



Reported Road Casualties in Great Britain: 2010 Annual Report

Overview and trends in reported road casualties

Summary

This article reviews the main trends in the number of reported road accident casualties in Great Britain in 2010 compared with recent years. Figures are primarily derived from information about accidents reported to the police. In 2010:

- There were a total of 208,648 reported casualties of all severities, 6 per cent lower than in 2009. 1,850 people were killed, 17 per cent lower than in 2009, 22,660 were seriously injured (down 8 per cent) and 184,138 were slightly injured (down 6 per cent).
- The number of fatalities fell for almost all types of road user, with a fall of 21 per cent for car occupants, 19 per cent for pedestrians, 15 per cent for motorcyclist. Pedal cycle fatalities rose by 7 per cent.

Compared with the 1994-98 average, in 2010:

- The number killed was **48** per cent lower;
- The number of reported killed or seriously injured casualties was **49** per cent lower;
- The number of children killed or seriously injured was **64** per cent lower; and
- The slight casualty rate was **32** per cent lower.
- In contrast traffic rose by an estimated **13** per cent over this period.

Initial figures for the Strategic Framework for Road Safety outcome indicators can be found at part 3 this article. In addition a table summarising key figures and charts showing long term trends in road accident casualties compared with traffic can be found in the annex.

RAS30059: Reported road accident casualties by severity: GB 2010

	Number				2010 Percentage change over:	
	1994-98 average	2008	2009	2010	2009	1994-98 average
Killed	3,578	2,538	2,222	1,850	-17	-48
of which children	260	124	81	55	-32	-79
Seriously injured	44,078	26,034	24,690	22,660	-8	-49
Killed or seriously injured	47,656	28,572	26,912	24,510	-9	-49
of which children	6,860	2,807	2,671	2,502	-6	-64
Slightly injured	272,272	202,333	195,234	184,138	-6	-32
All severities	319,928	230,905	222,146	208,648	-6	-35
Traffic ¹	276	319	316	311	-2	13
KSI rate ¹	173	90	85	79	-7	-54
Slight casualty rate ¹	986	634	617	592	-4	-40

¹ Traffic in billion vehicle miles; rates per billion vehicle miles, rounded to the nearest whole number.

Part 1: Trends in reported road accident casualties

This article is based on information about accidents reported to the police. However, it has long been 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 throughout this publication. Our current best estimate, derived from survey data, of the total number of road casualties (between 660–800 thousand) and information on other sources of data on road casualties can be found in other articles in this report.

Fatalities

There were a total of 1,850 fatalities in road accidents in 2010, 372 fewer than in 2009. This was an average of just over 5 deaths per day.

- Car occupants, pedestrians and motorcyclists account for the vast majority of deaths (45 per cent, 22 per cent and 22 per cent respectively in 2010). In 2010, pedestrian fatalities were 60 per cent below the 1994-98 average and car occupant fatalities 53 per cent below the average, but the number of motorcycle deaths was 14 per cent lower than the average.
- Between 2009 and 2010 fatalities fell by at least 15 per cent for all of the main road user types except for pedal cyclists and other (including goods vehicle, bus and coach) vehicle occupants, up 7 and 24 per cent respectively.
- The number of children killed in reported road accidents has fallen by considerably more than the overall fatalities figure, by 79 per cent from the 1994-98 average. Between 2009 and 2010, child fatalities fell by 32 per cent from 81 to 55.

RAS30060: Reported fatalities by road user type: GB 2010

	Number				2010 Percentage change over:		
	1994-98 average	2008	2009	2010	2009	1994-98 average	1994-98 (traffic)
Pedestrians	1,008	572	500	405	-19	-60	..
Pedal cyclists	186	115	104	111	7	-40	22
Motorcycle users	467	493	472	403	-15	-14	35
Car users	1,762	1,257	1,059	835	-21	-53	12
Bus/coach users	20	6	14	9	-36	-55	3
Other road users	135	95	73	87	19	-36	..
All road users	3,578	2,538	2,222	1,850	-17	-48	15
of which children	260	124	81	55	-32	-79	..

The 17 per cent reduction in deaths between 2009 and 2010 follows a 12 per cent fall between 2008 and 2009, and is the largest percentage fall in a single year in the post war period.

Chart 1 shows reported casualties by severity and road type.

- Most fatalities occur on rural roads, 40 per cent occurred on rural A roads with a further 22 per cent on other rural roads.
- Thirty two per cent of fatalities occurred on urban roads, compared to 60 per cent of all casualties.
- Only 6 per cent of fatalities occurred on motorways, although they took 20 per cent of traffic.

Chart 1: Reported casualties by severity and road type: GB 2010

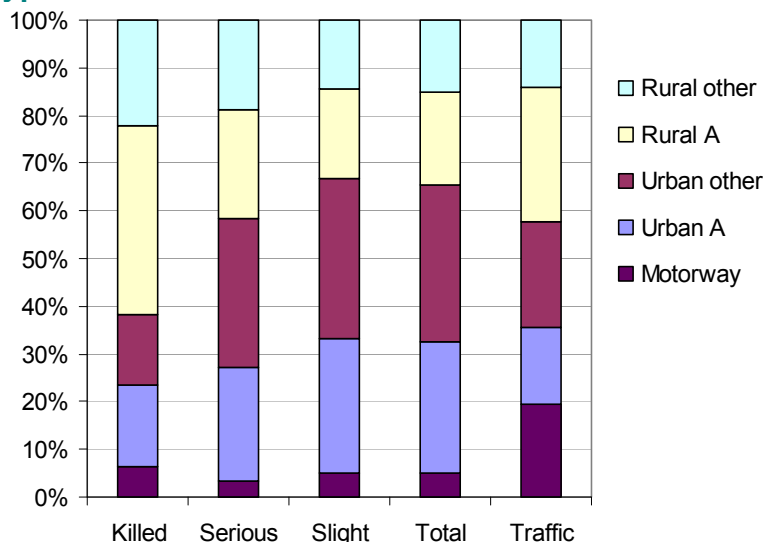


Chart 2 below shows how the fatality rate per million population varies by age and road user group. The number of fatalities for individual ages are small so variations need to be interpreted with care.

- The overall fatality rate is highest for ages 18 to 20 and for those 85 and over. The higher rates for older drivers will reflect their greater vulnerability to injury in an accident.
- The majority of fatalities aged under 10 and over 80 were pedestrians.
- Table RAS30035 in the tables section shows that road accidents cause over a quarter of all deaths in 15-19 year olds.
- Between the ages of 16 and 65, most fatalities are car or motorcycle users.

Chart 2: Fatalities per million population by road user type and age: GB 2010

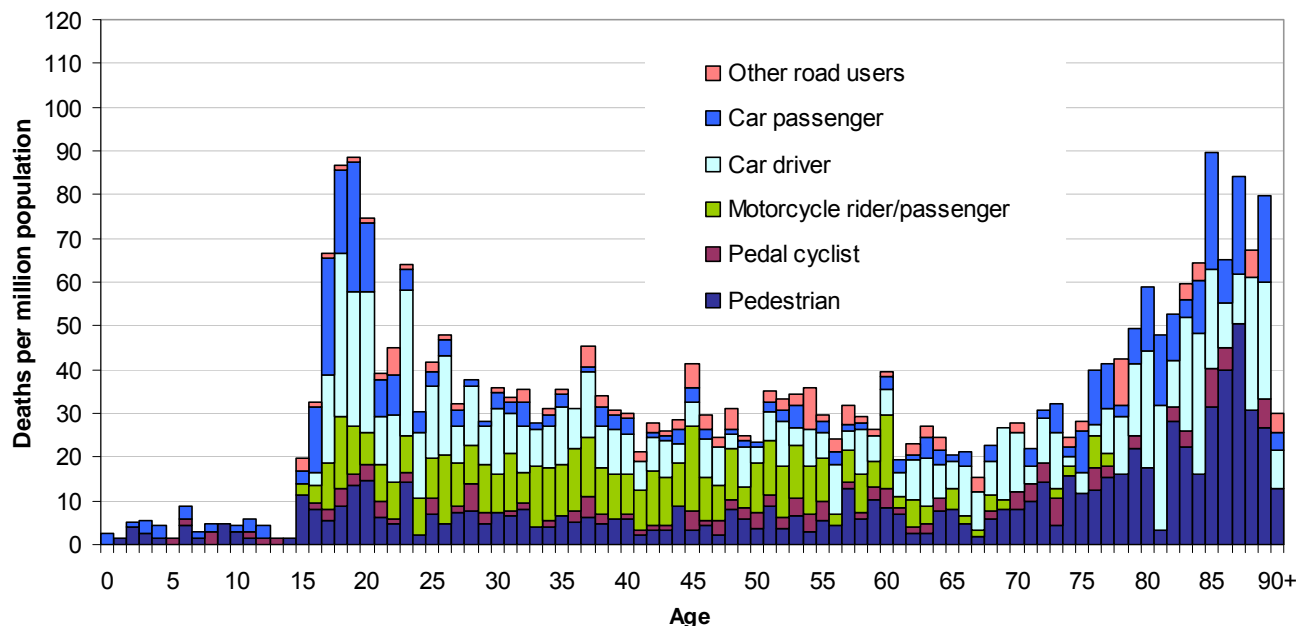
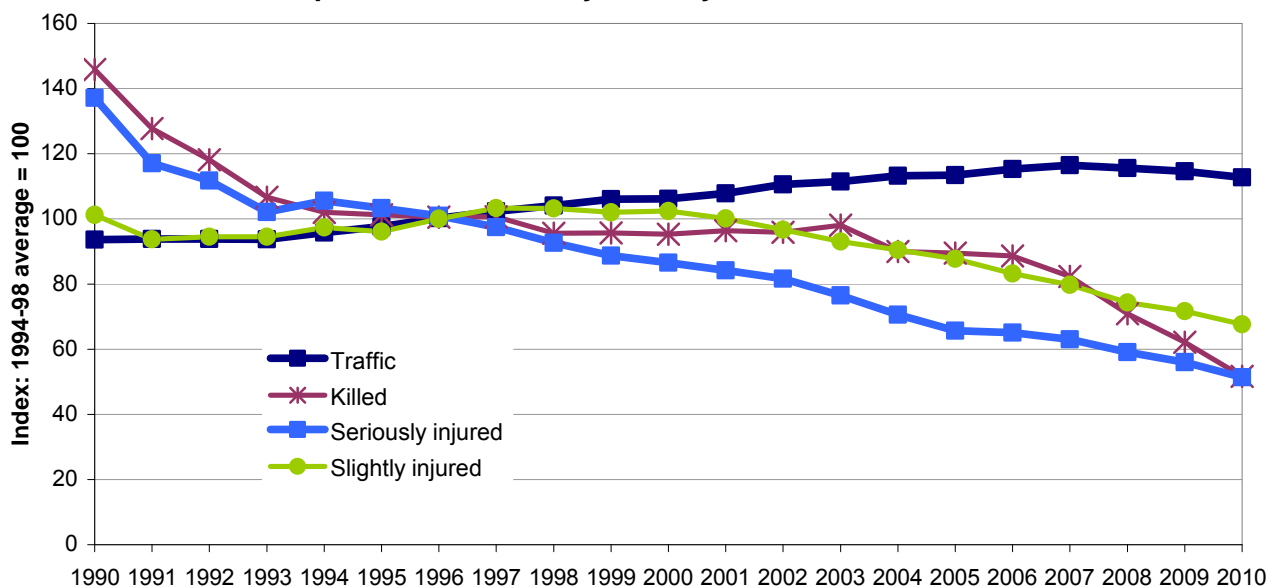


Chart 3 below shows the trends in reported fatal, serious and slight casualties. Trends in fatalities and serious injuries were similar between 1990 and 1998, with a divergence between 1998 and 2005; deaths falling by 6 per cent and serious injuries by 29 per cent. However, between 2005 and 2010, the number of deaths fell by 42 per cent, compared with a 22 per cent fall in serious injuries. These differences in trends are mainly for car occupants; other road user groups, particularly pedestrians and pedal cyclists have seen less of a divergence between fatalities and serious injuries (see charts 9 and 10).

