,423	2,221
All severities	26,497	28,623	26,788	24,260	22,963	21,465	20,197	19,588	18,440
All speed limits ⁵									
Motorways									
Killed	39	51	33	37	31	29	25	20	23
KSI	339	349	358	318	317	303	273	248	286
All severities	5,301	5,682	5,384	4,876	4,695	4,474	4,253	3,903	3,831
A roads									
Killed	395	440	410	355	331	275	282	238	252
KSI	4,295	4,524	4,363	4,077	3,873	3,548	3,608	3,489	3,277
All severities	47,289	49,415	47,142	44,684	43,261	41,100	39,687	38,006	35,792
B roads									
Killed	98	95	116	94	82	62	52	58	64
KSI	1,245	1,290	1,232	1,268	1,126	1,110	1,035	1,094	993
All severities	13,330	13,870	13,500	12,790	12,014	11,480	10,896	10,680	9,693
Other roads									
Killed	170	185	170	169	125	118	119	100	103
KSI	3,201	3,393	3,255	3,108	2,844	2,746	2,628	2,694	2,530
All severities	37,106	39,144	37,266	34,900	33,420	31,063	29,609	28,688	26,130
Total ⁵									
Killed	702	771	729	655	569	484	478	416	442
KSI	9,081	9,556	9,208	8,771	8,160	7,707	7,544	7,525	7,086
All severities	103,026	108,111	103,292	97,250	93,390	88,117	84,445	81,277	75,446

1 Figures have been rounded to the nearest whole number.

2 Excludes motorways.

3 Killed or seriously injured.

4 Includes cases where road class was not reported.

5 Includes cases where speed limit was not reported.

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[Notes & Definitions](#)

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Department for Transport statistics

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RAS30009

Reported casualties by gender, built-up and non built-up roads, road class and severity, Great Britain, 2005-09 average, 2006 - 2013

	Number of casualties								
	2005-09 average ¹	2006	2007	2008	2009	2010	2011	2012	2013
All Casualties									
Built-up roads ²									
A roads									
Killed	543	619	550	492	474	369	420	339	355
KSI ³	7,675	7,985	7,958	7,490	7,055	6,506	6,979	6,833	6,321
All severities	71,950	73,324	71,751	69,764	67,146	64,449	64,641	62,113	58,486
B roads									
Killed	176	182	192	157	168	107	116	116	107
KSI	2,446	2,527	2,519	2,403	2,300	2,040	2,239	2,280	2,184
All severities	22,029	22,715	22,066	21,144	20,547	19,314	19,178	18,796	17,460
Other roads									
Killed	427	480	418	408	339	263	280	322	256
KSI	8,252	8,705	8,434	7,987	7,435	6,908	7,027	7,274	6,656
All severities	74,770	78,624	74,969	70,051	68,067	63,560	61,711	58,990	54,656
All built-up roads ⁴									
Killed	1,147	1,281	1,160	1,057	981	739	816	777	718
KSI	18,373	19,217	18,911	17,880	16,790	15,454	16,245	16,387	15,161
All severities	168,749	174,663	168,786	160,959	155,760	147,323	145,530	139,899	130,602
Non-built-up roads ²									
A roads									
Killed	1,037	1,196	1,061	916	793	681	689	628	621
KSI	6,627	7,211	6,572	6,016	5,777	5,109	5,048	4,819	4,742
All severities	41,028	44,272	41,621	36,676	36,047	33,033	31,582	30,169	29,080
B roads									
Killed	224	234	262	202	162	158	155	135	130
KSI	1,727	1,858	1,725	1,675	1,489	1,326	1,360	1,195	1,193
All severities	9,557	10,283	9,942	8,809	7,899	7,407	7,022	6,591	6,205
Other roads									
Killed	236	274	280	205	154	154	135	126	144
KSI	2,173	2,394	2,259	1,974	1,866	1,705	1,524	1,650	1,514
All severities	14,293	15,798	14,614	12,990	11,784	10,516	10,074	9,901	9,051
All non built-up roads ⁴									
Killed	1,496	1,704	1,603	1,323	1,109	993	979	889	895
KSI	10,528	11,463	10,556	9,665	9,132	8,140	7,932	7,664	7,449
All severities	64,879	70,353	66,177	58,475	55,730	50,956	48,678	46,661	44,336
All speed limits ⁵									
Motorways									
Killed	173	187	183	158	132	118	106	88	100
KSI	1,140	1,165	1,253	1,027	990	916	846	742	760
All severities	12,423	13,388	12,817	11,471	10,656	10,369	9,742	9,163	8,732
A roads									
Killed	1,580	1,815	1,611	1,408	1,267	1,050	1,109	967	976
KSI	14,302	15,196	14,530	13,506	12,832	11,615	12,027	11,652	11,063
All severities	112,978	117,596	113,372	106,440	103,193	97,482	96,223	92,282	87,566
B roads									
Killed	400	416	454	359	330	265	271	251	237
KSI	4,173	4,385	4,244	4,078	3,789	3,366	3,599	3,475	3,377
All severities	31,586	32,998	32,008	29,953	28,446	26,721	26,200	25,387	23,665
Other roads									
Killed	663	754	698	613	493	417	415	448	400
KSI	10,425	11,099	10,693	9,961	9,301	8,613	8,551	8,924	8,170
All severities	89,063	94,422	89,583	83,041	79,851	74,076	71,785	68,891	63,707
Total ⁵									
Killed	2,816	3,172	2,946	2,538	2,222	1,850	1,901	1,754	1,713
KSI	30,041	31,845	30,720	28,572	26,912	24,510	25,023	24,793	23,370
All severities	246,050	258,404	247,780	230,905	222,146	208,648	203,950	195,723	183,670

1 Figures have been rounded to the nearest whole number.

2 Excludes motorways.

3 Killed or seriously injured.

4 Includes cases where road class was not reported.

5 Includes cases where speed limit was not reported.

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[Notes & Definitions](#)

Source: DfT STATS19

Last updated: 25 September 2014

Next update: September 2015

The figures in this table are National Statistics

Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013>

RAS30010

Reported casualties by gender, road user type and severity, Great Britain, 2005-09 average, 2006 - 2013

		Number of casualties								
	2005-09									
Male	average ¹	2006	2007	2008	2009	2010	2011	2012	2013	
Pedestrians										
Killed	396	452	422	362	324	275	308	290	270	
KSI ²	4,109	4,319	4,260	3,988	3,668	3,390	3,519	3,635	3,217	
All severities	17,238	17,824	17,452	16,266	15,311	14,839	15,047	14,371	13,623	
Pedal cyclists										
Killed	109	122	112	97	83	85	85	109	90	
KSI	2,079	2,020	2,090	2,106	2,239	2,247	2,621	2,759	2,676	
All severities	13,266	13,063	13,036	13,118	13,811	13,935	15,511	15,452	15,778	
Motorcycle										
Riders										
Killed	507	558	541	459	441	375	338	307	308	
KSI	5,652	5,804	5,998	5,399	5,236	4,660	5,076	4,799	4,678	
All severities	19,851	20,284	20,468	18,774	18,154	16,400	17,858	17,111	16,641	
Passengers										
Killed	11	13	13	9	9	7	5	1	4	
KSI	139	160	152	109	97	88	93	82	92	
All severities	466	533	475	394	335	269	303	228	245	
Car										
Drivers										
Killed	723	840	731	646	526	420	462	420	409	
KSI	5,781	6,349	5,737	5,395	4,893	4,158	4,022	3,789	3,679	
All severities	60,139	64,276	60,809	55,506	52,663	48,925	45,580	43,316	40,343	
Passengers										
Killed	261	298	266	222	197	125	146	141	115	
KSI	2,137	2,445	2,127	1,851	1,773	1,426	1,396	1,430	1,183	
All severities	21,514	23,269	21,399	19,569	19,502	17,493	16,739	15,913	13,927	
Bus or coach										
Drivers										
Killed	1	2	0	0	1	2	0	1	2	
KSI	31	37	33	38	24	34	14	18	20	
All severities	616	654	579	587	523	487	445	398	352	
Passengers ³										
Killed	7	8	8	4	8	2	3	5	3	
KSI	114	103	147	109	99	108	99	89	100	
All severities	1,916	1,895	1,922	1,937	1,716	1,759	1,745	1,506	1,416	
Van / Light goods veh										
Drivers										
Killed	39	37	47	36	28	28	27	22	26	
KSI	360	405	358	329	299	246	246	256	273	
All severities	3,844	4,219	3,790	3,518	3,433	3,209	3,276	3,236	3,177	
Passengers										
Killed	7	12	9	5	5	4	5	7	10	
KSI	93	109	96	72	68	67	60	70	65	
All severities	939	1,008	957	843	789	724	722	789	763	
Heavy goods vehicle										
Drivers										
Killed	31	36	41	20	12	26	25	29	20	
KSI	271	327	310	213	162	189	168	163	146	
All severities	1,872	2,084	2,048	1,578	1,255	1,325	1,161	1,095	1,092	
Passengers										
Killed	4	3	9	2	1	2	2	0	1	
KSI	29	43	41	14	16	21	19	28	15	
All severities	258	292	312	236	165	187	176	170	139	
All road users ⁴										
Killed	2,114	2,401	2,217	1,882	1,653	1,366	1,423	1,338	1,271	
KSI	20,955	22,287	21,506	19,789	18,751	16,800	17,478	17,267	16,282	
All severities	142,912	150,212	144,363	133,478	128,711	120,490	119,498	114,439	108,213	

1 Figures have been rounded to the nearest whole number.

2 Killed or seriously injured.

3 Includes boarding and alighting.

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

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[Notes & Definitions](#)

Source: DfT STATS19

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Next update: September 2015

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Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013>

RAS30010

Reported casualties by gender, road user type and severity, Great Britain, 2005-09 average, 2006 - 2013

	Number of casualties								
	2005-09 average ¹	2006	2007	2008	2009	2010	2011	2012	2013
Female									
Pedestrians									
Killed	217	223	224	210	176	130	145	130	128
KSI ²	2,648	2,731	2,664	2,649	2,376	2,215	2,388	2,344	2,178
All severities	12,709	13,151	12,717	12,189	11,573	10,995	11,151	10,846	10,406
Pedal cyclists									
Killed	21	24	24	18	21	26	22	9	19
KSI	448	422	474	459	471	524	571	581	576
All severities	3,188	3,127	3,147	3,168	3,250	3,249	3,704	3,639	3,660
Motorcycle									
Riders									
Killed	15	18	20	13	13	11	13	9	11
KSI	345	347	377	365	318	282	313	305	306
All severities	1,786	1,857	1,808	1,744	1,618	1,512	1,525	1,507	1,412
Passengers									
Killed	10	10	14	11	9	10	6	11	8
KSI	183	173	209	173	171	153	127	142	121
All severities	665	650	705	628	595	505	464	464	454
Car									
Drivers									
Killed	212	226	211	215	174	154	151	122	139
KSI	2,742	2,956	2,740	2,571	2,477	2,348	2,184	2,240	2,012
All severities	48,020	50,704	48,268	45,394	43,638	40,856	38,756	37,524	34,713
Passengers									
Killed	211	248	224	174	162	136	124	118	122
KSI	2,322	2,504	2,359	2,148	1,969	1,814	1,622	1,574	1,551
All severities	30,928	32,694	30,887	28,615	27,585	25,909	23,842	22,951	20,798
Bus or coach									
Drivers									
Killed	0	0	0	0	0	0	0	0	0
KSI	4	3	4	2	3	3	1	4	2
All severities	67	70	59	67	59	63	44	46	52
Passengers ³									
Killed	5	9	4	2	5	5	4	5	5
KSI	260	283	271	283	244	256	218	212	220
All severities	4,490	4,631	4,509	4,322	4,005	3,954	3,943	3,284	3,053
Van / Light goods veh									
Drivers									
Killed	1	2	0	0	3	2	1	1	0
KSI	18	23	13	19	20	19	12	9	15
All severities	260	291	263	241	219	229	200	203	197
Passengers									
Killed	1	1	2	2	0	0	1	3	1
KSI	30	26	27	25	30	27	22	27	18
All severities	347	392	326	309	302	330	301	303	288
Heavy goods vehicle									
Drivers									
Killed	0	0	1	0	0	0	1	0	0
KSI	4	3	4	6	3	0	4	3	3
All severities	45	46	48	51	36	31	30	33	26
Passengers									
Killed	1	0	1	1	1	0	0	0	0
KSI	9	10	7	6	8	2	4	4	4
All severities	82	106	66	61	63	35	48	41	39
All road users ⁴									
Killed	702	771	729	655	569	484	478	416	442
KSI	9,081	9,556	9,208	8,771	8,160	7,707	7,544	7,525	7,086
All severities	103,026	108,111	103,292	97,250	93,390	88,117	84,445	81,277	75,446

1 Figures have been rounded to the nearest whole number.

2 Killed or seriously injured.

3 Includes boarding and alighting.

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

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[Notes & Definitions](#)

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RAS30010

Reported casualties by gender, road user type and severity, Great Britain, 2005-09 average, 2006 - 2013

	Number of casualties								
	2005-09 average ¹	2006	2007	2008	2009	2010	2011	2012	2013
All casualties									
Pedestrians									
Killed	613	675	646	572	500	405	453	420	398
KSI ²	6,758	7,051	6,924	6,642	6,045	5,605	5,907	5,979	5,396
All severities	29,965	30,982	30,191	28,482	26,887	25,845	26,198	25,218	24,033
Pedal cyclists									
Killed	130	146	136	115	104	111	107	118	109
KSI	2,528	2,442	2,564	2,565	2,710	2,771	3,192	3,340	3,252
All severities	16,463	16,196	16,195	16,297	17,064	17,185	19,215	19,091	19,438
Motorcycle									
Riders									
Killed	523	576	561	473	454	386	351	316	319
KSI	5,998	6,151	6,376	5,767	5,554	4,942	5,389	5,104	4,984
All severities	21,641	22,143	22,279	20,528	19,773	17,912	19,383	18,618	18,053
Passengers									
Killed	22	23	27	20	18	17	11	12	12
KSI	322	333	361	282	268	241	220	224	213
All severities	1,131	1,183	1,180	1,022	930	774	767	692	699
Car									
Drivers									
Killed	936	1,066	942	861	700	574	613	542	548
KSI	8,524	9,305	8,479	7,967	7,370	6,506	6,207	6,029	5,692
All severities	108,186	115,003	109,100	100,952	96,307	89,787	84,340	80,841	75,061
Passengers									
Killed	471	546	490	396	359	261	270	259	237
KSI	4,460	4,949	4,488	4,001	3,742	3,243	3,018	3,004	2,734
All severities	52,481	55,997	52,333	48,236	47,105	43,418	40,584	38,867	34,726
Bus or coach									
Drivers									
Killed	1	2	0	0	1	2	0	1	2
KSI	35	40	37	40	27	37	15	22	22
All severities	683	724	638	654	582	550	489	444	404
Passengers ³									
Killed	11	17	12	6	13	7	7	10	8
KSI	374	386	418	392	343	364	317	301	320
All severities	6,416	6,529	6,441	6,275	5,735	5,718	5,688	4,790	4,469
Van / Light goods veh									
Drivers									
Killed	40	39	47	36	31	30	28	23	26
KSI	378	429	371	348	319	265	258	266	288
All severities	4,105	4,511	4,054	3,761	3,652	3,440	3,476	3,440	3,375
Passengers									
Killed	9	13	11	7	5	4	6	10	11
KSI	123	135	123	97	98	94	82	97	83
All severities	1,287	1,403	1,286	1,152	1,091	1,054	1,023	1,093	1,051
Heavy goods vehicle									
Drivers									
Killed	32	36	42	20	12	26	26	29	20
KSI	275	330	315	220	165	189	172	166	149
All severities	1,919	2,132	2,098	1,633	1,291	1,356	1,191	1,128	1,118
Passengers									
Killed	5	3	10	3	2	2	2	0	1
KSI	39	53	48	20	24	23	23	32	19
All severities	341	398	378	297	228	222	224	211	178
All road users ⁴									
Killed	2,816	3,172	2,946	2,538	2,222	1,850	1,901	1,754	1,713
KSI	30,041	31,845	30,720	28,572	26,912	24,510	25,023	24,793	23,370
All severities	246,050	258,404	247,780	230,905	222,146	208,648	203,950	195,723	183,670

1 Figures have been rounded to the nearest whole number.

2 Killed or seriously injured.

3 Includes boarding and alighting.

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

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RAS30011

Reported killed or seriously injured casualties by gender, road user type and age, Great Britain, 2005-09 average, 2006 - 2013

		Number of casualties								
		2005-09 average ¹	2006	2007	2008	2009	2010	2011	2012	2013
Male										
Pedestrians	0 to 4 ²	151	158	172	130	138	155	137	140	119
	5 to 7	197	207	198	202	173	186	167	174	162
	8 to 11	356	357	341	350	312	306	309	301	284
	12 to 15	489	553	494	458	421	386	347	378	294
	16 to 19	377	385	410	359	320	286	271	269	235
	20 to 24	378	388	384	376	347	284	337	313	256
	25 to 59	1,425	1,536	1,481	1,396	1,275	1,216	1,282	1,363	1,272
	60 to 64	118	121	113	110	142	98	128	112	106
	65 to 69	108	114	113	116	91	78	107	120	103
	70 to 74	115	108	121	105	106	93	114	131	87
	75 to 79	113	107	112	121	102	88	126	120	92
	80 and over	205	202	250	188	185	154	149	175	168
All age groups ³		4,109	4,319	4,260	3,988	3,668	3,390	3,519	3,635	3,217
Pedal cyclists	0 to 4 ²	5	6	4	4	3	2	7	0	3
	5 to 7	35	38	33	29	34	26	21	24	18
	8 to 11	119	119	128	104	111	98	93	68	54
	12 to 15	259	262	279	231	255	205	216	182	166
	16 to 19	158	163	154	176	152	156	159	198	160
	20 to 24	144	153	131	142	149	160	213	258	231
	25 to 59	1,146	1,057	1,156	1,216	1,298	1,367	1,634	1,723	1,737
	60 and over	181	189	167	166	214	203	242	269	262
	All age groups ³	2,079	2,020	2,090	2,106	2,239	2,247	2,621	2,759	2,676
Motorcycle riders 50cc and under	Under 16	22	28	18	10	14	9	10	4	3
	16	250	269	267	207	207	178	150	151	99
	17	111	123	133	100	93	67	60	61	68
	18	37	34	45	32	32	21	34	22	25
	19	22	28	26	19	14	9	24	17	16
	20 to 24	45	46	52	49	33	36	51	57	45
	25 to 59	112	121	132	99	100	94	96	115	92
	60 and over	13	9	12	15	19	5	14	12	9
	All age groups ³	617	665	697	538	516	423	446	441	361
Motorcycle riders over 50cc ⁴	Under 16	28	31	27	25	14	18	10	5	11
	16	50	50	54	42	36	37	27	23	19
	17	218	210	224	218	180	150	201	166	156
	18	180	185	171	198	176	168	174	165	188
	19	162	174	180	155	129	138	178	180	161
	20 to 24	646	644	719	609	589	516	614	682	737
	25 to 59	3,468	3,574	3,609	3,333	3,267	2,896	3,101	2,781	2,702
	60 and over	207	194	232	210	257	277	297	314	308
	All age groups ³	5,034	5,139	5,301	4,861	4,720	4,237	4,630	4,358	4,317
Car drivers	Under 17	30	36	31	31	13	13	7	5	6
	17	184	221	191	169	130	105	84	69	51
	18	304	346	316	272	253	171	153	100	99
	19	283	303	283	264	236	183	139	123	128
	20 to 24	1,017	1,133	1,025	940	829	681	675	616	598
	25 to 29	674	736	678	650	559	461	440	448	473
	30 to 39	1,008	1,122	976	874	850	694	589	603	552
	40 to 59	1,364	1,490	1,385	1,280	1,164	1,028	1,085	970	967
	60 to 69	378	407	344	396	348	329	337	314	307
	70 to 79	281	310	255	268	272	234	261	292	234
	80 and over	191	183	177	195	190	214	219	224	236
	All age groups ³	5,781	6,349	5,737	5,395	4,893	4,158	4,022	3,789	3,679
Car passengers	Under 17	345	396	336	290	301	256	212	215	163
	17	189	202	179	174	151	94	87	93	63
	18	192	236	195	177	150	103	87	99	73
	19	143	175	126	133	119	86	88	80	64
	20 to 24	465	506	500	375	382	306	292	309	273
	25 to 29	210	241	213	189	175	125	148	160	136
	30 to 39	205	226	203	175	176	157	154	169	139
	40 to 59	202	235	194	202	175	150	169	168	136
	60 to 69	57	68	68	39	46	52	51	37	49
	70 to 79	45	73	29	34	36	39	41	38	46
	80 and over	33	34	33	30	32	27	40	33	28
	All age groups ³	2,137	2,445	2,127	1,851	1,773	1,426	1,396	1,430	1,183

1 Figures have been rounded to the nearest whole number.

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

3 Includes cases where age was not reported.

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

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RAS30011

Reported killed or seriously injured casualties by gender, road user type and age, Great Britain, 2005-09 average, 2006 - 2013

		Number of casualties								
		2005-09 average ¹	2006	2007	2008	2009	2010	2011	2012	2013
Female										
Pedestrians	0 to 4 ²	83	81	81	86	76	66	92	76	68
	5 to 7	92	101	77	83	80	82	112	77	75
	8 to 11	192	200	213	168	163	196	188	162	145
	12 to 15	339	368	323	305	297	269	250	237	210
	16 to 19	212	227	194	217	182	153	186	170	143
	20 to 24	172	168	173	180	159	161	158	156	143
	25 to 59	731	751	755	745	651	599	663	736	678
	60 to 64	106	105	99	111	117	96	109	108	101
	65 to 69	96	92	105	94	96	82	92	106	115
	70 to 74	119	112	124	133	115	105	122	114	104
	75 to 79	149	152	159	145	120	124	120	149	120
	80 and over	307	326	307	326	287	257	263	232	246
All age groups ³		2,648	2,731	2,664	2,649	2,376	2,215	2,388	2,344	2,178
Pedal cyclists	0 to 4 ²	1	0	2	1	1	2	2	2	0
	5 to 7	8	10	7	0	11	10	9	7	7
	8 to 11	30	40	36	28	18	30	27	21	14
	12 to 15	28	28	33	20	25	25	23	20	20
	16 to 19	24	24	28	22	15	21	26	23	26
	20 to 24	42	29	36	51	56	36	60	46	53
	25 to 59	257	233	276	276	295	321	364	410	402
	60 and over	50	50	46	52	46	69	52	49	44
	All age groups ³	448	422	474	459	471	524	571	581	576
Motorcycle riders 50cc and under	Under 16	1	2	0	2	1	0	0	0	1
	16	16	16	15	15	11	14	15	11	12
	17	10	16	11	8	6	9	1	3	3
	18	4	3	3	7	2	3	4	3	4
	19	3	0	4	3	5	2	2	2	1
	20 to 24	8	7	13	9	4	6	13	8	10
	25 to 59	35	35	41	36	24	19	24	39	20
	60 and over	5	2	7	6	7	5	6	9	4
	All age groups ³	84	83	95	88	60	58	65	75	55
Motorcycle riders over 50cc ⁴	Under 16	0	1	0	0	0	0	0	0	1
	16	2	2	3	0	1	1	0	2	0
	17	7	6	6	4	9	7	3	2	9
	18	4	10	2	2	5	5	14	7	8
	19	7	6	6	8	9	3	12	6	8
	20 to 24	36	34	32	44	35	29	29	32	44
	25 to 59	198	196	226	213	192	167	182	170	174
	60 and over	5	6	5	4	7	10	7	8	6
	All age groups ³	262	264	282	277	258	224	248	230	251
Car drivers	Under 17	2	3	1	2	1	1	2	0	0
	17	47	40	53	48	45	39	31	33	33
	18	106	116	104	100	90	81	74	70	60
	19	106	125	107	100	90	92	70	70	60
	20 to 24	395	413	401	375	353	318	326	297	261
	25 to 29	287	321	282	269	246	233	230	220	202
	30 to 39	486	536	487	449	401	390	330	357	287
	40 to 59	797	862	793	721	748	689	650	668	594
	60 to 69	224	248	221	211	215	227	202	230	204
	70 to 79	174	167	177	170	178	152	161	182	187
	80 and over	90	98	76	98	89	106	97	109	116
All age groups ³		2,742	2,956	2,740	2,571	2,477	2,348	2,184	2,240	2,012
Car passengers	Under 17	376	435	378	360	306	222	206	201	184
	17	132	137	147	128	107	77	77	66	59
	18	122	136	132	113	107	96	68	71	66
	19	98	106	90	104	90	67	61	45	55
	20 to 24	274	295	293	251	217	209	190	195	183
	25 to 29	153	179	136	153	127	137	99	92	117
	30 to 39	199	235	196	167	162	161	125	118	143
	40 to 59	372	383	391	321	311	302	272	276	250
	60 to 69	200	198	190	191	199	167	172	157	162
	70 to 79	202	204	198	196	176	194	176	198	163
	80 and over	146	146	158	125	134	151	152	135	149
All age groups ³		2,322	2,504	2,359	2,148	1,969	1,814	1,622	1,574	1,551

1 Figures have been rounded to the nearest whole number.

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

3 Includes cases where age was not reported.

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

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[Notes & Definitions](#)

Source: DfT STATS19

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Department for Transport statistics

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RAS30011

Reported killed or seriously injured casualties by gender, road user type and age, Great Britain, 2005-09 average, 2006 - 2013

		Number of casualties								
		2005-09 average ¹	2006	2007	2008	2009	2010	2011	2012	2013
All casualties										
Pedestrians	0 to 4 ²	234	239	253	216	214	221	229	216	188
	5 to 7	290	308	275	285	253	268	279	251	237
	8 to 11	548	557	554	518	475	502	497	463	429
	12 to 15	829	921	817	765	718	655	597	615	504
	16 to 19	589	612	604	577	502	439	457	439	378
	20 to 24	550	556	557	556	506	445	495	469	399
	25 to 59	2,156	2,287	2,236	2,142	1,926	1,815	1,945	2,099	1,950
	60 to 64	224	226	212	221	259	194	237	220	207
	65 to 69	204	206	218	210	187	160	199	226	218
	70 to 74	234	220	245	238	221	198	236	245	191
	75 to 79	262	259	271	266	222	212	246	269	212
	80 and over	513	528	557	514	472	411	412	407	414
All age groups ³		6,758	7,051	6,924	6,642	6,045	5,605	5,907	5,979	5,396
Pedal cyclists	0 to 4 ²	6	6	6	5	4	4	9	2	3
	5 to 7	43	48	40	29	45	36	30	31	25
	8 to 11	149	159	164	132	129	128	120	89	68
	12 to 15	287	290	312	251	280	230	239	202	186
	16 to 19	182	187	182	198	167	177	185	221	186
	20 to 24	186	182	167	193	205	196	273	304	284
	25 to 59	1,403	1,290	1,432	1,492	1,593	1,688	1,998	2,133	2,139
	60 and over	231	239	213	218	260	272	294	318	306
	All age groups ³		2,528	2,442	2,564	2,565	2,710	2,771	3,192	3,340
			2,528	2,442	2,564	2,565	2,710	2,771	3,192	3,340
Motorcycle riders 50cc and under	Under 16	23	30	18	12	15	9	10	4	4
	16	266	285	282	222	218	192	165	162	111
	17	121	139	144	108	99	76	61	64	71
	18	41	37	48	39	34	24	38	25	29
	19	25	28	30	22	19	11	26	19	17
	20 to 24	53	53	65	58	37	42	64	65	55
	25 to 59	147	156	173	135	124	113	120	154	112
	60 and over	18	11	19	21	26	10	20	21	13
	All age groups ³		701	748	792	626	576	481	511	416
			701	748	792	626	576	481	511	416
Motorcycle riders over 50cc ⁴	Under 16	28	32	27	25	14	18	10	5	12
	16	52	52	57	42	37	38	27	25	19
	17	224	216	230	222	189	157	204	168	165
	18	185	195	173	200	181	173	188	172	196
	19	169	180	186	163	138	141	190	186	169
	20 to 24	681	678	751	653	624	545	643	714	781
	25 to 59	3,666	3,770	3,835	3,547	3,459	3,063	3,283	2,951	2,876
	60 and over	212	200	237	214	264	287	304	322	314
	All age groups ³		5,297	5,403	5,584	5,141	4,978	4,461	4,878	4,568
			5,297	5,403	5,584	5,141	4,978	4,461	4,878	4,568
Car drivers	Under 17	33	39	32	33	14	14	9	5	6
	17	231	261	244	217	175	144	115	102	84
	18	410	462	420	372	343	252	227	170	159
	19	389	428	390	364	326	275	209	193	188
	20 to 24	1,412	1,546	1,426	1,315	1,182	999	1,001	913	859
	25 to 29	961	1,057	960	920	805	694	670	668	675
	30 to 39	1,493	1,658	1,463	1,323	1,251	1,084	919	960	839
	40 to 59	2,162	2,352	2,178	2,001	1,912	1,717	1,735	1,638	1,561
	60 to 69	602	655	565	607	563	556	539	544	511
	70 to 79	455	477	432	438	450	386	422	474	421
	80 and over	281	281	253	293	279	320	316	333	352
	All age groups ³	8,524	9,305	8,479	7,967	7,370	6,506	6,207	6,029	5,692
Car passengers	Under 17	721	831	714	651	607	478	418	416	347
	17	321	339	326	302	258	171	164	159	122
	18	314	372	327	290	257	200	155	170	139
	19	241	281	216	237	209	153	149	125	119
	20 to 24	739	801	793	626	599	515	482	504	456
	25 to 29	363	420	349	342	302	262	247	252	253
	30 to 39	404	461	400	342	338	318	279	287	282
	40 to 59	575	618	585	524	486	452	441	444	386
	60 to 69	257	266	258	230	245	219	223	194	211
	70 to 79	247	277	227	230	212	233	217	236	209
	80 and over	179	180	191	155	166	178	192	168	177
	All age groups ³	4,460	4,949	4,488	4,001	3,742	3,243	3,018	3,004	2,734

1 Figures have been rounded to the nearest whole number.

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

3 Includes cases where age was not reported.

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

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[Notes & Definitions](#)

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RAS30012

Reported casualties by time of accident and severity, Great Britain, 2003 - 2013

	Number of casualties										
	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Midnight to 01.59											
Killed	246	240	234	218	185	191	172	119	127	99	89
KSI ¹	1,898	1,746	1,569	1,591	1,438	1,350	1,236	943	989	921	819
All severities	9,299	8,812	8,189	8,103	7,564	6,798	6,529	5,750	5,287	5,074	4,526
02.00 to 03.59											
Killed	162	174	143	170	138	132	118	84	78	84	63
KSI	1,194	1,158	1,017	1,090	839	857	786	684	638	689	575
All severities	5,729	5,500	5,023	5,005	4,513	4,193	3,850	3,435	3,425	3,236	2,808
04.00 to 05.59											
Killed	91	126	110	113	113	91	90	67	66	74	63
KSI	623	754	633	707	700	629	574	534	515	485	496
All severities	3,179	3,432	3,212	3,452	3,460	3,192	2,961	2,866	2,684	2,704	2,602
06.00 to 07.59											
Killed	195	193	191	178	170	171	152	123	136	119	108
KSI	2,007	1,900	1,731	1,774	1,774	1,680	1,543	1,449	1,590	1,509	1,449
All severities	14,166	14,242	13,565	13,351	13,439	12,993	11,596	11,310	11,318	11,085	10,780
08.00 to 09.59											
Killed	239	216	218	206	214	166	181	141	137	123	119
KSI	3,152	2,976	2,682	2,642	2,681	2,578	2,548	2,334	2,385	2,378	2,258
All severities	32,265	31,512	30,150	29,452	28,665	27,453	25,493	24,798	24,087	23,206	22,013
10.00 to 11.59											
Killed	291	227	249	249	250	198	189	180	184	184	153
KSI	3,104	2,748	2,613	2,550	2,563	2,356	2,293	2,248	2,319	2,382	2,086
All severities	28,095	27,102	25,769	24,477	23,306	22,086	21,341	20,346	20,175	19,471	18,239
12.00 to 13.59											
Killed	351	290	299	289	304	231	185	183	180	176	182
KSI	3,942	3,385	3,252	3,263	3,175	2,905	2,930	2,737	2,773	2,701	2,684
All severities	36,330	33,817	32,915	31,116	29,757	27,179	27,397	26,033	24,939	23,733	22,292
14.00 to 15.59											
Killed	415	336	338	360	299	294	231	208	212	238	186
KSI	4,679	4,224	4,032	4,006	3,890	3,676	3,550	3,356	3,388	3,414	3,109
All severities	39,700	38,165	36,873	34,937	33,736	32,029	31,169	29,730	28,518	27,905	25,187
16.00 to 17.59											
Killed	451	430	399	413	367	328	290	258	245	219	259
KSI	5,805	5,406	5,118	5,039	4,760	4,540	4,240	3,968	4,105	3,986	3,925
All severities	48,464	46,931	45,726	42,543	41,400	37,947	37,070	34,985	35,296	33,640	31,897
18.00 to 19.59											
Killed	420	344	382	363	388	260	226	177	201	175	196
KSI	4,713	4,234	3,910	3,855	3,977	3,550	3,263	2,906	3,016	3,032	2,796
All severities	35,179	34,067	32,829	31,068	30,281	27,946	26,869	24,681	24,529	23,359	22,449
20.00 to 21.59											
Killed	308	332	322	303	268	241	206	165	174	132	145
KSI	3,249	3,129	3,007	2,914	2,717	2,480	2,179	1,904	1,844	1,928	1,800
All severities	21,742	21,366	20,849	19,823	18,421	17,000	16,122	14,456	13,958	13,195	12,611
22.00 to midnight											
Killed	339	313	316	310	250	235	182	145	161	131	149
KSI	2,845	2,689	2,587	2,413	2,203	1,967	1,765	1,447	1,457	1,365	1,369
All severities	16,433	15,879	15,887	15,054	13,214	12,071	11,728	10,249	9,721	9,110	8,256
Total ²											
Killed	3,508	3,221	3,201	3,172	2,946	2,538	2,222	1,850	1,901	1,754	1,713
KSI	37,215	34,351	32,155	31,845	30,720	28,572	26,912	24,510	25,023	24,793	23,370
All severities	290,607	280,840	271,017	258,404	247,780	230,905	222,146	208,648	203,950	195,723	183,670

1 Killed or seriously injured.

2 Includes cases where time was not reported.

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RAS30013

Reported casualty rates by road user type and severity, Great Britain, 2003 - 2013

	Driver/Rider casualty rate per billion vehicle miles/percentage										
	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Pedal cyclists ¹											
Killed	41	52	55	52	53	40	35	37	35	38	34
KSI ²	869	896	875	868	999	899	909	919	1,035	1,070	1,036
All severities	6,121	6,440	6,125	5,744	6,297	5,695	5,713	5,692	6,231	6,114	6,187
Pedal cyclists ³											
Killed	51	56	66	59	53	44	36	42	35	34	35
KSI	1,069	958	1,047	980	999	975	941	1,046	1,054	974	1,056
All severities	7,527	6,885	7,329	6,485	6,301	6,178	5,914	6,478	6,345	5,566	6,304
Motorcycle riders											
Killed	193	176	165	181	165	151	143	135	122	112	119
KSI	2,089	1,977	1,849	1,937	1,876	1,845	1,748	1,730	1,868	1,805	1,853
All severities	7,750	7,649	7,069	6,974	6,557	6,567	6,224	6,270	6,720	6,584	6,712
Car drivers											
Killed	4.8	4.5	4.5	4.3	3.8	3.5	2.9	2.4	2.5	2.3	2.3
KSI	46	42	39	38	34	32	30	27	26	25	24
All severities	511	498	490	466	441	411	393	374	350	336	313
Bus or coach drivers											
Killed	0.3	0.9	0	0.6	0	0	0.3	0.6	0	0.4	0.7
KSI	13	14	9.8	12	11	13	8.7	12	5.2	8.1	7.9
All severities	260	257	259	221	190	208	187	176	169	163	144
Van / Light goods drivers											
Killed	1.4	1.3	1.2	1.0	1.1	0.9	0.8	0.7	0.7	0.6	0.6
KSI	16	13	11	11	9	8	8	6.5	6.2	6.4	6.8
All severities	144	124	118	113	97	90	90	84	84	83	79
Heavy goods vehicle drivers											
Killed	2.4	2.3	2.7	2.0	2.3	1.1	0.7	1.6	1.6	1.9	1.3
KSI	21	20	19	18	17	12	10	12	11	11	9.5
All severities	147	135	136	118	115	92	79	83	75	73	71
All drivers and riders ⁴											
Killed	6.8	6.2	6.2	6.0	5.5	4.9	4.2	3.7	3.8	3.4	3.4
KSI	71	65	61	60	58	54	52	49	50	49	47
All severities	580	556	543	514	491	462	449	428	421	407	385
Percentage of all road user casualties accounted for by drivers and riders											
Killed	59	59	60	60	59	60	59	62	61	59	61
KSI	59	58	59	59	60	60	61	61	62	61	62
All severities	61	61	62	63	63	63	63	63	63	64	64

1 Pedal cyclists casualty rates calculated using Traffic count data

2 Killed or seriously injured.

3 Pedal cyclist casualty rates calculated using National Travel Survey data (based on England only resident sample)

4 Includes driver and riders of other vehicles.

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[Notes & Definitions](#)

Source: DfT STATS19, DfT National Road Traffic Survey

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RAS30014

Reported casualties by daylight and darkness, road surface condition, built-up and non built-up roads and severity, Great Britain, 2013

	Number of casualties							
	Daylight				Darkness			
	Dry	Wet or flood	Snow or ice	All ¹	Dry	Wet or flood	Snow or ice	All ¹
Motorways								
Killed	40	11	0	51	26	21	2	49
Serious	340	80	10	431	130	84	15	229
Slight	4,200	1,206	133	5,542	1,271	1,009	144	2,430
All severities	4,580	1,297	143	6,024	1,427	1,114	161	2,708
Built-up roads³								
Killed	333	68	5	406	171	138	3	312
Serious	7,949	1,857	116	9,942	2,617	1,756	122	4,501
Slight	66,074	17,070	1,650	84,953	17,523	11,941	969	30,488
All severities	74,356	18,995	1,771	95,301	20,311	13,835	1,094	35,301
Non built-up roads³								
Killed	421	149	10	580	156	146	12	315
Serious	3,437	1,147	155	4,741	860	834	118	1,813
Slight	17,852	7,987	1,403	27,267	4,093	4,587	918	9,620
All severities	21,710	9,283	1,568	32,588	5,109	5,567	1,048	11,748
All speed limits⁴								
Killed	794	228	15	1,037	353	305	17	676
Serious	11,726	3,084	281	15,114	3,607	2,674	255	6,543
Slight	88,126	26,263	3,186	117,762	22,887	17,537	2,031	42,538
All severities	100,646	29,575	3,482	133,913	26,847	20,516	2,303	49,757

1 Includes cases where road surface condition was not reported.

2 Includes cases where lighting condition was not reported.

3 Excludes motorways.

4 Includes cases where speed limit was not reported.

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RAS30015

Reported casualties by daylight and darkness, weather condition, built-up and non built-up roads and severity, Great Britain, 2013

	Number of casualties							
	Daylight				Darkness			
	Fine	Raining	Snowing	Fog	Fine	Raining	Snowing	Fog
Motorways								
Killed	47	2	0	0	33	10	3	1
Serious	375	42	4	3	174	43	5	2
Slight	4,618	681	80	27	1,702	504	110	20
All severities	5,040	725	84	30	1,909	557	118	23
Built-up roads ²								
Killed	370	24	2	0	250	53	2	0
Serious	8,798	771	66	20	3,459	777	56	28
Slight	73,314	7,878	951	160	22,545	5,737	612	159
All severities	82,482	8,673	1,019	180	26,254	6,567	670	187
Non built-up roads ²								
Killed	507	54	5	1	259	40	8	0
Serious	4,113	429	59	40	1,367	297	66	21
Slight	22,336	3,342	611	287	6,718	1,843	425	161
All severities	26,956	3,825	675	328	8,344	2,180	499	182
All speed limits ³								
Killed	924	80	7	1	542	103	13	1
Serious	13,286	1,242	129	63	5,000	1,117	127	51
Slight	100,268	11,901	1,642	474	30,965	8,084	1,147	340
All severities	114,478	13,223	1,778	538	36,507	9,304	1,287	392

1 Includes cases where lighting condition and/or weather condition was not reported.

2 Excludes motorways.

3 Includes cases where speed limit was not reported.

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[Notes & Definitions](#)

Source: DfT STATS19

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Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013>

RAS30016

Reported casualties by built-up and non built-up roads and motorways, severity and road user type, Great Britain, 2013

	Number of casualties											
	Motorways			Built-up roads ¹			Non built-up roads ¹			All speed limits ²		
	Killed	KSI ³	All	Killed	KSI	All	Killed	KSI	All	Killed	KSI	All
Pedestrian												
Children	1	1	1	22	1,333	6,324	3	24	71	26	1,358	6,396
Adults	16	34	58	264	3,635	16,366	92	300	701	372	3,969	17,125
All ages ⁴	17	35	59	286	5,034	23,191	95	327	783	398	5,396	24,033
Pedal cyclist												
Children	0	0	0	4	257	1,891	2	25	67	6	282	1,958
Adults	0	1	2	53	2,401	15,533	50	513	1,554	103	2,915	17,089
All ages ⁴	0	1	2	57	2,708	17,788	52	543	1,648	109	3,252	19,438
Horse rider												
Children	0	0	0	0	1	5	0	0	6	0	1	11
Adults	0	0	0	1	14	35	1	14	50	2	28	85
All ages ⁴	0	0	0	1	15	43	1	15	58	2	30	101
Motorcycle 50cc and under												
Riders and passengers	0	0	0	2	369	2,113	1	57	263	3	426	2,376
Motorcycle over 50cc ⁵												
Riders	13	84	236	128	2,798	11,718	175	1,686	3,762	316	4,568	15,716
Passengers	1	8	21	3	115	426	8	80	213	12	203	660
All casualties	14	92	257	131	2,913	12,144	183	1,766	3,975	328	4,771	16,376
Car and taxi												
Drivers	37	324	4,915	145	2,369	46,047	365	2,986	23,956	547	5,679	74,918
Passengers	16	186	2,616	71	1,187	21,376	149	1,329	10,405	236	2,702	34,397
All casualties	53	510	7,531	216	3,556	67,423	514	4,315	34,361	783	8,381	109,315
Minibuses												
Drivers	0	1	14	0	5	80	1	7	49	1	13	143
Passengers	0	7	58	1	11	136	0	14	135	1	32	329
All casualties	0	8	72	1	16	216	1	21	184	2	45	472
Bus or coach												
Drivers	0	3	5	1	15	346	1	4	53	2	22	404
Passengers	1	23	65	7	257	4,035	0	40	369	8	320	4,469
All casualties	1	26	70	8	272	4,381	1	44	422	10	342	4,873
of whom were passengers boarding or alighting												
Children	0	0	0	0	2	58	0	0	0	0	2	58
Adults	0	0	0	1	57	423	0	1	3	1	58	426
All ages ⁴	0	0	0	1	60	517	0	1	3	1	61	520
Van / Light goods vehicle												
Drivers	5	25	320	4	102	1,730	17	161	1,325	26	288	3,375
Passengers	0	6	122	1	32	538	10	45	391	11	83	1,051
All casualties	5	31	442	5	134	2,268	27	206	1,716	37	371	4,426
Heavy goods vehicle												
Drivers	9	40	236	1	29	315	10	80	567	20	149	1,118
Passengers	0	5	29	0	7	71	1	7	78	1	19	178
All casualties	9	45	265	1	36	386	11	87	645	21	168	1,296
Other vehicle												
Drivers / Riders	1	6	22	10	92	509	7	53	205	18	151	736
Passengers	0	6	12	0	16	140	2	15	76	2	37	228
All casualties	1	12	34	10	108	649	9	68	281	20	188	964
All road users ⁶												
Children	2	18	462	28	1,741	13,084	18	221	2,210	48	1,980	15,756
Adults	98	739	8,159	690	13,203	114,931	877	7,190	41,772	1,665	21,132	164,862
All ages ⁴	100	760	8,732	718	15,161	130,602	895	7,449	44,336	1,713	23,370	183,670

1 Excludes motorways.

2 Includes cases where speed limit was not reported.

3 Killed or seriously injured.

4 Includes cases where age was not reported.

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

6 Includes cases where vehicle type was not reported.

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Department for Transport statistics

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RAS30017

Casualties in reported accidents involving vehicles of different types by built-up and non built-up roads, road class and severity, Great Britain, 2013

	Number of casualties							
	Pedal cycle	Motorcycle ¹	Car	Bus or coach	Van / Light goods vehicle	Heavy goods vehicle	Other vehicle	Any vehicle ²
Built-up roads³								
A roads								
Killed	33	75	260	22	32	49	10	355
KSI ⁴	1,218	1,660	5,004	349	481	260	84	6,321
All severities	8,320	8,278	51,317	3,817	5,245	1,892	732	58,486
B roads								
Killed	10	20	84	11	5	9	4	107
KSI	413	511	1,799	84	125	51	44	2,184
All severities	2,456	2,154	15,717	871	1,321	370	239	17,460
Other roads								
Killed	21	52	186	18	18	21	10	256
KSI	1,210	1,371	5,410	273	470	156	148	6,656
All severities	7,896	5,857	48,894	2,493	4,267	946	841	54,656
All built-up roads⁵								
Killed	64	147	530	51	55	79	24	718
KSI	2,841	3,542	12,213	706	1,076	467	276	15,161
All severities	18,672	16,289	115,928	7,181	10,833	3,208	1,812	130,602
Non built-up roads³								
A roads								
Killed	30	130	507	14	63	123	27	621
KSI	288	1,216	3,882	79	441	552	150	4,742
All severities	933	3,151	26,590	510	3,368	2,816	650	29,080
B roads								
Killed	15	30	106	3	16	10	7	130
KSI	80	326	972	21	90	55	51	1,193
All severities	268	736	5,594	98	510	237	168	6,205
Other roads								
Killed	12	27	114	1	14	14	8	144
KSI	194	336	1,186	17	117	58	63	1,514
All severities	578	902	8,096	160	787	293	297	9,051
All non built-up roads⁵								
Killed	57	187	727	18	93	147	42	895
KSI	562	1,878	6,040	117	648	665	264	7,449
All severities	1,779	4,789	40,280	768	4,665	3,346	1,115	44,336
All speed limits⁶								
Motorways								
Killed	0	14	74	1	14	32	2	100
KSI	1	93	626	27	91	222	19	760
All severities	3	275	8,182	117	1,180	1,894	132	8,732
A roads								
Killed	63	205	767	36	95	172	37	976
KSI	1,506	2,876	8,886	428	922	812	234	11,063
All severities	9,253	11,429	77,907	4,327	8,613	4,708	1,382	87,566
B roads								
Killed	25	50	190	14	21	19	11	237
KSI	493	837	2,771	105	215	106	95	3,377
All severities	2,724	2,890	21,311	969	1,831	607	407	23,665
Other roads								
Killed	33	79	300	19	32	35	18	400
KSI	1,404	1,707	6,596	290	587	214	211	8,170
All severities	8,474	6,759	56,990	2,653	5,054	1,239	1,138	63,707
Total^{5,6}								
Killed	121	348	1,331	70	162	258	68	1,713
KSI	3,404	5,513	18,879	850	1,815	1,354	559	23,370
All severities	20,454	21,353	164,390	8,066	16,678	8,448	3,059	183,670

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

1 Includes electric motorcycles, combinations and scooters.

4 Killed or seriously injured.

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

5 Includes cases where road class was not reported.

3 Excludes motorways.

6 Includes cases where speed limit was not reported.

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[Notes & Definitions](#)

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RAS30018

Reported casualty and accident rates by urban and rural roads, road class, road user type, severity and pedestrian involvement, Great Britain, 2013

	Rate per billion vehicle miles									
	Urban roads ¹			Rural roads ¹			All roads			
	A road	Other ²	All urban ³	A road	Other ²	All rural ³	Motorway	A road	Other ²	Total ³
Pedal cycle										
Accidents involving	17,991	5,008	7,512	12,684	2,474	3,686	..	16,826	4,164	6,313
User casualties	17,525	4,924	7,355	12,744	2,494	3,711	..	16,475	4,115	6,212
of whom killed	60	12	21	283	35	64	..	109	20	35
seriously injured	2,453	717	1,052	3,107	603	900	..	2,596	679	1,004
Pedestrians hit by a cycle	533	119	199	103	31	40	..	439	90	149
of whom killed	7.2	1.7	2.8	0	0	0	..	5.7	1.2	1.9
seriously injured	84	29	40	34	4.6	8.1	..	73	21	30
Motorcycle										
Accidents involving	13,294	7,994	10,111	5,015	5,053	5,031	1,031	8,620	6,815	7,105
User casualties	12,647	7,678	9,663	5,203	5,198	5,201	1,108	8,445	6,684	6,972
of whom killed	84	65	73	223	148	190	60	163	98	123
seriously injured	2,401	1,748	2,009	1,920	1,834	1,882	336	2,129	1,782	1,809
Pedestrians hit by a motorcycle	1,015	404	648	41	51	45	0	465	263	328
of whom killed	20	2.6	9.4	1.5	0	0.8	0	9.4	1.6	4.8
seriously injured	192	86	128	9.0	19	14	0	89	59	67
Car										
Accidents involving	874	826	847	316	535	387	105	521	714	507
User casualties	683	551	608	404	576	460	161	507	561	458
of whom killed	2.0	1.0	1.4	5.8	6.4	6.0	1.1	4.4	3.1	3.3
seriously injured	26	26	26	41	61	47	9.8	36	39	32
Pedestrians hit by a car	138	220	185	11	54	25	0.7	58	156	81
of whom killed	2.1	1.5	1.7	0.8	1.4	1.0	0.2	1.3	1.5	1.1
seriously injured	31	42	37	3.3	12	6.1	0.1	13	30	17
Bus or coach										
Accidents involving	3,658	2,368	2,932	695	1,429	944	145	2,389	2,153	2,080
User casualties	2,997	1,937	2,401	715	1,107	848	274	2,020	1,747	1,740
of whom killed	2.7	6.3	4.7	1.8	0	1.2	3.9	2.3	4.8	3.6
seriously injured	181	117	145	61	91	71	98	130	111	119
Pedestrians hit by a bus or coach	665	477	559	59	175	98	0	405	408	369
of whom killed	12	13	12	7.2	3.5	5.9	0	10	10	9.3
seriously injured	142	107	123	11	14	12	0	86	86	78
Van / Light goods vehicle										
Accidents involving	584	412	483	193	254	214	83	322	344	282
User casualties	159	98	123	109	119	112	52	126	107	104
of whom killed	0.3	0.2	0.3	1.8	0.9	1.5	0.6	1.3	0.5	0.9
seriously injured	8.4	5.3	6.6	10	12	11	3.0	9.7	8.3	7.8
Pedestrians hit by an LGV	64	93	81	6.3	22	12	0.4	25	62	34
of whom killed	1.0	1.6	1.3	0.5	0	0.3	0.2	0.6	0.9	0.7
seriously injured	14	17	15	1.5	4.8	2.7	0	5.5	11	6.6
Heavy goods vehicle										
Accidents involving	813	1,161	918	369	826	428	181	466	976	389
User casualties	93	161	113	107	205	120	38	104	185	83
of whom killed	0	0	0	1.9	1.2	1.9	1.3	1.5	0.7	1.3
seriously injured	7.0	13	8.9	13	20	14	5.2	12	17	9.4
Pedestrians hit by an HGV	83	244	132	11	54	16	3.5	26	139	27
of whom killed	13	15	14	2.1	3.6	2.3	1.0	4.6	8.6	3.4
seriously injured	27	54	35	4.1	13	5.2	1.6	9.1	31	7.9
All vehicles ⁴										
Accidents involving	825	748	781	275	479	342	85	472	642	452
User casualties	905	712	795	400	602	466	137	581	669	520
of whom killed	3.1	2.1	2.6	7.0	7.8	7.3	1.3	5.6	4.3	4.3
seriously injured	72	64	67	54	87	65	10	60	73	54
All pedestrian casualties	149	208	183	11	51	24	0.9	61	146	78
of whom killed	2.7	1.8	2.2	0.9	1.2	1.0	0.3	1.5	1.6	1.3
seriously injured	33	41	37	3.3	11	5.7	0.3	14	29	16

1 See urban and rural definitions.

2 B, C and unclassified roads; excludes cases where road class was not reported.

3 Includes cases where road class was not reported.

4 Includes other vehicles and cases where vehicle or road user type was not reported.

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RAS30018

Reported casualty and accident rates by urban and rural roads, road class, road user type, severity and pedestrian involvement, Great Britain, 2013

	Rate per billion vehicle kilometres									
	Urban roads ¹			Rural roads ¹			All roads			
	A road	Other ²	All urban ³	A road	Other ²	All rural ³	Motorway	A road	Other ²	Total ³
Pedal cycle										
Accidents involving	11,179	3,112	4,668	7,881	1,538	2,291	..	10,455	2,587	3,922
User casualties	10,889	3,060	4,570	7,919	1,550	2,306	..	10,237	2,557	3,860
of whom killed	37	7.5	13	176	22	40	..	68	12	22
seriously injured	1,524	445	653	1,930	375	559	..	1,613	422	624
Pedestrians hit by a cycle	331	74	124	64	19	25	..	273	56	93
of whom killed	4.5	1.1	1.7	0	0	0	..	3.5	0.7	1.2
seriously injured	52	18	25	21	2.9	5.1	..	46	13	18
Motorcycle										
Accidents involving	8,261	4,967	6,283	3,116	3,140	3,126	640	5,356	4,235	4,415
User casualties	7,859	4,771	6,004	3,233	3,230	3,232	689	5,247	4,153	4,332
of whom killed	52	40	45	139	92	118	38	101	61	76
seriously injured	1,492	1,086	1,248	1,193	1,140	1,170	209	1,323	1,108	1,124
Pedestrians hit by a motorcycle	631	251	403	25	31	28	0	289	163	204
of whom killed	12	1.6	5.8	0.9	0	0.5	0	5.8	1.0	3.0
seriously injured	119	53	80	5.6	12	8.4	0	55	37	42
Car										
Accidents involving	543	514	526	196	332	241	65	324	443	315
User casualties	424	343	378	251	358	286	100	315	349	284
of whom killed	1.2	0.6	0.9	3.6	4.0	3.7	0.7	2.7	1.9	2.0
seriously injured	16	16	16	26	38	30	6.1	22	24	20
Pedestrians hit by a car	86	136	115	7.1	34	16	0.4	36	97	51
of whom killed	1.3	0.9	1.1	0.5	0.9	0.6	0.1	0.8	0.9	0.7
seriously injured	19	26	23	2.1	7.3	3.8	0.1	8.3	19	10
Bus or coach										
Accidents involving	2,273	1,472	1,822	432	888	586	90	1,484	1,338	1,292
User casualties	1,862	1,204	1,492	444	688	527	171	1,255	1,085	1,081
of whom killed	1.7	3.9	2.9	1.1	0	0.7	2.4	1.4	3.0	2.2
seriously injured	113	73	90	38	57	44	61	81	69	74
Pedestrians hit by a bus or coach	413	296	347	37	109	61	0	252	253	230
of whom killed	7.5	7.8	7.7	4.5	2.2	3.7	0	6.2	6.5	5.8
seriously injured	88	67	76	6.7	8.7	7.4	0	53	53	49
Van / Light goods vehicle										
Accidents involving	363	256	300	120	158	133	51	200	214	175
User casualties	99	61	76	68	74	70	32	78	66	65
of whom killed	0.2	0.1	0.2	1.1	0.6	0.9	0.4	0.8	0.3	0.5
seriously injured	5.2	3.3	4.1	6.4	7.7	6.8	1.9	6.0	5.2	4.9
Pedestrians hit by an LGV	40	58	50	3.9	14	7.3	0.2	16	39	21
of whom killed	0.6	1.0	0.8	0.3	0	0.2	0.1	0.4	0.6	0.4
seriously injured	8.5	10	9.5	0.9	3.0	1.7	0	3.4	7.1	4.1
Heavy goods vehicle										
Accidents involving	505	722	570	229	513	266	113	289	606	241
User casualties	58	100	70	67	127	74	24	65	115	51
of whom killed	0	0	0	1.2	0.7	1.2	0.8	0.9	0.4	0.8
seriously injured	4.4	8.3	5.5	8.1	13	8.7	3.2	7.3	11	5.8
Pedestrians hit by an HGV	52	152	82	6.6	34	10	2.1	16	86	17
of whom killed	8.3	9.3	8.6	1.3	2.2	1.4	0.6	2.8	5.4	2.1
seriously injured	17	33	22	2.5	8.2	3.3	1.0	5.7	19	4.9
All vehicles ⁴										
Accidents involving	512	465	485	171	298	212	53	294	399	281
User casualties	562	443	494	249	374	290	85	361	416	323
of whom killed	2.0	1.3	1.6	4.3	4.8	4.5	0.8	3.5	2.7	2.7
seriously injured	44	40	42	33	54	40	6.3	37	45	34
All pedestrian casualties	93	129	114	7.1	31	15	0.6	38	91	49
of whom killed	1.7	1.1	1.4	0.6	0.8	0.6	0.2	1.0	1.0	0.8
seriously injured	20	25	23	2.0	6.7	3.6	0.2	8.6	18	10

1 See urban and rural definitions.

2 B, C and unclassified roads; excludes cases where road class was not reported.

3 Includes cases where road class was not reported.

4 Includes other vehicles and cases where vehicle or road user type was not reported.

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RAS30018

Reported casualty and accident rates by urban and rural roads, road class, road user type, severity and pedestrian involvement, Great Britain, 2013

	Number of casualties									
	Urban roads ¹			Rural roads ¹			All roads			
	A road	Other ²	All urban ³	A road	Other ²	All rural ³	Motorway	A road	Other ²	Total ³
Pedal cycle										
Accidents involving	7,453	8,678	16,131	1,478	2,141	3,619	..	8,931	10,819	19,752
User casualties	7,260	8,533	15,793	1,485	2,158	3,643	..	8,745	10,691	19,438
of whom killed	25	21	46	33	30	63	..	58	51	109
seriously injured	1,016	1,242	2,258	362	522	884	..	1,378	1,764	3,143
Pedestrians hit by a cycle	221	206	427	12	27	39	..	233	233	466
of whom killed	3	3	6	0	0	0	..	3	3	6
seriously injured	35	50	85	4	4	8	..	39	54	93
Motorcycle										
Accidents involving	6,799	6,147	12,946	3,325	2,598	5,923	239	10,124	8,745	19,108
User casualties	6,468	5,904	12,372	3,450	2,673	6,123	257	9,918	8,577	18,752
of whom killed	43	50	93	148	76	224	14	191	126	331
seriously injured	1,228	1,344	2,572	1,273	943	2,216	78	2,501	2,287	4,866
Pedestrians hit by a motorcycle	519	311	830	27	26	53	0	546	337	883
of whom killed	10	2	12	1	0	1	0	11	2	13
seriously injured	98	66	164	6	10	16	0	104	76	180
Car										
Accidents involving	34,515	43,096	77,611	21,473	17,627	39,100	4,986	55,988	60,723	121,697
User casualties	26,978	28,746	55,724	27,474	18,986	46,460	7,603	54,452	47,732	109,787
of whom killed	78	53	131	391	210	601	53	469	263	785
seriously injured	1,037	1,346	2,383	2,792	2,001	4,793	465	3,829	3,347	7,641
Pedestrians hit by a car	5,470	11,453	16,923	774	1,796	2,570	32	6,244	13,249	19,525
of whom killed	81	78	159	55	46	101	8	136	124	268
seriously injured	1,217	2,207	3,424	226	385	611	7	1,443	2,592	4,042
Bus or coach										
Accidents involving	2,723	2,270	4,993	388	408	796	37	3,111	2,678	5,826
User casualties	2,231	1,857	4,088	399	316	715	70	2,630	2,173	4,873
of whom killed	2	6	8	1	0	1	1	3	6	10
seriously injured	135	112	247	34	26	60	25	169	138	332
Pedestrians hit by a bus or coach	495	457	952	33	50	83	0	528	507	1,035
of whom killed	9	12	21	4	1	5	0	13	13	26
seriously injured	106	103	209	6	4	10	0	112	107	219
Van / Light goods vehicle										
Accidents involving	3,600	3,609	7,209	2,405	1,688	4,093	706	6,005	5,297	12,008
User casualties	980	854	1,834	1,359	791	2,150	442	2,339	1,645	4,426
of whom killed	2	2	4	22	6	28	5	24	8	37
seriously injured	52	46	98	128	82	210	26	180	128	334
Pedestrians hit by an LGV	395	816	1,211	79	147	226	3	474	963	1,440
of whom killed	6	14	20	6	0	6	2	12	14	28
seriously injured	84	145	229	19	32	51	0	103	177	280
Heavy goods vehicle										
Accidents involving	1,277	780	2,057	2,085	689	2,774	1,261	3,362	1,469	6,092
User casualties	146	108	254	606	171	777	265	752	279	1,296
of whom killed	0	0	0	11	1	12	9	11	1	21
seriously injured	11	9	20	74	17	91	36	85	26	147
Pedestrians hit by an HGV	131	164	295	60	45	105	24	191	209	424
of whom killed	21	10	31	12	3	15	7	33	13	53
seriously injured	43	36	79	23	11	34	11	66	47	124
All vehicles ⁴										
Accidents involving	40,337	48,665	89,002	24,086	20,175	44,261	5,397	64,423	68,840	138,660
User casualties	44,272	46,319	90,591	35,001	25,372	60,373	8,673	79,273	71,691	159,637
of whom killed	154	138	292	612	328	940	83	766	466	1,315
seriously injured	3,498	4,156	7,654	4,703	3,660	8,363	642	8,201	7,816	16,659
All pedestrian casualties	7,290	13,547	20,837	1,003	2,134	3,137	59	8,293	15,681	24,033
of whom killed	131	120	251	79	51	130	17	210	171	398
seriously injured	1,601	2,638	4,239	285	456	741	18	1,886	3,094	4,998

