Oxfordshire County Council
Road Traffic Accident
Casualty Data Summary 2018

OXFORDSHIRE COUNTY COUNCIL

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A – Introductory Message.

This document provides information on the number and nature of casualties sustained as a result of road traffic accidents reported on Oxfordshire's roads during the last 19 years - including the latest 2018 data, for which comparative national data from the Department for Transport (DfT) is available.

This information is compiled from reports submitted by the police for each road traffic accident resulting in a personal injury that they attend (together with the relatively small number of accidents which are not attended by the police, but which are reported by members of the public at a police station). In practice, it is known from various national studies using information from insurers and the NHS that quite a large number of injury accidents – especially those involving a single road-user and resulting in only minor injuries – are not reported to the police. It is therefore acknowledged that the actual number of accidents and injuries on our roads is considerably higher than those analysed here.

However, as the proportion of accidents included in the police reports appears to be reasonably stable, and a very similar picture is found in other areas outside the county, the information nevertheless allows trends in road safety to be assessed with a good level of confidence.

Thankfully there has over the longer term been a downward trend in reported accidents and injuries, reflecting a very wide range of factors (including road improvement schemes, improved vehicle safety, and national and local measures to improve the training & skills of road users and their compliance with traffic laws). Sadly, when compared with 2017, 2018 saw an increase in the number of road deaths (9 more fatalities), however this was accompanied by a reduction in the number of serious casualties, and an 11% reduction in the overall casualty numbers.

Whilst general reductions are being seen among most of the main road user groups - which is hoped can be maintained – pedestrian casualty number, for both children & adults has seen a more recent upward trend over the last couple of years.

When compared to its statistical neighbours Oxfordshire's performance continues to be ranked somewhere in the middle, similar to the overall national picture. Although it should be noted that a more detailed analysis of the data taking account of traffic flows suggests that the actual risks faced by road users in Oxfordshire are in practice very similar to those in other parts of the country.

Although the interpretation of the information therefore does require care, sadly it is undeniable that road accidents continue to result in very high human and economic costs, and furthermore that concerns over road safety also have a significant impact on individuals and local communities.

Traffic & Road Safety Team
Oxfordshire County Council

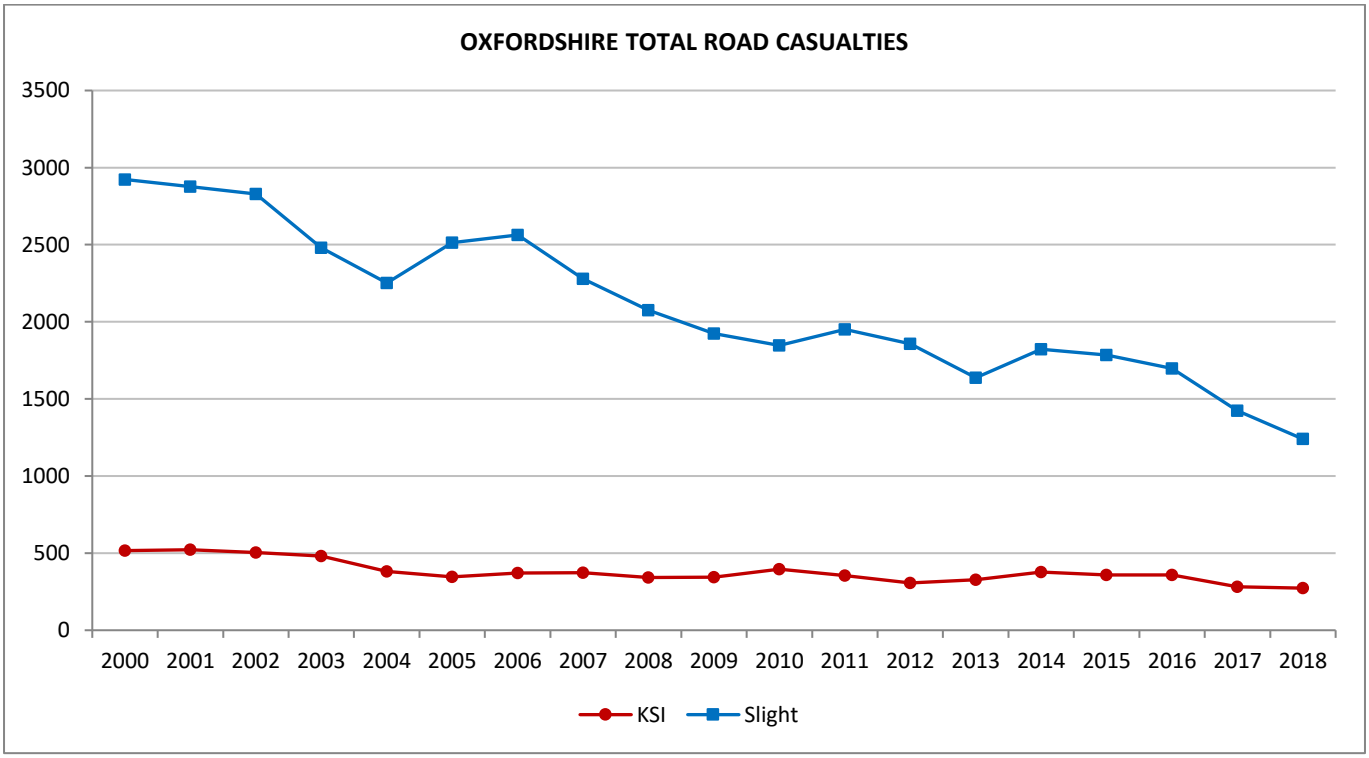
1 - Headline Data.

The statistics on road-accident casualties included in this report are obtained from the reports submitted by Thames Valley Police as part of the national reporting system for road accidents and casualties.

Table1.1. **Total** casualties by year 2000 to 2018.

Year	Fatal	Serious	KSI	Slight	Total	% Yearly change
00-04 avrg	49	432	481	2672	3153	-
2005	40	306	346	2513	2859	-9.3
2006	68	304	372	2563	2935	2.7
2007	34	340	374	2278	2652	-9.6
2008	42	301	343	2076	2419	-8.8
2009	30	315	345	1923	2268	-6.2
2010	41	354	395	1848	2243	-1.1
2011	26	329	355	1951	2306	2.8
2012	28	279	307	1857	2164	-6.2
2013	19	308	327	1637	1964	-9.2
2014	26	352	378	1823	2201	12.1
2015	25	334	359	1785	2144	-2.6
2016	32	326	358	1698	2056	-4.1
2017	22	259	281	1424	1705	-17.1
2018	31	242	273	1240	1513	-11.3

Chart1.1. **Total** casualties by year 2000 to 2018.



'Fatal' casualties are defined as those where death occurs at or within 30 days of the accident, whilst 'serious' casualties include those requiring in-patient treatment and injuries such as bone fractures, severe internal injuries and severe cuts (i.e. requiring stitches) and injuries resulting in death more than 30 days following the initial accident.
'Slight' injuries include sprains, neck whiplash injury (not necessarily requiring medical treatment), bruises and slight shock requiring roadside attention.

The term "KSI" stands for "Killed or Seriously Injured", and is used to highlight the higher severity casualties.

'Child' casualties include those injured who are aged between 0 and 15, whilst 'adult' casualties include those who are aged 16 and above and also those where no age was assigned in the police report.

Table1.2. **Child** casualties by year 2000 to 2018.

Year	Fatal	Serious	KSI	Slight	Total	% Yearly change
00-04 avrg	3	33	36	240	275	-
2005	6	20	26	224	250	16.8
2006	2	17	19	198	217	-13.2
2007	3	21	24	185	209	-3.7
2008	1	23	24	161	185	-11.5
2009	1	19	20	136	156	-15.7
2010	1	22	23	133	156	0.0
2011	0	19	19	148	167	7.1
2012	0	15	15	123	138	-17.4
2013	1	10	11	122	133	-3.6
2014	3	19	22	113	135	1.5
2015	0	21	21	113	134	-0.7
2016	1	12	13	137	150	11.9
2017	0	14	14	89	103	-31.3
2018	0	13	13	102	115	11.7

Chart1.2. **Child** casualties by year 2000 to 2018.

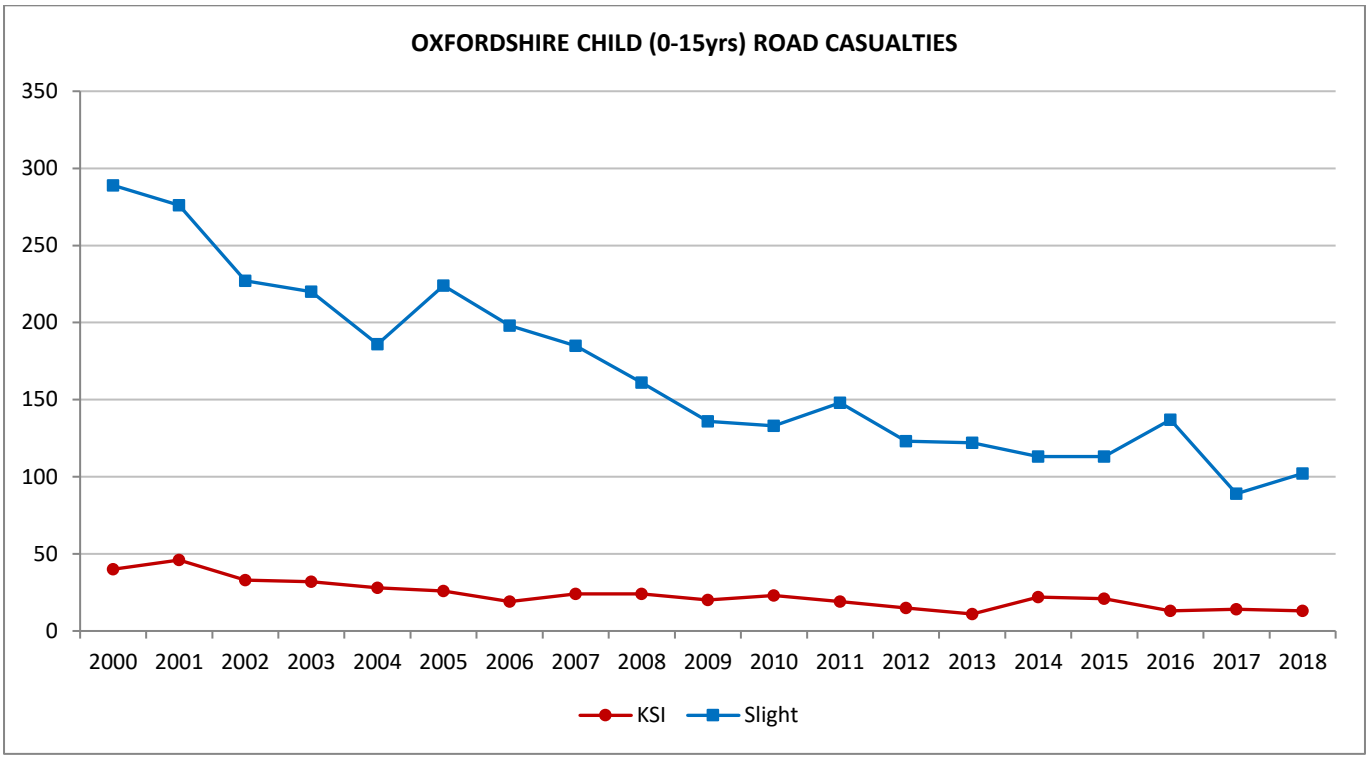


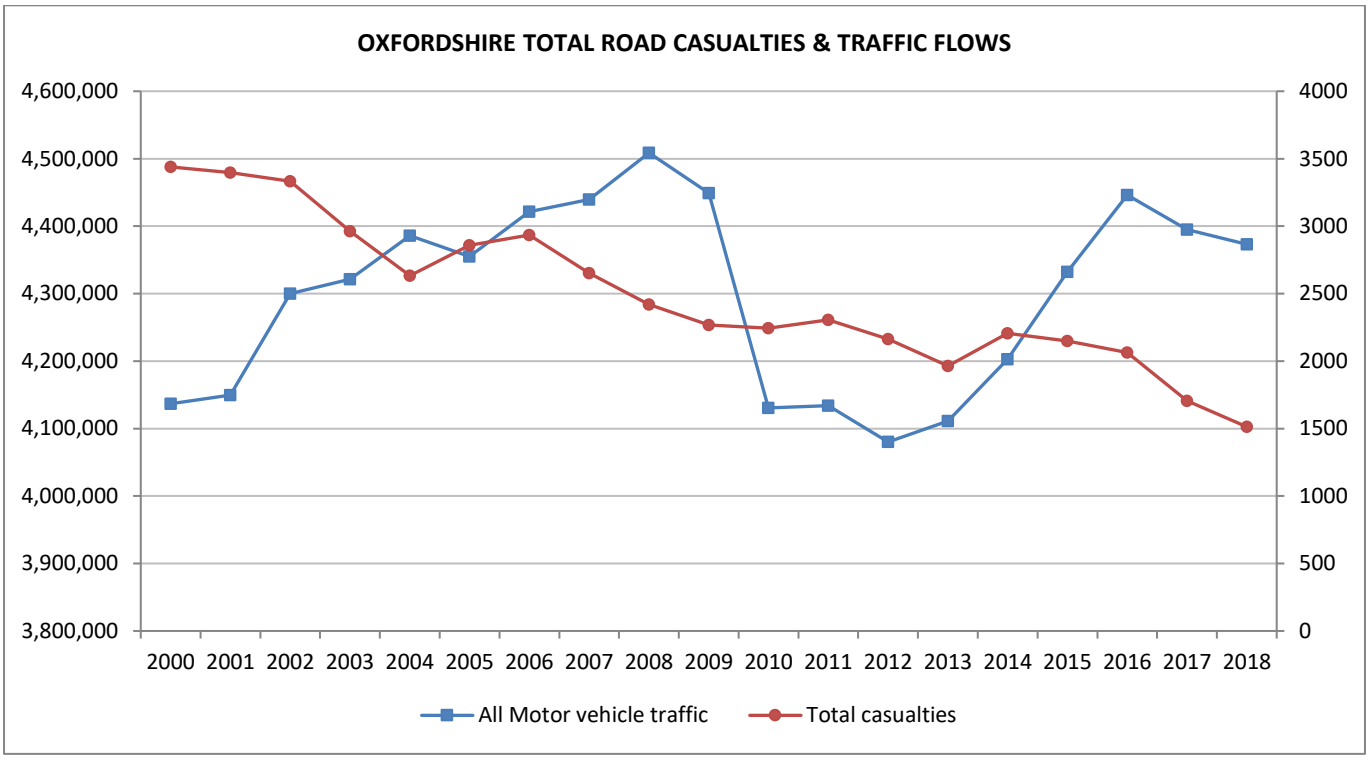
Table1.3. **Total** casualties by road user group 2018.

All casualties	Fatal	Serious	KSI	Slight	Total	% of total
Pedestrian	3	33	36	108	144	9.5
Pedal cycle	4	41	45	208	253	16.7
Two-wheel motor veh	5	46	51	105	156	10.3
Car driver	15	64	79	524	603	39.9
Car passenger	2	46	48	196	244	16.1
Bus occupant	1	3	4	19	23	1.5
Goods veh occupant		4	4	53	57	3.8
Other	1	5	6	27	33	2.2
Total	**31**	**242**	**273**	**1240**	**1513**	**100**

Table1.4. **Child** casualties by road user group 2018.

Child casualties	Fatal	Serious	KSI	Slight	Total	% of total
Pedestrian	0	11	11	30	41	35.7
Pedal cycle	0	1	1	21	22	19.1
Two-wheel motor veh	0	0	0	0	0	0.0
Car passenger	0	1	1	47	48	41.7
Bus occupant	0	0	0	3	3	2.6
Goods veh occupant	0	0	0	0	0	0.0
Other	0	0	0	1	1	0.9
Total	**0**	**13**	**13**	**102**	**115**	**100**

Chart1.3. **Total** casualties and Traffic flow (Average annual daily flow*) by year 2000 to 2018.



Traffic – Annual volume of traffic

- Traffic figures give the total volume of traffic on the stretch of road for the whole year, and are calculated by multiplying the AADF* by the corresponding length of road and by the number of days in the year (i.e. one vehicle travelling one mile each day for a year would equal 365 vehicle miles).
- Traffic figures are presented as: Units = thousand vehicle miles

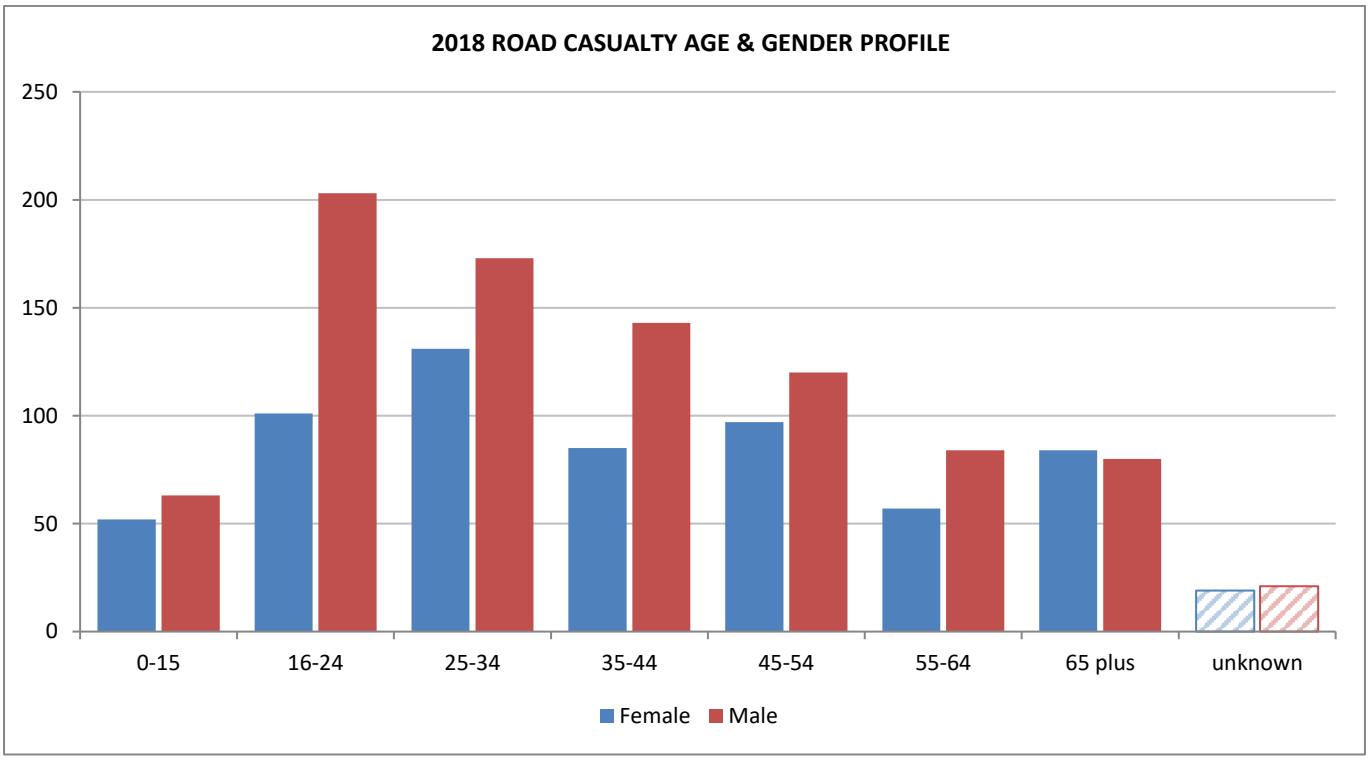
* AADF - Annual average daily flow

- AADF figures give the number of vehicles that will drive on that stretch of road on an average day of the year. For information on how AADFs are calculated, see the guidance on the Traffic Statistics pages on GOV.UK.
- AADF figures are presented as: Units = vehicles per day

Table1.5. **Total** casualties by age & gender 2018.

Gender	0-15	16-24	25-34	35-44	45-54	55-64	65 plus	unknown	Total	% of total
Female	52	101	131	85	97	57	84	19	626	41.4
Male	63	203	173	143	120	84	80	21	887	58.6
Total	115	304	304	228	217	141	164	40	1513	100

Chart1.4. **Total** casualties by age & gender 2018.



2 - National & Comparative Data.

Each local authority is unique, in that not only are its social and physical characteristics different to other authorities, but its traditions, organisation and working practices are distinctive too. The Chartered Institute of Public Finance & Accountancy (CIPFA) developed the 'Nearest Neighbours Model' to aid local authorities in undertaking comparative and benchmarking exercises, groups of authorities can be generated based upon a wide range of socio-economic indicators. The model adopts a scientific approach to measuring the similarity between authorities and has been used across both local and central government.

The table below lists the 13 closest County Councils compared to Oxfordshire as generated by the nearest neighbour model:

Table2.1. CIPFA statistical neighbours.

Buckinghamshire	Cambridgeshire
Essex	Gloucestershire
Hampshire	Hertfordshire
Leicestershire	Northamptonshire
Surrey	Warwickshire
West Sussex	Wiltshire
Worcestershire	

Further details and information regarding the model can be found at the following website: http://www.cipfastats.net/resources/nearestneighbours

The tables and charts found in this section use the latest available data to show and compare the number of road deaths and injuries sustained both nationally and also within Oxfordshire's statistical neighbours i.e. those authorities that have been identified as being the closest to Oxfordshire in their socioeconomic characteristics.

Table2.2. National & statistical neighbour casualty comparison (numbers) 2018.

District	Population (mid 2018)	Total Casualties	Slight Casualties	KSI Casualties
Buckinghamshire	808,666	1,180	1,022	158
Cambridgeshire	852,523	1,886	1,501	385
Essex	1,832,752	3,446	2,663	783
Gloucestershire	916,202	998	707	291
Hampshire	1,844,245	3,326	2,608	718
Hertfordshire	1,184,365	2,882	2,438	444
Leicestershire	1,053,486	1,207	962	245
Northamptonshire	747,622	1,460	1,172	288
Oxfordshire	687,524	1,513	1,240	273
Surrey	1,189,934	4,172	3,243	929
Warwickshire	571,010	1,654	1,294	360
West Sussex	858,852	2,534	2,051	483
Wiltshire	720,060	1,198	970	228
Worcestershire	592,057	1,081	852	229
Great Britain	66,436,000	160,597	133,302	27,295

Table2.3. National & statistical neighbour casualty comparison (rate per 1,000 population) 2018.

District	Population (mid 2018)	Total Casualties	Slight Casualties	KSI Casualties
Buckinghamshire	808,666	1.46	1.26	0.20
Cambridgeshire	852,523	2.21	1.76	0.45
Essex	1,832,752	1.88	1.45	0.43
Gloucestershire	916,202	1.09	0.77	0.32
Hampshire	1,844,245	1.80	1.41	0.39
Hertfordshire	1,184,365	2.43	2.06	0.37
Leicestershire	1,053,486	1.15	0.91	0.23
Northamptonshire	747,622	1.95	1.57	0.39
Oxfordshire	687,524	2.20	1.80	0.40
Surrey	1,189,934	3.51	2.73	0.78
Warwickshire	571,010	2.90	2.27	0.63
West Sussex	858,852	2.95	2.39	0.56
Wiltshire	720,060	1.66	1.35	0.32
Worcestershire	592,057	1.83	1.44	0.39
Great Britain	66,436,000	2.42	2.01	0.41

Chart2.1. National & statistical neighbour total casualty comparison (rate per 1,000 population) 2018.

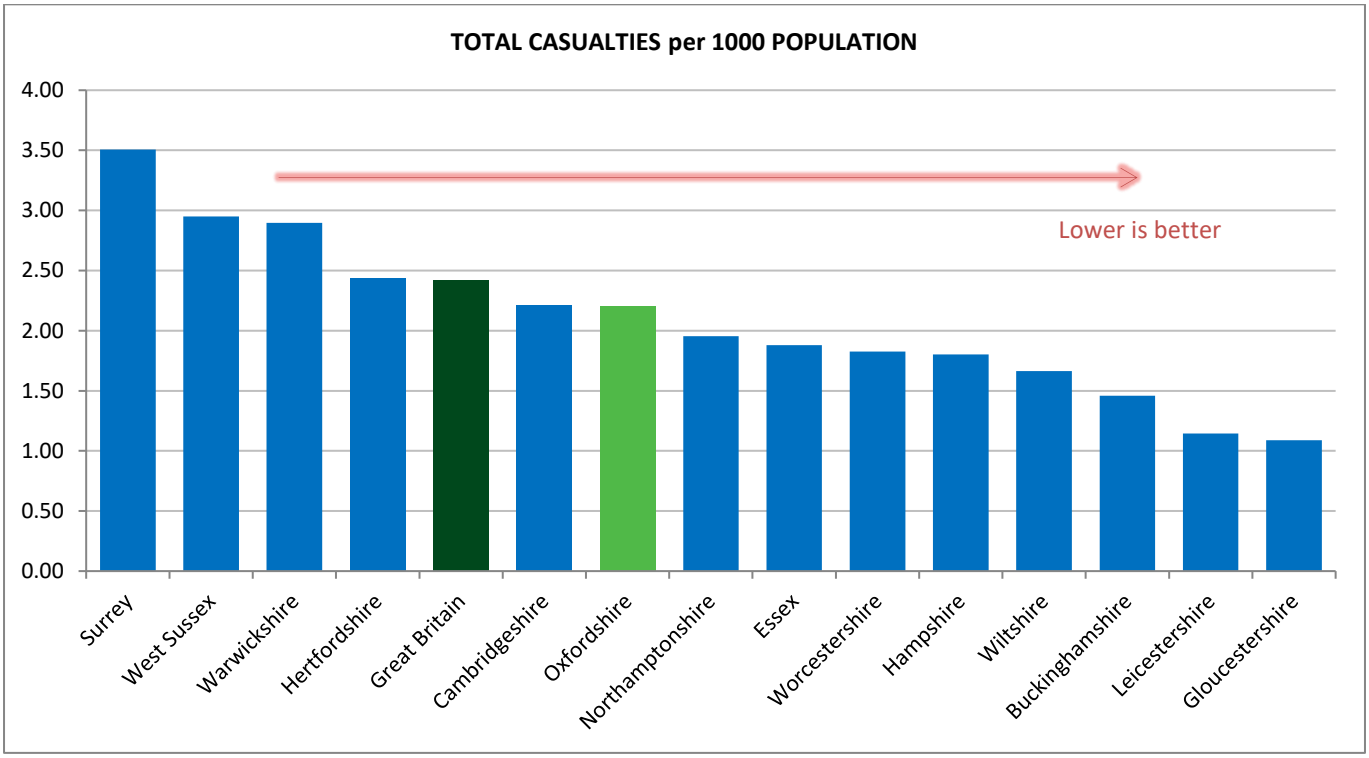


Chart2.2 National & statistical neighbour KSI casualty comparison (rate per 1,000 population) 2018.

