

Transport Accidents and Casualties



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

Reported Road Casualties

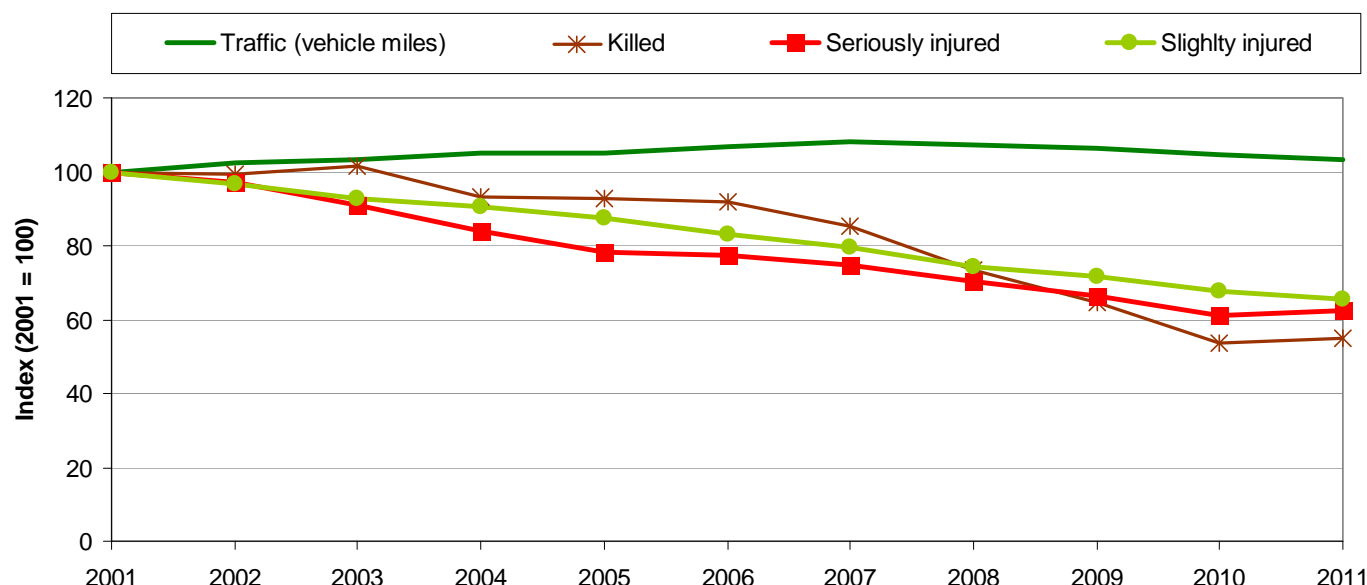
([Table TSGB0801 – 0804, 0809](#))

- In 2011 there were a total of 203,950 reported casualties of all severities, 35 per cent lower than a decade earlier in 2001. A total of 1,901 people were killed, 49 per cent lower than in 2001, 23,122 were seriously injured (down 38 per cent) and 178,927 were slightly injured (down 34 per cent). Between 2001 and 2011 traffic grew by 3.2 per cent.

Transport Accidents and Casualties includes:

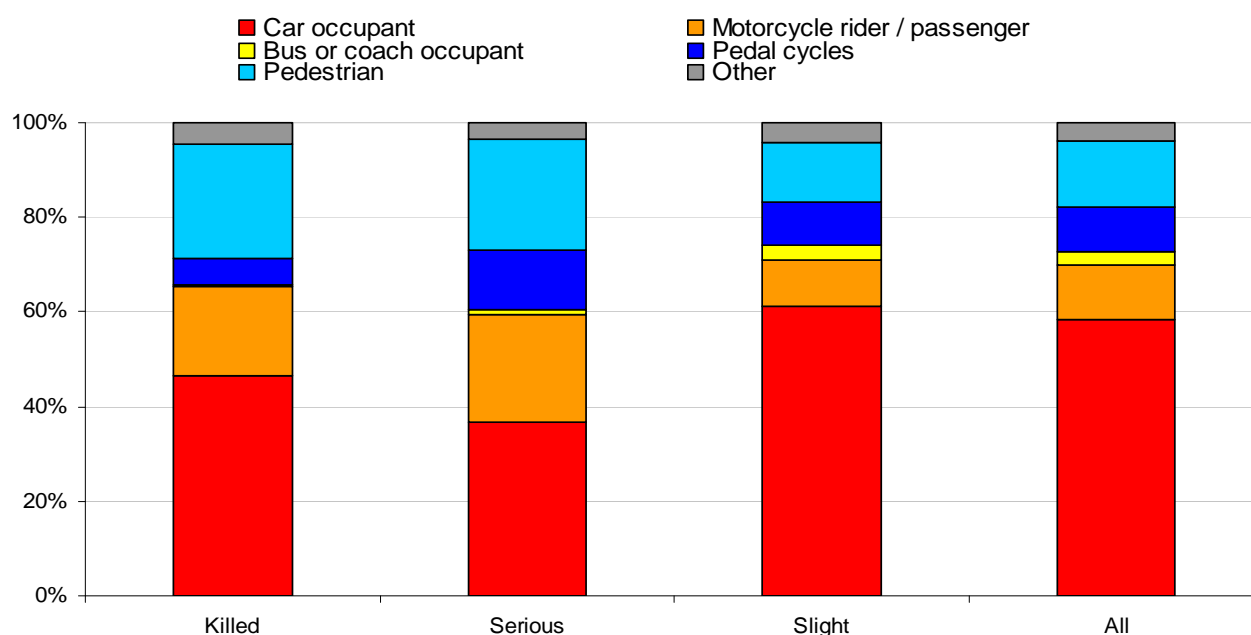
- Traffic and reported road accident casualties, by casualty severity, roads user type, road class.
- Reported road accident casualties, by road class, hour of day.
- Breath tests performed on car drivers and motorcycle riders.
- Motoring offences.
- Rail accident casualties by casualty severity and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