1 See urban and rural definitions.

2 B, C and unclassified roads; excludes cases where road class was not reported.

3 Includes cases where road class was not reported.

4 Includes other vehicles and cases where vehicle or road user type was not reported.

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[Notes & Definitions](#)

Source: DfT STATS19, DfT National Road Traffic Survey

Last updated: 25 September 2014

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The figures in this table are National Statistics

Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013>

RAS30019

Reported casualties by accident and casualty severity and road user type, Great Britain, 2013

	Number of casualties								
	Casualties in fatal accidents				Casualties in serious accidents			Casualties in slight accidents	Casualties in all accidents
	Killed	Serious	Slight	Total	Serious	Slight	Total	Slight	Total
Pedestrians	398	19	18	435	4,979	210	5,189	18,409	24,033
Pedal cyclists	109	2	5	116	3,141	80	3,221	16,101	19,438
Motorcycle 50cc and under ¹ riders and passengers	3	0	0	3	423	21	444	1,929	2,376
Motorcycle 51cc - 125cc ¹ Riders	50	1	3	54	1,464	51	1,515	5,507	7,076
Passengers	2	0	0	2	28	12	40	70	112
Motorcycle 126cc - 500cc ¹ Riders	29	0	4	33	538	25	563	1,405	2,001
Passengers	0	0	0	0	32	16	48	58	106
Motorcycle over 500cc ¹ Riders	237	9	5	251	2,227	82	2,309	4,048	6,608
Passengers	10	4	1	15	126	53	179	246	440
Other motorcycles ² Riders	0	0	0	0	13	0	13	18	31
Passengers	0	0	0	0	1	0	1	1	2
Taxi/Private hire car Drivers	4	3	7	14	67	55	122	1,098	1,234
Passengers	4	3	6	13	82	71	153	1,214	1,380
Car Drivers	543	185	289	1,017	4,877	2,736	7,613	65,054	73,684
Passengers	232	200	210	642	2,181	2,146	4,327	28,048	33,017
Minibus Drivers	1	0	0	1	12	11	23	119	143
Passengers	1	6	5	12	25	56	81	236	329
Bus or coach Drivers	2	2	8	12	18	39	57	335	404
Passengers	8	19	63	90	293	315	608	3,771	4,469
Van / Light goods vehicle Drivers	26	16	44	86	246	179	425	2,864	3,375
Passengers	11	6	15	32	66	67	133	886	1,051
Heavy goods vehicle Rigid Drivers	8	3	24	35	53	60	113	535	683
Passengers	1	2	2	5	15	11	26	127	158
Articulated Drivers	12	2	23	37	71	28	99	299	435
Passengers	0	0	2	2	1	1	2	16	20
Total ³ Drivers	20	5	47	72	124	88	212	834	1,118
Passengers	1	2	4	7	16	12	28	143	178
Other vehicle Drivers	20	2	8	30	159	28	187	620	837
Passengers	2	3	6	11	32	27	59	158	228
All casualties ⁴	1,713	487	748	2,948	21,170	6,380	27,550	153,172	183,670

1 Includes data on scooters and motorcycle combinations.

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

3 Includes cases where HGV type was not reported.

4 Includes cases where road user type was not reported.

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[Notes & Definitions](#)

Source: DfT STATS19

Last updated: 25 September 2014

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Department for Transport statistics

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RAS30020

Reported casualties and casualty rates by month, road user type and severity, Great Britain, 2013

	Number of casualties/rate per billion vehicle miles												
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Pedestrians													
Killed	39	21	28	26	25	21	31	27	38	38	53	51	398
KSI ¹	443	399	422	385	426	424	438	416	431	476	566	570	5,396
All severities	1,970	1,781	1,862	1,777	1,868	1,931	1,955	1,711	1,995	2,302	2,468	2,413	24,033
of whom children													
Killed	1	2	2	2	3	0	1	1	1	3	6	4	26
KSI	95	104	123	116	119	142	124	105	124	119	103	84	1,358
All severities	455	472	514	524	552	608	607	468	575	626	551	444	6,396
Pedal cyclists													
Killed	9	7	4	8	11	10	12	11	13	4	13	7	109
KSI	182	172	191	234	275	310	416	366	320	313	275	198	3,252
All severities	1,108	1,079	1,031	1,343	1,641	2,003	2,476	1,937	1,975	2,029	1,647	1,169	19,438
of whom children													
Killed	0	0	0	1	1	1	1	1	1	0	0	0	6
KSI	9	9	13	23	27	33	56	34	37	22	7	12	282
All severities	59	58	79	139	192	254	340	263	230	182	93	69	1,958
Horse riders													
Killed	1	0	0	0	1	0	0	0	0	0	0	0	2
KSI	2	1	5	1	3	3	6	1	2	3	1	2	30
All severities	5	8	5	6	10	8	14	14	5	7	12	7	101
Motorcycle² users													
Killed	16	10	18	27	42	35	48	43	37	29	13	13	331
KSI	238	266	287	445	541	556	661	563	516	452	379	293	5,197
All severities	982	1,083	1,048	1,422	1,821	1,871	2,054	1,874	1,834	1,816	1,678	1,269	18,752
Rate (all m'cycle users)	8,472	8,212	6,482	6,698	6,773	6,239	6,040	6,098	6,588	8,168	8,819	7,897	6,972
Car users													
Killed	54	47	62	71	72	63	61	61	59	75	71	79	775
KSI	620	616	598	583	712	655	677	702	724	750	780	801	8,218
All severities	8,274	7,672	8,497	7,638	8,814	8,693	9,404	9,200	8,788	9,910	10,186	9,625	106,701
Other car³ users													
Killed	0	0	1	0	1	0	1	4	1	1	1	0	10
KSI	15	15	20	13	18	14	18	14	18	22	16	25	208
All severities	253	210	286	168	226	242	284	249	258	319	277	314	3,086
All car users	8,527	7,882	8,783	7,806	9,040	8,935	9,688	9,449	9,046	10,229	10,463	9,939	109,787
Rate (all car users)	494	449	456	397	432	438	446	427	438	490	526	508	458
Bus or coach users													
Killed	0	2	0	2	0	0	0	2	1	0	2	1	10
KSI	31	21	17	41	23	22	25	23	41	43	31	24	342
All severities	332	375	354	394	377	425	435	462	483	453	445	338	4,873
Rate (all bus users)	1,609	1,814	1,572	1,764	1,505	1,788	1,652	1,907	2,003	1,836	1,854	1,551	1,740
Van / Light goods veh users													
Killed	3	2	2	2	2	6	4	2	4	4	3	3	37
KSI	26	26	26	25	36	33	41	31	27	38	37	25	371
All severities	288	354	374	304	319	361	418	395	347	435	435	396	4,426
Heavy goods vehicle users													
Killed	1	5	2	2	2	1	2	1	0	2	1	2	21
KSI	13	15	12	13	13	13	21	13	18	13	13	11	168
All severities	123	98	100	93	98	106	124	109	116	111	111	107	1,296
All goods vehicle users⁴	411	452	474	397	417	470	544	505	463	547	547	507	5,734
Rate (all goods veh users)	97	106	102	85	81	96	102	98	91	104	112	110	98
Agricultural vehicle users													
Killed	0	0	0	0	3	0	1	0	0	0	0	0	4
KSI	2	3	1	1	6	2	6	1	1	1	1	3	28
All severities	6	11	5	11	16	13	17	13	11	3	5	7	118
All road users													
Killed	124	95	117	140	161	138	163	151	154	157	157	156	1,713
KSI	1,578	1,544	1,590	1,756	2,069	2,048	2,330	2,148	2,112	2,125	2,111	1,959	23,370
All severities	13,396	12,726	13,629	13,225	15,266	15,729	17,265	16,047	15,882	17,457	17,331	15,717	183,670
of whom children													
Killed	2	2	3	4	6	2	3	4	5	3	8	6	48
KSI	129	131	166	171	177	200	211	168	194	169	143	121	1,980
All severities	1,005	984	1,172	1,199	1,383	1,486	1,670	1,504	1,443	1,498	1,283	1,129	15,756
Rate (all ages)	605	569	556	529	568	602	615	572	598	648	680	635	599

1 Killed or seriously injured.

2 Includes electric motorcycles, combinations, scooters and mopeds.

3 Includes taxis and minibuses.

4 Includes unknown goods vehicle weight

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[Notes & Definitions](#)

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The figures in this table are National Statistics

Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013>

RAS30020

Reported casualties and casualty rates by month, road user type and severity, Great Britain, 2013

	Number of casualties/rate per billion vehicle kilometres												
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Pedestrians													
Killed	39	21	28	26	25	21	31	27	38	38	53	51	398
KSI ¹	443	399	422	385	426	424	438	416	431	476	566	570	5,396
All severities	1,970	1,781	1,862	1,777	1,868	1,931	1,955	1,711	1,995	2,302	2,468	2,413	24,033
of whom children													
Killed	1	2	2	2	3	0	1	1	1	3	6	4	26
KSI	95	104	123	116	119	142	124	105	124	119	103	84	1,358
All severities	455	472	514	524	552	608	607	468	575	626	551	444	6,396
Pedal cyclists													
Killed	9	7	4	8	11	10	12	11	13	4	13	7	109
KSI	182	172	191	234	275	310	416	366	320	313	275	198	3,252
All severities	1,108	1,079	1,031	1,343	1,641	2,003	2,476	1,937	1,975	2,029	1,647	1,169	19,438
of whom children													
Killed	0	0	0	1	1	1	1	1	1	0	0	0	6
KSI	9	9	13	23	27	33	56	34	37	22	7	12	282
All severities	59	58	79	139	192	254	340	263	230	182	93	69	1,958
Horse riders													
Killed	1	0	0	0	1	0	0	0	0	0	0	0	2
KSI	2	1	5	1	3	3	6	1	2	3	1	2	30
All severities	5	8	5	6	10	8	14	14	5	7	12	7	101
Motorcycle² users													
Killed	16	10	18	27	42	35	48	43	37	29	13	13	331
KSI	238	266	287	445	541	556	661	563	516	452	379	293	5,197
All severities	982	1,083	1,048	1,422	1,821	1,871	2,054	1,874	1,834	1,816	1,678	1,269	18,752
Rate (all m'cycle users)	5,264	5,103	4,028	4,162	4,208	3,877	3,753	3,789	4,094	5,076	5,480	4,907	4,332
Car users													
Killed	54	47	62	71	72	63	61	61	59	75	71	79	775
KSI	620	616	598	583	712	655	677	702	724	750	780	801	8,218
All severities	8,274	7,672	8,497	7,638	8,814	8,693	9,404	9,200	8,788	9,910	10,186	9,625	106,701
Other car³ users													
Killed	0	0	1	0	1	0	1	4	1	1	1	0	10
KSI	15	15	20	13	18	14	18	14	18	22	16	25	208
All severities	253	210	286	168	226	242	284	249	258	319	277	314	3,086
All car users	8,527	7,882	8,783	7,806	9,040	8,935	9,688	9,449	9,046	10,229	10,463	9,939	109,787
Rate (all car users)	307	279	283	247	268	272	277	265	272	305	327	316	284
Bus or coach users													
Killed	0	2	0	2	0	0	0	2	1	0	2	1	10
KSI	31	21	17	41	23	22	25	23	41	43	31	24	342
All severities	332	375	354	394	377	425	435	462	483	453	445	338	4,873
Rate (all bus users)	1,000	1,127	977	1,096	935	1,111	1,026	1,185	1,244	1,141	1,152	964	1,081
Van / Light goods veh users													
Killed	3	2	2	2	2	6	4	2	4	4	3	3	37
KSI	26	26	26	25	36	33	41	31	27	38	37	25	371
All severities	288	354	374	304	319	361	418	395	347	435	435	396	4,426
Heavy goods vehicle users													
Killed	1	5	2	2	2	1	2	1	0	2	1	2	21
KSI	13	15	12	13	13	13	21	13	18	13	13	11	168
All severities	123	98	100	93	98	106	124	109	116	111	111	107	1,296
All goods vehicle users⁴	411	452	474	397	417	470	544	505	463	547	547	507	5,734
Rate (all goods veh users)	60	66	63	53	50	59	63	61	57	65	69	68	61
Agricultural vehicle users													
Killed	0	0	0	0	3	0	1	0	0	0	0	0	4
KSI	2	3	1	1	6	2	6	1	1	1	1	3	28
All severities	6	11	5	11	16	13	17	13	11	3	5	7	118
All road users													
Killed	124	95	117	140	161	138	163	151	154	157	157	156	1,713
KSI	1,578	1,544	1,590	1,756	2,069	2,048	2,330	2,148	2,112	2,125	2,111	1,959	23,370
All severities	13,396	12,726	13,629	13,225	15,266	15,729	17,265	16,047	15,882	17,457	17,331	15,717	183,670
of whom children													
Killed	2	2	3	4	6	2	3	4	5	3	8	6	48
KSI	129	131	166	171	177	200	211	168	194	169	143	121	1,980
All severities	1,005	984	1,172	1,199	1,383	1,486	1,670	1,504	1,443	1,498	1,283	1,129	15,756
Rate (all ages)	376	353	345	329	353	374	382	356	372	403	423	395	372

1 Killed or seriously injured.

2 Includes electric motorcycles, combinations, scooters and mopeds.

3 Includes taxis and minibuses.

4 Includes unknown goods vehicle weight

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[Notes & Definitions](#)

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RAS30021

Reported casualties by day, road user type and hour of day, Great Britain, 2013

Number of casualties

(a) Monday to Thursday						(b) Friday					
Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users ¹	Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users ¹
Midnight	115	47	74	679	956	Midnight	44	24	26	198	307
01:00	70	18	50	421	583	01:00	23	13	9	138	190
02:00	48	14	20	304	409	02:00	22	4	8	112	161
03:00	61	11	13	276	391	03:00	17	2	11	90	133
04:00	45	18	23	264	389	04:00	8	4	8	69	109
05:00	44	110	87	490	800	05:00	9	33	30	129	215
06:00	111	408	293	1,099	2,085	06:00	28	97	63	286	531
07:00	430	1,024	756	3,033	5,668	07:00	105	181	152	631	1,171
08:00	1,409	1,465	944	5,114	9,582	08:00	304	315	224	1,138	2,119
09:00	716	729	516	3,473	5,969	09:00	180	176	119	838	1,440
10:00	599	428	366	2,808	4,767	10:00	182	132	115	750	1,313
11:00	732	488	416	2,999	5,240	11:00	210	112	136	826	1,436
12:00	755	483	509	3,565	5,915	12:00	262	129	170	1,088	1,815
13:00	816	509	541	3,388	5,826	13:00	209	158	179	1,101	1,845
14:00	805	532	551	3,708	6,199	14:00	209	161	155	1,162	1,858
15:00	1,759	800	721	4,303	8,156	15:00	476	195	214	1,462	2,516
16:00	1,550	1,022	999	5,182	9,409	16:00	381	240	288	1,647	2,724
17:00	1,407	1,466	1,256	5,929	10,592	17:00	361	316	322	1,641	2,783
18:00	1,104	1,191	941	4,495	8,026	18:00	296	254	250	1,280	2,175
19:00	765	820	599	3,010	5,377	19:00	215	167	170	1,060	1,683
20:00	455	451	476	2,537	4,053	20:00	180	110	142	784	1,263
21:00	311	276	386	1,805	2,884	21:00	121	75	107	749	1,082
22:00	236	219	293	1,559	2,411	22:00	126	58	69	564	853
23:00	150	117	144	1,108	1,561	23:00	126	37	57	562	803
All hours ²	14,494	12,646	10,974	61,557	107,257	All hours ²	4,094	2,993	3,024	18,305	30,525

(c) Saturday						(d) Sunday					
Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users ¹	Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users ¹
Midnight	119	32	25	412	599	Midnight	171	20	39	501	763
01:00	83	25	12	350	485	01:00	140	12	27	452	643
02:00	76	12	15	325	440	02:00	117	17	9	348	502
03:00	70	5	8	249	348	03:00	78	6	9	319	424
04:00	33	10	13	166	237	04:00	54	3	12	214	293
05:00	20	11	17	189	260	05:00	32	11	14	184	299
06:00	18	41	23	198	304	06:00	12	10	15	187	245
07:00	33	36	42	288	440	07:00	21	25	31	245	336
08:00	34	82	62	463	688	08:00	19	73	43	295	457
09:00	80	109	89	654	995	09:00	40	134	97	467	763
10:00	147	156	123	895	1,411	10:00	69	170	135	645	1,054
11:00	167	191	158	1,080	1,722	11:00	117	177	174	787	1,296
12:00	239	174	227	1,217	1,973	12:00	140	181	215	947	1,551
13:00	200	164	228	1,115	1,805	13:00	141	166	225	968	1,562
14:00	224	170	180	1,149	1,797	14:00	152	140	202	881	1,426
15:00	216	144	240	1,006	1,711	15:00	147	129	198	1,007	1,524
16:00	222	122	166	1,111	1,698	16:00	156	102	198	985	1,492
17:00	222	126	189	1,168	1,773	17:00	157	122	155	945	1,426
18:00	204	136	182	1,025	1,600	18:00	141	87	139	899	1,293
19:00	201	79	154	880	1,377	19:00	88	67	108	636	918
20:00	155	75	122	656	1,021	20:00	86	73	88	624	895
21:00	115	34	66	513	751	21:00	61	31	72	475	662
22:00	150	32	89	556	854	22:00	80	33	52	409	599
23:00	150	29	37	529	762	23:00	48	14	30	311	413
All hours ²	3,178	1,996	2,467	16,194	25,052	All hours ²	2,267	1,803	2,287	13,731	20,836

1 Includes bus, coach, goods and other vehicle users and cases where road user type was not reported.

2 Includes cases where time was not reported.

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[Notes & Definitions](#)

Source: DfT STATS19

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Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013>

RAS30022

Reported killed or seriously injured casualties by day, road user type and hour of day, Great Britain, 2013

Number of casualties

(a) Monday to Thursday						(b) Friday					
Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users ¹	Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users ¹
Midnight	37	8	28	84	162	Midnight	20	7	5	21	58
01:00	20	3	20	67	119	01:00	6	1	2	20	31
02:00	17	3	8	44	76	02:00	5	1	2	15	27
03:00	18	2	5	56	85	03:00	6	2	4	22	35
04:00	12	6	8	52	86	04:00	3	1	6	11	23
05:00	15	25	23	65	140	05:00	3	5	10	26	47
06:00	32	77	92	114	347	06:00	11	10	15	41	84
07:00	97	158	169	186	654	07:00	23	37	46	51	162
08:00	239	191	192	273	944	08:00	48	40	46	60	204
09:00	133	111	108	206	585	09:00	28	32	23	45	140
10:00	124	72	101	163	501	10:00	37	17	30	44	142
11:00	153	83	100	202	579	11:00	49	17	42	51	192
12:00	138	89	132	254	656	12:00	53	19	41	68	192
13:00	187	72	137	285	734	13:00	36	23	53	63	192
14:00	158	98	153	265	732	14:00	50	36	43	86	229
15:00	333	124	181	282	979	15:00	113	34	67	97	331
16:00	377	166	263	320	1,187	16:00	87	25	69	119	309
17:00	312	220	324	362	1,256	17:00	78	59	71	100	315
18:00	250	190	230	286	981	18:00	58	35	69	95	266
19:00	190	131	168	203	710	19:00	50	33	40	56	183
20:00	100	83	132	239	567	20:00	43	13	39	65	167
21:00	83	48	118	154	421	21:00	37	14	28	92	178
22:00	67	37	99	163	381	22:00	40	14	19	58	134
23:00	51	33	34	162	286	23:00	44	7	14	72	141
All hours ²	3,144	2,030	2,825	4,489	13,171	All hours ²	928	482	784	1,378	3,782

(c) Saturday						(d) Sunday					
Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users ¹	Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users ¹
Midnight	34	5	7	75	123	Midnight	55	2	6	56	126
01:00	23	7	4	57	91	01:00	30	2	13	62	109
02:00	20	4	5	45	78	02:00	40	2	2	50	97
03:00	16	2	4	56	79	03:00	24	3	3	65	98
04:00	8	5	7	26	46	04:00	11	3	4	26	45
05:00	4	4	8	36	53	05:00	8	4	5	26	56
06:00	7	7	7	37	64	06:00	4	3	4	19	37
07:00	9	6	11	27	59	07:00	4	3	9	25	42
08:00	9	14	25	43	93	08:00	3	17	18	28	69
09:00	12	28	21	42	107	09:00	8	36	25	44	116
10:00	38	33	40	45	161	10:00	18	31	64	31	149
11:00	22	38	49	69	186	11:00	19	43	61	51	176
12:00	45	27	79	74	238	12:00	32	35	80	73	225
13:00	49	29	77	73	238	13:00	27	34	87	58	209
14:00	53	40	58	72	227	14:00	38	28	61	41	170
15:00	56	25	105	66	261	15:00	26	23	60	65	180
16:00	48	23	46	83	211	16:00	37	15	77	85	219
17:00	53	18	70	77	225	17:00	42	14	50	86	203
18:00	52	27	61	48	188	18:00	34	14	46	77	175
19:00	45	11	48	69	177	19:00	26	11	30	48	116
20:00	40	15	34	48	140	20:00	21	15	25	61	123
21:00	33	6	15	49	109	21:00	15	8	26	44	95
22:00	46	6	19	78	157	22:00	20	6	17	39	84
23:00	42	4	8	63	117	23:00	18	3	7	41	69
All hours ²	764	385	808	1,358	3,429	All hours ²	560	355	780	1,201	2,988

1 Includes bus, coach, goods and other vehicle users and cases where road user type was not reported.

2 Includes cases where time was not reported.

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[Notes & Definitions](#)

Source: DfT STATS19

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Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013>

RAS30023

Reported casualties all days, by severity, road user type and hour of day, Great Britain, 2013

Number of casualties

(a) Killed						(b) Serious					
Hour beginning	Pedes- trians	Pedal cyclists	M'cycle users	Car users	All road users ¹	Hour beginning	Pedes- trians	Pedal cyclists	M'cycle users	Car users	All road users ¹
Midnight	18	0	1	28	49	Midnight	128	22	45	208	420
01:00	13	2	6	19	40	01:00	66	11	33	187	310
02:00	7	1	2	18	28	02:00	75	9	15	136	250
03:00	7	0	0	27	35	03:00	57	9	16	172	262
04:00	11	2	1	13	27	04:00	23	13	24	102	173
05:00	7	1	2	21	36	05:00	23	37	44	132	260
06:00	7	4	7	30	53	06:00	47	93	111	181	479
07:00	10	5	14	23	55	07:00	123	199	221	266	862
08:00	10	11	5	24	54	08:00	289	251	276	380	1,256
09:00	13	8	14	23	65	09:00	168	199	163	314	883
10:00	19	7	17	26	74	10:00	198	146	218	257	879
11:00	11	4	12	46	79	11:00	232	177	240	327	1,054
12:00	15	11	23	33	88	12:00	253	159	309	436	1,223
13:00	16	4	30	41	94	13:00	283	154	324	438	1,279
14:00	19	7	15	37	88	14:00	280	195	300	427	1,270
15:00	16	5	30	42	98	15:00	512	201	383	468	1,653
16:00	30	8	27	61	134	16:00	519	221	428	546	1,792
17:00	30	8	36	46	125	17:00	455	303	479	579	1,874
18:00	28	7	23	41	104	18:00	366	259	383	465	1,506
19:00	32	2	25	32	92	19:00	279	184	261	344	1,094
20:00	16	3	13	37	70	20:00	188	123	217	376	927
21:00	20	4	17	29	75	21:00	148	72	170	310	728
22:00	28	3	10	43	85	22:00	145	60	144	295	671
23:00	15	1	1	45	64	23:00	140	46	62	293	549
All hours ²	398	109	331	785	1,713	All hours ²	4,998	3,143	4,866	7,641	21,657

(c) Slight						(d) All severities					
Hour beginning	Pedes- trians	Pedal cyclists	M'cycle users	Car users	All road users ¹	Hour beginning	Pedes- trians	Pedal cyclists	M'cycle users	Car users	All road users ¹
Midnight	303	101	118	1,554	2,156	Midnight	449	123	164	1,790	2,625
01:00	237	55	59	1,155	1,551	01:00	316	68	98	1,361	1,901
02:00	181	37	35	935	1,234	02:00	263	47	52	1,089	1,512
03:00	162	15	25	735	999	03:00	226	24	41	934	1,296
04:00	106	20	31	598	828	04:00	140	35	56	713	1,028
05:00	75	127	102	839	1,278	05:00	105	165	148	992	1,574
06:00	115	459	276	1,559	2,633	06:00	169	556	394	1,770	3,165
07:00	456	1,062	746	3,908	6,698	07:00	589	1,266	981	4,197	7,615
08:00	1,467	1,673	992	6,606	11,536	08:00	1,766	1,935	1,273	7,010	12,846
09:00	835	941	644	5,095	8,219	09:00	1,016	1,148	821	5,432	9,167
10:00	780	733	504	4,815	7,592	10:00	997	886	739	5,098	8,545
11:00	983	787	632	5,319	8,561	11:00	1,226	968	884	5,692	9,694
12:00	1,128	797	789	6,348	9,943	12:00	1,396	967	1,121	6,817	11,254
13:00	1,067	839	819	6,093	9,665	13:00	1,366	997	1,173	6,572	11,038
14:00	1,091	801	773	6,436	9,922	14:00	1,390	1,003	1,088	6,900	11,280
15:00	2,070	1,062	960	7,268	12,156	15:00	2,598	1,268	1,373	7,778	13,907
16:00	1,760	1,257	1,196	8,318	13,397	16:00	2,309	1,486	1,651	8,925	15,323
17:00	1,662	1,719	1,407	9,058	14,575	17:00	2,147	2,030	1,922	9,683	16,574
18:00	1,351	1,402	1,106	7,193	11,484	18:00	1,745	1,668	1,512	7,699	13,094
19:00	958	947	745	5,210	8,169	19:00	1,269	1,133	1,031	5,586	9,355
20:00	672	583	598	4,188	6,235	20:00	876	709	828	4,601	7,232
21:00	440	340	444	3,203	4,576	21:00	608	416	631	3,542	5,379
22:00	419	279	349	2,750	3,961	22:00	592	342	503	3,088	4,717
23:00	319	150	205	2,172	2,926	23:00	474	197	268	2,510	3,539
All hours ²	18,637	16,186	13,555	101,361	160,300	All hours ²	24,033	19,438	18,752	109,787	183,670

¹ Includes bus, coach, goods and other vehicle users and cases where road user type was not reported.

² Includes cases where time was not reported.

Source: DfT STATS19

The figures in this table are National Statistics

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Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013>

RAS30024

Reported casualties by age band, road user type and severity, Great Britain, 2013

	Number of casualties												
	0-4 ¹	5-7	8-11	12-15	16-19	20-29	30-39	40-49	50-59	60-69	70-79	80 and over	All ² ages
Pedestrians													
Killed	5	3	6	12	23	62	44	49	48	31	47	68	398
KSI ³	188	237	429	504	378	760	543	563	483	425	403	414	5,396
All severities	926	1,086	1,931	2,453	1,990	3,959	2,761	2,567	2,072	1,496	1,211	1,069	24,033
Pedal cyclists													
Killed	0	1	1	4	6	15	15	18	24	14	8	3	109
KSI	3	25	68	186	186	616	644	702	461	187	93	26	3,252
All severities	40	190	602	1,126	1,299	4,452	4,269	3,814	2,119	767	281	88	19,438
Motorcycle 50cc and under													
Killed	0	0	0	0	2	0	1	0	0	0	0	0	3
KSI	0	0	0	6	232	83	39	31	18	8	3	2	426
All severities	0	1	3	24	1,253	518	231	167	93	41	8	4	2,376
Motorcycle over 50cc⁴													
Riders													
Killed	0	0	0	1	18	88	45	90	52	16	6	0	316
KSI	0	0	0	12	549	1,258	732	964	703	264	42	8	4,568
All severities	0	0	0	20	2,154	4,937	2,797	2,934	1,871	644	123	20	15,716
Passengers													
Killed	0	0	1	0	2	2	1	5	0	1	0	0	12
KSI	0	0	3	4	33	55	20	43	22	17	2	0	203
All severities	0	2	18	18	103	178	86	127	70	36	6	1	660
Car													
Drivers													
Killed	0	0	0	0	45	156	62	60	59	49	58	59	548
KSI	0	0	0	1	436	1,534	839	844	717	511	421	352	5,692
All severities	0	0	3	11	4,778	20,311	15,178	14,206	9,609	5,384	3,079	1,877	75,061
Passengers													
Killed	5	2	2	4	45	50	27	18	12	10	28	34	237
KSI	77	42	67	99	442	709	282	205	181	211	209	177	2,734
All severities	1,450	1,344	1,834	1,887	4,712	8,539	4,113	3,225	2,533	1,997	1,451	814	34,726
Bus and coach													
Drivers													
Killed	0	0	0	0	0	0	0	0	1	1	0	0	2
KSI	0	0	0	0	0	2	5	5	6	4	0	0	22
All severities	0	0	0	0	2	42	80	136	97	39	2	2	404
Passengers													
Killed	0	0	0	0	1	0	0	1	0	1	1	4	8
KSI	3	1	5	8	6	26	26	19	34	49	71	61	320
All severities	215	76	144	222	183	426	416	421	481	542	542	467	4,469
Goods vehicle													
Drivers													
Killed	0	0	0	0	1	10	6	9	12	6	2	0	46
KSI	0	0	0	0	3	80	88	104	110	37	10	2	437
All severities	0	0	0	1	71	915	978	1,214	915	323	46	9	4,503
Passengers													
Killed	0	0	0	1	3	5	1	2	0	0	0	0	12
KSI	1	1	1	2	8	33	17	21	11	2	1	0	102
All severities	16	16	16	33	92	397	244	211	115	36	13	7	1,231
All road users⁵													
Killed	10	6	10	22	147	390	202	254	213	131	155	173	1,713
KSI	273	306	574	827	2,294	5,187	3,267	3,532	2,770	1,736	1,277	1,069	23,370
All severities	2,651	2,716	4,571	5,818	16,696	44,841	31,307	29,196	20,110	11,420	6,839	4,453	183,670

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

² Includes cases where age was not reported.

³ Killed or seriously injured.

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

⁵ Includes other road users and cases where road user type was not reported.

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Source: DfT STATS19
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RAS30025

Reported casualty rates by age band, road user type and severity, Great Britain, 2013

	Rate per million population												
	0-4 ¹	5-7	8-11	12-15	16-19	20-29	30-39	40-49	50-59	60-69	70-79	80 and over	All ² ages
Pedestrians													
Killed	1.3	1.3	2.2	4.3	7.6	7.4	5.5	5.5	6.1	4.5	10	23	6.4
KSI ³	48	105	158	179	125	90	67	63	61	62	89	141	87
All severities	238	483	709	871	656	470	343	288	263	218	268	364	386
Pedal cyclists													
Killed	0	0.4	0.4	1.4	2.0	1.8	1.9	2.0	3.0	2.0	1.8	1.0	1.8
KSI	0.8	11	25	66	61	73	80	79	59	27	21	8.8	52
All severities	10	84	221	400	428	529	530	428	269	112	62	30	312
Motorcycle users 50cc and under													
Killed	0	0	0	0	0.7	0	0.1	0	0	0	0	0	0
KSI	0	0	0	2.1	76	9.9	4.8	3.5	2.3	1.2	0.7	0.7	6.8
All severities	0	0.4	1.1	8.5	413	62	29	19	12	6.0	1.8	1.4	38
Motorcycles over 50cc⁴													
Riders													
Killed	0	0	0	0.4	5.9	10	5.6	10	6.6	2.3	1.3	0	5.1
KSI	0	0	0	4.3	181	149	91	108	89	39	9.3	2.7	73
All severities	0	0	0	7.1	710	587	347	329	238	94	27	6.8	252
Passengers													
Killed	0	0	0.4	0	0.7	0.2	0.1	0.6	0	0.1	0	0	0.2
KSI	0	0	1.1	1.4	11	6.5	2.5	4.8	2.8	2.5	0.4	0	3.3
All severities	0	0.9	6.6	6.4	34	21	11	14	8.9	5.3	1.3	0.3	11
Car													
Drivers													
Killed	0	0	0	0	15	19	7.7	6.7	7.5	7.2	13	20	8.8
KSI	0	0	0	0.4	144	182	104	95	91	75	93	120	91
All severities	0	0	1.1	3.9	1,574	2,413	1,884	1,592	1,221	786	683	639	1,205
Passengers													
Killed	1.3	0.9	0.7	1.4	15	5.9	3.4	2.0	1.5	1.5	6.2	12	3.8
KSI	20	19	25	35	146	84	35	23	23	31	46	60	44
All severities	373	597	674	670	1,552	1,015	511	361	322	291	322	277	558
Bus and coach													
Drivers													
Killed	0	0	0	0	0	0	0	0	0.1	0.1	0	0	0
KSI	0	0	0	0	0	0.2	0.6	0.6	0.8	0.6	0	0	0.4
All severities	0	0	0	0	0.7	5.0	9.9	15	12	5.7	0.4	0.7	6.5
Passengers													
Killed	0	0	0	0	0.3	0	0	0.1	0	0.1	0.2	1.4	0.1
KSI	0.8	0.4	1.8	2.8	2.0	3.1	3.2	2.1	4.3	7.2	16	21	5.1
All severities	55	34	53	79	60	51	52	47	61	79	120	159	72
Goods vehicle													
Drivers													
Killed	0	0	0	0	0.3	1.2	0.7	1.0	1.5	0.9	0.4	0	0.7
KSI	0	0	0	0	1.0	9.5	11	12	14	5.4	2.2	0.7	7.0
All severities	0	0	0	0.4	23	109	121	136	116	47	10	3.1	72
Passengers													
Killed	0	0	0	0.4	1.0	0.6	0.1	0.2	0	0	0	0	0.2
KSI	0.3	0.4	0.4	0.7	2.6	3.9	2.1	2.4	1.4	0.3	0.2	0	1.6
All severities	4.1	7.1	5.9	12	30	47	30	24	15	5.3	2.9	2.4	20
All road users⁵													
Killed	2.6	2.7	3.7	7.8	48	46	25	28	27	19	34	59	28
KSI	70	136	211	294	756	616	406	396	352	253	283	364	375
All severities	682	1,207	1,679	2,065	5,500	5,328	3,887	3,272	2,555	1,667	1,516	1,516	2,949
Population (thousands)	3,887	2,250	2,722	2,817	3,035	8,416	8,055	8,922	7,872	6,851	4,511	2,938	62,276

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

2 Includes cases where age was not reported.

3 Killed or seriously injured.

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

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

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Source: DfT STATS19, ONS mid-year population estimates

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RAS30026

Reported pedestrian casualties location by age band and by severity, Great Britain, 2013

Number of casualties/percentage

	In carriage-way not crossing	On footway or verge	On refuge, central island or reservation	Masked by stationary vehicle			Not masked by vehicle			Location not reported	All locations
				On pedestrian crossing	Within 50 metres of crossing	Elsewhere	On pedestrian crossing	Within 50 metres of crossing	Elsewhere		
0- 4 ¹	68	73	14	14	9	191	106	35	351	65	926
5- 7	44	65	8	14	9	308	97	40	419	82	1,086
8-11	75	99	7	29	42	470	192	104	813	100	1,931
12-15	108	186	10	48	79	369	320	185	1,022	126	2,453
16-19	174	186	13	22	33	180	323	182	758	119	1,990
20-24	294	186	13	32	52	136	321	196	749	160	2,139
25-29	281	194	14	19	39	120	225	194	622	112	1,820
30-34	269	170	10	16	26	89	220	123	500	119	1,542
35-39	255	157	6	8	19	47	161	105	384	77	1,219
40-44	235	182	8	12	17	72	159	107	423	99	1,314
45-49	211	166	6	13	21	65	151	97	437	86	1,253
50-54	170	143	4	8	20	53	154	88	388	74	1,102
55-59	124	133	8	12	17	44	128	79	370	55	970
60-64	82	103	11	11	11	31	96	77	305	48	775
65-69	67	82	4	4	11	39	98	74	302	40	721
70-74	55	55	3	3	9	30	69	56	279	42	601
75-79	42	73	0	3	9	35	81	49	290	28	610
80-84	27	66	2	6	4	24	51	48	305	38	571
85+	25	73	6	2	1	30	60	34	241	26	498
All ages ²	2,661	2,439	148	280	438	2,373	3,075	1,923	9,153	1,543	24,033
Percentage	11	10	0.6	1.2	1.8	10	13	8.0	38	6.4	100
All ages ²											
Killed	62	20	2	5	5	28	41	32	162	41	398
Seriously injured	457	386	40	62	126	562	640	432	2,016	277	4,998
Slightly injured	2,142	2,033	106	213	307	1,783	2,394	1,459	6,975	1,225	18,637
Total	2,661	2,439	148	280	438	2,373	3,075	1,923	9,153	1,543	24,033

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

2 Includes cases where age was not reported.

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Source: DfT STATS19
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RAS30027

Reported pedestrian casualties by location, age, road crossing type and severity, Great Britain, 2013

	Number of casualties					
	On pedestrian crossing, refuge or central island			Within 50 metres of a pedestrian crossing		
	Child ¹	Adult	All ² ages	Child ¹	Adult	All ² ages
Zebra crossing						
Killed	1	7	8	0	3	3
Seriously injured	21	95	118	17	77	96
Slightly injured	152	527	691	87	225	317
All severities	174	629	817	104	305	416
Pelican crossing ³						
Killed	3	19	22	1	14	15
Seriously injured	81	247	333	45	186	237
Slightly injured	302	638	953	163	512	690
All severities	386	904	1,308	209	712	942
Light controlled junction (with ped'n phase)						
Killed	0	13	13	1	15	16
Seriously injured	36	196	235	34	157	197
Slightly injured	195	691	918	105	530	659
All severities	231	900	1,166	140	702	872
Crossing with human control ⁴						
Killed	0	0	0	0	0	0
Seriously injured	3	10	13	1	4	5
Slightly injured	32	50	82	24	21	45
All severities	35	60	95	25	25	50
All crossings ^{5,6}						
Killed	5	42	47	3	34	37
Seriously injured	154	563	727	99	443	557
Slightly injured	689	1,929	2,675	401	1,317	1,762
All severities	848	2,534	3,449	503	1,794	2,356

1 Children - aged between 0-15 years.

2 Includes cases where age was not reported.

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

4 Includes school crossing patrols and other authorised persons.

5 Includes footbridges, subways and uncontrolled central refuges.

6 Excludes cases where road crossing type was undefined.

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RAS30028

Reported casualties by age, road user type and severity, Great Britain, 2013

Age of casualty	Number of casualties														
	Pedestrians			Pedal cyclists			Motorcycle users			Car users			All road users ¹		
	Killed	KSI ²	All	Killed	KSI	All	Killed	KSI	All	Killed	KSI	All	Killed	KSI	All
0 ³	0	2	18	0	0	0	0	0	0	2	9	112	2	11	159
1	1	10	70	0	0	2	0	0	0	2	16	306	3	27	426
2	2	35	191	0	0	5	0	0	0	0	25	310	2	63	563
3	2	60	298	0	2	13	0	0	0	0	9	345	2	71	711
4	0	81	349	0	1	20	0	0	0	1	18	377	1	101	792
5	1	71	377	1	7	41	0	0	0	0	9	419	2	88	875
6	0	84	356	0	7	59	0	0	0	1	21	457	1	113	899
7	2	82	353	0	11	90	0	0	3	1	12	468	3	105	942
8	1	87	361	1	11	119	0	0	6	0	14	448	2	112	985
9	1	83	403	0	13	133	0	0	4	0	16	477	1	112	1,061
10	2	96	456	0	18	165	1	2	5	0	23	514	3	141	1,179
11	2	163	711	0	26	185	0	1	6	2	14	398	4	209	1,346
12	2	168	771	1	43	238	0	1	5	0	22	487	3	239	1,571
13	2	129	620	0	41	260	0	4	9	2	18	442	4	194	1,404
14	5	119	538	1	48	277	0	5	16	0	21	455	7	197	1,356
15	3	88	524	2	54	351	1	12	32	2	39	514	8	197	1,487
0-15	26	1,358	6,396	6	282	1,958	2	25	86	13	286	6,529	48	1,980	15,756
16	4	98	539	1	52	335	1	136	732	11	67	759	17	355	2,435
17	5	85	506	2	56	347	4	244	1,016	8	206	2,132	20	600	4,091
0-17	35	1,541	7,441	9	390	2,640	7	405	1,834	32	559	9,420	85	2,935	22,282
18	8	98	464	1	34	295	8	240	947	34	298	3,167	55	686	4,982
19	6	97	481	2	44	322	9	194	815	37	307	3,432	55	653	5,188
16-19	23	378	1,990	6	186	1,299	22	814	3,510	90	878	9,490	147	2,294	16,696
20	9	86	467	1	56	407	6	202	795	18	280	3,376	39	640	5,218
21	2	90	459	4	50	375	14	195	736	28	292	3,398	51	640	5,151
22	6	72	415	0	45	401	11	163	656	28	268	3,333	48	564	4,985
23	10	87	409	2	75	465	14	155	620	25	262	3,161	51	605	4,868
24	6	64	389	3	58	433	8	154	591	17	213	2,861	36	511	4,470
20-24	33	399	2,139	10	284	2,081	53	869	3,398	116	1,315	16,129	225	2,960	24,692
25-29	29	361	1,820	5	332	2,371	37	527	2,235	90	928	12,721	165	2,227	20,149
30-34	29	304	1,542	8	314	2,277	24	441	1,720	50	612	10,713	113	1,765	17,260
35-39	15	239	1,219	7	330	1,992	23	350	1,394	39	509	8,578	89	1,502	14,047
40-44	20	278	1,314	12	357	1,967	43	477	1,581	40	542	9,162	120	1,741	15,105
45-49	29	285	1,253	6	345	1,847	52	561	1,647	38	507	8,269	134	1,791	14,091
50-54	30	261	1,102	11	256	1,276	28	431	1,242	39	495	7,071	116	1,550	11,717
55-59	18	222	970	13	205	843	24	312	792	32	403	5,071	97	1,220	8,393
60-64	12	207	775	7	104	480	13	176	463	27	349	4,094	65	891	6,370
65-69	19	218	721	7	83	287	4	113	258	32	373	3,287	66	845	5,050
70-74	25	191	601	5	57	173	5	37	95	44	293	2,421	81	624	3,637
75-79	22	212	610	3	36	108	1	10	42	42	337	2,109	74	653	3,202
80-84	28	218	571	2	20	59	0	6	17	47	300	1,604	77	586	2,553
85+	40	196	498	1	6	29	0	4	8	46	229	1,087	96	483	1,900
All ages ⁴	398	5,396	24,033	109	3,252	19,438	331	5,197	18,752	785	8,426	109,787	1,713	23,370	183,670

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

2 Killed or seriously injured.

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

4 Includes cases where age was not reported.

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Source: DfT STATS19

Last updated: 25 September 2014

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RAS30029

Reported casualties in cars¹, by severity, age, seating position, built-up and non built-up roads, Great Britain, 2013

	Number of casualties								
	Age of casualty								
	0-15 ²			16 and over			All ages ³		
	Killed	KSI ⁴	All	Killed	KSI	All	Killed	KSI	All
Built-up roads⁵									
Front seat occupant	0	33	1,294	195	3,035	57,512	195	3,111	59,663
Rear seat occupant	1	74	2,846	20	361	4,687	21	438	7,708
All occupants ⁶	1	110	4,181	216	3,414	62,365	217	3,572	67,639
Non built-up roads⁵									
Front seat occupant	2	41	517	472	3,818	30,060	474	3,874	30,780
Rear seat occupant	9	119	1,380	32	321	2,155	41	445	3,578
All occupants ⁶	11	160	1,914	504	4,155	32,365	515	4,336	34,545
Motorways									
Front seat occupant	1	1	104	44	432	6,371	45	433	6,519
Rear seat occupant	0	15	322	8	61	611	8	77	947
All occupants ⁶	1	16	434	52	501	7,076	53	518	7,603
All speed limits⁷									
Front seat occupant	3	75	1,915	711	7,285	93,943	714	7,418	96,962
Rear seat occupant	10	208	4,548	60	743	7,453	70	960	12,233
All occupants ⁶	13	286	6,529	772	8,070	101,806	785	8,426	109,787

1 Includes taxis and minibuses.

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

3 Includes cases where age was not reported.

4 Killed or seriously injured.

5 Motorways excluded.

6 Includes cases where seating position was not reported.

7 Includes cases where speed limit was not reported.

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RAS30030

Reported child casualties in accidents occurring between 7:30 and 8:59am or between 3:00 and 4:59pm on a school day, by road user type, severity, gender and age, Great Britain, 2013

Number of casualties											
		Pedestrian		Pedal cycle		Car occupants		Bus or tram occupants		All road users ¹	
		KSI ²	All	KSI	All	KSI	All	KSI	All	KSI	All
Boys											
3 and under ³	16	85	0	3	2	76	0	12	18	176	
4	20	92	0	3	1	29	0	3	21	127	
5	17	94	0	7	0	36	0	8	17	146	
6	14	68	1	8	4	47	0	4	19	127	
7	23	77	1	12	2	54	0	2	26	145	
8	20	83	0	15	0	49	0	2	20	151	
9	23	117	1	25	2	45	0	5	26	193	
10	22	122	2	44	0	61	0	2	25	231	
11	66	250	7	60	2	48	3	14	78	375	
12	47	244	11	75	1	44	1	25	60	390	
13	31	152	10	73	1	32	0	24	42	283	
14	18	107	17	81	0	44	1	21	36	256	
15	10	99	11	94	1	27	0	2	23	225	
16	10	73	10	69	2	40	0	12	51	346	
All boys	337	1,663	71	569	18	632	5	136	462	3,171	
Girls											
3 and under ³	16	61	0	2	3	92	0	11	20	168	
4	9	46	0	3	1	49	0	5	10	103	
5	10	49	0	3	1	38	0	6	11	96	
6	5	38	1	5	0	50	0	2	6	96	
7	7	40	1	3	0	51	0	5	8	100	
8	10	42	0	7	0	38	0	4	10	94	
9	11	62	1	4	2	67	0	3	14	136	
10	19	82	2	14	0	54	0	1	21	151	
11	31	178	1	16	1	44	1	16	35	255	
12	37	188	3	17	4	56	1	20	45	281	
13	21	143	1	7	1	62	2	19	25	232	
14	25	119	2	9	1	49	1	27	29	204	
15	19	100	0	7	2	56	0	21	21	185	
16	9	88	1	7	0	63	0	25	12	204	
All girls	229	1,236	13	104	16	769	5	165	267	2,305	
All pupils											
3 and under ³	32	146	0	5	5	168	0	23	38	344	
4	29	138	0	6	2	78	0	8	31	230	
5	27	143	0	10	1	74	0	14	28	242	
6	19	106	2	13	4	97	0	6	25	223	
7	30	117	2	15	2	105	0	7	34	245	
8	30	125	0	22	0	87	0	6	30	245	
9	34	179	2	29	4	112	0	8	40	329	
10	41	204	4	58	0	115	0	3	46	382	
11	97	428	8	76	3	92	4	30	113	630	
12	84	432	14	92	5	100	2	45	105	671	
13	52	295	11	80	2	94	2	43	67	515	
14	43	226	19	90	1	93	2	48	65	460	
15	29	199	11	101	3	83	0	23	44	410	
16	19	161	11	76	2	103	0	37	63	550	
All children	566	2,899	84	673	34	1,401	10	301	729	5,476	

1 Includes other road users and cases where gender or road user type was not reported.

2 Killed or seriously injured

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

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RAS30032

Reported casualties by region, country and severity, United Kingdom, 2005-09 average, 2006 - 2013

		Number of casualties								
		2005-09 average	2006	2007	2008	2009	2010	2011	2012	2013
North East	Killed	91	109	88	76	73	51	58	77	76
	KSI ¹	1,057	1,164	1,019	990	1,020	858	854	919	802
	Total	9,935	10,364	9,673	9,494	9,254	8,403	8,028	7,799	7,062
North West	Killed	292	321	271	269	235	194	210	165	149
	KSI	3,513	3,740	3,391	3,324	3,045	2,867	2,922	2,764	2,697
	Total	31,807	33,986	31,478	29,461	27,686	25,006	23,485	21,807	19,570
Yorkshire and the Humber	Killed	263	304	281	224	205	170	173	144	165
	KSI	3,038	3,259	3,215	2,890	2,601	2,379	2,366	2,434	2,399
	Total	23,470	24,643	23,759	22,278	21,728	19,803	19,297	18,865	17,395
East Midlands	Killed	281	327	307	245	227	183	187	170	148
	KSI	2,512	2,561	2,550	2,327	2,384	2,076	2,167	2,076	1,879
	Total	18,926	19,588	19,006	17,854	17,376	16,615	16,222	15,461	14,702
West Midlands	Killed	259	304	262	225	224	156	190	176	156
	KSI	2,444	2,582	2,610	2,232	2,122	1,860	2,020	1,932	1,798
	Total	23,542	24,363	24,465	22,028	21,175	19,093	17,645	16,361	15,726
East of England	Killed	305	350	335	263	235	197	199	187	178
	KSI	3,125	3,327	3,178	2,805	2,731	2,546	2,412	2,460	2,369
	Total	23,794	25,025	24,207	21,848	20,750	19,539	19,424	18,784	17,238
London	Killed	211	231	222	205	185	126	159	135	133
	KSI	3,630	3,947	3,785	3,531	3,229	2,889	2,810	3,022	2,327
	Total	29,280	29,831	28,434	28,205	28,023	28,937	29,291	28,822	27,238
South East	Killed	412	457	437	354	294	284	258	233	235
	KSI	4,317	4,478	4,482	4,077	4,124	3,820	4,221	3,951	4,131
	Total	35,892	37,996	36,576	33,805	32,671	30,964	31,684	30,765	29,776
South West	Killed	273	292	299	262	202	192	160	204	190
	KSI	2,323	2,493	2,490	2,193	1,950	1,960	1,945	2,072	1,985
	Total	21,246	22,781	21,866	19,184	18,117	17,009	16,705	15,919	15,137
England	Killed	2,387	2,695	2,502	2,123	1,880	1,553	1,594	1,491	1,430
	KSI	25,958	27,551	26,720	24,369	23,206	21,255	21,717	21,630	20,387
	Total	217,892	228,577	219,464	204,157	196,780	185,369	181,781	174,583	163,844
Wales	Killed	155	163	162	143	126	89	121	93	111
	KSI	1,344	1,373	1,403	1,396	1,221	1,087	1,247	1,034	1,144
	Total	11,848	12,692	12,271	11,185	10,354	9,955	9,406	8,565	8,335
Scotland	Killed	274	314	282	272	216	208	186	170	172
	KSI	2,739	2,921	2,597	2,807	2,485	2,168	2,059	2,129	1,839
	Total	16,310	17,135	16,045	15,563	15,012	13,324	12,763	12,575	11,491
Great Britain	Killed	2,816	3,172	2,946	2,538	2,222	1,850	1,901	1,754	1,713
	KSI	30,041	31,845	30,720	28,572	26,912	24,510	25,023	24,793	23,370
	Total	246,050	258,404	247,780	230,905	222,146	208,648	203,950	195,723	183,670
Northern Ireland	Killed	119	126	113	107	115	55	59	48	57
	KSI	1,200	1,337	1,210	1,097	1,150	947	884	843	777
	Total	9,219	9,182	9,436	9,551	9,767	8,957	8,760	9,010	9,187
United Kingdom	Killed	2,935	3,298	3,059	2,645	2,337	1,905	1,960	1,802	1,770
	KSI	31,241	33,182	31,930	29,669	28,062	25,457	25,907	25,636	24,147
	Total	255,269	267,586	257,216	240,456	231,913	217,605	212,710	204,733	192,857

1 Killed or seriously injured.

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RAS30033

Reported casualties by built-up and non built-up roads, road class, region and severity, Great Britain, 2013

		Number of casualties						
		Built-up roads				Non built-up roads		
		Motorways	A roads	Other	Total	A roads	Other	All roads ¹
North East	Killed	4	12	20	32	33	7	40
	KSI ²	9	168	344	512	193	88	281
	Total	110	1,745	3,179	4,924	1,489	539	2,028
North West	Killed	15	43	32	75	46	13	59
	KSI	123	845	1,178	2,023	375	176	551
	Total	1,548	6,584	8,494	15,078	1,998	946	2,944
Yorkshire and the Humber	Killed	10	33	41	74	48	33	81
	KSI	100	601	1,008	1,609	387	303	690
	Total	853	5,252	7,763	13,015	2,174	1,353	3,527
East Midlands	Killed	7	17	19	36	63	42	105
	KSI	35	385	649	1,034	491	319	810
	Total	456	3,697	5,532	9,229	3,185	1,832	5,017
West Midlands	Killed	11	38	47	85	35	25	60
	KSI	60	461	832	1,293	249	196	445
	Total	961	4,723	6,783	11,506	1,967	1,292	3,259
East of England	Killed	12	16	29	45	73	48	121
	KSI	101	390	848	1,238	573	457	1,030
	Total	891	3,473	6,552	10,025	3,865	2,457	6,322
London	Killed	1	83	42	125	7	0	7
	KSI	12	1,474	787	2,261	49	5	54
	Total	210	16,791	9,433	26,224	784	20	804
South East	Killed	18	34	56	90	90	37	127
	KSI	199	1,011	1,532	2,543	887	502	1,389
	Total	2,453	7,916	10,905	18,821	5,530	2,972	8,502
South West	Killed	11	36	32	68	81	30	111
	KSI	56	453	678	1,131	514	284	798
	Total	504	3,785	5,808	9,593	3,118	1,922	5,040
England	Killed	89	312	318	630	476	235	711
	KSI	695	5,788	7,856	13,644	3,718	2,330	6,048
	Total	7,986	53,966	64,449	118,415	24,110	13,333	37,443
Wales	Killed	2	20	22	42	54	13	67
	KSI	19	230	396	626	348	151	499
	Total	290	2,112	3,161	5,273	1,985	787	2,772
Scotland	Killed	9	23	23	46	91	26	117
	KSI	46	303	588	891	676	226	902
	Total	456	2,408	4,506	6,914	2,985	1,136	4,121
Great Britain	Killed	100	355	363	718	621	274	895
	KSI	760	6,321	8,840	15,161	4,742	2,707	7,449
	Total	8,732	58,486	72,116	130,602	29,080	15,256	44,336

1 Includes cases where speed limit was not reported.

2 Killed or seriously injured.

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<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013>

RAS30034

Reported casualties by severity, road user type and country, United Kingdom, 2013

Road user type	Number of casualties				
	England	Wales	Scotland	Northern Ireland	United Kingdom
Pedestrians					
Killed	334	27	37	7	405
Serious	4,363	233	402	162	5,160
Slight	16,540	792	1,305	610	19,247
All severities	21,237	1,052	1,744	779	24,812
Pedal cyclists					
Killed	91	5	13	4	113
Serious	2,898	95	150	42	3,185
Slight	15,067	396	723	210	16,396
All severities	18,056	496	886	256	19,694
Horse riders					
Killed	2	0	0	0	2
Serious	28	0	0	0	28
Slight	66	2	3	4	75
All severities	96	2	3	4	105
Motorcycle users					
Killed	291	17	23	10	341
Serious	4,357	229	280	96	4,962
Slight	12,646	439	470	221	13,776
All severities	17,294	685	773	327	19,079
Car users					
Killed	637	56	92	32	817
Serious	6,458	438	745	377	8,018
Slight	89,893	5,139	6,329	6,773	108,134
All severities	96,988	5,633	7,166	7,182	116,969
Others ¹					
Killed	75	6	7	4	92
Serious	853	38	90	43	1,024
Slight	9,245	423	822	592	11,082
All severities	10,173	467	919	639	12,198
All road users					
Killed	1,430	111	172	57	1,770
Serious	18,957	1,033	1,667	720	22,377
Slight	143,457	7,191	9,652	8,410	168,710
All severities	163,844	8,335	11,491	9,187	192,857

¹ Includes cases where road user type was not reported.