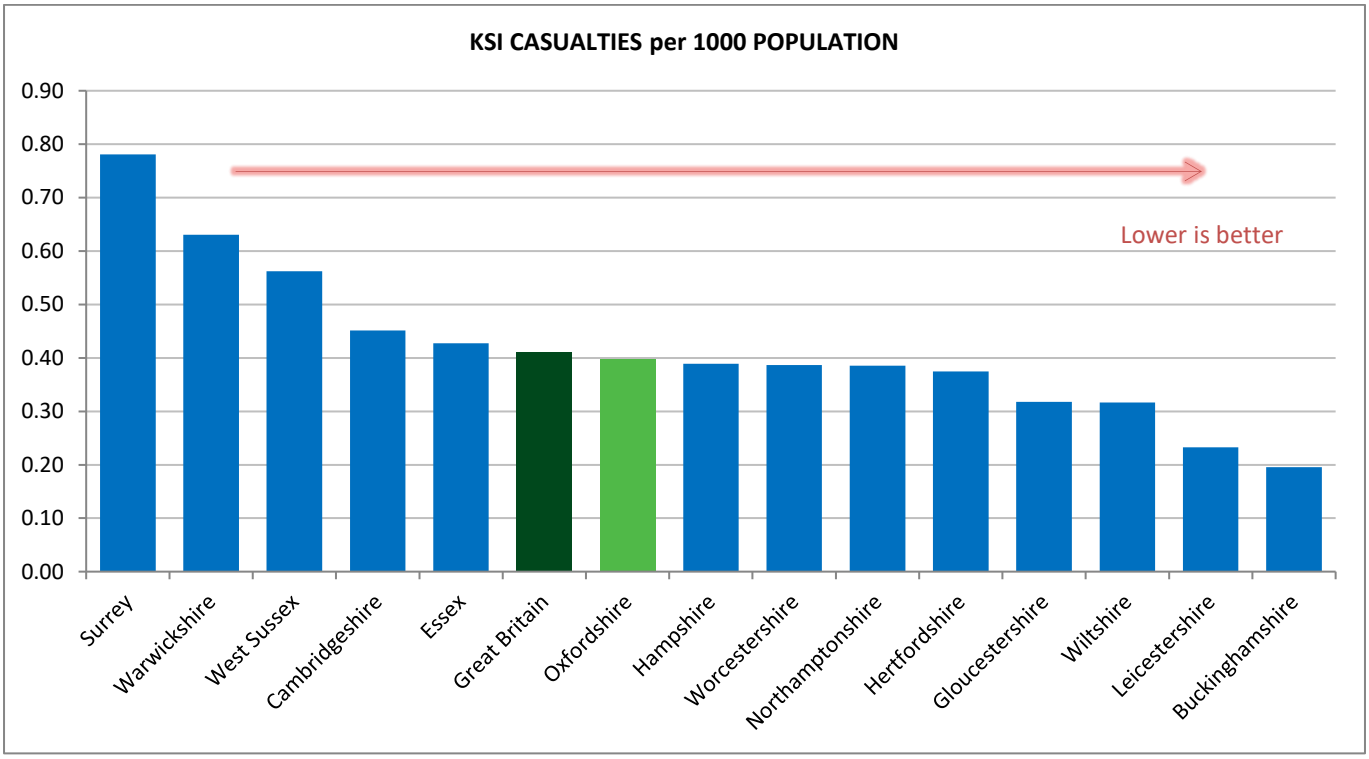


Table2.4. **National** road user casualty performance 2018.

Road User	Casualty Severity	NATIONAL							
		10-14 avrg.	2014	2015	2016	2017	2018	Change from 10-14 avrg.	Change from 2017
Pedestrians	KSI	5679	5,509	5,348	5,588	6,064	6,238	*9.8*	*2.9*
	Slight	19529	19,239	18,713	17,962	17,741	16,194	*-17.1*	*-8.7*
	All casualties	25208	24,748	24,061	23,550	23,805	22,432	*-11.0*	*-5.8*
Pedal cyclists	KSI	3214	3,514	3,339	3,499	3,799	3,806	*18.4*	*0.2*
	Slight	16029	17,773	15,505	14,978	14,522	13,744	*-14.3*	*-5.4*
	All casualties	19243	21,287	18,844	18,477	18,321	17,550	*-8.8*	*-4.2*
Motorcycle users	KSI	5389	5,628	5,407	5,872	5,941	5,851	*8.6*	*-1.5*
	Slight	14064	14,738	14,511	13,425	12,101	10,967	*-22.0*	*-9.4*
	All casualties	19453	20,366	19,918	19,297	18,042	16,818	*-13.5*	*-6.8*
Car occupants	KSI	9053	8,832	8,642	9,791	9,681	10,115	*11.7*	*4.5*
	Slight	111578	106,698	103,065	99,255	90,401	83,864	*-24.8*	*-7.2*
	All casualties	120631	115,530	111,707	109,046	100,082	93,979	*-22.1*	*-6.1*
All road users	KSI	24456	24,582	23,874	25,893	26,624	27,295	*11.6*	*2.5*
	Slight	172838	169,895	162,315	155,491	144,369	133,302	*-22.9*	*-7.7*
	All casualties	197294	194,477	186,189	181,384	170,993	160,597	*-18.6*	*-6.1*
Child	KSI	2250	2,082	1,964	2,102	2,146	2,139	*-4.9*	*-0.3*
	Slight	15506	14,645	14,139	13,874	13,575	12,127	*-21.8*	*-10.7*
	All casualties	17755	16,727	16,103	15,976	15,721	14,266	*-19.7*	*-9.3*

NOTE. green shading reflects an improvement i.e. casualty numbers have fallen, whilst the use of red reflects an increase in the numbers

Table2.5. **Oxfordshire** road user casualty performance 2018.

Road User	Casualty Severity	OXFORDSHIRE							
		10-14 avrg.	2014	2015	2016	2017	2018	Change from 10-14 avrg.	Change from 2017
Pedestrians	KSI	50	59	51	44	37	36	*-27.7*	*-2.7*
	Slight	125	143	120	109	93	108	*-13.7*	*16.1*
	All casualties	175	202	171	153	130	144	*-17.7*	*10.8*
Pedal cyclists	KSI	66	75	67	72	61	45	*-32.2*	*-26.2*
	Slight	231	287	277	249	216	208	*-9.8*	*-3.7*
	All casualties	297	362	344	321	277	253	*-14.8*	*-8.7*
Motorcycle users	KSI	78	82	94	75	64	51	*-34.4*	*-20.3*
	Slight	118	126	128	111	104	105	*-11.0*	*1.0*
	All casualties	196	208	222	186	168	156	*-20.3*	*-7.1*
Car occupants	KSI	139	139	122	153	107	127	*-8.6*	*18.7*
	Slight	1,192	1,082	1,132	1,100	894	720	*-39.6*	*-19.5*
	All casualties	1,331	1,221	1,254	1,253	1,001	847	*-36.3*	*-15.4*
All road users	KSI	352	378	359	358	281	273	*-22.5*	*-2.8*
	Slight	1,823	1,823	1,785	1,698	1,424	1,240	*-32.0*	*-12.9*
	All casualties	2,176	2,201	2,144	2,056	1,705	1,513	*-30.5*	*-11.3*
Child	KSI	18	22	21	13	14	13	*-27.8*	*-7.1*
	Slight	128	113	113	137	89	102	*-20.2*	*14.6*
	All casualties	146	135	134	150	103	115	*-21.1*	*11.7*

NOTE. green shading reflects an improvement i.e. casualty numbers have fallen, whilst the use of red reflects an increase in the numbers

3 – Pedestrian Casualties.

The tables and charts found in this section show the numbers of road deaths and injuries sustained by pedestrians in Oxfordshire.

Table3.1. **Pedestrian** casualties age & gender summary 2018 (all severities).

Gender	00-04	05-09	10-15	16-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-99	unknown	Total
Female	1	4	10	5	4	3	8	2	2	4	4	1	2	3	10	3	66
Male	4	7	15	5	1	8	3	5	5	4	5	3	2	1	8	2	78
Total	**5**	**11**	**25**	**10**	**5**	**11**	**11**	**7**	**7**	**8**	**9**	**4**	**4**	**4**	**18**	**5**	**144**

Table3.2. Long term **child pedestrian** casualty trends 2000 to 2018.

Severity	Gender	00-04 avrg	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
KSI	Female	7	5	3	5	2	2	10	2	2	1	7	4	2	2	4
	Male	10	5	5	2	9	7	2	9	9	5	4	8	4	5	7
	Total	17	10	8	7	11	9	12	11	11	6	11	12	6	7	11
Slight	Female	23	26	25	18	20	14	11	15	10	9	10	13	11	6	11
	Male	37	38	23	31	33	16	20	19	20	24	20	17	14	11	19
	Total	61	64	48	49	53	30	31	34	30	33	30	30	25	17	30
Total	**Female**	**30**	**31**	**28**	**23**	**22**	**16**	**21**	**17**	**12**	**10**	**17**	**17**	**13**	**8**	**15**
	Male	**48**	**43**	**28**	**33**	**42**	**23**	**22**	**28**	**29**	**29**	**24**	**25**	**18**	**16**	**26**
	Total	**77**	**74**	**56**	**56**	**64**	**39**	**43**	**45**	**41**	**39**	**41**	**42**	**31**	**24**	**41**

Table3.3. Long term **adult pedestrian** casualty trends 2000 to 2018.

Severity	Gender	00-04 avrg	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
KSI	Female	16	10	17	22	10	19	17	17	18	14	25	24	17	15	10
	Male	27	20	15	22	22	25	30	19	18	17	23	15	21	15	15
	Total	43	30	32	44	32	44	47	36	36	31	48	39	38	30	25
Slight	Female	63	45	46	46	52	57	33	56	41	42	45	45	42	39	41
	Male	73	53	66	72	67	45	45	51	44	43	68	45	42	37	37
	Total	136	98	112	118	119	102	78	107	85	85	113	90	84	76	78
Total	**Female**	**79**	**55**	**63**	**68**	**62**	**76**	**50**	**73**	**59**	**56**	**70**	**69**	**59**	**54**	**51**
	Male	**99**	**73**	**81**	**94**	**89**	**70**	**75**	**70**	**62**	**60**	**91**	**60**	**63**	**52**	**52**
	Total	**178**	**128**	**144**	**162**	**151**	**146**	**125**	**143**	**121**	**116**	**161**	**129**	**122**	**106**	**103**

Chart3.1. Long term **child pedestrian** casualty trends 2000 to 2018.

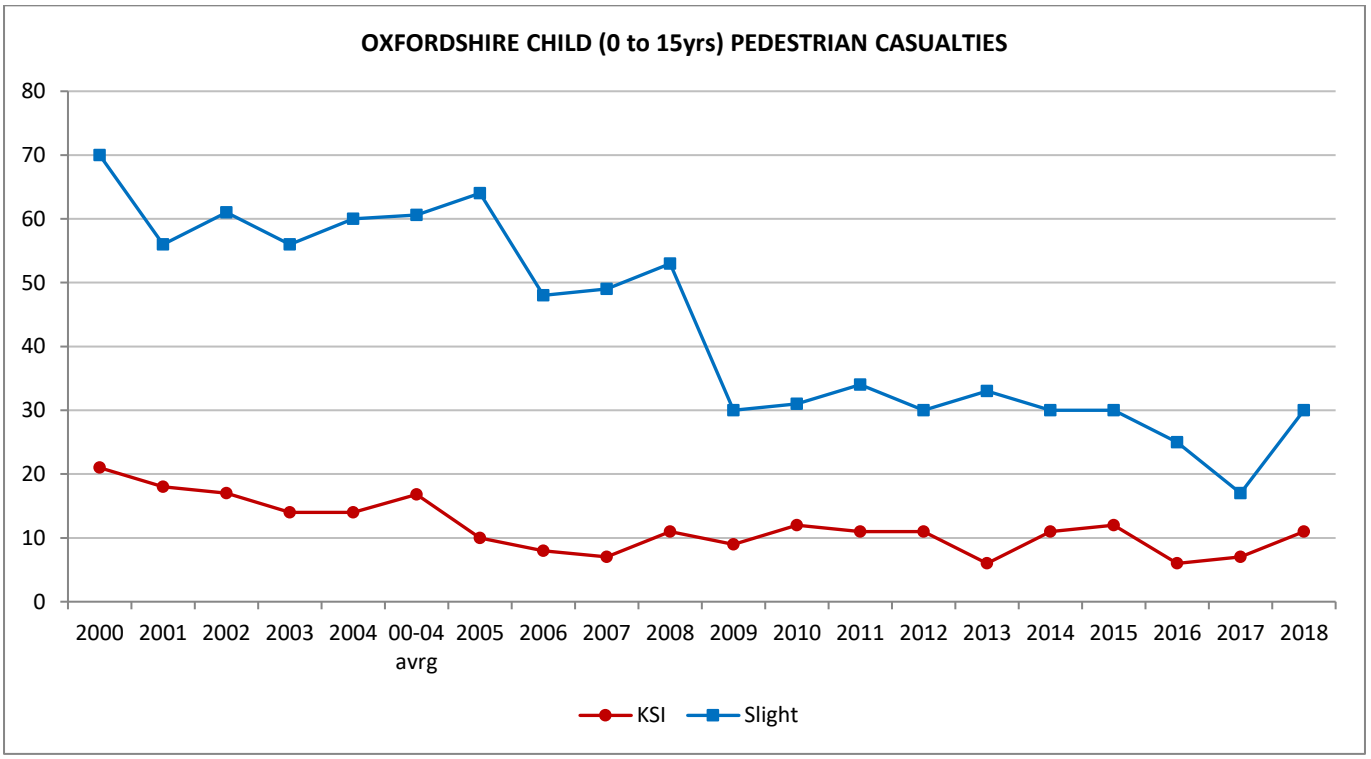


Chart3.2. Long term **adult pedestrian** casualty trends 2000 to 2018.

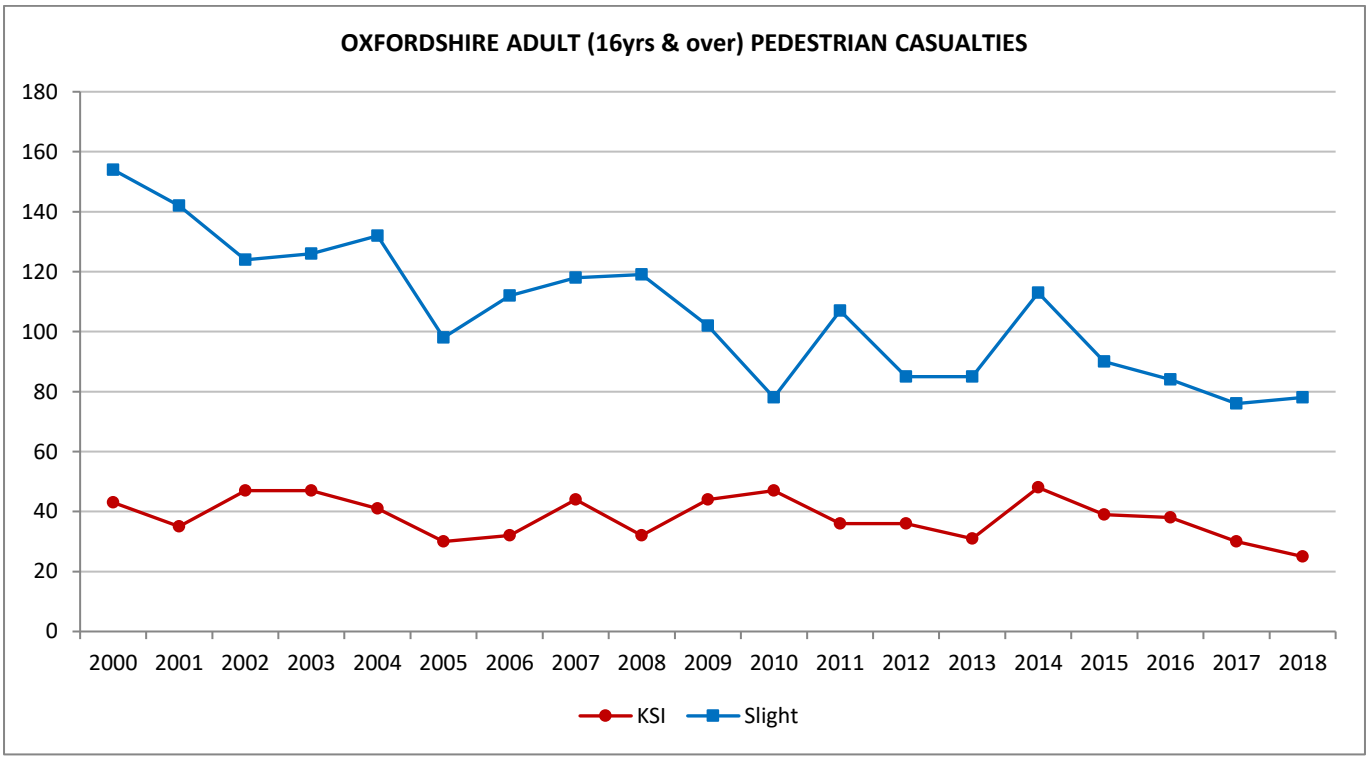
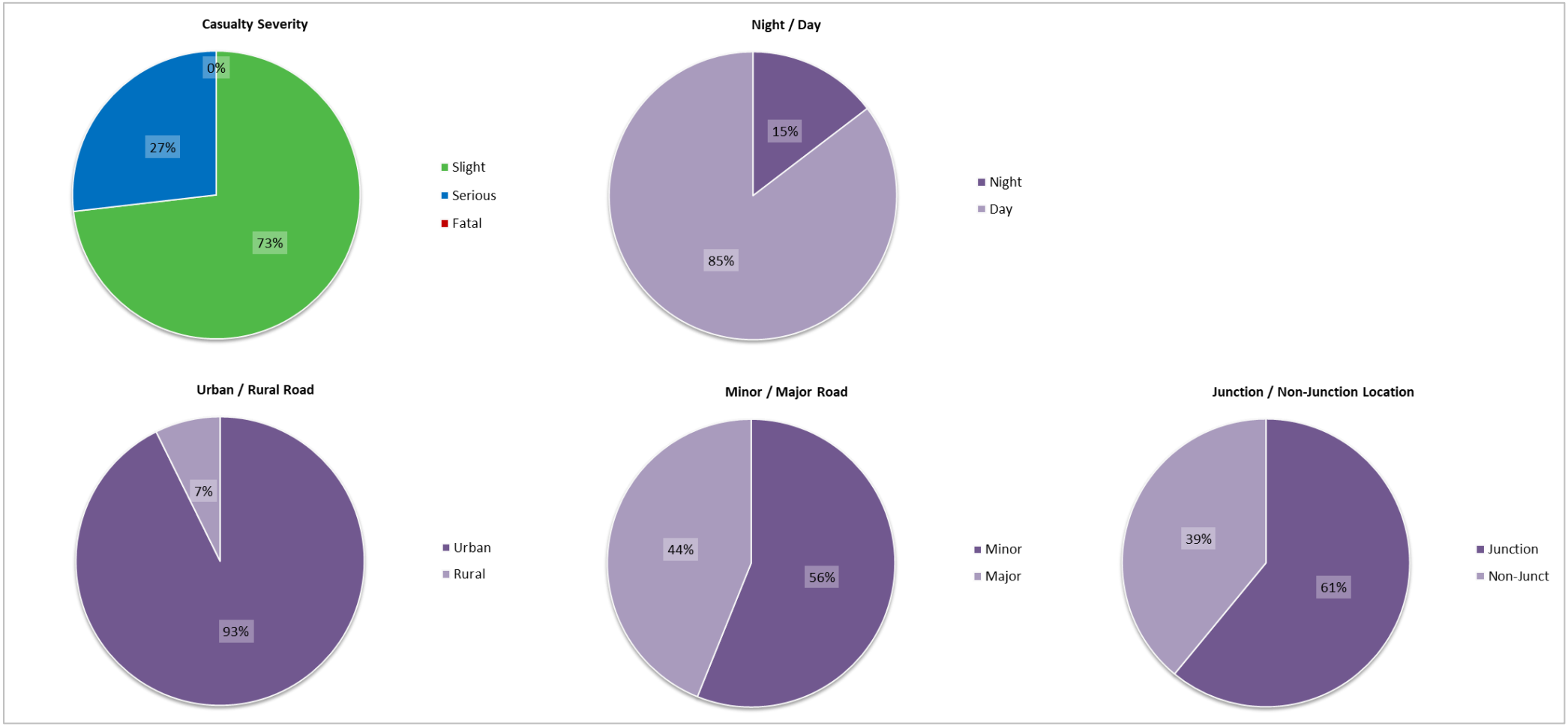
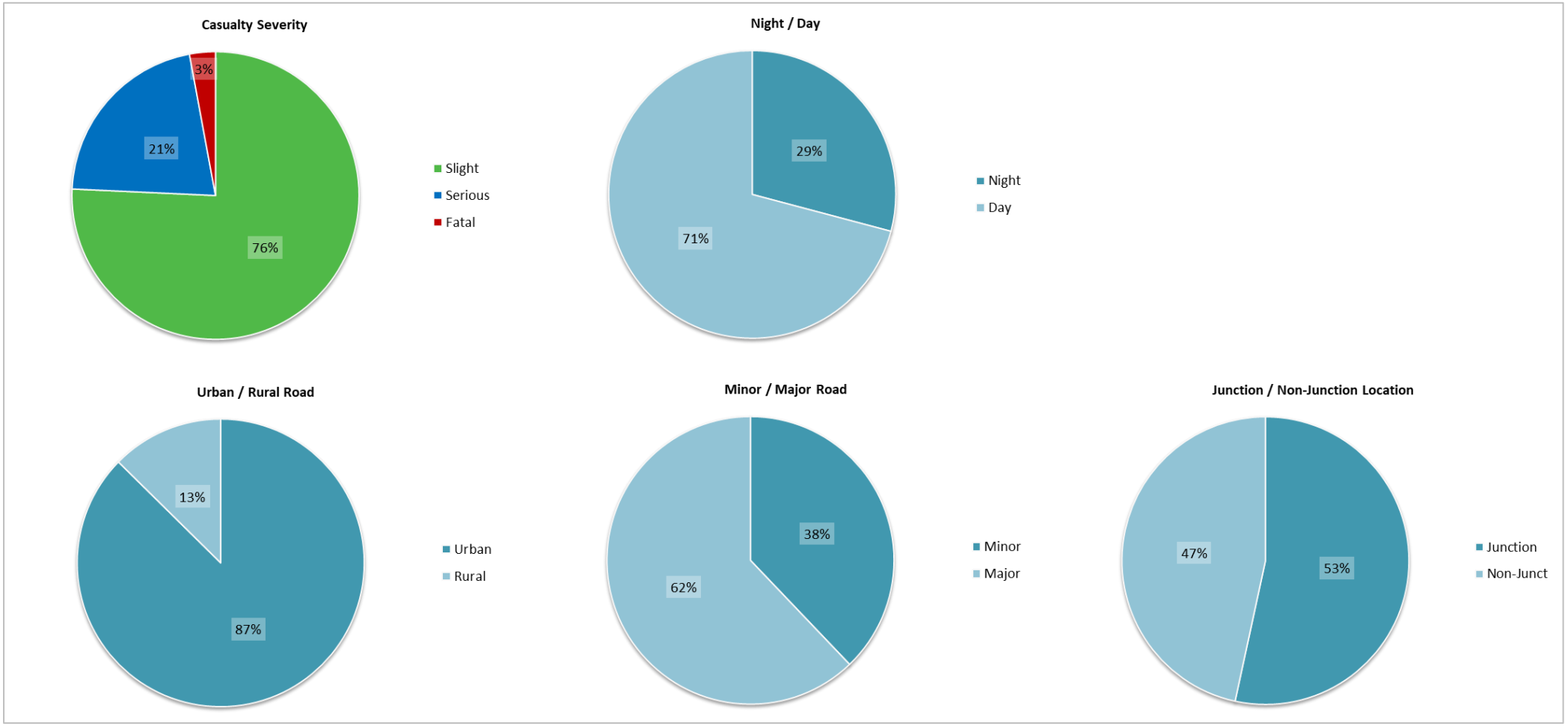


Chart3.3. **Child pedestrian** casualty analysis 2018.



- Casualty severity – the proportion of casualties that were either ‘fatal’, ‘serious’ or ‘slight’.
- Urban / Rural road – the proportion of casualties that occurred on either an ‘urban’ (speed limit of 40mph or under) or ‘rural’ (over 40mph) road.
- Junction / Non-junction location – the proportion of casualties that occurred at or within 20m of a junction (Inc. roundabouts) or not.
- Night / Day – the proportion of casualties occurred during daylight hours or darkness.
- Minor / Major road – the proportion of casualties that occurred on either a ‘minor’ (‘C’ roads or ‘unclassified’ roads) or ‘major’ (Inc. Motorways, ‘A’ roads & ‘B’ roads) road.

Chart3.4. **Adult pedestrian** casualty analysis 2018.



- Casualty severity – the proportion of casualties that were either ‘fatal’, ‘serious’ or ‘slight’.
- Urban / Rural road – the proportion of casualties that occurred on either an ‘urban’ (speed limit of 40mph or under) or ‘rural’ (over 40mph) road.
- Junction / Non-junction location – the proportion of casualties that occurred at or within 20m of a junction (Inc. roundabouts) or not.
- Night / Day – the proportion of casualties occurred during daylight hours or darkness.
- Minor / Major road – the proportion of casualties that occurred on either a ‘minor’ (‘C’ roads or ‘unclassified’ roads) or ‘major’ (Inc. Motorways, ‘A’ roads & ‘B’ roads) road.

4 – Pedal cyclist Casualties.

The tables and charts found in this section show the numbers of road deaths and injuries sustained by pedal cyclists (riders and passengers) in Oxfordshire .

Table4.1. **Pedal cycle** casualties age & gender summary 2018 (all severities).

Gender	00-04	05-09	10-15	16-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-99	unknown	Total
Female	0	0	2	3	15	13	7	7	8	6	4	6	1	1	0	2	75
Male	1	2	17	13	24	26	9	21	10	10	11	14	2	6	6	6	178
Total	**1**	**2**	**19**	**16**	**39**	**39**	**16**	**28**	**18**	**16**	**15**	**20**	**3**	**7**	**6**	**8**	**253**

Table4.2. Long term **child pedal cycle** casualty trends 2000 to 2018.