Chart 3: Traffic and reported casualties by severity: GB 1990-2010



Motor vehicle traffic fell by 1.6 per cent between 2009 and 2010 (with a 1 per cent increase for pedal cyclists). However, this does not fully explain the size of the reduction in deaths over this period, Charts 4 and 5 below show fatality rates per billion vehicle miles for different road user groups:

- In 2010 there were 3.4 car occupants killed per billion vehicle miles travelled. This rate has fallen sharply in recent years, and is now 47 per cent below the figure for 2006 and 57 per cent below the 1994-98 average.
- Motorcyclists have the highest fatality rate of any road user group. In 2010, 138 motorcyclists were killed per billion vehicle miles. However, this is 5 per cent lower than in 2009 and 29 per cent below the 1994-98 average.
- The pedestrian fatality rate per billion miles walked has fallen steadily in recent years. In 2010 it was 59 per cent below the 1994-98 average and 12 per cent lower than in 2009.
- Having remained fairly steady between 2004 and 2007 and then fallen the pedal cycle fatality rate rose 5 per cent from 2009 to 2010, and was 52 per cent below the 1994-98 average.

Chart 4: Car, HGV and LGV occupant fatality rates: GB 1994-2010

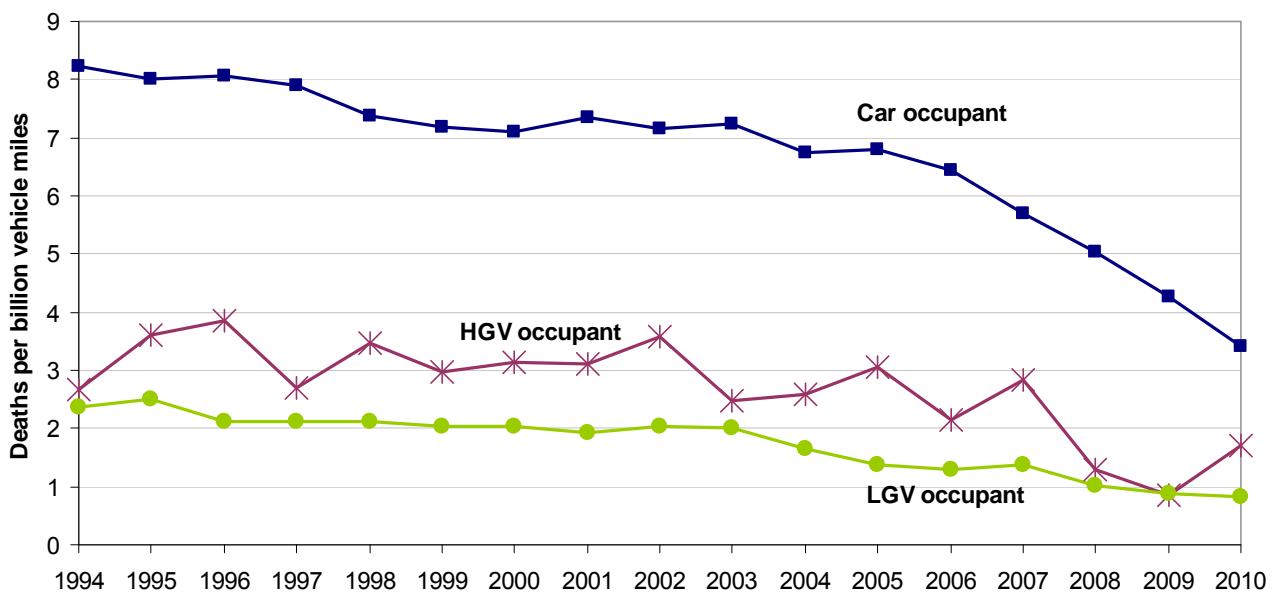
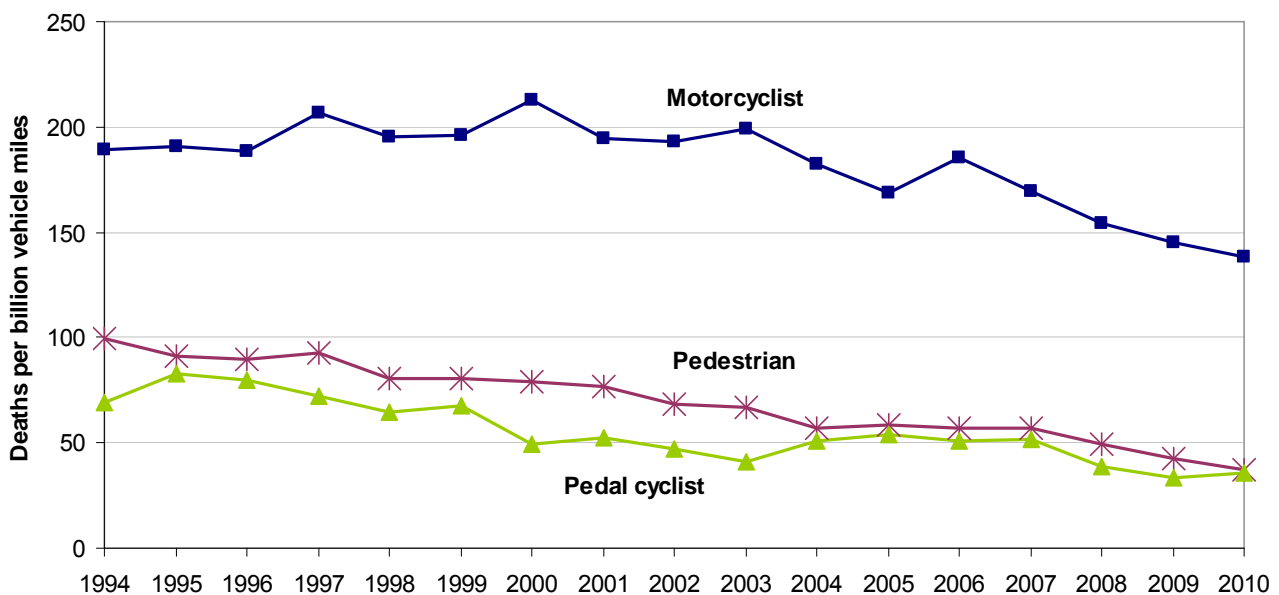


Chart 5: Pedestrian, motorcyclist and pedal cyclist fatality rates: GB 1994-2010



There are many possible factors which may contribute to the recent large reductions in fatalities as well as longer term trends in improved vehicle safety and road safety engineering. The economic downturn, falling traffic levels for the last three years and continued reduction in free flow speeds have played a part. Similar large falls in fatalities were seen in the recession in the early 1990s. There were heavy snowfalls in the first and fourth quarters of 2010 and this is likely to have contributed to the decrease in traffic levels and fatalities in 2010. Slower and more careful driving during periods of extreme bad weather may also contribute to reducing fatalities. Analysis presented elsewhere in this publication provides indications of some key trends:

- Part 2 of this article looks in more detail at individual road user groups. For example, the number of deaths in accidents involving young car drivers (aged 17-24) fell by 47 per cent between 2007 and 2010 while total fatalities fell by 37 per cent over the same period.
- Another article in this report looks at drinking and driving. This shows that the number of people killed in drink-drive accidents fell from 400 in 2008 to 380 in 2009, with a provisional figure for 2010 of 250 (14 per cent of all road deaths). The reduction in fatalities in drink drive accidents of 35 per cent was twice the overall reduction in fatalities over this period.
- Article 4 contains details of contributory factors including fatal accidents. The patterns shown are broadly similar to those seen in previous years.
- The tables section of this publication contains a number of tables showing time series of fatalities (for example, Tables RAS10002-10003, RAS30009-30010, and RAS 30012-RAS30013 and RAS200001).

Killed or seriously injured (KSI) casualties

The number of people killed or seriously injured (KSI) in accidents reported to the police fell by 9 per cent between 2009 and 2010, and by a total of 49 per cent compared to the 1994-98 average.

- The fall in KSI casualties has occurred despite a rise in the overall traffic level of around 13 per cent between the 1994-98 average and 2010¹. Between 2009 and 2010 traffic fell by 2 per cent.
- Compared with the 1994-98 average, there have been reductions in the number of reported KSI casualties (of between 25 and 64 per cent) for all of the main road user types, with the exception of motorcyclists where the number fell by 20 per cent.
- Over this period motorcycle traffic increased by 21 per cent in total (more than any other road user type), so that the KSI casualty *rate* for motorcyclists fell by 34 per cent.
- Around 2 out of every 5 people killed or seriously injured are car occupants. Car occupant KSI casualties fell by 58 per cent from the average. Over the same period car traffic increased by 9 per cent.