Traffic and reported casualties by severity: Great Britain 2001 to 2011: Index 2001=100



- The chart above shows the trends in killed, seriously and slightly injured casualties between 2001 and 2011. Although traffic levels have been above the 2001 levels every year since, all categories of injured casualties have fallen. The numbers of slightly injured and seriously injured have shown a similar almost consistent fall each year (aside from the 2010 to 2011 increase in seriously injured).
- The pattern for numbers killed is a little less regular, with the most significant falls being seen between 2006 and 2010, when they decreased by 42 per cent.

Proportion of reported casualties by road user type and severity: GB 2011



- The chart above shows that car occupants accounted for nearly 60 per cent of all casualties as well as being the largest group of casualties across all the levels of severity.
- Vulnerable road users, made up of cyclists, motorcyclists and pedestrians, together accounted for 49 per cent of all deaths but only 35 per cent of seriously and slightly injured casualties. Within this group of vulnerable road users, only around a fifth of killed or seriously injured casualties were pedal cyclists in comparison with 41 per cent being pedestrians and 39 per cent being motorcyclists.
- Nearly two thirds of accidents occur on urban roads. However this is reversed for fatal accidents with 61 per cent occurring on rural roads. Only 4 per cent of all accidents occur on motorways, a rate of 94 accidents per billion vehicle miles driven in comparison with 848 accidents per billion miles on urban roads and 369 accidents per billion miles on rural roads.

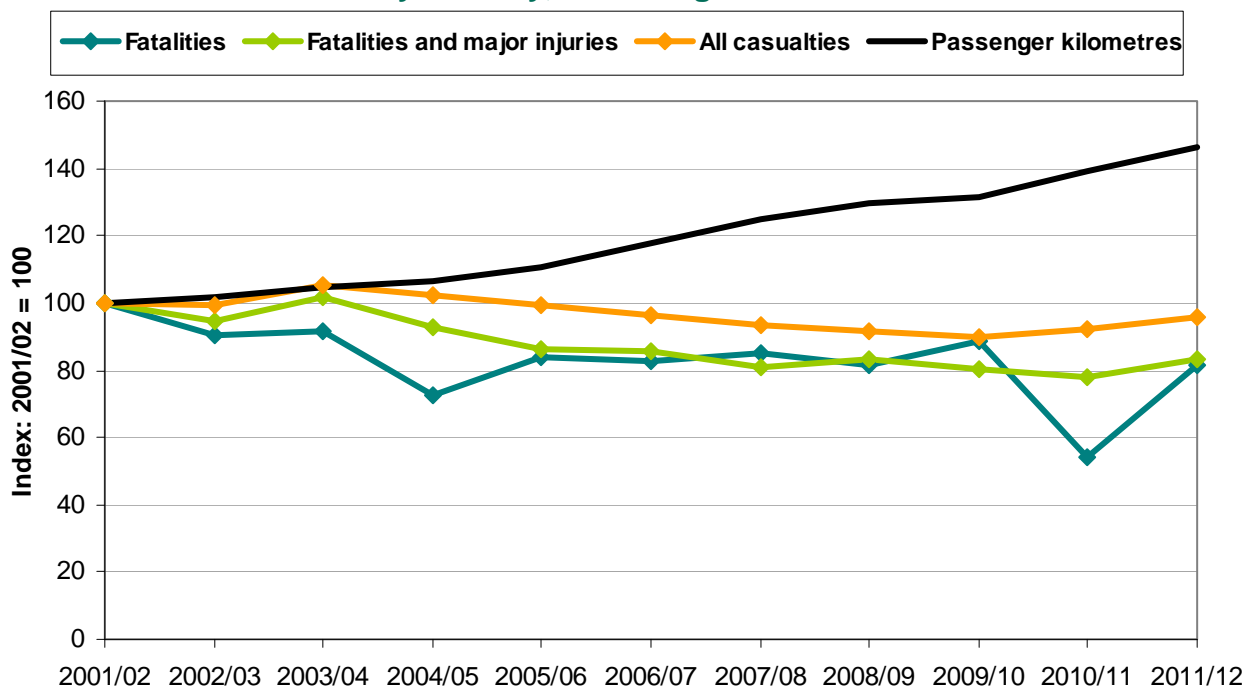
Motoring offences ([Tables TSGB0804, 0810 – 0811](#))

- In 2008 speed limit offences accounted for just under half of all motoring offences (excluding obstruction, waiting and parking offences) with licence, insurance and record keeping offences accounting for a further fifth.