Severity	Gender	00-04 avrg	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
KSI	Female	2	1	1	0	0	2	0	1	1	0	1	0	1	0	0
	Male	5	6	3	5	6	6	4	3	3	3	6	5	2	4	1
	Total	7	7	4	5	6	8	4	4	4	3	7	5	3	4	1
Slight	Female	11.8	10	6	7	5	9	3	6	10	3	8	0	3	3	2
	Male	38	32	25	23	27	31	11	27	17	13	15	17	18	15	19
	Total	49.8	42	31	30	32	40	14	33	27	16	23	17	21	18	21
Total	**Female**	**13.8**	**11**	**7**	**7**	**5**	**11**	**3**	**7**	**11**	**3**	**9**	**0**	**4**	**3**	**2**
	Male	**43**	**38**	**28**	**28**	**33**	**37**	**15**	**30**	**20**	**16**	**21**	**22**	**20**	**19**	**20**
	Total	**56.8**	**49**	**35**	**35**	**38**	**48**	**18**	**37**	**31**	**19**	**30**	**22**	**24**	**22**	**22**

Table4.3. Long term **adult pedal cycle** casualty trends 2000 to 2018.

Severity	**Gender**	**00-04 avrg**	**2005**	**2006**	**2007**	**2008**	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**
KSI	Female	11	9	15	17	15	14	15	13	21	10	22	19	17	16	13
	Male	21	10	32	23	31	32	43	45	47	48	46	43	52	41	31
	Total	32	19	47	40	46	46	58	58	68	58	68	62	69	57	44
Slight	Female	77	70	65	69	70	45	61	64	71	81	86	93	76	61	60
	Male	129	126	113	125	143	134	100	127	135	137	178	167	152	137	127
	Total	207	196	178	194	213	179	161	191	206	218	332	322	297	255	231
Total	**Female**	**88**	**79**	**80**	**86**	**85**	**59**	**76**	**77**	**92**	**91**	**108**	**112**	**93**	**77**	**73**
	Male	**150**	**136**	**145**	**148**	**174**	**166**	**143**	**172**	**182**	**185**	**224**	**210**	**204**	**178**	**158**
	Total	**238**	**215**	**225**	**234**	**259**	**225**	**219**	**249**	**274**	**276**	**332**	**322**	**297**	**255**	**231**

Chart4.1. Long term **child pedal cycle** casualty trends 2000 to 2018.

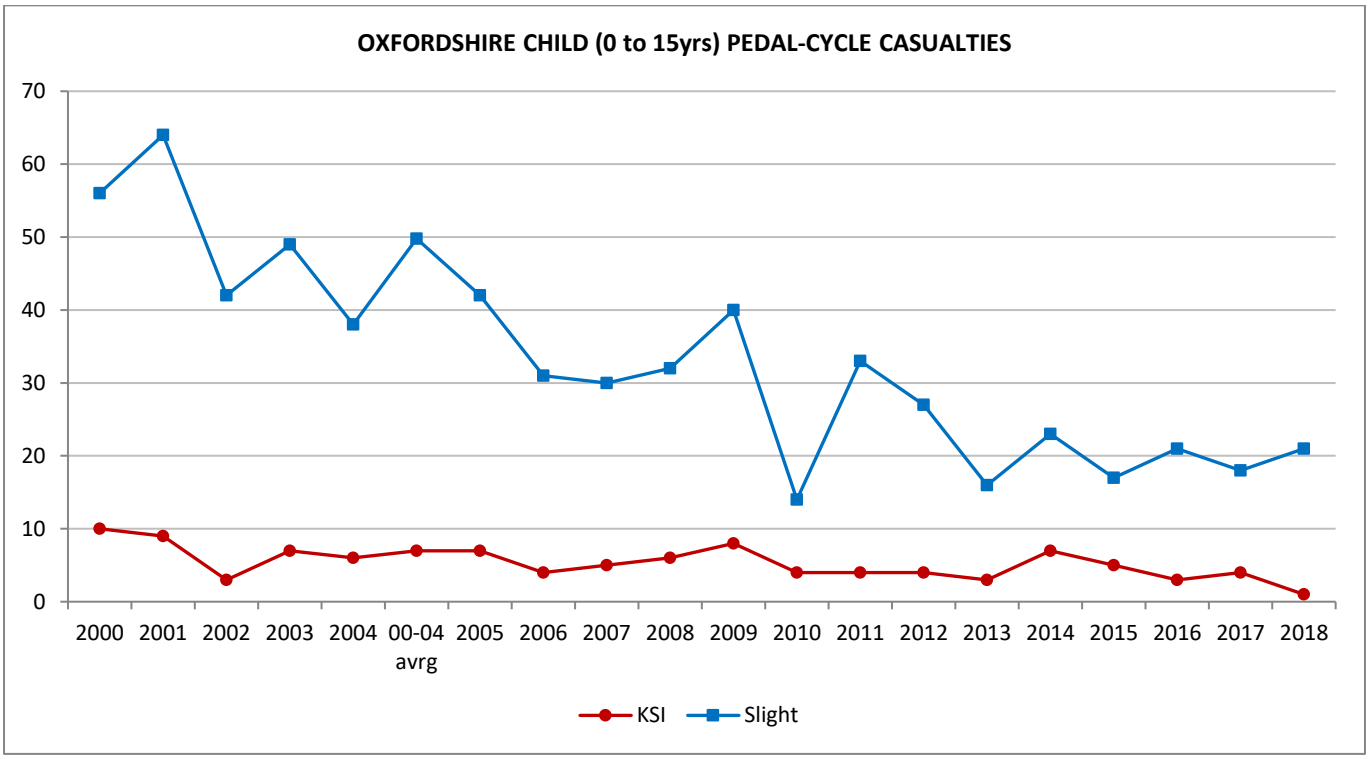


Chart4.2. Long term **adult pedal cycle** casualty trends 2000 to 2018.

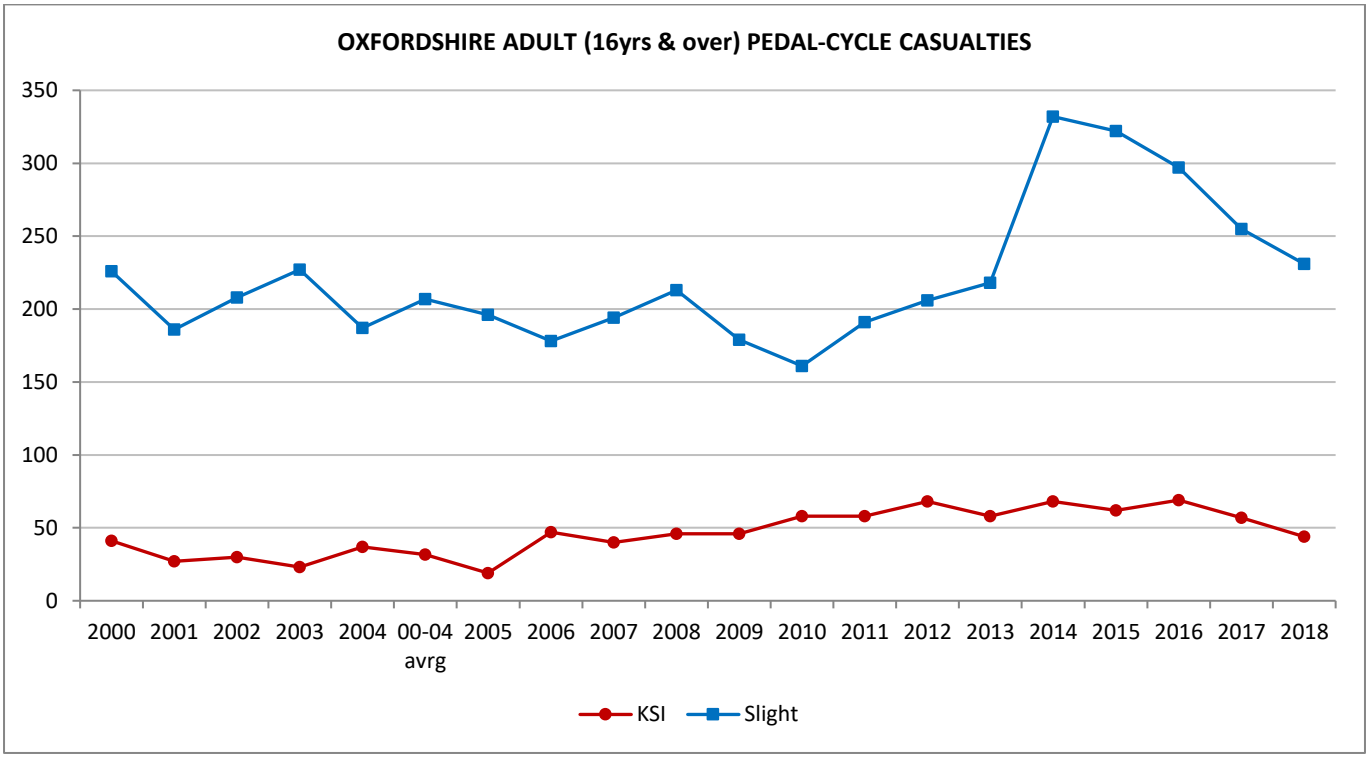


Chart4.3. Total Oxfordshire **pedal-cycle** casualties and Traffic flow (Average annual daily flow) by year 2000 to 2018.

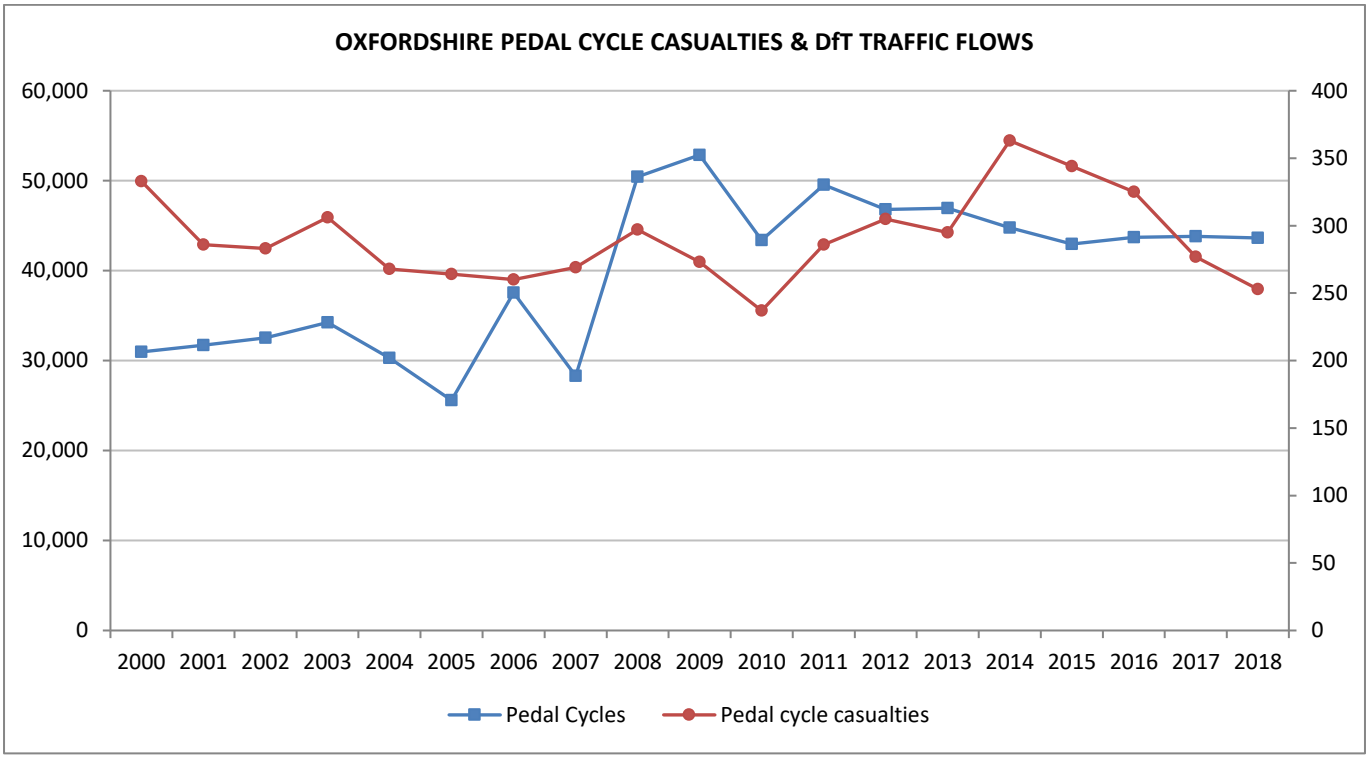
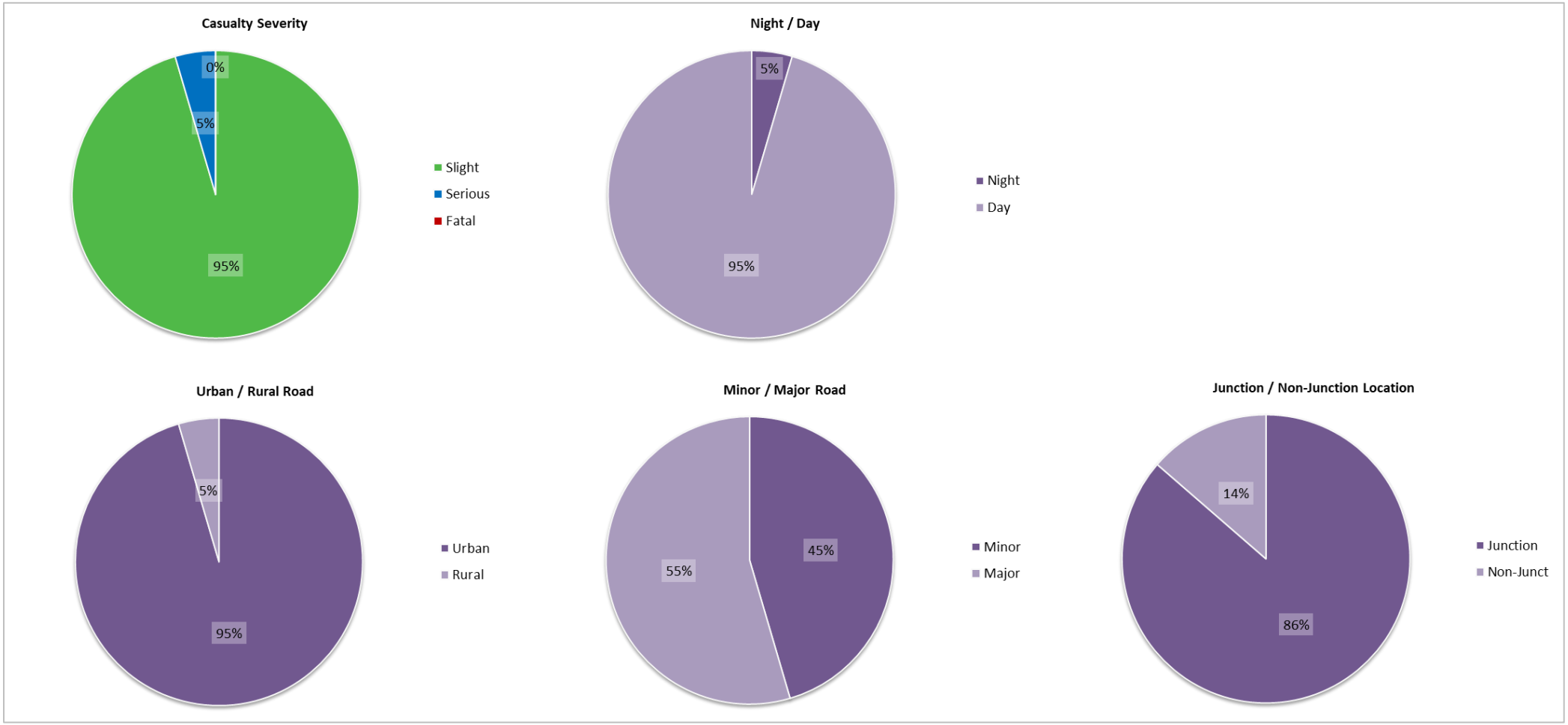
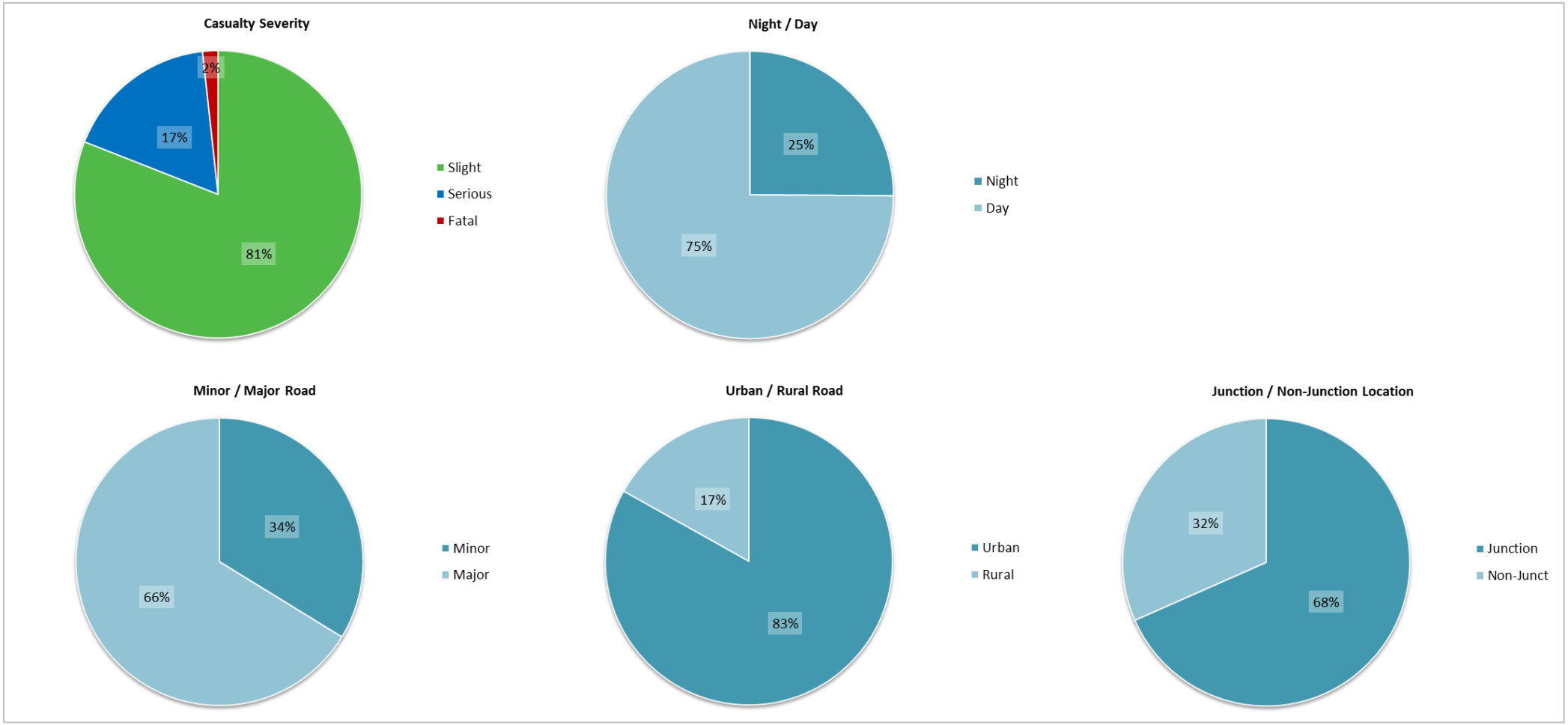


Chart4.4. **Child pedal cycle** casualty analysis 2018.



- Casualty severity – the proportion of casualties that were either ‘fatal’, ‘serious’ or ‘slight’.
- Urban / Rural road – the proportion of casualties that occurred on either an ‘urban’ (speed limit of 40mph or under) or ‘rural’ (over 40mph) road.
- Junction / Non-junction location – the proportion of casualties that occurred at or within 20m of a junction (Inc. roundabouts) or not.
- Night / Day – the proportion of casualties occurred during daylight hours or darkness.
- Minor / Major road – the proportion of casualties that occurred on either a ‘minor’ (‘C’ roads or ‘unclassified’ roads) or ‘major’ (Inc. Motorways, ‘A’ roads & ‘B’ roads) road.

Chart4.5. **Adult pedal cycle** casualty analysis 2018.



- Casualty severity – the proportion of casualties that were either ‘fatal’, ‘serious’ or ‘slight’.
- Urban / Rural road – the proportion of casualties that occurred on either an ‘urban’ (speed limit of 40mph or under) or ‘rural’ (over 40mph) road.
- Junction / Non-junction location – the proportion of casualties that occurred at or within 20m of a junction (Inc. roundabouts) or not.
- Night / Day – the proportion of casualties occurred during daylight hours or darkness.
- Minor / Major road – the proportion of casualties that occurred on either a ‘minor’ (‘C’ roads or ‘unclassified’ roads) or ‘major’ (Inc. Motorways, ‘A’ roads & ‘B’ roads) road.

5 – Motorcycle & Moped Casualties.

The tables and charts found in this section show the numbers of road deaths and injuries sustained by motorcycle and moped riders & passengers in Oxfordshire.

Table5.1. **Motor cycle** (incl. moped) casualties age & gender summary 2018 (all severities).

Gender	00-04	05-09	10-15	16-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-99	unknown	Total
Female	0	0	0	2	3	4	0	1	1	3	2	1	0	0	0	0	17
Male	0	0	0	31	26	18	10	2	5	12	6	13	6	2	3	5	139
Total	**0**	**0**	**0**	**33**	**29**	**22**	**10**	**3**	**6**	**15**	**8**	**14**	**6**	**2**	**3**	**5**	**156**

Table5.2. Long term **total motor cycle** (incl. moped) casualty trends 2000 to 2018.

Severity	Gender	00-04 avrg	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
KSI	Female	10	3	6	10	9	6	8	8	3	13	8	3	5	12	4
	Male	85	64	65	82	54	67	82	79	52	62	74	91	70	52	47
	Total	95	67	71	92	63	73	90	87	55	75	82	94	75	64	51
Slight	Female	30	31	24	26	33	24	15	11	17	14	10	19	18	14	13
	Male	183	166	160	142	131	129	108	101	103	95	116	109	93	90	92
	Total	213	197	184	168	164	153	123	112	120	109	126	128	111	104	105
Total	**Female**	**40**	**34**	**30**	**36**	**42**	**30**	**23**	**19**	**20**	**27**	**18**	**22**	**23**	**26**	**17**
	Male	**268**	**230**	**225**	**224**	**185**	**196**	**190**	**180**	**155**	**157**	**190**	**200**	**163**	**142**	**139**
	Total	**308**	**264**	**255**	**260**	**227**	**226**	**213**	**199**	**175**	**184**	**208**	**222**	**186**	**168**	**156**

Chart5.1. Long term **total motor cycle** (incl. moped) casualty trends 2000 to 2018.

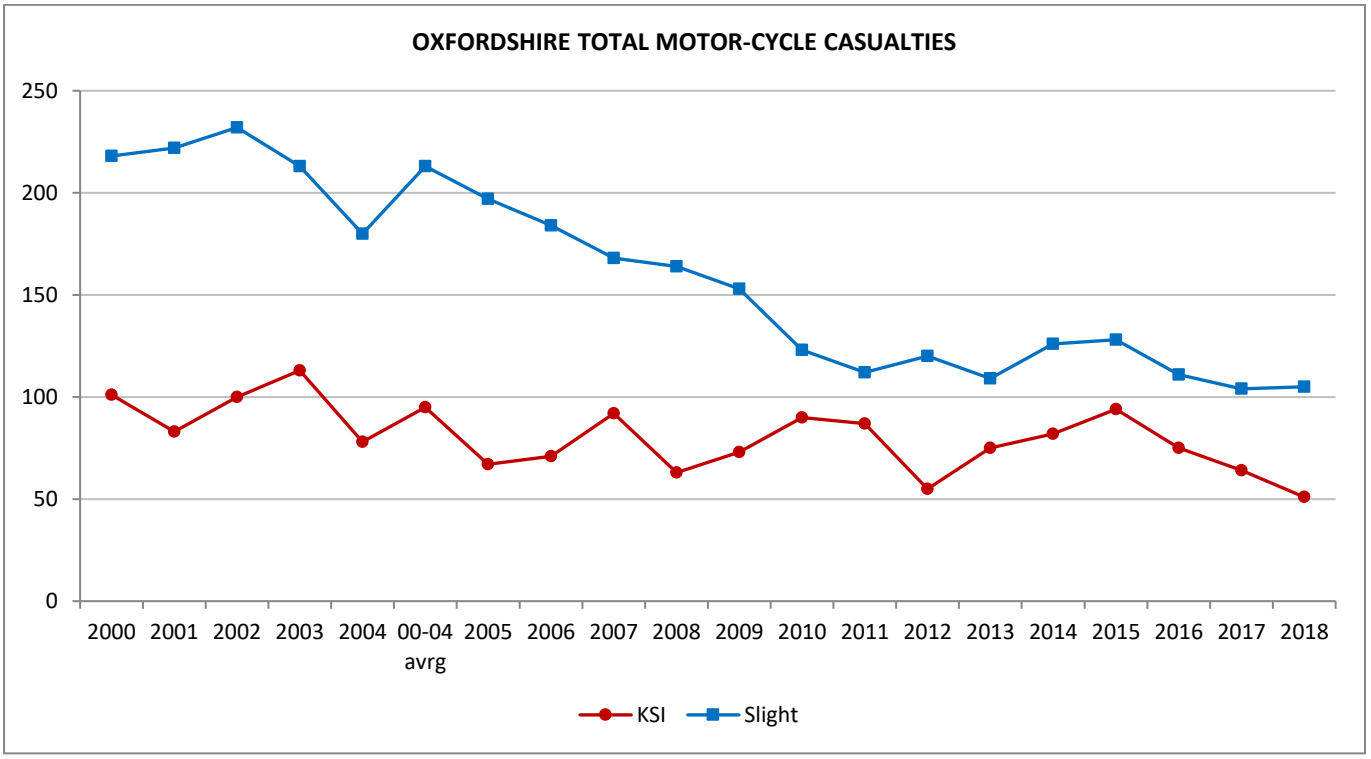


Chart5.2. **Total motor cycle** casualties and Traffic flow (Average annual daily flow) by year 2000 to 2018.