¹ Detailed information on trends in traffic in Great Britain over the last decade can be found in the Department's annual bulletin: <http://www.dft.gov.uk/statistics/series/traffic>

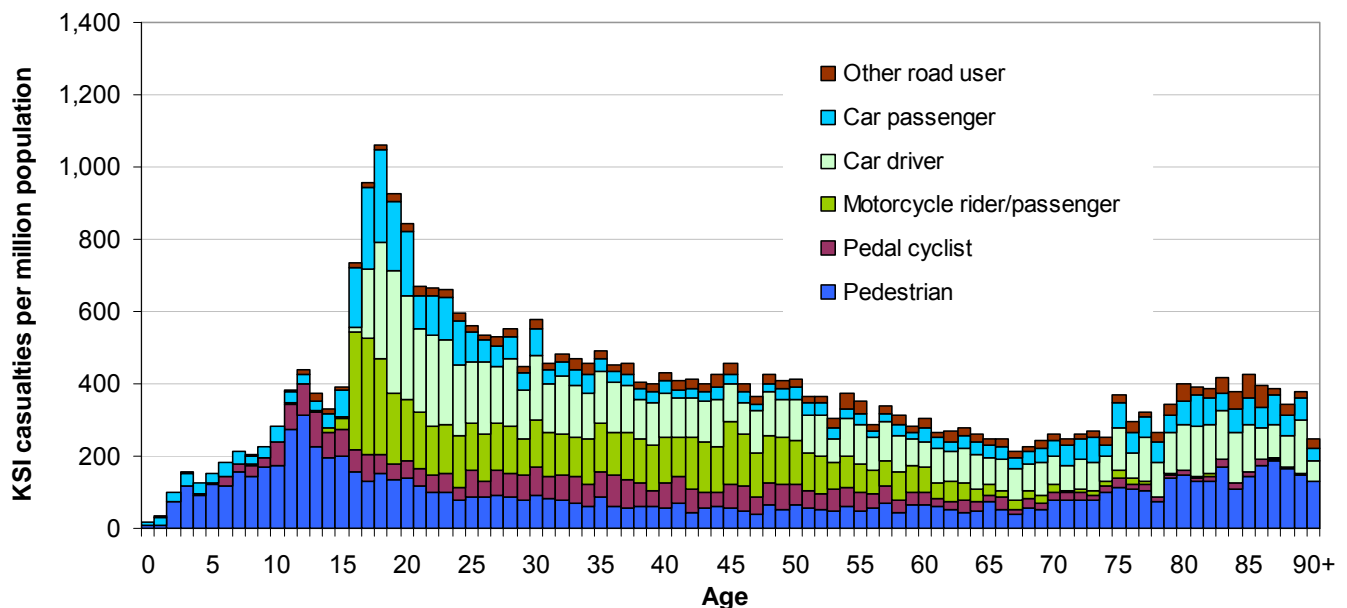
RAS30061: Reported killed or seriously injured casualties by road user type: GB 2010

	Number				2010 Percentage change over:		
	1994-98 average	2008	2009	2010	2009	1994-98 average	1994-98 (traffic)
Pedestrians	11,669	6,642	6,045	5,605	-7	-52	..
Pedal cyclists	3,732	2,565	2,710	2,771	2	-26	22
Motorcycle users	6,475	6,049	5,822	5,183	-11	-20	35
Car users	23,254	11,968	11,112	9,749	-12	-58	12
Bus/coach users	716	432	370	401	8	-44	3
Other road users	1,810	916	853	801	-6	-56	..
All road users	47,656	28,572	26,912	24,510	-9	-49	15

Chart 6 below shows how the rate of killed or seriously injured per million population varies by road user type and age.

- The overall number of KSI casualties is highest for ages 17 and 18.
- The majority of KSI casualties aged between 2 and 15 and over 90 were pedestrians.
- Between the ages of 16 and 79, most KSI casualties are car or motorcycle users.

Chart 6: KSI casualties per million population rates, by road user type and age: GB 2010



Child KSI casualties

In 2010, the number of children aged 0-15 killed or seriously injured was 2,502 - 64 per cent below the 1994-98 average and 6 per cent lower than in 2009. Around two out of every three child KSI casualties were male.

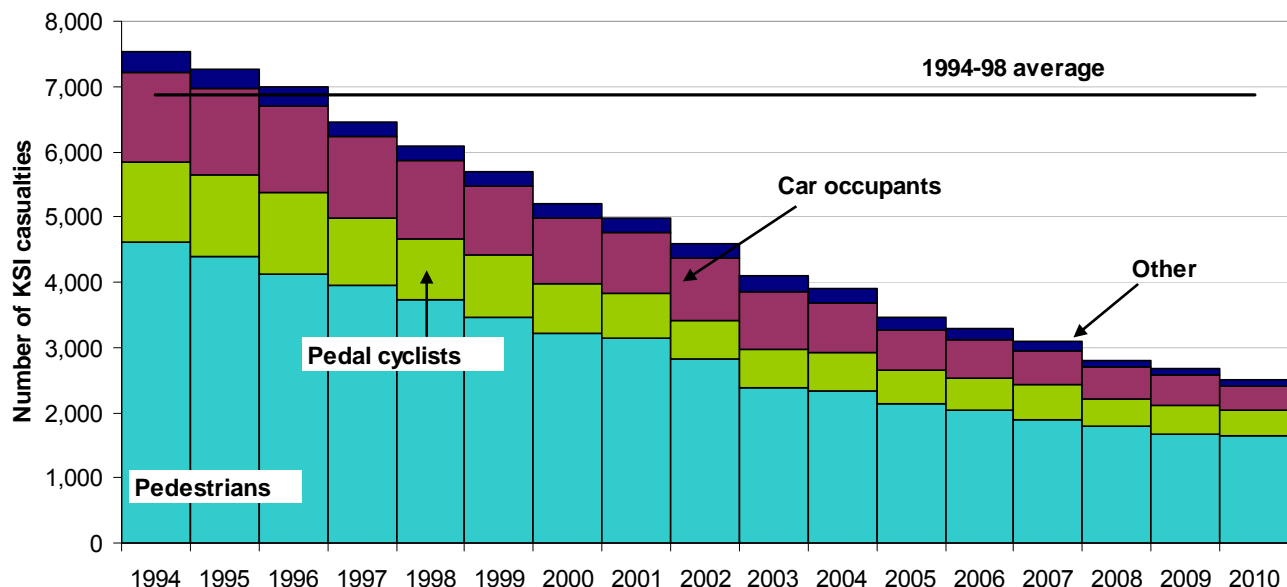
- Compared with the 1994-98 average, the number of reported child KSI casualties for 2010 fell by 60 per cent or more for pedestrians, pedal cyclists and car users. The majority of child KSI casualties are pedestrians, accounting for 66 per cent of the total in 2010.

- Compared with 2009, there was a 1 per cent fall in child pedestrian KSI casualties, a 22 per cent fall in car occupant KSI casualties and 13 per cent decrease in child pedal cyclist KSI casualties. Other road user child KSI casualties increased by 9 per cent mainly as a result of an increase in bus and coach casualties.
- The number of children aged 12-15 killed or seriously injured has fallen slightly less than other child age groups, by 60 per cent since the 1994-98 average, although the numbers fell more than other age groups between 2009 and 2010.

RAS30062: Children reported killed or seriously injured by road user type: GB 2010

	Number			2010 Percentage change over:		
	1994-98 average	2008	2009	2010	2009	1994-98 average
Pedestrians	4,167	1,784	1,660	1,646	-1	-60
Pedal cyclists	1,129	417	458	398	-13	-65
Car users	1,303	490	463	360	-22	-72
Other road users	261	116	90	98	9	-62
Males 4, Females	402	1,818	1,757	1,628	-7	-63
	2,457	986	914	874	-4	-64
Age 0-4	888	347	314	324	3	-64
Age 5-8	1,657	543	512	504	-2	-70
Age 9-11	1,592	619	584	595	2	-63
Age 12-15	2,722	1,298	1,261	1,079	-14	-60
All children (aged 0-15)	6,860	2,807	2,671	2,502	-6	-64

Chart 7: Reported children killed or seriously injured by road user type: GB 1994-2010



Slightly injured casualties

In 2010, there were 184 thousand reported slight casualties, 592 per billion vehicle miles of traffic. These figures were 32 per cent and 40 per cent respectively below the 1994-98 average

level. The completeness of reporting for slight accidents may be more vulnerable to changes over time in public behaviours in reporting accidents to the police.

- Compared with the 1994-98 average, the biggest reductions in reported slight casualties have been for pedestrians.
- Between 2009 and 2010 the number of slight casualties and the rate against traffic fell for all road users.
- Whilst the majority (over two thirds) of slight casualties are car occupants, the highest rates (per billion vehicle miles) are for pedal cyclists, followed closely by motorcycle users.

RAS30063: Reported slightly injured casualties by road user type: GB 2010

	Number				2010 Percentage change over:	
	1994-98 average	2008	2009	2010	2009	1994-98 average
Pedestrians	34,874	21,840	20,842	20,240	-3	-42
Rate ¹	3,143	1,896	1,771	1,873	6	-40
Pedal cyclists	20,653	13,732	14,354	14,414	0	-30
Rate ²	8,199	4,659	4,663	4,627	-1	-44
Motorcycle users	17,547	15,501	14,881	13,503	-9	-23
Rate ²	7,295	4,852	4,579	4,623	1	-37
Car users	180,034	137,220	132,300	123,456	-7	-31
Rate ²	808	550	531	506	-5	-37
All road users ³	272,272	202,333	195,234	184,138	-6	-32
Rate ⁴	986	634	617	592	-4	-40

1 Rate per billion miles walked

2 Rate per billion vehicle miles

3 Includes other vehicles

4 Rate per billion vehicle miles (excluding distance walked)

Part 2: Reported casualties by road user type

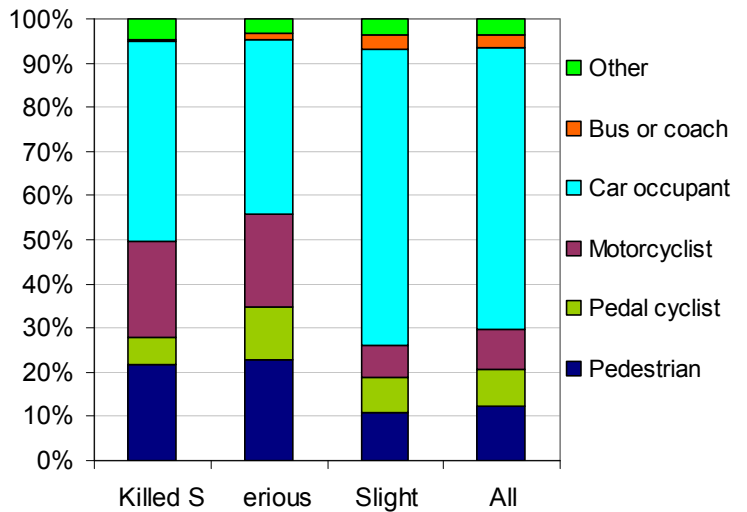
This section provides the main figures and some analysis for each of the main groups of road user. Chart 8 below shows the proportion of each road user type for the three different severities of casualty in 2010:

- Car occupants were the largest group for all severities, accounting for about two thirds of reported slight casualties and nearly half of all fatalities.
- Pedestrians accounted for 23 per cent of reported deaths and serious injuries but only 11 per cent of slight injuries.