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<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2013>

RAS30035

Deaths by age and gender, from all causes, all accidental deaths and all road deaths, Great Britain, 2012

	Number/percentage													All ages ²
	0-4 ¹	5-9	10-14	15-19	20-29	30-39	40-49	50-59	60-64	65-69	70-74	75-79	80+	
Male														
Deaths from all causes	2,156	167	189	625	2,331	3,959	9,413	18,264	16,773	23,562	29,064	38,069	121,681	266,253
All accidental deaths	53	15	37	217	676	896	1,026	707	323	287	349	466	2,144	7,196
Road deaths (registered)	9	7	14	154	283	199	217	168	67	55	45	63	90	1,385
% of accidental deaths	17	47	38	71	42	22	21	24	21	19	13	14	4	19
% of all deaths	0.4	4.2	7.4	24.6	12.1	5.0	2.3	0.9	0.4	0.2	0.2	0.2	0.1	0.5
Stats 19 fatalities	7	7	20	146	287	191	192	160	63	45	53	58	109	1,338
Female														
Deaths from all causes	1,614	143	135	281	1,045	2,182	6,117	12,849	11,510	16,445	21,493	31,803	182,398	288,015
All accidental deaths	23	8	10	46	176	245	333	325	154	171	202	435	3,331	5,459
Road deaths (registered)	5	5	4	28	78	48	51	33	25	18	25	42	76	461
% of accidental deaths	22	63	40	61	44	20	15	10	16	11	12	10	2	8
% of all deaths	0.3	3.5	3.0	10.0	7.5	2.2	0.8	0.3	0.2	0.1	0.1	0.1	0.0	0.2
Stats 19 fatalities	8	7	4	34	65	52	44	34	23	22	19	44	60	416
All persons³														
Deaths from all causes	3,770	310	324	906	3,376	6,141	15,530	31,113	28,283	40,007	50,557	69,872	304,079	554,268
All accidental deaths	76	23	47	263	852	1,141	1,359	1,032	477	458	551	901	5,475	12,655
Road deaths (registered)	14	12	18	182	361	247	268	201	92	73	70	105	166	1,809
% of accidental deaths	18	52	38	69	42	22	20	19	19	16	13	12	3	14
% of all deaths	0.4	3.9	5.6	20.1	10.7	4.0	1.7	0.6	0.3	0.2	0.1	0.2	0.1	0.3
Stats 19 fatalities	15	14	24	180	352	243	236	194	86	67	72	102	169	1,754

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

2 Includes cases where age was not reported.

3 Includes cases where gender was not reported.

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<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013>

RAS30036

Casualties resulting from reported personal injury road accidents, by age and severity, Great Britain, 1979-2013

Number of casualties

All Ages ¹					
Year	Killed	Seriously injured	KSI ²	Slightly injured	All casualties
1979	6,352	80,544	86,896	247,617	334,513
1980	5,953	78,906	84,859	241,873	326,732
1981	5,846	78,259	84,105	240,735	324,840
1982	5,937	79,745	85,682	248,649	334,331
1983	5,445	70,623	76,068	232,516	308,584
1984	5,599	73,059	78,658	245,656	324,314
1985	5,165	70,980	76,145	241,379	317,524
1986	5,385	68,757	74,142	247,347	321,489
1987	5,125	64,293	69,418	242,055	311,473
1988	5,052	63,491	68,543	253,762	322,305
1989	5,373	63,158	68,531	273,061	341,592
1990	5,217	60,441	65,658	275,483	341,141
1991	4,568	51,618	56,186	255,182	311,368
1992	4,229	49,256	53,485	257,268	310,753
1993	3,814	45,020	48,834	257,301	306,135
1994	3,650	46,540	50,190	265,169	315,359
1995	3,621	45,533	49,154	261,533	310,687
1996	3,598	44,499	48,097	272,481	320,578
1997	3,599	42,984	46,583	281,220	327,803
1998	3,421	40,834	44,255	280,957	325,212
1999	3,423	39,122	42,545	277,765	320,310
2000	3,409	38,155	41,564	278,719	320,283
2001	3,450	37,110	40,560	272,749	313,309
2002	3,431	35,976	39,407	263,198	302,605
2003	3,508	33,707	37,215	253,392	290,607
2004	3,221	31,130	34,351	246,489	280,840
2005	3,201	28,954	32,155	238,862	271,017
2006	3,172	28,673	31,845	226,559	258,404
2007	2,946	27,774	30,720	217,060	247,780
2008	2,538	26,034	28,572	202,333	230,905
2009	2,222	24,690	26,912	195,234	222,146
2010	1,850	22,660	24,510	184,138	208,648
2011	1,901	23,122	25,023	178,927	203,950
2012	1,754	23,039	24,793	170,930	195,723
2013	1,713	21,657	23,370	160,300	183,670

1 Includes cases where age of the casualty was not reported

2 KSI = Killed or seriously injured.

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RAS30036

Casualties resulting from reported personal injury road accidents, by age and severity, Great Britain, 1979-2013

Number of casualties

Child (0-15)

Year	Killed	Seriously injured	KSI ¹	Slightly injured	All casualties
1979	636	11,822	12,458	40,029	52,487
1980	533	11,554	12,087	39,083	51,170
1981	571	11,103	11,674	37,977	49,651
1982	536	11,283	11,819	38,097	49,916
1983	605	11,138	11,743	38,913	50,656
1984	588	11,453	12,041	40,627	52,668
1985	515	10,614	11,129	37,649	48,778
1986	450	9,621	10,071	36,472	46,543
1987	466	9,087	9,553	35,399	44,952
1988	462	8,909	9,371	36,541	45,912
1989	440	8,965	9,405	38,502	47,907
1990	417	8,870	9,287	39,353	48,640
1991	377	7,684	8,061	36,349	44,410
1992	310	7,434	7,744	36,443	44,187
1993	306	6,670	6,976	35,617	42,593
1994	299	7,226	7,525	37,627	45,152
1995	270	6,983	7,253	36,536	43,789
1996	270	6,719	6,989	37,848	44,837
1997	255	6,197	6,452	38,094	44,546
1998	206	5,873	6,079	37,366	43,445
1999	221	5,478	5,699	36,352	42,051
2000	191	5,011	5,202	34,513	39,715
2001	219	4,769	4,988	33,281	38,269
2002	179	4,417	4,596	30,093	34,689
2003	171	3,929	4,100	27,888	31,988
2004	166	3,739	3,905	27,095	31,000
2005	141	3,331	3,472	24,654	28,126
2006	169	3,125	3,294	22,229	25,523
2007	121	2,969	3,090	20,717	23,807
2008	124	2,683	2,807	19,189	21,996
2009	81	2,590	2,671	17,984	20,655
2010	55	2,447	2,502	17,067	19,569
2011	60	2,352	2,412	17,062	19,474
2012	61	2,211	2,272	14,979	17,251
2013	48	1,932	1,980	13,776	15,756

1 KSI = Killed or seriously injured

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RAS30036

Casualties resulting from reported personal injury road accidents, by age and severity, Great Britain, 1979-2013

Number of casualties

Adult (16+)

Year	Killed	Seriously injured	KSI ¹	Slightly injured	All casualties
1979	5,712	68,190	73,902	202,340	276,242
1980	5,415	66,906	72,321	198,062	270,383
1981	5,269	66,714	71,983	198,100	270,083
1982	5,381	68,108	73,489	207,339	280,828
1983	4,826	59,152	63,978	190,570	254,548
1984	4,973	61,157	66,130	201,671	267,801
1985	4,647	59,721	64,368	200,085	264,453
1986	4,926	58,542	63,468	207,137	270,605
1987	4,653	54,516	59,169	203,430	262,599
1988	4,565	53,945	58,510	213,865	272,375
1989	4,906	53,648	58,554	230,791	289,345
1990	4,765	50,958	55,723	232,534	288,257
1991	4,169	43,289	47,458	215,144	262,602
1992	3,908	41,144	45,052	216,056	261,108
1993	3,493	37,652	41,145	216,742	257,887
1994	3,320	38,552	41,872	221,960	263,832
1995	3,330	37,866	41,196	219,477	260,673
1996	3,304	37,085	40,389	229,597	269,986
1997	3,344	36,119	39,463	238,193	277,656
1998	3,213	34,315	37,528	238,393	275,921
1999	3,183	32,914	36,097	234,947	271,044
2000	3,211	32,382	35,593	237,129	272,722
2001	3,199	31,559	34,758	232,170	266,928
2002	3,221	30,846	34,067	226,169	260,236
2003	3,320	29,095	32,415	218,477	250,892
2004	3,037	26,790	29,827	212,539	242,366
2005	3,051	25,031	28,082	207,339	235,421
2006	2,994	25,057	28,051	198,442	226,493
2007	2,817	24,285	27,102	190,872	217,974
2008	2,413	22,898	25,311	178,271	203,582
2009	2,141	21,758	23,899	173,685	197,584
2010	1,795	19,891	21,686	163,453	185,139
2011	1,841	20,502	22,343	158,573	180,916
2012	1,693	20,588	22,281	152,988	175,269
2013	1,665	19,467	21,132	143,730	164,862

1 KSI = Killed or seriously injured

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<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013>

RAS30037

Reported casualties in accidents, by journey purpose and casualty type, Great Britain, 2008 - 2013

	Number of casualties					
	2008	2009	2010	2011	2012	2013
Driving as part of work						
Driver/rider driving as part of work						
Killed	132	95	96	93	87	90
Seriously injured	1,646	1,433	1,382	1,384	1,301	1,286
Slightly injured	18,323	16,864	16,305	15,465	14,882	13,991
All casualties	20,101	18,392	17,783	16,942	16,270	15,367
Passenger of driver/rider driving for work						
Killed	34	32	20	24	30	25
Seriously injured	642	602	541	525	538	517
Slightly injured	10,076	9,419	9,079	9,068	8,267	7,332
All casualties	10,752	10,053	9,640	9,617	8,835	7,874
Other casualty in accident involving a driver/rider driving for work						
Killed	582	465	424	442	422	400
Seriously injured	3,862	3,421	3,358	3,288	3,392	3,249
Slightly injured	25,126	23,797	23,484	22,519	21,670	20,712
All casualties	29,570	27,683	27,266	26,249	25,484	24,361
All casualties in accidents involving a driver/rider driving for work						
Killed	748	592	540	559	539	515
Seriously injured	6,150	5,456	5,281	5,197	5,231	5,052
Slightly injured	53,525	50,080	48,868	47,052	44,819	42,035
All casualties	60,423	56,128	54,689	52,808	50,589	47,602
Commuting to/from work						
Driver/rider commuting to/from work						
Killed	133	143	106	127	85	111
Seriously injured	1,834	1,738	1,629	1,718	1,720	1,748
Slightly injured	15,759	14,438	14,441	13,950	14,114	13,405
All casualties	17,726	16,319	16,176	15,795	15,919	15,264
Passenger of driver/rider commuting to/from work						
Killed	12	6	9	7	6	14
Seriously injured	127	128	108	94	105	85
Slightly injured	1,779	1,651	1,686	1,451	1,503	1,285
All casualties	1,918	1,785	1,803	1,552	1,614	1,384
Other casualty in accident involving a driver/rider commuting to/from work						
Killed	130	92	89	91	78	94
Seriously injured	1,217	1,092	1,081	1,043	1,111	1,104
Slightly injured	8,345	8,026	7,795	7,436	7,481	7,245
All casualties	9,692	9,210	8,965	8,570	8,670	8,443
All casualties in accidents involving a driver/rider commuting to/from work						
Killed	275	241	204	225	169	219
Seriously injured	3,178	2,958	2,818	2,855	2,936	2,937
Slightly injured	25,883	24,115	23,922	22,837	23,098	21,935
All casualties	29,336	27,314	26,944	25,917	26,203	25,091
Travelling to/from school¹						
Driver/rider travelling to/from school						
Killed	9	6	1	3	3	2
Seriously injured	140	143	146	118	130	110
Slightly injured	2,029	1,872	1,745	1,793	1,680	1,585
All casualties	2,178	2,021	1,892	1,914	1,813	1,697
Passenger of driver/rider travelling to/from school						
Killed	2	0	6	1	0	5
Seriously injured	49	47	60	41	27	39
Slightly injured	1,273	1,218	1,168	1,128	1,126	1,019
All casualties	1,324	1,265	1,234	1,170	1,153	1,063
Other casualty in accident involving a driver/rider travelling to/from school						
Killed	15	6	8	12	8	7
Seriously injured	204	197	212	203	217	210
Slightly injured	1,732	1,733	1,690	1,700	1,682	1,527
All casualties	1,951	1,936	1,910	1,915	1,907	1,744
All casualties in accidents involving a driver/rider travelling to/from school						
Killed	26	12	15	16	11	14
Seriously injured	393	387	418	362	374	359
Slightly injured	5,034	4,823	4,603	4,621	4,488	4,131
All casualties	5,453	5,222	5,036	4,999	4,873	4,504

¹ Includes pupils riding to/from school and drivers/riders taking a pupil to/from school.

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RAS30053

Reported fatal casualties by region, road user type, England, 2009-2013 and 2005-09 average

Number of casualties							
							2013 percentage change on 05-09 avg
Region	2005-09 average	2009	2010	2011	2012	2013	
North East							
Pedestrian	25	17	12	13	22	21	-15
Pedal cycle	4	6	4	7	6	6	50
Motorcycle	14	14	13	8	9	12	-17
Car	44	30	17	27	38	35	-20
Bus or coach	1	1	1	0	0	0	-100
Van / Light goods vehicle	2	3	0	1	1	1	-44
HGV	1	0	1	1	1	0	-100
All road users	91	73	51	58	77	76	-16
North West							
Pedestrian	84	76	58	57	47	42	-50
Pedal cycle	14	8	12	13	10	9	-34
Motorcycle	50	51	40	42	40	26	-48
Car	133	95	70	90	61	60	-55
Bus or coach	1	2	4	2	1	1	0
Van / Light goods vehicle	3	0	4	2	2	4	43
HGV	3	0	4	3	3	5	47
All road users	292	235	194	210	165	149	-49
Yorkshire and The Humber							
Pedestrian	58	52	41	45	35	37	-36
Pedal cycle	10	5	5	7	11	7	-33
Motorcycle	53	51	48	26	22	40	-25
Car	130	87	60	85	70	73	-44
Bus or coach	2	1	0	0	1	2	11
Van / Light goods vehicle	6	4	9	2	2	3	-46
HGV	2	2	5	3	2	1	-55
All road users	263	205	170	173	144	165	-37
East Midlands							
Pedestrian	43	31	22	31	22	15	-65
Pedal cycle	13	11	8	9	11	11	-15
Motorcycle	55	45	36	41	29	29	-47
Car	155	128	111	98	96	80	-48
Bus or coach	0	2	0	0	0	0	-100
Van / Light goods vehicle	7	4	4	3	4	7	3
HGV	5	3	0	4	3	2	-62
All road users	281	227	183	187	170	148	-47
West Midlands							
Pedestrian	58	48	31	46	41	49	-16
Pedal cycle	9	11	14	9	7	8	-13
Motorcycle	49	41	23	40	34	23	-53
Car	133	117	81	86	86	69	-48
Bus or coach	1	1	3	2	1	2	43
Van / Light goods vehicle	5	2	3	3	4	3	-40
HGV	2	2	1	2	2	1	-50
All road users	259	224	156	190	176	156	-40
East of England							
Pedestrian	51	45	37	41	31	30	-42
Pedal cycle	15	9	13	10	10	7	-55
Motorcycle	60	49	48	33	40	39	-35
Car	164	124	93	102	99	92	-44
Bus or coach	0	0	0	1	0	1	150
Van / Light goods vehicle	5	3	3	5	3	5	9
HGV	7	1	2	3	3	3	-55
All road users	305	235	197	199	187	178	-42

RAS30053

Reported fatal casualties by region, road user type, England, 2009-2013 and 2005-09 average

Number of casualties							
							2013 percentage change on 05-09 avg
Region	2005-09 average	2009	2010	2011	2012	2013	
London							
Pedestrian	96	89	58	77	70	65	-33
Pedal cycle	17	13	10	16	14	14	-16
Motorcycle	43	39	28	30	27	22	-49
Car	50	41	29	33	21	26	-48
Bus or coach	2	3	0	1	2	2	-17
Van / Light goods vehicle	1	0	1	0	0	1	-29
HGV	1	0	0	1	1	1	67
All road users	211	185	126	159	135	133	-37
South East							
Pedestrian	71	50	49	50	48	40	-44
Pedal cycle	22	17	19	8	19	14	-35
Motorcycle	89	67	73	52	41	57	-36
Car	209	147	128	132	110	114	-45
Bus or coach	2	1	0	0	3	0	-100
Van / Light goods vehicle	7	9	5	9	7	2	-73
HGV	10	1	7	3	3	6	-40
All road users	412	294	284	258	233	235	-43
South West							
Pedestrian	44	27	33	26	35	35	-20
Pedal cycle	12	13	17	10	17	15	21
Motorcycle	58	45	34	33	39	43	-26
Car	147	105	101	83	105	88	-40
Bus or coach	1	2	0	0	2	0	-100
Van / Light goods vehicle	3	3	2	1	2	4	33
HGV	2	3	3	4	3	0	-100
All road users	273	202	192	160	204	190	-30
England							
Pedestrian	530	435	341	386	351	334	-37
Pedal cycle	116	93	102	89	105	91	-22
Motorcycle	472	402	343	305	281	291	-38
Car	1,164	874	690	736	686	637	-45
Bus or coach	11	13	8	6	10	8	-26
Van / Light goods vehicle	38	28	31	26	25	30	-22
HGV	33	12	23	24	21	19	-42
All road users	2,387	1,880	1,553	1,594	1,491	1,430	-40

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[Notes & Definitions](#)

Source: DfT STATS19

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The figures in this table are National Statistics

Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013>

RAS30053

Reported KSI casualties by region, road user type, England, 2009-2013 and 2005-09 average

Number of casualties							
							2013 percentage change on 05-09 avg
Region	2005-09 average	2009	2010	2011	2012	2013	
North East							
Pedestrian	289	261	226	225	271	238	-18
Pedal cycle	95	117	81	96	101	101	7
Motorcycle	210	210	172	164	157	173	-17
Car	410	383	330	317	333	254	-38
Bus or coach	21	26	22	24	23	14	-32
Van / Light goods vehicle	20	11	8	18	16	14	-29
HGV	7	5	8	4	7	2	-73
All road users	1,057	1,020	858	854	919	802	-24
North West							
Pedestrian	968	870	838	803	797	748	-23
Pedal cycle	311	312	375	368	374	396	27
Motorcycle	666	620	557	619	611	586	-12
Car	1,427	1,142	963	1,036	881	833	-42
Bus or coach	34	30	55	23	36	51	51
Van / Light goods vehicle	43	26	30	24	27	39	-10
HGV	35	20	27	26	22	20	-44
All road users	3,513	3,045	2,867	2,922	2,764	2,697	-23
Yorkshire and The Humber							
Pedestrian	700	606	580	577	618	534	-24
Pedal cycle	256	258	257	280	310	340	33
Motorcycle	613	528	475	519	530	547	-11
Car	1,323	1,059	953	869	858	861	-35
Bus or coach	37	40	39	36	28	47	28
Van / Light goods vehicle	51	50	29	38	43	33	-35
HGV	32	22	20	15	21	19	-41
All road users	3,038	2,601	2,379	2,366	2,434	2,399	-21
East Midlands							
Pedestrian	425	381	346	406	374	325	-24
Pedal cycle	198	205	195	244	238	227	15
Motorcycle	569	558	467	513	439	416	-27
Car	1,187	1,135	973	917	936	827	-30
Bus or coach	18	28	15	11	15	11	-40
Van / Light goods vehicle	56	36	39	34	38	37	-34
HGV	38	23	18	24	16	19	-49
All road users	2,512	2,384	2,076	2,167	2,076	1,879	-25
West Midlands							
Pedestrian	634	568	497	533	519	499	-21
Pedal cycle	159	150	179	210	197	192	21
Motorcycle	475	424	332	429	379	394	-17
Car	1,060	886	772	761	748	645	-39
Bus or coach	31	28	21	20	16	13	-58
Van / Light goods vehicle	43	29	34	35	35	29	-32
HGV	26	16	15	12	13	6	-77
All road users	2,444	2,122	1,860	2,020	1,932	1,798	-26
East of England							
Pedestrian	476	465	430	423	440	371	-22
Pedal cycle	257	274	266	292	290	290	13
Motorcycle	734	677	614	572	560	561	-24
Car	1,509	1,198	1,116	1,026	1,062	1,013	-33
Bus or coach	16	9	19	17	9	22	41
Van / Light goods vehicle	60	47	45	32	34	47	-22
HGV	49	26	34	28	27	31	-37
All road users	3,125	2,731	2,546	2,412	2,460	2,369	-24

RAS30053

Reported KSI casualties by region, road user type, England, 2009-2013 and 2005-09 average

Number of casualties							
Region	2005-09 average	2009	2010	2011	2012	2013	2013 percentage change on 05-09 avg
London							
Pedestrian	1,217	1,057	913	980	1,124	839	-31
Pedal cycle	421	433	468	571	673	489	16
Motorcycle	793	706	616	600	630	511	-36
Car	987	849	747	535	471	359	-64
Bus or coach	140	124	98	86	94	91	-35
Van / Light goods vehicle	40	38	24	25	22	23	-43
HGV	13	8	4	5	3	5	-61
All road users	3,630	3,229	2,889	2,810	3,022	2,327	-36
South East							
Pedestrian	735	718	732	769	741	727	-1
Pedal cycle	419	513	481	607	628	713	70
Motorcycle	1,056	1,039	907	1,139	953	1,001	-5
Car	1,911	1,698	1,527	1,546	1,461	1,509	-21
Bus or coach	39	23	49	32	37	42	9
Van / Light goods vehicle	75	77	55	69	63	73	-3
HGV	51	24	35	25	32	32	-37
All road users	4,317	4,124	3,820	4,221	3,951	4,131	-4
South West							
Pedestrian	379	310	330	375	382	416	10
Pedal cycle	192	208	256	243	269	241	26
Motorcycle	552	449	443	487	493	459	-17
Car	1,112	899	850	774	851	794	-29
Bus or coach	15	17	15	15	15	10	-32
Van / Light goods vehicle	32	29	36	13	31	27	-17
HGV	21	17	15	13	13	11	-48
All road users	2,323	1,950	1,960	1,945	2,072	1,985	-15
England							
Pedestrian	5,825	5,236	4,892	5,091	5,266	4,697	-19
Pedal cycle	2,307	2,470	2,558	2,911	3,080	2,989	30
Motorcycle	5,667	5,211	4,583	5,042	4,752	4,648	-18
Car	10,926	9,249	8,231	7,781	7,601	7,095	-35
Bus or coach	349	325	333	264	273	301	-14
Van / Light goods vehicle	421	343	300	288	309	322	-24
HGV	272	161	176	152	154	145	-47
All road users	25,958	23,206	21,255	21,717	21,630	20,387	-21

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RAS30053

Reported casualties by region, road user type, England, 2009-2013 and 2005-09 average

Number of casualties							
							2013 percentage change on 05-09 avg
Region	2005-09 average	2009	2010	2011	2012	2013	
North East							
Pedestrian	1,226	1,057	1,003	968	1,014	962	-22
Pedal cycle	544	578	546	616	610	619	14
Motorcycle	636	618	496	530	493	492	-23
Car	6,722	6,147	5,487	5,007	4,893	4,294	-36
Bus or coach	444	540	524	556	454	407	-8
Van / Light goods vehicle	258	228	238	255	239	204	-21
HGV	65	39	48	41	55	42	-35
All road users	9,935	9,254	8,403	8,028	7,799	7,062	-29
North West							
Pedestrian	4,097	3,454	3,230	3,193	3,156	2,909	-29
Pedal cycle	1,908	1,916	1,941	2,114	1,966	1,901	0
Motorcycle	2,126	1,836	1,697	1,837	1,796	1,646	-23
Car	21,570	18,838	16,489	14,830	13,609	11,949	-45
Bus or coach	982	750	806	731	568	483	-51
Van / Light goods vehicle	665	548	445	437	368	426	-36
HGV	263	139	172	154	123	122	-54
All road users	31,807	27,686	25,006	23,485	21,807	19,570	-38
Yorkshire and The Humber							
Pedestrian	2,840	2,531	2,416	2,392	2,404	2,172	-24
Pedal cycle	1,395	1,442	1,391	1,578	1,676	1,766	27
Motorcycle	1,800	1,591	1,444	1,631	1,527	1,547	-14
Car	15,671	14,511	13,124	12,312	11,861	10,754	-31
Bus or coach	903	827	704	749	653	557	-38
Van / Light goods vehicle	482	462	415	370	458	364	-25
HGV	237	168	171	133	128	140	-41
All road users	23,470	21,728	19,803	19,297	18,865	17,395	-26
East Midlands							
Pedestrian	1,903	1,770	1,703	1,752	1,680	1,531	-20
Pedal cycle	1,201	1,186	1,192	1,334	1,275	1,256	5
Motorcycle	1,772	1,633	1,416	1,539	1,396	1,319	-26
Car	12,804	11,691	11,196	10,479	10,173	9,649	-25
Bus or coach	362	400	393	404	284	297	-18
Van / Light goods vehicle	530	414	433	429	406	430	-19
HGV	233	152	150	143	124	137	-41
All road users	18,926	17,376	16,615	16,222	15,461	14,702	-22
West Midlands							
Pedestrian	2,888	2,652	2,305	2,258	2,092	2,076	-28
Pedal cycle	1,244	1,200	1,165	1,335	1,248	1,264	2
Motorcycle	1,809	1,643	1,320	1,454	1,366	1,328	-27
Car	16,136	14,408	13,186	11,618	10,717	10,220	-37
Bus or coach	561	493	393	301	287	229	-59
Van / Light goods vehicle	567	509	481	454	445	423	-25
HGV	217	166	146	111	111	91	-58
All road users	23,542	21,175	19,093	17,645	16,361	15,726	-33
East of England							
Pedestrian	2,027	1,860	1,810	1,936	1,881	1,700	-16
Pedal cycle	1,678	1,668	1,544	1,689	1,706	1,752	4
Motorcycle	2,334	2,063	1,840	1,995	1,786	1,748	-25
Car	16,427	14,105	13,300	12,733	12,420	11,118	-32
Bus or coach	273	219	247	283	209	176	-36
Van / Light goods vehicle	611	509	475	456	464	457	-25
HGV	308	182	189	185	175	165	-46
All road users	23,794	20,750	19,539	19,424	18,784	17,238	-28

RAS30053

Reported casualties by region, road user type, England, 2009-2013 and 2005-09 average

Number of casualties							
Region	2005-09 average	2009	2010	2011	2012	2013	2013 percentage change on 05-09 avg
London							
Pedestrian	5,438	5,214	5,398	5,447	5,272	5,186	-5
Pedal cycle	3,140	3,674	4,010	4,498	4,619	4,625	47
Motorcycle	4,602	4,504	4,344	4,681	4,653	4,508	-2
Car	13,841	12,510	13,085	12,439	12,298	10,784	-22
Bus or coach	1,574	1,444	1,403	1,470	1,330	1,473	-6
Van / Light goods vehicle	485	513	516	570	539	515	6
HGV	95	65	83	75	49	58	-39
All road users	29,280	28,023	28,937	29,291	28,822	27,238	-7
South East							
Pedestrian	3,380	3,128	3,044	3,239	2,950	2,926	-13
Pedal cycle	2,667	2,779	2,663	3,108	3,059	3,336	25
Motorcycle	3,701	3,396	2,985	3,349	3,111	3,030	-18
Car	24,083	21,631	20,520	20,221	19,937	18,889	-22
Bus or coach	696	573	682	641	556	480	-31
Van / Light goods vehicle	794	736	666	741	764	724	-9
HGV	362	230	247	233	254	260	-28
All road users	35,892	32,671	30,964	31,684	30,765	29,776	-17
South West							
Pedestrian	2,211	1,909	1,817	1,802	1,813	1,775	-20
Pedal cycle	1,487	1,413	1,505	1,597	1,560	1,537	3
Motorcycle	2,215	1,751	1,655	1,715	1,691	1,676	-24
Car	14,258	12,110	11,145	10,747	10,003	9,331	-35
Bus or coach	383	357	308	313	300	242	-37
Van / Light goods vehicle	363	322	334	295	319	355	-2
HGV	187	140	126	117	114	106	-43
All road users	21,246	18,117	17,009	16,705	15,919	15,137	-29
England							
Pedestrian	26,009	23,575	22,726	22,987	22,262	21,237	-18
Pedal cycle	15,264	15,856	15,957	17,869	17,719	18,056	18
Motorcycle	20,995	19,035	17,197	18,731	17,819	17,294	-18
Car	141,512	125,951	117,532	110,386	105,911	96,988	-31
Bus or coach	6,177	5,603	5,460	5,448	4,641	4,344	-30
Van / Light goods vehicle	4,756	4,241	4,003	4,007	4,002	3,898	-18
HGV	1,967	1,281	1,332	1,192	1,133	1,121	-43
All road users	217,892	196,780	185,369	181,781	174,583	163,844	-25

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RAS30059

Reported road accident casualties by severity, Great Britain 1979 - 2013

Year	Killed		Seriously injured	KSI ¹		Slightly injured	All severities	Traffic ^c	Casualty rate ²		
	All	of which children		All	of which children				KSI ¹	Slight	All severities
2005-2009 average	2,816	127	27,225	30,041	3,067	216,010	246,050	313	96	690	786
1979	6,352	636	80,544	86,896	12,458	247,617	334,513	162	537	1530	2067
1980	5,953	533	78,906	84,859	12,087	241,873	326,732	172	493	1405	1898
1981	5,846	571	78,259	84,105	11,674	240,735	324,840	175	479	1372	1852
1982	5,937	536	79,745	85,682	11,819	248,649	334,331	181	474	1376	1850
1983	5,445	605	70,623	76,068	11,743	232,516	308,584	183	416	1271	1687
1984	5,599	588	73,059	78,658	12,041	245,656	324,314	192	409	1278	1687
1985	5,165	515	70,980	76,145	11,129	241,379	317,524	196	388	1230	1619
1986	5,385	450	68,757	74,142	10,071	247,347	321,489	206	361	1204	1564
1987	5,125	466	64,293	69,418	9,553	242,055	311,473	221	314	1094	1407
1988	5,052	462	63,491	68,543	9,371	253,762	322,305	237	290	1072	1362
1989	5,373	440	63,158	68,531	9,405	273,061	341,592	256	268	1066	1334
1990	5,217	417	60,441	65,658	9,287	275,483	341,141	259	254	1066	1319
1991	4,568	377	51,618	56,186	8,061	255,182	311,368	259	217	985	1202
1992	4,229	310	49,256	53,485	7,744	257,268	310,753	259	206	993	1200
1993	3,814	306	45,020	48,834	6,976	257,301	306,135	259	189	995	1183
1994	3,650	299	46,540	50,190	7,525	265,169	315,359	264	190	1003	1193
1995	3,621	270	45,533	49,154	7,253	261,533	310,687	270	182	970	1152
1996	3,598	270	44,499	48,097	6,989	272,481	320,578	277	174	985	1159
1997	3,599	255	42,984	46,583	6,452	281,220	327,803	282	165	996	1161
1998	3,421	206	40,834	44,255	6,079	280,957	325,212	287	154	978	1132
1999	3,423	221	39,122	42,545	5,699	277,765	320,310	293	145	949	1094
2000	3,409	191	38,155	41,564	5,202	278,719	320,283	293	142	952	1094
2001	3,450	219	37,110	40,560	4,988	272,749	313,309	296	137	921	1057
2002	3,431	179	35,976	39,407	4,596	263,198	302,605	303	130	868	998
2003	3,508	171	33,707	37,215	4,100	253,392	290,607	305	122	830	952
2004	3,221	166	31,130	34,351	3,905	246,489	280,840	309	111	796	907
2005	3,201	141	28,954	32,155	3,472	238,862	271,017	310	104	772	875
2006	3,172	169	28,673	31,845	3,294	226,559	258,404	314	101	721	823
2007	2,946	121	27,774	30,720	3,090	217,060	247,780	317	97	686	783
2008	2,538	124	26,034	28,572	2,807	202,333	230,905	314	91	645	736
2009	2,222	81	24,690	26,912	2,671	195,234	222,146	311	87	628	714
2010	1,850	55	22,660	24,510	2,502	184,138	208,648	306	80	601	681
2011	1,901	60	23,122	25,023	2,412	178,927	203,950	307	82	583	665
2012	1,754	61	23,039	24,793	2,272	170,930	195,723	306	81	559	640
2013	1,713	48	21,657	23,370	1,980	160,300	183,670	307	76	522	599

1 Killed or seriously injured.

Source: DfT STATS19, DfT National Road Traffic Survey

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

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RAS30060

Reported fatalities by road user type, Great Britain 1979 - 2013

	Pedestrians	Pedal cyclists	Motorcycle rider/ passenger	Car occupant	Bus or coach occupant	Van/Light goods veh occupant	HGV Occupant	Other vehicle occupant	All road users	
									All	of which children
2005-09 average	613	130	544	1,407	12	49	37	25	2,816	127
1979	2,118	320	1,160	2,429	34	158	108	25	6,352	636
1980	1,941	302	1,163	2,278	29	140	70	30	5,953	533
1981	1,874	310	1,131	2,287	20	141	62	21	5,846	571
1982	1,869	294	1,091	2,443	33	117	67	23	5,937	536
1983	1,914	323	963	2,019	38	102	59	27	5,445	605
1984	1,868	345	967	2,179	37	111	75	17	5,599	588
1985	1,789	286	796	2,061	32	113	74	14	5,165	515
1986	1,841	271	762	2,233	24	157	83	14	5,385	450
1987	1,703	280	723	2,206	15	111	75	12	5,125	466
1988	1,753	227	670	2,142	17	146	73	24	5,052	462
1989	1,706	294	683	2,426	20	144	82	18	5,373	440
1990	1,694	256	659	2,371	19	129	67	22	5,217	417
1991	1,496	242	548	2,053	25	119	65	20	4,568	377
1992	1,347	204	469	1,978	19	117	70	25	4,229	310
1993	1,241	186	427	1,760	35	91	59	15	3,814	306
1994	1,124	172	444	1,764	21	64	41	20	3,650	299
1995	1,038	213	445	1,749	35	69	57	15	3,621	270
1996	997	203	440	1,806	11	61	63	17	3,598	270
1997	973	183	509	1,795	14	64	45	16	3,599	255
1998	906	158	498	1,696	18	67	60	18	3,421	206
1999	870	172	547	1,687	11	65	52	19	3,423	221
2000	857	127	605	1,665	15	66	55	19	3,409	191
2001	826	138	583	1,749	14	64	54	22	3,450	219
2002	775	130	609	1,747	19	70	63	18	3,431	179
2003	774	114	693	1,769	11	72	44	31	3,508	171
2004	671	134	585	1,671	20	62	47	31	3,221	166
2005	671	148	569	1,675	9	54	55	20	3,201	141
2006	675	146	599	1,612	19	52	39	30	3,172	169
2007	646	136	588	1,432	12	58	52	22	2,946	121
2008	572	115	493	1,257	6	43	23	29	2,538	124
2009	500	104	472	1,059	14	36	14	23	2,222	81
2010	405	111	403	835	9	34	28	25	1,850	55
2011	453	107	362	883	7	34	28	27	1,901	60
2012	420	118	328	801	11	33	29	14	1,754	61
2013	398	109	331	785	10	37	21	22	1,713	48

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RAS30061

Reported killed or seriously injured casualties by road user type, Great Britain 1979 - 2013

	Pedestrians	Pedal cyclists	Motorcycle rider/ passenger	Car occupant	Bus or coach occupant	Van/Light goods veh occupant	HGV Occupant	Other vehicle occupant	All road users	
									All	of which children
2005-09 average	6,758	2,528	6,320	12,984	409	501	314	226	30,041	3,067
1979	20,447	5,240	21,277	34,963	1,071	2,517	1,013	368	86,896	12,458
1980	19,035	5,536	22,697	33,241	952	2,243	850	305	84,859	12,087
1981	18,487	5,504	22,329	33,625	961	2,146	745	308	84,105	11,674
1982	18,964	5,968	22,689	33,987	962	2,054	746	312	85,682	11,819
1983	18,779	6,396	20,317	27,046	969	1,549	734	278	76,068	11,743
1984	19,461	6,595	20,009	28,997	929	1,560	794	313	78,658	12,041
1985	19,470	5,652	18,173	29,107	1,036	1,684	770	253	76,145	11,129
1986	19,058	5,252	16,467	29,690	859	1,783	770	263	74,142	10,071
1987	17,660	5,131	13,896	29,086	826	1,810	780	229	69,418	9,553
1988	17,880	4,879	12,654	29,346	892	1,845	792	255	68,543	9,371
1989	17,474	5,130	12,488	29,684	835	1,827	846	247	68,531	9,405
1990	17,360	4,600	11,121	29,120	807	1,627	772	251	65,658	9,287
1991	15,024	4,189	8,502	25,395	725	1,427	695	229	56,186	8,061
1992	14,195	3,992	7,338	25,124	655	1,308	659	214	53,485	7,744
1993	12,663	3,797	6,882	22,833	725	1,082	635	217	48,834	6,976
1994	12,930	4,001	6,666	23,892	815	1,101	571	214	50,190	7,525
1995	12,297	3,967	6,615	23,461	836	1,106	635	237	49,154	7,253
1996	11,612	3,789	6,208	24,048	695	989	555	201	48,097	6,989
1997	11,026	3,592	6,446	23,191	601	928	573	226	46,583	6,452
1998	10,481	3,312	6,442	21,676	631	949	560	204	44,255	6,079
1999	9,825	3,176	6,908	20,368	611	867	540	250	42,545	5,699
2000	9,498	2,770	7,374	19,719	578	813	571	241	41,564	5,202
2001	9,064	2,678	7,305	19,424	562	811	500	216	40,560	4,988
2002	8,631	2,450	7,500	18,728	551	780	524	243	39,407	4,596
2003	7,933	2,411	7,652	17,291	500	765	429	234	37,215	4,100
2004	7,478	2,308	6,648	16,144	488	631	406	248	34,351	3,905
2005	7,129	2,360	6,508	14,617	363	587	395	196	32,155	3,472
2006	7,051	2,442	6,484	14,254	426	564	383	241	31,845	3,294
2007	6,924	2,564	6,737	12,967	455	494	363	216	30,720	3,090
2008	6,642	2,565	6,049	11,968	432	445	240	231	28,572	2,807
2009	6,045	2,710	5,822	11,112	370	417	189	247	26,912	2,671
2010	5,605	2,771	5,183	9,749	401	359	212	230	24,510	2,502
2011	5,907	3,192	5,609	9,225	332	340	195	223	25,023	2,412
2012	5,979	3,340	5,328	9,033	323	363	198	229	24,793	2,272
2013	5,396	3,252	5,197	8,426	342	371	168	218	23,370	1,980

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RAS30062

Reported children (aged 0-15) killed or seriously injured by road user type, Great Britain 1979 - 2013

	Pedestrians	Pedal cyclists	Car users	Other road users	Males	Females	Age 0-4	Age 5-8	Age 9-11	Age 12-15	All
2005-09 average	1,900	485	534	147	1,984	1,082	359	576	664	1,469	3,067
1979	7,794	2,445	1,621	598	8,136	4,317	1,464	3,610	2,827	4,557	12,458
1980	7,318	2,525	1,670	574	7,986	4,098	1,351	3,245	2,825	4,666	12,087
1981	6,982	2,457	1,649	586	7,600	4,072	1,286	3,038	2,729	4,621	11,674
1982	7,140	2,417	1,681	581	7,699	4,120	1,345	2,774	2,887	4,813	11,819
1983	7,167	2,683	1,431	462	7,841	3,902	1,403	2,725	2,741	4,874	11,743
1984	7,319	2,667	1,543	512	7,954	4,087	1,435	2,856	2,722	5,028	12,041
1985	7,131	2,025	1,533	440	7,306	3,822	1,429	2,766	2,404	4,530	11,129
1986	6,459	1,643	1,592	377	6,640	3,429	1,290	2,579	2,163	4,039	10,071
1987	5,887	1,757	1,570	339	6,311	3,242	1,277	2,553	1,988	3,735	9,553
1988	5,897	1,576	1,596	302	6,113	3,257	1,339	2,459	2,004	3,569	9,371
1989	5,836	1,623	1,598	348	6,147	3,257	1,342	2,450	2,015	3,598	9,405
1990	5,914	1,490	1,600	283	5,962	3,325	1,363	2,502	2,136	3,286	9,287
1991	5,097	1,345	1,371	248	5,191	2,870	1,211	2,150	1,815	2,885	8,061
1992	4,901	1,195	1,404	244	4,926	2,817	1,141	2,042	1,773	2,788	7,744
1993	4,231	1,146	1,301	298	4,433	2,543	1,010	1,694	1,516	2,756	6,976
1994	4,610	1,234	1,378	303	4,784	2,741	993	1,901	1,684	2,947	7,525
1995	4,400	1,249	1,324	280	4,665	2,588	968	1,727	1,648	2,910	7,253
1996	4,132	1,231	1,329	297	4,493	2,496	831	1,703	1,606	2,849	6,989
1997	3,954	1,016	1,271	211	4,221	2,231	826	1,510	1,578	2,538	6,452
1998	3,737	915	1,215	212	3,849	2,230	823	1,446	1,446	2,364	6,079
1999	3,457	950	1,056	236	3,621	2,078	718	1,384	1,350	2,247	5,699
2000	3,226	758	1,003	215	3,338	1,864	600	1,148	1,272	2,182	5,202
2001	3,144	674	938	232	3,268	1,718	531	1,060	1,216	2,181	4,988
2002	2,828	594	939	235	3,009	1,584	502	979	1,043	2,072	4,596
2003	2,381	595	885	239	2,699	1,400	489	853	908	1,850	4,100
2004	2,339	577	759	230	2,562	1,343	408	749	785	1,963	3,905
2005	2,134	527	595	216	2,233	1,238	382	656	774	1,660	3,472
2006	2,025	503	596	170	2,107	1,187	378	627	653	1,636	3,294
2007	1,899	522	526	143	2,007	1,083	372	540	689	1,489	3,090
2008	1,784	417	490	116	1,818	986	347	543	619	1,298	2,807
2009	1,660	458	463	90	1,757	914	314	512	584	1,261	2,671
2010	1,646	398	360	98	1,628	874	324	504	595	1,079	2,502
2011	1,602	398	336	76	1,519	893	328	514	561	1,009	2,412
2012	1,545	324	346	57	1,483	789	308	460	515	989	2,272
2013	1,358	282	286	54	1,278	701	273	418	462	827	1,980

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Department for Transport statistics

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RAS30063

Reported slightly injured casualties by road user type, Great Britain 1979 - 2013

	Pedestrians	Rate ¹	Pedal cyclists	Rate ²	Motorcycle users	Rate ²	Car users	Rate ²	All road users ³	Rate ⁴
2005-09										
average	23,206	2,005	13,934	5,036	16,452	5,079	147,683	601	216,010	690
1979	46,267	..	18,405	6,467	45,878	11,555	114,548	915	247,617	1,530
1980	44,264	..	19,252	6,087	48,141	10,101	110,276	825	241,873	1,405
1981	42,263	..	19,802	5,848	46,800	8,491	112,692	826	240,735	1,372
1982	42,458	..	22,170	5,584	49,242	8,595	115,917	821	248,649	1,376
1983	42,895	..	24,180	6,099	44,177	8,597	103,379	720	232,516	1,271
1984	44,013	..	24,344	6,141	43,812	8,694	114,627	756	245,656	1,278
1985	41,920	..	21,346	5,669	38,419	8,389	120,345	773	241,379	1,230
1986	41,819	..	20,878	6,154	35,818	8,153	129,516	788	247,347	1,204
1987	39,793	..	21,063	5,906	31,905	7,652	130,382	737	242,055	1,094
1988	40,963	..	20,970	6,453	30,182	8,055	141,359	745	253,762	1,072
1989	42,606	..	23,383	7,223	30,142	8,161	155,004	753	273,061	1,066
1990	42,870	..	21,822	6,689	27,927	8,070	161,438	774	275,483	1,066
1991	39,006	..	20,628	6,424	22,249	6,637	153,988	739	255,182	985
1992	37,417	..	20,777	7,065	19,553	6,951	160,538	764	257,268	993
1993	35,465	..	20,290	8,149	18,212	7,782	164,646	784	257,301	995
1994	35,765	3,172	20,838	8,350	17,688	7,540	171,262	799	265,169	1,003
1995	34,786	3,058	20,978	8,151	16,909	7,257	170,566	782	261,533	970
1996	34,838	3,145	20,795	8,214	16,925	7,245	181,288	811	272,481	985
1997	34,575	3,286	21,044	8,298	18,046	7,331	188,257	828	281,220	996
1998	34,405	3,064	19,611	7,982	18,168	7,116	188,798	820	280,957	978
1999	33,063	3,057	19,664	7,758	19,284	6,904	185,367	790	277,765	949
2000	32,535	2,995	17,842	6,930	20,838	7,350	187,080	801	278,719	954
2001	31,513	2,914	16,436	6,300	21,505	7,220	183,378	774	272,749	921
2002	30,153	2,649	14,657	5,414	20,853	6,655	178,697	736	263,198	868
2003	28,472	2,447	14,622	5,307	20,759	6,018	171,051	706	253,392	830
2004	27,403	2,321	14,340	5,605	18,993	6,003	167,714	685	246,489	796
2005	26,152	2,268	14,201	5,298	18,316	5,513	163,685	671	238,862	772
2006	23,931	2,027	13,754	4,917	16,842	5,305	156,746	635	226,559	721
2007	23,267	2,066	13,631	5,343	16,722	4,921	148,466	600	217,060	686
2008	21,840	1,896	13,732	4,835	15,501	4,959	137,220	559	202,333	645
2009	20,842	1,771	14,354	4,839	14,881	4,684	132,300	540	195,234	628
2010	20,240	1,829	14,414	4,799	13,503	4,727	123,456	515	184,138	601
2011	20,291	1,779	16,023	5,219	14,541	5,041	115,699	481	178,927	583
2012	19,239	1,722	15,751	5,067	13,982	4,944	110,675	461	170,930	559
2013	18,637	1,599	16,186	5,173	13,555	5,040	101,361	422	160,300	522

1 Rate per billion miles walked, based on England only resident sample.

Source: DfT STATS19, DfT National Travel Survey,

2 Rate per billion vehicle miles.

DfT National Road Traffic Survey

3 Includes other vehicles.

4 Rate per billion vehicle miles (excluding distance walked).

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RAS30064

Reported pedestrian casualties by age, Great Britain 1979 - 2013

Number/rate per million population

	Children (0-15)				Adults (16-59)				Adults (60+)				All ¹				Rate		
	Killed	Serious	Slight	All	Killed	Serious	Slight	All	Killed	Serious	Slight	All	Killed	Serious	Slight	All	KSI	Slight	All
2005-09 average	57	1,843	7,607	9,508	301	2,995	11,955	15,251	253	1,183	2,800	4,236	613	6,145	23,206	29,965	114	392	506
1979	396	7,398	20,167	27,961	706	6,646	17,825	25,177	1,015	4,167	6,593	11,775	2,118	18,329	46,267	66,714	374	846	1219
1980	329	6,989	19,209	26,527	604	5,971	16,707	23,282	1,005	3,999	6,753	11,757	1,941	17,094	44,264	63,299	347	808	1155
1981	341	6,641	18,375	25,357	582	5,941	15,948	22,471	947	3,912	6,334	11,193	1,874	16,613	42,263	60,750	337	771	1108
1982	329	6,811	18,311	25,451	641	6,222	16,721	23,584	887	3,975	6,412	11,274	1,869	17,095	42,458	61,422	346	776	1122
1983	396	6,771	18,507	25,674	614	6,155	17,079	23,848	896	3,836	6,436	11,168	1,914	16,865	42,895	61,674	343	783	1126
1984	357	6,962	19,141	26,460	610	6,534	17,494	24,638	879	3,955	6,458	11,292	1,868	17,593	44,013	63,474	355	802	1157
1985	323	6,808	17,889	25,020	595	6,778	17,099	24,472	869	3,866	6,060	10,795	1,789	17,681	41,920	61,390	354	762	1116
1986	279	6,180	16,937	23,396	659	6,904	17,741	25,304	902	3,949	6,212	11,063	1,841	17,217	41,819	60,877	346	759	1105
1987	264	5,623	15,620	21,507	582	6,626	17,526	24,734	853	3,502	5,925	10,280	1,703	15,957	39,793	57,453	320	721	1040
1988	282	5,615	15,942	21,839	589	6,690	17,951	25,230	865	3,637	6,276	10,778	1,753	16,127	40,963	58,843	323	740	1063
1989	254	5,582	16,318	22,154	597	6,422	18,884	25,903	842	3,599	6,476	10,917	1,706	15,768	42,606	60,080	315	768	1083
1990	242	5,672	16,946	22,860	595	6,377	18,649	25,621	839	3,417	6,441	10,697	1,694	15,666	42,870	60,230	312	770	1082
1991	225	4,872	15,611	20,708	509	5,387	16,633	22,529	754	3,083	5,863	9,700	1,496	13,528	39,006	54,030	269	699	968
1992	180	4,721	15,223	20,124	485	5,166	15,880	21,531	678	2,796	5,349	8,823	1,347	12,848	37,417	51,612	254	669	922
1993	165	4,066	14,019	18,250	440	4,597	15,295	20,332	632	2,591	5,195	8,418	1,241	11,422	35,465	48,128	226	632	858
1994	160	4,450	14,653	19,263	427	4,666	15,106	20,199	526	2,495	4,909	7,930	1,124	11,806	35,765	48,695	230	636	866
1995	132	4,268	14,190	18,590	386	4,516	14,931	19,833	511	2,303	4,531	7,345	1,038	11,259	34,786	47,083	218	617	835
1996	131	4,001	14,378	18,510	400	4,338	15,170	19,908	458	2,104	4,357	6,919	997	10,615	34,838	46,450	206	617	822
1997	138	3,816	14,453	18,407	398	4,140	14,911	19,449	437	1,950	4,387	6,774	973	10,053	34,575	45,601	195	610	805
1998	103	3,634	14,234	17,971	381	3,930	14,962	19,273	422	1,859	4,273	6,554	906	9,575	34,405	44,886	185	606	790
1999	107	3,350	13,419	16,876	382	3,760	14,598	18,740	378	1,701	3,987	6,066	870	8,955	33,063	42,888	172	580	752
2000	107	3,119	12,958	16,184	384	3,700	14,565	18,649	366	1,662	3,804	5,832	857	8,641	32,535	42,033	166	569	735
2001	107	3,037	12,675	15,819	382	3,504	14,104	17,990	330	1,529	3,614	5,473	826	8,238	31,513	40,577	158	549	707
2002	79	2,749	11,403	14,231	381	3,562	14,094	18,037	307	1,394	3,520	5,221	775	7,856	30,153	38,784	150	523	673
2003	74	2,307	10,163	12,544	388	3,425	13,672	17,485	307	1,302	3,437	5,046	774	7,159	28,472	36,405	137	492	629
2004	77	2,262	9,895	12,234	323	3,203	13,256	16,782	266	1,213	3,143	4,622	671	6,807	27,403	34,881	129	471	600
2005	63	2,071	9,116	11,250	337	3,082	12,877	16,296	267	1,161	3,001	4,429	671	6,458	26,152	33,281	122	447	569
2006	71	1,954	8,106	10,131	334	3,121	12,060	15,515	268	1,171	2,820	4,259	675	6,376	23,931	30,982	120	407	526
2007	57	1,842	7,628	9,527	304	3,093	11,965	15,362	281	1,222	2,811	4,314	646	6,278	23,267	30,191	117	393	510
2008	57	1,727	6,864	8,648	272	3,003	11,557	14,832	243	1,206	2,732	4,181	572	6,070	21,840	28,482	111	366	478
2009	37	1,623	6,323	7,983	256	2,678	11,317	14,251	207	1,154	2,636	3,997	500	5,545	20,842	26,887	101	347	448
2010	26	1,620	6,283	7,929	224	2,475	11,019	13,718	155	1,020	2,427	3,602	405	5,200	20,240	25,845	93	335	427
2011	33	1,569	6,205	7,807	236	2,661	10,992	13,889	184	1,146	2,583	3,913	453	5,454	20,291	26,198	97	333	430
2012	20	1,525	5,454	6,999	217	2,790	10,730	13,737	183	1,184	2,585	3,952	420	5,559	19,239	25,218	97	311	408
2013	26	1,332	5,038	6,396	226	2,501	10,622	13,349	146	1,096	2,534	3,776	398	4,998	18,637	24,033	87	299	386

¹ Includes cases where age not reported.

Source: DfT STATS19, ONS

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RAS30065

Reported pedal cycle casualties by age, Great Britain, 1979 - 2013

Number/rate per billion miles

	Children (0-15)				Adults (16-59)				Adults (60+)				All ¹				Casualty rate ²			Pedal cycle traffic
	Killed	Serious	Slight	All	Killed	Serious	Slight	All	Killed	Serious	Slight	All	Killed	Serious	Slight	All	KSI	Slight	All	
2005-09 average	18	467	3,153	3,639	85	1,685	9,586	11,356	26	205	726	957	130	2,398	13,934	16,463	914	5036	5950	2.77
1979	116	2,329	8,765	11,210	118	2,112	8,276	10,506	86	459	1,005	1,550	320	4,920	18,405	23,645	1841	6467	8309	2.85
1980	100	2,425	8,740	11,265	131	2,330	9,120	11,581	71	464	1,032	1,567	302	5,234	19,252	24,788	1750	6087	7837	3.16
1981	104	2,353	8,676	11,133	130	2,424	9,733	12,287	76	402	1,030	1,508	310	5,194	19,802	25,306	1626	5848	7474	3.39
1982	93	2,324	8,967	11,384	154	2,847	11,792	14,793	47	487	1,086	1,620	294	5,674	22,170	28,138	1503	5584	7087	3.97
1983	102	2,581	9,944	12,627	166	3,041	12,733	15,940	55	430	1,155	1,640	323	6,073	24,180	30,576	1613	6099	7713	3.96
1984	110	2,557	9,782	12,449	162	3,204	13,086	16,452	72	465	1,137	1,674	345	6,250	24,344	30,939	1664	6141	7804	3.96
1985	79	1,946	7,641	9,666	148	2,968	12,324	15,440	59	414	1,051	1,524	286	5,366	21,346	26,998	1501	5669	7170	3.77
1986	58	1,585	6,986	8,629	150	2,933	12,547	15,630	62	423	1,033	1,518	271	4,981	20,878	26,130	1548	6154	7702	3.39
1987	79	1,678	7,253	9,010	138	2,772	12,499	15,409	63	366	1,025	1,454	280	4,851	21,063	26,194	1439	5906	7344	3.57
1988	62	1,514	7,040	8,616	122	2,703	12,578	15,403	43	404	1,072	1,519	227	4,652	20,970	25,849	1501	6453	7954	3.25
1989	73	1,550	7,704	9,327	140	2,853	14,059	17,052	80	404	1,213	1,697	294	4,836	23,383	28,513	1585	7223	8808	3.24
1990	59	1,431	7,230	8,720	139	2,530	13,036	15,705	58	348	1,200	1,606	256	4,344	21,822	26,422	1410	6689	8099	3.26
1991	50	1,295	6,837	8,182	141	2,260	12,347	14,748	51	348	1,054	1,453	242	3,947	20,628	24,817	1304	6424	7728	3.21
1992	48	1,147	6,530	7,725	112	2,277	12,728	15,117	44	319	1,008	1,371	204	3,788	20,777	24,769	1357	7065	8422	2.94
1993	37	1,109	6,240	7,386	102	2,163	12,610	14,875	46	287	907	1,240	186	3,611	20,290	24,087	1525	8149	9674	2.49
1994	42	1,192	6,841	8,075	89	2,284	12,523	14,896	40	297	864	1,201	172	3,829	20,838	24,839	1603	8350	9953	2.50
1995	48	1,201	6,884	8,133	115	2,237	12,635	14,987	49	272	832	1,153	213	3,754	20,978	24,945	1541	8151	9693	2.57
1996	54	1,177	6,986	8,217	113	2,097	12,387	14,597	35	272	874	1,181	203	3,586	20,795	24,584	1496	8209	9705	2.53
1997	33	983	6,883	7,899	107	2,095	12,730	14,932	43	297	909	1,249	183	3,409	21,044	24,636	1416	8298	9714	2.54
1998	32	883	6,015	6,930	95	1,992	12,098	14,185	31	227	883	1,141	158	3,154	19,611	22,923	1348	7982	9330	2.46
1999	36	914	6,340	7,290	100	1,814	11,807	13,721	35	223	855	1,113	172	3,004	19,664	22,840	1253	7758	9011	2.53
2000	27	731	5,502	6,260	76	1,668	10,869	12,613	22	188	807	1,017	127	2,643	17,842	20,612	1076	6930	8006	2.57
2001	25	649	4,777	5,451	74	1,632	10,209	11,915	37	208	814	1,059	138	2,540	16,436	19,114	1027	6300	7327	2.61
2002	22	572	4,215	4,809	78	1,503	9,182	10,763	29	191	729	949	130	2,320	14,657	17,107	905	5414	6320	2.71
2003	18	577	4,174	4,769	68	1,473	9,169	10,710	27	208	698	933	114	2,297	14,622	17,033	875	5307	6182	2.76
2004	25	552	4,105	4,682	77	1,399	8,969	10,445	32	189	700	921	134	2,174	14,340	16,648	902	5605	6507	2.56
2005	20	507	3,759	4,286	98	1,465	9,137	10,700	29	195	713	937	148	2,212	14,201	16,561	880	5298	6178	2.68
2006	31	472	3,262	3,765	83	1,576	9,296	10,955	32	207	717	956	146	2,296	13,754	16,196	873	4917	5790	2.80
2007	13	509	3,111	3,633	98	1,683	9,330	11,111	24	189	726	939	136	2,428	13,631	16,195	1,005	5,343	6,349	2.55
2008	12	405	2,889	3,306	81	1,802	9,726	11,609	22	196	719	937	115	2,450	13,732	16,297	903	4,835	5,739	2.84
2009	14	444	2,746	3,204	67	1,898	10,441	12,406	23	237	754	1,014	104	2,606	14,354	17,064	914	4,839	5,753	2.97
2010	7	391	2,430	2,828	75	1,986	10,944	13,005	29	243	693	965	111	2,660	14,414	17,185	923	4,799	5,721	3.00
2011	6	392	2,483	2,881	73	2,383	12,396	14,852	28	266	762	1,056	107	3,085	16,023	19,215	1,040	5,219	6,258	3.07
2012	13	311	1,874	2,198	78	2,580	12,634	15,292	27	291	836	1,154	118	3,222	15,751	19,091	1,074	5,067	6,142	3.11
2013	6	276	1,676	1,958	78	2,531	13,344	15,953	25	281	830	1,136	109	3,143	16,186	19,438	1,039	5,173	6,212	3.13

1 Includes cases where age not reported.

2 Rate per billion vehicle miles. Revised rates from 2000.

3 Billion vehicle miles. Revised traffic from 2000.

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[Notes & Definitions](#)

Source: DfT STATS19, ONS

The figures in this table are National Statistics

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Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013>

RAS30066

Reported motorcycle user casualties, Great Britain, 1979 - 2013

	Killed	Serious	Slight	Total	Casualty rate ¹			Motorcycle traffic ²
					KSI	Slight	All severities	
2005-09 average	544	5,776	16,452	22,772	1,951	5,079	7,029	3.24
1979	1,160	20,117	45,878	67,155	5,359	11,555	16,913	3.97
1980	1,163	21,534	48,141	70,838	4,762	10,101	14,863	4.77
1981	1,131	21,198	46,800	69,129	4,051	8,491	12,543	5.51
1982	1,091	21,598	49,242	71,931	3,960	8,595	12,556	5.73
1983	963	19,354	44,177	64,494	3,954	8,597	12,551	5.14
1984	967	19,042	43,812	63,821	3,971	8,694	12,665	5.04
1985	796	17,377	38,419	56,592	3,968	8,389	12,358	4.58
1986	762	15,705	35,818	52,285	3,748	8,153	11,902	4.39
1987	723	13,173	31,905	45,801	3,333	7,652	10,985	4.17
1988	670	11,984	30,182	42,836	3,377	8,055	11,432	3.75
1989	683	11,805	30,142	42,630	3,381	8,161	11,542	3.69
1990	659	10,462	27,927	39,048	3,214	8,070	11,284	3.46
1991	548	7,954	22,249	30,751	2,536	6,637	9,173	3.35
1992	469	6,869	19,553	26,891	2,609	6,951	9,560	2.81
1993	427	6,455	18,212	25,094	2,941	7,782	10,723	2.34
1994	444	6,222	17,688	24,354	2,842	7,540	10,382	2.35
1995	445	6,170	16,909	23,524	2,839	7,257	10,097	2.33
1996	440	5,768	16,925	23,133	2,657	7,245	9,903	2.34
1997	509	5,937	18,046	24,492	2,619	7,331	9,949	2.46
1998	498	5,944	18,168	24,610	2,523	7,116	9,639	2.55
1999	547	6,361	19,284	26,192	2,473	6,904	9,377	2.79
2000	605	6,769	20,838	28,212	2,595	7,333	9,929	2.84
2001	583	6,722	21,505	28,810	2,453	7,220	9,673	2.98
2002	609	6,891	20,853	28,353	2,393	6,655	9,048	3.13
2003	693	6,959	20,759	28,411	2,218	6,018	8,237	3.45
2004	585	6,063	18,993	25,641	2,101	6,003	8,105	3.16
2005	569	5,939	18,316	24,824	1,959	5,513	7,472	3.32
2006	599	5,885	16,842	23,326	2,042	5,305	7,347	3.17
2007	588	6,149	16,722	23,459	1,983	4,921	6,904	3.40
2008	493	5,556	15,501	21,550	1,935	4,959	6,894	3.13
2009	472	5,350	14,881	20,703	1,833	4,684	6,516	3.18
2010	403	4,780	13,503	18,686	1,814	4,727	6,541	2.86
2011	362	5,247	14,541	20,150	1,945	5,041	6,986	2.88
2012	328	5,000	13,982	19,310	1,884	4,944	6,828	2.83
2013	331	4,866	13,555	18,752	1,932	5,040	6,972	2.69

1 Rate per billion vehicle miles.

2 Billion vehicle miles.

Source: DfT STATS19, DfT National Road Traffic Survey

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Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013>