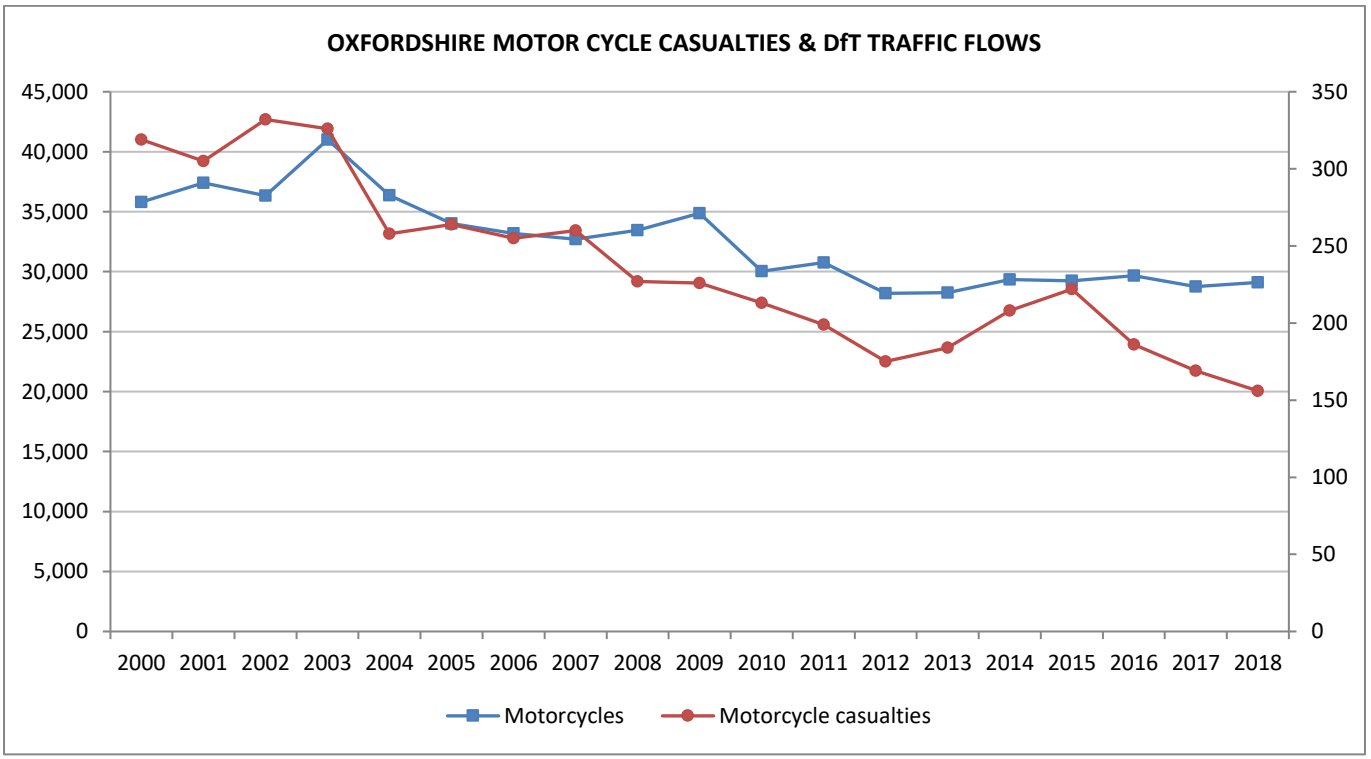
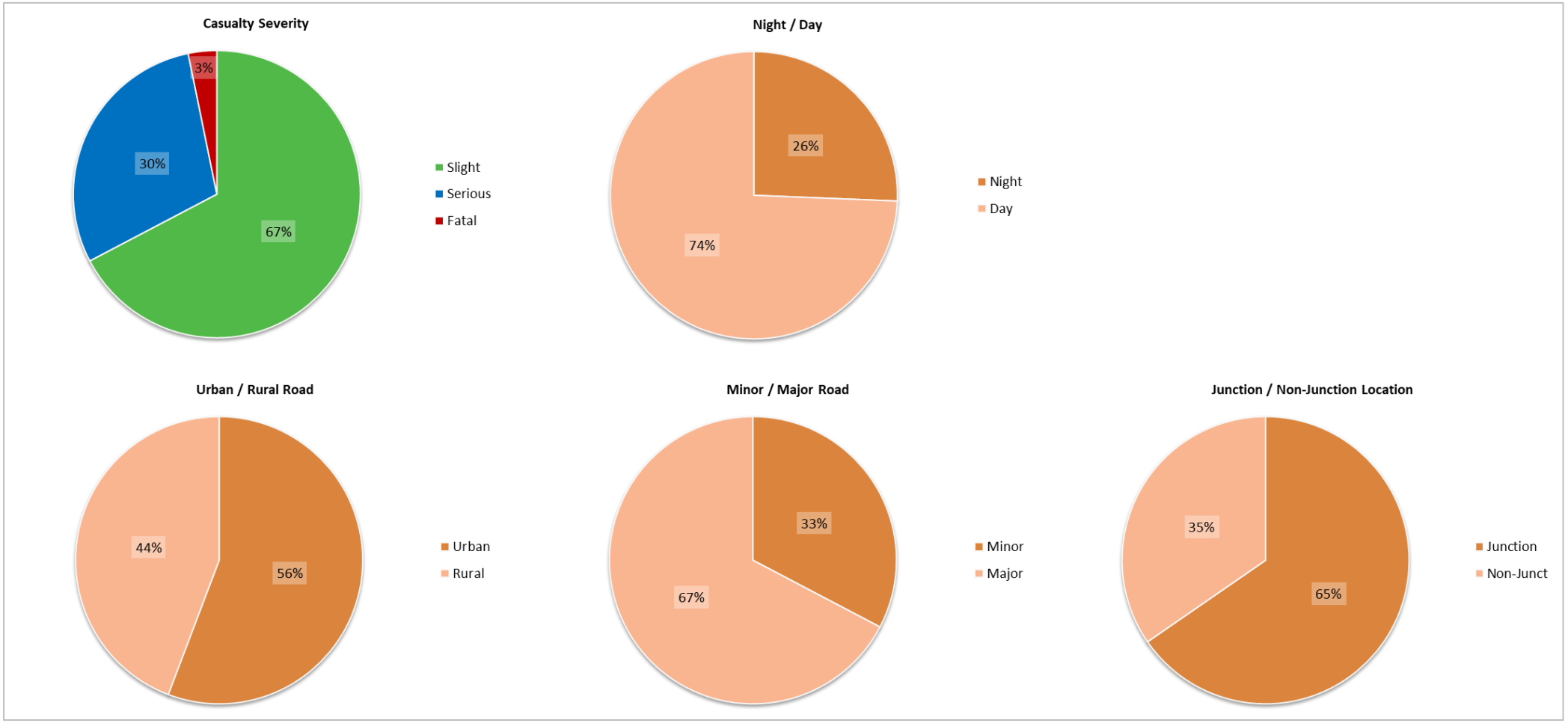


Chart5.3. **Total motor cycle** (incl. moped) casualty analysis 2018.



- Casualty severity – the proportion of casualties that were either ‘fatal’, ‘serious’ or ‘slight’.
- Urban / Rural road – the proportion of casualties that occurred on either an ‘urban’ (speed limit of 40mph or under) or ‘rural’ (over 40mph) road.
- Junction / Non-junction location – the proportion of casualties that occurred at or within 20m of a junction (Inc. roundabouts) or not.
- Night / Day – the proportion of casualties occurred during daylight hours or darkness.
- Minor / Major road – the proportion of casualties that occurred on either a ‘minor’ (‘C’ roads or ‘unclassified’ roads) or ‘major’ (Inc. Motorways, ‘A’ roads & ‘B’ roads) road.

6 – Car Driver & Passenger Casualties.

The tables and charts found in this section show the numbers of road deaths and injuries sustained by both car drivers and passengers in Oxfordshire.

Table6.1. **Car driver** casualties age & gender summary 2018 (all severities).

Gender	00-04	05-09	10-15	16-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-99	unknown	Total
Female	0	0	0	13	28	30	41	30	12	27	26	14	17	8	44	5	295
Male	0	0	0	21	44	31	30	35	21	23	20	19	17	12	29	6	308
Total	**0**	**0**	**0**	**34**	**72**	**61**	**71**	**65**	**33**	**50**	**46**	**33**	**34**	**20**	**73**	**11**	**603**

Table6.2. Long term **total car driver** casualty trends 2000 to 2018.

Severity	Gender	00-04 avrg	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
KSI	Female	66	54	46	48	47	39	44	43	27	38	40	29	38	30	30
	Male	118	83	88	69	77	65	71	64	56	59	56	54	70	47	49
	Total	184	137	134	117	124	104	115	107	83	97	96	83	108	77	79
Slight	Female	582	550	586	489	438	436	438	453	408	342	396	382	380	326	265
	Male	664	656	681	585	483	457	477	483	479	401	388	427	392	315	259
	Total	1246	1206	1267	1074	921	893	915	936	887	743	784	809	772	641	524
Total	**Female**	**648**	**604**	**632**	**537**	**485**	**475**	**482**	**496**	**435**	**380**	**436**	**411**	**418**	**356**	**295**
	Male	**782**	**739**	**769**	**654**	**560**	**522**	**548**	**547**	**535**	**460**	**444**	**481**	**462**	**362**	**308**
	Total	**1430**	**1343**	**1401**	**1191**	**1045**	**997**	**1030**	**1043**	**970**	**840**	**880**	**892**	**880**	**718**	**603**

Table6.3. **Car passenger** age & gender summary 2018 (all severities).

Gender	0-04	05-09	10-15	16-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-99	unknown	Total
Female	9	6	16	14	13	9	10	7	11	4	11	4	10	2	11	6	143
Male	8	3	6	19	12	7	9	6	4	9	6		2	2	7	1	101
Total	**17**	**9**	**22**	**33**	**25**	**16**	**19**	**13**	**15**	**13**	**17**	**4**	**12**	**4**	**18**	**7**	**244**

Table6.4. Long term **child car passenger** casualty trends 2000 to 2018.

Severity	Gender	00-04 avrg	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
KSI	Female	5	3	3	5	4	2	2	0	0	0	3	1	2	1	1
	Male	5	6	4	4	3		3	3	0	1	1	3	2	2	0
	Total	10	9	7	9	7	2	5	3	0	1	4	4	4	3	1
Slight	Female	61	49	66	52	35	28	43	38	38	36	29	31	45	26	30
	Male	52	47	41	48	33	36	41	32	22	32	21	29	34	24	17
	Total	114	96	107	100	68	64	84	70	60	68	50	60	79	50	47
Total	**Female**	**67**	**52**	**69**	**57**	**39**	**30**	**45**	**38**	**38**	**36**	**32**	**32**	**47**	**27**	**31**
	Male	**57**	**53**	**45**	**52**	**36**	**36**	**44**	**35**	**22**	**33**	**22**	**32**	**36**	**26**	**17**
	Total	**124**	**105**	**114**	**109**	**75**	**66**	**89**	**73**	**60**	**69**	**54**	**64**	**83**	**53**	**48**

Table6.5. Long term **adult car passenger** casualty trends 2000 to 2018.

Severity	**Gender**	**00-04 avrg**	**2005**	**2006**	**2007**	**2008**	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**
KSI	Female	33	26	22	21	14	20	18	19	16	28	21	20	25	18	29
	Male	30	22	24	16	19	22	25	14	16	9	18	15	16	9	18
	Total	63	48	46	37	33	42	43	33	32	37	39	35	41	27	47
Slight	Female	262	239	239	195	195	182	190	179	180	147	154	169	161	130	83
	Male	173	158	167	149	125	135	112	120	103	82	94	94	88	73	66
	Total	436	397	406	344	320	317	302	299	283	229	248	263	249	203	149
Total	**Female**	**295**	**265**	**261**	**216**	**209**	**202**	**208**	**198**	**196**	**175**	**175**	**189**	**186**	**148**	**112**
	Male	**204**	**180**	**191**	**165**	**144**	**157**	**137**	**134**	**119**	**91**	**112**	**109**	**104**	**82**	**84**
	Total	**499**	**445**	**452**	**381**	**353**	**359**	**345**	**332**	**315**	**266**	**287**	**298**	**290**	**230**	**196**

Chart6.1. Long term **total car driver** casualty trends 2000 to 2018.

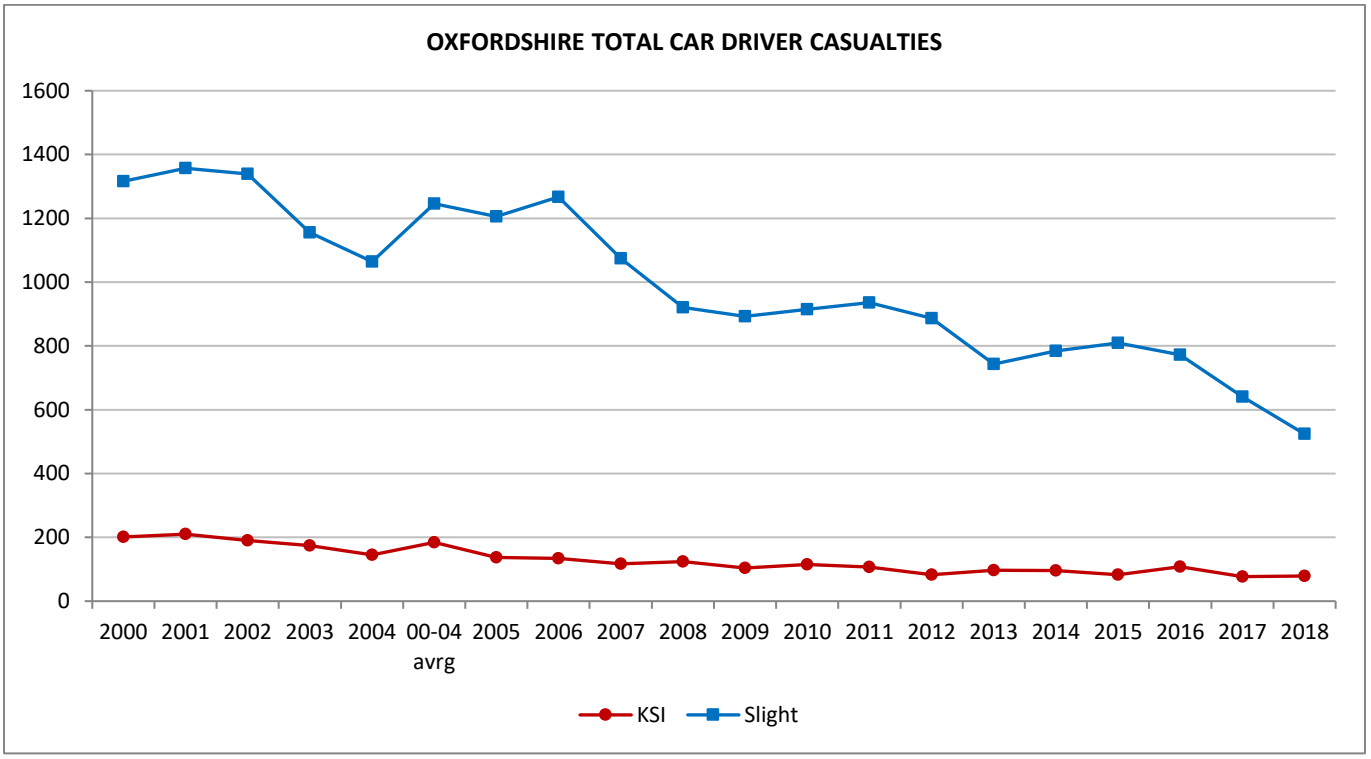


Chart6.2. **Total car** casualties and Traffic flow (Average annual daily) by year 2000 to 2018.

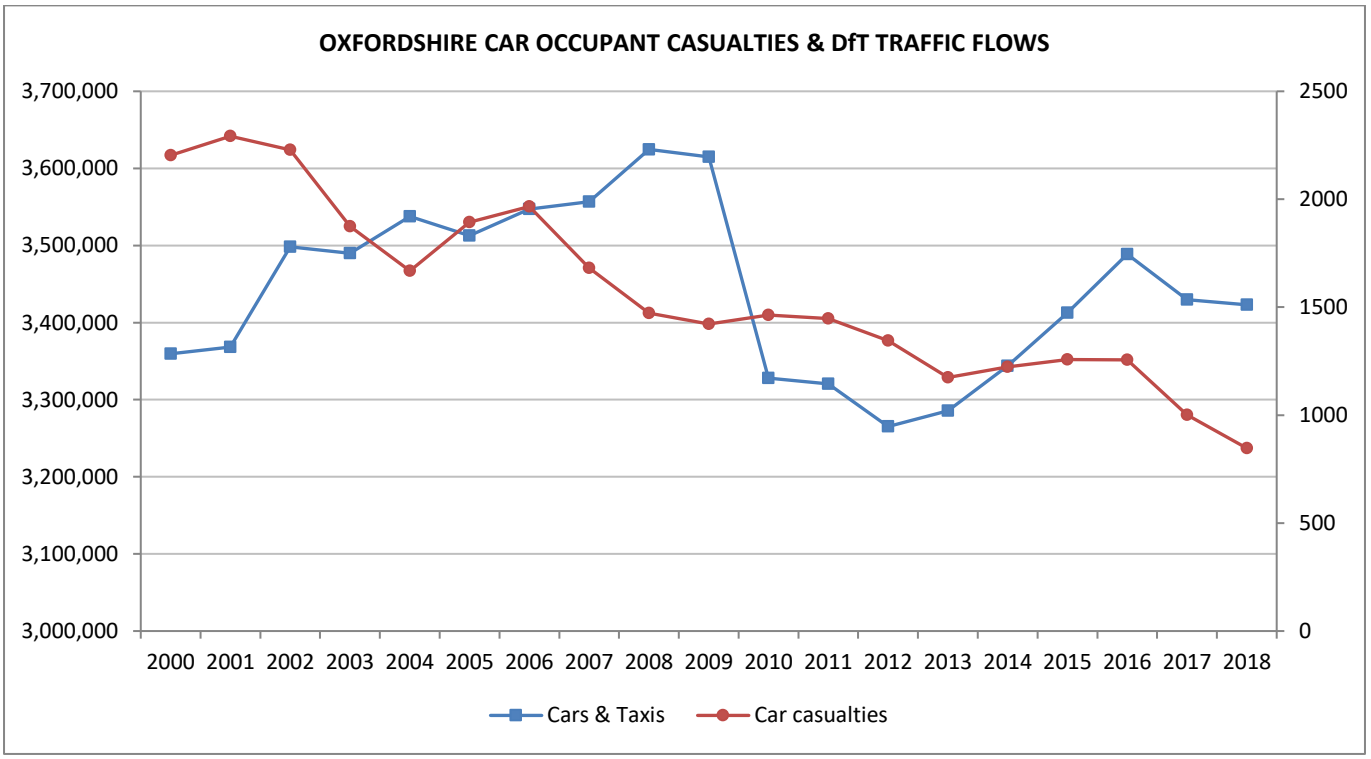
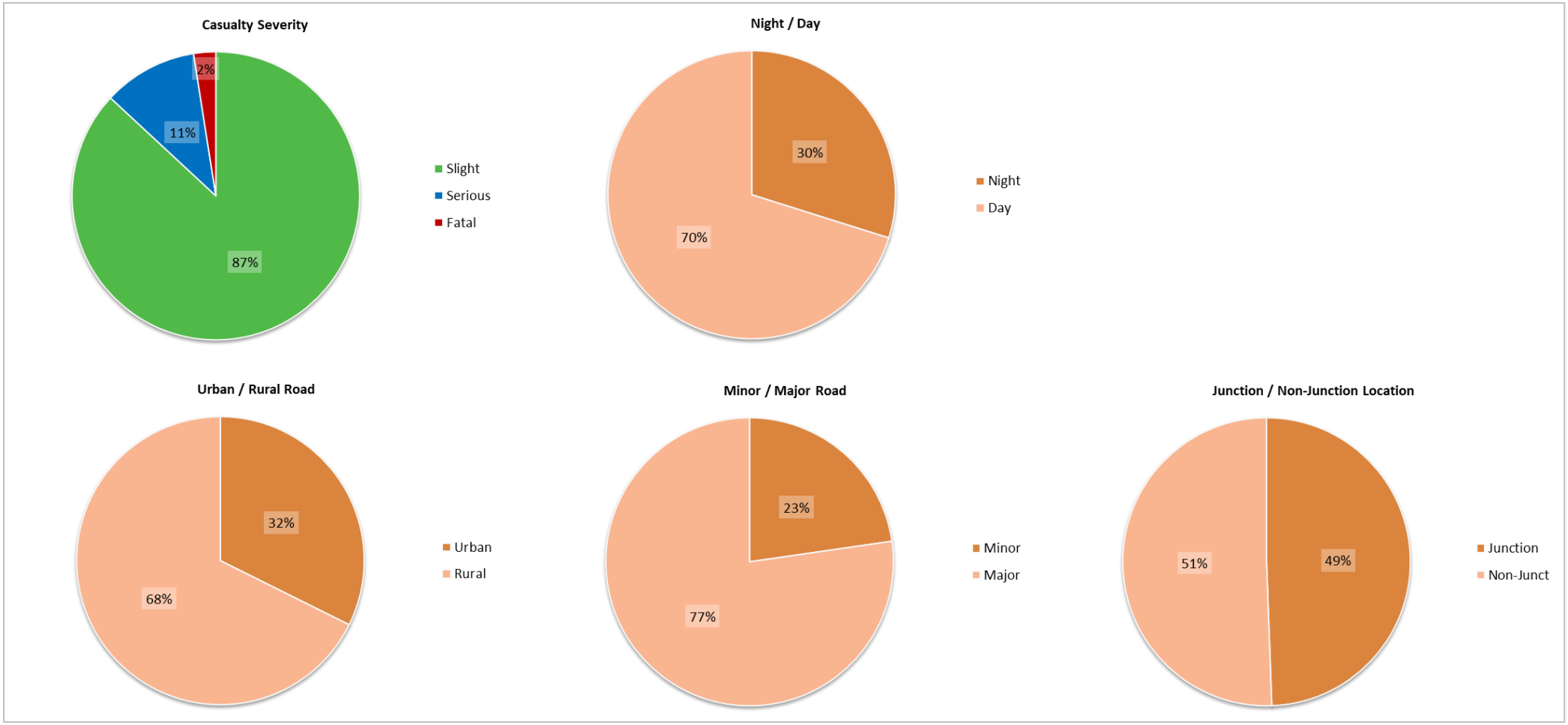


Chart6.3. **Total car driver** casualty analysis 2018.



- Casualty severity – the proportion of casualties that were either ‘fatal’, ‘serious’ or ‘slight’.
- Urban / Rural road – the proportion of casualties that occurred on either an ‘urban’ (speed limit of 40mph or under) or ‘rural’ (over 40mph) road.
- Junction / Non-junction location – the proportion of casualties that occurred at or within 20m of a junction (Inc. roundabouts) or not.
- Night / Day – the proportion of casualties occurred during daylight hours or darkness.
- Minor / Major road – the proportion of casualties that occurred on either a ‘minor’ (‘C’ roads or ‘unclassified’ roads) or ‘major’ (Inc. Motorways, ‘A’ roads & ‘B’ roads) road.

Chart6.4. Long term **child car passenger** casualty trends 2000 to 2018.

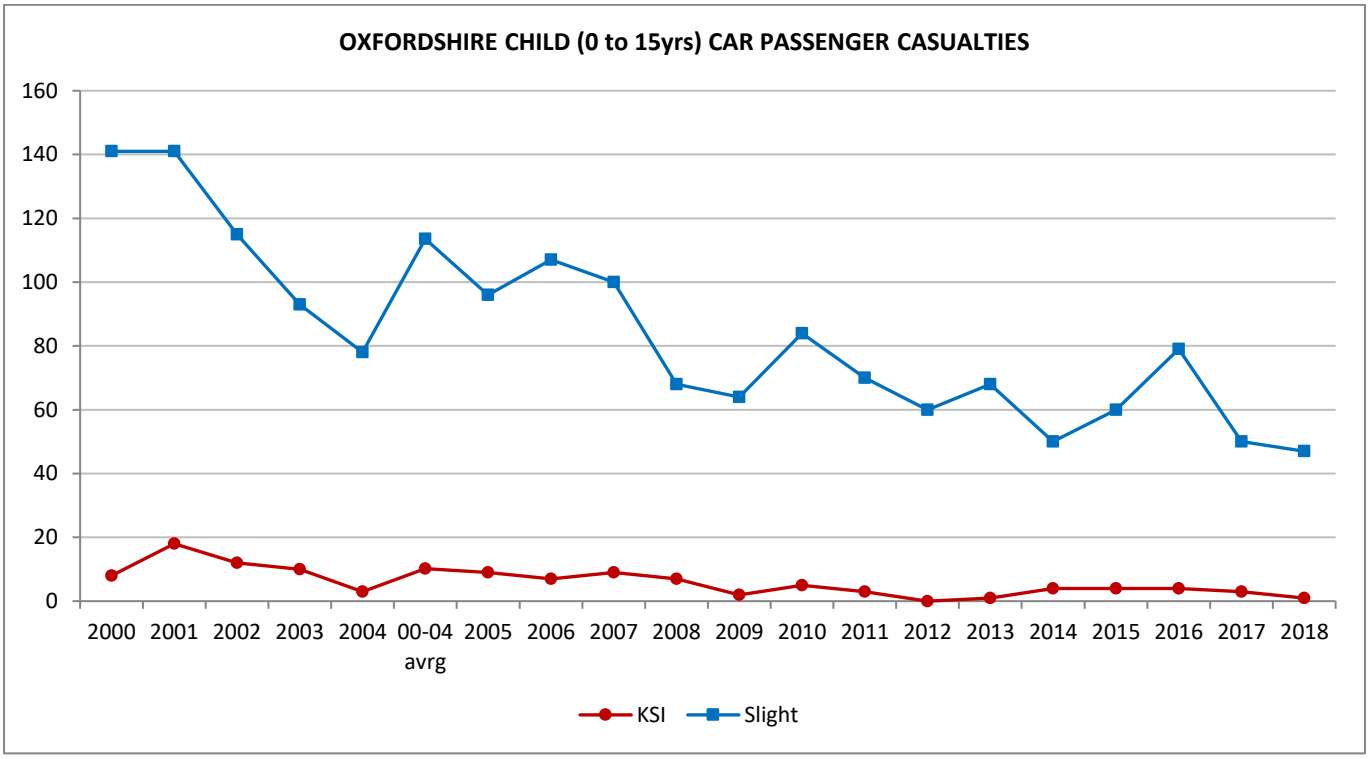


Chart6.5. Long term **adult car passenger** casualty trends 2000 to 2018.