- Similarly, 22 per cent of all fatalities were motorcycle users, but only 9 per cent of those slightly injured.
- Together, car occupants, pedestrians and motorcyclists accounted for 89 per cent of deaths, and 85 per cent of all reported casualties. Of the remainder, pedal cyclists made up 8 per cent, other road users 4 per cent and bus or coach users 3 per cent of all casualties.

Overall, around 7 of every 10 people reported killed or seriously injured in road accidents were male, but again this varies by road user type - in 2010, 9 out of 10 motorcyclist and 8 out of 10 pedal cyclist KSI casualties were men, compared with around 6 in 10 pedestrians and car occupants.

Chart 8: Proportion of reported casualties by road user type and severity: GB 2010



Detailed figures relating to the number of reported road accident casualties by age, gender and road user type can be found in the *tables* section.

Pedestrian casualties

Total reported pedestrian casualties have decreased by 4 per cent from 26,887 in 2009 to 25,845 in 2010, and were 44 per cent below the 1994-98 average. Overall pedestrian fatalities fell by 19 per cent from 2009 to 2010, although this varied by age group.

- Chart 9 below shows the trends in reported fatal, serious and slight pedestrian casualties. All severities of casualty have shown broadly similar trends and have fallen consistently over this period.
- Child pedestrian fatalities fell by 30 per cent to 26 in 2010, 80 per cent below the 1994-98 average. Six per cent of all pedestrian fatalities were children (aged 0-15 years old), however this proportion rose to 31 per cent for all pedestrian casualties.
- The number of adult pedestrians killed aged 16 to 59 years old fell by 13 per cent, from 256 in 2009 to 224 in 2010.
- There was a 25 per cent decrease in the number of pedestrian fatalities aged 60 years old and over, from 207 in 2009 to 155 in 2010. Adults 60 years old and over accounted for 26 per cent of all pedestrian fatalities but only 14 per cent of all casualties.
- The rate of reported pedestrian casualties per million population continued to fall and in 2010 was 48 per cent lower than the 1994-98 average, and 5 per cent lower than in 2009. The rate for pedestrian casualties aged 60 years old and over was the lowest of all age groups, with child pedestrian casualties rate being the highest (263 pedestrian casualties per million population for 60 year olds and over, compared to 706 for 0-15 year olds).

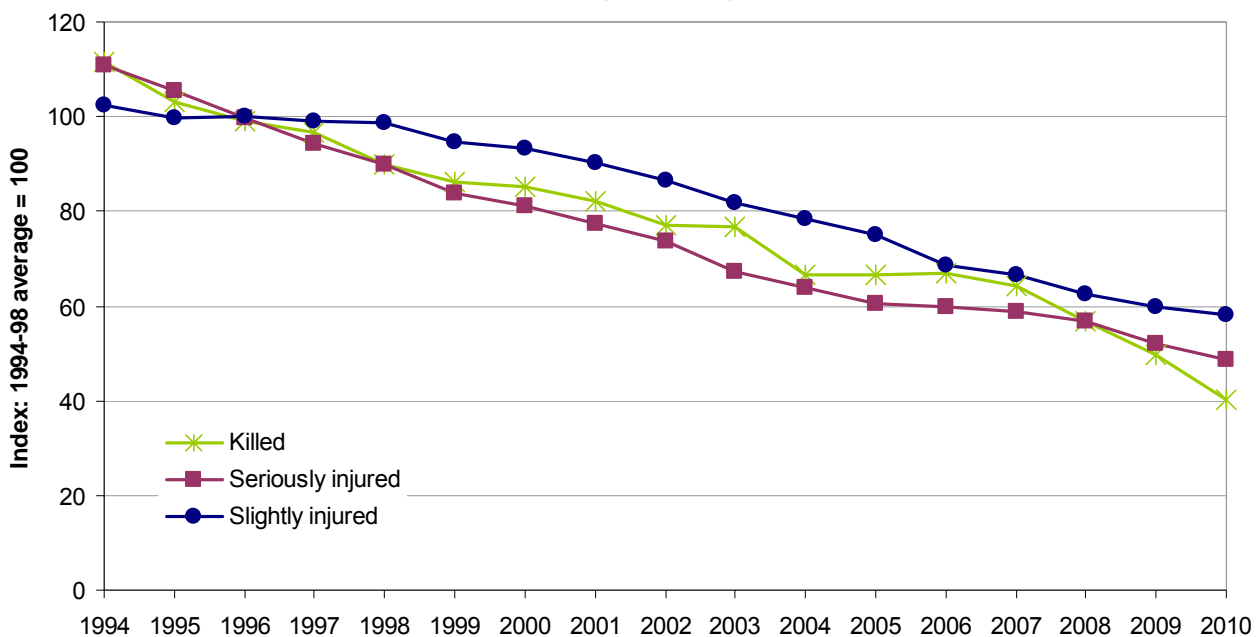
RAS30064: Reported pedestrian casualties by age: GB 2010

		Number				2010 Percentage change over:	
		1994-98 average	2008	2009	2010	2009	1994-98 average
Children (0-15)	Killed	133	57	37	26	-30	-80
	Serious	4,034	1,727	1,623	1,620	0	-60
	Slight	14,382	6,864	6,323	6,283	-1	-56
	All	18,548	8,648	7,983	7,929	-1	-57
Adults (16-59)	Killed	398	272	256	224	-13	-44
	Serious	4,318	3,003	2,678	2,475	-8	-43
	Slight	15,016	11,557	11,317	11,019	-3	-27
	All	19,732	14,832	14,251	13,718	-4	-30
Adults (60+)	Killed	471	243	207	155	-25	-67
	Serious	2,142	1,206	1,154	1,020	-12	-52
	Slight	4,491	2,732	2,636	2,427	-8	-46
	All	7,104	4,181	3,997	3,602	-10	-49
All ¹	Killed	1,008	572	500	405	-19	-60
	Serious	10,662	6,070	5,545	5,200	-6	-51
	Slight	34,874	21,840	20,842	20,240	-3	-42
	All	46,543	28,482	26,887	25,845	-4	-44
Casualty rate per million population							
KSI		207	111	101	93	-8	-55
Slight		617	366	347	335	-4	-46
All		824	478	448	427	-5	-48

¹ Includes cases where age was not reported.

Tables RAS30024-RAS30028 provide a further breakdown of pedestrian casualties.

Chart 9: Reported pedestrian casualties by severity: GB 1994-2010



Pedal cycle casualties

- Overall reported pedal cycle casualties went up by 1 per cent from 2009 to 2010, but have decreased by 30 per cent from the 1994-98 average.
- The number of pedal cycle fatalities rose by 7 per cent from 104 in 2009 to 117 2010, a 40per cent decrease from the 1994-98 average.
- The number of reported seriously injured pedal cyclists also increased by 2 per cent from 2,606 in 2009 to 2,660 in 2010.
- The number of killed and seriously injured pedal cyclists per billion vehicle miles has fallen by 40 per cent from the 1994-98 average, but is up by 1 per cent from 2009.

RAS30065: Reported pedal cyclist casualties: GB 2010

	Number				2010 Percentage change over:	
	1994-98 average	2008	2009	2010	2009	1994-98 average
Killed	186	115	104	111	7	-40
Serious	3,546	2,450	2,606	2,660	2	-25
Slight	20,653	13,732	14,354	14,414	0	-30
Total	24,385	16,297	17,064	17,185	1	-30
Pedal cycle traffic ¹	2.5	2.9	3.1	3.1	1	24
Casualty rate ²						
KSI	1,482	870	880	889	1	-40
Slight	8,199	4,659	4,663	4,627	-1	-44
All	9,680	5,529	5,543	5,516	0	-43

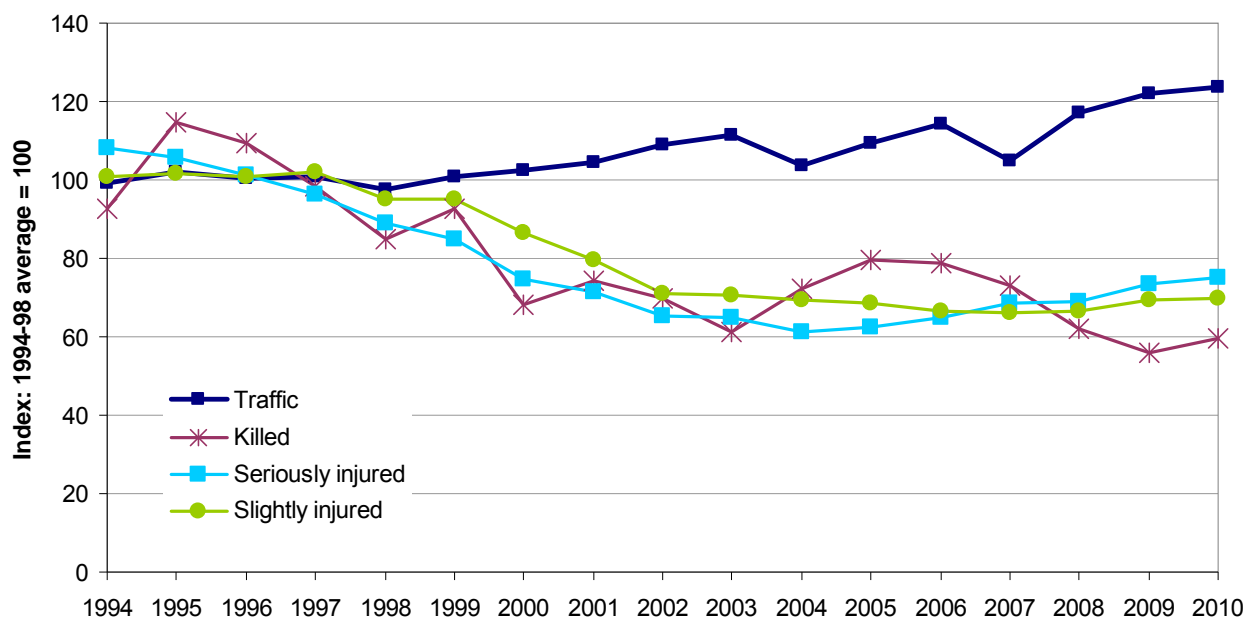
1 Billion vehicle miles.