RAS30067

Reported car user casualties, Great Britain, 1979 - 2013

	Drivers				Passengers				All				Casualty rate ²			Car traffic ¹
	Killed	Serious	Slight	Total	Killed	Serious	Slight	Total	Killed	Serious	Slight	Total	KSI	Slight	All	
2005-09 average	936	7,588	99,662	108,186	471	3,989	48,021	52,481	1,407	11,577	147,683	160,667	53	601	654	246
1979	1,479	18,491	62,666	82,636	950	14,043	51,882	66,875	2,429	32,534	114,548	149,511	279	915	1194	125
1980	1,339	17,593	60,861	79,793	939	13,370	49,415	63,724	2,278	30,963	110,276	143,517	249	825	1074	134
1981	1,346	17,803	61,930	81,079	941	13,535	50,762	65,238	2,287	31,338	112,692	146,317	247	826	1073	136
1982	1,472	17,990	64,811	84,273	971	13,554	51,106	65,631	2,443	31,544	115,917	149,904	241	821	1061	141
1983	1,198	14,274	57,667	73,139	821	10,753	45,712	57,286	2,019	25,027	103,379	130,425	188	720	908	144
1984	1,237	15,293	64,400	80,930	942	11,525	50,227	62,694	2,179	26,818	114,627	143,624	191	756	947	152
1985	1,253	15,469	67,480	84,202	808	11,577	52,865	65,250	2,061	27,046	120,345	149,452	187	773	960	156
1986	1,340	15,794	74,038	91,172	893	11,663	55,478	68,034	2,233	27,457	129,516	159,206	181	788	969	164
1987	1,327	15,840	74,843	92,010	879	11,040	55,539	67,458	2,206	26,880	130,382	159,468	164	737	902	177
1988	1,280	16,296	82,011	99,587	862	10,908	59,348	71,118	2,142	27,204	141,359	170,705	155	745	900	190
1989	1,498	16,336	91,345	109,179	928	10,922	63,659	75,509	2,426	27,258	155,004	184,688	144	753	897	206
1990	1,432	15,971	95,445	112,848	939	10,778	65,993	77,710	2,371	26,749	161,438	190,558	140	774	913	209
1991	1,261	14,369	93,023	108,653	792	8,973	60,966	70,731	2,053	23,342	153,989	179,384	122	739	861	208
1992	1,228	14,178	97,946	113,352	750	8,968	62,592	72,310	1,978	23,146	160,538	185,662	120	764	884	210
1993	1,099	13,181	101,106	115,386	661	7,892	63,540	72,093	1,760	21,073	164,646	187,479	109	784	892	210
1994	1,102	13,775	106,456	121,333	662	8,353	64,806	73,821	1,764	22,128	171,262	195,154	111	799	910	214
1995	1,086	13,471	106,066	120,623	663	8,241	64,500	73,404	1,749	21,712	170,566	194,027	108	782	889	218
1996	1,146	13,869	113,907	128,922	660	8,373	67,381	76,414	1,806	22,242	181,288	205,336	108	811	918	224
1997	1,171	13,710	119,244	134,125	624	7,686	69,013	77,323	1,795	21,396	188,257	211,448	102	828	930	227
1998	1,134	12,707	120,948	134,789	562	7,273	67,850	75,685	1,696	19,980	188,798	210,474	94	820	914	230
1999	1,082	11,913	119,072	132,067	605	6,768	66,295	73,668	1,687	18,681	185,367	205,735	87	790	877	235
2000	1,087	11,608	121,233	133,928	578	6,446	65,847	72,871	1,665	18,054	187,080	206,799	84	801	885	234
2001	1,164	11,391	119,763	132,318	585	6,284	63,615	70,484	1,749	17,675	183,378	202,802	82	774	856	237
2002	1,146	10,884	116,994	129,024	601	6,097	61,703	68,401	1,747	16,981	178,697	197,425	77	736	814	243
2003	1,169	9,871	112,746	123,786	600	5,651	58,305	64,556	1,769	15,522	171,051	188,342	71	706	777	242
2004	1,106	9,296	111,643	122,045	565	5,177	56,071	61,813	1,671	14,473	167,714	183,858	66	685	751	245
2005	1,109	8,388	110,070	119,567	566	4,554	53,615	58,735	1,675	12,942	163,685	178,302	60	671	731	244
2006	1,066	8,239	105,698	115,003	546	4,403	51,048	55,997	1,612	12,642	156,746	171,000	58	635	693	247
2007	942	7,537	100,621	109,100	490	3,998	47,845	52,333	1,432	11,535	148,466	161,433	52	600	653	247
2008	861	7,106	92,985	100,952	396	3,605	44,235	48,236	1,257	10,711	137,220	149,188	49	559	608	245
2009	700	6,670	88,937	96,307	359	3,383	43,363	47,105	1,059	10,053	132,300	143,412	45	540	586	245
2010	574	5,932	83,281	89,787	261	2,982	40,175	43,418	835	8,914	123,456	133,205	41	515	556	240
2011	613	5,594	78,133	84,340	270	2,748	37,566	40,584	883	8,342	115,699	124,924	38	481	519	241
2012	542	5,487	74,812	80,841	259	2,745	35,863	38,867	801	8,232	110,675	119,708	38	461	498	240
2013	548	5,144	69,369	75,061	237	2,497	31,992	34,726	785	7,641	101,361	109,787	35	422	458	240

1 Billion vehicle miles.

2 Rate per billion vehicle miles.

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

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RAS30068

Reported other road user casualties by road user type and severity, Great Britain, 1979 - 2013

	Bus or Coach						Van / Light goods vehicle						Heavy goods vehicle					
	Killed	Serious	Slight	Total	Casualty rate ¹	Traffic ²	Killed	Serious	Slight	Total	Casualty rate ¹	Traffic ²	Killed	Serious	Slight	Total	Casualty rate ¹	Traffic ²
2005-09 average	12	397	6,690	7,100	2,212	3.2	49	453	4,890	5,392	133	41	37	277	1,946	2,260	128	18
1979	34	1,037	10,073	11,144	5,386	2.1	158	2,359	8,203	10,720	688	16	108	905	3,116	4,129	339	12
1980	29	923	9,469	10,421	4,764	2.2	140	2,103	7,123	9,366	578	16	70	780	2,381	3,231	264	12
1981	20	941	8,925	9,886	4,546	2.2	141	2,005	6,965	9,111	560	16	62	683	2,299	3,044	259	12
1982	33	929	8,987	9,949	4,549	2.2	117	1,937	6,591	8,645	534	16	67	679	2,266	3,012	264	11
1983	38	931	9,382	10,351	4,502	2.3	102	1,447	5,372	6,921	427	16	59	675	2,223	2,957	253	12
1984	37	892	9,544	10,473	4,366	2.4	111	1,449	5,872	7,432	434	17	75	719	2,364	3,158	260	12
1985	32	1,004	9,215	10,251	4,507	2.3	113	1,571	6,703	8,387	472	18	74	696	2,544	3,314	272	12
1986	24	835	8,659	9,518	4,151	2.3	157	1,626	7,208	8,991	483	19	83	687	2,550	3,320	265	13
1987	15	811	8,262	9,088	3,585	2.5	111	1,699	7,032	8,842	435	20	75	705	2,707	3,487	251	14
1988	17	875	8,609	9,501	3,548	2.7	146	1,699	7,824	9,669	430	22	73	719	2,878	3,670	249	15
1989	20	815	9,365	10,200	3,624	2.8	144	1,683	8,274	10,101	410	25	82	764	3,217	4,063	257	16
1990	19	788	9,147	9,954	3,502	2.8	129	1,498	8,101	9,728	392	25	67	705	3,072	3,844	248	15
1991	25	700	8,150	8,875	2,987	3.0	119	1,308	7,246	8,673	335	26	65	630	2,908	3,603	237	15
1992	19	636	8,448	9,103	3,185	2.9	117	1,191	6,821	8,129	318	26	70	589	2,667	3,326	225	15
1993	35	690	8,582	9,307	3,242	2.9	91	991	6,338	7,420	287	26	59	576	2,698	3,333	221	15
1994	21	794	9,275	10,090	3,508	2.9	64	1,037	6,457	7,558	281	27	41	530	2,799	3,370	219	15
1995	35	801	8,442	9,278	3,048	3.0	69	1,037	6,094	7,200	260	28	57	578	2,696	3,331	211	16
1996	11	684	8,650	9,345	3,001	3.1	61	928	6,226	7,215	251	29	63	492	2,690	3,245	199	16
1997	14	587	8,838	9,439	2,947	3.2	64	864	6,548	7,476	248	30	45	528	2,729	3,302	198	17
1998	18	613	9,208	9,839	3,017	3.3	67	882	6,723	7,672	243	32	60	500	2,884	3,444	200	17
1999	11	600	9,641	10,252	3,111	3.3	65	802	6,257	7,124	222	32	52	488	2,944	3,484	199	17
2000	15	563	9,510	10,088	3,157	3.2	66	747	6,194	7,007	216	32	55	516	3,026	3,597	205	18
2001	14	548	9,322	9,884	3,102	3.2	64	747	6,493	7,304	220	33	54	446	2,888	3,388	194	17
2002	19	532	8,454	9,005	2,808	3.2	70	710	6,227	7,007	206	34	63	461	2,654	3,178	181	18
2003	11	489	8,568	9,068	2,739	3.3	72	693	6,132	6,897	193	36	44	385	2,632	3,061	173	18
2004	20	468	8,332	8,820	2,756	3.2	62	569	5,535	6,166	165	37	47	359	2,477	2,883	158	18
2005	9	354	7,557	7,920	2,508	3.2	54	533	5,461	6,048	157	38	55	340	2,448	2,843	158	18
2006	19	407	6,827	7,253	2,210	3.3	52	512	5,350	5,914	148	40	39	344	2,147	2,530	140	18
2007	12	443	6,624	7,079	2,110	3.4	58	436	4,846	5,340	128	42	52	311	2,113	2,476	136	18
2008	6	426	6,497	6,929	2,209	3.1	43	402	4,468	4,913	118	42	23	217	1,690	1,930	109	18
2009	14	356	5,947	6,317	2,026	3.1	36	381	4,326	4,743	117	41	14	175	1,330	1,519	93	16
2010	9	392	5,867	6,268	2,000	3.1	34	325	4,135	4,494	109	41	28	184	1,366	1,578	96	16
2011	7	325	5,845	6,177	2,133	2.9	34	306	4,159	4,499	109	41	28	167	1,220	1,415	89	16
2012	11	312	4,911	5,234	1,923	2.7	33	330	4,170	4,533	110	41	29	169	1,141	1,339	86	16
2013	10	332	4,531	4,873	1,740	2.8	37	334	4,055	4,426	104	43	21	147	1,128	1,296	83	16

1 Rate per billion vehicle miles.

2 Billion vehicle miles.

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

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[Notes & Definitions](#)

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RAS40

Reported accidents, vehicles and casualties

Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013>

RAS40001

Reported accidents and casualties, population, vehicle population, index of vehicle mileage, by road user type and severity, Great Britain, 1926-2013

Year	Population (millions)	Motor vehicles currently licensed (m'lns)	Index of vehicle traffic ¹ 1949=100		Accidents (⁰⁰⁰ s)	Reported casualties from road accidents					Injured (⁰⁰⁰ s)	All severities (⁰⁰⁰ s)
			Motor traffic	All traffic		Killed						
						Pedest- rians	Pedal cyclists ²	M/cycle users ²	Others ³	All		
1926	44.0	1.7	..	..	124	..	..	..	..	4,886	134	139
1927	44.0	1.9	..	..	134	2,774	644	1,175	736	5,329	149	154
1928	44.3	2.0	..	..	148	3,255	691	1,395	797	6,138	165	171
1929	44.4	2.2	..	..	152	3,523	795	1,582	796	6,696	171	178
1930	44.6	2.3	..	..	157	3,722	887	1,832	864	7,305	178	185
1931	44.8	2.2	..	..	181	3,467	926	1,499	799	6,691	202	209
1932	45.1	2.2	..	..	184	3,385	1,046	1,558	678	6,667	206	213
1933	45.3	2.3	..	..	192	3,504	1,354	1,569	775	7,202	216	224
1934	45.4	2.4	..	..	205	3,529	1,536	1,430	848	7,343	232	239
1935	45.6	2.6	..	..	196	3,073	1,400	1,277	752	6,502	222	228
1936	45.8	2.8	..	..	199	3,068	1,498	1,187	808	6,561	228	234
1937	46.0	2.9	..	..	196	3,002	1,416	1,151	1,064	6,633	226	233
1938	46.2	3.1	..	..	196	3,046	1,401	1,145	1,056	6,648	227	233
1939	46.5	3.1	..	..	..	4,497	1,374	1,231	1,170	8,272	..	..
1940	46.9	2.3	..	..	..	4,724	1,363	1,270	1,252	8,609	..	..
1941	46.9	2.5	..	..	..	4,781	1,355	1,412	1,621	9,169	..	..
1942	47.1	1.8	..	..	..	3,650	1,134	895	1,247	6,926	141	148
1943	47.4	1.5	..	..	..	3,058	1,069	568	1,101	5,796	117	123
1944	47.7	1.6	..	..	..	3,314	1,185	574	1,343	6,416	124	131
1945	47.8	2.6	..	..	..	2,602	918	553	1,183	5,256	133	138
1946	47.9	3.1	..	..	..	2,489	833	772	968	5,062	157	163
1947	48.2	3.5	..	..	..	2,380	812	783	906	4,881	161	166
1948	48.7	3.7	..	..	..	2,377	827	585	724	4,513	149	153
1949	49.0	4.1	100	100	147	2,315	842	818	798	4,773	172	177
1950	49.2	4.0	114	104	167	2,251	805	1,129	827	5,012	196	201
1951	48.9	4.2	127	114	178	2,398	800	1,175	877	5,250	211	216
1952	49.1	4.5	131	119	172	2,063	743	1,142	758	4,706	203	208
1953	49.2	4.8	140	122	186	2,233	720	1,237	900	5,090	222	227
1954	49.4	5.3	150	126	196	2,226	696	1,148	940	5,010	233	238
1955	49.6	5.8	166	136	217	2,287	708	1,362	1,169	5,526	262	268
1956	49.8	6.3	174	139	216	2,270	650	1,250	1,197	5,367	263	268
1957	50.0	6.7	173	138	219	2,225	663	1,425	1,237	5,550	268	274
1958	50.3	7.2	200	153	237	2,408	668	1,421	1,473	5,970	294	300
1959	50.5	7.8	224	168	261	2,520	738	1,680	1,582	6,520	327	333
1960	51.0	8.5	242	177	272	2,708	679	1,743	1,840	6,970	341	348
1961	51.4	9.0	263	190	270	2,717	645	1,544	2,002	6,908	343	350
1962	51.9	9.5	276	196	264	2,681	583	1,323	2,122	6,709	335	342
1963	52.2	10.3	293	206	272	2,740	589	1,279	2,314	6,922	349	356
1964	52.5	11.2	328	229	292	2,986	583	1,445	2,806	7,820	378	385
1965	52.9	11.7	350	242	299	3,105	543	1,244	3,060	7,952	390	398
1966	53.2	12.0	372	255	292	3,153	514	1,134	3,184	7,985	384	392
1967	53.5	12.8	387	265	277	2,964	463	920	2,972	7,319	363	370
1968	53.7	13.1	404	275	264	2,762	391	877	2,780	6,810	342	349
1969	53.9	13.4	414	281	262	2,955	402	791	3,217	7,365	346	353
1970	54.1	13.5	431	292	267	2,925	373	761	3,440	7,499	356	363
1971	54.4	14.0	456	308	259	2,939	411	800	3,549	7,699	344	352
1972	54.6	14.6	479	323	265	3,083	367	729	3,584	7,763	352	360
1973	54.7	15.4	503	339	262	2,806	336	750	3,514	7,406	346	354
1974	54.7	15.6	494	333	244	2,642	282	797	3,162	6,883	318	325
1975	54.7	16.5	498	337	246	2,344	278	838	2,906	6,366	319	325
1976	54.7	17.3	524	354	259	2,335	300	990	2,945	6,570	333	340
1977	54.7	17.3	531	361	266	2,313	301	1,182	2,818	6,614	341	348
1978	54.7	17.8	552	373	265	2,427	316	1,163	2,925	6,831	343	350
1979	54.7	18.6	550	371	255	2,118	320	1,160	2,754	6,352	328	335
1980 ^a	54.8	19.2	585	395	251	1,941	302	1,163	2,547	5,953	321	327

Department for Transport statistics

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RAS40001

Reported accidents and casualties, population, vehicle population, index of vehicle mileage, by road user type and severity, Great Britain, 1926-2013

			Reported casualties from road accidents									
			Index of vehicle traffic ¹ 1949=100			Killed					Injured	All severities
Year	Population (millions)	Motor vehicles currently licensed (m'lins)	Motor traffic	All traffic	Accidents ('000s)	Pedestrians	Pedal cyclists ²	M'cycle users ²	Others ³	All	('000s)	('000s)
1981	54.8	19.3	596	403	248	1,874	310	1,131	2,531	5,846	319	325
1982 ²	54.7	19.8	612	415	256	1,869	294	1,091	2,683	5,937	328	334
1983	54.8	20.2	619	420	243	1,914	323	963	2,245	5,445	303	309
1984	54.9	20.8	652	441	253	1,868	345	967	2,419	5,599	319	324
1985	55.0	21.2	666	450	246	1,789	286	796	2,294	5,165	312	318
1986 ⁴	55.1	21.7	699	471	248	1,841	271	762	2,511	5,385	316	321
1987	55.2	22.2	754	508	239	1,703	280	723	2,419	5,125	306	311
1988	55.3	23.3	808	543	247	1,753	227	670	2,402	5,052	317	322
1989	55.5	24.2	875	587	261	1,706	294	683	2,690	5,373	336	342
1990	55.6	24.7	883	593	258	1,694	256	659	2,608	5,217	336	341
1991 ⁵	55.8	24.5	885	594	236	1,496	242	548	2,282	4,568	307	311
1992	56.0	24.6	886	594	233	1,347	204	469	2,209	4,229	307	311
1993	56.1	24.8	887	593	229	1,241	186	427	1,960	3,814	302	306
1994	56.2	25.2	906	606	234	1,124	172	444	1,910	3,650	312	315
1995	56.4	25.4	924	618	231	1,038	213	445	1,925	3,621	307	311
1996	56.5	26.3	948	634	236	997	203	440	1,958	3,598	317	321
1997	56.6	27.0	968	647	240	973	183	509	1,934	3,599	324	328
1998	56.8	27.5	986	659	239	906	158	498	1,859	3,421	322	325
1999	57.0	28.4	1,004	671	235	870	172	547	1,834	3,423	317	320
2000	57.2	28.9	1,002	670	234	857	127	605	1,820	3,409	317	320
2001	57.4	29.7	1,016	680	229	826	138	583	1,903	3,450	310	313
2002	57.7	30.6	1,040	696	222	775	130	609	1,917	3,431	299	303
2003	57.9	31.2	1,046	700	214	774	114	693	1,927	3,508	287	291
2004	58.2	32.3	1,062	710	207	671	134	585	1,831	3,221	278	281
2005	58.7	32.9	1,062	710	199	671	148	569	1,813	3,201	268	271
2006	59.1	33.1	1,078	721	189	675	146	599	1,752	3,172	255	258
2007	59.6	33.7	1,087	726	182	646	136	588	1,576	2,946	245	248
2008	60.0	33.9	1,076	720	171	572	115	493	1,358	2,538	228	231
2009	60.5	34.0	1,066	714	164	500	104	472	1,146	2,222	220	222
2010	61.0	34.1	1,049	702	154	405	111	403	931	1,850	207	209
2011	61.5	34.2	1,051	704	151	453	107	362	979	1,901	202	204
2012	61.9	34.5	1,047	701	146	420	118	328	888	1,754	194	196
2013	62.3	35.0	1,051	704	139	398	109	331	875	1,713	182	184

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

1 Traffic estimates for 1995 onwards have been produced on a new, more accurate basis and are not directly comparable with earlier data.

2 Between 1937 and 1977 the figures excluded sidecar passengers and second riders of tandems.

3 Includes cases where road user type was not reported.

4 Casualty data has been revised.

5 Population figures have been revised by ONS so there is a break in the series at this point.

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

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[Notes & Definitions](#)

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The figures in this table are National Statistics

Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013>

RAS40002

Reported accidents, vehicles and casualties by severity, road class, built-up and non built-up roads, Great Britain, 2013

	Number of accidents/vehicles/casualties					
	Accidents	Vehicles involved	Casualties involved, by severity			
			Killed	Seriously injured	Slightly injured	All severities
Motorways						
Fatal	97	215	100	37	84	221
Serious	544	1,166	..	623	467	1,090
Slight	4,756	10,536	..	..	7,421	7,421
All severities	5,397	11,917	100	660	7,972	8,732
Built-up A roads						
Fatal	332	540	355	86	98	539
Serious	5,588	9,315	..	5,880	1,438	7,318
Slight	39,432	74,694	..	..	50,629	50,629
All severities	45,352	84,549	355	5,966	52,165	58,486
Built-up other roads ¹						
Fatal	349	561	363	52	93	508
Serious	8,076	12,873	..	8,425	1,657	10,082
Slight	49,759	88,116	..	..	61,526	61,526
All severities	58,184	101,550	363	8,477	63,276	72,116
All built-up roads ²						
Fatal	681	1,101	718	138	191	1,047
Serious	13,664	22,188	..	14,305	3,095	17,400
Slight	89,191	162,810	..	..	112,155	112,155
All severities	103,536	186,099	718	14,443	115,441	130,602
Non built-up A roads						
Fatal	573	1,106	621	232	342	1,195
Serious	3,339	6,375	..	3,889	1,881	5,770
Slight	15,159	29,829	..	..	22,115	22,115
All severities	19,071	37,310	621	4,121	24,338	29,080
Non built-up other roads ¹						
Fatal	257	424	274	80	131	485
Serious	2,077	3,445	..	2,353	937	3,290
Slight	8,322	13,718	..	..	11,481	11,481
All severities	10,656	17,587	274	2,433	12,549	15,256
All non built-up roads ²						
Fatal	830	1,530	895	312	473	1,680
Serious	5,416	9,820	..	6,242	2,818	9,060
Slight	23,481	43,547	..	..	33,596	33,596
All severities	29,727	54,897	895	6,554	36,887	44,336
All speed limits ³						
Fatal	1,608	2,846	1,713	487	748	2,948
Serious	19,624	33,174	..	21,170	6,380	27,550
Slight	117,428	216,893	..	..	153,172	153,172
All severities	138,660	252,913	1,713	21,657	160,300	183,670

1 B roads, C roads and unclassified roads: excludes cases where road class was not reported.

2 Excludes motorways.

3 Includes cases where speed limit was not reported.

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[Notes & Definitions](#)

Source: DfT STATS19

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<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013>

RAS40003

Reported accidents and casualties by severity, road type and speed limit, Great Britain, 2013

	Number of accidents/casualties							
	Accidents				Casualties			
	Fatal	Serious	Slight	All	Killed	Seriously injured	Slightly injured	All
Roundabout								
Speed limit								
20 mph ¹	0	3	61	64	0	3	76	79
30 mph	11	541	5,336	5,888	11	556	6,527	7,094
40 mph	3	155	1,302	1,460	3	163	1,684	1,850
50 mph	4	47	439	490	4	50	570	624
60 mph	4	133	847	984	4	141	1,093	1,238
70 mph	2	62	455	519	2	69	603	674
All limits ²	24	941	8,440	9,405	24	982	10,553	11,559
One way street								
Speed limit								
20 mph ¹	0	37	173	210	0	41	195	236
30 mph	11	320	2,125	2,456	11	334	2,541	2,886
40 mph	0	8	27	35	0	9	41	50
50 mph	0	0	4	4	0	0	4	4
60 mph	0	6	33	39	0	6	49	55
All limits ²	11	371	2,362	2,744	11	390	2,830	3,231
Single carriageway								
Speed limit								
20 mph ¹	6	370	1,918	2,294	6	382	2,345	2,733
30 mph	472	9,981	64,403	74,856	490	10,488	82,076	93,054
40 mph	110	1,103	5,536	6,749	123	1,250	8,423	9,796
50 mph	77	627	2,301	3,005	81	747	3,807	4,635
60 mph	575	3,661	13,705	17,941	620	4,505	21,705	26,830
All limits ²	1,240	15,742	87,863	104,845	1,320	17,372	118,356	137,048
Slip road								
Speed limit								
20 mph ¹	0	1	2	3	0	2	2	4
30 mph	1	38	343	382	1	40	443	484
40 mph	0	9	97	106	0	9	124	133
50 mph	1	12	120	133	1	13	190	204
60 mph	3	17	158	178	3	24	235	262
70 mph	9	58	554	621	9	67	879	955
All limits ²	14	135	1,274	1,423	14	155	1,873	2,042
Dual carriageway								
Speed limit								
20 mph ¹	0	6	45	51	0	6	62	68
30 mph	24	662	4,859	5,545	24	699	6,601	7,324
40 mph	42	387	2,692	3,121	48	418	3,990	4,456
50 mph	26	176	1,501	1,703	27	189	2,294	2,510
60 mph	17	110	667	794	20	125	992	1,137
70 mph	207	1,035	7,295	8,537	222	1,259	12,207	13,688
All limits ²	316	2,376	17,059	19,751	341	2,696	26,146	29,183
All roads³								
Speed limit								
20 mph ¹	6	420	2,238	2,664	6	437	2,721	3,164
30 mph	520	11,584	77,375	89,479	538	12,160	98,559	111,257
40 mph	155	1,664	9,671	11,490	174	1,851	14,284	16,309
50 mph	109	862	4,369	5,340	114	1,001	6,870	7,985
60 mph	600	3,937	15,453	19,990	648	4,811	24,148	29,607
70 mph	218	1,157	8,322	9,697	233	1,397	13,718	15,348
All limits ²	1,608	19,624	117,428	138,660	1,713	21,657	160,300	183,670

1 Includes residential 20 mph zones plus areas where by-laws restrict the speed limit to 20mph.

2 Includes unknown and other speed limits.

3 Includes unknown and other road types.

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[Notes & Definitions](#)

Source: DfT STATS19
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RAS40004

Reported accidents, vehicle user and pedestrian casualties by area type and combination of vehicles involved, Great Britain, 2013

												Accidents/Casualties	
Urban areas	Single vehicle		Two vehicle accidents by vehicle type B									All accidents with three or more vehicles	All accidents with vehicles of type 'A'
	No pedestrian	With pedestrian	Pedal cycle	M'cycle 50cc & under	M'cycle over 50cc ¹	Car	Bus or coach	Van / Light goods	Heavy goods vehicle	Any other vehicle	All two vehicle accidents ²		
	Vehicle A												
Pedal cycle													
Accidents involving	491	399	83	33	235	12,831	325	1,013	231	96	14,851	390	16,131
User casualties	494	111	102	29	193	12,788	306	1,013	230	94	14,758	430	15,793
of which: killed	3	0	0	0	0	12	5	0	12	6	35	8	46
seriously injured	166	16	27	2	29	1,674	37	165	51	13	1,998	78	2,258
Pedestrians hit by cycles	0	406	1	0	0	14	4	0	0	0	20	1	427
of which: killed	0	6	0	0	0	0	0	0	0	0	0	0	6
seriously injured	0	83	0	0	0	2	0	0	0	0	2	0	85
Motorcycle 50cc and under													
Accidents involving	249	78	33	20	21	1,289	13	87	16	10	1,490	90	1,907
User casualties	251	26	15	25	15	1,276	9	86	16	9	1,452	85	1,814
of which: killed	0	0	0	0	0	2	0	0	0	0	2	0	2
seriously injured	48	2	2	4	2	200	1	15	5	2	231	18	299
Ped'ns hit by m/cs to 50cc	0	78	0	0	1	10	0	0	0	0	11	0	89
of which: killed	0	0	0	0	0	0	0	0	0	0	0	0	0
seriously injured	0	16	0	0	0	2	0	0	0	0	2	0	18
Motorcycle over 50cc ¹													
Accidents involving	1,205	666	235	21	82	7,411	86	615	135	59	8,644	595	11,110
User casualties	1,239	220	107	17	110	7,413	84	622	131	59	8,543	601	10,603
of which: killed	19	3	0	0	1	43	2	3	5	2	56	15	93
seriously injured	380	24	11	5	18	1,521	14	115	33	12	1,729	152	2,285
Ped'ns hit by m/cs +50cc	0	684	0	0	6	35	6	1	0	5	53	4	741
of which: killed	0	11	0	0	0	0	0	0	0	0	0	1	12
seriously injured	0	135	0	0	1	8	0	0	0	1	10	1	146
Car													
Accidents involving	3,574	15,537	12,831	1,289	7,411	24,839	1,271	2,829	1,015	543	52,030	7,165	78,306
User casualties	4,517	182	156	73	504	36,150	668	2,798	1,132	312	41,798	10,258	56,755
of which: killed	57	0	0	0	0	37	4	6	6	1	54	25	136
seriously injured	582	9	7	0	12	1,168	30	112	54	11	1,394	432	2,417
Pedestrians hit by cars	0	15,995	8	1	6	596	64	66	22	21	784	147	16,926
of which: killed	0	134	0	0	0	15	1	0	2	0	18	8	160
seriously injured	0	3,216	2	0	1	123	22	13	8	4	173	36	3,425
Bus or coach													
Accidents involving	1,888	915	325	13	86	1,271	44	120	36	31	1,927	269	4,999
User casualties	2,159	34	30	9	9	1,389	100	153	59	24	1,774	125	4,092
of which: killed	2	0	1	0	0	4	0	0	1	0	6	0	8
seriously injured	170	3	1	1	0	56	2	5	1	0	66	8	247
Pedestrians hit by buses	0	930	1	0	0	14	2	1	1	0	19	3	952
of which: killed	0	20	0	0	0	1	0	0	0	0	1	0	21
seriously injured	0	202	0	0	0	4	1	0	0	0	5	2	209
Van / Light goods vehicle													
Accidents involving	133	1,099	1,013	87	615	2,829	120	122	61	46	4,894	1,181	7,307
User casualties	151	11	5	2	8	1,024	36	166	57	11	1,310	409	1,881
of which: killed	1	1	0	0	0	0	1	0	1	0	2	0	4
seriously injured	25	1	1	0	0	34	5	13	4	0	57	18	101
Pedestrians hit by vans	0	1,135	1	0	1	42	9	9	1	1	64	13	1,212
of which: killed	0	20	0	0	0	0	0	0	0	0	0	1	21
seriously injured	0	212	1	0	0	10	1	1	0	0	13	4	229
Heavy goods vehicle													
Accidents involving	45	264	231	16	135	1,015	36	61	23	17	1,534	380	2,223
User casualties	50	4	2	0	6	103	7	13	27	6	164	56	274
of which: killed	0	0	0	0	0	0	0	0	0	0	0	1	1
seriously injured	9	0	0	0	0	5	0	0	4	2	11	1	21
Pedestrians hit by HGVs	0	279	0	0	0	13	0	2	1	0	16	4	299
of which: killed	0	30	0	0	0	0	0	0	0	0	0	1	31
seriously injured	0	77	0	0	0	3	0	0	0	0	3	1	81
Any other vehicle A													
Accidents involving	55	170	96	10	59	543	31	46	17	7	809	154	1,188
User casualties	64	6	4	1	2	330	16	39	19	11	422	37	529
of which: killed	2	0	0	0	0	5	0	1	0	0	6	2	10
seriously injured	20	0	1	0	0	36	2	6	9	0	54	3	77
Ped'ns hit by these vehs	0	181	0	0	1	4	1	0	1	0	7	2	190
of which: killed	0	1	0	0	0	0	0	0	0	0	0	0	1
seriously injured	0	45	0	0	0	1	0	0	1	0	2	1	48
All vehicles ²													
Accidents involving	7,640	19,137	14,851	1,490	8,644	52,030	1,927	4,894	1,534	809	55,704	7,253	89,734
All vehicle user casualties	8,925	594	15,077	1,583	9,280	66,121	2,900	6,034	1,808	937	70,221	12,001	91,741
of which: killed	84	4	36	2	56	120	18	12	25	15	161	51	300
seriously injured	1,400	55	2,021	239	1,772	4,920	155	475	168	94	5,540	710	7,705
Pedestrian casualties	0	19,697	30	12	62	916	103	134	41	34	974	174	20,845
of which: killed	0	223	0	0	0	19	2	0	2	0	19	11	253
seriously injured	0	3,987	5	2	11	203	28	26	12	7	210	45	4,242

¹ Includes electric motorcycles and cases where engine size was not reported.

² Includes cases where vehicle type was not reported.

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[Notes & Definitions](#)

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Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013>

RAS40004

Reported accidents, vehicle user and pedestrian casualties by area type and combination of vehicles involved, Great Britain, 2013

												Accidents/Casualties	
Rural areas	Single vehicle		Two vehicle accidents by vehicle type B									All accidents with three or more vehicles	All accidents with vehs of type 'A'
	No pedestrian	With pedestrian	Pedal cycle	M'cycle 50cc & under	M'cycle over 50cc ¹	Car	Bus or coach	Van / Light goods	Heavy goods vehicle	Any other vehicle	All two vehicle accidents ²		
	Vehicle A												
Pedal cycle													
Accidents involving	282	35	34	8	33	2,627	42	232	79	49	3,105	199	3,621
User casualties	282	17	53	8	31	2,620	41	231	79	50	3,114	232	3,645
of which: killed	12	0	0	0	0	32	1	3	6	0	42	9	63
seriously injured	134	5	24	1	11	547	8	55	27	14	687	59	885
Pedestrians hit by cycles	0	36	0	0	0	2	0	0	0	0	2	1	39
of which: killed	0	0	0	0	0	0	0	0	0	0	0	0	0
seriously injured	0	7	0	0	0	1	0	0	0	0	1	0	8
Motorcycle 50cc and under													
Accidents involving	193	10	8	6	3	289	4	25	7	7	350	27	580
User casualties	197	3	0	9	2	284	3	25	7	6	337	25	562
of which: killed	0	0	0	0	0	0	0	0	0	0	0	1	1
seriously injured	51	0	0	2	1	58	1	5	1	0	68	5	124
Ped'n's hit by m/cs to 50cc	0	11	0	0	0	0	0	0	0	0	0	0	11
of which: killed	0	0	0	0	0	0	0	0	0	0	0	0	0
seriously injured	0	4	0	0	0	0	0	0	0	0	0	0	4
Motorcycle over 50cc ¹													
Accidents involving	1,761	35	33	3	106	2,661	25	232	111	50	3,224	523	5,543
User casualties	1,851	11	17	1	170	2,726	24	236	113	50	3,340	571	5,773
of which: killed	62	1	1	0	6	86	5	15	13	6	132	40	235
seriously injured	766	0	3	0	61	940	8	74	39	23	1,148	244	2,158
Ped'n's hit by m/cs +50cc	0	35	0	0	0	4	1	1	0	0	6	1	42
of which: killed	0	1	0	0	0	0	0	0	0	0	0	0	1
seriously injured	0	10	0	0	0	1	1	0	0	0	2	0	12
Car													
Accidents involving	9,842	2,201	2,627	289	2,661	14,662	320	2,010	1,894	523	24,994	6,354	43,391
User casualties	12,794	53	51	18	361	23,783	248	2,087	2,265	481	29,304	10,881	53,032
of which: killed	227	0	2	0	1	177	8	30	75	10	303	119	649
seriously injured	1,758	2	3	1	22	1,998	22	157	253	56	2,512	952	5,224
Pedestrians hit by cars	0	2,294	2	0	2	169	22	19	20	13	247	58	2,599
of which: killed	0	82	0	0	0	14	1	1	3	1	20	6	108
seriously injured	0	530	0	0	0	51	5	2	7	6	71	16	617
Bus or coach													
Accidents involving	158	75	42	4	25	320	6	23	26	10	456	138	827
User casualties	199	0	1	1	1	312	11	38	115	11	490	92	781
of which: killed	0	0	0	0	0	0	0	0	1	1	2	0	2
seriously injured	24	0	0	0	0	13	2	1	34	3	53	8	85
Pedestrians hit by buses	0	77	0	0	0	4	0	0	1	0	5	1	83
of which: killed	0	4	0	0	0	1	0	0	0	0	1	0	5
seriously injured	0	9	0	0	0	0	0	0	0	0	0	1	10
Van / Light goods vehicle													
Accidents involving	385	195	232	25	232	2,010	23	137	205	50	2,914	1,207	4,701
User casualties	469	2	4	0	23	937	13	198	208	45	1,428	646	2,545
of which: killed	10	0	0	0	0	4	0	0	15	2	21	2	33
seriously injured	65	0	1	0	5	75	1	21	31	2	136	32	233
Pedestrians hit by vans	0	201	0	0	0	11	0	5	6	0	22	5	228
of which: killed	0	5	0	0	0	0	0	0	1	0	1	1	7
seriously injured	0	47	0	0	0	2	0	1	0	0	3	1	51
Heavy goods vehicle													
Accidents involving	272	100	79	7	111	1,894	26	205	137	50	2,509	988	3,869
User casualties	293	2	3	0	6	238	10	59	174	17	507	220	1,022
of which: killed	7	0	0	0	0	0	0	1	6	0	7	6	20
seriously injured	54	0	0	0	1	20	1	7	12	2	43	29	126
Pedestrians hit by HGVs	0	104	0	0	0	12	0	1	2	0	15	6	125
of which: killed	0	17	0	0	0	3	0	0	1	0	4	1	22
seriously injured	0	36	0	0	0	3	0	0	0	0	3	4	43
Any other vehicle A													
Accidents involving	113	47	49	7	50	523	10	50	50	29	768	238	1,166
User casualties	139	0	2	1	2	202	16	33	47	32	335	62	536
of which: killed	8	0	0	0	0	2	0	0	2	0	4	0	12
seriously injured	32	0	1	1	0	48	3	6	12	4	75	12	119
Ped'n's hit by these vehs	0	48	0	0	0	3	0	1	1	2	7	0	55
of which: killed	0	1	0	0	0	0	0	0	1	0	1	0	2
seriously injured	0	8	0	0	0	1	0	1	0	1	3	0	11
All vehicles ²													
Accidents involving	13,006	2,704	3,105	350	3,224	24,994	456	2,914	2,509	768	26,725	6,491	48,926
All vehicle user casualties	16,224	88	3,192	366	3,766	36,623	845	4,137	3,341	995	38,855	12,729	67,896
of which: killed	326	1	45	0	133	427	16	70	119	23	511	177	1,015
seriously injured	2,884	7	695	71	1,188	4,213	97	441	440	175	4,722	1,341	8,954
Pedestrian casualties	0	2,812	4	0	8	283	28	44	43	20	304	72	3,188
of which: killed	0	110	0	0	0	24	2	2	9	2	27	8	145
seriously injured	0	651	1	0	2	79	6	6	10	9	83	22	756

¹ Includes electric motorcycles and cases where engine size was not reported.

² Includes cases where vehicle type was not reported.

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RAS40004

Reported accidents, vehicle user and pedestrian casualties by area type and combination of vehicles involved, Great Britain, 2013

												Accidents/Casualties	
All areas	Single vehicle		Two vehicle accidents by vehicle type B									All accidents with three or more vehicles	All accidents with vehs of type 'A'
	No pedestrian	With pedestrian	Pedal cycle	M/cycle 50cc & under	M/cycle over 50cc ¹	Car	Bus or coach	Van / Light goods	Heavy goods vehicle	Any other vehicle	All two vehicle accidents ²		
	Vehicle A												
Pedal cycle													
Accidents involving	773	434	117	41	268	15,458	367	1,245	310	145	17,956	589	19,752
User casualties	776	128	155	37	224	15,408	347	1,244	309	144	17,872	662	19,438
of which: killed	15	0	0	0	0	44	6	3	18	6	77	17	109
seriously injured	300	21	51	3	40	2,221	45	220	78	27	2,685	137	3,143
Pedestrians hit by cycles	0	442	1	0	0	16	4	0	0	0	22	2	466
of which: killed	0	6	0	0	0	0	0	0	0	0	0	0	6
seriously injured	0	90	0	0	0	3	0	0	0	0	3	0	93
Motorcycle 50cc and under													
Accidents involving	442	88	41	26	24	1,578	17	112	23	17	1,840	117	2,487
User casualties	448	29	15	34	17	1,560	12	111	23	15	1,789	110	2,376
of which: killed	0	0	0	0	0	2	0	0	0	0	2	1	3
seriously injured	99	2	2	6	3	258	2	20	6	2	299	23	423
Ped'n's hit by m/cs to 50cc	0	89	0	0	1	10	0	0	0	0	11	0	100
of which: killed	0	0	0	0	0	0	0	0	0	0	0	0	0
seriously injured	0	20	0	0	0	2	0	0	0	0	2	0	22
Motorcycle over 50cc ¹													
Accidents involving	2,966	701	268	24	188	10,072	111	847	246	109	11,868	1,118	16,653
User casualties	3,090	231	124	18	280	10,139	108	858	244	109	11,883	1,172	16,376
of which: killed	81	4	1	0	7	129	7	18	18	8	188	55	328
seriously injured	1,146	24	14	5	79	2,461	22	189	72	35	2,877	396	4,443
Ped'n's hit by m/cs +50cc	0	719	0	0	6	39	7	2	0	5	59	5	783
of which: killed	0	12	0	0	0	0	0	0	0	0	0	1	13
seriously injured	0	145	0	0	1	9	1	0	0	1	12	1	158
Car													
Accidents involving	13,416	17,738	15,458	1,578	10,072	39,501	1,591	4,839	2,909	1,066	77,024	13,519	121,697
User casualties	17,311	235	207	91	865	59,933	916	4,885	3,397	793	71,102	21,139	109,787
of which: killed	284	0	2	0	1	214	12	36	81	11	357	144	785
seriously injured	2,340	11	10	1	34	3,166	52	269	307	67	3,906	1,384	7,641
Pedestrians hit by cars	0	18,289	10	1	8	765	86	85	42	34	1,031	205	19,525
of which: killed	0	216	0	0	0	29	2	1	5	1	38	14	268
seriously injured	0	3,746	2	0	1	174	27	15	15	10	244	52	4,042
Bus or coach													
Accidents involving	2,046	990	367	17	111	1,591	50	143	62	41	2,383	407	5,826
User casualties	2,358	34	31	10	10	1,701	111	191	174	35	2,264	217	4,873
of which: killed	2	0	1	0	0	4	0	0	2	1	8	0	10
seriously injured	194	3	1	1	0	69	4	6	35	3	119	16	332
Pedestrians hit by buses	0	1,007	1	0	0	18	2	1	2	0	24	4	1,035
of which: killed	0	24	0	0	0	2	0	0	0	0	2	0	26
seriously injured	0	211	0	0	0	4	1	0	0	0	5	3	219
Van / Light goods vehicle													
Accidents involving	518	1,294	1,245	112	847	4,839	143	259	266	96	7,808	2,388	12,008
User casualties	620	13	9	2	31	1,961	49	364	265	56	2,738	1,055	4,426
of which: killed	11	1	0	0	0	4	1	0	16	2	23	2	37
seriously injured	90	1	2	0	5	109	6	34	35	2	193	50	334
Pedestrians hit by vans	0	1,336	1	0	1	53	9	14	7	1	86	18	1,440
of which: killed	0	25	0	0	0	0	0	0	1	0	1	2	28
seriously injured	0	259	1	0	0	12	1	2	0	0	16	5	280
Heavy goods vehicle													
Accidents involving	317	364	310	23	246	2,909	62	266	160	67	4,043	1,368	6,092
User casualties	343	6	5	0	12	341	17	72	201	23	671	276	1,296
of which: killed	7	0	0	0	0	0	0	1	6	0	7	7	21
seriously injured	63	0	0	0	1	25	1	7	16	4	54	30	147
Pedestrians hit by HGVs	0	383	0	0	0	25	0	3	3	0	31	10	424
of which: killed	0	47	0	0	0	3	0	0	1	0	4	2	53
seriously injured	0	113	0	0	0	6	0	0	0	0	6	5	124
Any other vehicle A													
Accidents involving	168	217	145	17	109	1,066	41	96	67	36	1,577	392	2,354
User casualties	203	6	6	2	4	532	32	72	66	43	757	99	1,065
of which: killed	10	0	0	0	0	7	0	1	2	0	10	2	22
seriously injured	52	0	2	1	0	84	5	12	21	4	129	15	196
Ped'n's hit by these vehs	0	229	0	0	1	7	1	1	2	2	14	2	245
of which: killed	0	2	0	0	0	0	0	0	1	0	1	0	3
seriously injured	0	53	0	0	0	2	0	1	1	1	5	1	59
All vehicles ²													
Accidents involving	20,646	21,841	17,956	1,840	11,868	77,024	2,383	7,808	4,043	1,577	82,429	13,744	138,660
All vehicle user casualties	25,149	682	18,269	1,949	13,046	102,744	3,745	10,171	5,149	1,932	109,076	24,730	159,637
of which: killed	410	5	81	2	189	547	34	82	144	38	672	228	1,315
seriously injured	4,284	62	2,716	310	2,960	9,133	252	916	608	269	10,262	2,051	16,659
Pedestrian casualties	0	22,509	34	12	70	1,199	131	178	84	54	1,278	246	24,033
of which: killed	0	333	0	0	0	43	4	2	11	2	46	19	398
seriously injured	0	4,638	6	2	13	282	34	32	22	16	293	67	4,998

¹ Includes electric motorcycles and cases where engine size was not reported.

² Includes cases where vehicle type was not reported.

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RAS40005

Reported accidents, vehicles and casualties by vehicle type and left hand drive, Great Britain, 2013

	Vehicles	Accidents, by severity				Casualties involved ¹ , by severity			
					All severities				All severities
		Fatal	Serious	Slight		Killed	Serious	Slight	
Pedal cycles	20,049	118	3,253	16,381	19,752	121	3,283	17,050	20,454
Motorcycles	19,538	335	4,963	13,810	19,108	348	5,165	15,840	21,353
Cars and taxis	185,174	1,233	15,648	104,557	121,438	1,325	17,476	145,226	164,027
of which LHD	622	6	71	497	574	8	80	752	840
Minibuses	595	12	98	483	593	12	120	918	1,050
of which LHD	6	1	1	4	6	1	2	6	9
Buses or coaches	5,896	69	685	5,072	5,826	70	780	7,216	8,066
of which LHD	20	1	2	17	20	1	8	30	39
Vans / Light goods vehicles	12,686	149	1,470	10,389	12,008	162	1,653	14,863	16,678
of which LHD	50	0	6	44	50	0	7	56	63
Heavy goods vehicles	6,524	240	927	4,925	6,092	258	1,096	7,094	8,448
of which LHD	482	9	58	410	477	11	66	565	642
Other vehicles	2,411	65	434	1,855	2,354	68	491	2,500	3,059
of which LHD	39	0	5	34	39	0	8	50	58
All vehicles ²	252,913	1,608	19,624	117,428	138,660	1,713	21,657	160,300	183,670
of which LHD ³	1,219	17	140	994	1,151	21	166	1,443	1,630

Note: LHD = Left Hand Drive

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

2 Includes cases where vehicle type was unknown.

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

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RAS40006

Annex: Long term trends and summary statistics

Summary statistics: GB 2013

	Number			2013 Percentage change over:	
	2005-09 average	2012	2013	2012	2005-09 average
Casualties					
Killed	2,816	1,754	1,713	-2	-39
Killed or seriously injured (KSI)	30,041	24,793	23,370	-6	-22
All casualties	246,050	195,723	183,670	-6	-25
Vehicle traffic (billion vehicle miles) (inc pedal cycles)	313.1	305.7	306.8	0	-2
Population (million)	59.2	61.9	62.3	1	5
Accidents					
Fatal	2,590	1,637	1,608	-2	-38
Fatal or serious	26,473	22,538	21,232	-6	-20
All accidents	180,831	145,571	138,660	-5	-23
Casualties per accident					
Fatal	1.94	1.79	1.83	2	-5
Fatal or serious	1.54	1.44	1.44	0	-7
All accidents	1.36	1.34	1.32	-1	-3
Accident type					
Fatal accidents					
Single vehicle (no pedestrian)	659	376	385	2	-42
Single vehicle (with pedestrian)	515	366	331	-10	-36
Two vehicle	1,023	675	670	-1	-34
Three or more vehicles	394	220	222	1	-44
All accidents					
Single vehicle (no pedestrian)	27,691	21,155	20,646	-2	-25
Single vehicle (with pedestrian)	27,208	22,931	21,841	-5	-20
Two vehicle	106,794	87,152	82,429	-5	-23
Three or more vehicles	19,138	14,333	13,744	-4	-28
Casualties by road type					
Fatalities on					
Motorways	173	88	100	14	-42
Built-up roads	1,147	777	718	-8	-37
Non built-up roads	1,496	889	895	1	-40
KSI on					
Motorways	1,140	742	760	2	-33
Built-up roads	18,373	16,387	15,161	-7	-17
Non built-up roads	10,528	7,664	7,449	-3	-29
All casualties on					
Motorways	12,423	9,163	8,732	-5	-30
Built-up roads	168,749	139,899	130,602	-7	-23
Non built-up roads	64,879	46,661	44,336	-5	-32
Car occupants					
Fatalities	1,407	801	785	-2	-44
Seriously injured	11,577	8,232	7,641	-7	-34
Slightly injured	147,683	110,675	101,361	-8	-31
Total	160,667	119,708	109,787	-8	-32
Car traffic (billion vehicle miles)	244.7	240.3	240.0	0	-2
Fatalities in accidents involving car drivers aged 17-24	765	350	337	-4	-56
of which: Driver aged 17-24	286	133	131	-2	-54
Passenger of driver aged 17-24	200	71	59	-17	-71
Other road user	278	146	147	1	-47
Pedestrians					
Fatalities	613	420	398	-5	-35
of which: Children (0-15)	57	20	26	30	-54
Adults (16-59)	301	217	226	4	-25
Elderly (60+)	253	183	146	-20	-42
Seriously injured	6,145	5,559	4,998	-10	-19
Slightly injured	23,206	19,239	18,637	-3	-20
Total	29,965	25,218	24,033	-5	-20

	Number			2013 Percentage change over:	
	2005-09 average	2012	2013	2012	2005-09 average
Motorcyclists					
Fatalities	544	328	331	1	-39
Seriously injured	5,776	5,000	4,866	-3	-16
Slightly injured	16,452	13,982	13,555	-3	-18
Total	22,772	19,310	18,752	-3	-18
Motorcycle traffic (billion vehicle miles)	3.2	2.8	2.7	-5	-17
Fatalities on					
Motorways	17	4	14	250	-16
Built-up roads	208	149	133	-11	-36
Non built-up roads	320	175	184	5	-42
KSI on					
Motorways	143	101	92	-9	-35
Built-up roads	3,865	3,442	3,282	-5	-15
Non built-up roads	2,312	1,785	1,823	2	-21
Motorcycles with engine size up to 125 cc					
Fatalities	82	57	55	-4	-33
Seriously injured	2,059	1,983	1,916	-3	-7
Slightly injured	8,259	7,843	7,593	-3	-8
Motorcycles with engine size over 125 cc					
Fatalities	462	271	276	2	-40
Seriously injured	3,716	3,011	2,936	-2	-21
Slightly injured	8,194	6,131	5,943	-3	-27
Pedal cyclists					
Fatalities	130	118	109	-8	-16
Seriously injured	2,398	3,222	3,143	-2	31
Slightly injured	13,934	15,751	16,186	3	16
Total	16,463	19,091	19,438	2	18
Child (0-15) KSI	485	324	282	-13	-42
Adult (16+) KSI	2,001	2,976	2,915	-2	46
Pedal cycle traffic (billion vehicle miles)	2.8	3.1	3.1	1	13
Vans/Light Goods Vehicles (LGV)					
Fatalities	49	33	37	12	-24
Seriously injured	453	330	334	1	-26
Slightly injured	4,890	4,170	4,055	-3	-17
Casualties in accidents involving at least one LGV					
Fatalities	246	170	162	-5	-34
KSI	2,154	1,927	1,815	-6	-16
All casualties	19,409	16,967	16,678	-2	-14
LGV traffic (billion vehicle miles)	40.5	41.3	42.6	3	5
Heavy Goods Vehicles (HGV)					
Fatalities	37	29	21	-28	-43
Seriously injured	277	169	147	-13	-47
Slightly injured	1,946	1,142	1,128	-1	-42
Casualties in accidents involving at least one HGV					
Fatalities	395	271	258	-5	-35
KSI	1,910	1,348	1,354	0	-29
All casualties	13,092	8,723	8,448	-3	-35
HGV traffic (billion vehicle miles)	17.7	15.5	15.7	1	-11
Children (aged 0-15)					
Fatalities	127	61	48	-21	-62
Male	80	41	32	-22	-60
Female	47	20	16	-20	-66
KSI	3,067	2,272	1,980	-13	-35
All casualties	24,021	17,251	15,756	-9	-34

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[Notes & Definitions](#)

Source: DfT STATS19

Last updated: 25 September 2014

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The figures in this table are National Statistics

RAS41

Strategic Framework for Road Safety indicators

Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013>

RAS41001:

Key Outcome Indicators - Strategic Framework for Road Safety: Great Britain

											2013 Percentage ¹ change over:	
Area/Indicator		2005-09									2005 -2009	
		baseline	2006	2007	2008	2009	2010	2011	2012	2013	2012	average
1 Casualties												
1.1 Fatalities												
1.1.1	All	2,816	3,172	2,946	2,538	2,222	1,850	1,901	1,754	1,713	-2%	-39%
1.1.2	Children (0-15)	127	169	121	124	81	55	60	61	48	-21%	-62%
1.1.3	Adults (16-59)	2,057	2,305	2,154	1,835	1,632	1,326	1,328	1,197	1,206	1%	-41%
1.1.4	Elderly (60+)	626	689	663	578	509	469	513	496	459	-7%	-27%
1.1.5	- Car occupants	1,407	1,612	1,432	1,257	1,059	835	883	801	785	-2%	-44%
1.1.6	- Motorcyclists	544	599	588	493	472	403	362	328	331	1%	-39%
1.1.7	- Pedal cyclists	130	146	136	115	104	111	107	118	109	-8%	-16%
1.1.8	- Pedestrians	613	675	646	572	500	405	453	420	398	-5%	-35%
1.1.9	In accidents involving HGVs	395	419	435	368	268	263	257	271	258	-5%	-35%
1.1.10	In accidents involving LGVs	246	280	303	203	174	169	191	170	162	-5%	-34%
1.2 Serious injuries												
1.2.1	All	27,225	28,673	27,774	26,034	24,690	22,660	23,122	23,039	21,657	-6%	-20%
1.2.2	Children (0-15)	2,940	3,125	2,969	2,683	2,590	2,447	2,352	2,211	1,932	-13%	-34%
1.2.3	Adults (16-59)	20,159	21,347	20,699	19,240	18,093	16,380	16,814	16,762	15,844	-5%	-21%
1.2.4	Elderly (60+)	3,646	3,710	3,586	3,658	3,665	3,511	3,688	3,826	3,623	-5%	-1%
1.2.5	- Car occupants	11,577	12,642	11,535	10,711	10,053	8,914	8,342	8,232	7,641	-7%	-34%
1.2.6	- Motorcyclists	6,320	5,885	6,149	5,556	5,350	4,780	5,247	5,000	4,866	-3%	-23%
1.2.7	- Pedal cyclists	2,528	2,296	2,428	2,450	2,606	2,660	3,085	3,222	3,143	-2%	24%
1.2.8	- Pedestrians	6,758	6,376	6,278	6,070	5,545	5,200	5,454	5,559	4,998	-10%	-26%
1.2.9	In accidents involving HGVs	1,910	1,700	1,574	1,344	1,171	1,116	1,077	1,077	1,096	2%	-43%
1.2.10	In accidents involving LGVs	1,908	2,042	1,971	1,755	1,731	1,666	1,681	1,757	1,653	-6%	-13%
1.3 Disadvantage												
1.3.1	Disadvantage (KSI): Pedestrians, Cyclists, Cars & Motorcyclists	1.39	1.45	1.35	1.39	1.30	1.32	1.29	1.35	1.42	5%	3%
1.3.2	Disadvantage (KSI): Pedestrians, Cyclists & Cars	1.47	1.53	1.45	1.50	1.41	1.44	1.38	1.42	1.48	4%	1%
1.3.3	Disadvantage (KSI): Pedestrians & Cyclists	2.62	3.00	2.48	2.50	2.37	2.24	2.10	2.05	2.03	-1%	-22%
1.4 Fatality rates per billion vehicle miles²												
1.4.1	All	9	10	9	8	7	6	6	6	6	-3%	-38%
1.4.2	- Car occupants	6	7	6	5	4	3	4	3	3	-2%	-43%
1.4.3	- Motorcyclists	168	189	173	158	149	141	125	116	123	6%	-27%
1.4.4	- Pedal cyclists	47	52	53	40	35	37	35	38	35	-8%	-26%
1.4.5	- Pedestrian	53	57	57	50	42	37	40	38	34	-9%	-36%
1.5 Fatality rate per million population												
1.5.1	All	47.5	53.9	49.7	42.6	37.0	30.6	31.2	28.3	27.5	-3%	-42%
1.5.2	Children (0-15)	11.4	15.2	10.9	11.1	7.3	4.9	5.3	5.3	4.1	-22%	-64%
1.5.3	Adults (16-59)	58.5	65.7	61.3	52.0	46.2	37.3	37.2	33.1	33.2	0%	-43%
1.5.4	Elderly (60+)	48.4	54.7	51.3	43.7	37.8	34.2	36.9	35.2	32.1	-9%	-34%
1.5.5	- Car occupants	23.8	27.4	24.2	21.1	17.6	13.8	14.5	12.9	12.6	-3%	-47%
1.5.6	- Motorcyclists	9.2	10.2	9.9	8.3	7.9	6.7	5.9	5.3	5.3	0%	-42%
1.5.7	- Pedal cyclists	2.2	2.5	2.3	1.9	1.7	1.8	1.8	1.9	1.8	-8%	-20%
1.5.8	- Pedestrians	10.3	11.5	10.9	9.6	8.3	6.7	7.4	6.8	6.4	-6%	-38%
1.6 Number fatalities and KSI on the English trunk road network												
1.6.1	Fatalities	357	389	370	350	255	249	251	217	244	12%	-32%
1.6.2	KSI	2,321	2,440	2,405	2,103	1,967	1,886	1,829	1,696	1,708	1%	-26%
1.7 Road deaths as percentage of all accidental deaths												
1.7.1	Percentage	23%	26%	24%	22%	18%	15%	15%	14%	.. ⁴	n/a	n/a
1.8 Cost of road traffic casualties³												
1.8.1	millions (based on market prices in each respective year)	£17,755	£18,079	£19,104	£17,920	£15,820	£15,358	£15,557	£15,122	£14,713	-3%	-17%
1.8.2	millions (based on market prices in 2013)	£20,411	£21,269	£21,969	£19,967	£17,245	£16,238	£16,076	£15,364	£14,713	-4%	-28%
1.9 Road casualties admitted to hospital (England)												
1.9.1	- all admissions	39,824	40,533	40,327	37,970	38,755	37,665	38,584	..	..⁴	n/a	n/a
1.9.2	- admissions for 2+ days	17,810	18,380	18,229	16,540	16,200	14,643	15,531	..	..⁴	n/a	n/a
2 Learning to drive												
Number of fatalities and KSIs in collisions involving car drivers (aged 17 -24).												
2.1												
2.1.1	Fatalities	765	899	817	635	564	437	412	350	337	-4%	-56%
2.1.2	KSI	7,516	8,184	7,828	6,855	6,329	5,297	4,894	4,480	4,139	-8%	-45%
Number of single vehicle accidents involving a young car driver (aged 17-24)												
2.2												
2.2.1	Fatal	320	353	295	240	221	153	167	131	139	6%	-57%
2.2.2	KSI	2,413	2,677	2,407	2,282	2,100	1,765	1,616	1,456	1,290	-11%	-47%
Number and proportion of new drivers that pass their driving test on the first attempt ^{5,6}												
2.3												
2.3.1	Proportions			44%	44%	46%	45%	47%	48%	48%	0%	n/a
2.3.2	Numbers (thousands)			342	345	321	336	333	310	320	3%	n/a
3 Remedial education												
3.1	Number of people taking courses (thousands) ^{3,6,7}						468	794	964	1,071	11%	n/a

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RAS41001:

Key Outcome Indicators - Strategic Framework for Road Safety: Great Britain

											2013 Percentage ¹ change over:											
Area/Indicator		2005-09 baseline	2006	2007	2008	2009	2010	2011	2012	2013	2005 -2009 2012 average											
4 Enforcement																						
4.1		Number and percentage of people killed in collisions with a driver over the legal blood alcohol limit																				
4.1.1	Number	460	560	410	400	380	240	240	230	.. ⁴	n/a	n/a										
4.1.2	Percentage	16%	18%	14%	16%	17%	13%	13%	13%	.. ⁴	n/a	n/a										
4.2		Number and percentage of people KSI in collisions with a driver over the legal blood alcohol limit																				
4.2.1	Number	2,344	2,530	2,170	2,020	1,880	1,480	1,510	1,430	.. ⁴	n/a	n/a										
4.2.2	Percentage	8%	8%	7%	7%	7%	6%	6%	6%	.. ⁴	n/a	n/a										
4.3	Proportion of drivers tested failing a breath test after collision											3%	4%	4%	3%	3%	3%	3%	3%	3%	0%	0%
4.4		Prevalence of drug-drive incidents/collisions																				
4.4.1		Number and percentage of KSI casualties resulting from a road collision with a driver under the influence of an illegal drug											Indicator to be developed after new drug drive regulations come into operation (March 2015) and we have have means of creating a consistent annual estimate.									
4.4.2		Proportion of drivers admitting to have driven while under the influence of an illegal drug at least once in 12 months ^{5,6}											1%	1%	0.5%	.. ⁴	n/a	n/a				
4.5		Percentage of fatalities and KSIs in collisions with 'exceeding the speed limit' or 'travelling too fast for conditions' as a contributory factor																				
4.5.1	Fatal	27%	29%	26%	25%	27%	24%	23%	21%	24%	3%	-3%										
4.5.2	KSI	19%	21%	19%	18%	17%	16%	15%	15%	15%	0%	-4%										
4.6		Proportion of vehicles exceeding the speed limit																				
4.6.1	Car - 30mph	49%	49%	49%	49%	48%	46%	47%	47%	46%	-1%	-3%										
4.6.2	Car - motorways (70mph)	53%	54%	53%	49%	52%	49%	49%	48%	47%	-1%	-6%										
4.6.3	Motorcycle - 30mph	51%	51%	51%	53%	50%	45%	50%	50%	47%	-3%	-4%										
4.6.4	Motorcycle - motorways (70mph)	53%	54%	54%	48%	51%	48%	49%	48%	46%	-2%	-7%										
4.6.5	Articulated HGV - single carriageway (40mph)	76%	76%	74%	78%	76%	70%	71%	73%	73%	0%	-3%										
4.6.6	Articulated HGV - dual carriageway (50mph)	84%	83%	83%	86%	83%	83%	83%	82%	82%	0%	-2%										
4.6.7	Rigid two axle HGV - 30mph roads	46%	44%	46%	46%	46%	46%	46%	46%	46%	0%	0%										
4.6.8	Rigid two axle HGV - 40mph roads	22%	24%	22%	22%	21%	22%	21%	20%	20%	0%	-2%										
4.7		Percentage of car occupants killed who were not wearing a seat belt											19% ¹¹	n/a	n/a	
4.8		Number of motoring offences																				
4.8.1	Total number of motoring offences (thousands) ⁹											3,323	4,059	3,789	3,238	2,906	2,627	2,141	1,949	.. ⁴	n/a	n/a
5 Vehicle Safety																						
5.1.1		Proportion of drivers injured among those involved in collisions by vehicle mileage											Indicator under development (data will not be available until 2014 at the earliest)									
6 Perceptions of road safety																						
6.1		Whether people feel safe cycling																				
6.1.1		Percentage of cyclists who agreed that it was too dangerous for them to cycle on the roads ⁶											45%	48%	48%	0%	n/a					
6.1.2		Percentage of cyclists who said that they felt fairly or very confident cycling on the roads ⁶											58% ¹⁰	n/a	n/a					
6.2		Whether people feel safe walking											Indicator under development although significant difficulty in finding suitable data source									

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

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

3 Outside the scope of National Statistics.

4 Data will be updated once available.

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

6 Complete series of figures not available.

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

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

9 Motoring offences include: dangerous, careless or drunken driving, accident and speed limit offences, unauthorised taking or theft of motor vehicle, license and insurance offences, vehicle test and condition offences, traffic and other offences. This does not include any parking, waiting or road obstruction offences.