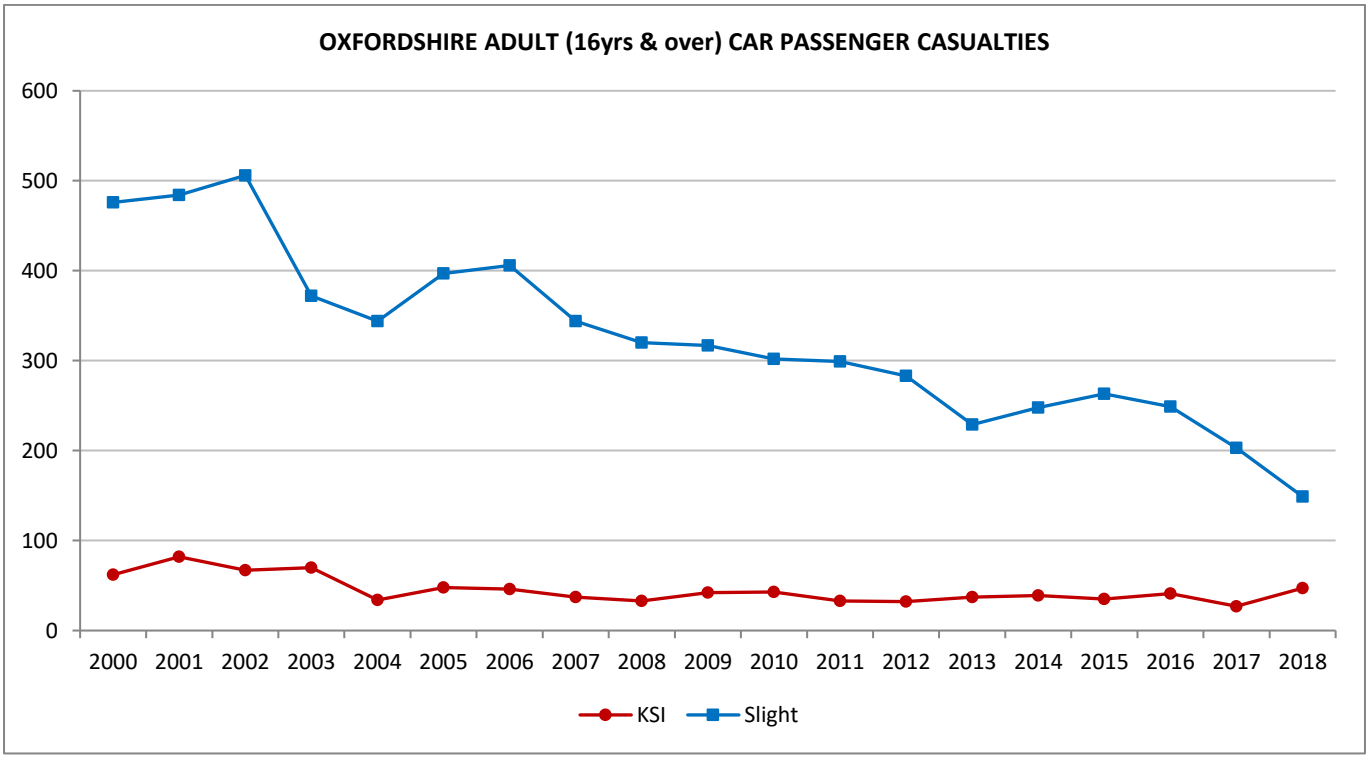
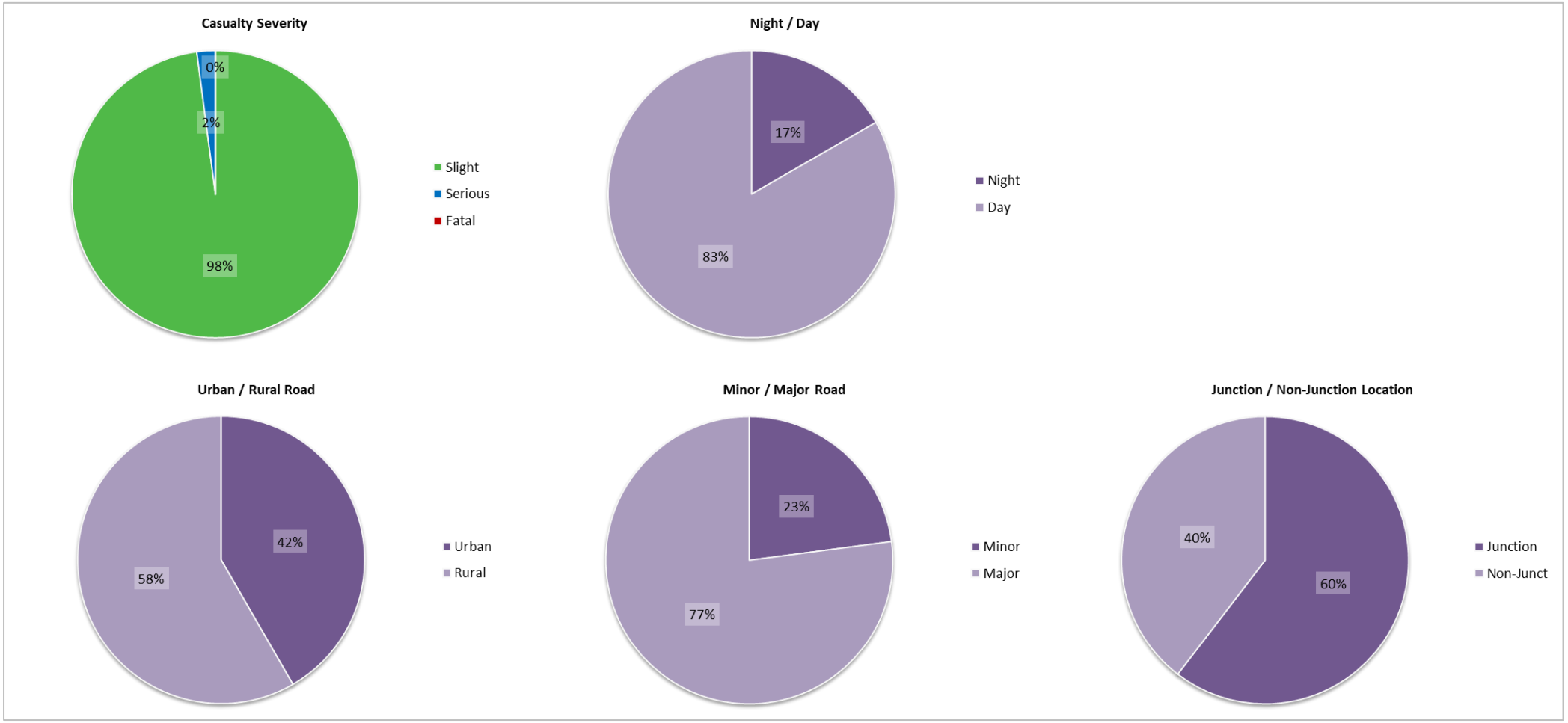
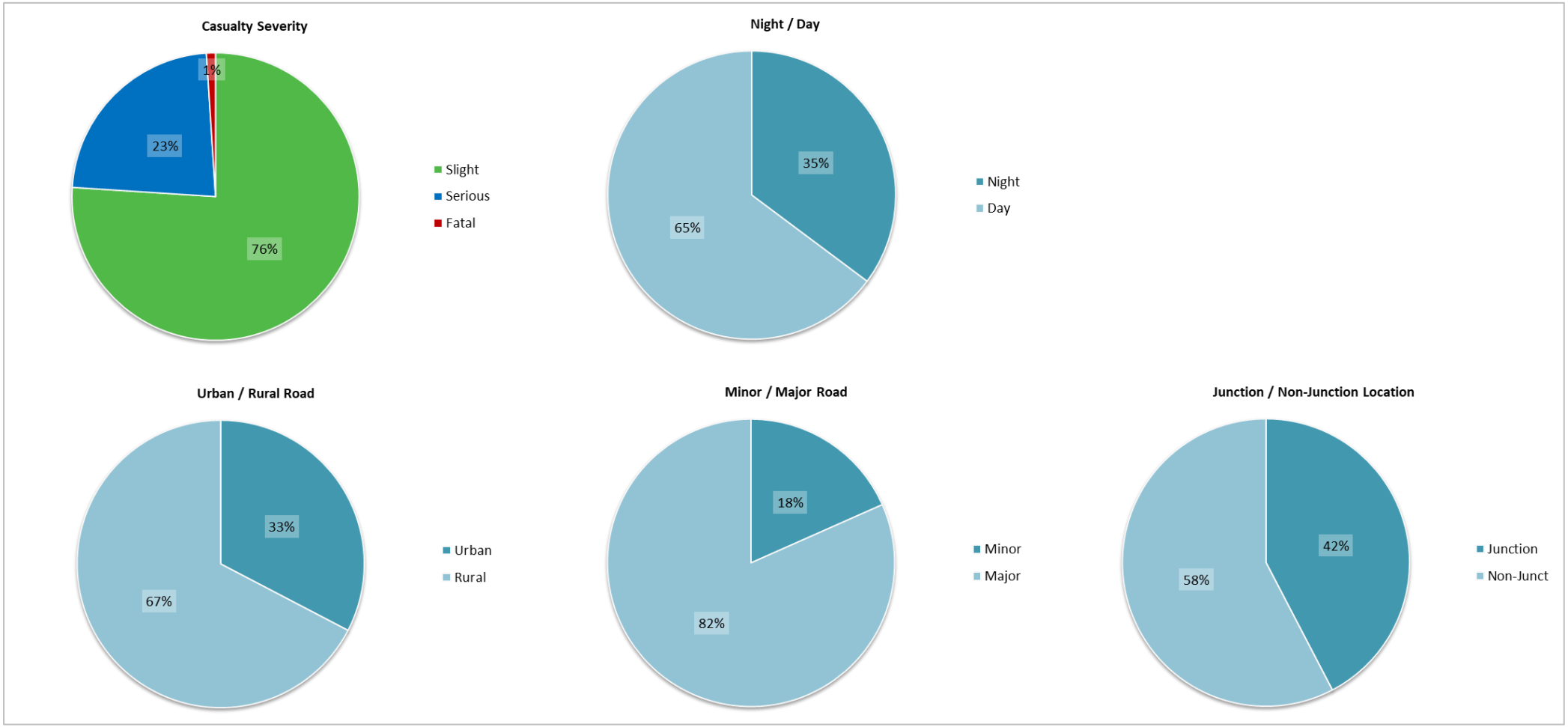


Chart6.6. **Child car passenger** casualty analysis 2018.



- Casualty severity – the proportion of casualties that were either ‘fatal’, ‘serious’ or ‘slight’.
- Urban / Rural road – the proportion of casualties that occurred on either an ‘urban’ (speed limit of 40mph or under) or ‘rural’ (over 40mph) road.
- Junction / Non-junction location – the proportion of casualties that occurred at or within 20m of a junction (Inc. roundabouts) or not.
- Night / Day – the proportion of casualties occurred during daylight hours or darkness.
- Minor / Major road – the proportion of casualties that occurred on either a ‘minor’ (‘C’ roads or ‘unclassified’ roads) or ‘major’ (Inc. Motorways, ‘A’ roads & ‘B’ roads) road.

Chart6.7. **Adult car passenger** casualty analysis 2018.



- Casualty severity – the proportion of casualties that were either ‘fatal’, ‘serious’ or ‘slight’.
- Urban / Rural road – the proportion of casualties that occurred on either an ‘urban’ (speed limit of 40mph or under) or ‘rural’ (over 40mph) road.
- Junction / Non-junction location – the proportion of casualties that occurred at or within 20m of a junction (Inc. roundabouts) or not.
- Night / Day – the proportion of casualties occurred during daylight hours or darkness.
- Minor / Major road – the proportion of casualties that occurred on either a ‘minor’ (‘C’ roads or ‘unclassified’ roads) or ‘major’ (Inc. Motorways, ‘A’ roads & ‘B’ roads) road.

7 – Bus & Goods Vehicle Occupant Casualties.

The tables and charts found in this section show the numbers of road deaths and injuries sustained by bus and goods vehicle occupants (drivers & passengers).

Table7.1. **Bus & coach occupant** casualties age & gender summary 2018 (all severities).

Gender	00-04	05-09	10-15	16-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-99	unknown	Total
Female	0	3	0	1	0	0	1	0	0	0	1	0	0	0	4	3	13
Male	0	0	0	1	0	2	1	1	0	1	0	1	1	0	2	0	10
Total	**0**	**3**	**0**	**2**	**0**	**2**	**2**	**1**	**0**	**1**	**1**	**1**	**1**	**0**	**6**	**3**	**23**

Table7.3. Long term **total bus & coach occupant** casualty trends 2000 to 2018.

Severity	Gender	00-04 avrg	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
KSI	Female	2	1	1	5	0	4	3	0	1	4	1	2	0	0	2
	Male	2	0	1	0	0		6	0	5	0	7	1	3	1	2
	Total	4	1	2	5	0	4	9	0	6	4	8	3	3	1	4
Slight	Female	41	39	45	50	31	18	39	43	34	23	40	19	11	9	11
	Male	29	23	24	21	19	13	32	17	31	15	21	15	15	9	8
	Total	71	62	69	71	50	31	71	60	65	38	61	34	26	18	19
Total	**Female**	**43**	**40**	**46**	**55**	**31**	**22**	**42**	**43**	**35**	**27**	**41**	**21**	**11**	**9**	**13**
	Male	**31**	**23**	**25**	**21**	**19**	**13**	**38**	**17**	**36**	**15**	**28**	**16**	**18**	**10**	**10**
	Total	**75**	**63**	**71**	**76**	**50**	**35**	**80**	**60**	**71**	**42**	**69**	**37**	**29**	**19**	**23**

Table7.2. **Goods vehicle occupant** casualties age & gender summary 2018 (all severities).

Gender	00-04	05-09	10-15	16-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-99	unknown	Total
Female	0	0	0	0	0	0	1	0	2	2	1	1	0	0	0	0	7
Male	0	0	0	0	4	6	7	9	9	6	5	1	2	0	0	1	50
Total	**0**	**0**	**0**	**0**	**4**	**6**	**8**	**9**	**11**	**8**	**6**	**2**	**2**	**0**	**0**	**1**	**57**

Table7.4. Long term **total goods vehicle occupant** casualty trends 2000 to 2018.

Severity	Gender	00-04 avrg	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
KSI	Female	1	0	0	1	1	0	1	0	1	1	2	0	1	1	0
	Male	21	13	20	14	16	12	11	13	6	11	11	18	7	7	4
	Total	23	13	20	15	17	12	12	13	7	12	13	18	8	8	4
Slight	Female	9	11	5	1	7	4	3	5	3	2	8	9	7	6	7
	Male	94	90	114	84	96	87	52	80	69	71	82	65	69	72	46
	Total	104	101	119	85	103	91	55	85	72	73	90	74	76	78	53
Total	**Female**	**11**	**11**	**5**	**2**	**8**	**4**	**4**	**5**	**4**	**3**	**10**	**9**	**8**	**7**	**7**
	Male	**116**	**103**	**134**	**98**	**112**	**99**	**63**	**93**	**75**	**82**	**93**	**83**	**76**	**79**	**50**
	Total	**126**	**114**	**139**	**100**	**120**	**103**	**67**	**98**	**79**	**85**	**103**	**92**	**84**	**86**	**57**

Chart7.1. Long term **total bus occupant** casualty trends 2000 to 2018.

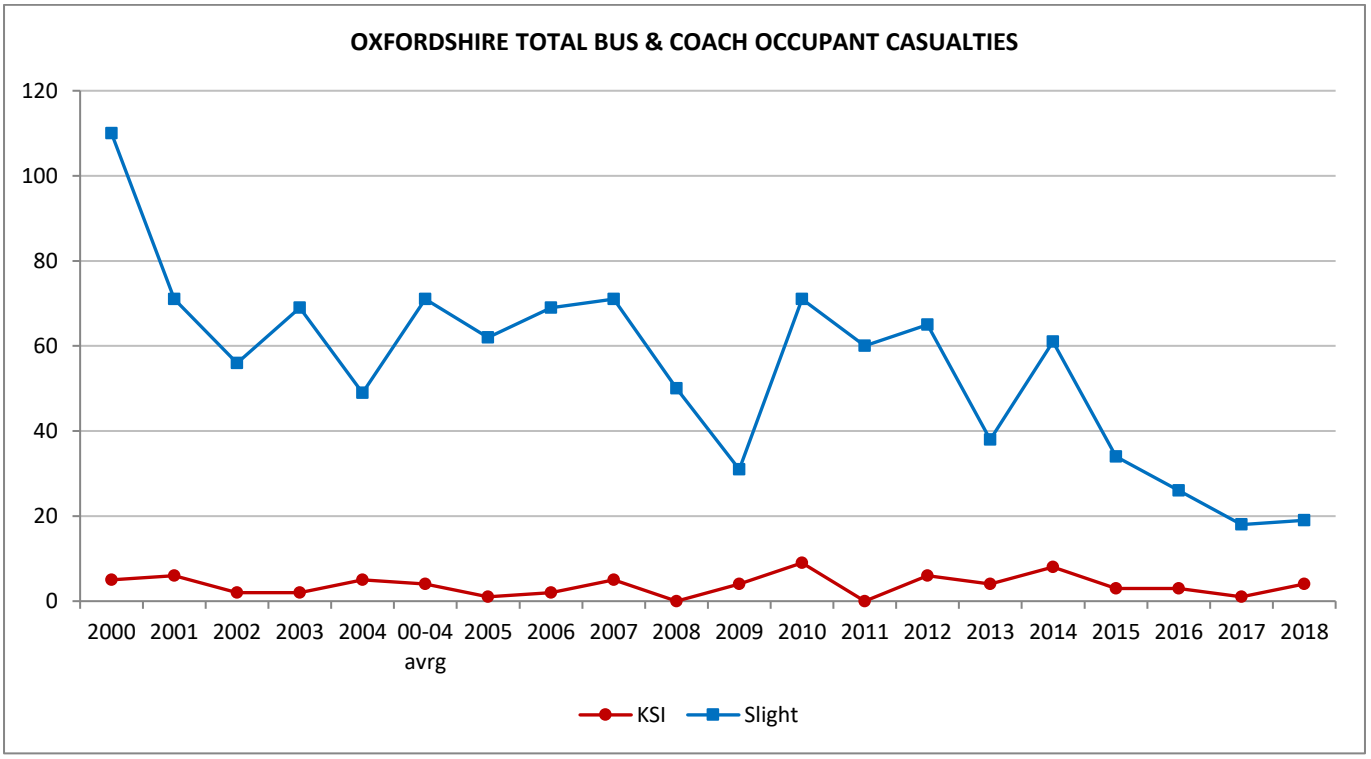


Chart7.2. **Total bus & coach** casualties and Traffic flow (Average annual daily flow) by year 2000 to 2018.

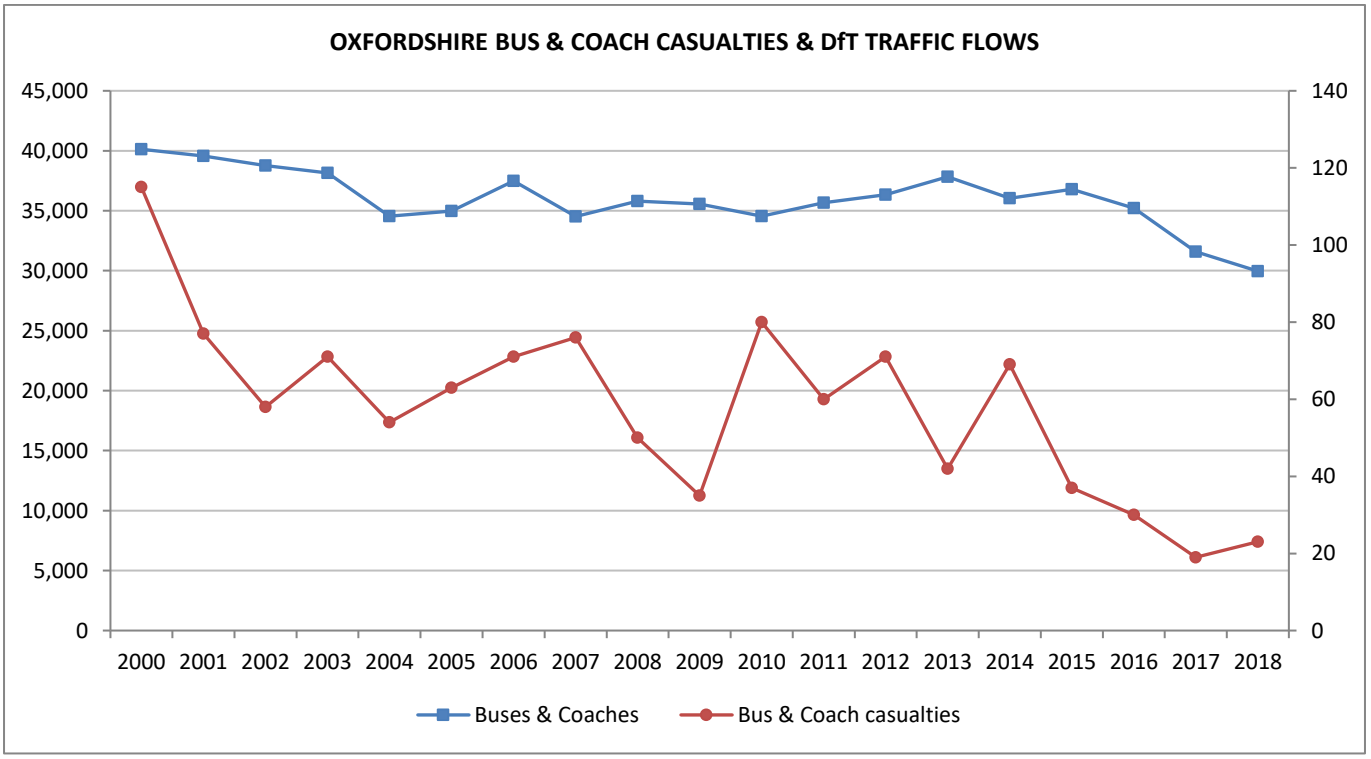


Chart7.3. Long term **total goods vehicle occupant** casualty trends 2000 to 2018.

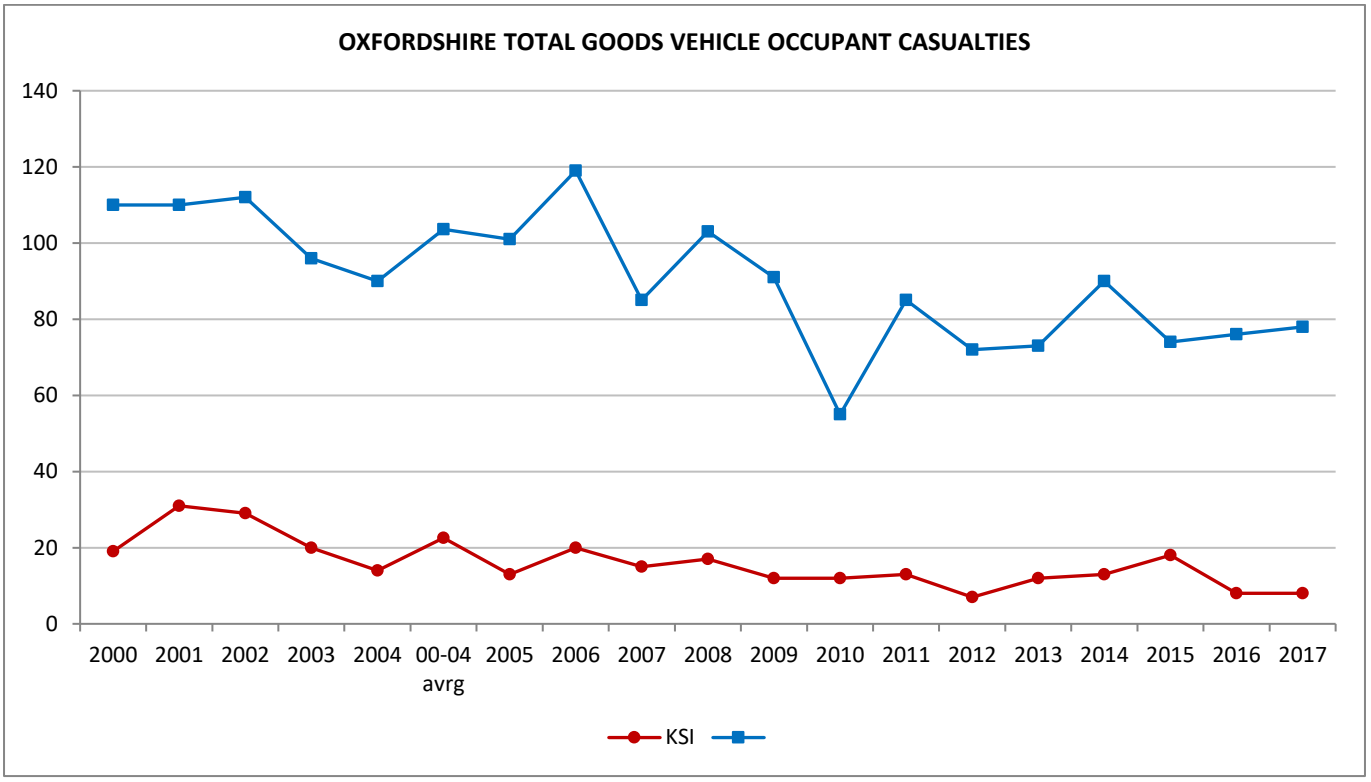


Chart7.4. **Total HGV & LGV*** casualties and traffic flow (Average annual daily flow) by year 2000 to 2018.