2 Rate per billion vehicle miles.

Pedal cycle traffic levels have fluctuated in recent years, but the trend has been generally upward. Pedal cycle traffic increased by 1 per cent between 2009 and 2010.

Chart 10 below shows that trends in pedal cyclists killed and injured have followed broadly similar trends since 1994.

Chart 10: Pedal cycle traffic and reported casualties by severity: GB 1994-2010



- 81 per cent of reported pedal cycle casualties were male, as were 77 per cent of pedal cycle fatalities.
- 61 per cent of all pedal cycle casualties were 16 – 59 year old men, compared to 52 per cent for pedal cycle fatalities.
- 13 per cent of pedal cycle casualties were children (0-15 years old) although only 6 per cent of pedal cycle fatalities were children.
- The number of reported child pedal cycle casualties has fallen by 64 per cent from the 1994-98 average, from 7,851 to 2,828 in 2010. The number of female child casualties has fallen more than for male casualties (69 per cent compared to a 53 per cent reduction).

Tables RAS30021-RAS30023 analyse reported casualties by severity, day, road user type and our of day. Sixty per cent of pedal cycle casualties occurred during the hours of 7am – 10am and 4pm – 7pm. This proportion was slightly higher for accidents on Monday to Thursday (65 per cent) and lower at the weekend (45 per cent on both Saturday and Sunday), and is likely to be related to school and work travel. The proportions are similar for both child and adult casualties.

Motorcycle user casualties

- Reported motorcycle casualties decreased by 10 per cent from 20,703 in 2009 to 18,686 in 2010, and were 22 per cent lower than the 1994-98 average. Motorcycle traffic also went down by 10 per cent compared to 2009, as a result the overall motorcycle casualty rate was almost unchanged from 6,391 motorcycle casualties per billion vehicle miles in 2009 to 6,398 in 2010.
- Motorcycle fatalities fell by 15 per cent from 472 in 2009 to 403 in 2010 and were now 14 per cent lower than the 1994-98 average.
- There was a 11 per cent fall in the number of reported serious motorcycle casualties, resulting in a 11 per cent decrease in the number of KSI motorcycle casualties, from 5,822 in 2009 to 5,183 in 2010.

RAS30066: Reported motorcycle user casualties: GB 2010

	Number				2010 Percentage change over:	
	1994-98 average	2008	2009	2010	2009	1994-98 average
Killed	467	493	472	403	-15	-14
Serious	6,008	5,556	5,350	4,780	-11	-20
Slight	17,547	15,501	14,881	13,503	-9	-23
Total	24,023	21,550	20,703	18,686	-10	-22
Motorcycle traffic ¹	2.4	3.2	3.2	2.9	-10	21
Casualty rate ²						
KSI	2,692	1,893	1,792	1,775	-1	-34
Slight	7,295	4,852	4,579	4,623	1	-37
All	9,987	6,745	6,371	6,398	0	-36

¹ Billion vehicle miles.

² Rate per billion vehicle miles.

- Just under two thirds of motorcycle fatalities occurred in rural areas, compared to half for serious motorcycle casualties and under a third for slight motorcycle casualties.
- 37 per cent of riders of motorcycles less than 50cc involved in personal injury road accidents were aged 16 years. A further 16 per cent were 17 years old. This is in contrast to motorcycles greater than 500cc, where 53 per cent of riders were aged 30-49 years.

Chart 11 below shows the trends in reported motorcyclist casualties and motorcycle traffic, indexed to the 1994-98 average.

- Motorcycle traffic increased from the 1994-98 average until 2003. Since 2003, the traffic has been fairly volatile, with the 2010 traffic figure 10 per cent lower than the 2008 figure, 21 per cent greater than the 1994-98 average.
- Motorcycle casualty rates for all severities have declined over the same period.

Chart 11: Motorcycle traffic and reported casualties by severity: GB 1994-2010

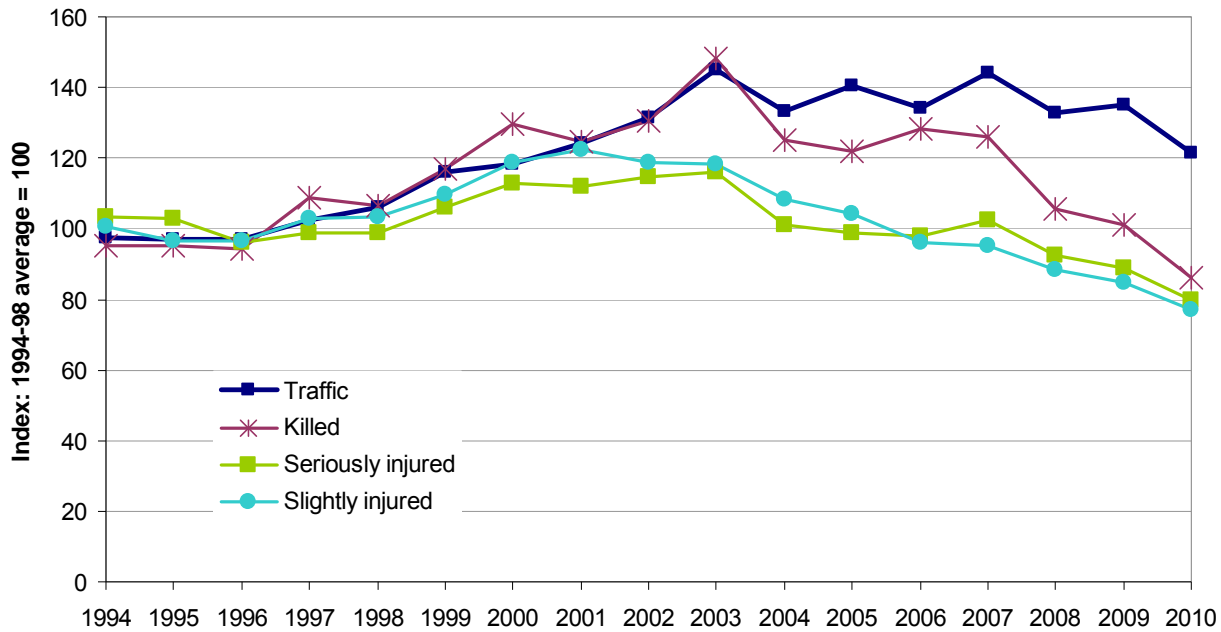
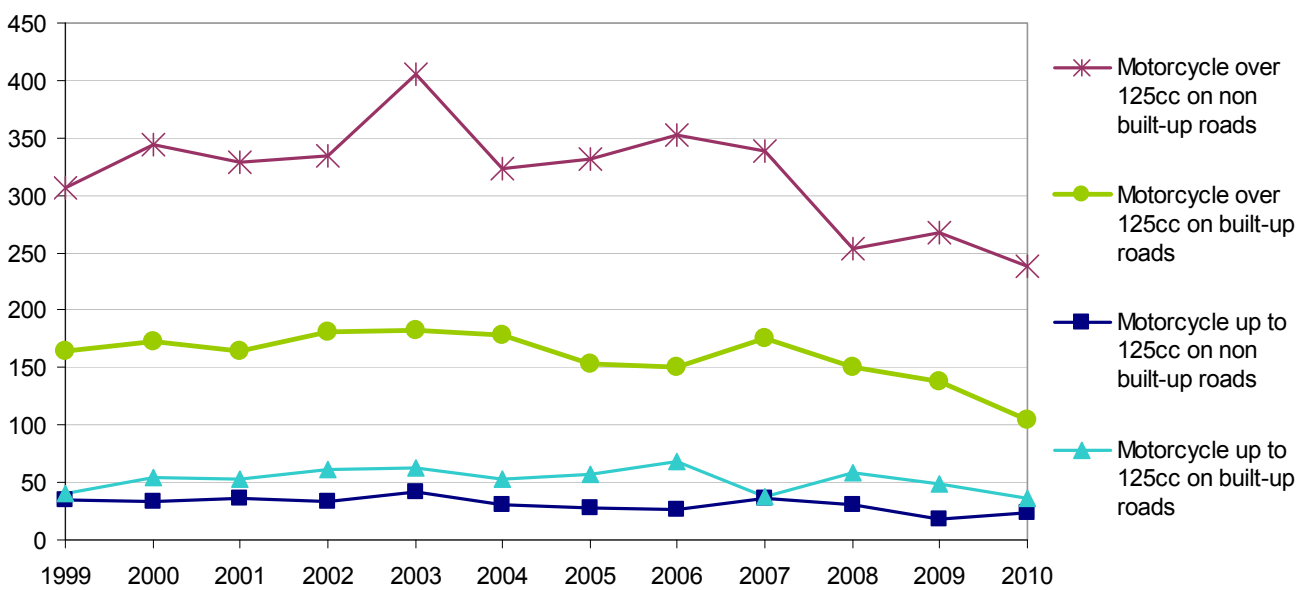


Chart 12 below shows the number of reported motorcyclists killed, by road type and engine size since 1999. Fatalities increased from 18 to 24 amongst riders of motorcycles up to 125cc on non built-up roads (these numbers are small and prone to fluctuations). Fatalities amongst all other motorcycle riders on motorways, built-up and non built-up roads have fallen in 2010.

- 76 per cent of motorcycle fatalities were riding motorcycles greater than 500cc. In 2010, 306 motorcycle fatalities were on these vehicles, compared to 366 in 2009; a 16 per cent decrease.
- There has been a 10 per cent fall in the number of fatalities for riders of motorcycles with an engine capacity under 125cc, decreasing from 67 in 2009 to 60 in 2010.

Chart 12: Reported motorcyclist fatalities by road type¹ and engine size: GB 1999-2010



1. Non built-up roads include motorways.

Car occupant casualties

- Reported car occupant casualties, as shown in Table RAS30067 below, were 7 per cent lower than in 2009, falling from 143,412 in 2009 to 133,205 in 2010. The 2009 figure reflects a 34 per cent decrease from the 1994-98 average.