10 Question no longer included in the survey.

11 Data collection began in 2011, but too few cases were recorded in 2011 and 2012 to be robust. 2013 figure was calculated from a total of 232 killed car occupants for which these data was recorded, out of 785 total car occupant deaths. **Figure revised on the morning of publication due to a minor calculation error.**

Key Outcome Indicators - Definitions

Identifier	Description	Data Source	National Statistics?	Geography Coverage	Temporal Coverage
1. Casualties					
1.1	Number of fatalities from a road accident, reported to Police Authorities	STATS19 (DfT)	Yes	Great Britain	Calender Years: upto 2013
1.2	Number of casualties sustaining serious injuries in a road accident, reported to Police Authorities	STATS19 (DfT)	Yes	Great Britain	Calender Years: upto 2013
1.3	Number of killed or serious injured (KSI) casualties in the most deprived decile group of areas as a fraction of the number of KSI casualties in the least deprived decile group of areas	STATS19 (DfT), Indices of Multiple Deprivation (DCLG)	Yes	England	Calender Years: upto 2013
1.4	Rates of fatalities from a road accident, reported to Police Authorities, offset against vehicle traffic estimates and walking distance estimates for pedestrians	STATS19 (DfT), Traffic Estimates Data (DfT), National Travel Survey (DfT)	Yes	Great Britain	Calender Years: upto 2013
1.5	Rates of fatalities from a road accident, reported to Police Authorities, offset against population estimates for each of the road user group	STATS19 (DfT), Census Mid-Year Population Estimates Data (ONS), National Records of Scotland (NRS)	Yes	Great Britain	Calender Years: upto 2013
1.6	Number of fatalities & KSI casualties from a road accident, reported to Police Authorities, on the English trunk road network	STATS19 (DfT)	Yes	Great Britain	Calender Years: upto 2013
1.7	Road deaths reported to Police Authorities as a proportion of all accidental deaths (including other transport, industrial and domestic accidents)	STATS19 (DfT), Death Registrations Summary Statistics (ONS), National Records of Scotland	Yes	Great Britain	Calender Years: 1974 - 2013
1.8	Valuation of both fatal and non-fatal road casualties, which is an accumulation of human costs, reflecting pain, grief, suffering; the direct economic costs of lost of output, insurance, medical and health care costs.	STATS19 (DfT), Integrated Transport Economic Appraisal (DfT), nominal GDP estimates per capita (ONS)	Yes	Great Britain	Calender Years: 1968 - 2013
1.9	Number of road casualties admitted to hospitals	Hospital Episode Statistics (NHS Information Centre)	Yes	England	Calender Years: 2000 - 2011
2. Learning to Drive					
2.1	Number of fatalities and KSI casualties in collisions which involved a young car driver (aged 17 - 24), as reported by Police Authorities. This also includes cases where the casualty was also the young car driver involved in the accident.	STATS19 (DfT)	Yes	Great Britain	Calender Years: upto 2013
2.2	Number of single vehicle accidents involving a young car driver (aged 17-24), where the casualty was either a pedestrian or an occupant of the car.	STATS19 (DfT)	Yes	Great Britain	Calender Years: upto 2013
2.3	Number of new drivers that pass their practical driving test on the first attempt as a proportion of the total number of the new drivers passing their practical driving test (regardless of the number of attempts)	Driver License Database (DSA)	Yes	Great Britain	Financial Years: 2007/08-2013/14
3. Remedial education					
3.1	Number of drivers offenders having to take one of more of the following courses as a form of remedial penalty: Driver Alertness Course (DAC), Rider Intervention Developing Experience (RIDE) and National Speed Awareness Course (NSAC)	National Police Desk Officer Online Reporting System (DORS)	No	England, Wales and Northern Ireland	Calender Years: 2010 - 2013
4. Enforcement					
4.1	Number and proportion of people killed in a road collision with a driver over the legal blood alcohol limit (80 milligrams / 100 millilitres of blood), which also includes any fatally injured drivers over the alcohol limit involved in the accident	STATS19 (DfT), Coroners Data provided by England and Wales, Procurators Fiscal in Scotland	Yes	Great Britain	Calender Years: 1968 - 2012
4.2	Number and proportion of KSI casualties in collisions with a driver over the legal blood alcohol limit (80 milligrams / 100 millilitres of blood), which also includes any fatally or seriously injured drivers over the alcohol limit involved in the accident	STATS19 (DfT), Coroners Data provided by England and Wales, Procurators Fiscal in Scotland	Yes	Great Britain	Calender Years: 1968 - 2012
4.3	Proportion of drivers tested failing or refusing to be administered a breath test, following a road accident	STATS19 (DfT)	Yes	Great Britain	Calender Years: 1979 - 2013
4.4	Prevalence of drug-drive incidents and collisions; (1) numbers of casualties resulting from an accident involving a driver under the influence of an illicit or therapeutic drug or (2) those admitting to have driven while being under the influence of a drug	(1) STATS19 (DfT), Coroners Data provided by England and Wales, Procurators Fiscal in Scotland and (2) Results from Crime Survey for England and Wales, provided by Home Office.	Yes	(1) Great Britain and (2) England and Wales for Crime Survey Results	(1) Calender Years: currently under development and (2) Financial Year for Crime Survey Results

Identifier	Description	Data Source	National Statistics?	Geography Coverage	Temporal Coverage
4.5	Proportion of fatalities and KSI casualties from road collisions where 'exceeding the speed limit' and 'travelling too fast for conditions' was a contributory factor leading to the accident	STATS19 (DfT)	Yes	Great Britain	Calender Years: 2005 - 2013
4.6	Proportion of vehicles that were exceeding the speed limit on the road, for each vehicle type	Traffic Estimates Data (DfT)	Yes	Great Britain	Calender Years: 2006 - 2013
4.7	Proportion of car occupants killed, following a road accident, who were not wearing a seat belt	STATS19 (DfT)	Yes	Great Britain	Calender years: 2013
4.8	Number of motoring offences (including dangerous, careless or drunken driving, accident, speed limit, license, insurance and vehicle theft offences). This does not include any parking, waiting or road obstruction offences	Police Powers and Procedures (Home Office), Criminal Statistics (MoJ)	Yes	England and Wales	Calender Years: 1999 - 2012
5. Vehicle Safety					
5.1	Proportions of drivers/riders/passengers injured from a road accident, by vehicle mileage and propensity of vehicle defectiveness	STATS19 (DfT), Motor Testing Database (VOSA), Driver License Database (DVLA)	Yes	Great Britain	Calender Years: currently under development
6 Perceptions of road safety					
6.1.1	Percentage of cyclists who agreed that it was too dangerous for them to cycle on the roads ⁶	British Social Attitudes Survey 2011: public attitudes towards transport	Yes	Great Britain	Calender Years: 2011 - 2013
6.1.2	Percentage of cyclists who said that they felt fairly or very confident cycling on the roads	British Social Attitudes Survey 2011: public attitudes towards transport	Yes	Great Britain	Calender year: 2011, this question has now been dropped from survey.
6.2	Attitudes of pedestrians on the perception of road safety	National Travel Survey (DfT), Active People Survey (APS)	Yes	Great Britain	Calender/Academic Years: walking indicator currently under development, although significant difficulty finding data sources.

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Key Outcome Indicators - Strategic Framework for Road Safety

Reported Killed and Seriously Injured (KSI) casualties by local authority, England, 2009 - 2013 and 2005-09 average

		Number of casualties/Percentage							
ONS Code	Region/Local Authority	2005-09 average	2009	2010	2011	2012	2013	2013 percentage change over:	
								2012	2005-09 average
E12000001	North East	1,057	1,020	858	854	919	802	-13	-24
E06000047	County Durham	216	205	184	195	198	201	2	-7
E06000005	Darlington	43	43	33	36	35	41	17	-5
E08000037	Gateshead	82	90	82	67	78	61	-22	-25
E06000001	Hartlepool	35	25	28	33	27	19	-30	-46
E06000002	Middlesbrough	51	38	30	27	40	40	0	-21
E08000021	Newcastle upon Tyne	104	102	97	84	87	77	-11	-26
E08000022	North Tyneside	58	60	43	47	50	49	-2	-16
E06000057	Northumberland	189	186	151	161	166	137	-17	-28
E06000003	Redcar and Cleveland	54	46	41	34	39	34	-13	-37
E08000023	South Tyneside	47	47	35	34	34	23	-32	-51
E06000004	Stockton-on-Tees	76	78	44	62	69	50	-28	-34
E08000024	Sunderland	102	100	90	74	96	70	-27	-32
E12000002	North West	3,513	3,045	2,867	2,922	2,764	2,697	-2	-23
E06000008	Blackburn with Darwen	73	80	60	68	71	69	-3	-5
E06000009	Blackpool	75	70	65	72	54	73	35	-3
E08000001	Bolton	94	77	94	79	68	79	16	-16
E08000002	Bury	64	66	58	54	41	52	27	-18
E06000049	Cheshire East	284	268	245	242	245	205	-16	-28
E06000050	Cheshire West and Chester	238	197	185	228	214	136	-36	-43
E10000006	Cumbria	323	247	233	249	196	239	22	-26
E06000006	Halton	54	41	41	40	40	40	0	-26
E08000011	Knowsley	58	56	55	41	64	62	-3	7
E10000017	Lancashire	848	702	681	650	570	642	13	-24
E08000012	Liverpool	218	204	229	195	243	204	-16	-6
E08000003	Manchester	222	187	166	174	195	158	-19	-29
E08000004	Oldham	78	68	79	73	52	54	4	-31
E08000005	Rochdale	71	56	47	55	43	42	-2	-41
E08000006	Salford	86	71	72	60	78	70	-10	-19
E08000014	Sefton	94	87	74	87	89	92	3	-2
E08000013	St. Helens	65	63	45	73	70	73	4	12
E08000007	Stockport	77	71	57	65	49	46	-6	-41
E08000008	Tameside	64	49	58	57	47	55	17	-14
E08000009	Trafford	57	52	50	45	51	35	-31	-39
E06000007	Warrington	104	93	103	107	111	80	-28	-23
E08000010	Wigan	103	97	62	82	74	65	-12	-37
E08000015	Wirral	162	143	108	126	99	126	27	-22
E12000003	Yorkshire and The Humber	3,038	2,601	2,379	2,366	2,434	2,399	-1	-21
E08000016	Barnsley	109	83	67	80	96	81	-16	-26
E08000032	Bradford	248	211	208	216	221	190	-14	-23
E08000033	Calderdale	112	120	81	90	96	90	-6	-19
E08000017	Doncaster	145	144	149	143	117	118	1	-19
E06000011	East Riding of Yorkshire	235	195	196	184	185	193	4	-18
E06000010	Kingston upon Hull, City of	124	113	118	115	130	123	-5	-1
E08000034	Kirklees	200	160	137	160	151	140	-7	-30
E08000035	Leeds	357	321	304	297	303	294	-3	-18
E06000012	North East Lincolnshire	116	92	76	80	81	94	16	-19
E06000013	North Lincolnshire	129	100	107	95	101	110	9	-14
E10000023	North Yorkshire	641	538	491	454	473	476	1	-26
E08000018	Rotherham	99	93	59	85	86	113	31	14
E08000019	Sheffield	254	210	160	163	180	169	-6	-34
E08000036	Wakefield	167	161	164	141	163	150	-8	-10
E06000014	York	102	60	62	63	51	58	14	-43

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Key Outcome Indicators - Strategic Framework for Road Safety

Reported Killed and Seriously Injured (KSI) casualties by local authority, England, 2009 - 2013 and 2005-09 average

		Number of casualties/Percentage							
ONS Code	Region/Local Authority	2005-09 average	2009	2010	2011	2012	2013	2013 percentage change over:	
								2012	2005-09 average
E12000004	East Midlands	2,512	2,384	2,076	2,167	2,076	1,879	-9	-25
E06000015	Derby	110	117	91	92	81	76	-6	-31
E10000007	Derbyshire	465	449	319	330	333	302	-9	-35
E06000016	Leicester	86	87	86	95	89	92	3	7
E10000018	Leicestershire	278	263	238	237	196	186	-5	-33
E10000019	Lincolnshire	411	456	462	485	426	415	-3	1
E10000021	Northamptonshire	448	391	297	305	348	330	-5	-26
E06000018	Nottingham	173	148	138	152	135	118	-13	-32
E10000024	Nottinghamshire	516	447	417	453	443	345	-22	-33
E06000017	Rutland	26	26	28	18	25	15	-40	-43
E12000005	West Midlands	2,444	2,122	1,860	2,020	1,932	1,798	-7	-26
E08000025	Birmingham	476	423	417	465	401	402	0	-15
E08000026	Coventry	114	118	90	137	115	106	-8	-7
E08000027	Dudley	124	114	91	90	102	102	0	-18
E06000019	Herefordshire, County of	119	105	61	75	80	61	-24	-49
E08000028	Sandwell	115	112	106	116	111	97	-13	-16
E06000051	Shropshire	172	144	125	121	146	119	-18	-31
E08000029	Solihull	86	88	63	64	61	43	-30	-50
E10000028	Staffordshire	310	261	213	202	221	165	-25	-47
E06000021	Stoke-on-Trent	65	53	45	71	45	48	7	-27
E06000020	Telford and Wrekin	53	62	38	45	33	36	9	-32
E08000030	Walsall	94	80	74	68	63	81	29	-13
E10000031	Warwickshire	372	308	301	313	299	288	-4	-23
E08000031	Wolverhampton	88	64	83	78	93	64	-31	-27
E10000034	Worcestershire	256	190	153	175	162	186	15	-27
E12000006	East of England	3,125	2,731	2,546	2,412	2,460	2,369	-4	-24
E06000055	Bedford	78	60	57	60	54	54	0	-31
E10000003	Cambridgeshire	411	384	339	337	297	305	3	-26
E06000056	Central Bedfordshire	135	135	140	94	108	115	6	-15
E10000012	Essex	840	658	662	630	602	572	-5	-32
E10000015	Hertfordshire	500	413	407	356	414	385	-7	-23
E06000032	Luton	58	52	62	49	55	50	-9	-13
E10000020	Norfolk	462	395	353	355	352	392	11	-15
E06000031	Peterborough	112	98	95	76	84	88	5	-21
E06000033	Southend-on-Sea	76	102	65	65	61	57	-7	-25
E10000029	Suffolk	356	367	296	326	362	291	-20	-18
E06000034	Thurrock	96	67	70	64	71	60	-15	-38

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Key Outcome Indicators - Strategic Framework for Road Safety

Reported Killed and Seriously Injured (KSI) casualties by local authority, England, 2009 - 2013 and 2005-09 average

		Number of casualties/Percentage							
									2013 percentage change over:
ONS Code	Region/Local Authority	2005-09 average	2009	2010	2011	2012	2013	2012	2005-09 average
E12000007	London	3,627	3,227	2,886	2,805	3,018	2,324	-23	-36
E09000002	Barking and Dagenham	57	45	48	49	47	45	-4	-22
E09000003	Barnet	145	137	132	141	112	131	17	-10
E09000004	Bexley	90	82	68	49	55	31	-44	-66
E09000005	Brent	105	101	84	72	86	84	-2	-20
E09000006	Bromley	141	127	90	81	90	70	-22	-50
E09000007	Camden	125	141	112	100	114	105	-8	-16
E09000001	City of London	50	46	41	49	58	60	3	20
E09000008	Croydon	141	107	87	109	107	71	-34	-50
E09000009	Ealing	130	126	85	66	88	81	-8	-38
E09000010	Enfield	108	97	98	98	86	72	-16	-33
E09000011	Greenwich	117	99	104	94	73	28	-62	-76
E09000012	Hackney	127	103	103	108	147	83	-44	-34
E09000013	Hammersmith and Fulham	109	93	74	77	80	53	-34	-51
E09000014	Haringey	93	98	79	78	107	106	-1	13
E09000015	Harrow	58	49	39	37	46	38	-17	-34
E09000016	Havering	98	75	63	74	78	51	-35	-48
E09000017	Hillingdon	108	88	83	74	83	59	-29	-45
E09000018	Hounslow	114	101	97	73	73	64	-12	-44
E09000019	Islington	87	77	81	100	122	71	-42	-18
E09000020	Kensington and Chelsea	111	94	80	82	94	64	-32	-42
E09000021	Kingston upon Thames	61	52	46	44	34	37	9	-40
E09000022	Lambeth	176	173	156	169	151	133	-12	-24
E09000023	Lewisham	125	112	108	102	102	64	-37	-49
E09000024	Merton	65	55	39	46	65	32	-51	-51
E09000025	Newham	88	93	81	74	77	57	-26	-35
E09000026	Redbridge	88	69	76	76	93	51	-45	-42
E09000027	Richmond upon Thames	74	56	72	69	52	48	-8	-35
E09000028	Southwark	140	127	165	126	117	87	-26	-38
E09000029	Sutton	70	57	49	45	42	31	-26	-56
E09000030	Tower Hamlets	127	105	91	103	168	87	-48	-32
E09000031	Waltham Forest	90	61	67	68	69	54	-22	-40
E09000032	Wandsworth	131	120	102	112	109	99	-9	-25
E09000033	Westminster	275	261	186	160	193	177	-8	-36
E12000008	South East	4,317	4,124	3,820	4,221	3,951	4,131	5	-4
E06000036	Bracknell Forest	35	23	25	30	29	28	-3	-21
E06000043	Brighton and Hove	157	150	136	172	160	145	-9	-8
E10000002	Buckinghamshire	281	242	221	212	218	221	1	-21
E10000011	East Sussex	379	373	319	301	305	339	11	-11
E10000014	Hampshire	636	650	632	764	684	706	3	11
E06000046	Isle of Wight	79	73	82	96	89	86	-3	8
E10000016	Kent	697	629	545	519	524	594	13	-15
E06000035	Medway	81	73	59	64	51	56	10	-31
E06000042	Milton Keynes	103	81	74	93	99	88	-11	-15
E10000025	Oxfordshire	355	345	395	355	307	327	7	-8
E06000044	Portsmouth	95	97	91	143	123	116	-6	22
E06000038	Reading	43	52	40	51	40	51	28	19
E06000039	Slough	49	35	41	47	41	52	27	7
E06000045	Southampton	94	99	123	154	110	123	12	31
E10000030	Surrey	571	571	520	582	574	599	4	5
E06000037	West Berkshire	74	63	60	77	79	55	-30	-25
E10000032	West Sussex	473	451	373	455	420	438	4	-7
E06000040	Windsor and Maidenhead	63	68	47	60	60	54	-10	-14
E06000041	Wokingham	53	49	37	46	38	53	39	0

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Key Outcome Indicators - Strategic Framework for Road Safety

Reported Killed and Seriously Injured (KSI) casualties by local authority, England, 2009 - 2013 and 2005-09 average

		Number of casualties/Percentage							
ONS Code	Region/Local Authority	2005-09 average	2009	2010	2011	2012	2013	2013 percentage change over:	
								2012	2005-09 average
E12000009	South West	2,323	1,950	1,960	1,945	2,072	1,985	-4	-15
E06000022	Bath and North East Somerset	53	43	39	22	33	52	58	-1
E06000028	Bournemouth	80	70	77	73	108	72	-33	-10
E06000023	Bristol, City of	156	112	130	158	147	106	-28	-32
E06000052	Cornwall	239	191	198	223	213	220	3	-8
E10000008	Devon	291	189	292	234	308	310	1	6
E10000009	Dorset	271	260	215	202	219	222	1	-18
E10000013	Gloucestershire	258	236	187	244	255	213	-16	-18
E06000053	Isles of Scilly	0	0	0	0	0	0	0	0
E06000024	North Somerset	65	34	57	46	57	67	18	3
E06000026	Plymouth	58	45	60	74	61	64	5	10
E06000029	Poole	58	48	57	54	66	68	3	18
E10000027	Somerset	310	304	238	224	212	218	3	-30
E06000025	South Gloucestershire	84	64	86	32	51	60	18	-29
E06000030	Swindon	77	90	63	75	75	69	-8	-10
E06000027	Torbay	36	29	32	30	39	53	36	47
E06000054	Wiltshire	287	235	229	254	228	191	-16	-33
E92000001	England ¹	25,958	23,206	21,255	21,717	21,630	20,387	-6	-21

1 Includes London Airport (Heathrow)

The figures in this table are National Statistics

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[Notes & Definitions](#)

Source: DfT STATS19

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Key Outcome Indicators - Strategic Framework for Road Safety

Reported Killed and Seriously Injured (KSI) casualty rate per billion vehicle miles by local authority, England, 2009 - 2013 and 2005-09 average

		Rate per billion vehicle miles/Percentage							2013 percentage change over:	
ONS Code	Region/Local Authority	2005-09								2005-09
		average	2009	2010	2011	2012	2013	2012		average
E12000001	North East	90	88	75	74	80	70	-13		-23
E06000047	County Durham	89	85	77	82	83	84	1		-6
E06000005	Darlington	86	88	68	74	71	84	18		-2
E08000037	Gateshead	74	83	78	63	74	57	-22		-23
E06000001	Hartlepool	91	66	76	89	70	49	-29		-46
E06000002	Middlesbrough	68	52	42	38	55	55	1		-18
E08000021	Newcastle upon Tyne	94	94	91	78	81	72	-12		-23
E08000022	North Tyneside	72	76	55	59	63	61	-3		-16
E06000057	Northumberland	117	117	95	99	104	85	-18		-28
E06000003	Redcar and Cleveland	94	82	74	61	71	62	-13		-34
E08000023	South Tyneside	100	103	78	75	73	48	-33		-52
E06000004	Stockton-on-Tees	85	87	50	69	77	57	-26		-33
E08000024	Sunderland	92	92	85	70	91	67	-27		-28
E12000002	North West	101	88	84	85	81	79	-3		-22
E06000008	Blackburn with Darwen	163	182	137	155	163	156	-4		-4
E06000009	Blackpool	214	199	189	209	158	218	38		2
E08000001	Bolton	72	59	76	62	54	62	16		-13
E08000002	Bury	62	64	57	53	41	52	26		-16
E06000049	Cheshire East	100	94	89	87	89	74	-17		-25
E06000050	Cheshire West and Chester	99	81	78	95	91	57	-37		-42
E10000006	Cumbria	94	72	69	74	58	70	21		-25
E06000006	Halton	87	66	68	66	65	65	0		-26
E08000011	Knowsley	67	64	64	47	74	71	-4		6
E10000017	Lancashire	123	102	100	95	85	94	11		-23
E08000012	Liverpool	155	147	169	144	182	154	-15		0
E08000003	Manchester	130	111	102	105	119	97	-18		-26
E08000004	Oldham	114	99	118	111	79	82	4		-28
E08000005	Rochdale	67	54	46	51	40	40	0		-40
E08000006	Salford	59	48	49	41	54	48	-10		-18
E08000014	Sefton	131	121	106	124	124	129	3		-2
E08000013	St. Helens	80	78	56	89	88	91	4		13
E08000007	Stockport	67	61	50	57	43	40	-6		-39
E08000008	Tameside	88	68	81	79	65	77	19		-12
E08000009	Trafford	62	57	55	49	55	38	-31		-39
E06000007	Warrington	65	57	65	68	71	51	-28		-21
E08000010	Wigan	84	80	52	69	62	55	-11		-35
E08000015	Wirral	151	137	105	121	96	123	28		-19
E12000003	Yorkshire and The Humber	115	100	92	92	95	93	-2		-19
E08000016	Barnsley	91	71	57	69	83	70	-16		-23
E08000032	Bradford	162	138	139	144	149	129	-13		-20
E08000033	Calderdale	118	126	87	97	106	99	-6		-16
E08000017	Doncaster	76	76	80	77	62	62	0		-18
E06000011	East Riding of Yorkshire	113	94	96	91	92	95	3		-16
E06000010	Kingston upon Hull, City of	155	141	151	147	166	159	-4		3
E08000034	Kirklees	121	98	85	99	95	88	-7		-27
E08000035	Leeds	91	83	80	78	80	78	-3		-14
E06000012	North East Lincolnshire	182	146	122	128	130	152	17		-16
E06000013	North Lincolnshire	124	97	106	94	99	106	8		-14
E10000023	North Yorkshire	127	109	100	93	99	97	-2		-24
E08000018	Rotherham	68	64	41	59	61	79	31		17
E08000019	Sheffield	151	126	97	98	110	104	-6		-31
E08000036	Wakefield	98	95	98	82	97	88	-9		-10
E06000014	York	128	76	80	81	66	74	14		-42

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Key Outcome Indicators - Strategic Framework for Road Safety

Reported Killed and Seriously Injured (KSI) casualty rate per billion vehicle miles by local authority, England, 2009 - 2013 and 2005-09 average

Rate per billion vehicle miles/Percentage

ONS Code	Region/Local Authority	2005-09 average	2009	2010	2011	2012	2013	2013 percentage change over:	2005-09 average
								2012	
E12000004	East Midlands	97	92	81	85	81	73	-10	-25
E06000015	Derby	102	108	86	86	76	72	-4	-29
E10000007	Derbyshire	97	94	67	70	70	64	-9	-34
E06000016	Leicester	95	97	98	107	100	105	4	10
E10000018	Leicestershire	60	58	53	52	44	41	-7	-33
E10000019	Lincolnshire	111	124	126	132	117	113	-4	1
E10000021	Northamptonshire	85	75	58	60	68	64	-6	-25
E06000018	Nottingham	175	150	143	158	140	125	-11	-29
E10000024	Nottinghamshire	119	104	97	105	102	79	-23	-33
E06000017	Rutland	72	70	75	47	68	41	-40	-44
E12000005	West Midlands	80	70	63	67	65	60	-7	-25
E08000025	Birmingham	129	116	117	128	110	112	2	-13
E08000026	Coventry	101	104	80	121	102	96	-6	-5
E08000027	Dudley	113	106	89	87	99	99	0	-13
E06000019	Herefordshire, County of	106	94	55	68	73	56	-24	-47
E08000028	Sandwell	92	90	87	95	89	79	-12	-14
E06000051	Shropshire	92	78	68	66	80	65	-20	-30
E08000029	Solihull	61	63	46	45	43	31	-29	-50
E10000028	Staffordshire	54	46	38	36	39	29	-25	-46
E06000021	Stoke-on-Trent	76	60	53	82	52	56	7	-27
E06000020	Telford and Wrekin	64	75	47	54	40	44	9	-31
E08000030	Walsall	100	89	83	74	69	88	28	-12
E10000031	Warwickshire	68	56	55	57	54	52	-4	-23
E08000031	Wolverhampton	117	86	114	107	127	88	-31	-24
E10000034	Worcestershire	61	46	38	43	41	46	13	-25
E12000006	East of England	89	78	75	70	71	68	-5	-24
E06000055	Bedford	109	76	78	83	73	71	-2	-35
E10000003	Cambridgeshire	90	84	75	74	66	67	1	-26
E06000056	Central Bedfordshire	72	74	79	53	59	61	2	-16
E10000012	Essex	97	75	78	74	70	66	-5	-32
E10000015	Hertfordshire	70	58	59	50	57	53	-8	-24
E06000032	Luton	112	99	123	96	111	99	-10	-11
E10000020	Norfolk	90	77	70	71	70	78	10	-13
E06000031	Peterborough	98	86	84	68	76	78	3	-20
E06000033	Southend-on-Sea	181	242	156	156	147	136	-7	-24
E10000029	Suffolk	96	101	81	89	99	79	-20	-18
E06000034	Thurrock	94	65	70	63	71	60	-16	-37

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Key Outcome Indicators - Strategic Framework for Road Safety

Reported Killed and Seriously Injured (KSI) casualty rate per billion vehicle miles by local authority, England, 2009 - 2013 and 2005-09 average

Rate per billion vehicle miles/Percentage

ONS Code	Region/Local Authority	2005-09 average	2009	2010	2011	2012	2013	2013 percentage change over:	2005-09 average
								2012	
E12000007	London	186	169	153	152	165	127	-23	-31
E09000002	Barking and Dagenham	153	120	131	134	135	124	-8	-19
E09000003	Barnet	140	134	126	142	110	127	16	-9
E09000004	Bexley	149	138	117	87	98	56	-43	-62
E09000005	Brent	183	188	149	132	158	159	1	-13
E09000006	Bromley	177	164	119	108	120	93	-22	-47
E09000007	Camden	376	430	353	324	385	356	-7	-5
E09000001	City of London	404	404	364	447	541	566	5	40
E09000008	Croydon	179	143	120	150	148	98	-34	-45
E09000009	Ealing	163	162	112	87	120	104	-13	-36
E09000010	Enfield	111	100	99	106	88	76	-14	-31
E09000011	Greenwich	167	146	156	139	111	43	-61	-74
E09000012	Hackney	368	308	312	344	478	278	-42	-25
E09000013	Hammersmith and Fulham	290	253	205	223	246	159	-35	-45
E09000014	Haringey	248	274	225	224	311	310	0	25
E09000015	Harrow	153	135	110	104	127	107	-16	-30
E09000016	Havering	105	79	69	80	85	54	-36	-48
E09000017	Hillingdon	80	65	64	58	63	44	-30	-45
E09000018	Hounslow	116	105	103	77	77	68	-13	-42
E09000019	Islington	298	272	292	365	452	270	-40	-9
E09000020	Kensington and Chelsea	311	273	233	242	291	202	-31	-35
E09000021	Kingston upon Thames	103	89	75	77	60	66	10	-36
E09000022	Lambeth	333	342	316	347	322	289	-10	-13
E09000023	Lewisham	241	223	219	208	213	137	-36	-43
E09000024	Merton	164	143	103	125	177	88	-50	-46
E09000025	Newham	145	150	135	129	137	107	-21	-26
E09000026	Redbridge	133	107	118	110	137	75	-45	-44
E09000027	Richmond upon Thames	140	110	146	142	105	98	-6	-30
E09000028	Southwark	268	251	333	258	251	191	-24	-29
E09000029	Sutton	166	142	126	117	109	81	-26	-51
E09000030	Tower Hamlets	208	174	150	177	303	157	-48	-25
E09000031	Waltham Forest	199	141	152	167	166	126	-24	-37
E09000032	Wandsworth	235	226	191	220	216	203	-6	-14
E09000033	Westminster	440	453	328	288	354	330	-7	-25
E12000008	South East	81	78	73	81	76	79	5	-2
E06000036	Bracknell Forest	78	52	57	69	67	66	-2	-16
E06000043	Brighton and Hove	180	175	162	205	189	173	-9	-4
E10000002	Buckinghamshire	73	63	58	57	57	58	1	-21
E10000011	East Sussex	142	141	123	116	119	132	11	-7
E10000014	Hampshire	68	70	69	83	75	77	3	14
E06000046	Isle of Wight	197	187	212	246	231	223	-3	13
E10000016	Kent	78	71	62	58	59	67	14	-14
E06000035	Medway	94	86	69	75	60	65	8	-31
E06000042	Milton Keynes	70	54	51	65	67	58	-13	-17
E10000025	Oxfordshire	76	75	87	78	68	72	6	-5
E06000044	Portsmouth	121	125	118	185	157	150	-4	24
E06000038	Reading	125	154	121	153	121	154	28	23
E06000039	Slough	88	63	78	87	75	96	28	9
E06000045	Southampton	132	145	183	225	161	182	13	38
E10000030	Surrey	66	67	62	69	68	71	4	7
E06000037	West Berkshire	40	34	33	42	45	31	-31	-21
E10000032	West Sussex	102	100	84	102	96	101	5	-1
E06000040	Windsor and Maidenhead	54	58	42	53	53	49	-9	-9
E06000041	Wokingham	50	46	37	44	36	52	44	5

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Key Outcome Indicators - Strategic Framework for Road Safety

Reported Killed and Seriously Injured (KSI) casualty rate per billion vehicle miles by local authority, England, 2009 - 2013 and 2005-09 average

Rate per billion vehicle miles/Percentage

ONS Code	Region/Local Authority	2005-09 average	2009	2010	2011	2012	2013	2013 percentage change over:	2005-09 average
								2012	
E12000009	South West	74	62	64	63	68	65	-5	-13
E06000022	Bath and North East Somerset	72	59	55	31	47	73	57	2
E06000028	Bournemouth	150	132	150	144	209	140	-33	-6
E06000023	Bristol, City of	108	77	92	111	103	75	-28	-31
E06000052	Cornwall	81	64	67	75	74	76	3	-6
E10000008	Devon	60	38	60	48	64	64	-1	7
E10000009	Dorset	110	106	90	85	94	94	0	-15
E10000013	Gloucestershire	65	59	48	63	66	55	-17	-16
E06000053	Isles of Scilly	0	0	0	0	0	0	0	0
E06000024	North Somerset	45	24	40	33	40	47	17	4
E06000026	Plymouth	64	50	69	84	69	74	6	14
E06000029	Poole	106	89	108	102	125	131	5	23
E10000027	Somerset	79	77	61	58	55	56	2	-29
E06000025	South Gloucestershire	36	27	37	14	22	26	16	-28
E06000030	Swindon	65	76	53	63	63	58	-8	-11
E06000027	Torbay	84	68	77	71	92	126	37	50
E06000054	Wiltshire	83	69	67	74	67	56	-17	-32
E92000001	England ¹	97	87	81	83	83	78	-6	-20

1 Includes London (Heathrow) Airport

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[Notes & Definitions](#)

Source: DfT STATS19, DfT National Road Traffic Survey

Last updated: 25 September 2014

Next update: September 2015

The figures in this table are National Statistics

Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013>

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Key Outcome Indicators - Strategic Framework for Road Safety

Reported Killed and Seriously Injured (KSI) casualty rate per billion vehicle kilometres by local authority, England, 2009 - 2013 and 2005-09 average

		Rate per billion vehicle kilometres/Percentage							2013 percentage change over:	
ONS Code	Region/Local Authority	2005-09 average	2009	2010	2011	2012	2013	2012	2013	2005-09 average
E12000001	North East	56	55	47	46	50	43	-13	-23	
E06000047	County Durham	56	53	48	51	51	52	1	-6	
E06000005	Darlington	53	54	42	46	44	52	18	-2	
E08000037	Gateshead	46	51	48	39	46	36	-22	-23	
E06000001	Hartlepool	57	41	47	55	44	31	-29	-46	
E06000002	Middlesbrough	42	32	26	23	34	34	1	-18	
E08000021	Newcastle upon Tyne	58	58	56	49	51	45	-12	-23	
E08000022	North Tyneside	45	47	34	37	39	38	-3	-16	
E06000057	Northumberland	73	73	59	61	64	53	-18	-28	
E06000003	Redcar and Cleveland	59	51	46	38	44	39	-13	-34	
E08000023	South Tyneside	62	64	48	47	45	30	-33	-52	
E06000004	Stockton-on-Tees	53	54	31	43	48	35	-26	-33	
E08000024	Sunderland	57	57	53	44	57	41	-27	-28	
E12000002	North West	63	55	52	53	51	49	-3	-22	
E06000008	Blackburn with Darwen	101	113	85	96	101	97	-4	-4	
E06000009	Blackpool	133	124	118	130	98	135	38	2	
E08000001	Bolton	45	37	47	38	33	39	16	-13	
E08000002	Bury	39	40	36	33	26	32	26	-16	
E06000049	Cheshire East	62	59	55	54	55	46	-17	-25	
E06000050	Cheshire West and Chester	61	50	48	59	57	36	-37	-42	
E10000006	Cumbria	58	45	43	46	36	44	21	-25	
E06000006	Halton	54	41	42	41	40	40	0	-26	
E08000011	Knowsley	42	40	40	29	46	44	-4	6	
E10000017	Lancashire	76	63	62	59	53	58	11	-23	
E08000012	Liverpool	96	91	105	90	113	96	-15	0	
E08000003	Manchester	81	69	63	66	74	60	-18	-26	
E08000004	Oldham	71	62	73	69	49	51	4	-28	
E08000005	Rochdale	42	33	28	32	25	25	0	-40	
E08000006	Salford	37	30	31	26	33	30	-10	-18	
E08000014	Sefton	81	75	66	77	77	80	3	-2	
E08000013	St. Helens	50	48	35	55	55	57	4	13	
E08000007	Stockport	41	38	31	36	27	25	-6	-39	
E08000008	Tameside	55	42	50	49	40	48	19	-12	
E08000009	Trafford	39	35	34	31	34	24	-31	-39	
E06000007	Warrington	40	36	40	42	44	32	-28	-21	
E08000010	Wigan	52	50	32	43	39	34	-11	-35	
E08000015	Wirral	94	85	65	75	60	76	28	-19	
E12000003	Yorkshire and The Humber	71	62	57	57	59	58	-2	-19	
E08000016	Barnsley	57	44	36	43	52	44	-16	-23	
E08000032	Bradford	101	86	86	90	93	80	-13	-20	
E08000033	Calderdale	73	78	54	60	66	62	-6	-16	
E08000017	Doncaster	47	47	50	48	38	38	0	-18	
E06000011	East Riding of Yorkshire	70	58	60	56	57	59	3	-16	
E06000010	Kingston upon Hull, City of	96	88	94	92	103	99	-4	3	
E08000034	Kirklees	75	61	53	61	59	55	-7	-27	
E08000035	Leeds	57	52	50	48	50	48	-3	-14	
E06000012	North East Lincolnshire	113	91	76	79	81	95	17	-16	
E06000013	North Lincolnshire	77	61	66	58	61	66	8	-14	
E10000023	North Yorkshire	79	68	62	58	62	60	-2	-24	
E08000018	Rotherham	42	40	26	37	38	49	31	17	
E08000019	Sheffield	94	78	60	61	69	65	-6	-31	
E08000036	Wakefield	61	59	61	51	60	55	-9	-10	
E06000014	York	79	47	49	51	41	46	14	-42	

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Key Outcome Indicators - Strategic Framework for Road Safety

Reported Killed and Seriously Injured (KSI) casualty rate per billion vehicle kilometres by local authority, England, 2009 - 2013 and 2005-09 average

		Rate per billion vehicle kilometres/Percentage							
ONS Code	Region/Local Authority	2005-09 average						2013 percentage change over:	2005-09 average
			2009	2010	2011	2012	2013	2012	
E12000004	East Midlands	60	57	50	53	50	45	-10	-25
E06000015	Derby	63	67	53	53	47	45	-4	-29
E10000007	Derbyshire	60	58	42	43	43	40	-9	-34
E06000016	Leicester	59	60	61	67	62	65	4	10
E10000018	Leicestershire	38	36	33	33	27	25	-7	-33
E10000019	Lincolnshire	69	77	78	82	73	70	-4	1
E10000021	Northamptonshire	53	47	36	37	42	40	-6	-25
E06000018	Nottingham	109	93	89	98	87	78	-11	-29
E10000024	Nottinghamshire	74	65	60	65	64	49	-23	-33
E06000017	Rutland	45	44	46	29	42	25	-40	-44
E12000005	West Midlands	50	44	39	42	40	37	-7	-25
E08000025	Birmingham	80	72	73	80	68	70	2	-13
E08000026	Coventry	63	65	50	75	63	60	-6	-5
E08000027	Dudley	70	66	55	54	61	61	0	-13
E06000019	Herefordshire, County of	66	58	34	42	45	35	-24	-47
E08000028	Sandwell	57	56	54	59	56	49	-12	-14
E06000051	Shropshire	57	48	42	41	50	40	-20	-30
E08000029	Solihull	38	39	29	28	27	19	-29	-50
E10000028	Staffordshire	33	28	24	22	24	18	-25	-46
E06000021	Stoke-on-Trent	47	38	33	51	32	35	7	-27
E06000020	Telford and Wrekin	40	47	29	34	25	27	9	-31
E08000030	Walsall	62	55	51	46	43	55	28	-12
E10000031	Warwickshire	42	35	34	36	34	32	-4	-23
E08000031	Wolverhampton	72	53	71	66	79	55	-31	-24
E10000034	Worcestershire	38	29	23	27	25	29	13	-25
E12000006	East of England	56	49	46	43	44	42	-5	-24
E06000055	Bedford	68	47	49	52	45	44	-2	-35
E10000003	Cambridgeshire	56	52	47	46	41	42	1	-26
E06000056	Central Bedfordshire	45	46	49	33	37	38	2	-16
E10000012	Essex	60	47	49	46	44	41	-5	-32
E10000015	Hertfordshire	43	36	37	31	36	33	-8	-24
E06000032	Luton	69	62	76	59	69	62	-10	-11
E10000020	Norfolk	56	48	43	44	44	48	10	-13
E06000031	Peterborough	61	54	52	42	47	48	3	-20
E06000033	Southend-on-Sea	112	151	97	97	91	85	-7	-24
E10000029	Suffolk	60	63	50	55	62	49	-20	-18
E06000034	Thurrock	59	41	43	39	44	37	-16	-37

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Key Outcome Indicators - Strategic Framework for Road Safety

Reported Killed and Seriously Injured (KSI) casualty rate per billion vehicle kilometres by local authority, England, 2009 - 2013 and 2005-09 average

		Rate per billion vehicle kilometres/Percentage							
ONS Code	Region/Local Authority	2005-09 average						2013 percentage change over:	2005-09 average
			2009	2010	2011	2012	2013	2012	
E12000007	London	115	105	95	95	102	79	-23	-31
E09000002	Barking and Dagenham	95	75	81	83	84	77	-8	-19
E09000003	Barnet	87	83	79	88	68	79	16	-9
E09000004	Bexley	92	86	73	54	61	35	-43	-62
E09000005	Brent	114	117	92	82	98	99	1	-13
E09000006	Bromley	110	102	74	67	75	58	-22	-47
E09000007	Camden	233	267	220	201	239	221	-7	-5
E09000001	City of London	251	251	226	278	336	352	5	40
E09000008	Croydon	111	89	74	93	92	61	-34	-45
E09000009	Ealing	101	101	69	54	74	65	-13	-36
E09000010	Enfield	69	62	62	66	55	47	-14	-31
E09000011	Greenwich	104	91	97	86	69	27	-61	-74
E09000012	Hackney	229	192	194	214	297	173	-42	-25
E09000013	Hammersmith and Fulham	180	157	127	139	153	99	-35	-45
E09000014	Haringey	154	170	140	139	193	193	0	25
E09000015	Harrow	95	84	69	65	79	66	-16	-30
E09000016	Havering	65	49	43	50	53	34	-36	-48
E09000017	Hillingdon	50	40	40	36	39	27	-30	-45
E09000018	Hounslow	72	65	64	48	48	42	-13	-42
E09000019	Islington	185	169	181	227	281	168	-40	-9
E09000020	Kensington and Chelsea	193	170	145	150	181	125	-31	-35
E09000021	Kingston upon Thames	64	55	46	48	37	41	10	-36
E09000022	Lambeth	207	212	196	216	200	179	-10	-13
E09000023	Lewisham	150	138	136	129	132	85	-36	-43
E09000024	Merton	102	89	64	78	110	55	-50	-46
E09000025	Newham	90	93	84	80	85	67	-21	-26
E09000026	Redbridge	83	67	73	68	85	47	-45	-44
E09000027	Richmond upon Thames	87	68	90	88	65	61	-6	-30
E09000028	Southwark	167	156	207	160	156	119	-24	-29
E09000029	Sutton	103	88	79	72	68	51	-26	-51
E09000030	Tower Hamlets	130	108	93	110	188	98	-48	-25
E09000031	Waltham Forest	124	87	94	104	103	78	-24	-37
E09000032	Wandsworth	146	141	119	137	134	126	-6	-14
E09000033	Westminster	273	282	204	179	220	205	-7	-25
E12000008	South East	50	49	46	50	47	49	5	-2
E06000036	Bracknell Forest	48	32	35	43	41	41	-2	-16
E06000043	Brighton and Hove	112	109	101	127	117	107	-9	-4
E10000002	Buckinghamshire	45	39	36	35	36	36	1	-21
E10000011	East Sussex	88	88	76	72	74	82	11	-7
E10000014	Hampshire	42	44	43	51	46	48	3	14
E06000046	Isle of Wight	122	116	132	153	143	139	-3	13
E10000016	Kent	48	44	39	36	36	42	14	-14
E06000035	Medway	59	53	43	46	38	40	8	-31
E06000042	Milton Keynes	43	34	32	40	41	36	-13	-17
E10000025	Oxfordshire	47	46	54	48	42	45	6	-5
E06000044	Portsmouth	75	78	73	115	97	93	-4	24
E06000038	Reading	78	96	75	95	75	96	28	23
E06000039	Slough	55	39	49	54	46	60	28	9
E06000045	Southampton	82	90	114	140	100	113	13	38
E10000030	Surrey	41	42	39	43	42	44	4	7
E06000037	West Berkshire	25	21	20	26	28	19	-31	-21
E10000032	West Sussex	63	62	52	64	60	63	5	-1
E06000040	Windsor and Maidenhead	33	36	26	33	33	30	-9	-9
E06000041	Wokingham	31	29	23	28	23	33	44	5

RAS41003**Key Outcome Indicators - Strategic Framework for Road Safety****Reported Killed and Seriously Injured (KSI) casualty rate per billion vehicle kilometres
by local authority, England, 2009 - 2013 and 2005-09 average**

Rate per billion vehicle kilometres/Percentage

ONS Code	Region/Local Authority	2005-09 average						2013 percentage change over:	2005-09 average
			2009	2010	2011	2012	2013	2012	
E12000009	South West	46	39	39	39	42	40	-5	-13
E06000022	Bath and North East Somerset	45	37	34	19	29	46	57	2
E06000028	Bournemouth	93	82	93	90	130	87	-33	-6
E06000023	Bristol, City of	67	48	57	69	64	46	-28	-31
E06000052	Cornwall	51	40	41	47	46	47	3	-6
E10000008	Devon	37	24	37	30	40	40	-1	7
E10000009	Dorset	68	66	56	53	59	58	0	-15
E10000013	Gloucestershire	41	37	30	39	41	34	-17	-16
E06000053	Isles of Scilly	0	0	0	0	0	0	0	0
E06000024	North Somerset	28	15	25	20	25	29	17	4
E06000026	Plymouth	40	31	43	52	43	46	6	14
E06000029	Poole	66	56	67	64	77	81	5	23
E10000027	Somerset	49	48	38	36	34	35	2	-29
E06000025	South Gloucestershire	22	17	23	8	14	16	16	-28
E06000030	Swindon	41	47	33	39	39	36	-8	-11
E06000027	Torbay	52	42	48	44	57	78	37	50
E06000054	Wiltshire	51	43	42	46	42	35	-17	-32
E92000001	England ¹	60	54	50	51	51	48	-6	-20

¹ Includes London (Heathrow) Airport

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[Notes & Definitions](#)

Source: DfT STATS19, DfT National Road Traffic Survey

Last updated: 25 September 2014

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The figures in this table are National Statistics

Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013>

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Key Outcome Indicators - Strategic Framework for Road Safety

Reported Killed and Seriously Injured (KSI) casualty rate per million population by local authority, England, 2009 - 2013 and 2005-09 average

		Rate per million population/Percentage							
									2013 percentage change over:
									2005-09 average
ONS Code	Region/Local Authority	2005-09 average	2009	2010	2011	2012	2013	2012	
E12000001	North East	412	395	329	329	353	307	-13	-26
E06000047	County Durham	430	405	360	383	385	390	1	-9
E06000005	Darlington	432	428	327	356	333	389	17	-10
E08000037	Gateshead	429	472	428	348	390	305	-22	-29
E06000001	Hartlepool	391	275	307	360	293	205	-30	-48
E06000002	Middlesbrough	363	270	211	191	288	288	0	-21
E08000021	Newcastle upon Tyne	377	359	332	296	308	268	-13	-29
E08000022	North Tyneside	298	304	217	235	248	242	-2	-19
E06000057	Northumberland	609	598	484	515	525	434	-17	-29
E06000003	Redcar and Cleveland	389	335	298	248	289	252	-13	-35
E08000023	South Tyneside	308	308	228	224	229	155	-32	-50
E06000004	Stockton-on-Tees	403	408	229	320	359	259	-28	-36
E08000024	Sunderland	364	355	317	262	348	254	-27	-30
E12000002	North West	512	441	413	419	390	380	-3	-26
E06000008	Blackburn with Darwen	521	572	428	478	481	468	-3	-10
E06000009	Blackpool	532	500	464	507	380	516	36	-3
E08000001	Bolton	357	290	353	290	244	282	16	-21
E08000002	Bury	351	361	316	290	220	279	27	-21
E06000049	Cheshire East	788	739	673	658	658	550	-16	-30
E06000050	Cheshire West and Chester	731	603	565	693	648	411	-37	-44
E10000006	Cumbria	650	499	471	499	393	480	22	-26
E06000006	Halton	458	345	344	333	318	318	0	-31
E08000011	Knowsley	386	375	369	274	439	424	-3	10
E10000017	Lancashire	728	602	582	548	485	544	12	-25
E08000012	Liverpool	493	461	514	441	517	433	-16	-12
E08000003	Manchester	477	386	333	364	382	307	-20	-36
E08000004	Oldham	357	311	359	330	230	238	3	-33
E08000005	Rochdale	345	274	229	267	203	198	-2	-43
E08000006	Salford	389	315	314	257	329	293	-11	-25
E08000014	Sefton	342	318	271	316	325	337	4	-1
E08000013	St. Helens	368	356	254	408	397	414	4	13
E08000007	Stockport	274	250	200	227	173	161	-6	-41
E08000008	Tameside	297	228	267	260	213	249	17	-16
E08000009	Trafford	269	242	230	206	223	152	-32	-43
E06000007	Warrington	535	470	518	526	545	390	-28	-27
E08000010	Wigan	339	316	202	263	232	203	-12	-40
E08000015	Wirral	523	464	350	406	309	393	27	-25
E12000003	Yorkshire and The Humber	586	495	449	448	458	449	-2	-23
E08000016	Barnsley	486	367	294	349	411	344	-16	-29
E08000032	Bradford	500	416	406	424	421	361	-14	-28
E08000033	Calderdale	563	595	400	443	468	436	-7	-23
E08000017	Doncaster	503	496	513	489	386	389	1	-23
E06000011	East Riding of Yorkshire	706	579	579	541	551	574	4	-19
E06000010	Kingston upon Hull, City of	478	431	447	443	505	478	-6	0
E08000034	Kirklees	500	393	334	390	355	327	-8	-35
E08000035	Leeds	463	408	381	376	400	386	-3	-17
E06000012	North East Lincolnshire	736	585	483	509	507	588	16	-20
E06000013	North Lincolnshire	806	621	663	580	600	652	9	-19
E10000023	North Yorkshire	1,086	900	819	763	785	790	1	-27
E08000018	Rotherham	392	366	232	332	333	437	31	11
E08000019	Sheffield	475	384	288	298	323	302	-7	-36
E08000036	Wakefield	520	497	504	427	498	455	-9	-12
E06000014	York	528	302	306	317	255	287	12	-46

RAS41004

Key Outcome Indicators - Strategic Framework for Road Safety

Reported Killed and Seriously Injured (KSI) casualty rate per million population by local authority, England, 2009 - 2013 and 2005-09 average

Rate per million population/Percentage

ONS Code	Region/Local Authority	2005-09 average	2009	2010	2011	2012	2013	2013 percentage change over:	2005-09 average
								2012	
E12000004	East Midlands	572	536	463	478	454	409	-10	-29
E06000015	Derby	454	479	369	368	323	302	-6	-33
E10000007	Derbyshire	616	591	418	429	430	389	-10	-37
E06000016	Leicester	286	286	280	312	268	276	3	-4
E10000018	Leicestershire	437	408	367	360	298	281	-6	-36
E10000019	Lincolnshire	595	653	657	671	593	573	-3	-4
E10000021	Northamptonshire	667	572	432	438	497	467	-6	-30
E06000018	Nottingham	589	492	450	498	437	380	-13	-36
E10000024	Nottinghamshire	670	576	535	575	561	433	-23	-35
E06000017	Rutland	698	678	726	471	675	399	-41	-43
E12000005	West Midlands	454	391	341	366	342	317	-7	-30
E08000025	Birmingham	469	411	402	446	369	368	0	-22
E08000026	Coventry	372	377	285	419	356	321	-10	-14
E08000027	Dudley	405	372	296	292	325	324	0	-20
E06000019	Herefordshire, County of	670	586	340	407	433	328	-24	-51
E08000028	Sandwell	400	385	362	388	357	309	-13	-23
E06000051	Shropshire	594	493	426	408	474	386	-19	-35
E08000029	Solihull	421	429	306	309	294	206	-30	-51
E10000028	Staffordshire	376	315	256	241	259	193	-26	-49
E06000021	Stoke-on-Trent	273	222	187	291	180	192	7	-30
E06000020	Telford and Wrekin	328	382	234	272	197	214	9	-35
E08000030	Walsall	367	313	288	263	233	298	28	-19
E10000031	Warwickshire	704	576	562	576	546	525	-4	-25
E08000031	Wolverhampton	370	268	347	323	371	254	-31	-31
E10000034	Worcestershire	463	341	274	312	285	325	14	-30
E12000006	East of England	553	474	437	414	416	398	-4	-28
E06000055	Bedford	500	380	354	369	339	335	-1	-33
E10000003	Cambridgeshire	693	633	550	555	473	483	2	-30
E06000056	Central Bedfordshire	544	534	549	360	415	435	5	-20
E10000012	Essex	612	470	468	448	428	404	-6	-34
E10000015	Hertfordshire	467	377	367	321	367	338	-8	-28
E06000032	Luton	307	268	312	246	267	240	-10	-22
E10000020	Norfolk	551	463	409	413	407	450	11	-18
E06000031	Peterborough	663	573	548	427	451	467	4	-29
E06000033	Southend-on-Sea	472	621	393	397	349	324	-7	-31
E10000029	Suffolk	506	514	411	453	494	395	-20	-22
E06000034	Thurrock	631	426	438	404	445	373	-16	-41

RAS41004

Key Outcome Indicators - Strategic Framework for Road Safety

Reported Killed and Seriously Injured (KSI) casualty rate per million population by local authority, England, 2009 - 2013 and 2005-09 average

Rate per million population/Percentage

ONS Code	Region/Local Authority	2005-09 average	2009	2010	2011	2012	2013	2013 percentage change over:	2005-09 average
								2012	
E12000007	London	476	416	369	348	363	276	-24	-42
E09000002	Barking and Dagenham	337	256	267	262	247	232	-6	-31
E09000003	Barnet	431	399	379	394	308	355	15	-18
E09000004	Bexley	402	363	298	212	235	131	-44	-67
E09000005	Brent	412	395	327	261	273	265	-3	-36
E09000006	Bromley	462	409	288	255	287	220	-23	-52
E09000007	Camden	556	610	476	425	507	457	-10	-18
E09000001	City of London	4,847	4,005	3,511	4,455	7,628	7,845	3	62
E09000008	Croydon	415	312	252	311	290	190	-34	-54
E09000009	Ealing	418	398	267	204	258	237	-8	-43
E09000010	Enfield	377	333	332	319	271	225	-17	-40
E09000011	Greenwich	522	438	455	402	281	106	-62	-80
E09000012	Hackney	599	477	470	476	583	322	-45	-46
E09000013	Hammersmith and Fulham	645	548	436	447	445	297	-33	-54
E09000014	Haringey	415	435	351	322	413	402	-3	-3
E09000015	Harrow	260	215	170	158	190	156	-18	-40
E09000016	Havering	426	320	267	310	325	211	-35	-51
E09000017	Hillingdon	421	335	312	270	295	206	-30	-51
E09000018	Hounslow	502	431	410	297	282	244	-13	-51
E09000019	Islington	464	401	417	485	578	329	-43	-29
E09000020	Kensington and Chelsea	651	553	472	501	603	411	-32	-37
E09000021	Kingston upon Thames	377	312	272	253	207	222	7	-41
E09000022	Lambeth	630	611	548	578	487	423	-13	-33
E09000023	Lewisham	483	423	405	371	362	224	-38	-54
E09000024	Merton	325	266	187	217	321	157	-51	-52
E09000025	Newham	365	386	337	267	245	179	-27	-51
E09000026	Redbridge	339	258	281	274	327	177	-46	-48
E09000027	Richmond upon Thames	398	296	377	355	275	251	-9	-37
E09000028	Southwark	506	445	575	423	399	291	-27	-42
E09000029	Sutton	372	297	252	227	217	158	-27	-58
E09000030	Tower Hamlets	571	447	383	403	639	319	-50	-44
E09000031	Waltham Forest	408	272	295	287	263	203	-23	-50
E09000032	Wandsworth	465	419	352	379	354	319	-10	-31
E09000033	Westminster	1,133	1,046	735	655	862	780	-9	-31
E12000008	South East	520	489	448	493	453	470	4	-10
E06000036	Bracknell Forest	313	200	215	254	252	240	-5	-23
E06000043	Brighton and Hove	627	585	526	666	580	521	-10	-17
E10000002	Buckinghamshire	574	489	444	422	426	428	0	-25
E10000011	East Sussex	744	728	619	578	574	634	10	-15
E10000014	Hampshire	500	504	487	585	514	528	3	6
E06000046	Isle of Wight	570	521	584	685	641	621	-3	9
E10000016	Kent	501	446	382	359	354	398	12	-21
E06000035	Medway	319	287	230	244	190	207	9	-35
E06000042	Milton Keynes	451	342	306	383	392	344	-12	-24
E10000025	Oxfordshire	560	539	609	550	465	491	6	-12
E06000044	Portsmouth	478	477	439	706	595	559	-6	17
E06000038	Reading	292	343	259	352	255	320	26	10
E06000039	Slough	392	273	313	357	289	364	26	-7
E06000045	Southampton	406	418	513	654	459	508	11	25
E10000030	Surrey	523	513	461	513	502	520	4	-1
E06000037	West Berkshire	493	412	390	498	511	354	-31	-28
E10000032	West Sussex	605	569	466	563	515	533	3	-12
E06000040	Windsor and Maidenhead	451	473	322	416	411	369	-10	-18
E06000041	Wokingham	337	303	227	279	243	336	38	0