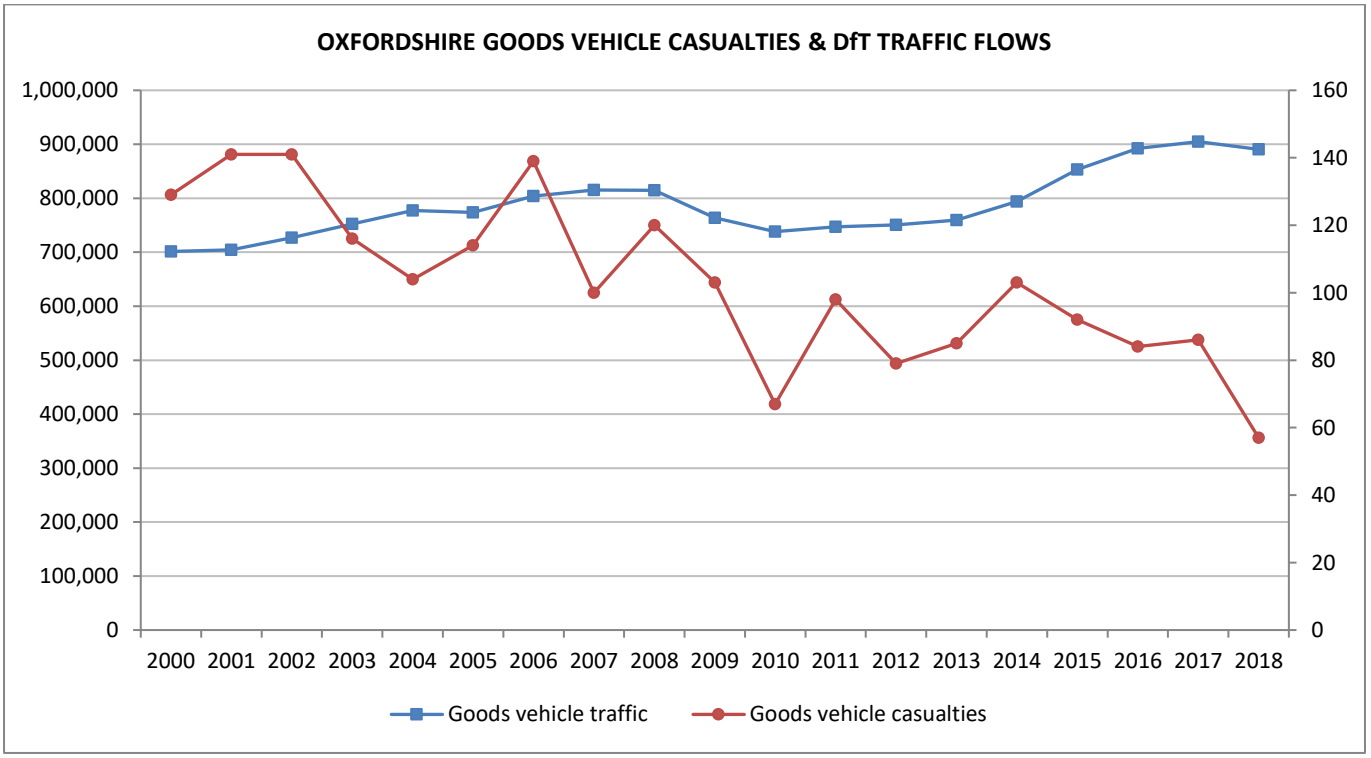


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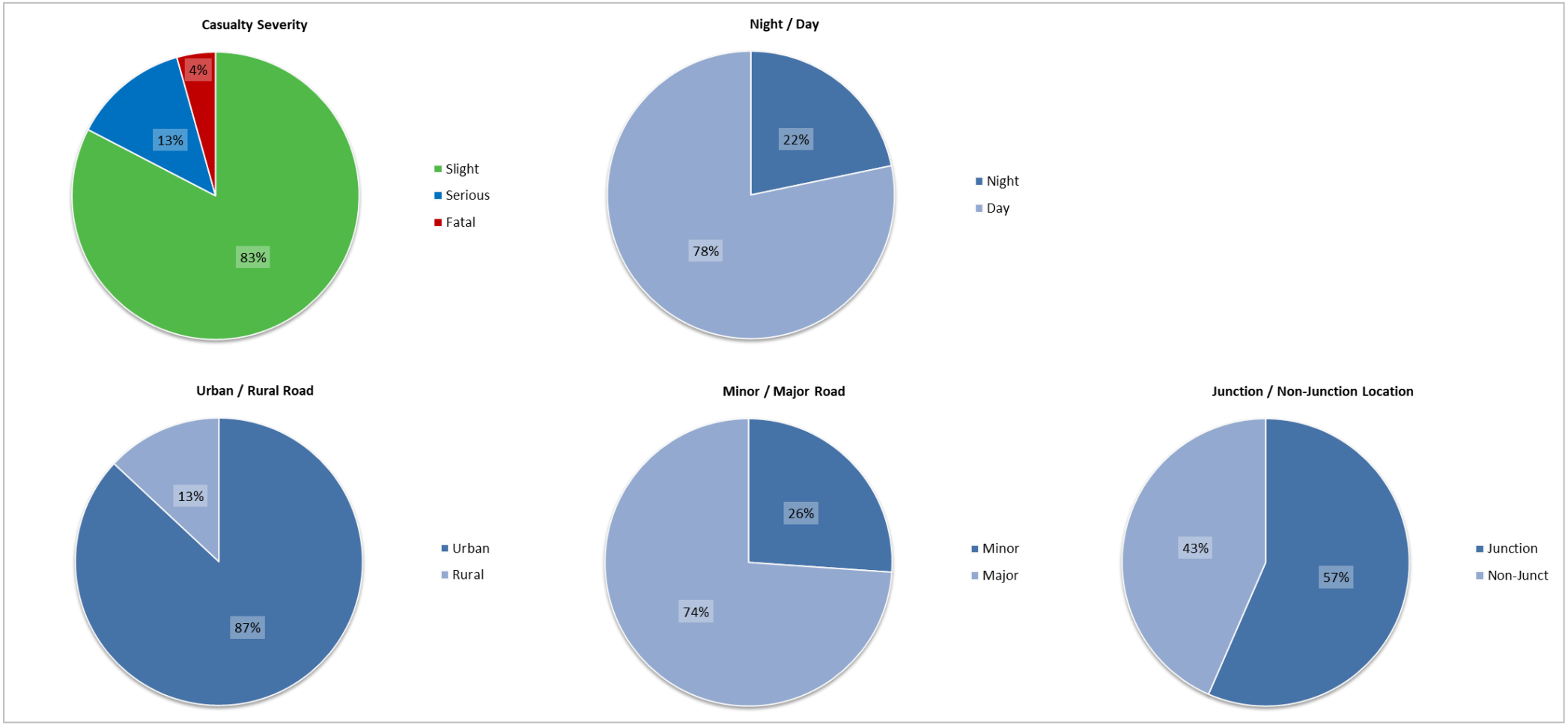
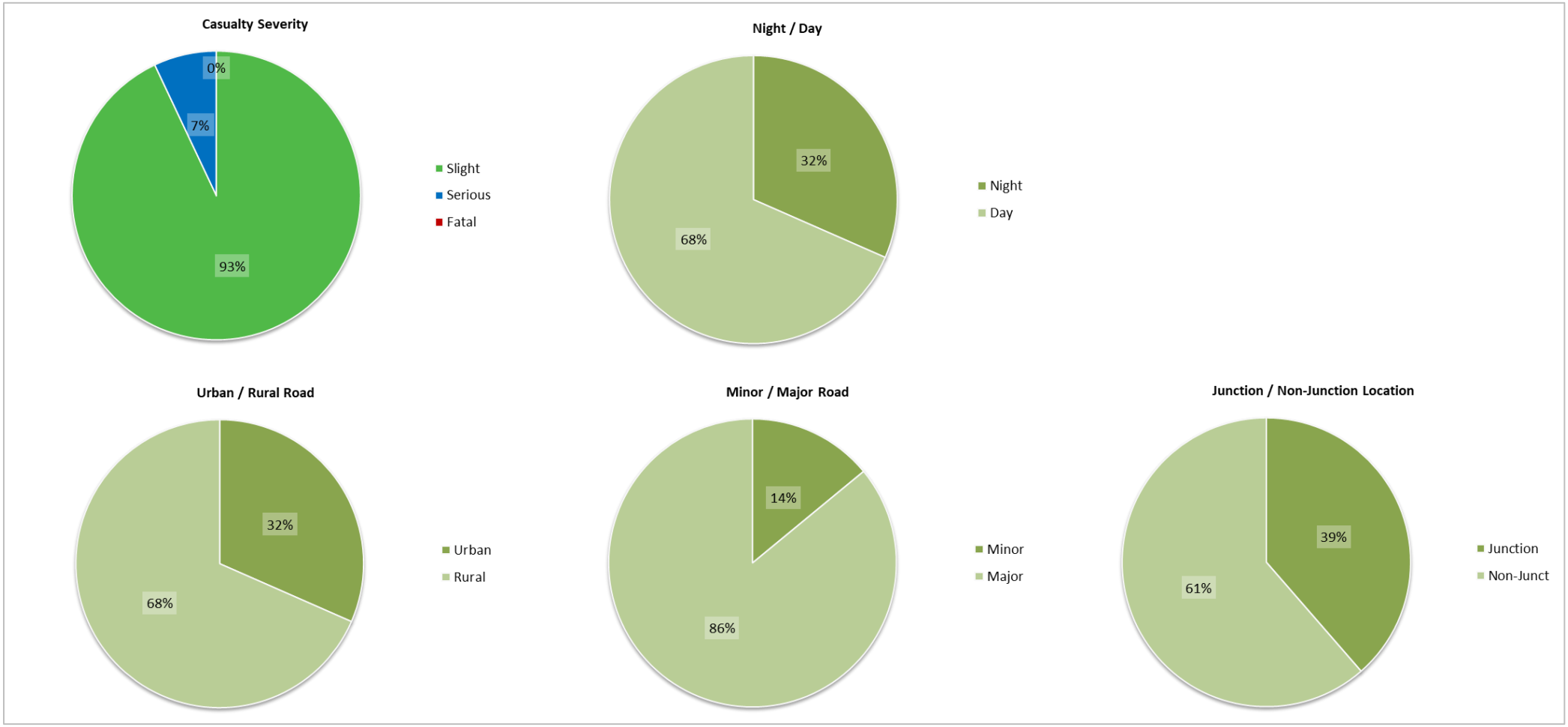
Chart7.5. **Total bus occupant** casualty analysis 2018.



- Casualty severity – the proportion of casualties that were either ‘fatal’, ‘serious’ or ‘slight’.
- Urban / Rural road – the proportion of casualties that occurred on either an ‘urban’ (speed limit of 40mph or under) or ‘rural’ (over 40mph) road.
- Junction / Non-junction location – the proportion of casualties that occurred at or within 20m of a junction (Inc. roundabouts) or not.
- Night / Day – the proportion of casualties occurred during daylight hours or darkness.
- Minor / Major road – the proportion of casualties that occurred on either a ‘minor’ (‘C’ roads or ‘unclassified’ roads) or ‘major’ (Inc. Motorways, ‘A’ roads & ‘B’ roads) road.

Chart7.6. **Total goods vehicle occupant** casualty analysis 2018.



- Casualty severity – the proportion of casualties that were either ‘fatal’, ‘serious’ or ‘slight’.
- Urban / Rural road – the proportion of casualties that occurred on either an ‘urban’ (speed limit of 40mph or under) or ‘rural’ (over 40mph) road.
- Junction / Non-junction location – the proportion of casualties that occurred at or within 20m of a junction (Inc. roundabouts) or not.
- Night / Day – the proportion of casualties occurred during daylight hours or darkness.
- Minor / Major road – the proportion of casualties that occurred on either a ‘minor’ (‘C’ roads or ‘unclassified’ roads) or ‘major’ (Inc. Motorways, ‘A’ roads & ‘B’ roads) road.

8 – Annual Traffic Flows.

The charts found in this section compare the annual volume of traffic on major roads for selected road users with the total for all traffic in Oxfordshire since 2000, including the latest data from 2018. The charts are based on street-level traffic data for Oxfordshire collected through a range of methods.

AADF - Annual average daily flow

- AADF figures give the number of vehicles that will drive on that stretch of road on an average day of the year. For information on how AADFs are calculated, see the guidance on the Traffic Statistics pages on GOV.UK.
- AADF figures are presented as: Units = vehicles per day

Data Disclaimer:

DfT's traffic estimates for individual road links and small areas are less robust, as they are not always based on up-to-date counts made at these locations. Where other more up-to-date sources of traffic data are available (e.g. from local highways authorities), this may provide a more accurate estimate of traffic at these locations.

DfT's road link level traffic estimates are calculated using a variety of methods, with some methods likely to produce more accurate estimates than others.

Chart8.1. **Total pedal-cycle** & total traffic flow (Average annual daily flow) by year 2000 to 2018.

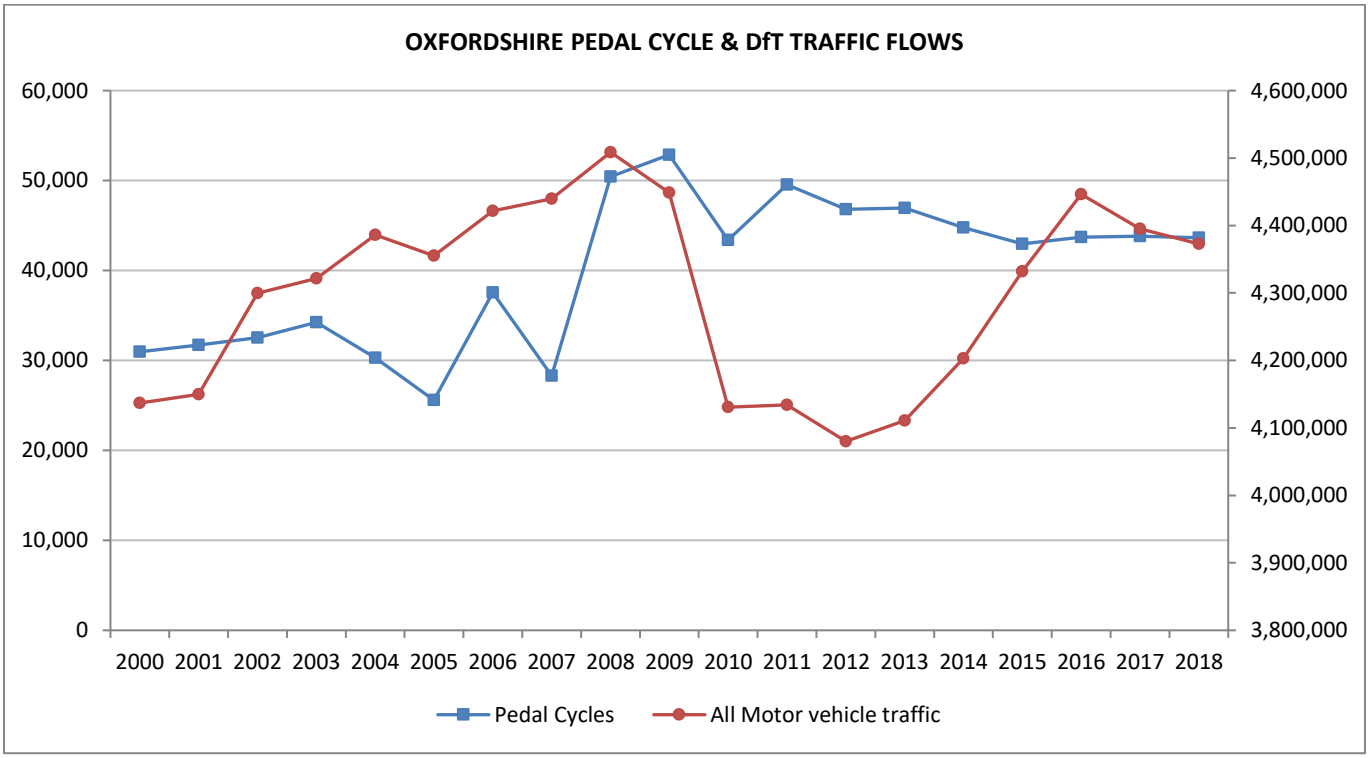


Chart8.2. **Total motor cycle** & total traffic flow (thousand vehicle miles) by year 2000 to 2018.

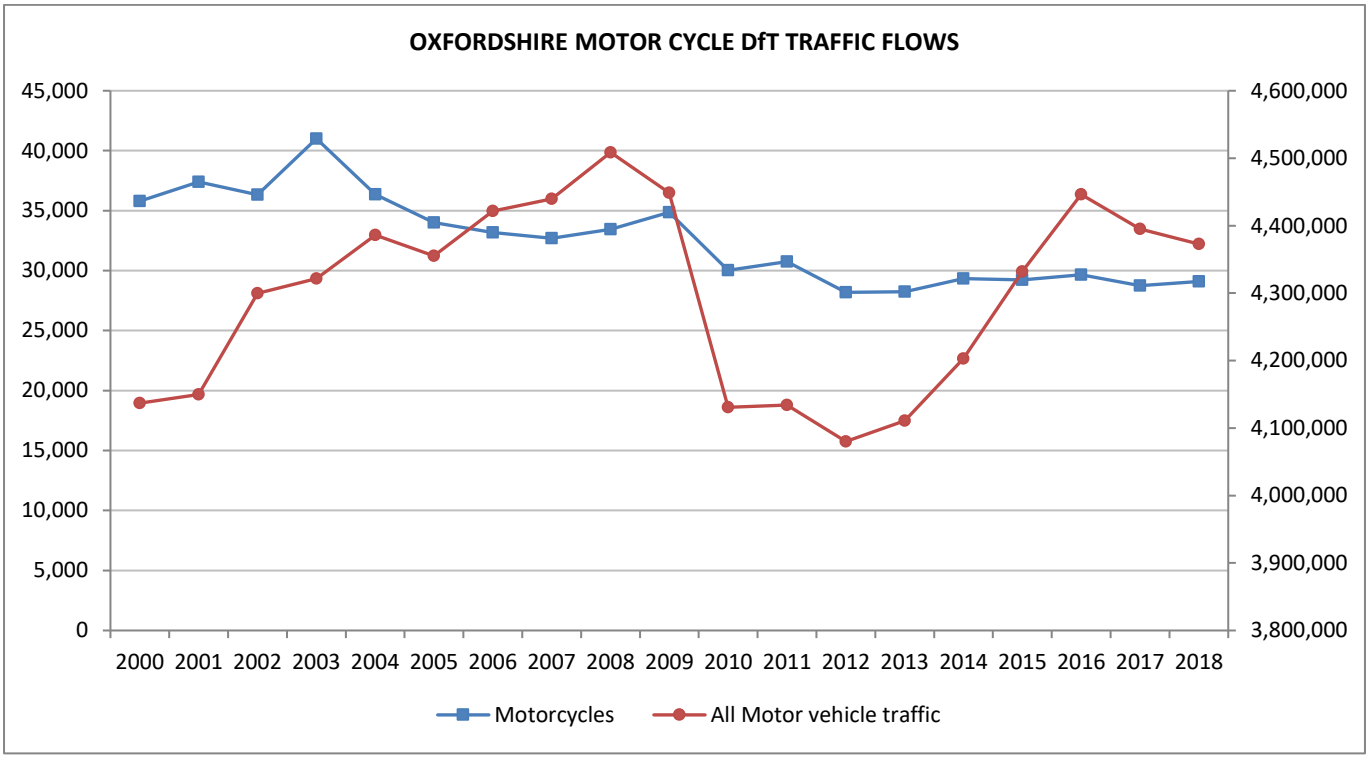


Chart8.3. **Total car and taxi** & total traffic flow (thousand vehicle miles) by year 2000 to 2018.

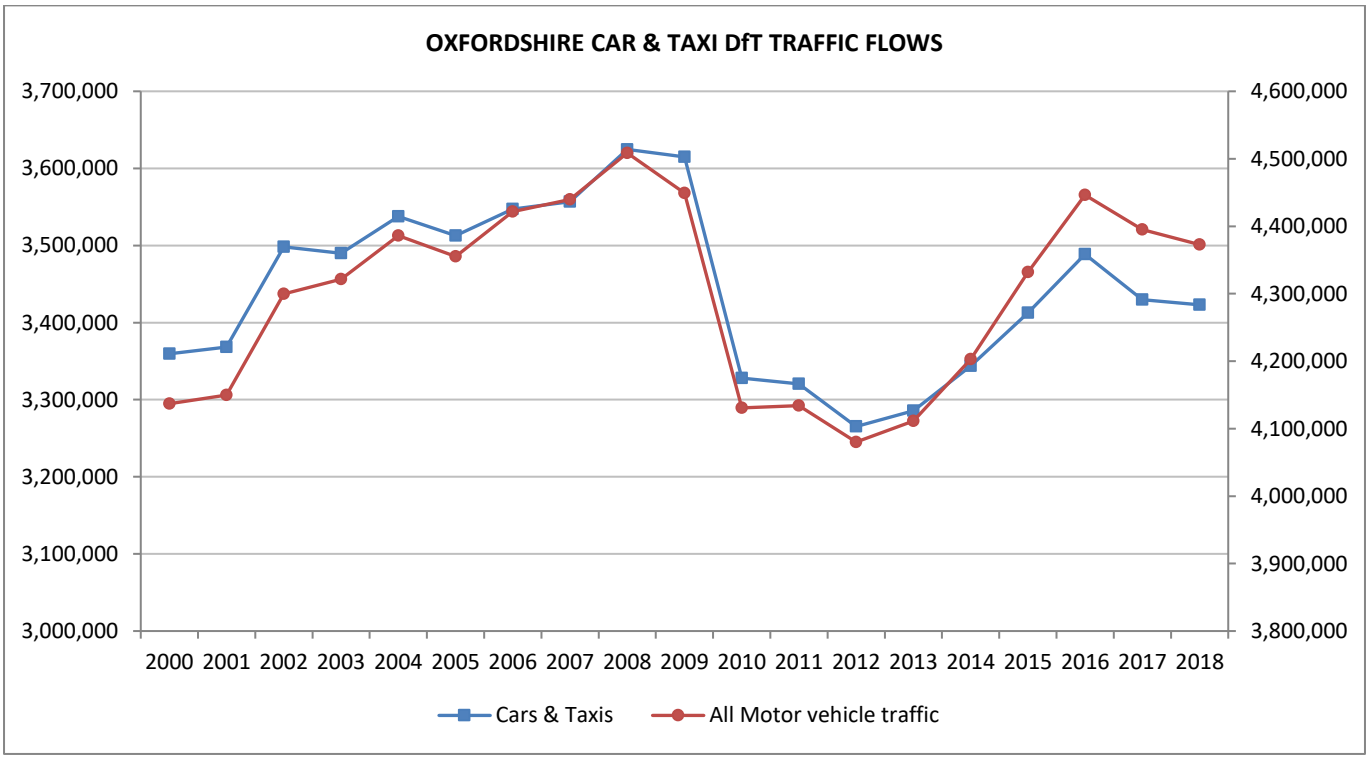


Chart8.4. **Total bus and coach** & total traffic flow (thousand vehicle miles) by year 2000 to 2018.

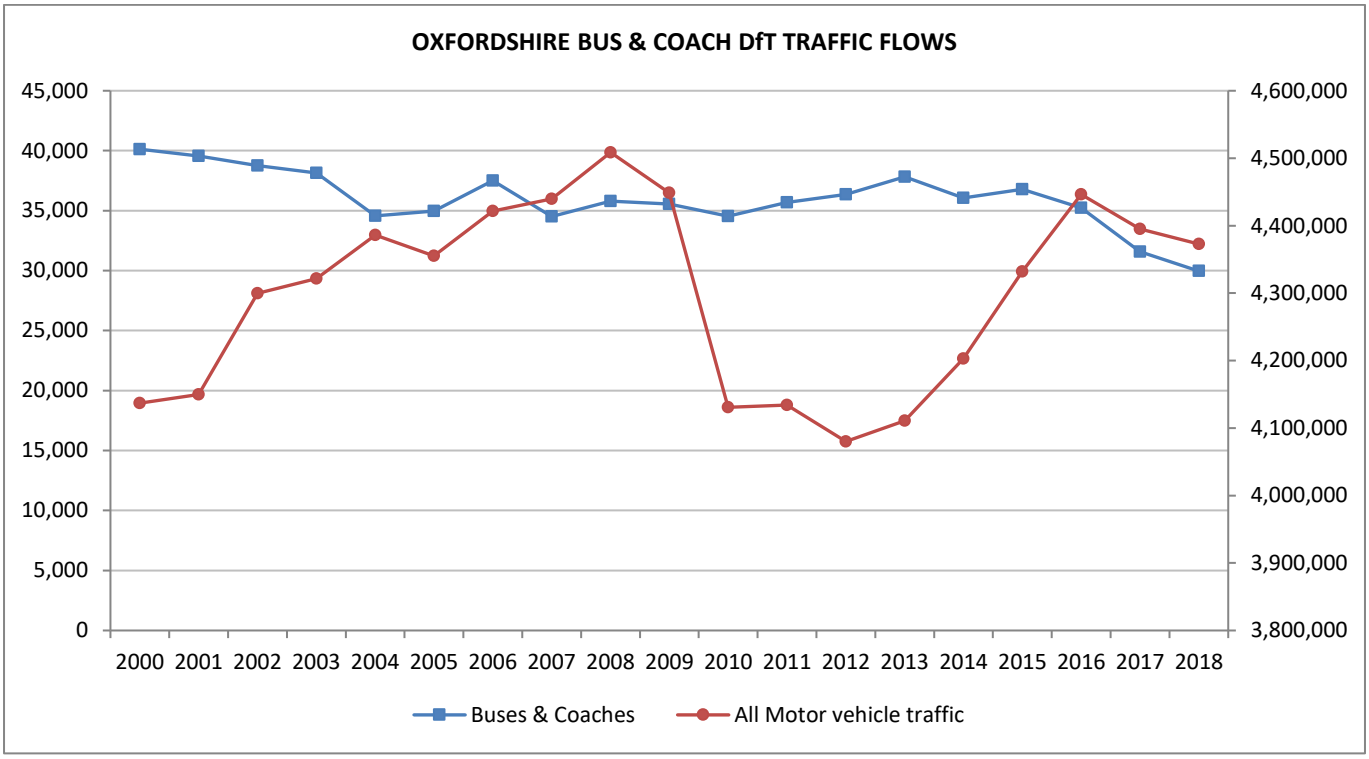
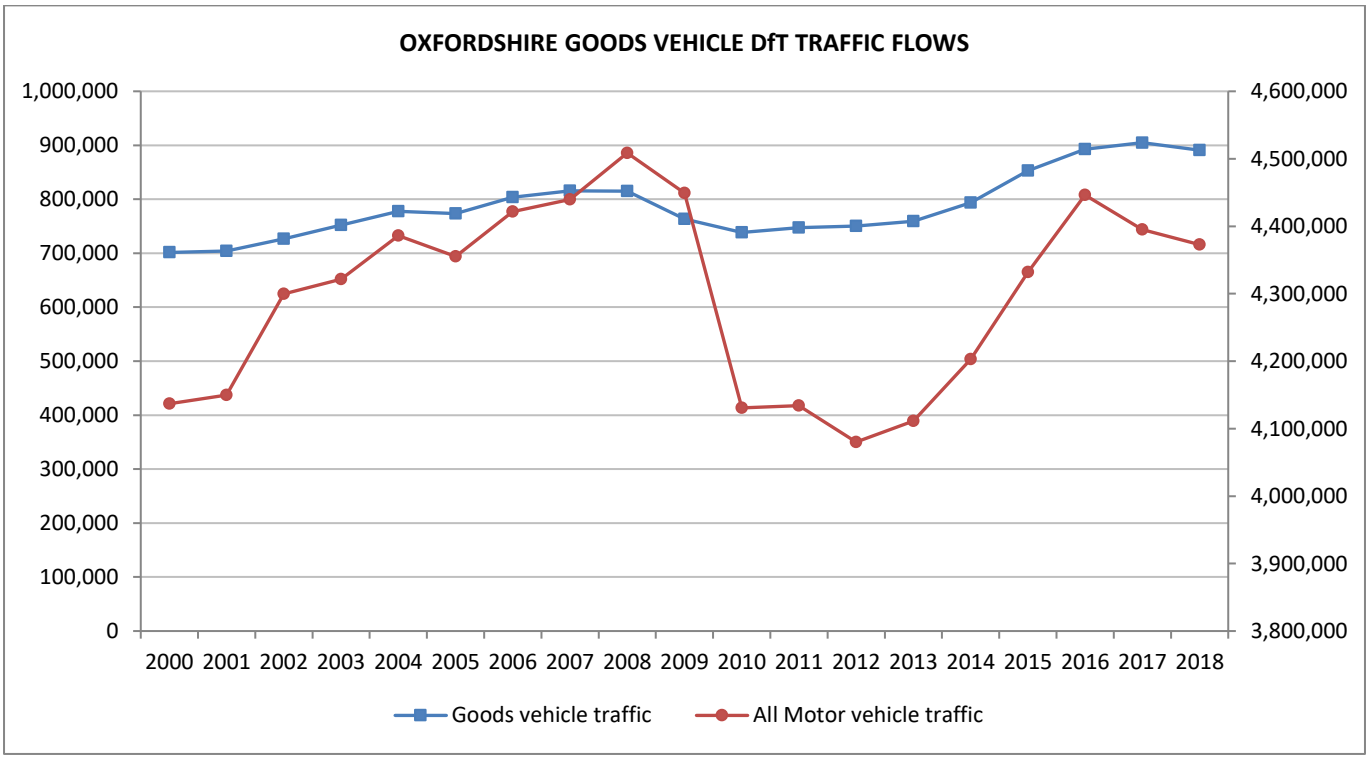


Chart8.5. **Total goods vehicle** & total traffic flow (thousand vehicle miles) by year 2000 to 2018.