RAS30067: Reported car user casualties: GB 2010

		Number				2010 Percentage change over:	
		1994-98 average	2008	2009	2010	2009	1994-98 average
Drivers	Killed	1,128	861	700	574	-18	-49
	Serious	13,506	7,106	6,670	5,932	-11	-56
	Slight	113,324	92,985	88,937	83,281	-6	-27
	Total	127,958	100,952	96,307	89,787	-7	-30
Passengers	Killed	634	396	359	261	-27	-59
	Serious	7,985	3,605	3,383	2,982	-12	-63
	Slight	66,710	44,235	43,363	40,175	-7	-40
	Total	75,329	48,236	47,105	43,418	-8	-42
All	Killed	1,762	1,257	1,059	835	-21	-53
	Serious	21,492	10,711	10,053	8,914	-11	-59
	Slight	180,034	137,220	132,300	123,456	-7	-31
	Total	203,288	149,188	143,412	133,205	-7	-34
Car traffic¹		223	250	249	244	-2	9
Casualty rate²							
KSI		104	48	45	40	-10	-62
Slight		808	550	531	506	-5	-37
All		913	598	576	546	-5	-40

¹ Billion vehicle miles.

- Chart 13 below shows the trends in fatal, serious, slight casualties and traffic. Trends in fatalities and serious injuries were similar until 1998. Between 1998 and 2005 deaths fell by only 1 per cent whereas serious injuries fell by 35 per cent. However, between 2005 and 2010, the number of deaths fell by 50 per cent compared to a 31 per cent fall in serious injuries.
- Car occupant fatalities decreased by 21 per cent from 2009, with falls for both car drivers and passengers (18 per cent and 27 per cent respectively). Compared to the 1994-98 average car driver deaths have fallen more slowly than for passengers, falling by 49 per cent compared to 59 per cent for passengers.
- Car traffic has increased by 9 per cent since the 1994-98 average, but has fallen in the last three years, including by 2 per cent between 2009 and 2010.

- The number of reported killed or seriously injured car occupants per billion vehicle miles has fallen by 10 per cent from 2009, and 62 per cent from the 1994-98 average. The slight car casualty rate fell by 5 per cent and 37 per cent respectively over the same time periods.

Chart 13: Car traffic and reported casualties by severity: GB 1994-2010

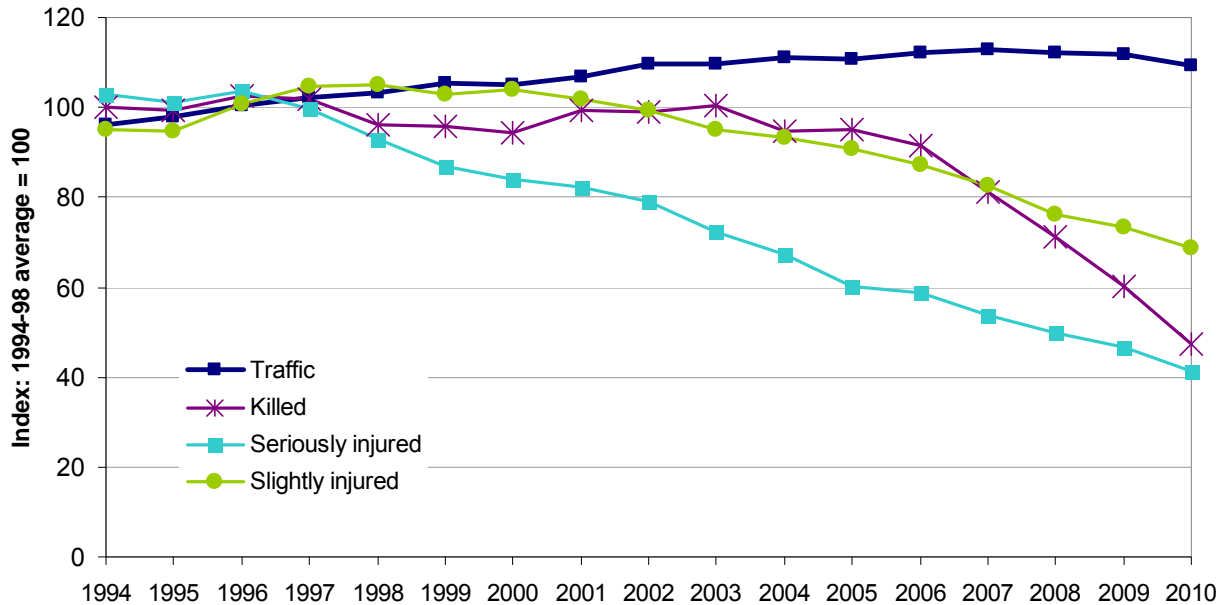


Chart 14 below shows the number of reported car occupants killed by age group.

- In 2010, there were 283 fatalities amongst car occupants aged 16-25. This was a 27 per cent fall from 2009 and a 53 per cent fall from the 1994-98 average.
- Child car occupant fatalities fell by 38 per cent from 29 in 2009 to 18 in 2010. This is 77 per cent lower than the 1994-98 average.

Chart 14: Reported car occupant fatalities by age group: GB 1994-2010

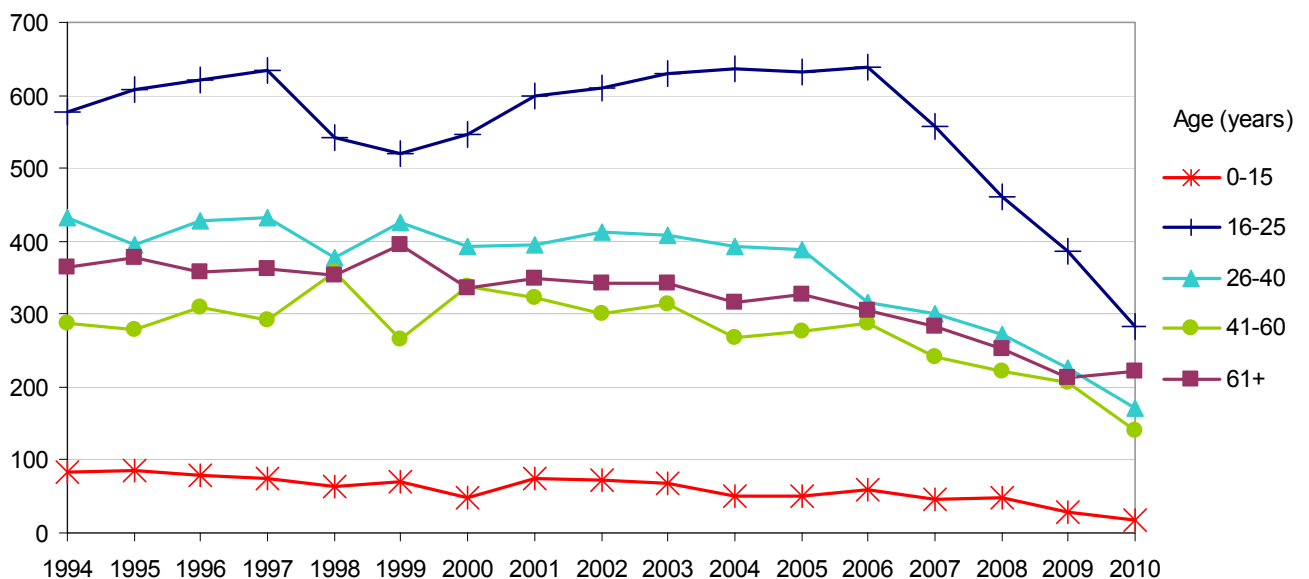
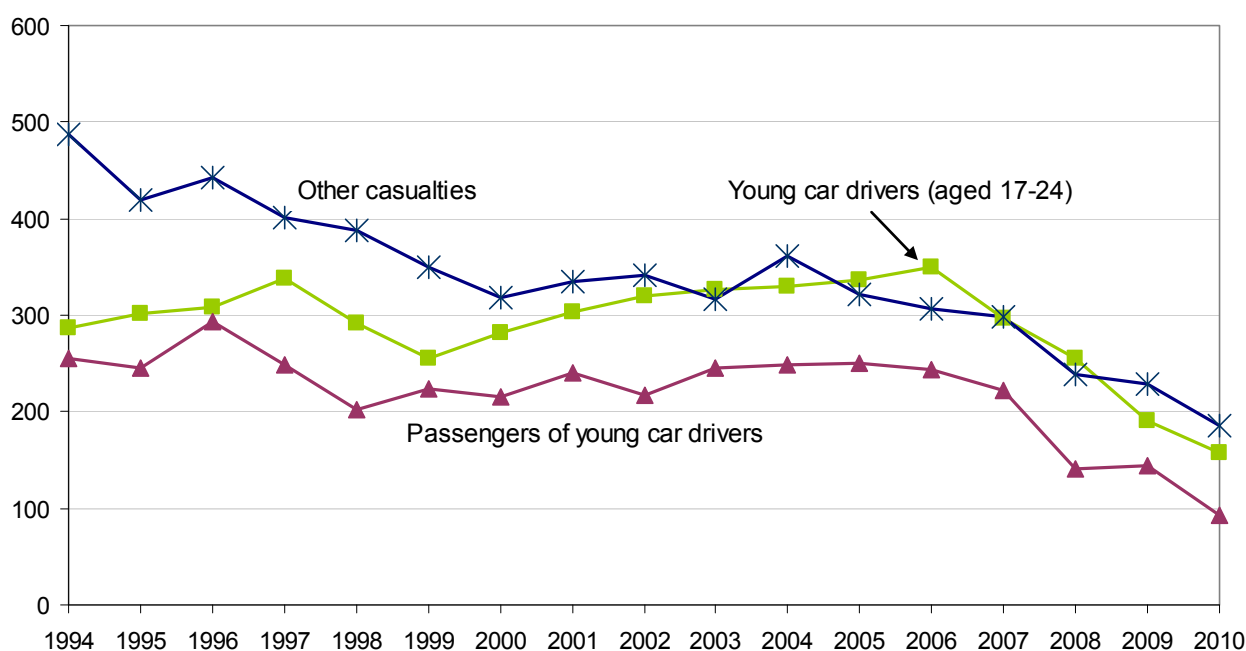


Table RAS20002 in the tables section looks at the age distribution of car drivers involved in reported personal injury road accidents by gender. Chart 15 below shows the number of fatalities resulting from accidents involving at least one young car driver (17-24 years old):

- Fatalities in reported accidents involving young car drivers accounted for 24 per cent of all road deaths in 2010.
- The number of fatalities in accidents involving young car drivers fell by 23 per cent from 564 in 2009 to 437 in 2010 – a reduction of 127 deaths, out of a total fall of 372 road deaths between 2009 and 2010.
- The fall in fatalities in 2010 came mostly among young car passengers. Passenger fatalities in cars with young drivers decreased by 36 per cent from 145 in 2009 to 93 while young driver fatalities fell by 17 per cent from 191 to 158 and other fatalities by 18 per cent from 238 to 228 .
- The number of young car drivers killed decreased by 48 per cent from the 1994-98 average (to 158 in 2010), whilst passengers fatalities of young car drivers decreased by 63 per cent (to 93). The number of other casualties killed in accidents with a young car driver (occupants of other vehicles and pedestrians in the accident) fell by 57 per cent (to 186).
- These reductions may also reflect fewer young drivers on the road. The National Travel Survey (NTS 0201) shows that the proportion of young men (17-20) holding a full car driving fell from 41 per cent in 2007 to 35 per cent in 2010 while for young women the rate increased from 34 per cent to 35 per cent in 2008 and 2009 and then fell back to 34 per cent in 2010.