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

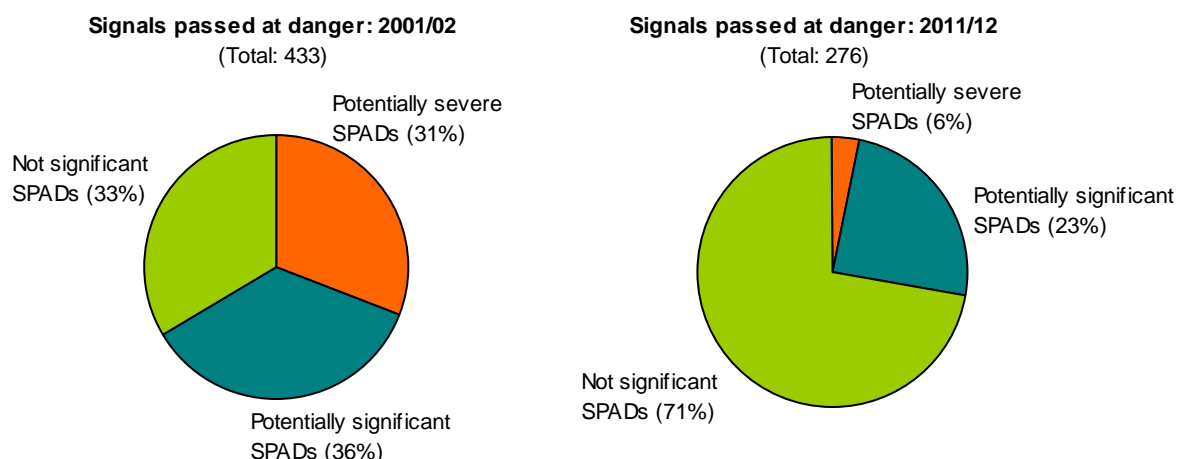
- Excluding suicides, in 2011/12 there were 66 fatalities on the National Rail network. This was 50 per cent higher than in 2010/11 when there were 44, but this number is in line with previous figures over the last decade. This increase was mainly due to a rise in the number of trespassers killed, 53 of whom were killed in 2011/12 following a large drop to 29 the year before. The remaining 13 fatalities were 4 passengers, 1 member of the workforce and 8 members of the public (excluding trespassers).
- Excluding attempted suicides, there were 419 major injuries in 2011/12 compared to 411 the previous year. This number has fallen by 17 per cent since 2001/02. Overall casualties rose by 4 per cent from 12,974 in 2010/11 to 13,466 in 2011/12. This is the second consecutive rise, following six consecutive years of falls. Passenger kilometres rose by 5 per cent from 2010/11 to 2011/12, and have risen by 47 per cent since 2001/02.

Casualties on the rail network by severity, excluding suicides: GB 2001/02 – 2011/12



- The majority of fatalities on the rail network are suicides. In 2011/12 there were 236, 78 per cent of the total 302 fatalities. There were also 23 major injuries, 19 minor injuries and 1 instance of shock/trauma following suicide attempts.

- In most years the number of passengers killed in railway accidents is very small. In years when fatalities are high it tends to be as a result of a major accident. For example, in 1999 the majority of fatalities occurred in the accident at Ladbroke Grove. Since 2005/06, only one passenger has been killed in a train accident.
- The passenger casualty rate in train accidents and movement accidents has fallen from 36.7 casualties per billion passenger kilometres in 2001/02 to 25.2 in 2011/12. The combined fatality and major injury rate has fallen from 1.2 to 0.8 casualties per billion passenger kilometres over the same period.



- The number of signals passed at danger (SPADs) has fallen gradually during the last decade, from 433 reported incidents in 2001/02 to 276 in 2011/12.
- The number of cases where a SPAD could have led to a potentially severe accident has fallen by 93 per cent between 2001/02 and 2011/12, while the not significant cases have increased by 52 per cent over the same period. The number of potentially severe or significant cases has dropped from 67 per cent of all reported cases in 2001/02 to 28 per cent in 2011/12.

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

Background notes

1. Full guidance on the methods used to compile these statistics and their sources can be found on the [TSGB Chapter 8 – Transport accidents and casualties page](#)
2. Fuller analysis and statistics on reported road casualties and accidents can be found on the [Accidents, Casualties and Safety pages](#) of the www.gov.uk web site. The statistics are based on personal injury road accidents reported to the police, however, it is known that a significant proportion of non-fatal accidents are not reported and this should be borne in mind when using and analysing the data. Further information on sources of data can be found in the [annual report Reported Road Casualties Great Britain](#).