For further information on road traffic counts please visit the following page on DfT website: https://roadtraffic.dft.gov.uk

9 – District Casualty Summary.

The tables and charts found in this section show the numbers of road deaths and injuries sustained by all road users in Oxfordshire in the separate districts since 2000, including the latest complete years data from 2018.

Table9.1 & Chart9.1. Long term **total** casualty trends 2000 to 2018 by District.

District	00-04 avrg	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Cherwell	754	742	752	707	623	599	642	623	531	547	589	587	521	475	377
Oxford	622	565	556	520	519	438	441	463	479	406	530	461	451	376	336
South Oxfordshire	695	589	654	568	510	500	476	517	469	401	362	446	401	284	258
Vale White Horse	612	544	530	484	441	389	396	398	370	316	383	365	364	325	285
West Oxfordshire	470	419	443	373	326	342	288	305	315	294	337	285	319	245	257
Total	**3153**	**2859**	**2935**	**2652**	**2419**	**2268**	**2243**	**2306**	**2164**	**1964**	**2201**	**2144**	**2056**	**1705**	**1513**

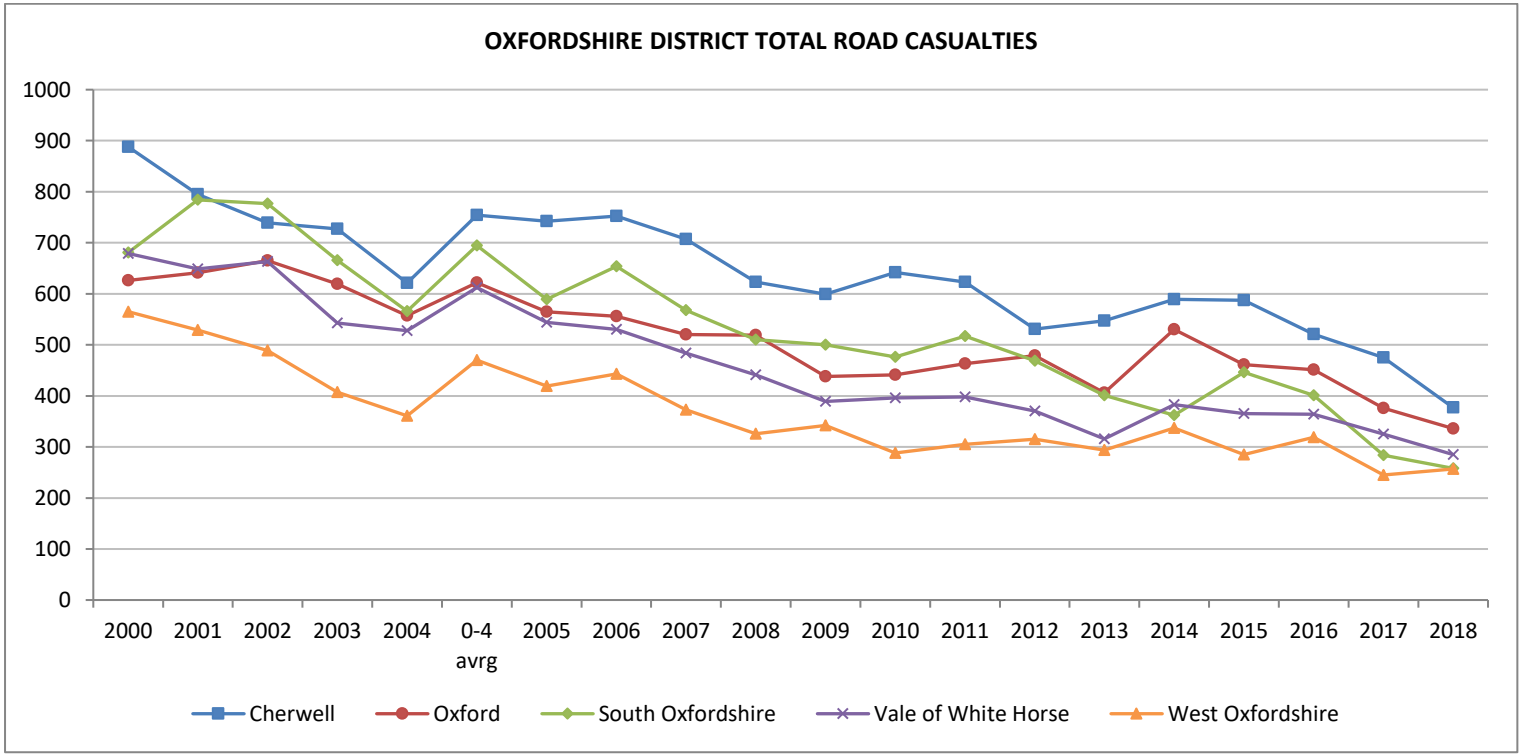


Table9.2. **Cherwell** District casualties by road user group & severity 2018.

Severity	Age Group	Pedestrian	Pedal cycle	Motor cycle	Car	Bus or Coach	Goods Veh.	Other	Total
Fatal	Child	0	0	0	0	0	0	0	0
	Adult	0	0	1	6	0	0	0	7
	Total	0	0	1	6	0	0	0	7
Serious	Child	3	0	0	0	0	0	0	3
	Adult	7	11	10	25	1	0	2	56
	Total	10	11	10	25	1	0	2	59
Slight	Child	8	2	0	20	0	0	0	30
	Adult	11	15	24	212	2	11	6	281
	Total	19	17	24	232	2	11	6	311
Total	**Child**	**11**	**2**	**0**	**20**	**0**	**0**	**0**	**33**
	Adult	**18**	**26**	**35**	**243**	**3**	**11**	**8**	**344**
	All	**29**	**28**	**35**	**263**	**3**	**11**	**8**	**377**

Table9.3. **Oxford City** District casualties by road user group & severity 2018.

Severity	Age Group	Pedestrian	Pedal cycle	PTW	Car	Bus	Goods Veh.	Other	Total
Fatal	Child	0	0	0	0	0	0	0	0
	Adult	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0
Serious	Child	4	1	0	1	0	0	0	6
	Adult	5	13	9	8	1	0	1	37
	Total	9	14	9	9	1	0	1	43
Slight	Child	6	12	0	6	3	0	0	27
	Adult	32	114	23	79	9	6	3	266
	Total	38	126	23	85	12	6	3	293
Total	**Child**	**10**	**13**	**0**	**7**	**3**	**0**	**0**	**33**
	Adult	**37**	**127**	**32**	**87**	**10**	**6**	**4**	**303**
	All	**47**	**140**	**32**	**94**	**13**	**6**	**4**	**336**

Table9.4. **South Oxfordshire** District casualties by road user group & severity 2018.

Severity	Age Group	Pedestrian	Pedal cycle	PTW	Car	Bus	Goods Veh.	Other	Total
Fatal	Child	0	0	0	0	0	0	0	0
	Adult	1	0	0	5	1	0	0	7
	Total	1	0	0	5	1	0	0	7
Serious	Child	1	0	0	0	0	0	0	1
	Adult	1	9	11	23	0	1	1	46
	Total	2	9	11	23	0	1	1	47
Slight	Child	4	1	0	5	0	0	0	10
	Adult	13	20	19	115	1	15	11	194
	Total	17	21	19	120	1	15	11	204
Total	**Child**	**5**	**1**	**0**	**5**	**0**	**0**	**0**	**11**
	Adult	**15**	**29**	**30**	**143**	**2**	**16**	**12**	**247**
	All	**20**	**30**	**30**	**148**	**2**	**16**	**12**	**258**

Table9.5. **Vale of White Horse** District casualties by road user group & severity 2018.

Severity	Age Group	Pedestrian	Pedal cycle	PTW	Car	Bus	Goods Veh.	Other	Total
Fatal	Child	0	0	0	0	0	0	0	0
	Adult	1	1	1	4	0	0	1	8
	Total	1	1	1	4	0	0	1	8
Serious	Child	1	0	0	0	0	0	0	1
	Adult	6	4	4	24	0	2	0	40
	Total	7	4	4	24	0	2	0	41
Slight	Child	8	4	0	11	0	0	1	24
	Adult	10	19	18	147	1	14	3	212
	Total	18	23	18	158	1	14	4	236
Total	**Child**	**9**	**4**	**0**	**11**	**0**	**0**	**1**	**25**
	Adult	**17**	**24**	**23**	**175**	**1**	**16**	**4**	**260**
	All	**26**	**28**	**23**	**186**	**1**	**16**	**5**	**285**

Table9.6. **West Oxfordshire** District casualties by road user group & severity 2018.

Severity	Age Group	Pedestrian	Pedal cycle	PTW	Car	Bus	Goods Veh.	Other	Total
Fatal	Child	0	0	0	0	0	0	0	0
	Adult	1	3	3	2	0	0	0	9
	Total	1	3	3	2	0	0	0	9
Serious	Child	2	0	0	0	0	0	0	2
	Adult	3	3	12	29	1	1	1	50
	Total	5	3	12	29	1	1	1	52
Slight	Child	4	2	0	5	0	0	0	11
	Adult	12	19	21	120	3	7	3	185
	Total	16	21	21	125	3	7	3	196
Total	**Child**	**6**	**2**	**0**	**5**	**0**	**0**	**0**	**13**
	Adult	**16**	**25**	**36**	**151**	**4**	**8**	**4**	**244**
	All	**22**	**27**	**36**	**156**	**4**	**8**	**4**	**257**

Chart9.2. **Total** District casualty analysis 2018.

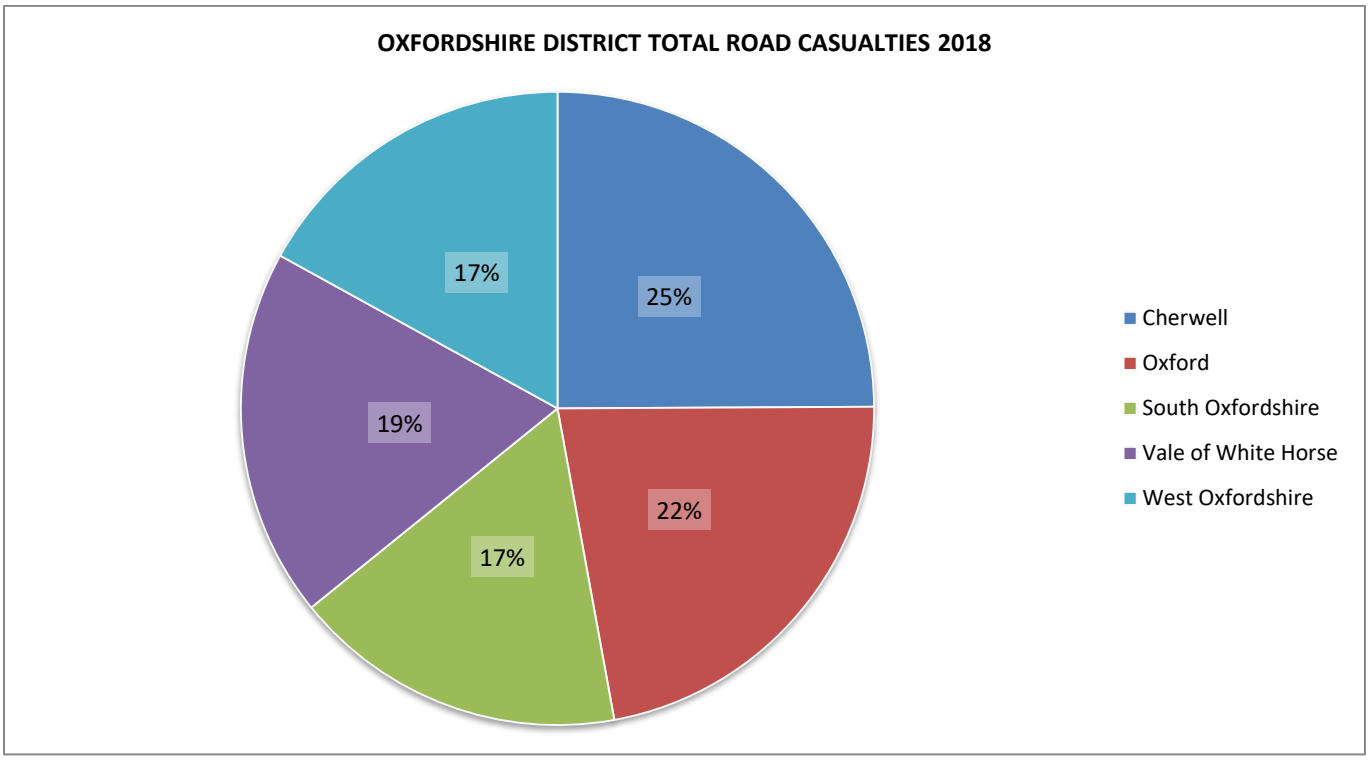


Chart9.3. District road user-group casualty analysis 2018.

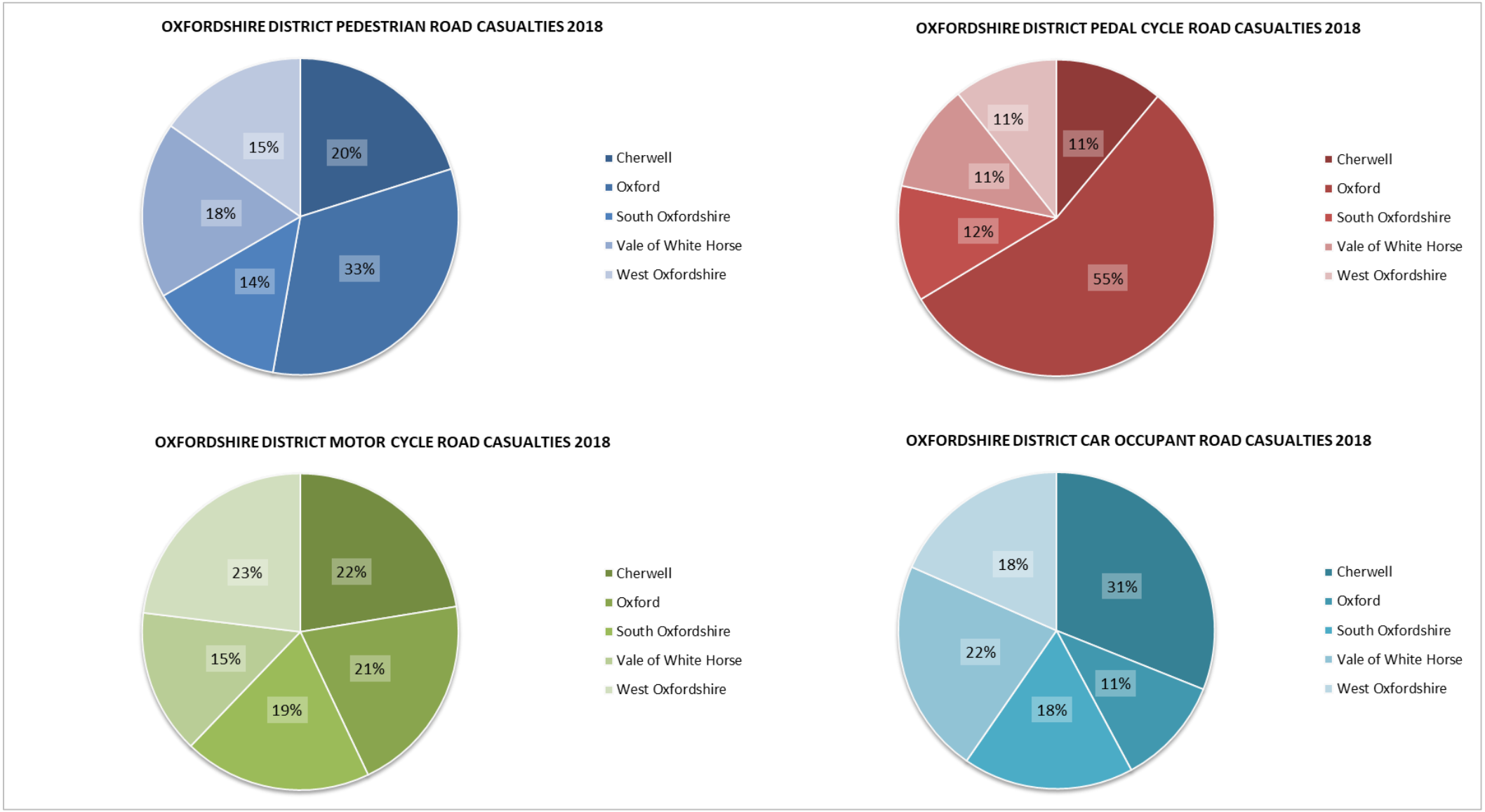
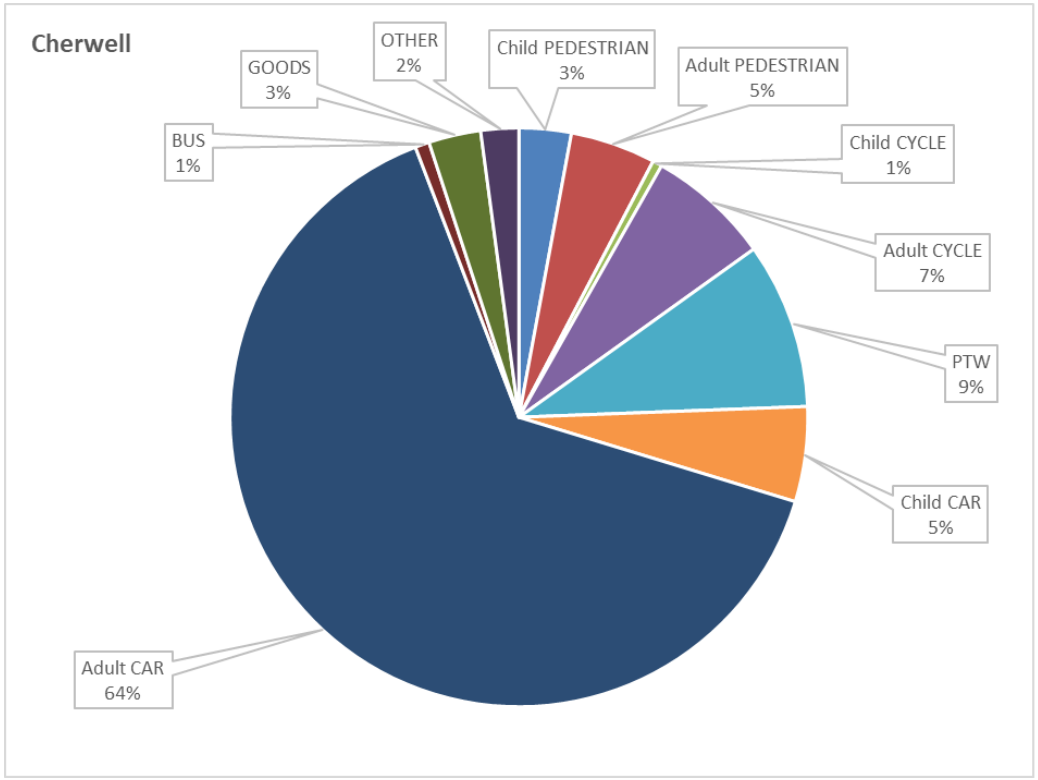


Chart9.4. Cherwell & West Oxfordshire District road user-group casualty analysis 2018.



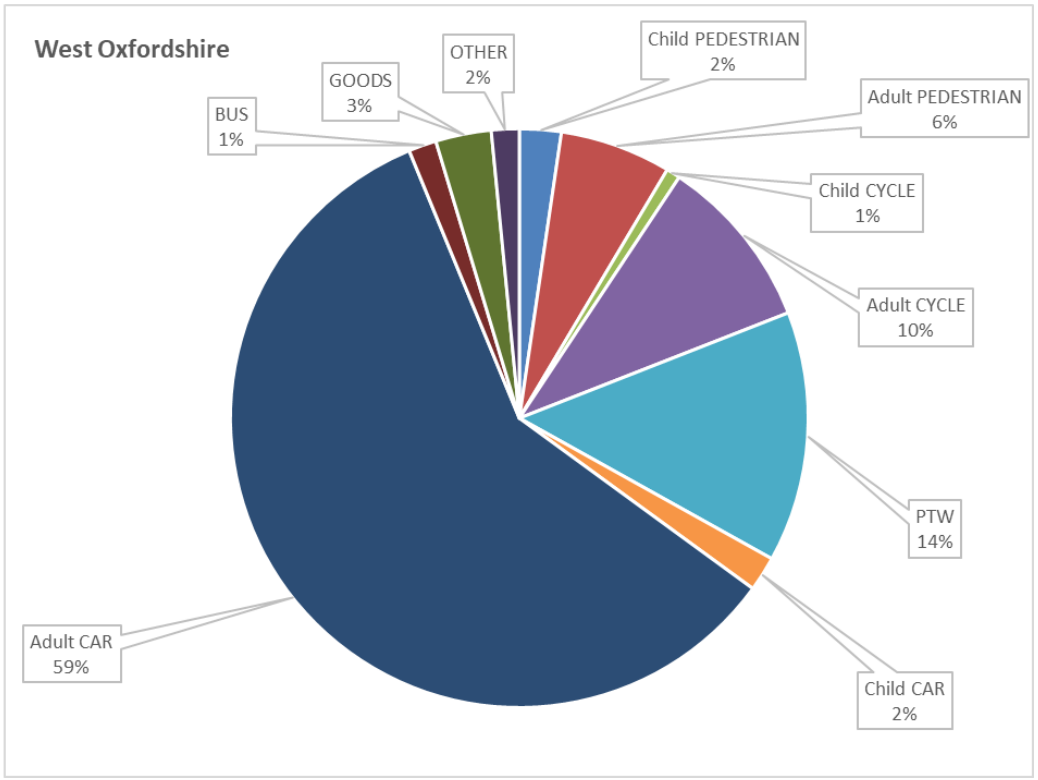
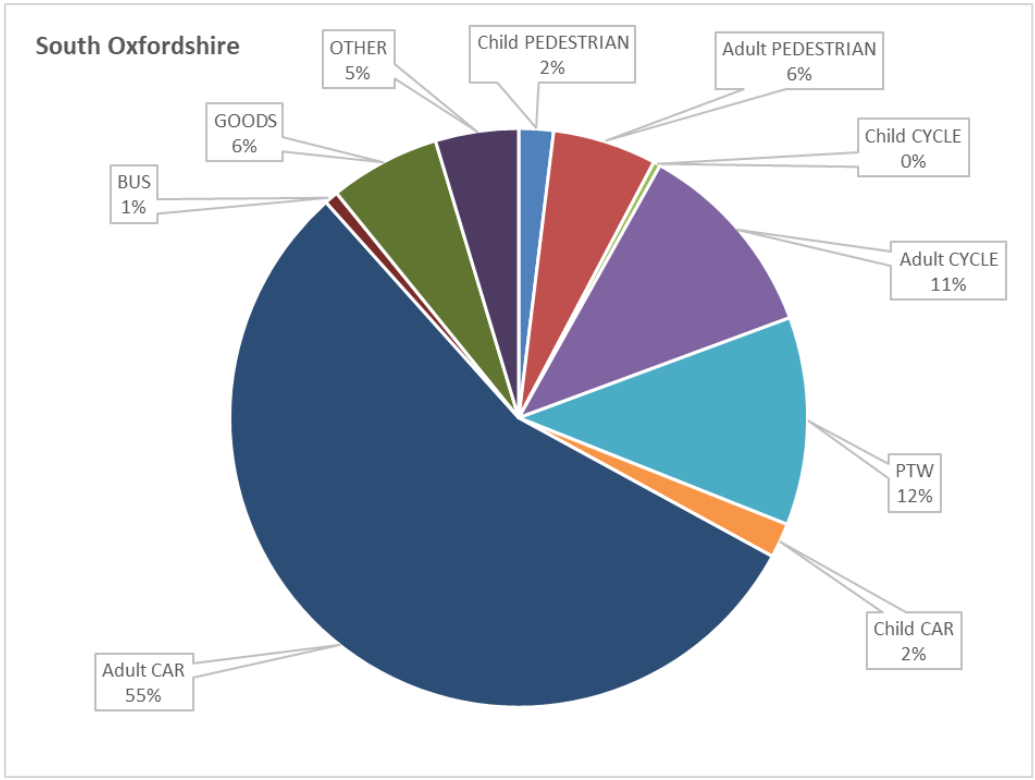


Chart9.5. South Oxfordshire & Vlae of White Horse District road user-group casualty analysis 2018.