Chart 15: Reported fatalities in accidents involving young car drivers (aged 17 to 24): GB 1994-2010



- KSI casualties in reported accidents involving young car drivers accounted for 22 per cent of all KSI casualties in 2010. They fell by 16 per cent between 2009 and 2010 (to 5,297) compared to a decrease in total KSI casualties of 9 per cent.
- Nearly a fifth of all car occupants killed or seriously injured were young car drivers.
- Killed or seriously injured young car drivers have decreased by 58 per cent (to 1,670) from the 1994-98 average, whilst passengers of young car drivers have decreased by 65 per cent (to 1,048) and other casualties (occupants of other vehicles and pedestrians in the accident) have decreased by 58 per cent (to 2,579).

Other road user casualties

- Reported bus and coach casualties decreased by 1 per cent compared with 2009, and were 35 per cent lower in 2010 than the 1994-98 average. The number of fatalities went down from 14 in 2009 to 9 in 2010 and were 36 per cent lower than 2009. The number of serious injuries rose by 10 per cent in 2010 from 2009, and were 44 per cent lower than the 1994-98 average. Care should be exercised when comparing these percentage changes with other road user types since these numbers are small and are therefore liable to fluctuations.

In 2010, bus and coach traffic rose by less than 1 per cent from 2009, but this is still 4 per cent higher than the 1994-98 average.

- Reported light goods vehicle occupant casualties in 2010 were 5 per cent lower than in 2009 and 32 per cent lower than the 1994-98 average. Light goods traffic rose by 1 per cent in 2009, this is 44 per cent higher than the 1994-98 average. The casualty rate has decreased by 6 per cent from 2009 and 58 per cent from the 1994-98 average.

Deaths among light goods vehicle users fell by 6 per cent, from 36 in 2009 to 34 in 2010. This represents a 48 per cent decrease compared to the 1994-98 average.

Light goods vehicles were involved in 12,242 accidents in 2010 (2 per cent fewer than in 2009). These accidents resulted in 169 fatalities (3 per cent fewer than in 2009), 1,666 serious injuries (4 per cent fewer) and 15,106 slight injuries (3 per cent fewer).

- Reported heavy goods vehicle occupant casualties have increased by 4 per cent from 2009 and 53 per cent compared with the 1994-98 average. Fatalities rose by 100 per cent, from 14 in 2009 to 28 in 2010, similar to the level in 2008 of 23.

Heavy goods vehicle traffic has remained almost unchanged (0.3 per cent increase) from 2009, following a fall of 8 per cent in the previous year. Traffic remains 1 per cent higher than the 1994-98 average, resulting in a reduction of 53 per cent in the overall casualty rate for heavy goods vehicle occupants compared to the 1994-98 average.

Heavy good vehicles were involved in 7,013 accidents in 2010, the same as in 2009. These accidents resulted in 263 fatalities (2 per cent fewer than 2009), 1,116 serious injuries (5 per cent fewer) and 8,307 slight injuries (1 per cent fewer).

Foreign registered heavy goods vehicles were involved in 646 accidents in 2009, 12 per cent fewer than in 2009. These accidents resulted in 15 fatalities (29 per cent fewer than 2009), 58 serious injuries (11 per cent fewer) and 780 slight injuries (15 per cent fewer).

RAS30068: Reported other road user casualties: GB 2010

	Number				2010 Percentage change over:	
	1994-98 average	2008	2009	2010	2009	1994-98 average
Bus and Coach						
Killed	20	6	14	9	-36	-55
Serious	696	426	356	392	10	-44
Slight	8,883	6,497	5,947	5,867	-1	-34
Total	9,598	6,929	6,317	6,268	-1	-35
Bus/Coach traffic ¹	3.1	3.2	3.2	3.2	0	4
Light goods vehicle						
Killed	65	43	36	34	-6	-48
Serious	950	402	381	325	-15	-66
Slight	6,410	4,468	4,326	4,135	-4	-35
Total	7,424	4,913	4,743	4,494	-5	-39
Light goods traffic ¹	29	42	41	42	1	44
Heavy goods vehicle						
Killed	53	23	14	28	100	-47
Serious	526	217	175	184	5	-65
Slight	2,760	1,690	1,330	1,366	3	-51
Total	3,338	1,930	1,519	1,578	4	-53
Heavy goods traffic ¹	16	18	16	16	0	1

¹ Billion vehicle miles.

Part 3- Strategic Framework for Road Safety¹ - Outcomes Framework

The Strategic Framework for Road Safety published in May 2011 set out a proposed outcomes framework designed to help Government, local organisations and citizens to monitor the progress towards improving road safety and decreasing the number of fatalities and seriously injured casualties on Great Britain's roads.

This identified 6 key indicators which relate to road deaths and are intended to measure the key outcomes of the strategy at national level. These are:

- Number of road deaths (and rate per billion vehicle miles)
- Rate of motorcyclist deaths per billion vehicle miles
- Rate of car occupant deaths per billion vehicle miles
- Rate of pedal cyclist deaths per billion vehicle miles
- Rate of pedestrian deaths per billion miles walked
- Number of deaths resulting from collisions involving drivers under 25

At the local level, the number of road deaths is small and subject to fluctuation. For this reason the following were proposed as key indicators:

- Number of killed or seriously injured casualties
- Rate of killed or seriously injured casualties per million people
- Rate of killed or seriously injured casualties per billion vehicle miles

Table RAS41001 gives figures for these indicators for 2005-2010, including changes against the 2005-9 average and for the latest year.

RAS41001: Key Outcome Indicators - Strategic Framework for Road Safety: GB 2010

	Number			2010 Percentage change over:	
	2005-09 average	2009	2010	2009	2005 -2009 average
Road Deaths	2,816	2,222	1,850	-17	-34
Fatality rates per billion vehicle miles¹					
Road Deaths	9	7	6	-15	-33
Motorcyclists	165	145	138	-5	-16
Car occupants	6	4	3	-19	-39
Pedal cyclist	45	34	36	5	-22
Pedestrian ²	53	42	37	-12	-29
Number of deaths resulting from collisions involving car drivers aged 17- 24	765	564	437	-23	-43
Number of killed or seriously injured	30041	26912	24,510	-9	-18
Rate of killed or seriously injured casualties per million population	507	449	405	-10	-20
Rate of killed or seriously injured casualties per billion vehicle miles	95	85	79	-7	-17

1 Rates per billion vehicle miles, rounded to the nearest whole number.

2 Rate per billion miles walked.

<http://www.dft.gov.uk/publications/strategic-framework-for-road-safety>

Alongside these key indicators a more comprehensive list of indicators were proposed to monitor trends and patterns primarily at the national level. Initial data for these indicators can be found in table RAS41001 (web only). Some of these indicators are marked as 'under development' where the form of the indicator needs further consideration or data are not yet available.

Progress on the indicators will be reported annually.

Background notes

Detailed statistics (tables and charts) on "Overview and trends in reported road casualties" can be found at:

http://www.dft.gov.uk/statistics?orderby=date&post_type=table&series=road-accidents-and-safety-series

Table numbers RAS30059 – RAS30068, RAS40006 and RAS 41001.

1. The data in this article refer to accidents involving 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. 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.
2. Further information about the Reported Road Casualties Great Britain Annual Report 2010 can be found at: <http://assets.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010>
3. Notes & Definitions used in STATS19 can be found at: <http://assets.dft.gov.uk/statistics/releases/reported-road-casualties-gb-main-results-2010/reported-road-casualties-gb-main-results-2010-definitions.pdf>
4. Further information about road accidents and safety statistics, including technical information and links to earlier material can be found at: <http://www.dft.gov.uk/statistics/series/road-accidents-and-safety/>