RAS41004**Key Outcome Indicators - Strategic Framework for Road Safety****Reported Killed and Seriously Injured (KSI) casualty rate per million population
by local authority, England, 2009 - 2013 and 2005-09 average**

Rate per million population/Percentage

ONS Code	Region/Local Authority	2005-09 average	2009	2010	2011	2012	2013	2013 percentage change over:	2005-09 average
								2012	
E12000009	South West	450	373	372	368	388	369	-5	-18
E06000022	Bath and North East Somerset	300	242	217	124	186	289	55	-4
E06000028	Bournemouth	491	424	458	433	578	381	-34	-22
E06000023	Bristol, City of	371	259	295	367	340	242	-29	-35
E06000052	Cornwall	456	360	370	413	396	406	3	-11
E10000008	Devon	394	253	389	311	409	409	0	4
E10000009	Dorset	673	643	531	496	528	533	1	-21
E10000013	Gloucestershire	443	401	315	410	423	352	-17	-21
E06000053	Isles of Scilly	0	0	0	0	0	0	0	0
E06000024	North Somerset	318	163	269	216	279	325	17	2
E06000026	Plymouth	230	175	232	290	236	247	4	7
E06000029	Poole	412	340	401	373	444	456	3	11
E10000027	Somerset	595	581	453	421	396	405	2	-32
E06000025	South Gloucestershire	326	244	325	119	192	223	16	-32
E06000030	Swindon	398	453	312	369	354	322	-9	-19
E06000027	Torbay	269	216	238	224	297	401	35	49
E06000054	Wiltshire	637	515	498	548	478	398	-17	-37
E92000001	England ¹	508	448	407	412	404	378	-6	-25

¹ Includes London (Heathrow) Airport

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Source: DfT STATS19, ONS mid-year population estimates

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The figures in this table are National Statistics

RAS50

Contributory factors in reported accidents

Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013>

RAS50001

Contributory factors in reported accidents by severity, Great Britain, 2013

Number/ percentage

Contributory factor reported in accident ¹	Fatal accidents		Serious accidents		Slight accidents		All accidents	
	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²
Road environment contributed	157	11	2,152	13	12,472	14	14,781	14
Poor or defective road surface	10	1	192	1	591	1	793	1
Deposit on road (eg. oil, mud, chippings)	10	1	299	2	1,201	1	1,510	1
Slippery road (due to weather)	77	5	1,208	7	8,310	9	9,595	9
Inadequate or masked signs or road markings	2	0	56	0	431	0	489	0
Defective traffic signals	0	0	18	0	142	0	160	0
Traffic calming (eg. road humps, chicane)	1	0	15	0	92	0	108	0
Temporary road layout (eg. contraflow)	4	0	29	0	204	0	237	0
Road layout (eg. bend, hill, narrow road)	61	4	440	3	2,224	2	2,725	3
Animal or object in carriageway	13	1	186	1	959	1	1,158	1
Slippery inspection cover or road marking	1	0	21	0	65	0	87	0
Vehicle defects	42	3	345	2	1,613	2	2,000	2
Tyres illegal, defective or under inflated	17	1	122	1	517	1	656	1
Defective lights or indicators	4	0	30	0	134	0	168	0
Defective brakes	10	1	125	1	607	1	742	1
Defective steering or suspension	10	1	53	0	224	0	287	0
Defective or missing mirrors	0	0	1	0	14	0	15	0
Overloaded or poorly loaded vehicle or trailer	3	0	34	0	190	0	227	0
Injudicious action	416	28	3,546	21	20,880	23	24,842	23
Disobeyed automatic traffic signal	11	1	257	2	1,627	2	1,895	2
Disobeyed 'Give Way' or 'Stop' sign or markings	18	1	395	2	3,139	3	3,552	3
Disobeyed double white lines	21	1	57	0	131	0	209	0
Disobeyed pedestrian crossing facility	8	1	103	1	396	0	507	0
Illegal turn or direction of travel	11	1	108	1	654	1	773	1
Exceeding speed limit	216	15	1,093	6	3,444	4	4,753	4
Travelling too fast for conditions	191	13	1,326	8	5,960	7	7,477	7
Following too close	16	1	467	3	6,788	8	7,271	7
Vehicle travelling along pavement	9	1	51	0	203	0	263	0
Cyclist entering road from pavement	5	0	178	1	734	1	917	1
Driver/Rider error or reaction	1,023	69	11,258	66	66,179	73	78,460	72
Junction overshoot	29	2	343	2	2,161	2	2,533	2
Junction restart (moving off at junction)	10	1	189	1	1,670	2	1,869	2
Poor turn or manoeuvre	213	14	2,509	15	13,276	15	15,998	15
Failed to signal or misleading signal	4	0	262	2	1,849	2	2,115	2
Driver/Rider failed to look properly	386	26	6,112	36	39,005	43	45,503	42
Driver/Rider failed to judge other person's path or speed	201	14	2,830	17	20,737	23	23,768	22
Too close to cyclist, horse rider or pedestrian	24	2	331	2	1,820	2	2,175	2
Sudden braking	51	3	722	4	6,878	8	7,651	7
Swerved	100	7	711	4	3,520	4	4,331	4
Loss of control	501	34	3,100	18	11,547	13	15,148	14
Impairment or distraction	346	23	2,563	15	10,781	12	13,690	13
Driver/Rider impaired by alcohol	128	9	1,034	6	3,517	4	4,679	4
Driver/Rider impaired by drugs (illicit or medicinal)	31	2	181	1	382	0	594	1
Fatigue	68	5	342	2	1,341	1	1,751	2
Uncorrected, defective eyesight	9	1	51	0	182	0	242	0
Driver/Rider illness or disability, mental or physical	91	6	481	3	1,622	2	2,194	2
Not displaying lights at night or in poor visibility	7	0	97	1	349	0	453	0
Rider wearing dark clothing	4	0	112	1	439	0	555	1
Driver using mobile phone	22	1	73	0	327	0	422	0
Distraction in vehicle	84	6	425	3	2,486	3	2,995	3
Distraction outside vehicle	27	2	204	1	1,396	2	1,627	1

Contributory factors in reported accidents by severity, Great Britain, 2013

Number/ percentage

Contributory factor reported in accident ¹	Fatal accidents		Serious accidents		Slight accidents		All accidents	
	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²
Behaviour or inexperience	422	28	4,056	24	21,419	24	25,897	24
Aggressive driving	127	9	631	4	2,617	3	3,375	3
Driver/Rider careless, reckless or in a hurry	294	20	2,777	16	15,096	17	18,167	17
Driver/Rider nervous, uncertain or panic	17	1	220	1	1,538	2	1,775	2
Driving too slow for conditions or slow veh (eg tractor)	0	0	16	0	80	0	96	0
Learner or inexperienced driver/rider	61	4	821	5	3,728	4	4,610	4
Inexperience of driving on the left	3	0	65	0	351	0	419	0
Unfamiliar with model of vehicle	18	1	172	1	585	1	775	1
Vision affected by external factors	129	9	1,673	10	9,766	11	11,568	11
Stationary or parked vehicle(s)	38	3	544	3	3,002	3	3,584	3
Vegetation	7	0	56	0	282	0	345	0
Road layout (eg. bend, winding road, hill crest)	18	1	213	1	1,083	1	1,314	1
Buildings, road signs, street furniture	1	0	46	0	186	0	233	0
Dazzling headlights	8	1	70	0	291	0	369	0
Dazzling sun	27	2	416	2	2,420	3	2,863	3
Rain, sleet, snow, or fog	19	1	259	2	1,759	2	2,037	2
Spray from other vehicles	1	0	26	0	170	0	197	0
Visor or windscreen dirty, scratched or frosted etc.	2	0	20	0	124	0	146	0
Vehicle blind spot	20	1	160	1	1,248	1	1,428	1
Pedestrian only (casualty or uninjured)	288	19	3,295	19	9,898	11	13,481	12
Crossing road masked by stationary or parked vehicle	35	2	662	4	1,813	2	2,510	2
Pedestrian failed to look properly	169	11	2,503	15	7,676	8	10,348	9
Pedestrian failed to judge vehicle's path or speed	81	5	785	5	2,425	3	3,291	3
Pedestrian wrong use of pedestrian crossing facility	21	1	287	2	833	1	1,141	1
Dangerous action in carriageway (eg. playing)	38	3	280	2	806	1	1,124	1
Pedestrian impaired by alcohol	79	5	502	3	1,226	1	1,807	2
Pedestrian impaired by drugs (illicit or medicinal)	8	1	56	0	132	0	196	0
Pedestrian careless, reckless or in a hurry	73	5	1,133	7	3,821	4	5,027	5
Pedestrian wearing dark clothing at night	68	5	242	1	514	1	824	1
Pedestrian disability or illness, mental or physical	31	2	163	1	307	0	501	0
Special Codes	101	7	786	5	4,126	5	5,013	5
Stolen vehicle	16	1	122	1	428	0	566	1
Vehicle in course of crime	10	1	62	0	317	0	389	0
Emergency vehicle on a call	3	0	48	0	568	1	619	1
Vehicle door opened or closed negligently	0	0	77	0	492	1	569	1
Other	74	5	511	3	2,522	3	3,107	3
Total number of accidents¹	1,486	100	16,974	100	90,474	100	108,934	100

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

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

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[Notes & Definitions](#)

Source: DfT STATS19

Last updated: 25 September 2014

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The figures in this table are National Statistics

Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013>

RAS50002

Contributory factors of reported accidents, Great Britain, 2009-2013

Contributory factor reported in accident ^{1,2}	Number/percentage									
	2009		2010		2011		2012		2013	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Driver/Rider failed to look properly	50,677	40	50,847	42	51,946	44	51,168	45	48,038	44
Driver/Rider failed to judge other person's path or speed	27,779	22	27,304	23	27,106	23	26,566	23	25,411	23
Driver/Rider careless, reckless or in a hurry	19,640	15	19,242	16	19,797	17	18,219	16	18,594	17
Poor turn or manoeuvre	17,945	14	16,453	14	17,101	14	17,306	15	16,542	15
Loss of control	19,330	15	18,180	15	17,091	14	16,282	14	15,260	14
Pedestrian failed to look properly	12,265	10	12,078	10	11,631	10	11,055	10	10,462	10
Slippery road (due to weather)	15,452	12	15,250	13	10,014	8	11,565	10	10,218	9
Sudden braking	10,462	8	9,662	8	9,517	8	8,938	8	8,271	8
Following too close	9,112	7	9,052	7	8,658	7	8,413	7	7,934	7
Travelling too fast for conditions	11,767	9	10,302	9	8,868	7	8,896	8	7,677	7
Total number of accidents¹	128,185	100	120,827	100	118,403	100	114,696	100	108,934	100

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

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

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[Notes & Definitions](#)

Source: STATS19

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The figures in this table are National Statistics

Contributory factors in reported accidents by road class, Great Britain, 2013

Number/ percentage

Contributory factor reported in accident ¹	Motorways		A roads		B roads		Other roads ³		All roads	
	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²
Road environment contributed	621	13	6,296	12	2,389	17	5,475	14	14,781	14
Poor or defective road surface	16	0	270	1	142	1	365	1	793	1
Deposit on road (eg. oil, mud, chippings)	27	1	609	1	273	2	601	2	1,510	1
Slippery road (due to weather)	477	10	4,225	8	1,542	11	3,351	9	9,595	9
Inadequate or masked signs or road markings	6	0	135	0	59	0	289	1	489	0
Defective traffic signals	2	0	106	0	17	0	35	0	160	0
Traffic calming (eg. road humps, chicane)	0	0	20	0	13	0	75	0	108	0
Temporary road layout (eg. contraflow)	27	1	136	0	27	0	47	0	237	0
Road layout (eg. bend, hill, narrow road)	28	1	1,020	2	491	3	1,186	3	2,725	3
Animal or object in carriageway	65	1	536	1	191	1	366	1	1,158	1
Slippery inspection cover or road marking	6	0	37	0	11	0	33	0	87	0
Vehicle defects	180	4	916	2	251	2	653	2	2,000	2
Tyres illegal, defective or under inflated	112	2	293	1	97	1	154	0	656	1
Defective lights or indicators	2	0	76	0	22	0	68	0	168	0
Defective brakes	19	0	319	1	78	1	326	1	742	1
Defective steering or suspension	23	0	142	0	36	0	86	0	287	0
Defective or missing mirrors	0	0	7	0	2	0	6	0	15	0
Overloaded or poorly loaded vehicle or trailer	35	1	127	0	27	0	38	0	227	0
Injudicious action	1,188	25	12,482	24	3,275	23	7,897	21	24,842	23
Disobeyed automatic traffic signal	5	0	1,385	3	194	1	311	1	1,895	2
Disobeyed 'Give Way' or 'Stop' sign or markings	11	0	1,405	3	483	3	1,653	4	3,552	3
Disobeyed double white lines	3	0	159	0	24	0	23	0	209	0
Disobeyed pedestrian crossing facility	0	0	315	1	81	1	111	0	507	0
Illegal turn or direction of travel	19	0	417	1	94	1	243	1	773	1
Exceeding speed limit	131	3	2,045	4	765	5	1,812	5	4,753	4
Travelling too fast for conditions	416	9	3,228	6	1,143	8	2,690	7	7,477	7
Following too close	755	16	4,570	9	702	5	1,244	3	7,271	7
Vehicle travelling along pavement	0	0	93	0	37	0	133	0	263	0
Cyclist entering road from pavement	0	0	267	1	89	1	561	1	917	1
Driver/Rider error or reaction	3,584	75	39,133	75	10,235	72	25,508	67	78,460	72
Junction overshoot	39	1	928	2	349	2	1,217	3	2,533	2
Junction restart (moving off at junction)	14	0	1,011	2	250	2	594	2	1,869	2
Poor turn or manoeuvre	526	11	8,300	16	2,039	14	5,133	13	15,998	15
Failed to signal or misleading signal	57	1	1,084	2	267	2	707	2	2,115	2
Driver/Rider failed to look properly	1,524	32	23,115	45	5,737	40	15,127	40	45,503	42
Driver/Rider failed to judge other person's path or speed	1,350	28	12,995	25	2,941	21	6,482	17	23,768	22
Too close to cyclist, horse rider or pedestrian	6	0	1,049	2	299	2	821	2	2,175	2
Sudden braking	622	13	4,397	8	882	6	1,750	5	7,651	7
Swerved	429	9	2,063	4	559	4	1,280	3	4,331	4
Loss of control	979	21	6,879	13	2,263	16	5,027	13	15,148	14
Impairment or distraction	800	17	6,245	12	1,900	13	4,745	12	13,690	13
Driver/Rider impaired by alcohol	158	3	1,864	4	707	5	1,950	5	4,679	4
Driver/Rider impaired by drugs (illicit or medicinal)	16	0	255	0	87	1	236	1	594	1
Fatigue	295	6	905	2	213	1	338	1	1,751	2
Uncorrected, defective eyesight	6	0	105	0	40	0	91	0	242	0
Driver/Rider illness or disability, mental or physical	106	2	1,026	2	310	2	752	2	2,194	2
Not displaying lights at night or in poor visibility	6	0	188	0	63	0	196	1	453	0
Rider wearing dark clothing	2	0	250	0	75	1	228	1	555	1
Driver using mobile phone	36	1	222	0	46	0	118	0	422	0
Distraction in vehicle	205	4	1,507	3	397	3	886	2	2,995	3
Distraction outside vehicle	89	2	809	2	205	1	524	1	1,627	1

Contributory factors in reported accidents by road class, Great Britain, 2013

Number/ percentage

Contributory factor reported in accident ¹	Motorways		A roads		B roads		Other roads ³		All roads	
	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²
Behaviour or inexperience	748	16	12,569	24	3,452	24	9,128	24	25,897	24
Aggressive driving	110	2	1,459	3	435	3	1,371	4	3,375	3
Driver/Rider careless, reckless or in a hurry	476	10	9,214	18	2,328	16	6,149	16	18,167	17
Driver/Rider nervous, uncertain or panic	86	2	808	2	228	2	653	2	1,775	2
Driving too slow for conditions or slow veh (eg tractor)	6	0	50	0	19	0	21	0	96	0
Learner or inexperienced driver/rider	94	2	1,873	4	736	5	1,907	5	4,610	4
Inexperience of driving on the left	32	1	228	0	56	0	103	0	419	0
Unfamiliar with model of vehicle	36	1	343	1	110	1	286	1	775	1
Vision affected by external factors	445	9	4,782	9	1,563	11	4,778	13	11,568	11
Stationary or parked vehicle(s)	14	0	1,466	3	417	3	1,687	4	3,584	3
Vegetation	0	0	91	0	48	0	206	1	345	0
Road layout (eg. bend, winding road, hill crest)	5	0	406	1	231	2	672	2	1,314	1
Buildings, road signs, street furniture	0	0	80	0	37	0	116	0	233	0
Dazzling headlights	2	0	177	0	60	0	130	0	369	0
Dazzling sun	54	1	1,164	2	472	3	1,173	3	2,863	3
Rain, sleet, snow, or fog	118	2	960	2	262	2	697	2	2,037	2
Spray from other vehicles	71	1	93	0	8	0	25	0	197	0
Visor or windscreen dirty, scratched or frosted etc.	3	0	51	0	22	0	70	0	146	0
Vehicle blind spot	221	5	624	1	136	1	447	1	1,428	1
Pedestrian only (casualty or uninjured)	21	0	5,318	10	1,556	11	6,586	17	13,481	12
Crossing road masked by stationary or parked vehicle	0	0	894	2	264	2	1,352	4	2,510	2
Pedestrian failed to look properly	3	0	4,150	8	1,220	9	4,975	13	10,348	9
Pedestrian failed to judge vehicle's path or speed	3	0	1,468	3	382	3	1,438	4	3,291	3
Pedestrian wrong use of pedestrian crossing facility	0	0	781	2	118	1	242	1	1,141	1
Dangerous action in carriageway (eg. playing)	8	0	355	1	101	1	660	2	1,124	1
Pedestrian impaired by alcohol	3	0	843	2	220	2	741	2	1,807	2
Pedestrian impaired by drugs (illicit or medicinal)	1	0	94	0	26	0	75	0	196	0
Pedestrian careless, reckless or in a hurry	5	0	2,331	4	548	4	2,143	6	5,027	5
Pedestrian wearing dark clothing at night	5	0	357	1	108	1	354	1	824	1
Pedestrian disability or illness, mental or physical	9	0	191	0	67	0	234	1	501	0
Special Codes	203	4	2,299	4	542	4	1,969	5	5,013	5
Stolen vehicle	16	0	166	0	60	0	324	1	566	1
Vehicle in course of crime	16	0	115	0	40	0	218	1	389	0
Emergency vehicle on a call	10	0	384	1	56	0	169	0	619	1
Vehicle door opened or closed negligently	3	0	276	1	60	0	230	1	569	1
Other	170	4	1,426	3	349	2	1,162	3	3,107	3
Total number of accidents	4,771	100	51,843	100	14,239	100	38,081	100	108,934	100

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

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

3 Other roads includes C roads and unclassified roads.

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[Notes & Definitions](#)

Source: STATS19

Last updated: 25 September 2014

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The figures in this table are National Statistics

Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013>

RAS50004

Reported accidents involving pedestrians with contributory factors, Great Britain, 2013

Number/ percentage

Contributory factor attributed to pedestrian ¹	Accidents ^{2,3} where contributory factor assigned to injured or killed pedestrian		Accidents ^{2,3} where contributory factor assigned to uninjured pedestrian	
	Number	Per cent ⁴	Number	Per cent ⁴
Pedestrian failed to look properly	10,139	59	170	61
Pedestrian careless, reckless or in a hurry	4,884	28	110	39
Pedestrian failed to judge vehicle's path or speed	3,221	19	59	21
Crossing road masked by stationary or parked vehicle	2,472	14	30	11
Pedestrian impaired by alcohol	1,751	10	33	12
Pedestrian wrong use of pedestrian crossing facility	1,108	6	33	12
Dangerous action in carriageway (eg. playing)	1,075	6	26	9
Pedestrian wearing dark clothing at night	816	5	7	3
Pedestrian disability or illness, mental or physical	484	3	3	1
Pedestrian impaired by drugs (illicit or medicinal)	187	1	4	1
Total number of accidents	17,147	100	279	100

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

Factors not shown may also have been reported.

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

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

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

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[Notes & Definitions](#)

Source: STATS19

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RAS50005

Vehicles in reported accidents by contributory factor and vehicle type, Great Britain, 2013

Number/ percentage

Contributory factor attributed to vehicle ^{1,2}	Pedal cycle		Motorcycle		Car		Bus or Coach		Van/Light goods		HGV		All vehicles ³	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Road environment contributed	470	3	2,253	13	11,862	8	122	3	670	7	347	6	15,853	8
Poor or defective road surface	87	1	244	1	413	0	11	0	22	0	13	0	796	0
Deposit on road (eg. oil, mud, chippings)	56	0	467	3	950	1	7	0	46	0	23	0	1,560	1
Slippery road (due to weather)	209	2	1,253	7	7,969	5	50	1	428	4	187	3	10,156	5
Inadequate or masked signs or road markings	18	0	26	0	421	0	5	0	35	0	10	0	519	0
Defective traffic signals	4	0	11	0	179	0	3	0	10	0	2	0	209	0
Traffic calming (eg. road humps, chicane)	9	0	21	0	69	0	1	0	9	0	3	0	112	0
Temporary road layout (eg. contraflow)	5	0	17	0	187	0	5	0	14	0	19	0	251	0
Road layout (eg. bend, hill, narrow road)	82	1	314	2	2,293	2	43	1	137	1	100	2	3,023	2
Animal or object in carriageway	30	0	178	1	919	1	8	0	46	0	15	0	1,204	1
Slippery inspection cover or road marking	5	0	22	0	54	0	0	0	2	0	3	0	87	0
Vehicle defects	314	2	181	1	1,197	1	19	0	136	1	106	2	2,003	1
Tyres illegal, defective or under inflated	12	0	67	0	524	0	4	0	33	0	13	0	657	0
Defective lights or indicators	75	1	25	0	52	0	0	0	4	0	2	0	168	0
Defective brakes	214	2	72	0	364	0	11	0	45	0	25	0	743	0
Defective steering or suspension	16	0	26	0	216	0	4	0	8	0	10	0	287	0
Defective or missing mirrors	0	0	1	0	8	0	0	0	4	0	1	0	15	0
Overloaded or poorly loaded vehicle or trailer	8	0	8	0	84	0	0	0	51	1	59	1	227	0
Injudicious action	1,853	14	2,497	15	19,506	13	193	5	1,456	14	588	11	26,254	13
Disobeyed automatic traffic signal	187	1	107	1	1,664	1	25	1	98	1	27	0	2,121	1
Disobeyed 'Give Way' or 'Stop' sign or markings	167	1	105	1	2,996	2	17	0	229	2	40	1	3,577	2
Disobeyed double white lines	3	0	35	0	156	0	0	0	8	0	8	0	212	0
Disobeyed pedestrian crossing facility	92	1	29	0	337	0	14	0	23	0	6	0	509	0
Illegal turn or direction of travel	76	1	55	0	577	0	2	0	40	0	19	0	778	0
Exceeding speed limit	18	0	812	5	3,730	3	10	0	184	2	41	1	4,813	2
Travelling too fast for conditions	284	2	890	5	5,907	4	30	1	339	3	169	3	7,668	4
Following too close	186	1	711	4	5,897	4	102	3	653	6	335	6	7,920	4
Vehicle travelling along pavement	120	1	21	0	95	0	2	0	10	0	3	0	265	0
Cyclist entering road from pavement	882	7	2	0	27	0	0	0	0	0	0	0	916	0
Driver/Rider error or reaction	4,915	37	7,652	45	65,844	44	1,474	38	4,814	48	2,435	44	87,882	44
Junction overshoot	197	1	116	1	2,027	1	11	0	137	1	39	1	2,547	1
Junction restart (moving off at junction)	34	0	60	0	1,633	1	44	1	98	1	32	1	1,913	1
Poor turn or manoeuvre	753	6	1,603	10	12,285	8	229	6	959	10	538	10	16,517	8
Failed to signal or misleading signal	136	1	66	0	1,689	1	21	1	143	1	52	1	2,135	1
Driver/Rider failed to look properly	3,147	23	2,682	16	36,773	25	509	13	2,998	30	1,408	25	47,906	24
Driver/Rider failed to judge other person's path or speed	1,398	10	2,244	13	18,821	13	291	8	1,548	15	858	15	25,348	13
Too close to cyclist, horse rider or pedestrian	82	1	73	0	1,602	1	107	3	197	2	79	1	2,184	1
Sudden braking	173	1	1,099	7	5,802	4	595	15	377	4	166	3	8,246	4
Swerved	246	2	436	3	3,333	2	29	1	217	2	110	2	4,401	2
Loss of control	695	5	2,646	16	11,041	7	59	2	445	4	239	4	15,248	8
Impairment or distraction	1,009	8	550	3	11,124	7	98	3	636	6	268	5	13,771	7
Driver/Rider impaired by alcohol	276	2	285	2	3,874	3	6	0	194	2	19	0	4,679	2
Driver/Rider impaired by drugs (illicit or medicinal)	38	0	36	0	495	0	1	0	17	0	1	0	593	0
Fatigue	25	0	38	0	1,451	1	7	0	127	1	95	2	1,753	1
Uncorrected, defective eyesight	9	0	3	0	215	0	2	0	5	0	2	0	240	0
Driver/Rider illness or disability, mental or physical	44	0	46	0	1,927	1	20	1	87	1	46	1	2,191	1
Not displaying lights at night or in poor visibility	309	2	38	0	95	0	1	0	2	0	3	0	456	0
Rider wearing dark clothing	487	4	31	0	27	0	0	0	3	0	0	0	550	0
Driver using mobile phone	15	0	4	0	349	0	0	0	34	0	20	0	422	0

RAS50005
Vehicles in reported accidents by contributory factor and vehicle type, Great Britain, 2013

Number/ percentage

	Pedal cycle		Motorcycle		Car		Bus or Coach		Van/Light goods		HGV		All vehicles ³	
Contributory factor attributed to vehicle ^{1,2}	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Distraction in vehicle	18	0	22	0	2,675	2	31	1	161	2	88	2	3,004	2
Distraction outside vehicle	43	0	82	0	1,344	1	38	1	93	1	43	1	1,655	1
Behaviour or inexperience	1,269	9	3,292	20	19,771	13	218	6	1,359	13	508	9	26,613	13
Aggressive driving	40	0	376	2	2,822	2	19	0	179	2	35	1	3,492	2
Driver/Rider careless, reckless or in a hurry	1,117	8	1,630	10	13,916	9	197	5	1,182	12	400	7	18,560	9
Driver/Rider nervous, uncertain or panic	41	0	167	1	1,511	1	4	0	34	0	13	0	1,786	1
Driving too slow for conditions or slow veh (eg tractor)	7	0	8	0	68	0	0	0	2	0	4	0	99	0
Learner or inexperienced driver/rider	92	1	1,439	9	3,036	2	2	0	35	0	11	0	4,638	2
Inexperience of driving on the left	7	0	32	0	288	0	1	0	14	0	64	1	421	0
Unfamiliar with model of vehicle	15	0	192	1	502	0	4	0	25	0	15	0	776	0
Vision affected by external factors	540	4	878	5	9,826	7	115	3	678	7	576	10	12,719	6
Stationary or parked vehicle(s)	337	3	460	3	3,142	2	28	1	187	2	37	1	4,212	2
Vegetation	40	0	15	0	285	0	5	0	21	0	11	0	384	0
Road layout (eg. bend, winding road, hill crest)	47	0	128	1	1,175	1	12	0	79	1	38	1	1,494	1
Buildings, road signs, street furniture	17	0	12	0	198	0	2	0	17	0	3	0	252	0
Dazzling headlights	6	0	12	0	332	0	2	0	9	0	4	0	370	0
Dazzling sun	44	0	136	1	2,514	2	22	1	158	2	65	1	2,958	1
Rain, sleet, snow, or fog	42	0	119	1	1,831	1	16	0	93	1	60	1	2,178	1
Spray from other vehicles	2	0	8	0	170	0	0	0	9	0	14	0	206	0
Visor or windscreen dirty, scratched or frosted etc.	0	0	12	0	123	0	1	0	8	0	1	0	145	0
Vehicle blind spot	19	0	15	0	828	1	35	1	139	1	375	7	1,436	1
Pedestrian only (casualty or uninjured)	4	0	3	0	21	0	1	0	1	0	0	0	30	0
Crossing road masked by stationary or parked vehicle	1	0	0	0	4	0	0	0	0	0	0	0	5	0
Pedestrian failed to look properly	0	0	2	0	9	0	1	0	1	0	0	0	13	0
Pedestrian failed to judge vehicle's path or speed	0	0	0	0	3	0	0	0	1	0	0	0	4	0
Pedestrian wrong use of pedestrian crossing facility	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dangerous action in carriageway (eg. playing)	3	0	1	0	2	0	0	0	0	0	0	0	6	0
Pedestrian impaired by alcohol	0	0	0	0	3	0	0	0	0	0	0	0	3	0
Pedestrian impaired by drugs (illicit or medicinal)	0	0	0	0	1	0	0	0	0	0	0	0	1	0
Pedestrian careless, reckless or in a hurry	0	0	0	0	4	0	0	0	0	0	0	0	4	0
Pedestrian wearing dark clothing at night	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian disability or illness, mental or physical	0	0	0	0	3	0	0	0	0	0	0	0	3	0
Special codes	170	1	298	2	3,087	2	131	3	255	3	141	3	4,278	2
Stolen vehicle	1	0	88	1	427	0	0	0	40	0	4	0	567	0
Vehicle in course of crime	4	0	42	0	314	0	0	0	28	0	1	0	391	0
Emergency vehicle on a call	3	0	12	0	456	0	1	0	34	0	12	0	648	0
Vehicle door opened or closed negligently	2	0	0	0	471	0	18	0	38	0	13	0	551	0
Other	160	1	171	1	1,549	1	113	3	128	1	111	2	2,283	1
Vehicles with no contributory factor	6,672	50	6,123	36	60,654	41	2,059	53	3,843	38	2,342	42	82,434	41
Total number of vehicles	13,440	100	16,862	100	148,385	100	3,864	100	10,087	100	5,571	100	200,074	100

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

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

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

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

The figures in this table are National Statistics

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[Notes & Definitions](#)

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RAS50007

Casualties in reported accidents by contributory factor and severity, Great Britain, 2013

Number/ percentage

Contributory factor reported in accident ¹	Killed		Seriously injured		Slightly injured		All casualties	
	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²
Road environment contributed	179	11	2,404	13	17,759	14	20,342	14
Poor or defective road surface	14	1	198	1	774	1	986	1
Deposit on road (eg. oil, mud, chippings)	10	1	324	2	1,668	1	2,002	1
Slippery road (due to weather)	84	5	1,349	7	11,761	9	13,194	9
Inadequate or masked signs or road markings	2	0	60	0	691	1	753	1
Defective traffic signals	0	0	18	0	238	0	256	0
Traffic calming (eg. road humps, chicane)	1	0	16	0	113	0	130	0
Temporary road layout (eg. contraflow)	4	0	31	0	314	0	349	0
Road layout (eg. bend, hill, narrow road)	74	5	529	3	3,295	3	3,898	3
Animal or object in carriageway	15	1	204	1	1,344	1	1,563	1
Slippery inspection cover or road marking	1	0	24	0	79	0	104	0
Vehicle defects	43	3	417	2	2,395	2	2,855	2
Tyres illegal, defective or under inflated	18	1	158	1	792	1	968	1
Defective lights or indicators	4	0	33	0	164	0	201	0
Defective brakes	10	1	142	1	894	1	1,046	1
Defective steering or suspension	10	1	66	0	375	0	451	0
Defective or missing mirrors	0	0	1	0	19	0	20	0
Overloaded or poorly loaded vehicle or trailer	3	0	43	0	271	0	317	0
Injudicious action	462	29	4,182	22	32,129	25	36,773	25
Disobeyed automatic traffic signal	12	1	284	2	2,670	2	2,966	2
Disobeyed 'Give Way' or 'Stop' sign or markings	18	1	447	2	4,642	4	5,107	3
Disobeyed double white lines	24	2	87	0	249	0	360	0
Disobeyed pedestrian crossing facility	9	1	106	1	452	0	567	0
Illegal turn or direction of travel	11	1	143	1	962	1	1,116	1
Exceeding speed limit	249	16	1,365	7	5,901	5	7,515	5
Travelling too fast for conditions	209	13	1,607	9	9,360	7	11,176	8
Following too close	18	1	509	3	10,549	8	11,076	7
Vehicle travelling along pavement	9	1	67	0	243	0	319	0
Cyclist entering road from pavement	5	0	178	1	773	1	956	1
Driver/Rider error or reaction	1,104	70	12,621	67	95,319	75	109,044	74
Junction overshoot	29	2	386	2	3,364	3	3,779	3
Junction restart (moving off at junction)	13	1	198	1	2,355	2	2,566	2
Poor turn or manoeuvre	234	15	2,819	15	18,978	15	22,031	15
Failed to signal or misleading signal	4	0	276	1	2,544	2	2,824	2
Driver/Rider failed to look properly	408	26	6,548	35	54,881	43	61,837	42
Driver/Rider failed to judge other person's path or speed	217	14	3,086	16	31,093	24	34,396	23
Too close to cyclist, horse rider or pedestrian	25	2	338	2	1,923	2	2,286	2
Sudden braking	54	3	791	4	10,494	8	11,339	8
Swerved	109	7	888	5	5,361	4	6,358	4
Loss of control	551	35	3,779	20	17,081	13	21,411	14
Impairment or distraction	374	24	3,138	17	16,679	13	20,191	14
Driver/Rider impaired by alcohol	138	9	1,282	7	5,202	4	6,622	4
Driver/Rider impaired by drugs (illicit or medicinal)	36	2	241	1	644	1	921	1
Fatigue	76	5	438	2	2,144	2	2,658	2
Uncorrected, defective eyesight	9	1	57	0	261	0	327	0
Driver/Rider illness or disability, mental or physical	95	6	594	3	2,555	2	3,244	2
Not displaying lights at night or in poor visibility	8	1	101	1	411	0	520	0
Rider wearing dark clothing	5	0	113	1	460	0	578	0
Driver using mobile phone	26	2	95	1	539	0	660	0
Distraction in vehicle	92	6	566	3	4,314	3	4,972	3
Distraction outside vehicle	29	2	234	1	2,111	2	2,374	2

Casualties in reported accidents by contributory factor and severity, Great Britain, 2013

Number/ percentage

Contributory factor reported in accident ¹	Killed		Seriously injured		Slightly injured		All casualties	
	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²
Behaviour or inexperience	469	30	4,671	25	31,544	25	36,684	25
Aggressive driving	147	9	800	4	4,085	3	5,032	3
Driver/Rider careless, reckless or in a hurry	320	20	3,195	17	22,090	17	25,605	17
Driver/Rider nervous, uncertain or panic	22	1	237	1	2,294	2	2,553	2
Driving too slow for conditions or slow veh (eg tractor)	0	0	18	0	132	0	150	0
Learner or inexperienced driver/rider	66	4	923	5	5,600	4	6,589	4
Inexperience of driving on the left	3	0	80	0	555	0	638	0
Unfamiliar with model of vehicle	21	1	196	1	898	1	1,115	1
Vision affected by external factors	130	8	1,773	9	13,279	10	15,182	10
Stationary or parked vehicle(s)	38	2	567	3	3,808	3	4,413	3
Vegetation	7	0	60	0	389	0	456	0
Road layout (eg. bend, winding road, hill crest)	18	1	233	1	1,618	1	1,869	1
Buildings, road signs, street furniture	1	0	46	0	264	0	311	0
Dazzling headlights	8	1	73	0	393	0	474	0
Dazzling sun	28	2	441	2	3,458	3	3,927	3
Rain, sleet, snow, or fog	19	1	287	2	2,502	2	2,808	2
Spray from other vehicles	1	0	29	0	251	0	281	0
Visor or windscreen dirty, scratched or frosted etc.	2	0	21	0	171	0	194	0
Vehicle blind spot	20	1	163	1	1,519	1	1,702	1
Pedestrian only (casualty or uninjured)	291	18	3,346	18	10,729	8	14,366	10
Crossing road masked by stationary or parked vehicle	35	2	671	4	1,994	2	2,700	2
Pedestrian failed to look properly	171	11	2,538	13	8,283	6	10,992	7
Pedestrian failed to judge vehicle's path or speed	82	5	793	4	2,650	2	3,525	2
Pedestrian wrong use of pedestrian crossing facility	22	1	296	2	928	1	1,246	1
Dangerous action in carriageway (eg. playing)	38	2	286	2	876	1	1,200	1
Pedestrian impaired by alcohol	80	5	511	3	1,333	1	1,924	1
Pedestrian impaired by drugs (illicit or medicinal)	8	1	56	0	152	0	216	0
Pedestrian careless, reckless or in a hurry	73	5	1,150	6	4,126	3	5,349	4
Pedestrian wearing dark clothing at night	68	4	250	1	566	0	884	1
Pedestrian disability or illness, mental or physical	31	2	164	1	338	0	533	0
Special codes	107	7	884	5	5,715	4	6,706	5
Stolen vehicle	17	1	155	1	688	1	860	1
Vehicle in course of crime	12	1	76	0	489	0	577	0
Emergency vehicle on a call	3	0	52	0	946	1	1,001	1
Vehicle door opened or closed negligently	0	0	77	0	514	0	591	0
Other	77	5	563	3	3,369	3	4,009	3
Total number of casualties¹	1,587	100	18,874	100	127,848	100	148,309	100

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

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

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[Notes & Definitions](#)

Source: STATS19

Last updated: 25 September 2014

Next update: September 2015

The figures in this table are National Statistics

Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2013/>

Table RAS50008

Speed as a contributory factor: Reported accidents and casualties by severity¹: GB 2013

Number/ percentage								
Contributory factor in accident	Accidents							
	Fatal		Serious		Slight		Total	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Exceeding speed limit	216	15	1,093	6	3,444	4	4,753	4
Travelling too fast for conditions ²	130	9	1,106	7	5,375	6	6,611	6
Exceeding speed limit or travelling too fast for conditions	346	23	2,199	13	8,819	10	11,364	10
Total number of accidents	1,486	100	16,974	100	90,474	100	108,934	100
Contributory factor in accident	Casualties							
	Killed		Seriously injured		Slightly injured		Total	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Exceeding speed limit	249	16	1,365	7	5,901	5	7,515	5
Travelling too fast for conditions ²	139	9	1,311	7	8,314	7	9,764	7
Exceeding speed limit or travelling too fast for conditions	388	24	2,676	14	14,215	11	17,279	12
Total number of casualties	1,587	100	18,874	100	127,848	100	148,309	100

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

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

The figures in this table are National Statistics

Source: STATS19

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[Notes & Definitions](#)

Last updated: 27 September 2014

Next update: September 2015

Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013>

RAS50012

Reported road accidents by contributory factor, region and country, Great Britain, 2013

	North East		North West		Yorkshire and the Humber		East Midlands		West Midlands		East of England		South East		London		South West		England		Wales		Scotland		Great Britain	
	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³
Contributory factor reported in accident ^{1,2}																										
Road environment contributed	532	14	1,332	11	1,135	13	1,532	19	1,357	15	1,757	17	2,573	15	802	4	1,416	17	12,436	13	942	19	1,403	19	14,781	14
Poor or defective road surface	22	1	93	1	60	1	67	1	47	1	88	1	168	1	59	0	60	1	664	1	48	1	81	1	793	1
Deposit on road (eg. oil, mud, chippings)	47	1	119	1	126	1	168	2	110	1	189	2	261	2	52	0	209	2	1,281	1	91	2	138	2	1,510	1
Slippery road (due to weather)	369	10	830	7	722	8	1,086	13	934	10	1,208	12	1,692	10	494	3	867	10	8,202	9	494	10	899	12	9,595	9
	20	1	74	1	45	0	52	1	34	0	67	1	79	0	24	0	29	0	424	0	18	0	47	1	489	0
Inadequate or masked signs or road markings																										
Defective traffic signals	14	0	26	0	13	0	8	0	19	0	13	0	21	0	26	0	10	0	150	0	6	0	4	0	160	0
Traffic calming (eg. road humps, chicane)	4	0	9	0	12	0	9	0	7	0	11	0	19	0	17	0	9	0	97	0	3	0	8	0	108	0
Temporary road layout (eg. contraflow)	9	0	32	0	21	0	23	0	22	0	17	0	40	0	20	0	19	0	203	0	18	0	16	0	237	0
Road layout (eg. bend, hill, narrow road)	83	2	224	2	216	2	210	3	308	3	290	3	340	2	110	1	320	4	2,101	2	379	8	245	3	2,725	3
Animal or object in carriageway	35	1	89	1	80	1	104	1	80	1	139	1	253	1	56	0	113	1	949	1	89	2	120	2	1,158	1
Slippery inspection cover or road marking	0	0	2	0	6	0	4	0	0	0	1	0	10	0	0	0	7	0	30	0	0	0	57	1	87	0
Vehicle defects	69	2	203	2	158	2	169	2	177	2	228	2	387	2	173	1	193	2	1,757	2	124	2	119	2	2,000	2
Tyres illegal, defective or under inflated	20	1	70	1	47	1	67	1	61	1	88	1	131	1	32	0	55	1	571	1	46	1	39	1	656	1
Defective lights or indicators	6	0	16	0	12	0	14	0	21	0	17	0	32	0	20	0	13	0	151	0	11	0	6	0	168	0
Defective brakes	32	1	82	1	64	1	60	1	57	1	78	1	134	1	69	0	78	1	654	1	43	1	45	1	742	1
Defective steering or suspension	6	0	21	0	28	0	18	0	23	0	28	0	60	0	34	0	36	0	254	0	16	0	17	0	287	0
Defective or missing mirrors	1	0	2	0	0	0	1	0	2	0	1	0	1	0	1	0	4	0	13	0	1	0	1	0	15	0
	8	0	18	0	18	0	19	0	21	0	29	0	47	0	21	0	22	0	203	0	11	0	13	0	227	0
Overloaded or poorly loaded vehicle or trailer																										
Injudicious action	783	20	2,440	21	1,643	18	1,784	22	2,321	26	2,270	22	3,382	20	5,405	29	2,251	27	22,279	23	1,013	20	1,550	21	24,842	23
Disobeyed automatic traffic signal	57	1	323	3	136	2	134	2	157	2	110	1	229	1	491	3	115	1	1,752	2	43	1	100	1	1,895	2
Disobeyed 'Give Way' or 'Stop' sign or markings	78	2	363	3	188	2	179	2	243	3	264	3	356	2	1,295	7	281	3	3,247	3	90	2	215	3	3,552	3
Disobeyed double white lines	12	0	25	0	24	0	17	0	21	0	19	0	28	0	9	0	25	0	180	0	17	0	12	0	209	0
Disobeyed pedestrian crossing facility	14	0	32	0	32	0	34	0	42	0	37	0	44	0	204	1	33	0	472	0	8	0	27	0	507	0
Illegal turn or direction of travel	33	1	85	1	37	0	54	1	77	1	43	0	95	1	214	1	55	1	693	1	31	1	49	1	773	1
Exceeding speed limit	172	4	491	4	364	4	468	6	664	7	494	5	677	4	518	3	449	5	4,297	4	225	4	231	3	4,753	4
Travelling too fast for conditions	211	6	705	6	532	6	566	7	739	8	824	8	1,177	7	803	4	881	10	6,438	7	376	7	663	9	7,477	7
Following too close	252	7	613	5	419	5	472	6	672	7	639	6	981	6	1,999	11	569	7	6,616	7	304	6	351	5	7,271	7
Vehicle travelling along pavement	7	0	31	0	18	0	12	0	32	0	33	0	36	0	41	0	33	0	243	0	8	0	12	0	263	0
Cyclist entering road from pavement	52	1	119	1	71	1	79	1	80	1	105	1	140	1	133	1	66	1	845	1	23	0	49	1	917	1
Driver/Rider error or reaction	2,656	69	8,173	70	6,279	69	5,517	67	6,469	72	7,239	71	12,068	71	15,169	80	6,180	73	69,750	72	3,552	71	5,158	68	78,460	72
Junction overshoot	142	4	274	2	167	2	227	3	284	3	259	3	340	2	360	2	192	2	2,245	2	131	3	157	2	2,533	2
Junction restart (moving off at junction)	61	2	213	2	142	2	116	1	181	2	195	2	238	1	396	2	169	2	1,711	2	98	2	60	1	1,869	2
Poor turn or manoeuvre	503	13	1,653	14	1,125	12	1,014	12	1,210	13	1,300	13	2,096	12	4,297	23	1,364	16	14,562	15	606	12	830	11	15,998	15
Failed to signal or misleading signal	70	2	218	2	134	1	153	2	223	2	241	2	329	2	417	2	156	2	1,941	2	86	2	88	1	2,115	2
Driver/Rider failed to look properly	1,609	42	4,994	43	3,662	40	2,838	35	3,766	42	4,086	40	6,433	38	11,076	59	3,142	37	41,606	43	1,715	34	2,182	29	45,503	42
Driver/Rider failed to judge other person's path or speed	772	20	2,633	23	1,814	20	1,630	20	2,232	25	2,147	21	3,665	21	4,624	25	1,738	20	21,255	22	1,025	20	1,488	20	23,768	22
	54	1	215	2	105	1	103	1	139	2	145	1	243	1	855	5	159	2	2,018	2	65	1	92	1	2,175	2
Too close to cyclist, horse rider or pedestrian																										
Sudden braking	295	8	645	6	529	6	532	6	573	6	860	8	1,244	7	1,600	8	614	7	6,892	7	389	8	370	5	7,651	7
Swerved	141	4	362	3	270	3	316	4	371	4	515	5	757	4	682	4	383	5	3,797	4	254	5	280	4	4,331	4
Loss of control	415	11	1,291	11	1,132	13	1,082	13	1,353	15	1,507	15	2,364	14	2,011	11	1,506	18	12,661	13	973	19	1,514	20	15,148	14
Impairment or distraction	501	13	1,402	12	1,091	12	1,142	14	1,257	14	1,572	15	2,642	15	1,138	6	1,417	17	12,162	13	790	16	738	10	13,690	13
Driver/Rider impaired by alcohol	183	5	503	4	420	5	421	5	465	5	517	5	864	5	325	2	470	6	4,168	4	300	6	211	3	4,679	4
Driver/Rider impaired by drugs (illicit or medicinal)	37	1	65	1	37	0	37	0	47	1	69	1	107	1	30	0	65	1	494	1	60	1	40	1	594	1
Fatigue	41	1	121	1	139	2	143	2	182	2	229	2	332	2	162	1	204	2	1,553	2	90	2	108	1	1,751	2
Uncorrected, defective eyesight	6	0	32	0	16	0	17	0	15	0	42	0	56	0	6	0	25	0	215	0	19	0	8	0	242	0
Driver/Rider illness or disability, mental or physical	63	2	225	2	187	2	199	2	176	2	266	3	412	2	141	1	282	3	1,951	2	113	2	130	2	2,194	2
Not displaying lights at night or in poor visibility	29	1	51	0	35	0	32	0	37	0	41	0	87	1	65	0	41	0	418	0	14	0	21	0	453	0
Rider wearing dark clothing	22	1	80	1	42	0	48	1	46	1	65	1	97	1	56	0	48	1	504	1	22	0	29	0	555	1
Driver using mobile phone	16	0	35	0	35	0	33	0	44	0	55	1	85	0	45	0	36	0	384	0	19	0	19	0	422	0
Distraction in vehicle	108	3	281	2	215	2	222	3	270	3	378	4	636	4	243	1	316	4	2,669	3	161	3	165	2	2,995	3
Distraction outside vehicle	69	2	182	2	127	1	138	2	136	2	155	2	329	2	178	1	136	2	1,450	2	79	2	98	1	1,627	1

RAS50012
Reported road accidents by contributory factor, region and country, Great Britain, 2013

Number/ percentage

Contributory factor reported in accident ^{1,2}	North East		North West		Yorkshire and the Humber		East Midlands		West Midlands		East of England		South East		London		South West		England		Wales		Scotland		Great Britain	
	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³
Behaviour or inexperience	983	26	2,256	19	1,646	18	1,649	20	2,322	26	2,732	27	3,747	22	6,317	34	1,936	23	23,588	24	1,035	21	1,274	17	25,897	24
Aggressive driving	148	4	426	4	226	2	264	3	469	5	282	3	458	3	552	3	252	3	3,077	3	170	3	128	2	3,375	3
Driver/Rider careless, reckless or in a hurry	683	18	1,379	12	1,039	11	1,039	13	1,493	17	1,818	18	2,333	14	5,699	30	1,217	14	16,700	17	608	12	859	11	18,167	17
Driver/Rider nervous, uncertain or panic	66	2	190	2	112	1	142	2	169	2	182	2	319	2	203	1	158	2	1,541	2	128	3	106	1	1,775	2
Driving too slow for conditions or slow veh (eg tractor)	9	0	7	0	6	0	9	0	7	0	12	0	17	0	9	0	10	0	86	0	7	0	3	0	96	0
Learner or inexperienced driver/rider	210	5	474	4	427	5	371	5	498	6	626	6	877	5	201	1	483	6	4,167	4	209	4	234	3	4,610	4
Inexperience of driving on the left	10	0	33	0	23	0	33	0	20	0	63	1	88	1	26	0	53	1	349	0	25	0	45	1	419	0
Unfamiliar with model of vehicle	36	1	89	1	52	1	53	1	78	1	115	1	133	1	41	0	81	1	678	1	42	1	55	1	775	1
Vision affected by external factors	489	13	1,259	11	886	10	983	12	1,092	12	1,160	11	1,697	10	1,714	9	992	12	10,272	11	572	11	724	10	11,568	11
Stationary or parked vehicle(s)	143	4	436	4	260	3	264	3	280	3	263	3	389	2	1,039	6	222	3	3,296	3	132	3	156	2	3,584	3
Vegetation	8	0	23	0	25	0	34	0	39	0	63	1	68	0	13	0	48	1	321	0	8	0	16	0	345	0
	57	1	120	1	92	1	118	1	143	2	166	2	211	1	36	0	170	2	1,113	1	104	2	97	1	1,314	1
Road layout (eg. bend, winding road, hill crest)																										
Buildings, road signs, street furniture	17	0	26	0	20	0	26	0	18	0	21	0	42	0	8	0	26	0	204	0	16	0	13	0	233	0
Dazzling headlights	8	0	40	0	30	0	34	0	18	0	47	0	66	0	20	0	52	1	315	0	20	0	34	0	369	0
Dazzling sun	157	4	313	3	269	3	278	3	280	3	283	3	473	3	147	1	292	3	2,492	3	149	3	222	3	2,863	3
Rain, sleet, snow, or fog	89	2	216	2	148	2	195	2	229	3	250	2	328	2	126	1	165	2	1,746	2	131	3	160	2	2,037	2
Spray from other vehicles	6	0	21	0	17	0	10	0	23	0	21	0	38	0	6	0	17	0	159	0	19	0	19	0	197	0
Visor or windscreen dirty, scratched or frosted etc.	2	0	18	0	12	0	12	0	16	0	20	0	26	0	10	0	16	0	132	0	9	0	5	0	146	0
Vehicle blind spot	51	1	177	2	94	1	77	1	144	2	141	1	207	1	340	2	72	1	1,303	1	51	1	74	1	1,428	1
Pedestrian only (casualty or uninjured)	550	14	1,730	15	1,099	12	725	9	1,087	12	825	8	1,447	8	3,626	19	788	9	11,877	12	583	12	1,021	14	13,481	12
Crossing road masked by stationary or parked vehicle	87	2	374	3	217	2	122	1	223	2	125	1	195	1	762	4	120	1	2,225	2	114	2	171	2	2,510	2
Pedestrian failed to look properly	420	11	1,265	11	816	9	525	6	829	9	607	6	1,054	6	3,162	17	558	7	9,236	10	415	8	697	9	10,348	9
Pedestrian failed to judge vehicle's path or speed	130	3	410	4	197	2	147	2	267	3	186	2	310	2	1,105	6	192	2	2,944	3	121	2	226	3	3,291	3
Pedestrian wrong use of pedestrian crossing facility	35	1	120	1	59	1	48	1	83	1	54	1	92	1	503	3	56	1	1,050	1	28	1	63	1	1,141	1
	60	2	179	2	97	1	54	1	121	1	80	1	108	1	191	1	74	1	964	1	70	1	90	1	1,124	1
Dangerous action in carriageway (eg. playing)																										
Pedestrian impaired by alcohol	111	3	256	2	143	2	102	1	136	2	138	1	195	1	290	2	139	2	1,510	2	116	2	181	2	1,807	2
Pedestrian impaired by drugs (illicit or medicinal)	10	0	22	0	18	0	11	0	20	0	19	0	25	0	14	0	18	0	157	0	14	0	25	0	196	0
Pedestrian careless, reckless or in a hurry	177	5	536	5	312	3	216	3	310	3	204	2	333	2	2,324	12	231	3	4,643	5	137	3	247	3	5,027	5
Pedestrian wearing dark clothing at night	36	1	117	1	53	1	49	1	112	1	81	1	99	1	74	0	70	1	691	1	59	1	74	1	824	1
Pedestrian disability or illness, mental or physical	28	1	55	0	52	1	39	0	55	1	46	0	76	0	36	0	49	1	436	0	20	0	45	1	501	0
Special Codes	169	4	570	5	378	4	317	4	547	6	322	3	665	4	1,215	6	293	3	4,476	5	238	5	299	4	5,013	5
Stolen vehicle	27	1	119	1	66	1	33	0	82	1	39	0	75	0	42	0	26	0	509	1	26	1	31	0	566	1
Vehicle in course of crime	5	0	64	1	33	0	23	0	49	1	28	0	50	0	82	0	21	0	355	0	7	0	27	0	389	0
Emergency vehicle on a call	19	0	78	1	39	0	43	1	70	1	48	0	108	1	143	1	39	0	587	1	13	0	19	0	619	1
Vehicle door opened or closed negligently	8	0	46	0	17	0	16	0	18	0	15	0	72	0	332	2	20	0	544	1	8	0	17	0	569	1
Other	118	3	321	3	235	3	221	3	358	4	208	2	387	2	659	3	198	2	2,705	3	187	4	215	3	3,107	3
Total number of accidents¹	3,825	100	11,695	100	9,056	100	8,202	100	9,019	100	10,162	100	17,066	100	18,856	100	8,491	100	96,372	100	5,021	100	7,541	100	108,934	100

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

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

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

The figures in this table are National Statistics

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[Notes & Definitions](#)

Source: STATS19

Last updated: 25 September 2014

Next update: September 2015

RAS51

Drink Drive

Department for Transport statistics

www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013

RAS51001: Estimated number of reported drink drive accidents and casualties in Great Britain: 1979 - 2012

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

Estimates are rounded to the nearest ten.