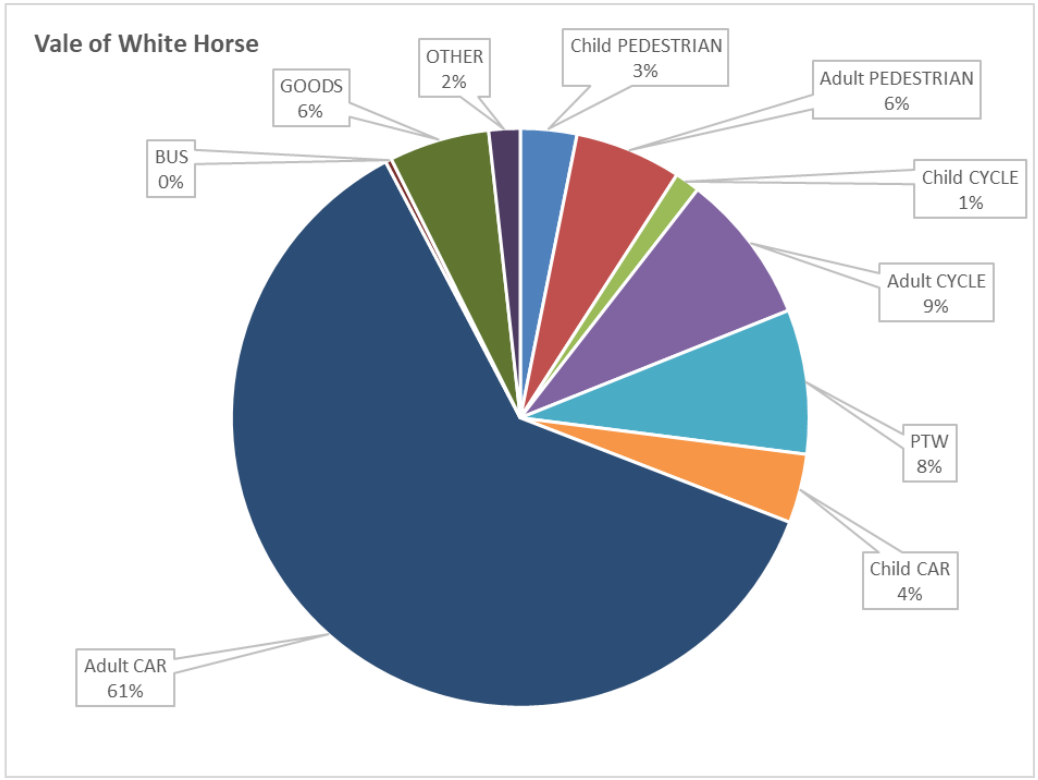
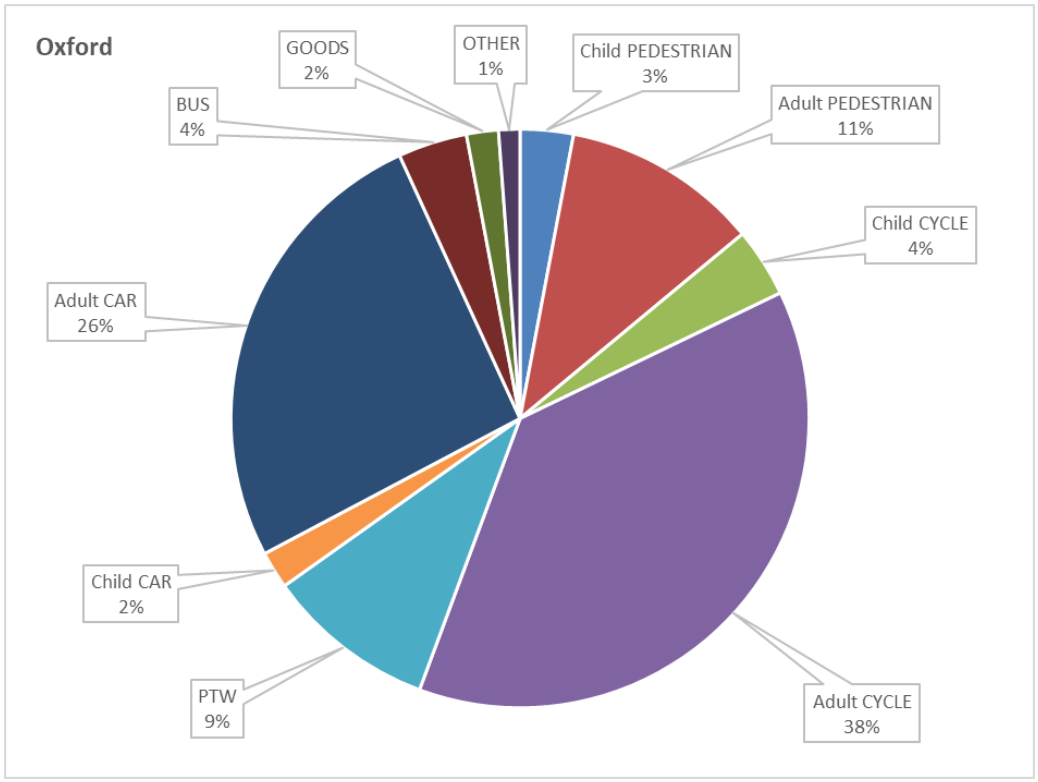
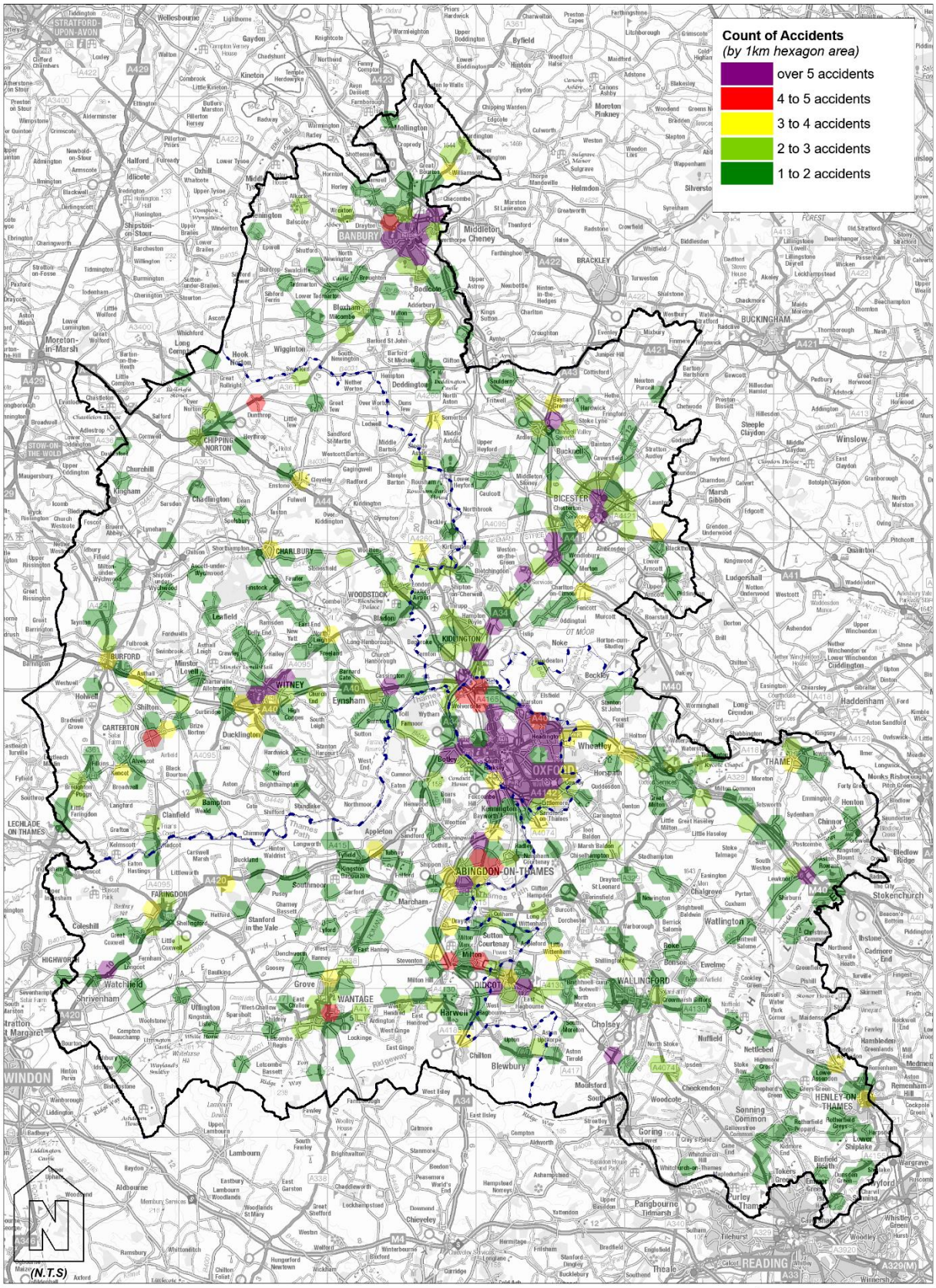


Chart9.6. Oxford City District road user-group casualty analysis 2018.



10 – Accident Location Plan.

Map10.1. 2018 Accident locations by 1km hexagonal grid.



11 – TVP & NHS Data Comparison.

The administrative data used within this section comes from the Oxfordshire hospital systems which records for people whether they were involved in a road traffic accident.

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

Overall, this range of sources does not provide exact estimates of either the absolute number of casualties, nor does it provide a definitive assessment of the trends. However, it does give a clear indication that the police reported road casualty data is only a subset of all road casualties.

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

(taken from: Reported road casualties in Great Britain: 2017 annual report)

Chart11.1. Thames Valley Police & NHS emergency figures total casualty data comparison (Jan 2012 – Dec 2018).

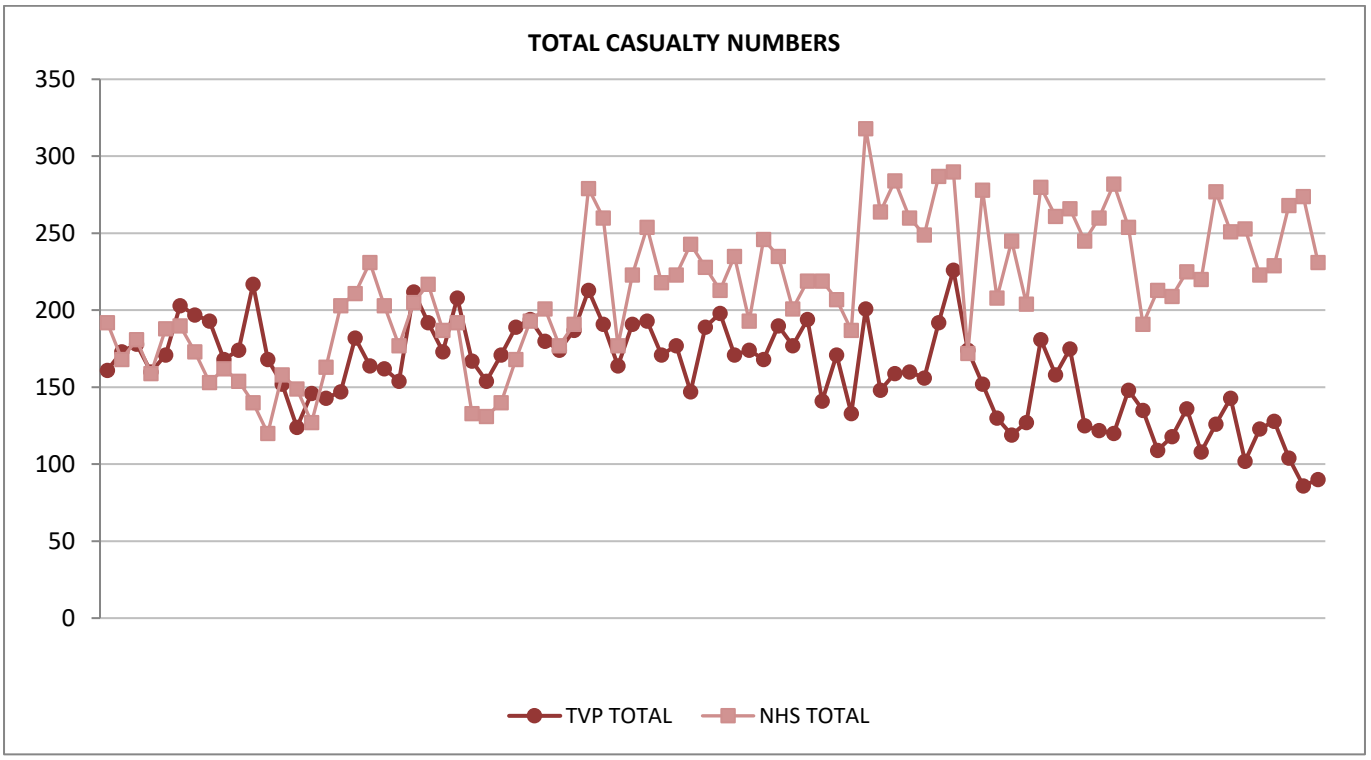


Chart11.2. Thames Valley Police & NHS emergency figures pedestrian casualty data comparison (Jan 2012 – Dec 2018).

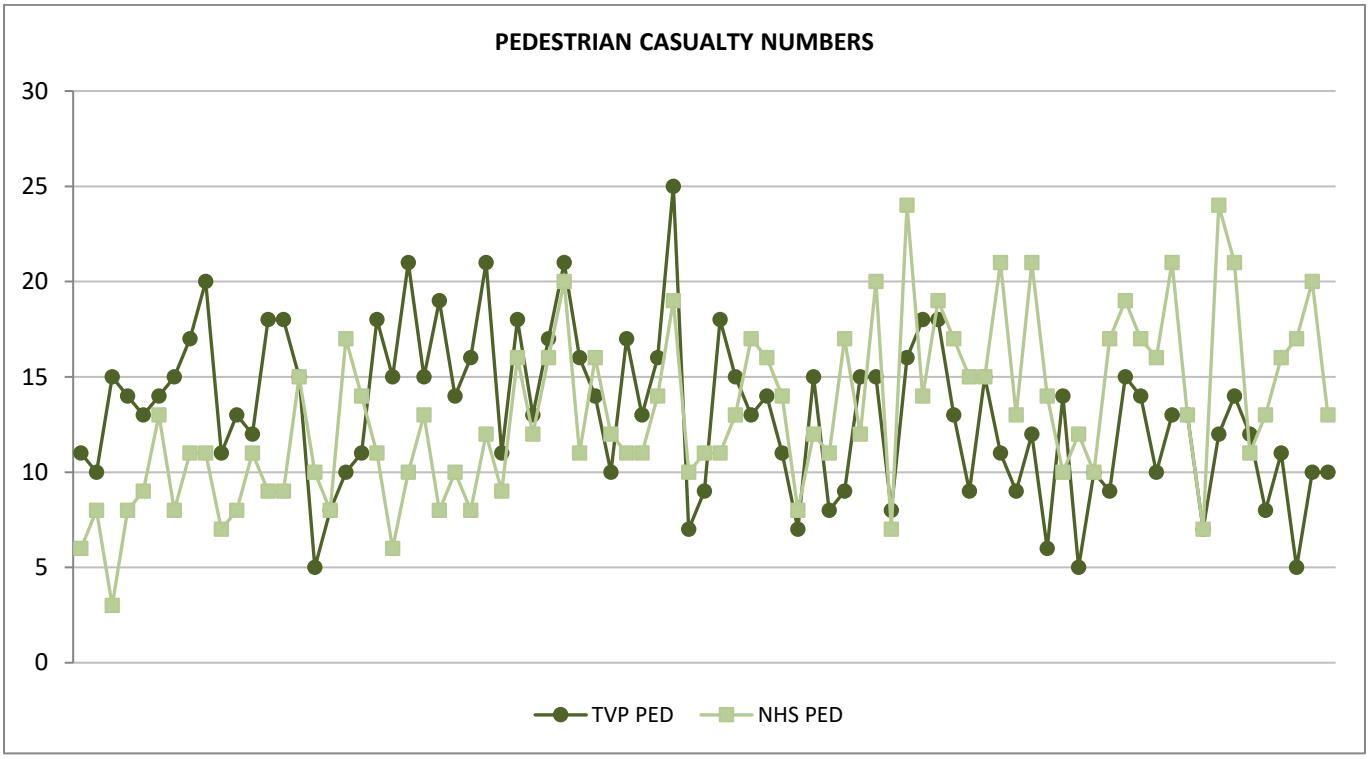


Chart11.3. Thames Valley Police & NHS emergency figures pedal cycle casualty data comparison (Jan 2012 – Dec 2018).

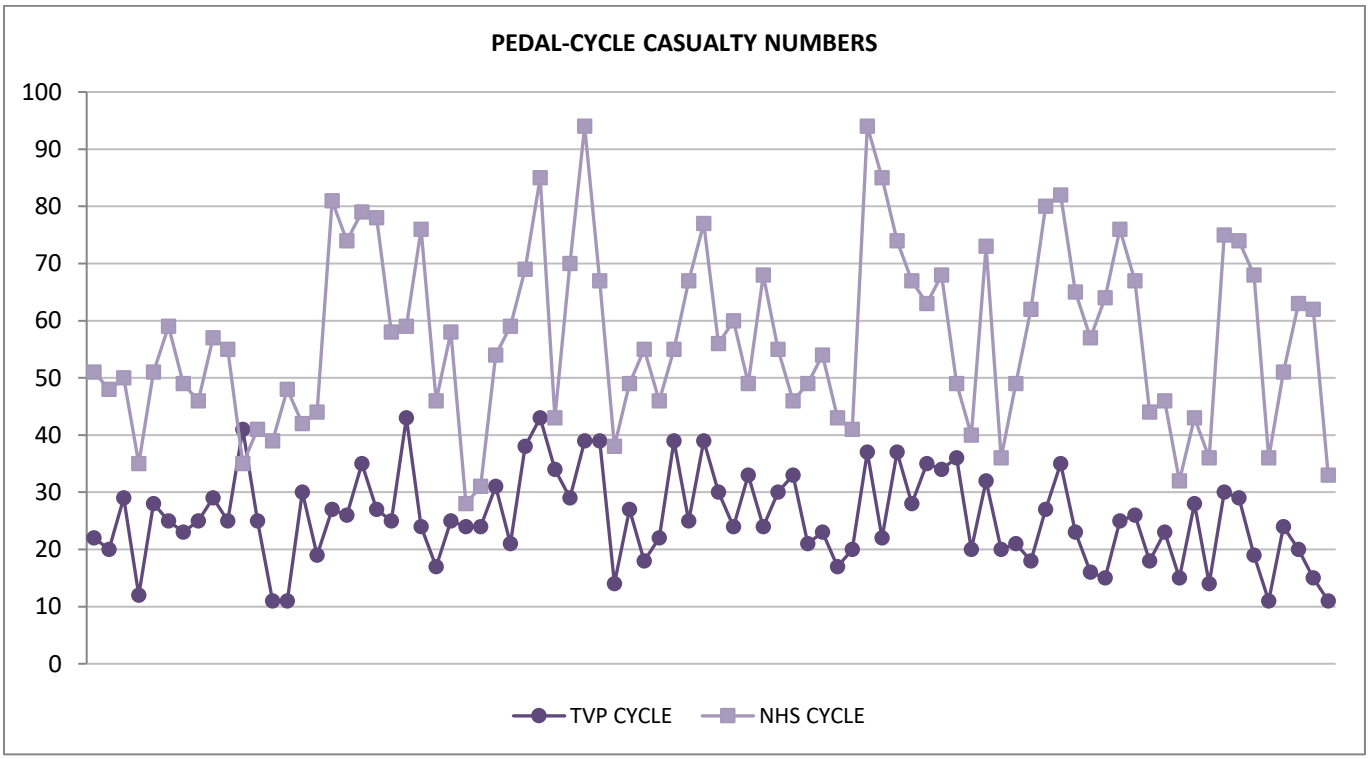
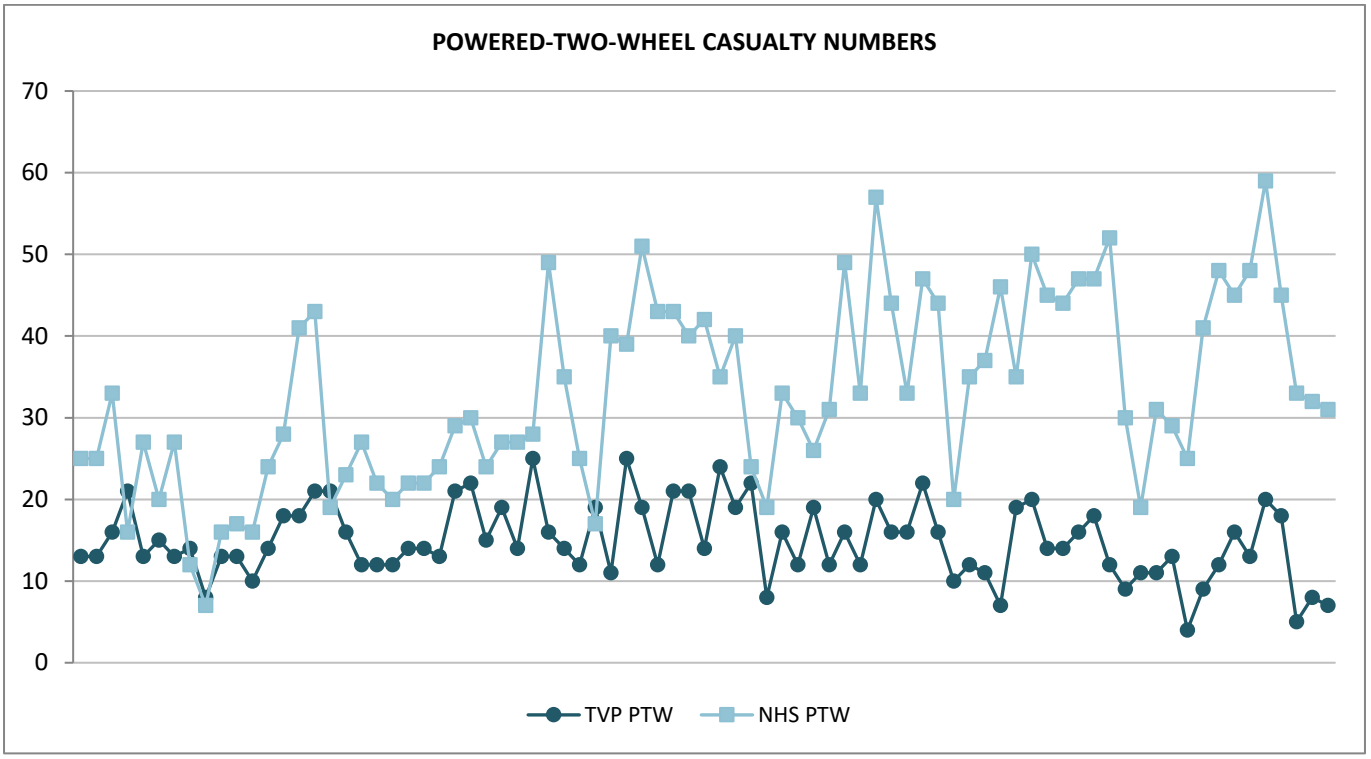


Chart11.4. Thames Valley Police & NHS emergency figures motorcycle/moped casualty data comparison (Jan 2012 – Dec 2018).



12 – Average Value of Casualty Prevention.

The tables and information found in this section relate to the latest available DfT derived values for the prevention of casualties sustained in road accidents. The values are calculated using a "willingness to pay" approach, which in its broadest sense is the maximum amount a person would be willing to pay, sacrifice or exchange in order to avoid something undesired occurring. The tables below include an amount to reflect not only the associated medical costs, but also the pain, grief and suffering of those involved as well as any lost economic output.

It is estimated that Nationally, the total value of prevention of unreported injury accidents at around £19bn a year, the value of damage-only accidents at around £5bn a year and the total value of prevention of reported injury accidents at around £12bn a year. This gives a total estimate for all reported and unreported accidents of around £35bn per year.

Table12.1. 2018 Average value of **prevention** per reported casualty and per reported road accident.

Casualty Severity	Lost output	Human costs	Medical & Ambulance	Total
Fatal	£673,197	£1,283,949	£1,156	£1,958,303
Serious	£25,936	£178,410	£15,712	£220,058
Slight	£2,741	£13,061	£1,163	£16,964
Average (all)	£13,140	£50,398	£3,276	£66,813

*note: The costs are based on 2018 prices and values.

Table12.2. 2018 Average value of **prevention** per road casualty by class of road user.

Road User	Average Value*
Pedestrian	£103,019
Pedal cyclist	£68,660
Bus & coach occupants	£33,501
Goods vehicle occupants	£60,279
Car & taxi occupants	£50,278
Motorised two-wheeler rider & passengers	£117,465
All motor vehicle users	*£59,633*
Average, all road users	*£66,813*

*note: The costs are based on 2018 prices and values.

It is **important** to note that the estimates shown above are primarily for the use in the appraisal of new road schemes (i.e. the potential savings of doing 'x' or 'y') and must therefore be carefully applied when being used in other contexts. They are shown here to simply highlight the possible economic consequences.

The valuation of accidents was last updated in Ocotber 2019, any technical queries or comments should be referred to:

Help: https://forms.dft.gov.uk/contact-webtag/
Web. https://www.gov.uk/guidance/transport-analysis-guidance-webtag

B – Contact Details.

For further information on road traffic accident data OR road safety engineering measures please contact us through one of the following:

Tel. 0345 310 11 11
Post. Oxfordshire County Council
Traffic & Road Safety
Communities - Infrastructure Delivery
County Hall
New Road
Oxford,
OX1 1ND
Web. www.oxfordshire.gov.uk/roadsafety

C – Useful Internet Resources.

Oxfordshire County Council.	www.oxfordshire.gov.uk
Oxfordshire Street Maintenance.	www.oxfordshirehighways.org
Thames Valley Police.	www.thamesvalley.police.uk
OCC Fire & Rescue.	www.365alive.co.uk
Department for Transport.	www.dft.gov.uk