Chart 16: Reported killed or seriously injured casualties: GB 1994-2010

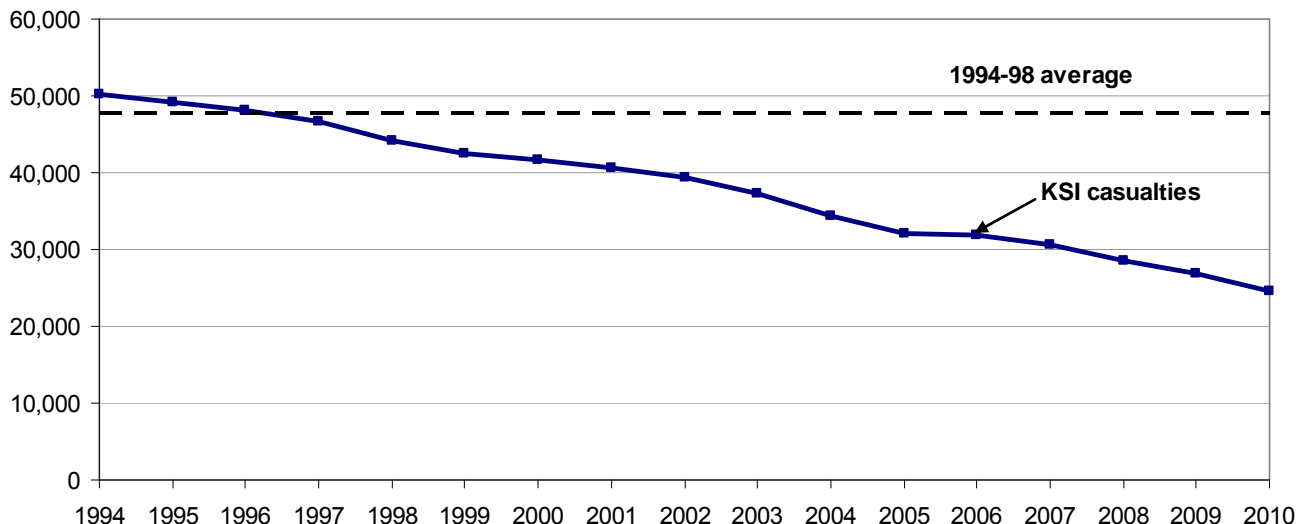


Chart 17: Reported killed or seriously injured child casualties: GB 1994-2010

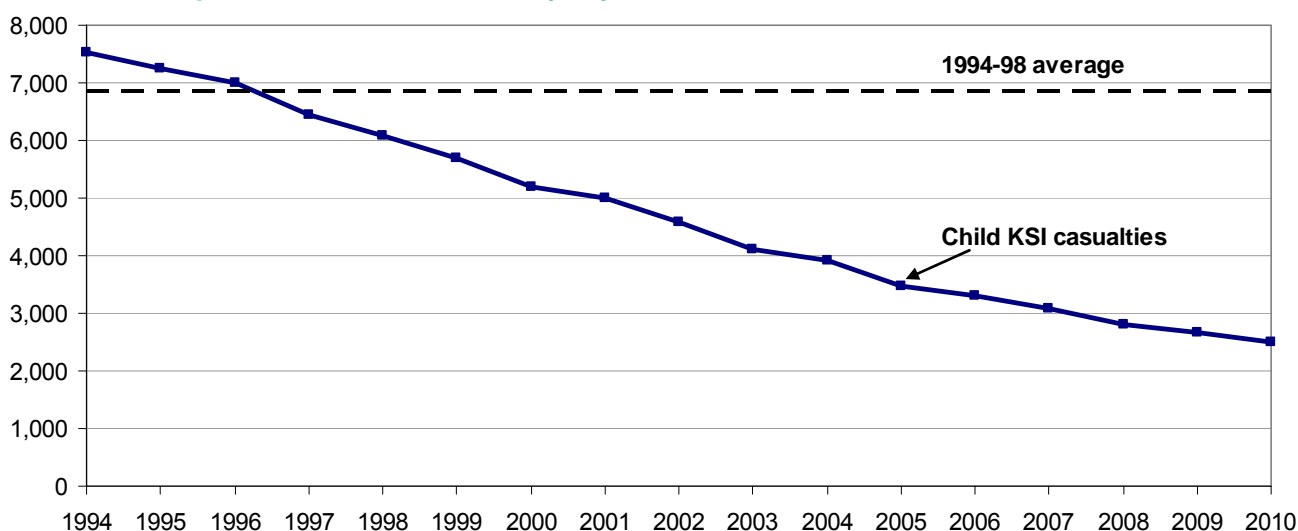
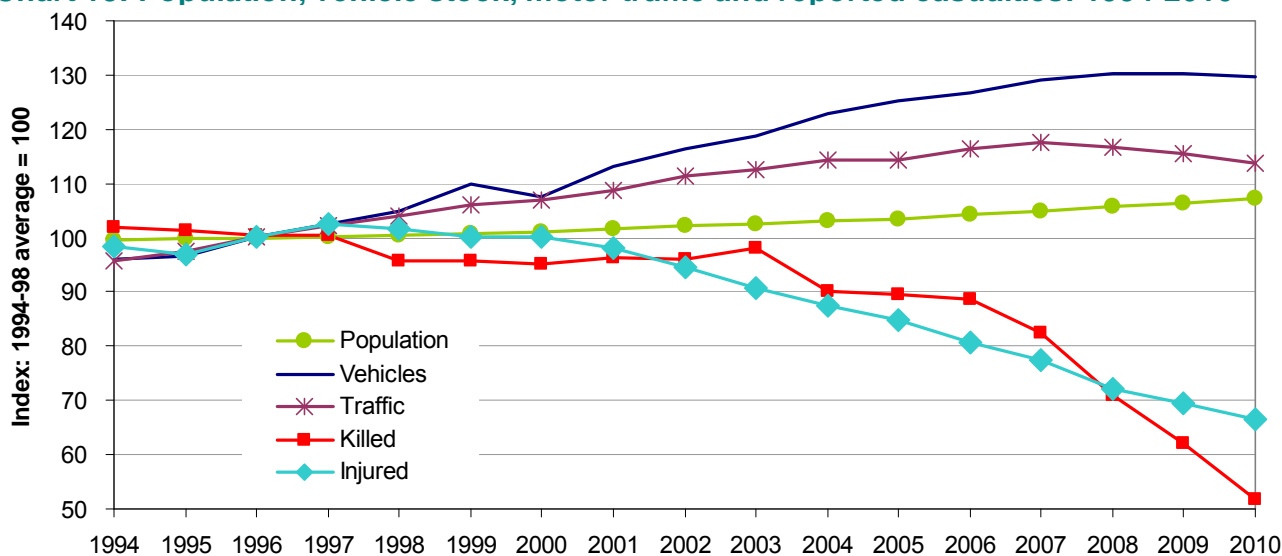


Chart 18: Population, vehicle stock, motor traffic and reported casualties: 1994-2010



Annex: Long term trends and summary statistics

RAS40006

Summary statistics: GB 2010

	Number			2010 Percentage change over:	
	1994-98 average	2009	2010	2009	1994-98 average
Casualties					
Killed	3,578	2,222	1,850	-17	-48
Killed or seriously injured (KSI)	47,656	26,912	24,510	-9	-49
All casualties	319,928	222,146	208,648	-6	-35
Vehicle traffic (billion vehicle miles)					
	276.1	313.2	308.1	-2	12
Population (million)					
	56.5	60	60.5	1	7
Accidents					
Fatal	3,264	2,057	1,731	-16	-47
Fatal or serious	40,481	24,054	22,171	-8	-45
All accidents	236,040	163,554	154,414	-6	-35
Casualties per accident					
Fatal	2.1	1.89	1.88	0	-10
Fatal or serious	1.6	1.50	1.47	-2	-9
All accidents	1.4	1.36	1.35	-1	0
Accident type					
Fatal accidents					
Single vehicle (no pedestrian)	684	531	392	-26	-43
Single vehicle (with pedestrian)	883	420	342	-19	-61
Two vehicle	1,253	818	737	-10	-41
Three or more vehicles	445	288	260	-10	-42
All accidents					
Single vehicle (no pedestrian)	32,993	25,885	23,824	-8	-28
Single vehicle (with pedestrian)	42,461	24,411	23,495	-4	-45
Two vehicle	136,491	96,631	91,870	-5	-33
Three or more vehicles	24,095	16,627	27,460	65	14
Casualties by road type					
Fatalities on					
Motorways	173	132	118	-11	-32
Built-up roads	1,503	981	739	-25	-51
Non built-up roads	1,901	1,109	993	-10	-48
KSI on					
Motorways	1,516	990	916	-7	-40
Built-up roads	28,890	16,790	15,454	-8	-47
Non built-up roads	17,250	9,132	8,140	-11	-53
All casualties on					
Motorways	12,891	10,656	10,369	-3	-20
Built-up roads	220,371	155,760	147,323	-5	-33
Non built-up roads	86,666	55,730	50,956	-9	-41
Car occupants					
Fatalities					
	1,762	1,059	835	-21	-53
Seriously injured					
	21,492	10,053	8,914	-11	-59
Slightly injured					
	180,034	132,300	123,456	-7	-31
Total	203,288	143,412	133,205	-7	-34
Car traffic (billion vehicle miles)					
	222.8	249	244	-2	9
Fatalities in accidents involving car drivers aged 17-24					
of which: Driver aged 17-24	982	564	437	-23	-55
Passenger of driver aged 17-24	305	191	158	-17	-48
Other road user	249	145	93	-36	-63
	428	228	186	-18	-57
Pedestrians					
Fatalities					
of which: Children (0-15)	1,008	500	405	-19	-60
Adults (16-59)	133	37	37	0	-72
Elderly (60+)	398	256	213	-17	-47
Seriously injured	471	207	155	-25	-67
Slightly injured	10,662	5,545	5,200	-6	-51
Total	34,874	20,842	20,240	-3	-42
	46,543	26,887	25,845	-4	-44

RAS40006

Summary statistics: GB 2010 (Continued)

	Number			2010 Percentage change over:	
	1994-98 average	2009	2010	2009	1994-98 average
Motorcyclists					
Fatalities	467	472	403	-15	-14
Seriously injured	6,008	5,350	4,780	-11	-20
Slightly injured	17,547	14,881	13,503	-9	-23
Total	24,023	20,703	18,686	-10	-22
Motorcycle traffic (billion vehicle miles)	2.4	3.2	2.9	-10	21
Fatalities on					
Motorways	9	12	13	8	38
Built-up roads	178	187	141	-25	-21
Non built-up roads	280	273	249	-9	-11
KSI on					
Motorways	106	116	128	10	21
Built-up roads	3,847	3,519	3,050	-13	-21
Non built-up roads	2,523	2,187	2,005	-8	-21
Motorcycles with engine size up to 125 cc					
Fatalities	..	67	60	-10	..
Seriously injured	..	1,834	1,663	-9	..
Slightly injured	..	7,401	6,998	-5	..
Motorcycles with engine size over 125 cc					
Fatalities	..	405	343	-15	..
Seriously injured	..	3,516	3,117	-11	..
Slightly injured	..	7,480	6,505	-13	..
Pedal cyclists					
Fatalities	186	104	111	7	-40
Seriously injured	3,546	2,606	2,660	2	-25
Slightly injured	20,653	14,354	14,414	0	-30
Total	24,385	17,064	17,185	1	-30
Child (0-15) KSI	1,129	458	398	-13	-65
Adult (16+) KSI	2,557	2,225	2,373	7	-7
Pedal cycle traffic (billion vehicle miles)	2.5	3.1	3.1	1	24
Light Goods Vehicles (LGV)					
Fatalities	65	36	34	-6	-48
Seriously injured	950	381	325	-15	-66
Slightly injured	6,410	4,326	4,135	-4	-35
LGV traffic (billion vehicle miles)	29.0	41.4	41.8	1	44
Casualties in accidents involving at least one LGV					
Fatalities	320	174	169	-3	-47
KSI	3,789	1,905	1,835	-4	-52
All casualties	25,972	17,441	16,941	-3	-35
Heavy Goods Vehicles (HGV)					
Fatalities	53	14	28	100	-47
Seriously injured	526	175	184	5	-65
Slightly injured	2,760	1,330	1,366	3	-51
Casualties in accidents involving at least one HGV					
Fatalities	582	268	264	-1	-55
KSI	3,544	1,439	1,380	-4	-61
All casualties	18,491	9,695	9,687	0	-48
HGV traffic (billion vehicle miles)	16.3	16.4	16.4	0	1
Children (aged 0-15)					
Fatalities	260	81	55	-32	-79
Male	163	51	38	-25	-77
Female	97	30	17	-43	-82
KSI	6,860	2,671	2,502	-6	-64
All casualties	44,354	20,655	19,569	-5	-56