Source: Stats19, coroners and procurators fiscal
The figures in this table are National Statistics

For a methodology note and definitions:

www.gov.uk/transport-statistics-notes-and-guidance-road-accident-and-safety

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Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013>

RAS51002

Breath tests and breath test failures by drivers and riders involved in reported accidents, 2003-2013

	Number/percentage										
	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Car drivers											
Involved in accidents	299,933	291,842	281,810	267,991	255,891	236,923	227,244	212,685	204,720	197,388	185,769
Number breath tested	151,442	149,430	149,687	146,564	146,024	132,708	124,779	115,674	112,448	107,436	100,197
Percentage of drivers involved	50	51	53	55	57	56	55	54	55	54	54
Number failing breath test ¹	7,289	6,655	6,397	5,873	5,644	4,899	4,594	3,868	3,858	3,655	3,296
Percentage of drivers											
breath tested	4.8	4.5	4.3	4.0	3.9	3.7	3.7	3.3	3.4	3.4	3.3
involved in accidents	2.4	2.3	2.3	2.2	2.2	2.1	2.0	1.8	1.9	1.9	1.8
Motorcycle riders											
Involved in accidents	29,523	26,857	25,870	24,323	24,381	22,427	21,590	19,534	21,059	20,171	19,538
Number breath tested	13,178	12,422	12,221	11,884	12,648	11,569	10,862	9,765	10,785	10,007	9,639
Percentage of riders involved	45	46	47	49	52	52	50	50	51	50	49
Number failing breath test ¹	510	423	391	374	337	314	282	222	251	228	234
Percentage of riders											
breath tested	3.9	3.4	3.2	3.1	2.7	2.7	2.6	2.3	2.3	2.3	2.4
involved in accidents	1.7	1.6	1.5	1.5	1.4	1.4	1.3	1.1	1.2	1.1	1.2
Other vehicle drivers											
Involved in accidents ²	44,822	43,844	41,277	38,958	37,894	35,258	32,100	31,198	30,322	28,439	27,402
Number breath tested	22,672	22,147	21,331	20,842	20,900	18,717	16,292	15,825	15,417	14,573	14,120
Percentage of drivers involved	51	51	52	53	55	53	51	51	51	51	52
Number failing breath test ¹	352	352	328	348	298	308	253	198	257	229	197
Percentage of drivers											
breath tested	1.6	1.6	1.5	1.7	1.4	1.6	1.6	1.3	1.7	1.6	1.4
involved in accidents	0.8	0.8	0.8	0.9	0.8	0.9	0.8	0.6	0.8	0.8	0.7
All driver/riders											
Involved in accidents	374,278	362,543	348,957	331,272	318,166	294,608	280,934	263,417	256,101	245,998	232,709
Number breath tested	187,292	183,999	183,239	179,290	179,572	162,994	151,933	141,264	138,650	132,016	123,956
Percentage involved	50	51	53	54	56	55	54	54	54	54	53
Number failing breath test ¹	8,151	7,430	7,116	6,595	6,279	5,521	5,129	4,288	4,366	4,112	3,727
Percentage of driver riders											
breath tested	4.4	4.0	3.9	3.7	3.5	3.4	3.4	3.0	3.1	3.1	3.0
involved in accidents	2.2	2.0	2.0	2.0	2.0	1.9	1.8	1.6	1.7	1.7	1.6

1 Failed or refused to provide a specimen of breath.

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

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[Notes & Definitions](#)

Source: DfT STATS19

Last updated: 25 September 2014

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The figures in this table are National Statistics

Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013>

RAS51003

Reported breath tests and breath test failures, all drivers and riders involved by day of week and time of day, Great Britain, 2013

(a) All motor vehicles involved in accidents ¹								Number of drivers & riders
Hour beginning	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	All days
Midnight	270	291	282	272	356	621	805	2,897
01:00	167	176	114	165	210	498	683	2,013
02:00	109	99	100	117	169	480	489	1,563
03:00	110	119	82	95	155	359	418	1,338
04:00	95	126	114	110	134	247	317	1,143
05:00	281	262	227	254	279	294	263	1,860
06:00	733	714	735	670	700	368	284	4,204
07:00	1,848	1,990	1,902	1,965	1,607	564	389	10,265
08:00	2,974	3,358	3,170	3,305	2,806	823	509	16,945
09:00	1,972	2,125	1,991	2,051	1,917	1,202	900	12,158
10:00	1,549	1,584	1,506	1,622	1,767	1,773	1,277	11,078
11:00	1,645	1,799	1,622	1,778	1,900	2,160	1,553	12,457
12:00	1,897	1,953	1,869	1,952	2,429	2,476	1,867	14,443
13:00	1,953	1,952	1,921	1,950	2,431	2,242	1,939	14,388
14:00	1,991	2,048	1,952	2,030	2,491	2,195	1,733	14,440
15:00	2,513	2,638	2,528	2,695	3,236	2,054	1,816	17,480
16:00	3,041	3,194	3,045	3,119	3,574	1,954	1,785	19,712
17:00	3,277	3,703	3,630	3,583	3,679	2,133	1,663	21,668
18:00	2,461	2,697	2,524	2,690	2,858	1,922	1,559	16,711
19:00	1,516	1,759	1,632	1,796	2,095	1,642	1,092	11,532
20:00	1,104	1,119	1,269	1,312	1,493	1,217	1,100	8,614
21:00	781	867	854	964	1,245	871	751	6,333
22:00	602	743	759	779	963	947	662	5,455
23:00	400	419	447	521	898	851	463	3,999
All hours ²	33,290	35,739	34,279	35,798	39,392	29,894	24,317	232,709

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

2 Includes cases where hour of day was not reported.

(b) Required to take breath test ¹								Number of drivers & riders
Hour beginning	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	All days
Midnight	157	141	145	147	200	346	449	1,585
01:00	92	103	64	89	114	271	371	1,104
02:00	68	58	64	60	101	265	251	867
03:00	57	64	51	51	81	170	226	700
04:00	54	65	75	69	67	131	158	619
05:00	154	133	142	152	145	161	127	1,014
06:00	408	398	409	380	369	219	148	2,331
07:00	1,026	1,117	1,038	1,074	928	338	225	5,746
08:00	1,568	1,714	1,644	1,705	1,445	492	293	8,861
09:00	1,027	1,117	1,003	1,054	1,017	709	538	6,465
10:00	864	817	773	871	941	1,052	711	6,029
11:00	879	962	813	908	1,022	1,226	909	6,719
12:00	969	1,034	936	980	1,281	1,367	1,043	7,610
13:00	1,000	929	1,039	1,006	1,295	1,215	1,089	7,573
14:00	957	1,018	974	987	1,324	1,212	974	7,446
15:00	1,257	1,337	1,279	1,357	1,685	1,075	999	8,989
16:00	1,637	1,690	1,622	1,658	1,958	1,063	984	10,612
17:00	1,678	1,981	1,884	1,849	1,967	1,132	946	11,437
18:00	1,277	1,388	1,351	1,448	1,531	1,029	878	8,902
19:00	817	953	834	952	1,088	913	598	6,155
20:00	571	589	692	679	824	656	574	4,585
21:00	404	443	496	511	651	466	417	3,388
22:00	341	395	436	434	534	516	357	3,013
23:00	208	223	247	298	523	450	249	2,198
All hours ²	17,470	18,671	18,013	18,722	21,091	16,475	13,514	123,956

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

2 Includes cases where hour of day was not reported.

Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013>

RAS51003

Reported breath tests and breath test failures, all drivers and riders involved by day of week and time of day, Great Britain, 2013

(c) Failed breath test or refused to provide a specimen of breath¹

Number of drivers & riders

Hour beginning	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	All days
Midnight	25	25	15	20	24	68	96	273
01:00	28	15	13	22	28	72	84	262
02:00	17	14	7	17	29	85	70	239
03:00	8	17	12	13	21	48	66	185
04:00	9	11	7	8	15	39	53	142
05:00	6	7	6	13	10	42	38	122
06:00	6	6	2	3	12	23	22	74
07:00	11	3	6	8	8	18	23	77
08:00	6	10	9	12	11	16	22	86
09:00	11	7	2	6	16	14	19	75
10:00	3	8	4	3	8	13	9	48
11:00	13	5	9	5	8	18	16	74
12:00	6	10	5	5	8	17	8	59
13:00	9	14	10	11	6	15	13	78
14:00	12	13	11	7	14	15	20	92
15:00	9	8	9	16	23	23	18	106
16:00	27	17	12	16	26	24	20	142
17:00	23	28	19	25	24	39	36	194
18:00	25	22	20	24	35	41	41	208
19:00	25	23	20	22	29	42	40	201
20:00	15	18	18	27	49	39	48	214
21:00	20	22	28	23	54	37	36	220
22:00	26	24	23	35	44	61	51	264
23:00	28	27	23	27	74	72	41	292
All hours ²	368	354	290	368	576	881	890	3,727

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

2 Includes cases where hour of day was not reported.

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[Notes & Definitions](#)

Source: DfT STATS19

Last updated: 25 September 2014

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The figures in this table are National Statistics

Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013>

RAS51004

Reported breath tests and breath test failures by road user type and age, Great Britain, 2013

	Number of drivers or riders/percentage					
	Involved in accident	Tested	Tested as percentage of involved	Failed ¹	Failed as a percentage of	
					Involved	Tested
Car drivers						
Under 17	63	29	46	3	4.8	10.3
17-19	8,586	5,823	68	153	1.8	2.6
20-24	20,782	12,998	63	701	3.4	5.4
25-29	19,473	11,885	61	612	3.1	5.1
30-34	18,766	10,747	57	460	2.5	4.3
35-39	15,803	9,366	59	294	1.9	3.1
40-49	32,794	19,542	60	535	1.6	2.7
50-59	22,652	13,758	61	313	1.4	2.3
60-69	13,609	8,346	61	121	0.9	1.4
70 and over	11,116	6,611	59	40	0.4	0.6
Age not reported	22,125	1,092	5	64	0.3	5.9
All ages	185,769	100,197	54	3,296	1.8	3.3
Motorcycle riders						
Under 17	799	394	49	3	0.4	0.8
17-19	2,801	1,506	54	33	1.2	2.2
20-24	3,455	1,757	51	55	1.6	3.1
25-29	2,310	1,126	49	40	1.7	3.6
30-34	1,798	839	47	28	1.6	3.3
35-39	1,429	691	48	14	1.0	2.0
40-49	3,297	1,707	52	31	0.9	1.8
50-59	2,092	1,066	51	25	1.2	2.3
60-69	727	396	54	4	0.6	1.0
70 and over	164	89	54	1	0.6	1.1
Age not reported	666	68	10	0	0.0	0.0
All ages	19,538	9,639	49	234	1.2	2.4
Bus/coach drivers	5,896	2,118	36	8	0.1	0.4
Van / Light goods vehicle drivers	12,686	6,781	53	161	1.3	2.4
Heavy goods vehicle drivers	6,524	4,244	65	24	0.4	0.6
Other drivers/riders²	2,296	977	43	4	0.2	0.4
All motor vehicle drivers and riders²						
Under 17	896	433	48	7	0.8	1.6
17-19	11,644	7,496	64	188	1.6	2.5
20-24	25,689	15,699	61	785	3.1	5.0
25-29	24,087	14,475	60	679	2.8	4.7
30-34	23,161	13,086	57	521	2.2	4.0
35-39	19,653	11,531	59	327	1.7	2.8
40-49	42,651	25,147	59	611	1.4	2.4
50-59	29,934	17,879	60	364	1.2	2.0
60-69	16,428	9,995	61	132	0.8	1.3
70 and over	11,728	6,901	59	42	0.4	0.6
Age not reported	26,838	1,314	5	71	0.3	5.4
All ages	232,709	123,956	53	3,727	1.6	3.0

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

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

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[Notes & Definitions](#)

Source: DfT STATS19

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www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013

Table RAS51005

Estimated number of drink drive casualties by casualty type: GB 2012

										Numbers
<u>Killed or seriously injured casualties</u>										
	Pedestrians	Cyclists	Motor-cyclists	Car drivers		Car passenger	Other	Male	Female	Total
				Over limit	Under limit					
0-15	10	0	10	0	0	30	0	30	20	50
16-24	20	0	0	180	20	160	10	370	100	470
25-59	50	0	10	380	90	140	40	620	200	820
60+	10	0	0	20	10	30	0	50	40	90
All ages¹	80	0	30	590	120	360	60	1,070	360	1,430
<u>Total Casualties</u>										
0-15	40	0	10	0	0	330	0	210	180	390
16-24	70	0	20	1,220	310	1,290	100	2,190	1,050	3,230
25-59	150	0	70	2,300	1,400	1,070	360	3,850	1,780	5,630
60+	40	0	0	180	200	140	30	370	230	590
All ages¹	310	0	110	3,700	1,910	2,910	490	6,670	3,270	9,930

0 = fewer than 5 casualties

1 Includes age not recorded.

2 May not sum to total due to rounding

3 Estimates are rounded to the nearest ten to reflect the uncertainty in making estimates based on incomplete data source

[Notes & Definitions](#)

Source: STATS19, coroners and procurators fiscal

The figures in this table are National Statistics

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Department for Transport statistics

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RAS51006

Drivers and riders killed: percentage over the legal blood alcohol limit: GB 1979 - 2012 (final estimates)

Year/ Age	Motorcycle riders					Cars and other motor vehicles					Percentage
	16-19	20-29	30-39	40+	Total	16-19	20-29	30-39	40+	Total	All
1979	25	40	46	19	31	34	42	47	20	32	32
1980	22	39	38	24	30	33	44	35	23	32	31
1981	16	39	38	29	28	20	45	39	20	31	30
1982	17	43	34	17	29	31	50	52	20	36	33
1983	16	29	30	8	22	34	42	43	14	31	28
1984	24	30	28	22	27	18	39	33	15	26	26
1985	15	27	39	11	22	25	40	38	14	28	26
1986	15	28	33	14	22	19	36	33	13	25	24
1987	16	31	24	16	24	16	32	27	13	22	23
1988	9	33	33	9	23	12	30	27	9	20	21
1989	12	25	19	18	21	12	25	30	8	18	19
1990	8	25	21	9	18	13	22	33	10	18	18
1991	13	16	25	12	17	11	29	24	13	20	19
1992	10	30	34	20	26	13	26	18	10	17	20
1993	16	16	17	10	15	20	28	26	10	20	19
1994	13	17	23	20	18	16	31	30	11	22	21
1995	11	18	12	13	15	18	28	26	13	21	19
1996	16	12	15	9	13	24	38	32	9	23	21
1997	10	14	16	7	13	25	23	26	12	19	17
1998	15	7	18	6	11	17	25	24	9	17	15
1999	23	8	12	2	9	21	31	31	7	20	17
2000	17	10	13	5	10	20	32	34	12	22	18
2001	11	14	12	1	10	18	35	25	14	22	18
2002	27	15	10	2	11	18	31	37	14	23	19
2003	10	20	12	8	13	18	33	28	12	22	19
2004	19	19	13	10	14	26	31	32	16	25	21
2005	26	11	13	11	13	25	33	33	13	24	20
2006	8	18	12	9	13	25	36	31	17	26	22
2007	18	17	7	8	11	18	31	31	13	22	18
2008	9	9	12	7	9	23	36	35	13	24	19
2009	7	17	5	12	11	25	39	33	13	25	20
2010	12	16	16	2	9	15	35	35	12	22	17
2011	7	18	8	8	10	17	32	25	10	19	15
2012	6	4	21	3	6	21	40	41	11	24	18

The figures in this table are National Statistics

Source: STATS19, coroners and procurators fiscal

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[Notes & Definitions](#)

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Department for Transport statistics

www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013

RAS51007

**Proportion of killed drivers/riders resulting from reported accidents,
by BAC category and age: GB, 2012**

Blood alcohol Content (BAC) milligrams (mg) per 100 ml of blood	Age	Male	Female	Total	Per cent of age group
No alcohol present (0 - 9 mg)¹	16-19	36	10	46	77
	20-24	49	3	52	69
	25-29	30	6	36	59
	30-34	22	5	27	52
	35-39	22	8	30	67
	40-49	54	14	68	78
	50-59	61	12	73	83
	60 +	71	18	89	89
	Total	345	76	421	74
Alcohol present but not over the limit (10 - 80 mg)	16-19	4	0	4	7
	20-24	8	0	8	11
	25-29	2	2	4	7
	30-34	5	1	6	12
	35-39	1	0	1	2
	40-49	7	0	7	8
	50-59	10	0	10	11
	60 +	4	1	5	5
	Total	41	4	45	8
Over the limit (81 mg +)	16-19	9	1	10	17
	20-24	15	0	15	20
	25-29	19	2	21	34
	30-34	16	3	19	37
	35-39	13	1	14	31
	40-49	12	0	12	14
	50-59	4	1	5	6
	60 +	5	1	6	6
	Total	93	9	102	18
Of which, over twice the limit (161 mg +)	16-19	4	1	5	8
	20-24	7	0	7	9
	25-29	11	2	13	21
	30-34	12	2	14	27
	35-39	9	0	9	20
	40-49	6	0	6	7
	50-59	3	1	4	5
	60 +	2	0	2	2
	Total	54	6	60	11
All categories	16-19	49	11	60	100
	20-24	72	3	75	100
	25-29	51	10	61	100
	30-34	43	9	52	100
	35-39	36	9	45	100
	40-49	73	14	87	100
	50-59	75	13	88	100
	60 +	80	20	100	100
	Total	479	89	568	100

1 The definition of "no alcohol present" as 0 - 9mg is to account for alcohol which may be naturally present in the body or is due to the consumption of medication or products such as mouthwash.

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Source: STATS19, coroners and procurators fiscal

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Department for Transport statistics

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RAS51008

Killed and seriously injured casualties in reported accidents involving young drivers and riders (17-24 years old) over the legal alcohol limit: Great Britain 2001 - 2012

Casualty types	Casualties											
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Young driver over limit	390	440	410	400	370	380	350	310	300	210	210	200
Passenger of young driver over limit	410	430	460	410	410	350	320	220	230	180	140	130
Other casualties	190	190	170	170	170	150	130	110	110	70	90	60

Source: STATS19, coroners and procurators fiscal

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Department for Transport statistics

www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013

RAS51009

Blood alcohol levels of reported fatalities aged 16 and over: GB 2012

								Percentage	
Cumulative percentage over blood alcohol levels (mg/100ml)								Percentage over 80mg/100ml time of accident	
Below limit		Above limit				Sample size	22:00- 03:59	04:00- 21:59	
9	50	80	100	150	200				
Motorcycle riders	16	7	6	6	2	1	203	33	5
Car drivers	33	26	26	24	17	10	329	59	16
Other vehicle drivers/riders	19	11	8	8	5	5	37	11	7
Passengers	36	24	20	16	10	5	99	54	8
Pedestrians	49	41	40	37	33	27	158	83	22
Cyclists	24	17	15	15	12	10	41	50	13

Source: STATS19, coroners and procurators fiscal

Note small sample sizes for groups such as "other" and "cyclists" and possible bias means these results are less robust than for other groups

[Notes & Definitions](#)

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RAS51010

**Estimated number of reported road accidents involving a car drink driver, by driver age, accidents per licence holder and per mile driven:
GB, 2005 to 2009 average and 2012**

	Car driver drink drive		Drink drive accidents per		Drink drive accidents per	
	2005 to 2009	2012	2005 to 2009	2012	2005 to 2009	2012
Under 17	40	10	..	..	..	..
17 - 19 ¹	940	350	60	23	230	109
20 - 24	1,860	1,290	61	39	138	107
25 - 29	1,340	1,120	42	33	69	66
30 - 34	920	750	27	23	38	32
35 - 39	870	550	22	16	28	22
40 - 49	1,200	920	16	12	19	14
50 - 59	580	510	9	8	12	10
60 or over	300	310	4	3	7	6
All ages ²	8,170	5,920	22	15	33	24

Source: National Travel Survey, STATS19, coroners and procurators fiscal

1 Figures based on a small NTS sample.

The figures in this table are National Statistics

2 Includes age not known.

[Notes and definitions:](#)

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RAS51011

Estimated number of reported drink drive accidents and casualties, by month:

Great Britain 2005/09 average, 2011 and 2012

	Number												
	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec	Total
2005/09 average													
Accidents	730	690	740	740	830	780	760	780	730	780	800	720	9,080
Casualties	1,100	1,010	1,120	1,130	1,260	1,170	1,150	1,240	1,110	1,180	1,210	1,080	13,760
2011													
Accidents	540	480	510	590	540	550	600	570	530	600	570	600	6,690
Casualties	800	680	720	870	830	820	920	890	760	900	840	890	9,930
2012													
Accidents	560	500	580	540	500	570	570	550	590	590	550	530	6,630
Casualties	850	760	900	790	770	800	830	850	890	900	810	790	9,930

Source: STATS19, coroners and procurators fiscal

The figures in this table are National Statistics

1 Totals may not sum due to rounding

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RAS51012

Reported drink drive accidents¹, by time of day: 2012

Hour of day	Accidents	Percentage
	2012	2012
0	328	8%
1	289	7%
2	283	7%
3	242	6%
4	159	4%
5	109	3%
6	94	2%
7	94	2%
8	87	2%
9	66	2%
10	65	2%
11	84	2%
12	72	2%
13	89	2%
14	105	3%
15	126	3%
16	171	4%
17	188	4%
18	241	6%
19	242	6%
20	224	5%
21	243	6%
22	279	7%
23	314	7%
All ²	4,194	100%

Source: STATS19, coroners and procurators fiscal

The figures in this table are National Statistics

1 Does not include estimates for accidents where a breath test or blood alcohol test was not available (e.g - hit and run accidents or cases where no coroner data were available).

2 Includes cases where hour of accident is unavailable

[Notes and definitions see:](#)

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Department for Transport statisticswww.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013**RAS51013****Estimated reported drink drive accidents by pedestrian and vehicle involvement: GB 2012**

All severities				Number
Pedestrian casualties	Number of vehicles involved			Total
	1	2	3 or more	
No	2,610	2,880	860	6,350
Yes	220	60	10	290
Total	2,830	2,940	870	6,630

Fatal				Number
Pedestrian casualties	Number of vehicles involved			Total
	1	2	3 or more	
No	110	70	20	200
Yes	10	0	0	10
Total	120	70	20	210

Serious				Number
Pedestrian casualties	Number of vehicles involved			Total
	1	2	3 or more	
No	450	340	90	880
Yes	60	20	0	80
Total	510	360	90	960

Slight				Number
Pedestrian casualties	Number of vehicles involved			Total
	1	2	3 or more	
No	2,050	2,470	750	5,270
Yes	150	30	10	190
Total	2,200	2,500	760	5,460

Source: STATS19, coroners and procurators fiscal

The figures in this table are National Statistics

0 = fewer than 5 accidents

1 May not sum to total due to

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

[Notes and definitions:](#)

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Department for Transport statistics

www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013

RAS51014

Motor vehicle drivers and riders involved in personal injury road accidents: breath tests and failures

GB 2002 - 2013

	Number / Percentage											
	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
a. All drivers / riders involved ¹	390,479	374,278	362,543	348,957	331,272	318,166	294,608	280,934	263,417	256,101	245,998	232,709
b. Tests requested	196,253	187,292	183,999	183,239	179,290	179,572	162,994	151,933	141,264	138,650	132,016	123,956
c. Tests failed / refused	8,104	8,151	7,430	7,116	6,595	6,279	5,521	5,129	4,288	4,366	4,112	3,727
<i>Testing rate (b/a x 100)</i>	<i>50</i>	<i>50</i>	<i>51</i>	<i>53</i>	<i>54</i>	<i>56</i>	<i>55</i>	<i>54</i>	<i>54</i>	<i>54</i>	<i>54</i>	<i>53</i>
<i>Test failure rate (c/b x 100)</i>	<i>4.1</i>	<i>4.4</i>	<i>4.0</i>	<i>3.9</i>	<i>3.7</i>	<i>3.5</i>	<i>3.4</i>	<i>3.4</i>	<i>3.0</i>	<i>3.1</i>	<i>3.1</i>	<i>3.0</i>
<i>Total failure rate (c/a x 100)</i>	<i>2.1</i>	<i>2.2</i>	<i>2.0</i>	<i>2.0</i>	<i>2.0</i>	<i>2.0</i>	<i>1.9</i>	<i>1.8</i>	<i>1.6</i>	<i>1.7</i>	<i>1.7</i>	<i>1.6</i>

¹ May include a small number of non-motorized vehicle drivers

Source: STATS19

[Notes and definitions:](#)

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www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013

RAS51015

Car drivers in reported injury road accidents: breath tests and failures: GB 2013

	Male						Female					
	a: Involved in accident	b: Tested	c: Failed	b as % of a	c as % of b	c as % of a	a: Involved in accident	b: Tested	c: Failed	b as % of a	c as % of b	c as % of a
<17	54	27	3	50	11.1	5.6	8	2	0	25	0.0	0.0
17 - 19	5,049	3,512	112	70	3.2	2.2	3,525	2,308	41	65	1.8	1.2
20 - 24	12,164	7,941	557	65	7.0	4.6	8,552	5,050	144	59	2.9	1.7
25 - 29	11,711	7,390	488	63	6.6	4.2	7,694	4,490	122	58	2.7	1.6
30 - 34	11,095	6,661	344	60	5.2	3.1	7,426	4,074	115	55	2.8	1.5
35 - 39	9,489	5,835	219	61	3.8	2.3	6,224	3,520	74	57	2.1	1.2
40 - 49	19,571	12,015	353	61	2.9	1.8	13,078	7,509	182	57	2.4	1.4
50 - 59	14,052	8,728	233	62	2.7	1.7	8,536	5,024	79	59	1.6	0.9
60 - 69	8,960	5,708	85	64	1.5	0.9	4,617	2,632	36	57	1.4	0.8
70 - 99	7,635	4,714	33	62	0.7	0.4	3,460	1,894	7	55	0.4	0.2
All ages ¹	107,199	63,240	2,466	59	3.9	2.3	65,834	36,734	803	56	2.2	1.2

¹ Includes age not known

Source: STATS19

The figures in this table are National Statistics

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[Notes and definitions:](#)

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Department for Transport statistics

www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013

RAS51016

Reported roadside screening breath tests and breath test failures: England and Wales 2001 - 2012

	Number (thousands) / <i>percentage</i>											
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Roadside screening breath tests	624	570	534	578	607	602	600	712	815	737	686	683
Positive/refused breath tests	100	103	106	103	104	104	98	92	93	84	81	76
Percentage	16	18	20	18	17	17	16	13	11	11	12	12

Source: Home Office

The figures in this table are National Statistics

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Source: Home Office, www.gov.uk/government/statistics/police-powers-and-procedures-england-and-wales-2012-to-2013

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Department for Transport statistics

www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013

RAS51017

Screening test results, by reason for test¹: England and Wales², 2013

Reason for test	Number / Per cent						% Under the limit	% Over the limit
	0 - 4 mcg	5 - 20 mcg	21 - 35 mcg	36 - 50 mcg	51 - 80 mcg	81 mcg +		
Moving Traffic Offence	137,114	8,849	4,394	3,182	4,370	2,677	94	6
Road Traffic Collision ³	125,629	3,257	2,297	2,135	4,432	4,246	92	8
Suspicion of Alcohol	50,915	9,880	5,453	4,416	6,348	4,310	81	19
Other/ unknown	40,497	1,632	1,786	1,939	2,663	1,832	87	13
All	354,155	23,618	13,930	11,672	17,813	13,065	90	10

Source: DfT digital breath test data

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

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

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

[Notes and definitions:](#)

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

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Department for Transport statistics

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RAS51018

Results of screening breath tests following a road traffic collision¹: England and Wales², 2013

								Number	
		Negative			Positive			Under the limit	Over the limit
		0 - 4 mcg	5 - 20 mcg	21 - 35 mcg	36 - 50 mcg	51 - 80 mcg	81 mcg and over		
16-19	Male	6,206	174	142	136	234	102	6,522	472
	Female	2,451	51	33	33	64	29	2,535	126
20-24	Male	12,554	499	427	435	872	578	13,480	1,885
	Female	5,252	108	79	87	166	136	5,439	389
25-29	Male	10,081	345	293	271	637	545	10,719	1,453
	Female	4,251	65	53	73	127	126	4,369	326
30-39	Male	18,965	637	431	414	872	849	20,033	2,135
	Female	7,420	109	111	96	176	249	7,640	521
40-49	Male	17,725	426	293	241	513	624	18,444	1,378
	Female	7,154	102	43	71	142	295	7,299	508
50-59	Male	12,532	279	157	122	325	371	12,968	818
	Female	4,560	57	29	28	74	118	4,646	220
60-69	Male	7,181	195	110	72	127	128	7,486	327
	Female	2,434	26	18	11	35	44	2,478	90
70+	Male	4,971	150	68	40	53	33	5,189	126
	Female	1,629	24	5	1	8	4	1,658	13
All	Male	90,215	2,705	1,921	1,731	3,633	3,230	94,841	8,594
	Female	35,151	542	371	400	792	1,001	36,064	2,193
Total		125,366	3,247	2,292	2,131	4,425	4,231	130,905	10,787

Source: DfT digital breath test data

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

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

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RAS51019

Estimated number of reported drink drive accidents and casualties, by region: GB 2012

	Accidents				Casualties				
	Fatal	Serious	Slight	Total	Killed	Seriously injured	Killed or seriously injured	Slightly injured	Total
North East	10	30	210	260	10	40	60	370	420
North West	20	120	610	750	20	140	160	980	1,140
Yorkshire & the Humber	20	100	500	620	30	140	160	810	970
East Midlands	20	100	510	630	20	130	160	840	1,000
West Midlands	30	90	590	700	30	110	140	960	1,100
East	20	100	610	720	20	130	140	920	1,070
South East	30	140	920	1,090	30	160	190	1,380	1,580
London	10	50	320	380	10	60	70	470	540
South West	30	80	550	660	30	110	140	810	960
England	190	820	4,810	5,820	210	1,020	1,230	7,550	8,780
Wales	10	50	300	370	10	70	90	480	560
Scotland	10	90	340	440	10	100	110	470	580
Total	210	960	5,460	6,630	230	1,200	1,510	8,510	9,930

Source: STATS19, coroners and procurators fiscal

The figures in this table are National Statistics

1 Totals may not sum due to rounding

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

- = Fewer than 5 accidents or casualties

[Notes and definition:](#)

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Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013>

RAS51020

Car drivers in reported injury road accidents, breath tests and failures by region, England, 2013

		Number/Percentage				
		(a) Involved in accident	(b) Tested	(c) Failed	(b) as % of (a)	(c) as % of (a)
North East	Under 20	357	241	6	67.5	1.7
	20-24	739	476	27	64.4	3.7
	25-29	683	413	20	60.5	2.9
	30-34	685	402	18	58.7	2.6
	35-39	601	346	8	57.6	1.3
	40-49	1,247	721	12	57.8	1.0
	50-59	948	567	8	59.8	0.8
	60-69	528	324	7	61.4	1.3
	70 or over	383	235	1	61.4	0.3
	Age not reported	779	46	7	5.9	0.9
All	6,950	3,771	114	54.3	1.6	
North West	Under 20	776	590	20	76.0	2.6
	20-24	2,229	1,540	65	69.1	2.9
	25-29	2,149	1,467	64	68.3	3.0
	30-34	2,442	1,349	60	55.2	2.5
	35-39	1,620	1,097	28	67.7	1.7
	40-49	3,565	2,460	70	69.0	2.0
	50-59	2,514	1,702	46	67.7	1.8
	60-69	1,555	1,066	22	68.6	1.4
	70 or over	1,211	818	2	67.5	0.2
	Age not reported	1,598	42	5	2.6	0.3
All	19,659	12,131	382	61.7	1.9	
Yorkshire and the Humber	Under 20	766	451	18	58.9	2.3
	20-24	1,979	1,095	77	55.3	3.9
	25-29	1,860	1,042	66	56.0	3.5
	30-34	1,712	894	40	52.2	2.3
	35-39	1,493	790	28	52.9	1.9
	40-49	2,948	1,566	48	53.1	1.6
	50-59	1,973	1,110	25	56.3	1.3
	60-69	1,212	715	9	59.0	0.7
	70 or over	1,044	586	2	56.1	0.2
	Age not reported	1,916	52	3	2.7	0.2
All	16,903	8,301	316	49.1	1.9	
East Midlands	Under 20	762	522	13	68.5	1.7
	20-24	1,822	1,139	68	62.5	3.7
	25-29	1,625	1,026	57	63.1	3.5
	30-34	1,433	895	48	62.5	3.3
	35-39	1,194	758	29	63.5	2.4
	40-49	2,588	1,592	63	61.5	2.4
	50-59	1,762	1,101	29	62.5	1.6
	60-69	1,092	663	6	60.7	0.5
	70 or over	872	468	4	53.7	0.5
	Age not reported	1,901	107	5	5.6	0.3
All	15,051	8,271	322	55.0	2.1	
West Midlands	Under 20	803	545	20	67.9	2.5
	20-24	1,961	1,113	77	56.8	3.9
	25-29	1,844	1,057	59	57.3	3.2
	30-34	1,691	920	37	54.4	2.2
	35-39	1,425	770	35	54.0	2.5
	40-49	2,816	1,550	38	55.0	1.3
	50-59	1,815	982	31	54.1	1.7
	60-69	1,094	623	14	56.9	1.3
	70 or over	888	472	4	53.2	0.5
	Age not reported	2,355	111	8	4.7	0.3
All	16,692	8,143	323	48.8	1.9	
East of England	Under 20	1,011	715	13	70.7	1.3
	20-24	2,105	1,433	82	68.1	3.9
	25-29	1,903	1,310	62	68.8	3.3
	30-34	1,802	1,210	55	67.1	3.1
	35-39	1,542	995	26	64.5	1.7
	40-49	3,155	2,048	54	64.9	1.7
	50-59	2,203	1,464	40	66.5	1.8
	60-69	1,448	956	11	66.0	0.8
	70 or over	1,120	730	8	65.2	0.7
	Age not reported	1,927	135	9	7.0	0.5
All	18,216	10,996	360	60.4	2.0	

Department for Transport statistics

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RAS51020

Car drivers in reported injury road accidents, breath tests and failures by region, England, 2013

		Number/Percentage				
		(a) Involved in accident	(b) Tested	(c) Failed	(b) as % of (a)	(c) as % of (a)
London	Under 20	529	233	2	44.0	0.4
	20-24	2,174	984	33	45.3	1.5
	25-29	2,637	1,121	37	42.5	1.4
	30-34	2,555	1,083	24	42.4	0.9
	35-39	2,422	1,059	22	43.7	0.9
	40-49	4,475	1,909	33	42.7	0.7
	50-59	2,763	1,148	23	41.5	0.8
	60-69	1,299	500	3	38.5	0.2
	70 or over	834	314	6	37.6	0.7
	Age not reported	6,139	282	15	4.6	0.2
	All	25,827	8,633	198	33.4	0.8
South East	Under 20	1,549	1,082	24	69.9	1.5
	20-24	3,574	2,400	114	67.2	3.2
	25-29	3,130	2,096	108	67.0	3.5
	30-34	3,061	1,923	78	62.8	2.5
	35-39	2,661	1,739	60	65.4	2.3
	40-49	5,515	3,529	100	64.0	1.8
	50-59	3,792	2,486	44	65.6	1.2
	60-69	2,416	1,570	23	65.0	1.0
	70 or over	2,140	1,357	9	63.4	0.4
	Age not reported	3,089	172	4	5.6	0.1
	All	30,927	18,354	564	59.3	1.8
South West	Under 20	921	632	22	68.6	2.4
	20-24	1,807	1,182	74	65.4	4.1
	25-29	1,621	1,008	60	62.2	3.7
	30-34	1,367	839	36	61.4	2.6
	35-39	1,171	738	22	63.0	1.9
	40-49	2,740	1,712	50	62.5	1.8
	50-59	2,047	1,296	32	63.3	1.6
	60-69	1,346	858	10	63.7	0.7
	70 or over	1,235	753	1	61.0	0.1
	Age not reported	1,228	78	4	6.4	0.3
	All	15,483	9,096	311	58.7	2.0
England	Under 20	7,474	5,011	138	67.0	1.8
	20-24	18,390	11,362	617	61.8	3.4
	25-29	17,452	10,540	533	60.4	3.1
	30-34	16,748	9,515	396	56.8	2.4
	35-39	14,129	8,292	258	58.7	1.8
	40-49	29,049	17,087	468	58.8	1.6
	50-59	19,817	11,856	278	59.8	1.4
	60-69	11,990	7,275	105	60.7	0.9
	70 or over	9,727	5,733	37	58.9	0.4
	Age not reported	20,932	1,025	60	4.9	0.3
	All	165,708	87,696	2,890	52.9	1.7

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Source: DfT STATS19
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Table RAS51021

Reported motorcyclist breath tests and failure rates by age, Great Britain: 2013

	All motorcyclists			Percentage failure	
	Number involved in accidents	Number tested	Number of failures	Motorcyclists	All motor vehicles (inc. motorcyclists)
Under 16	48	12	1	8.3	13.3
16-19	3,552	1,888	35	1.9	2.5
20-24	3,455	1,757	55	3.1	5.0
25-29	2,310	1,126	40	3.6	4.7
30-34	1,798	839	28	3.3	4.0
35-39	1,429	691	14	2.0	2.8
40-49	3,297	1,707	31	1.8	2.4
50-59	2,092	1,066	25	2.3	2.0
60-69	727	396	4	1.0	1.3
70 and over	164	89	1	1.1	0.6
All ages¹	19,538	9,639	234	2.4	3.0

1. Includes tests where the age was not known

Source: Road Accident Statistics, DfT
The figures in this table are National Statistics

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[Notes & Definitions](#)

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RAS52

International comparisons

Department for Transport statistics

Accidents Casualties and Safety (<http://www.dft.gov.uk/statistics/releases/reported-road-casualties-gb-annual-report-2013>)

RAS52001

International comparisons of road deaths¹: number and rates for different road users: by selected countries: 2012 and 2013 (provisional)²

	2012							2013	
	Number of car user deaths	Number of pedestrian deaths	Pedestrian deaths per million population	Pedestrian (aged 0-14) deaths per million population	Children (aged 0-14) deaths per million population	Number of road deaths	Road deaths per million population	Number of road deaths	Road deaths per million population
England	686	351	6.6	1.9	4.9	1,491	28	1,430	27
Wales	43	15	4.9	0.0	7.7	93	30	111	36
Scotland	72	54	10.2	1.2	2.3	170	32	172	32
Great Britain	801	420	6.8	1.7	4.8	1,754	28	1,713	28
Northern Ireland	29	9	4.9	5.6	8.4	48	26	57	31
United Kingdom	830	429	6.7	1.9	5.0	1,802	28	1,770	28
Austria	279	81	9.6	2.4	6.5	531	63	455	54
Belgium	384	104	9.4	4.3	8.6	767	69	720	65
Bulgaria	..	..	..	..	..	605	83	591	81
Cyprus	..	..	..	0.0	0.0	51	59	44	51
Czech Republic	368	163	15.5	4.6	9.9	742	71	650	62
Denmark	81	31	5.6	3.0	7.0	167	30	192	34
Estonia	..	..	..	..	..	87	65	81	61
Finland	147	29	5.4	3.4	7.9	255	47	258	48
France	1,882	489	7.5	3.0	9.5	3,653	56	3,250	50
Germany	1,791	520	6.4	1.8	6.7	3,601	44	3,340	41
Greece	383	170	15.1	4.9	12.9	1,027	91	..	..
Hungary	253	156	15.7	4.1	13.7	605	61	591	60
Irish Republic	89	29	6.3	3.1	3.1	162	35	190	41
Italy	1,633	564	9.3	1.3	6.0	3,650	60	3,400	57
Latvia	72	62	30.4	3.4	20.4	177	87	179	88
Lithuania	..	..	..	..	..	301	100	258	87
Luxembourg	22	6	11.4	0.0	11.1	34	65	45	84
Malta	..	..	..	..	..	9	22	18	43
Netherlands	218	63	3.8	1.4	8.3	650	39	570	34
Poland	1,615	1,157	30.0	5.8	15.4	3,571	93	3,357	87
Portugal	255	159	15.1	2.5	8.2	743	70	650	62
Romania	798	728	34.1	14.2	27.8	2,042	96	1,861	93
Slovakia	..	..	..	..	..	295	55	223	41
Slovenia	71	19	9.2	3.4	10.3	130	63	125	61
Spain	872	376	8.1	1.6	7.5	1,903	41	1,680	36
Sweden	142	50	5.3	1.3	4.5	285	30	260	27
Croatia	186	72	16.4	2.6	5.1	393	89	368	86
Israel	..	..	..	..	..	263	35	277	34
Iceland	6	2	6.3	0.0	0.0	9	28	15	47
Norway	73	22	4.4	0.0	4.3	145	29	190	38
Switzerland	104	75	9.4	5.0	26.0	286	36	269	33
Australia	663	174	7.7	3.3	11.4	1,299	57	1,193	52
Canada	..	..	..	..	..	..	..	..	..
Japan	1,088	1,904	14.9	0.7	5.9	5,237	41	5,152	40
New Zealand	205	33	7.4	5.6	15.7	308	69	254	56
Republic of Korea	1,283	2,027	40.5	8.5	13.4	5,392	108	..	..
United States of America	12,271	4,743	15.1	4.2	19.1	33,561	107	..	..

The figures for non United Kingdom countries are outside the scope of National Statistics.

1 In accordance with the commonly agreed international definition, most countries define a fatality as one being due to a road accident where death occurs within 30 days of the accident. The official road accident statistics of some countries however, limit the fatalities to those occurring within shorter periods after the accident. Numbers of deaths and death rates in the above table have been adjusted according to the factors used by the Economic Commission for Europe and the International Transport Forum (ITF) (formerly known as ECMT) to represent standardised 30-day deaths: Italy (7 days) +8%; France (6 days) +5.7%; Portugal (1 day) +14%; Republic of Korea (3 days) +15%.

2 Source: International Road Traffic and Accident Database (OECD), ETSC, EUROSTAT and CARE (EU road accidents database).

3 2010 data

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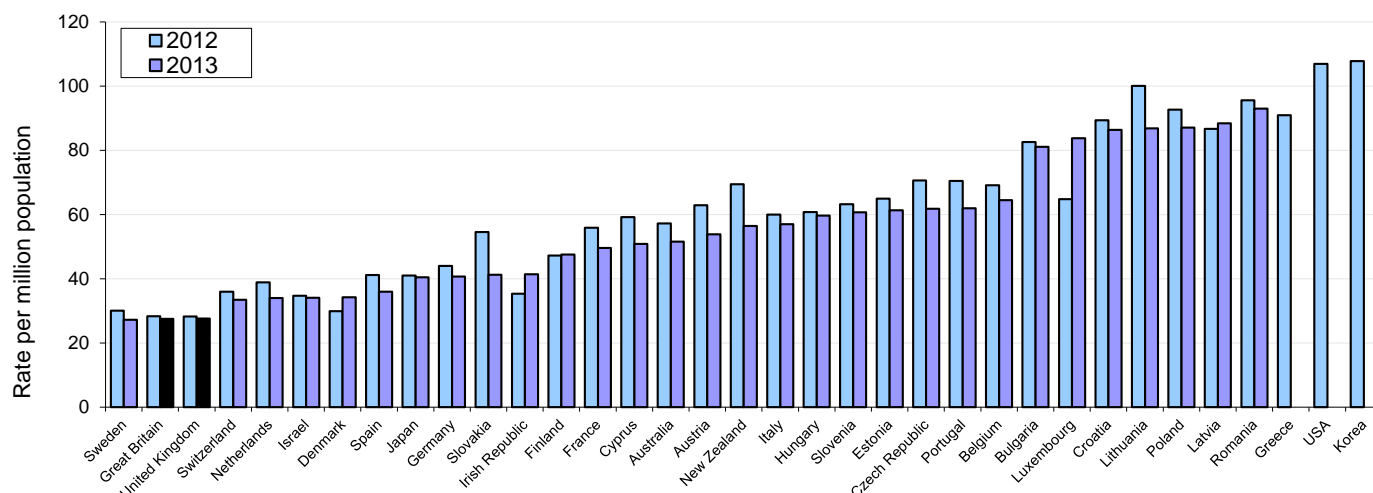
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[Notes & Definitions](#)

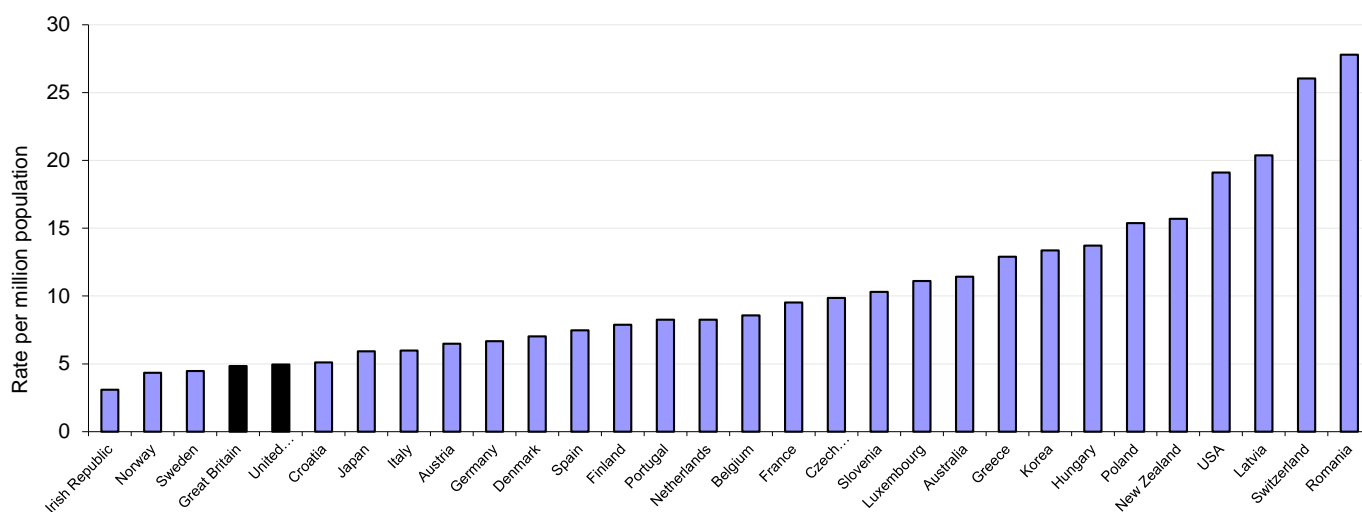
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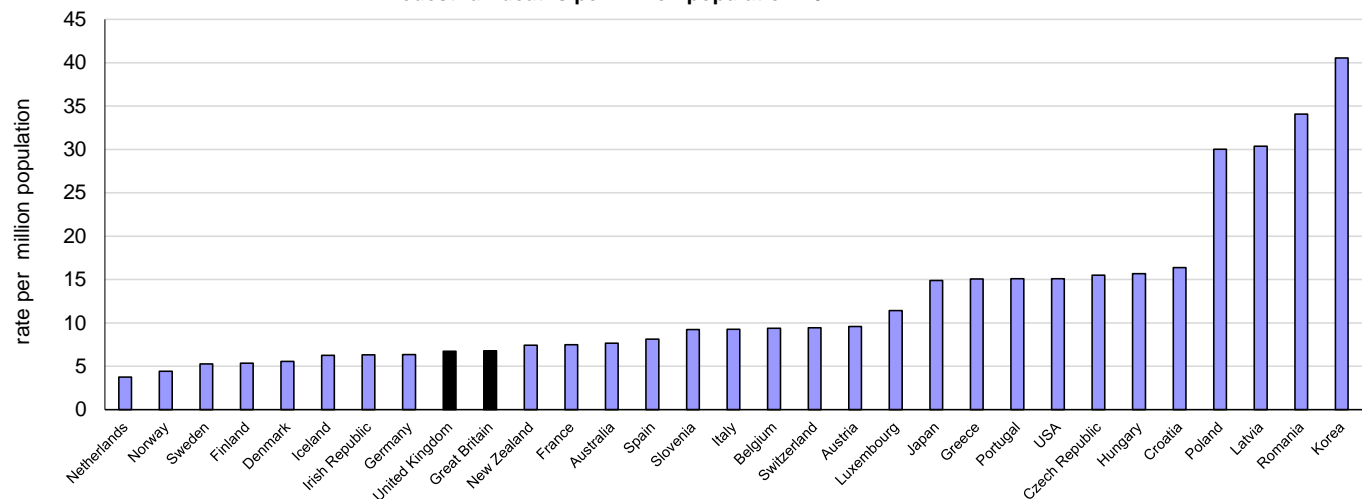
Road deaths per million population: 2012 and 2013 (provisional)



Child (aged 0 - 14) deaths per million population: 2012



Pedestrian deaths per million population 2012



RAS53

Passenger casualty rates for different modes of travel

Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012>

RAS53001

Passenger casualty rates by mode: 2003-2012¹

Per billion passenger kilometres

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2003-2012 average
Air ²											
Killed	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.00	0.01	0.00	0.00
KSI ³	0.00	0.01	0.00	0.00	0.01	0.01	0.01	0.00	0.01	0.00	0.01
All ⁴	0.00	0.01	0.00	0.00	0.01	0.04	0.02	0.00	0.01	0.01	0.01
Rail ^{5,6}											
Killed	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
All	32.5	31.2	26.0	26.3	23.2	24.5	25.9	26.5	25.4	25.0	26.4
Water ⁷											
Killed	0.0	0.0	0.4	0.4	0.0	1.1	0.5	1.4	0.8	0.0	0.4
KSI	61	44	39	48	48	89	56	66	93	43	56
Bus or coach ⁸											
Killed	0.2	0.4	0.2	0.4	0.3	0.1	0.3	0.2	0.2	0.2	0.2
KSI	10	10	7	9	10	10	8	9	8	7	9
All	175	178	158	152	158	156	138	141	138	118	151
Car ⁹											
Killed	2.8	2.6	2.6	2.5	2.2	1.9	1.6	1.3	1.4	1.3	2.0
KSI	27	25	23	22	20	18	17	15	14	14	20
All	294	284	277	263	251	228	221	209	195	188	241
Van ⁹											
Killed	0.9	0.8	0.7	0.6	0.6	0.5	0.4	0.4	0.4	0.4	0.6
KSI	10	8	7	7	5	5	5	4	4	4	6
All	90	77	73	69	59	55	54	51	51	51	62
Motorcycles ⁹											
Killed	116	106	99	109	100	91	85	81	72	67	93
KSI	1,276	1,209	1,127	1,175	1,141	1,113	1,054	1,044	1,119	1,094	1,137
All	4,739	4,663	4,299	4,227	3,972	3,966	3,749	3,764	4,019	3,929	4,145
Pedal cycle											
Killed	26	33	34	32	33	25	22	23	22	24	27
KSI	544	561	547	542	561	561	568	573	646	668	585
All	3,841	4,043	3,839	3,598	3,945	3,566	3,575	3,555	3,889	3,816	3,761
Pedestrian											
Killed	41	35	36	35	35	31	26	23	24	23	31
KSI	423	393	383	370	380	356	317	312	319	333	359
All	1,942	1,832	1,789	1,625	1,657	1,526	1,410	1,441	1,415	1,403	1,605

The figures for Air, Rail and Water modes are outside the scope of National Statistics

¹ Figures have been revised from those published in previous years. See Notes and Definitions for more details.

[Notes & Definitions](#)

² Passenger casualties in accidents involving UK registered airline aircraft in UK and foreign airspace.

³ KSI = Killed or seriously injured

⁴ All = Killed, seriously and slightly injured

⁵ Financial years and National Rail only.

⁶ Passenger casualties involved in train accidents and accidents occurring through movement of railway vehicles. Figures up to 2008/09 only include franchised train operators, from 2009/10 they also include the non-franchised operators First Hull Trains, Grand Central and, until it ceased operating in January

⁷ Passenger casualties on UK registered merchant vessels. From 2010 there are no UK registered Cruise ships.

⁸ Financial year passenger kilometres data revised from 2004/05. A break in the local bus series (outside London) due to changes in the estimation methodology from 2004/05 mean figures before 2004/05 are not comparable.

⁹ Driver and passenger casualties.

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RAS54

National Travel Survey Data

Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013>

RAS54001

Injuries in road accidents, NTS compared to STATS19

Number/percentage

	National Travel Survey (2011/13): Proportion of individuals injured in road accidents ¹			STATS19: GB 2009/13 average	
	Sample size (unweighted)	Last 3 years	Last 12 months	Injured casualties	as a % the of population ⁵
All adults ^{2,3}	43,601	4.0	1.6	178,927	0.4
Males	20,866	4.2	1.9	104,281	0.3
Females	22,735	3.7	1.4	74,645	0.2
Age 16-19	2,545	3.7	2.0	21,788	0.7
Age 20-24	3,110	6.9	3.0	27,146	0.7
Age 25-29	3,174	5.5	2.4	21,445	0.5
Age 30-39	6,633	4.9	1.9	33,839	0.4
Age 40-49	7,054	4.6	1.7	31,383	0.3
Age 50-59	6,819	3.6	1.5	20,217	0.3
Age 60+	13,585	1.9	0.7	23,108	0.2
Children ⁴	10,491	1.6	1.0	18,480	0.2

1 Based on England only resident sample

The figures in this table are National Statistics

2 Includes casualties aged 16 years or over only

3 Includes casualties where the age/gender were not recorded in STATS19

4 Aged < 16 years

5 Based on 2009/13 population average

Source: DfT STATS19, National Travel Survey (Tables NTS0623 and NTS0625) and Office for National Statistics population estimates

Notes & Definitions

[For details of the estimation methodology, see chapter of 2012 Annual Report:](#)

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RAS54002

Road user type of adults¹ injured in road accidents:
NTS (2011/13) based on the details of road accidents in the past three years
and STATS19 (2009/13 average)

Number/percentage		
Proportion of injured road users		
	National Travel Survey (2011/13) ²	STATS19 (2009/13 average)
Car Occupant	70	65
Cyclist	13	9
Motorcyclist	5	10
Pedestrian	7	10
Other	5	6

1 Includes casualties aged 16 years or over only

Source: DfT STATS19 and National Travel Survey NTS0624

2 Based on England only resident sample

The figures in this table are National Statistics

[Notes & Definitions](#)

For details of the estimation methodology, see chapter of 2012 Annual Report:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/244916/rrcgb2012-04.pdf

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RAS54003 (NTS0624)

Injuries sustained in road accident in the last three years: NTS (2011/13)¹

Type of injury experienced ²	per cent	Medical attention ²	per cent
Slight		No medical attention	24
Whiplash	58	First aid at roadside	16
Minor bruising or cuts	38	At GP surgery	35
Slight shock	28	At a minor injuries unit	7
Sprains	11	At Accident and Emergency	34
		As an inpatient in hospital ³	6
Serious		Other	10
Fracture/broken bones	11		
Severe shock	7		
Severe cuts	6		
Concussion	5		
Internal injuries	4		
Crushing	2		
Burns	1		
Other	10		

1 Based on England only sample

Source: DfT National Travel Survey (sample size 1,296) Table NTS0624

2 Percentages sum to more than 100 as more than one answer may be given.

The figures in this table are National Statistics

3 At least one night spent on a hospital ward

[Notes & Definitions](#)

For details of the estimation methodology, see chapter of 2012 Annual Report:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/244916/rrcgb2012-04.pdf

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RAS54004

Estimates of the annual non-fatal road casualties in Great Britain using National Travel Survey data compared with casualties recorded in STATS19 (2009/13)

Number (thousands, estimates rounded to nearest 10 thousand)

	Central estimate ^{1,2}	Approx. 95% Confidence Limits		STATS19 Injured casualties (09/13 avg)
		Lower	Upper	
All road casualties	720	630	800	197
Adults	650	570	730	179
Children	70	40	90	18
Seriously injured	80	60*	120*	23
Slightly injured	640	560*	720*	178
Adult casualties:				
Car occupants	460	390	530	116
Pedal cyclists	80	50	110	15
Motorcyclists	30	20	50	19
Pedestrians	50	20	70	17
Others	30	10	50	12

1 Some figures may not add up to the total due to rounding

Source: STATS19 and National Travel Survey

2 NTS figures are based on England only resident sample but have been multiplied by Great Britain population to give a Great Britain estimate.

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

* these estimates are not approximate confidence limits, but a range to illustrate the uncertainty around the estimate.

Notes & Definitions

For details of the estimation methodology, see chapter of 2012 Annual Report:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/244916/rrcgb2012-04.pdf

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RAS60

Accident and casualty costs

Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013>

RAS60001

Average value of prevention¹ per reported casualty and per reported road accident²: GB 2013

£2013		
Accident/casualty type	Cost per casualty	Cost per accident
Fatal	1,742,988	1,953,783
Serious	195,863	223,870
Slight	15,099	23,544
Average for all severities	52,529	74,280
Damage only	-	2,096

1 The costs were based on 2013 prices and values

2 The number of reported road accidents were based on 2013 data

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Notes and definitions on STATS19 see: <https://www.gov.uk/transport-statistics-notes-and-guidance-road-accident-and-safety>

For further information on Transport Analysis Guidance - WebTAG, see: <http://www.dft.gov.uk/webtag/index.php>

For more information on the accident and casualty analysis, see the chapter in the 2012 Annual Report:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/244913/rrcgb2012-02.pdf

Source: STATS19, Transport Analysis Guidance - WebTAG

Last updated: 25 September 2014

Next update: September 2015

The figures in this table are National Statistics

Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013>

RAS60002

Average value of prevention¹ of reported road accidents² by road type: GB 2013

Accident Type	Road Type			£ 2013
	Built-up roads ³	Non Built-up roads ⁴	Motorways ⁵	All Roads
Fatal	1,908,381	1,994,773	1,921,799	1,953,783
Serious	215,137	242,731	255,446	223,870
Slight	22,260	26,705	32,034	23,544
All injury accidents	60,120	121,013	88,518	74,280
Damage only	1,980	2,895	2,782	2,096
All accidents	5,089	16,318	12,752	6,556

1 The costs were based on 2013 prices and values

2 The number of reported road accidents were based on 2013 data

3 Roads with speed limits of 40pmh or less, excluding motorways and A(M) roads

4 Roads with speed limits greater than 40mph, excluding motorways and A(M) roads

5 Includes motorways and A(M) roads

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Source: STATS19, Transport Analysis Guidance - WebTAG

Last updated: 25 September 2014

Next update: September 2015

The figures in this table are National Statistics

Department for Transport statistics

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2013>

RAS60003

Total value of prevention¹ of reported accidents by severity² and cost element: GB 2013

							£ million
Accident severity	Cost Elements						
	Casualty related costs			Accident related costs			
	Lost output	Medical and Ambulance	Human costs	Police costs	Insurance and admin	Damage to property	
Fatal	1,039	9	2,044	30	1	19	3,142
Serious	504	303	3,436	42	4	104	4,393
Slight	374	159	1,781	66	14	372	2,765
All injury accidents	1,917	471	7,260	137	19	496	10,300
Damage only accidents	0	0	0	76	121	4,217	4,414
All accidents	1,917	471	7,260	213	139	4,713	14,713

1 The number of reported road accidents were based on 2013 data

2 The costs were based on 2013 prices and values

The figures in this table are National Statistics

Last updated: 25 September 2014

Next update: September 2015

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Notes and definitions on STATS19 see: <https://www.gov.uk/transport-statistics-notes-and-guidance-road-accident-and-safety>

For further information on Transport Analysis Guidance - WebTAG, see: <http://www.dft.gov.uk/webtag/index.php>

Source: STATS19, Transport Analysis Guidance - WebTAG

For more information on the accident and casualty analysis, see the chapter in the 2012 Annual Report:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/244913/rrcgb2012-02.pdf

Reported Road Casualties in Great Britain: notes, definitions, symbols and conventions

Notes

The statistics refer to personal injury accidents on public roads (including footways) which become known to the police within 30 days. In particular, damage-only accidents, with no human casualties or accidents on private roads or car parks are not included. The data are collected by police at the scene of an accident or in some cases reported by a member of the public at a police station. Some 50 data items are collected for each accident, including the time and location of the accident, the types of vehicles involved and what they were doing at the time of the accident, and some information on the drivers and casualties involved. The data are processed and then passed by the police (or their agent) to the Department for final checking and analysis.

The form (STATS19) used to collect the statistics and instructions (STATS20) which give more detail on the definitions used for completion) are published by the Department for Transport, the Scottish Government and the Welsh Assembly Government, on the DfT website at: <https://www.gov.uk/transport-statistics-notes-and-guidance-road-accident-and-safety>.

As noted above, statistics on road safety in Great Britain are mostly based on accidents reported to the police via the STATS19 system. Comparisons with death registration statistics show that very few, if any, road accident fatalities are not reported to the police. However, it has long been known that a considerable proportion of non-fatal casualties are not known to the police, as hospital, survey and compensation claims data all indicate a higher number of casualties than are reported.

The Department produces an annual 'best estimate' of the total number of road casualties in Great Britain each year, including those not reported to police. This is derived primarily from National Travel Survey (NTS) data, which, from 2013 is based on an England only resident sample. The latest such estimates, along with a description of how they have been derived and their limitations, are set out in an annual article published in the Reported Road Casualties Great Britain annual report.

The STATS19 data are therefore not a complete record of all injury accidents and this should be borne in mind when using and analysing the data. However, they remain the most detailed, complete and reliable single source of information on road casualties covering the whole of Great Britain, in particular for monitoring trends over time.

Definitions

Accident: Involves personal injury occurring on the public highway (including footways) in which at least one road *vehicle* or a *vehicle* in collision with a *pedestrian* is involved and which becomes known to the police within 30 days of its occurrence. One accident may give rise to several *casualties*. "Damage-only" accidents are not included in this publication.

Adults: Persons aged 16 years and over (except where otherwise stated).

Agricultural vehicles: Mainly comprises agricultural tractors (whether or not towing) but also includes mobile excavators and front dumpers.

Built-up roads: *Accidents* on "built-up roads" are those which occur on roads with *speed limits* (ignoring temporary limits) of 40 mph or less. "Non built-up roads" refer to speed limits over 40 mph. *Motorway accidents* are shown separately and are excluded from the totals for built-up and non built-up roads.

Buses and coaches: Buses or coaches equipped to carry 17 or more passengers, regardless of use.

Cars: Includes *taxis*, estate cars, three and four wheel cars and minibuses except where otherwise stated. Also includes motor caravans prior to 1999.

Casualty: A person *killed* or *injured* in an *accident*. Casualties are sub-divided into *killed*, *seriously injured* and *slightly injured*.

Children: Persons under 16 years of age (except where otherwise stated).

Darkness: From half an hour after sunset to half an hour before sunrise, i.e. "lighting-up time".

Daylight: All times other than *darkness*.

DfT: Department for Transport

Drivers: Persons in control of *vehicles* other than *pedal cycles*, *motorcycles* and ridden animals (see *riders*). Other occupants of *vehicles* are *passengers*.

Failed breath test: *Drivers* or *riders* who were tested with a positive result, or who failed or refused to provide a specimen of breath (see note on Table RAS51002 in "Notes to individual tables" for the coverage of breath test data).

Fatal accident: An accident in which at least one person is *killed*.

Goods vehicles: These are divided into two groups according to vehicle weight. They include tankers, tractor units without their semi-trailers, trailers, articulated vehicles and pick-up trucks.

Heavy goods vehicles (HGV): Goods vehicles over 3.5 tonnes maximum permissible gross vehicle weight (gvw).

Light goods vehicles: Goods vehicles, mainly vans (including car derived vans), not over 3.5 tonnes maximum permissible gross vehicle weight.

Injury accident: An *accident* involving human injury or death.

Killed: Human casualties who sustained injuries which caused death less than 30 days (before 1954, about two months) after the *accident*. Confirmed suicides are excluded.

KSI: Killed or seriously injured.

Light Goods Vehicle: see *Goods vehicles*

Motorcycles: Two-wheel motor vehicles, including mopeds, motor scooters and motor cycle combinations.

Motorways: Motorway and A(M) roads.

Mobility scooter: A powered wheelchair or scooter with a maximum unladen weight of 150kg and a maximum speed of 8mph.

Other roads: All B, C and unclassified roads, unless otherwise noted (i.e. Table RAS30009).

Other vehicles: Other *vehicles* include ambulances, fire engines, trams, refuse *vehicles*, road rollers, *agricultural vehicles*, excavators, mobile cranes, *mobility scooters* and motorised wheelchairs etc, except where otherwise stated. Also included are non motorised *vehicles* include those drawn by an animal, ridden horse, wheelchairs without a motor, street barrows etc, except where otherwise stated. In certain tables "*other vehicles*" may also include *buses and coaches* and/or *goods vehicles*, as indicated in a footnote.

Passengers: Occupants of *vehicles*, other than the person in control (the *driver* or *rider*). Includes pillion passengers.

Pedal cycles: Includes tandems, tricycles and toy cycles ridden on the carriageway. From 1983 the definition includes a small number of cycles and tricycles with battery assistance with a maximum speed of 15 mph.

Pedal cyclists: *Riders* of *pedal cycles*, including any *passengers*.

Pedestrians: Includes children riding toy cycles on the footway, persons pushing bicycles, pushing or pulling other *vehicles* or operating pedestrian-controlled *vehicles*, those leading or herding animals, children in prams or buggies, and people who alight safely from *vehicles* and are subsequently injured.

Riders: Persons in control of *pedal cycles*, *motorcycles* or ridden animals. Other occupants of these *vehicles* are *passengers*.

Road users: Pedestrians and vehicle riders, drivers and passengers.

Rural Roads: Major roads and minor roads outside urban areas and having a population of less than 10 thousand.

Serious accident: One in which at least one person is seriously injured but no person (other than a confirmed suicide) is *killed*.

Serious injury: An injury for which a person is detained in hospital as an “in-patient”, or any of the following injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushings, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries causing death 30 or more days after the *accident*. An injured *casualty* is recorded as *seriously* or *slightly injured* by the police on the basis of information available within a short time of the *accident*. This generally will not reflect the results of a medical examination, but may be influenced according to whether the casualty is hospitalised or not. Hospitalisation procedures will vary regionally.

Severity: Of an *accident*, the severity of the most severely injured *casualty* (either *fatal*, *serious* or *slight*). Of a *casualty*; *killed*, *seriously injured* or *slightly injured*.

Slight accident: One in which at least one person is *slightly injured* but no person is *killed* or *seriously injured*.

Slight injury: An injury of a minor character such as a sprain (including neck whiplash injury), bruise or cut which are not judged to be severe, or slight shock requiring roadside attention. This definition includes injuries not requiring medical treatment.

Speed limits: Permanent speed limits applicable to the roadway.

Taxi: Any vehicle operating as a hackney carriage, regardless of construction, and bearing the appropriate district council or local authority hackney carriage plates. Also includes private hire cars.

Users of a vehicle: All occupants, i.e. *driver* (or *rider*) and *passengers*, including persons injured while boarding or alighting from the *vehicle*.

Urban Roads: Major and minor roads within an urban area with a population of 10 thousand or more. The definition is based on the 1991 Office of the Deputy Prime Minister definition of urban settlements. The urban areas used for this bulletin are based on 2001 census data.

Vehicles: Vehicles (except *taxis*) are classified according to their structural type and not according to their employment or category of licence at the time of an *accident*.

Vehicles involved in accidents: *Vehicles* whose *drivers* or *passengers* are injured, which hit and injure a *pedestrian* or another *vehicle* whose *driver* or *passengers* are injured, or which contributes to the *accident*. *Vehicles* which collide, after the initial *accident* which caused injury, are not included unless they aggravate the degree of injury or lead to further *casualties*. Includes *pedal cycles* ridden on the footway.

Symbols and conventions used

Rounding of figures: In tables where figures have been rounded, there may be an apparent slight discrepancy between the sum of the constituent items and the total as shown.

Symbols: The following symbols have been used throughout:

0 = nil or negligible (less than half the final digit shown).

.. = not available/applicable.

Conversion factor: 1 mile = 1.6093 kilometres.

Billion = One thousand million = 1000,000,000 = 10^9

Notes to individual tables

A list of the 2009 format table numbers can be found in the index sheet of all Road Safety Statistics tables

RAS10004 – The total number of accidents is classified according to the number of each severity of injury resulting from them.

RAS10006 – “Raining” includes drizzle, hail and sleet not tending to build up a deposit. “Snowing” includes sleet building up a deposit. “Fog” does not include light mist if it does not constitute a driving hazard on the road where the accident occurred.

RAS10008 – Carriageway hazards are recorded as such, whether or not the animal or object concerned was hit and whether or not its presence is known to have contributed to the accident. “Other object in carriageway” comprises those not expected to be found in the carriageway; it does not include permanent features such as a bollard or pedestrian refuge. “Animal in carriageway” includes led animals, but not ridden horses which are recorded separately on the accident statistics report.

RAS10009 – An accident is considered to be at a junction if it is within 20 metres of an intersection or roundabout. Grade separated crossings (by bridge or underpass) are not junctions. “Roundabout” includes mini-roundabout junctions, “T junction” includes slip roads joining dual carriageways. “Crossroads” includes only junctions where the alignments of both of the roads are uninterrupted, whatever the angle of the crossing, i.e. the arms are not staggered. If there is more than one junction within 20 metres of the accident, the nearest is coded.

RAS10010 – This table only covers accidents where one vehicle is involved. It does not cover accidents involving two or more vehicles.

RAS10011 – In column 6, “other combination” means that at least one of the vehicles involved is not a car.

RAS20003 – This table shows the number of vehicles involved in fatal, serious, and slight accidents and data for other vehicles (i.e. taxis and minibuses) that usually come within the definition of a “car” in this publication.

RAS20005 – Although pedal cycles are occasionally reported as having been involved in accidents on motorways, no attempt is made to estimate cycle traffic on motorways or to calculate corresponding rates. In other cells of the table, the rates are subject to uncertainty because of the small number of involvements (see RAS20004) and because the traffic estimates are based on a small number of counting points.

RAS20007 – “Skidded” does not include vehicles which also jack-knifed. A vehicle which, as a result of the accident, was at any time on its roof, side, front or rear is recorded as having overturned, even though it may have come to rest on its wheels.

RAS20008 – In all cases the manoeuvres are those being performed immediately before the accident. For definition of “at a junction” see note to RAS10009.

RAS20010 – The journey purpose of around three quarters of drivers/riders of non-commercial vehicles is either classified as “other” or “unknown”. These two categories cannot be separated although changes to the collection of data may make this possible

in the future. It is therefore likely that, for example, the number of work trips is under-reported.

RAS30013 – The casualty rates for each type of vehicle have been calculated by dividing the number of user casualties by the total amount of traffic estimated for the particular type of vehicle. For pedal cyclists, an additional rate has been provided, based on the National Travel Survey (NTS).

RAS30017 – The table gives the number of casualties in accidents involving different types of vehicle. As a large proportion of accidents involve two or more vehicles, not necessarily of the same type, many casualties will be counted in two or more columns of this table. Pedestrian casualties are included under each type of vehicle involved in the accident. For example (first row, under the heading “Car”), 260 road users were killed in accidents on built-up A roads in which a car was involved.

RAS30018 – The casualty rates, for a particular type of vehicle, have been calculated by dividing the number of user or pedestrian casualties by the total amount of traffic estimated for the particular type of vehicle on a particular class of road.

RAS30019 – This table shows the number of casualties in fatal, serious, and slight accidents for each of the road user types listed and these are further split by drivers or riders and passengers.

RAS30020 – Casualty rates are calculated by dividing the number of casualties of each road user type by the total number of vehicle miles or kilometres travelled by that vehicle type each month. In calculating rates, no allowance has been made for the number of persons per vehicle, which may vary from month to month.

The table shows separate monthly casualties in respect of motorcycles and passenger car users as distinct from the remainder of the “car” category. Monthly rates are only possible for the groups shown.

RAS30027 – A “zebra” crossing has broad black and white stripes on the road and orange flashing beacons. A “pelican” or “puffin” crossing has lights controlling the traffic including a flashing amber phase, and lights controlling pedestrians (or pedestrians and cyclist/horse riders) including a flashing “green man” phase. This category also includes any crossing with traffic lights which is not a pelican/puffin/toucan crossing but which has an indicator light for pedestrians only. “Light controlled junction (with pedestrian phase)” is any crossing with traffic lights at a junction, with a “green man phase” or other indicator light for pedestrians, this does not include normal traffic signals with pedestrian stud crossing points but no special indicator lights for pedestrians. Crossings with “human control” are those controlled by school crossing (“lollipop”) patrols and other authorised persons (police, traffic wardens).

RAS30030 – This table reports the number of child casualties which occur during term time (based on local authority term dates) and in the hours in which children may be expected to be making a journey to or from school, although the actual reason for the journey cannot be certain.

RAS30035 – This table compares the number of registered road deaths (as published by the Registrars General) with all accidental deaths and with deaths from all causes (both of which include registered road deaths). Road deaths published by the Registrars General are based on the date of death as opposed to the date of death registration.

They differ from the STATS19 figures that are restricted to deaths within 30 days of an accident. Year to year fluctuations occur due to time lags between accident and death and registration of death.

RAS30037 – See note to RAS20010

RAS40001 – The completeness of reporting for slight injuries may vary over such a long time period. The reporting rate is especially influenced by public attitudes about reporting to the police, and the police awareness of the requirement to collect a defined long range of slight injury accidents.

RAS40002 – The casualties in columns 3 to 6 are those resulting from the accidents in column 1. They are classified by severity of injury suffered by the casualty (columns) and by the severity of accident, i.e. of the most severely injured casualty in the accident (rows).

RAS40003 – Provides for each speed limit in common use, the number of accidents and casualties on major roads - motorways (including A(M) roads) and A roads - and on minor roads. An accident on a road with any other limit is included with those of the next higher limit.

RAS40004 – Columns 1 and 2 give, for each vehicle type, the number of accidents in which only one such vehicle was involved, showing the user casualties and any pedestrian casualties involved; e.g. in the All Areas table, 773 accidents involved only a pedal cycle, giving rise to 776 cyclist casualties (riders and passengers); a further 434 accidents also involved 442 pedestrian casualties as well as 128 cyclist casualties.

Columns 3 to 10 analyse two-vehicle accidents according to both vehicle types, also giving, by severity of injury, the casualties for the users of the vehicle class defined on the left (under vehicle A) and pedestrians who were (first) hit by vehicles of that class. Thus 15,458 accidents involved a pedal cycle and a car, resulting in 15,408 pedal cyclist casualties and 16 pedestrian casualties hit by the pedal cycle. The car user casualties and pedestrians hit by cars, in these same accidents, appear in the fourth group of column 3. Where both vehicles are of the same class, the casualties refer to those deriving from both vehicles, e.g. 39,501 accidents involved two cars with 59,933 car occupant casualties, with 765 pedestrians hit by one or other car.

Column 11 shows the total number of two vehicle accidents for the vehicle class defined on the left (under vehicle A).

Column 12 includes all accidents involving 3 or more vehicles, at least one of which is of the class on the left (under vehicle A), together with casualties associated with that class in such accidents; e.g. 589 such accidents involved at least one pedal cycle, with 662 cyclist casualties but with no pedestrians involved. Other casualties in these accidents would appear against the other vehicle classes concerned.

Column 13 is the sum of columns 1, 2, 11, and 12. In multi-vehicle accidents, the accidents (but not casualties) are multi-counted; e.g. the total number of accidents involving goods vehicles is the sum of involving 12,008 light goods vehicles (LGV) and 6,092 heavy goods vehicles (HGV) less the 266 accidents which involved both an HGV and a LGV and less any of the 3 or more vehicle accidents which involved at least one of each.

RAS40005 – This table shows the number of vehicles involved in accidents and (where applicable) the number which were Left Hand Drive, the number of accidents involving these vehicles and casualties arising from these accidents.

RAS51002 – The figures relate to drivers (or riders) of cars, motor vehicles and motorcycles involved in accidents, whether or not the driver was a casualty. The first line gives the number of all such drivers of accident involved vehicles, including those who were not with their vehicles or not contacted by the police, as well as cases where injury or circumstances would have prevented a breath test. The second line gives the number required to take a breath test near the place of the accident, or at a hospital in the case of a casualty admitted there as a patient, provided the doctor in charge of the patient has not objected; it does not include breath tests at a police station following an arrest. The fourth line gives the number of positive tests, which indicated a breath alcohol concentration in excess of 35 micrograms per 100 millilitres of blood, plus the number of drivers required to provide a breath test who either refused or failed to provide a specimen of breath. No account is taken of whether or not a possible second breath test, or blood or urine test, confirmed the results, and whether or not a prosecution followed.

RAS51003 and ras51004 – See note to RAS51002 for the coverage of breath test data. The small number of breath tests which have been recorded as carried out on pedal cyclists have been excluded.

RAS52001 – Provisional 2013 fatality and fatality rates per million population have been included together with 2012 data. Population data used for 2013 are ONS 2011 census - based population estimates.

RAS53001 – There have been a number of small changes due to revisions in road traffic and rail usage data to this table, but these have had little effect on the comparisons of the different modes.

For rail, the figures in this table have been sourced from the Rail Safety and Standards Board (RSSB). In versions of this table published in previous years they were based on casualties recorded by the Office of Rail Regulation (ORR) within a database called SIGNAL. Data from previous years have been revised to the RSSB figures to provide a consistent time series.

For Maritime, the latest table contains revisions to various years data between 2000 and 2006. For further details see the Annual Report by the Marine Accident Investigations Branch at www.maib.gov.uk.

For Pedestrians, exposure is calculated using trip data from the National Travel Survey (NTS) which, from 2013, is based on an England only resident sample. There is an apparent under-recording of short walks in 2002-2003 and in 2007- 2008 compared to other years. See section 1 of National Travel Survey 2008 Bulletin at: <http://www.dft.gov.uk/pgr/statistics/datatablespublications/personal/mainresults/nts2008/> For 2011 data, 2010 NTS data is used together with projected 2011 population data.

Passenger casualty rates given in the table can be interpreted as the risk a traveller runs of being injured, per billion kilometres travelled. The coverage varies for each mode of travel and the definitions of injuries and accidents are different. Thus care should be exercised in drawing comparisons between the rates for different modes. Further information can be found in article 7 of RCGB 2007 (page 79).

The table provides information on passenger casualties and where possible travel by drivers and other crew in the course of their work has been excluded. Exceptions are for private journeys and those in company owned cars and vans where drivers are included. Figures for all modes of transport exclude confirmed suicides and deaths through natural causes. Figures for air, rail and water exclude trespassers and rail excludes attempted suicides. Accidents occurring in airports, seaports and railway stations that do not directly involve the mode of transport concerned are also excluded; for example, injuries sustained on escalators or falling over packages on platforms.

The following definitions are used:

Air: Accidents involving UK registered airline aircraft in UK and foreign airspace. Fixed wing and rotary wing aircraft are included but air taxis are excluded. Accidents cover UK airline aircraft around the world not just in the UK.

Rail: Train accidents and movement accidents involving people on board trains or in the act of boarding or alighting from them in Great Britain. These figures only cover National Rail, and do not cover accidents on Eurotunnel, London Underground, trams, other rail guided systems and trolley vehicle systems.

Water: Figures for travel by water include both domestic and international passenger carrying services of UK registered merchant vessels.

Road: Figures refer to Great Britain and include accidents occurring on the public highway (including footways) in which at least one road vehicle or a vehicle in collision with a pedestrian is involved and which becomes known to the police within 30 days of its occurrence. Figures include both public and private transport. More information and analyses on road accidents and casualties can be found in Part 4: Road traffic, freight, accidents and motor vehicle offences.

Bus or coach: Figures for work buses are included.

Car: Includes taxis, invalid tricycles, three and four wheel cars and minibuses. Prior to 1999 motor caravans were also included.

Van: Vans mainly include vehicles of the van type constructed on a car chassis. These are defined as those vehicles not over 3.5 tonnes maximum permissible gross vehicle weight.

Motorcycles: Mopeds, motor scooters and two-wheeled motor vehicles (including motor cycle combinations).

Pedal cycle: Includes tandems, tricycles and toy cycles ridden on the carriageway.

Pedestrian: Includes persons riding toy cycles on the footway, persons pushing bicycles, pushing or pulling other vehicles or operating pedestrian controlled vehicles, those leading or herding animals, occupants of prams or wheelchairs, and people who alight safely from vehicles and are subsequently injured.

Calendar of events affecting road safety and traffic

1903-1904: Motor Car Act introduced driving licences. Vehicle braking requirements are introduced for the first time.

1927: First automatic traffic light signals installed.

1930: Speed limit of 20 mph is abolished for cars and cycles. PSVs are limited to 30 mph and maximum working hours for PSV and goods vehicle drivers are introduced. Testing for some driving licences is made compulsory. Third party insurance cover becomes necessary. Minimum driving age set.

1931: Highway Code first issued.

1934-1935: In built-up areas a speed limit of 30 mph is made compulsory. HGV licences are introduced. The first pedestrian crossings appear. Regulations concerning vehicle safety glass and windscreen wipers are introduced. Invention of “cats eyes” reflecting road studs. Compulsory driving tests introduced as part of the Road Traffic Act. “L” plates introduced.

1939-1945: Signposts removed during wartime. Driving tests are suspended with examiners designated as Traffic Officers, supervising fuel rationing.

1946-1948: Wartime lighting restrictions are relaxed and driving tests restored in 1946. Petrol allowance of 180 miles per month is permitted.

1949-1954: New anti-dazzle regulations are introduced. Legislation concerning new lighting and school crossing patrols are introduced. Flashing indicators on motor vehicles are legalised. Brakes on pedal cycles are made compulsory. Introduction of zebra crossings. New Highway Code features first colour illustrations.

1955-1957: Regulations concerning parking without lights in London are introduced. The maximum length allowed for vehicles is increased. Holders of lapsed licences issued over 10 years previously must retake driving test to obtain a new licence. Penalties for drinking and driving are extended to pedal cyclists. Fuel shortages resulting from the Suez crisis in 1956 decrease motor traffic; driving tests are suspended during the crisis. First motorway opened.

1959-1960: Motorway regulations, new vehicle lighting regulations and double white lines are introduced. Speed limit of 40 mph introduced for some roads. Learner motorcyclists are restricted to riding machines of under 250 cc. Annual testing of 10 year old cars and LGVs is introduced. Introduction of parking meters on London streets. Yellow lines denoting waiting restrictions introduced. Stanmore examiner training school opened.

1961-1963: Testing of all vehicles of 30 cwt and under and more than 7 years old is made compulsory. A valid test certificate is required to obtain a vehicle licence. Free copies of the Highway Code are circulated. TV car safety campaign *You Know It Makes Sense* launched, encouraging use of seatbelts. Motorcyclists permitted to ride bikes over 250cc (after passing their test) under the Road Traffic Act 1962.

1964-1965: Introduction of trial speed limit of 70 mph on motorways and other previously derestricted roads. First “Drink and Drive” publicity campaign.

1966-1967: Seat belt fitting is made compulsory for new cars. It becomes an offence to drive with over 80mg of alcohol per 100ml of blood. Breath tests introduced. Permanent maximum speed limit of 70 mph introduced for previously unrestricted roads. HGVs banned from the outside lane of motorways.

1968-1969: Introduction of plating and testing of goods vehicles and voluntary HGV driving tests - Regulations on drivers' working hours are introduced. Test certificate now required for cars more than 3 years old. Pelican crossings are introduced. First UK bus lane introduced in Park Lane, London.

1970-1972: HGV driving test and registration of driving instructors becomes compulsory. 16 year olds are limited to riding mopeds only. Rear markings and long vehicle signs are made compulsory for HGVs. Zig Zag markings introduced at zebra crossings. Child seatbelt TV campaign *Your Seatbelt is their Security* is launched in 1970. The following year sees the introduction of the *Clunk Click Every Trip* seatbelt campaign. The Green Cross Code is launched to promote child pedestrian safety, aimed specifically at children themselves.

1973-1974: Safety helmets are made compulsory for two-wheeled motor vehicle users. Energy crisis leads to petrol shortages and large fuel price increases and to temporary 50 mph national maximum speed limit.

1975-1976: Vehicles now required to be lit when daylight visibility is seriously reduced. Minimum age of trainee HGV drivers reduced to 18.

1977: Mopeds redefined to 30 mph maximum design speed. MOT test widened to include windscreen wipers and washers and exhaust systems. 1977 Christmas drink drive campaign slogan *Think before you drink before you drive* is used by the Brewers and Licensed Retailers Association in later education campaigns.

1978: 60 and 70 mph speed limits are made permanent. New rules on the maximum number of hours that may be worked by goods vehicle drivers are introduced. High intensity rear fog lamps become a mandatory fitment to most vehicles manufactured after 1 October 1979 and used from 1 April 1980.

1979: Regulations are introduced to help prevent lorries hitting overhead bridges. Code of practice issued on vehicle safety defects (arrangements for recall on new vehicles found to be defective). Use of tachograph accepted by Government. Start of long-term drink/driving tracking research.

1980-1981: Reform of bus licensing and removal of advertising restrictions from private car sharing schemes. Reduction in minimum driving age of invalid car drivers to 16.

1982: Two part motorcycle test introduced. Provisional motorcycle licences restricted to two years. Recall code announced for manufacturers to recall potentially defective motorcycles. Tougher written examination for entrants to driving instructor registration scheme.

1983: Seat belt wearing becomes law for drivers and front seat passengers. Learner motorcyclists now only allowed to ride machines of up to 125 cc. First road hump regulations made.

1984: Stiffer driving tests for entrants of driving instructor registration scheme. Tougher internal checks on tuition given by qualified driving instructors. New pedal cycles are

required to meet British Standards. Revised Code of Practice on safety of loads on vehicles is issued. Spray reducing devices required to be fitted to lorries and trailers.

1985: Both load and speed performance to be marked on new car tyres. Regulations allowing the use of traffic cones, warning lamps, and triangles in the event of breakdowns come into force. PSV driving tests made compulsory.

1986: Uniform construction standards to apply to minibuses first used from April 1988. Tyres are now required to support maximum axle weights at a vehicle's maximum speed. Seat belt legislation is made permanent. White on brown signs to tourist attractions introduced. European Road Safety Year.

1987: The Secretary of State for Transport sets a target to achieve a one third reduction in road accident casualties by the year 2000. All newly registered cars to be fitted with rear seat belts or child restraints. Use of amber flashing lights on slow moving vehicles is made compulsory. Zig-zag markings extended to Pelican crossings. Closure of 586 emergency crossing points on central reservations of motorways.

1988: Close proximity and wide angle rear view mirrors become a legal requirement on new HGVs. All new cars first used from 1 April must be able to use unleaded petrol. All coaches first used from 1 April 1974 must have 70 mph limiters fitted by 1 April 1992. Driving tests hereafter conducted under the provisions of the Road Traffic Act 1988.

1989: Penalty points increased for careless driving, driving without insurance, and failing to stop after or to report an accident. Accompanied motorcycle testing becomes mandatory. Seat belt wearing by rear child passengers becomes law in cars where appropriate restraints have been fitted and are available. The Booth Report published, assessing motorcycle accidents in the Metropolitan Police area. Motorcycle test revised to include radio contact and accompaniment by examiner.

1990: Compulsory basic training for motorcyclists introduced. Learner motorcyclists banned from carrying pillion passengers. New road hump regulations. High Risk Offenders Scheme for problem drink-drivers extended; introduction of charges for medical examination required before return of licence. New regulations require those accompanying learner drivers to be at least 21 years old and to have held a licence for 3 years. Experimental Red Routes introduced in London.

1991: First 20mph zones introduced. Chevron markings introduced on the M1 to help drivers keep a safe distance from the vehicle in front. First trials of nearside pedestrian signal at junctions. First edition of *Car and Driver: Injury Accident and Casualty Rates* published giving information on comparative accident involvement and injury risks of popular makes and models of car. Seat belt wearing by rear adult passengers becomes law in cars where belts are fitted and available.

1992: Requirement for a minimum tread depth of 1.6mm introduced for cars and light vans. Traffic Calming Act 1992 receives Royal Assent. Launch of road safety campaign *Kill Your Speed, Not A Child*. Government issues *Killing Speed and Saving Lives* consultation paper. Safety helmets made compulsory for child horse riders. Speed enforcement cameras and retesting of dangerous drivers introduced. All new goods vehicles over 7.5 tonnes fitted with 60 mph speed limiters. New emission requirements made 3-way catalytic converters necessary on virtually all new petrol-engined cars.

1993: Experimental scheme begins in the use of rehabilitation courses for drink/drive offenders. MOT test for cars extended to include checks on mirrors, fuel tanks and pipes, body security, seat and door security, additional lighting items, number plates and windscreen condition. Consolidation of seat belt wearing regulations. Bus Advance Areas introduced. Traffic Calming Regulations enable highway authorities to introduce a wider range of traffic calming features.

1994: Publication of *Safer by Design* brochure produced for local councils to encourage traffic calming. London Boroughs take over most parking enforcement in the capital. 100th speed camera site established and 100th 20mph speed limit zone opened. Launch of *Elephant* rear seat belt and *Kill Your Speed* TV publicity campaigns. Major revision of traffic signs regulations introducing modified system of colour coded direction signs, simplification of yellow line system of waiting restrictions and a range of new warning and regulatory signs. Speed limiter settings lowered to 65 mph for new buses and coaches and to 56 mph for HGVs.

1995: Publication of *Road Safety Report 1995*. Pass Plus scheme introduced for new drivers, which encourages new drivers to take more lessons by offering discount on motor insurance. New edition of the Highway Code for young road users. Speed campaign *Don't Look Now* incorporates radio commercials for the first time. New edition of *Choosing Safety* booklet published, giving advice on car safety and security features.

1996: Driving theory test introduced for car and motorcycle learners (1 July). Latest *Kill Your Speed* campaign focuses on children killed near their homes using emotive music, poetry and relatives voices. *Child Pedestrian Safety in the UK* published. Publication of advice booklets on the forthcoming requirement for seat belts in minibuses and coaches carrying children. Publication of consultation document *Targeting the Future* which sets out options for post 2000 casualty targets.

1997: New Zebra, Pelican and Puffin crossing regulations introduced. Road Traffic (New Drivers) Act 1995 comes into force; withdrawal of licence and compulsory retesting for new drivers who accumulate 6 or more penalty points within 2 years of passing their driving test. Written theory test introduced for LGV and PCV drivers.

1998: Transport white paper *A New Deal for Transport: Better for Everyone* published, promoting public transport and safer, more secure transport systems. Drink-drive rehabilitation experiment expanded to cover around one-third of courts in Great Britain and extended for 2 years to the end of 1999. Publication of *Combating Drink-drive: Next Steps* consultation paper. The Continuous Registration scheme came into force. From January 1998 it has been a legal requirement for the registered keeper of a vehicle to ensure that it is, at all times, either licensed or a Statutory off Road Notification (SORN) is in force.

1999: *Kill your Speed* campaign launched (six weeks: £3.5m). GLA Road Network announced (220 miles of trunk roads and 105 miles of borough roads). *Cycle Smart* campaign for child cyclists launched. First BBC simulcast commercial for £2.6m Millennium Drink-Drive campaign. Changes to practical driving test introduced.

2000: The government announced a new road safety strategy and casualty reduction targets for the year 2010 in *Tomorrows Roads - Safer for Everyone*. A review of speed policy was conducted and reported in *New Directions in Speed Management*. £1.4bn targeted programme of improvements announced in *A New Deal for Trunk Roads in England* following the Roads Review. National Cycle Network officially opened. *Think!* road

safety campaign launched. Eight pilot areas to recover costs of operating speed and red light cameras (safety cameras) from fines resulting from enforcement.

2001: The government announced a £10 million pilot of road safety schemes for children in deprived areas. *Road Safety Good Practice Guidance* published. First national campaign launched for fitting child car seats correctly. “Hedgehogs” road safety website launched for children. Legislation introduced that extends the cost recovery system piloted in 2000 to all areas. A national safety camera programme is gradually introduced.

2002: The government seeks views on banning mobile phones whilst driving. £6 million was made available to improve road safety in most deprived cities. A new motorcycle safety campaign is launched, as is a campaign urging parents to check their child’s car seat every trip. *Dangerous driving and the Law* report published.

2003: The phased introduction of the hazard perception test into the theory test was completed. As of 1 December the new offence of using a hand held mobile phone while driving is introduced. *Seatbelt campaign **THINK! Wear a seatbelt.... You don’t get a second chance*** features an online interactive crash simulator. Radio drink driving campaign timed to coincide with early morning pub opening during Rugby Union World Cup. Congestion Charging introduced in London.

2004: The first three year review of the Government's road safety strategy published. The World Health Organisation dedicated World Health Day to the issue of road safety. The United Nations issued a resolution on global road safety.

2005: Roads Policing Strategy published jointly by Dept for Transport, Home Office and Association of Chief Police Officers. Publication of Government's Motorcycling Strategy, recognising motorcycling as a “mainstream” mode of transport. *Distractions* campaign, aimed at teenage pedestrians, features *Camera Phone*, first TV commercial shot entirely on a mobile video phone. The police are given the power to seize uninsured vehicles being driven on the road - those which are not reclaimed may be sold off or crushed.

2006: Road Safety Act passed. The act made provision for a wide range of road safety matters including: drink driving, speeding, driver training, driver and vehicle licensing.

2007: New THINK! drink-drive advert launched, emphasising the consequences of a drink-drive conviction. New crash helmet safety rating scheme announced: 'SHARP' - *Safety Helmet Assessment and Rating Programme* giving an independent rating (from 1 to 5 stars) of how much protection a helmet can provide in an impact. The cost recovery system for safety cameras ends. From 1 April cameras to be funded like other safety measures through the Local Transport Plan process.

2008: *Learning to Drive* consultation, reforming car driver training and testing, published. Driver Certificate of Professional Competence (DCPC) was introduced for bus and coach drivers.

2009: The Department evaluated the safety performance of motorcycle helmets and published ratings under the Safety Helmet Assessment and Rating Programme (SHARP). First national THINK! campaign about drug driving launched. The department introduced Road Casualties Online to its website, a web based tool which allows members of the public to perform their own analysis and examination of Reported Road Accident

Statistics. The two part, modular motorcycle test was introduced. Driver Certificate of Professional Competence (DCPC) was introduced for lorries.

2010: Government-commissioned independent North Review of drink and drug driving published. Specific funding for safety cameras abolished and local safety funding mainstreamed. Significant changes to practical car tests with 'independent driving' introduced. Driver Certificate of Professional Competence (DCPC) was introduced for lorry drivers. National Driver and Rider Standards published.

2011: The Strategic Framework for Road Safety was published, setting out the Government's approach to continuing to reduce killed and seriously injured casualties on Britain's roads. Continuous Insurance Enforcement (CIE) scheme introduced making it an offence to keep any vehicle which has no valid insurance unless a valid Statutory Off Road Notification (SORN) declaration has been made to the Driver and Vehicle Licensing Agency (DVLA). National Driver and Rider Training Standards published.

2013: In January 2013 the Department published revised guidance to local authorities on setting local speed limits. This revision will help local authorities implement more consistent speed limits on local roads and incorporates recent changes that create more flexibility for authorities to implement 20mph limits and zones.

Changes giving the police powers to issue fixed penalty notices for careless or inconsiderate driving have come into effect on 16 August 2013. Careless drivers who put other road users at risk by committing offences such as tailgating or poor lane discipline will face on-the-spot penalties. Existing fixed penalty levels for most motoring offences - including using a mobile phone at the wheel and not wearing a seatbelt - rise to £100, bringing them into line with penalties for similar non-motoring fixed penalties.

2014: The car tax disc is being abolished on 1 October this year after 93 years.

Department for Transport statistics

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RAS55010	RRCGB Article 6	Proportion of road casualties with selected injuries, and selected body regions by injury severity in the linked STATS19 and HES data, England, 2003 - 2012
RAS55011		Road casualties by MAIS group for linked STATS19 and HES data, England, 2003 - 2012
RAS55013		Age of cars by MAIS group of car occupants in the linked STATS19 and HES data, England, 2003 - 2012
RAS55014		Casualty rates per 100,000 car population by age of car and MAIS group of car occupants in the linked STATS19 and HES data, England, 2003 - 2012
RAS55016	RRCGB Article 6	Emergency admissions for falls in the street, cyclists in non-traffic accidents and animal riders or occupants of animal drawn vehicles, HES, 2013
<u>RAS60: Accident and casualty costs</u>		
RAS60001	RRCGB Article 2	Average value of prevention per reported Casualty and per reported road accident, Great Britain, 2013
RAS60002	RRCGB Article 2	Average value of prevention of reported road accidents by road type, Great Britain, 2013
RAS60003	RRCGB Article 2	Total value of prevention of reported accidents by severity and cost element, Great Britain, 2013
RAS60004	RRCGB Article 2	Total value of prevention of reported accidents by severity and road type, Great Britain, 2013
<u>RAS61: Motor vehicle offences</u>		
RAS61001	TSGB0811	Motor vehicle offences: findings of guilt at all courts, fixed penalty notices and written warnings, by type of offence, England and Wales, 2003 - 2012

MG NSRF/A

ACCIDENT STATISTICS

Incident URN

Other ref.

1.3	ACCIDENT REFERENCE									

***FATAL / SERIOUS / SLIGHT**

1.9 TIME **H H M M**

DAY* **Su M T W Th F S**

1.7 DATE **D D M M 2 0 Y Y**

1st Road Class & No.
or (Unclassified - UC)
(Not Known - NK)

1st Road Name

Outside House No.
or Name or Marker
Post No.

at junction with / or metres **N S E W** * of

2nd Road Class & No.
or (Unclassified - UC)
(Not Known - NK)

2nd Road Name

Town

Sector /Beat No.

County or Borough

Parish No. or Name

1.10 Local Auth No.
(if known)

1.11 Grid Reference **E —** **N ↑**

--	--	--	--	--	--	--	--

REPORTING Name OFFICER **BCU/Stn** 1.2 Force Tel Number

1.5	Number of vehicles			
-----	--------------------	--	--	--

1.6	Number of casualties			
-----	----------------------	--	--	--

1.14	ROAD TYPE		X
	Roundabout	1	
	One way street	2	
	Dual carriageway	3	
	Single carriageway	6	
	Slip road	7	
	Unknown	9	

1.15	Speed Limit (Permanent)		
------	-------------------------	--	--

1.16	JUNCTION DETAIL		X
	Not at or within 20 metres of junction	00	
	Roundabout	01	
	Mini roundabout	02	
	T or staggered junction	03	
	Slip road	05	
	Crossroads	06	
	Junction more than four arms (not RAB)	07	
	Using private drive or entrance	08	
	Other junction	09	

JUNCTION ACCIDENTS ONLY

1.17	JUNCTION CONTROL		X
	Authorised person	1	
	Automatic traffic signal	2	
	Stop sign	3	
	Give way or uncontrolled	4	

1.20a	PEDESTRIAN CROSSING - HUMAN CONTROL		X
	None within 50 metres	0	
	Control by school crossing patrol	1	
	Control by other authorised person	2	

1.20b	PEDESTRIAN CROSSING - PHYSICAL FACILITIES		X
	No physical crossing facility within 50m	0	
	Zebra crossing	1	
	Pelican, puffin, toucan or similar non-junction pedestrian light crossing	4	
	Pedestrian phase at traffic signal junction	5	
	Footbridge or subway	7	
	Central refuge — no other controls	8	

1.22	WEATHER		X
	Fine without high winds	1	
	Raining without high winds	2	
	Snowing without high winds	3	
	Fine with high winds	4	
	Raining with high winds	5	
	Snowing with high winds	6	
	Fog or mist — if hazard	7	
	Other	8	
	Unknown	9	

1.23	ROAD SURFACE CONDITION		X
	Dry	1	
	Wet / Damp	2	
	Snow	3	
	Frost / Ice	4	
	Flood (surface water over 3cm deep)	5	

1.21	LIGHT CONDITIONS		X
	Daylight:	1	
	Darkness: street lights present and lit	4	
	Darkness: street lights present but unlit	5	
	Darkness: no street lighting	6	
	Darkness: street lighting unknown	7	

1.24	SPECIAL CONDITIONS AT SITE		X
	None	0	
	Auto traffic signal out	1	
	Auto traffic signal partially defective	2	
	Permanent road signing or marking defective or obscured	3	
	Roadworks	4	
	Road surface defective	5	
	Oil or diesel	6	
	Mud	7	

1.25	CARRIAGEWAY HAZARDS		X
	None	0	
	Dislodged vehicle load in carriageway	1	
	Other object in carriageway	2	
	Involvement with previous accident	3	
	Pedestrian in carriageway - not injured	6	
	Any animal in carriageway (except ridden horse)	7	

1.26	Did a police officer attend the scene and obtain the details for this report?		X
	Yes	1	
	No	2	

Subject to local directions, boxes with a grey background need not be completed if already recorded

*** Circle appropriate UNCLASSIFIED**

2.26 VEHICLE REGISTRATION MARK												
Vehicle 001												
Vehicle 002												
Vehicle 003												
Vehicle 004												

2.35 WAS THE VEHICLE LEFT HAND DRIVE ✕		VEHICLE			
		1	2	3	4
No	1				
Yes	2				

2.5 / 2.5a TYPE OF VEHICLE ✕					
Car	09				
Taxi / Private hire car	08				
Van - Goods vehicle 3.5 tonnes mgw and under	19				
Goods vehicle over 3.5 tonnes mgw and under 7.5 tonnes mgw	20				
Goods vehicle 7.5 tonnes mgw & over	21				
Goods vehicle - unknown weight	98				
M/cycle 50cc and under	02				
M/cycle over 50cc and up to 125cc	03				
M/cycle over 125cc and up to 500cc	04				
Motorcycle over 500cc	05				
Motorcycle - cc unknown	97				
Electric Motorcycle	23				
Pedal cycle	01				
Bus or coach (17 or more passenger seats)	11				
Minibus (8-16 passenger seats)	10				
Agricultural vehicle (include diggers etc)	17				
Ridden horse	16				
Mobility scooter	22				
Tram / Light rail	18				
Other 1	90				
vehicle 2	90				
3	90				
4	90				

2.6 TOWING AND ARTICULATION ✕					
No tow or articulation	0				
Articulated vehicle	1				
Double or multiple trailer	2				
Caravan	3				
Single trailer	4				
Other tow	5				

2.22 AGE OF DRIVER (Estimate if necessary)									
Vehicle 001					Vehicle 002				
Vehicle 003					Vehicle 004				

2.27 DRIVER HOME POSTCODE or Code: 1- Unknown 2- Non UK Resident 3 - Parked & unattended												
Vehicle 001												
Vehicle 002												
Vehicle 003												
Vehicle 004												

2.23 BREATH TEST ✕		VEHICLE			
		1	2	3	4
Not applicable	0				
Positive	1				
Negative	2				
Not requested	3				
Refused to provide	4				
Driver not contacted at time of col'	5				
Not provided (medical reasons)	6				

2.24 HIT AND RUN ✕					
Not hit and run	0				
Hit and run	1				
Non-stop vehicle, not hit	2				

2.21 SEX OF DRIVER ✕					
Male	1				
Female	2				
Not known	3				

2.9 VEHICLE LOCATION AT TIME OF ACCIDENT RESTRICTED LANE/ AWAY FROM MAIN C'WAY ✕					
On main carriageway not in restricted lane	00				
Tram / Light rail track	01				
Bus lane	02				
Busway (inc. guided busway)	03				
Cycle lane (on main carriageway)	04				
Cycleway or shared use footway (not part of main carriageway)	05				
On lay-by / hard shoulder	06				
Entering lay-by/ hard shoulder	07				
Leaving lay-by / hard shoulder	08				
Footway (pavement)	09				

2.10 JUNCTION LOCATION OF VEHICLE ✕					
Not at or within 20m of junction	0				
Approaching junction or waiting /parked at junction approach	1				
Cleared junction or waiting/ parked at junction exit	2				
Leaving roundabout	3				
Entering roundabout	4				
Leaving main road	5				
Entering main road	6				
Entering from slip road	7				
Mid junction- on roundabout or on main road	8				

2.7 MANOEUVRES ✕					
Reversing	01				
Parked	02				
Waiting to go ahead but held up	03				
Slowing or stopping	04				
Moving off	05				
U turn	06				
Turning left	07				
Waiting to turn left	08				
Turning right	09				
Waiting to turn right	10				
Changing lane to left	11				
Changing lane to right	12				
O'taking moving veh on its offside	13				
O'taking stationary veh on its offside	14				
Overtaking on nearside	15				
Going ahead left hand bend	16				
Going ahead right hand bend	17				
Going ahead other	18				

2.11 SKIDDING AND OVERTURNING ✕		VEHICLE			
		1	2	3	4
No skidding, jack-knifing or overturning	0				
Skidded	1				
Skidded and overturned	2				
Jack - knifed	3				
Jack - knifed and overturned	4				
Overturned	5				

2.12 HIT OBJECT IN CARRIAGEWAY ✕					
None	00				
Previous accident	01				
Roadworks	02				
Parked vehicle	04				
Bridge - roof	05				
Bridge - side	06				
Bollard / Refuge	07				
Open door of vehicle	08				
Central island of roundabout	09				
Kerb	10				
Any animal (except ridden horse)	12				
Other object	11				

2.13 VEHICLE LEAVING CARRIAGEWAY ✕					
Did not leave carriageway	0				
Left carriageway nearside	1				
Left carriageway nearside and rebounded	2				
Left carriageway straight ahead at junction	3				
Left carriageway offside onto central reservation	4				
Left carriageway offside onto central reserve and rebounded	5				
Left carriageway offside and crossed central reservation	6				
Left carriageway offside	7				
Left carriageway offside and rebounded	8				

2.14 FIRST OBJECT HIT OFF CARRIAGEWAY ✕					
None	00				
Road sign / Traffic signal	01				
Lamp post	02				
Telegraph pole / Electricity pole	03				
Tree	04				
Bus stop / Bus shelter	05				
Central crash barrier	06				
Nearside or offside crash barrier	07				
Submerged in water (completely)	08				
Entered ditch	09				
Wall or fence	11				
Other permanent object	10				

2.16 FIRST POINT OF IMPACT ✕					
Did not impact	0				
Front	1				
Back	2				
Offside	3				
Nearside	4				

2.29 JOURNEY PURPOSE OF DRIVER/RIDER ✕					
Journey as part of work	1				
Commuting to / from work	2				
Taking school pupil to/from school	3				
Pupil riding to / from school	4				
Other	5				
Not known	6				

Subject to local directions, boxes with a grey background need not be completed if already recorded

2.8 DIRECTION OF VEHICLE TRAVEL

1. Using the Example shown complete the FROM and TO boxes for the vehicles concerned, indicating direction of travel FROM and TO
2. If PARKED enter '00'

Vehicle 001

FROM TO

**Vehicle 003**

FROM TO

**Vehicle 002**

FROM TO

**Vehicle 004**

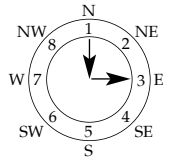
FROM TO

**EXAMPLE**

FROM TO

1

3

**CASUALTY RECORD**

3.4 VEHICLE REFERENCE NUMBER
Enter VEH No. which CASUALTY occupied
(for pedestrians, code vehicle that struck them first) e.g. 001,002 etc.

Casualty 001 0 0 0 0 Casualty 002 0 0 0 0
Casualty 003 0 0 0 0 Casualty 004 0 0 0 0
Casualty 005 0 0 0 0 Casualty 006 0 0 0 0

3.18 CASUALTY HOME POSTCODE
or Code: 1- Unknown
2- Non UK Resident

Casualty 001 0 0 0 0 0 0 0 0
Casualty 002 0 0 0 0 0 0 0 0
Casualty 003 0 0 0 0 0 0 0 0
Casualty 004 0 0 0 0 0 0 0 0
Casualty 005 0 0 0 0 0 0 0 0
Casualty 006 0 0 0 0 0 0 0 0

3.7 SEX OF CASUALTY X

	CASUALTY					
	1	2	3	4	5	6
Male	1					
Female	2					

3.8 AGE OF CASUALTY (Estimate if necessary)
For children less than a year enter 00

Casualty 001 0 0 0 0 Casualty 002 0 0 0 0
Casualty 003 0 0 0 0 Casualty 004 0 0 0 0
Casualty 005 0 0 0 0 Casualty 006 0 0 0 0

3.6 CASUALTY CLASS X

Driver/Rider	1						
Veh./pillion Passenger	2						
Pedestrian	3						

3.9 SEVERITY OF CASUALTY X

Fatal	1						
Serious	2						
Slight	3						

3.20 CYCLE HELMET WORN X

	CASUALTY					
	1	2	3	4	5	6
Not a cyclist	0					
Yes	1					
No	2					
Not known	3					

3.15 CAR PASSENGER (not driver) X

Not a car passenger	0					
Front seat passenger	1					
Rear seat passenger	2					

3.16 BUS OR COACH PASSENGER X
(17 passenger seats or more)

Not a bus or coach passenger	0					
Boarding	1					
Alighting	2					
Standing passenger	3					
Seated passenger	4					

3.14 SEAT BELT IN USE X

Not applicable	0					
Worn and independently confirmed	1					
Worn but not independently confirmed	2					
Not worn	3					
Unknown	4					

LOCAL STATISTICS

3.10 PEDESTRIAN LOCATION X

CASUALTY

1 2 3 4 5 6

In carriageway, crossing on pedestrian crossing facility	01					
In carriageway, crossing within zig-zag lines at crossing approach	02					
In carriageway, crossing within zig-zag lines at crossing exit	03					
In carriageway, crossing elsewhere within 50m of pedestrian crossing	04					
In carriageway, crossing elsewhere	05					
On footway or verge	06					
On refuge, central island or central reservation	07					
In centre of carriageway, not on refuge, island or central reservation	08					
In carriageway, not crossing	09					
Unknown or other	10					

PEDESTRIAN CASUALTIES ONLY

3.12 PEDESTRIAN DIRECTION X

	CASUALTY					
	1	2	3	4	5	6
Standing still	0					
Northbound	1					
Northeast bound	2					
Eastbound	3					
Southeast bound	4					
Southbound	5					
Southwest bound	6					
Westbound	7					
Northwest bound	8					
Unknown	9					

3.19 PEDESTRIAN ROAD MAINTENANCE WORKER X

No / not applicable	0					
Yes	1					
Not known	2					

3.11 PEDESTRIAN MOVEMENT X

	CASUALTY					
	1	2	3	4	5	6
Crossing from driver's nearside	1					
Crossing from driver's nearside-masked by parked or stationary veh'	2					
Crossing from driver's offside	3					
Crossing from driver's offside-masked by parked or stationary veh'	4					
In carriageway, stationary - not crossing (standing or playing)	5					
In carriageway, stationary -not crossing (standing or playing), masked by parked or stationary veh'	6					
Walking along in carriageway-facing traffic	7					
Walking along in carriageway-back to traffic	8					
Unknown or other	9					

CONTRIBUTORY FACTORS

1. Select up to six factors from the grid, relevant to the accident.
2. Factors may be shown in any order, but an indication must be given of whether each factor is *very likely (A)* or *possible (B)*.
3. Only include factors that you consider contributed to the accident. (i.e. do NOT include "Poor road surface" unless relevant).
4. More than one factor may, if appropriate, be related to the same road user.
5. The same factor may be related to more than one road user.
6. The participant should be identified by the relevant vehicle or casualty ref no. (e.g. 001, 002 etc.), preceded by "V" if the factor applies to a vehicle, driver/rider or the road environment (e.g. V002), or "C" if the factor relates to a pedestrian or passenger casualty (e.g. C001).
7. Enter U000 if the factor relates to an uninjured pedestrian.

	103	102	101	110	108	107	109	104	105	106	
	Road Environment Contributed	Slippery road (due to weather)	Deposit on road (e.g. oil, mud, chippings)	Poor or defective road surface	Sunken, raised or slippery inspection cover	Road layout (e.g. bend, hill, narrow carriageway)	Temporary road layout (e.g. contraflow)	Animal or object in carriageway	Inadequate or masked signs or road markings	Defective traffic signals	Traffic calming (e.g. speed cushions, road humps, chicanes)
	201	202	203	204	205	206					
	Vehicle Defects	Tyres illegal, defective or under-inflated	Defective lights or indicators	Defective brakes	Defective steering or suspension	Defective or missing mirrors	Overloaded or poorly loaded vehicle or trailer				
Driver/Rider Only (Includes Pedal Cycles and Horse Riders)	Injudicious Action	308	306	302	301	307	310	305	304	309	303
		Following too close	Exceeding speed limit	Disobeyed Give Way or Stop sign or markings	Disobeyed automatic traffic signal	Travelling too fast for conditions	Cyclist entering road from pavement	Illegal turn or direction of travel	Disobeyed pedestrian crossing facility	Vehicle travelling along pavement	Disobeyed double white lines
	Driver/ Rider Error or Reaction	405	406	403	408	409	401	402	404	407	410
		Failed to look properly	Failed to judge other person's path or speed	Poor turn or manoeuvre	Sudden braking	Swerved	Junction overshoot	Junction restart (moving off at junction)	Failed to signal or misleading signal	Too close to cyclist, horse or pedestrian	Loss of control
	Impairment or Distraction	501	502	508	503	509	510	505	504	507	506
		Impaired by alcohol	Impaired by drugs (illicit or medicinal)	Driver using mobile phone	Fatigue	Distraction in vehicle	Distraction outside vehicle	Illness or disability, mental or physical	Uncorrected, defective eyesight	Rider wearing dark clothing	Not displaying lights at night or in poor visibility
	Behaviour or Inexperience	602	605	601	603	607	606	604			
		Careless, reckless or in a hurry	Learner or inexperienced driver/ rider	Aggressive driving	Nervous, uncertain or panic	Unfamiliar with model of vehicle	Inexperience of driving on the left	Driving too slow for conditions or slow vehicle (e.g. tractor)			
	Vision Affected by	701	703	706	707	708	705	710	702	704	709
		Stationary or parked vehicle(s)	Road layout (e.g. bend, winding road, hill crest)	Dazzling sun	Rain, sleet, snow or fog	Spray from other vehicles	Dazzling headlights	Vehicle blind spot	Vegetation	Buildings, road signs, street furniture	Visor or windscreen dirty, scratched or frosted etc.
Pedestrian Only (Casualty or Uninjured)	802	808	803	801	806	807	805	804	809	810	
	Failed to look properly	Careless, reckless or in a hurry	Failed to judge vehicle's path or speed	Crossing road masked by stationary or parked vehicle	Impaired by alcohol	Impaired by drugs (illicit or medicinal)	Dangerous action in carriageway (e.g. playing)	Wrong use of pedestrian crossing facility	Pedestrian wearing dark clothing at night	Disability or illness, mental or physical	
Special Codes	901	902	903	904						*999	
	Stolen vehicle	Vehicle in course of crime	Emergency vehicle on a call	Vehicle door opened or closed negligently						Other – Please specify below	

	1st	2nd	3rd	4th	5th	6th
Factor in the accident	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Which participant? (e.g. V001, C001, U000)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Very likely (A) or Possible (B)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

*If 999 Other, give brief details

(Note: Only use if another factor contributed to the accident and include it in the text description of how the accident occurred)

These factors reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation

Scottish Government

Transport Publications

Scottish Transport Statistics
Main Transport Trends
Household Transport - some SHS results
Transport Across Scotland:
some SHS results for parts of Scotland
SHS Travel Diary results
Travel by Scottish Residents: some NTS results
Bus and Coach Statistics
Road Accidents Scotland
Key Road Accidents Statistics
(SHS = Scottish Household Survey; NTS = National Travel Survey)

General enquires on Scottish Transport Statistics:

Transport Statistics Branch, Scottish Executive,
Victoria Quay, Edinburgh, EH6 6QQ
Phone: +44 (0)131-244 7256
Fax: +44 (0)131-244 7281
E-mail: transtat@scotland.gsi.gov.uk
Internet: www.scotland.gov.uk/Topics/Statistics

These publications are available, payment with orders
From: Scottish Executive Publication Sales, Blackwell's
Bookshop, 53 South Bridge, Edinburgh EH1 1YS
Phone: +44 (0)131-622 8283 Fax: +44 (0)131-557 8149

Welsh Government - Llywodraeth Cymru

Transport Publications

Road Casualties: Wales
Welsh Transport Statistics

Other publications with transport topics

Digest of Welsh Local Area Statistics
Digest of Welsh Statistics
Statistics for Assembly Constituency Areas
Digest of Welsh Historical Statistics

These publications are available from:

Central Support Unit, Statistical Directorate, Welsh
Government, Cathays Park, Cathays, Cardiff
CF10 3NQ

Phone: +44 (0)29-2082 6960
E-mail: stats.transport@wales.gsi.gov.uk
Internet: <http://wales.gov.uk>

Northern Ireland Transport Statistics

Available from:

Central Statistics and Research Branch
Clarence Court, 10-18 Adelaide Street, Belfast BT2 8GB
Phone: +44 (0)28 9054 0801
E-mail: csrb@drdni.gov.uk
Internet: <http://www.drdni.gov.uk/index/statistics.htm>

Transport Statistics Users Group

The Transport Statistics Users Group (TSUG) was set up in 1985 as a result of an initiative by the Statistics Users Council and the Chartered Institute for Transport (now known as The Institute of Logistics and Transport). From its inception it has had strong links with the government Departments responsible for transport. The aims of the group are:

- To identify problems in the provision and understanding of transport statistics and to discuss solutions with the responsible authorities.
- To provide a forum for the exchange of views and information between users and providers.
- To encourage the use of transport statistics through greater publicity
- To facilitate a network for sharing ideas, information, and expertise.

The group holds regular seminars on topical subjects connected with the provision and/or use of transport statistics. Recent and upcoming seminars in 2014-15 include:

- Disability & impairment
- Cycling
- Rail / trams / light rail
- Big data
- Smart travel
- Road safety
- Congestion
- Traffic, collection technology
- Public attitudes

A newsletter is sent to all members about four times a year. Corporate membership of the Group is £50, personal membership £22.50, and student membership £10. For further details please visit www.tsug.org.uk or contact:

Heather Ward
Dept Civil, Environmental, & Geomatic Engineering
UCL
Gower Street
London
WC1E 6BT

Email: admin@tsug.org.uk

The TSUG also produces a *Transport Yearbook* which contains information on sources from governmental and non-governmental organisations, including some European sources. The yearbook is supplied free to TSUG members. Non-members can purchase a copy from The Stationery Office (TSO).

CLIP TRANSPORT STATISTICS

CLIP Transport Statistics (CLIP-TS) is a sub-group of the Central and Local (Government) Information Partnership (CLIP), the main forum for discussion between central and local government on statistical matters.

Its formal terms of reference are:

- To act as a forum for consultation between DfT and local authorities on any transport statistics of interest to either side that are not dealt with by other groups; and on any gaps in the Department's coverage.
- To act as a point of contact between local authorities and DfT on statistical matters of common concern, including the statistics needed for the monitoring of Local Transport Plans, Local Indicators, Regional and Local Statistics and other relevant matters.
- To review on-going data collections on the Single Data List on a rolling basis, to identify data returns or elements of data returns that are no longer appropriate.

CLIP-TS comprises of a Local Authority side and a DfT side. The LA side represents the Passenger Transport Authorities, Shire Counties, and the Unitary Authorities.

Recent work of the group has centred on the information requirements for the transport indicators and national data collections on the Single Data List. This and other useful information is shown on the Knowledge Hub at website which can be found at:

<https://knowledgehub.local.gov.uk/group/khub>

Membership of the group:

Darren Stillwell - Statistician, Buses and Local Transport Statistics, DfT (joint chair)
Clare Horton - Staffordshire County Council (LA lead, joint chair)
Paul Syron - Buses and Local Transport Statistics, DfT (Secretary)
Julie Brown - Chief Statistician, Statistics Travel and Safety Division, DfT
Jay Symonds - Statistician, Statistics Roads and Freight Division, DfT
Michelle McAnoy - Centro
Graham Amis – Cambridgeshire County Council
Trevor Arkless – Tyne and Wear
William Bryans - Surrey County Council
Keith Dove – Luton Borough Council
Tim Harvey – Leeds City Council
Will Walker – Local Transport, DfT
David Wilby - TfL
Stephen Davison - Sustrans

For further information contact;

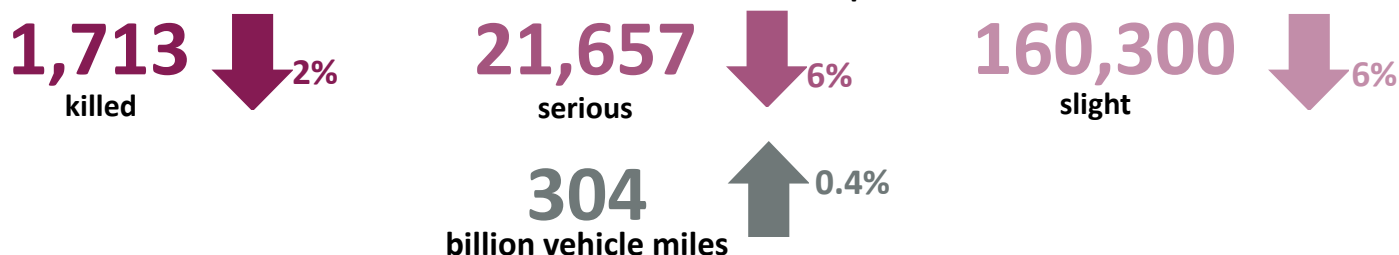
Paul Syron, DfT (Secretary)
020 7944 3077

Reported Road Casualties in Great Britain: Main Results 2013

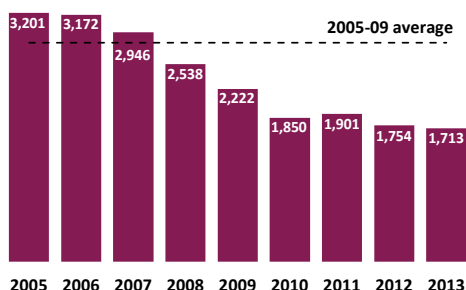


Department for Transport

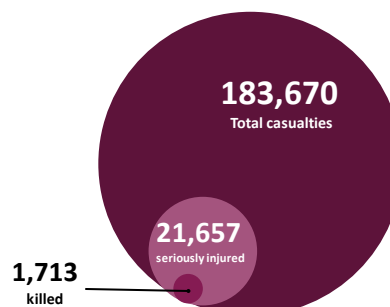
Casualties fell between 2012 and 2013 for all severities despite a small increase in traffic ...



Fatalities are the lowest since records began and 39% below 2005-09 average ...

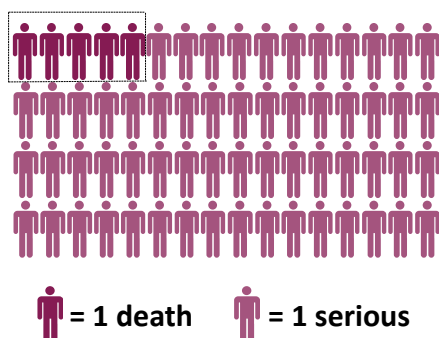


KSI casualties accounted for 13% of all casualties ...

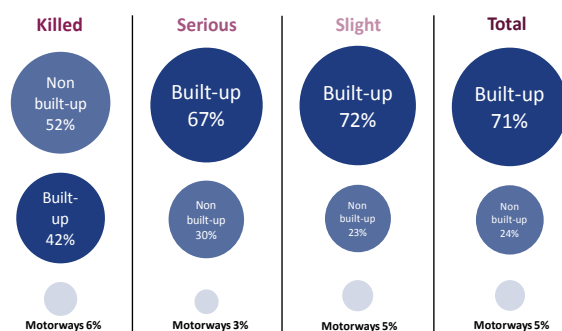


*KSI - killed or seriously injured

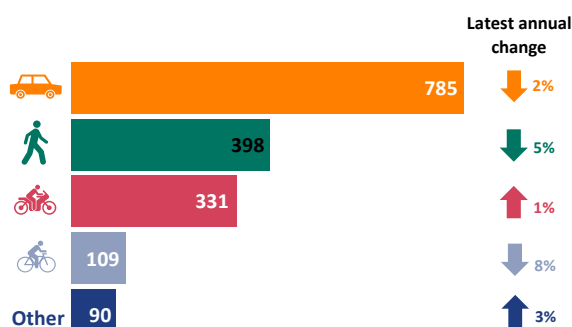
An average of 5 deaths and 59 serious injuries occurred per day ...



The majority of fatalities occurred on non built-up roads and serious injuries on built-up roads ...



785 fatalities were car occupants (46% of all fatalities) ...



*Other consists mainly of goods vehicle and bus and coach occupants

