



Reported Road Casualties in Great Britain: 2011 Annual Report

Contributory factors to reported road accidents

Summary

This article describes the scope and limitations of the information on contributory factors collected as part of the national road accident reporting system, and presents results from the sixth year of collection.

- *Failed to look properly* was again the most frequently reported contributory factor and was reported in 42 per cent of all accidents reported to the police in 2011. Four of the five most frequently reported contributory factors involved *driver or rider error or reaction*. For fatal accidents the most frequently reported contributory factor was *loss of control*, which was involved in 34 per cent of fatal accidents.
- For accidents where a pedestrian was injured or killed; *Pedestrian failed to look properly* was reported in 59 per cent of accidents, and *pedestrian careless, reckless or in a hurry* was reported in 25 per cent of accidents.
- *Exceeding the speed limit* was reported as a factor in 5 per cent of accidents, but these accidents involved 14 per cent of fatalities. At least one of *exceeding the speed limit* and *travelling too fast for the conditions* was reported in 12 per cent of all accidents and these accidents accounted for 25 per cent of all fatalities.
- Over 60 per cent of fatalities in reported road accidents had *driver or rider error or reaction* (which included *failing to look properly*, *loss of control* and *sudden braking*), reported as a contributory factor leading to the accident.

Introduction

From 2005 all police forces in Great Britain have been reporting contributory factors as an integral part of the STATS19 collection system. The contributory factors system has been developed to provide some insight into why and how road accidents occur. Contributory factors are designed to give the key actions and failures that led directly to the actual impact to aid investigation of how accidents might be prevented. The factors are largely subjective, reflecting the opinion of the reporting police officer, and are not necessarily the result of extensive investigation. Some factors are less likely to be recorded since evidence may not be available after the event. While this information is valuable in helping to identify ways of improving safety, care should be taken in its interpretation.

This article presents general analysis from accidents reported to the police in 2011 and explains the scope of the system, along with the limitations of its use.

Contributory factor system

The contributory factor system allows the recording of up to six factors in injury road accidents where the police attended the scene. Multiple factors may be recorded against an individual participant in the accident. These participants include a vehicle, a casualty or an uninjured pedestrian. Factors relating to a driver/rider should be assigned to their vehicle. Any given factor may be assigned to a number of participants. Both accidents and vehicles can have more than one contributory factor attributed to them, therefore percentages in this article will not necessarily add up to 100.

The form used by the police to report contributory factors includes a list of 77 contributory factors. These 77 factors fall into nine categories and these are: *Road environment contributed*, *Vehicle defects*, *Injudicious action*, *Driver/rider error or reaction*, *Impairment or distraction*, *Behaviour or inexperience*, *Vision affected by external factors*, *Pedestrian only factors (casualty or uninjured)* and *Special codes*. A copy of the form can be found using the following link:

<http://assets.dft.gov.uk/statistics/series/road-accidents-and-safety/stats19-road-accident-injury-statistics-report-form.pdf>

The contributory factors are largely subjective and depend on the skill and experience of the investigating officer to reconstruct the events which directly led to the accident. They reflect the attending officer's opinion at the time of reporting and are not necessarily the result of extensive investigation. Furthermore, it is recognised that subsequent enquiries could lead to the reporting officer changing his/her opinion. The contributory factors are therefore different in nature from the remainder of the STATS19 data which is based on the reporting of factual information. This should be kept in mind when interpreting the data.

It is important to note that it may be difficult for a police officer, attending the scene after an accident has occurred, to identify certain factors that may have contributed to a cause of an accident. In addition, contributory factors are disclosable in court and police officers would require some supporting evidence before reporting certain factors. As a result some

contributory factors may be less likely to be reported. Research¹ comparing this data to the 'On the Spot' (OTS) study found that in general fewer factors were reported per accident by the police in STATS19 than in the more in-depth investigations carried out in the OTS study. In particular the police appeared to be less likely to report factors that appeared to allocate blame for an accident, such as those relating to *injudicious action*. The factor *careless, reckless or in a hurry* stood out as being reported considerably more often in the OTS study than in STATS19.

It is also important to note that not all accidents are included in the following analysis of the contributory factor data. Only accidents where the police attended the scene and reported at least one contributory factor are included. Seventy eight per cent of accidents reported to the police in 2011 meet these criteria to be included. Further details of the accidents included in this analysis can be found in the Annex.

Contributory factors recorded for accidents in GB 2011

On average 2.4 contributory factors per accident were reported in 2011. The 77 contributory factors fit into one of nine categories as previously discussed. Chart RAS50001 shows the percentage of accidents with contributory factors in each category. Please note that only reported accidents where a police officer attended the scene and reported at least one contributory factor were considered.

- The contributory factor category *driver/rider error or reaction* was the most frequently reported category, involved in 72 per cent of all accidents reported to the police. It was the most frequently reported category for each severity of accident.
- Both *injudicious action* (including *travelling too fast for conditions, following too close and exceeding speed limit*) and *behaviour and inexperience* were the second most frequently reported category, involved in 24 per cent of all accidents. The equivalent figures for fatal accidents, for both of these contributory factors, were higher at 28 and 27 per cent respectively.
- Special codes (including *stolen vehicle, vehicle in course of crime and emergency vehicle on a call*) were reported for 4 per cent of all accidents.
- Pedestrian contributory factors can be attributed to an injured or uninjured pedestrian involved in the accident. These factors were reported in 13 per cent of all accidents and 18 per cent of fatal accidents.

¹ Linking Accidents in National Statistics to In-Depth Accident Data

http://www.trl.co.uk/online_store/reports_publications/trl_reports/cat_road_user_safety/report_linking_accidents_in_national_statistics_to_in-depth_accident_data.htm

Chart RAS50001: Contributory factor type: Reported accidents by severity: GB 2011

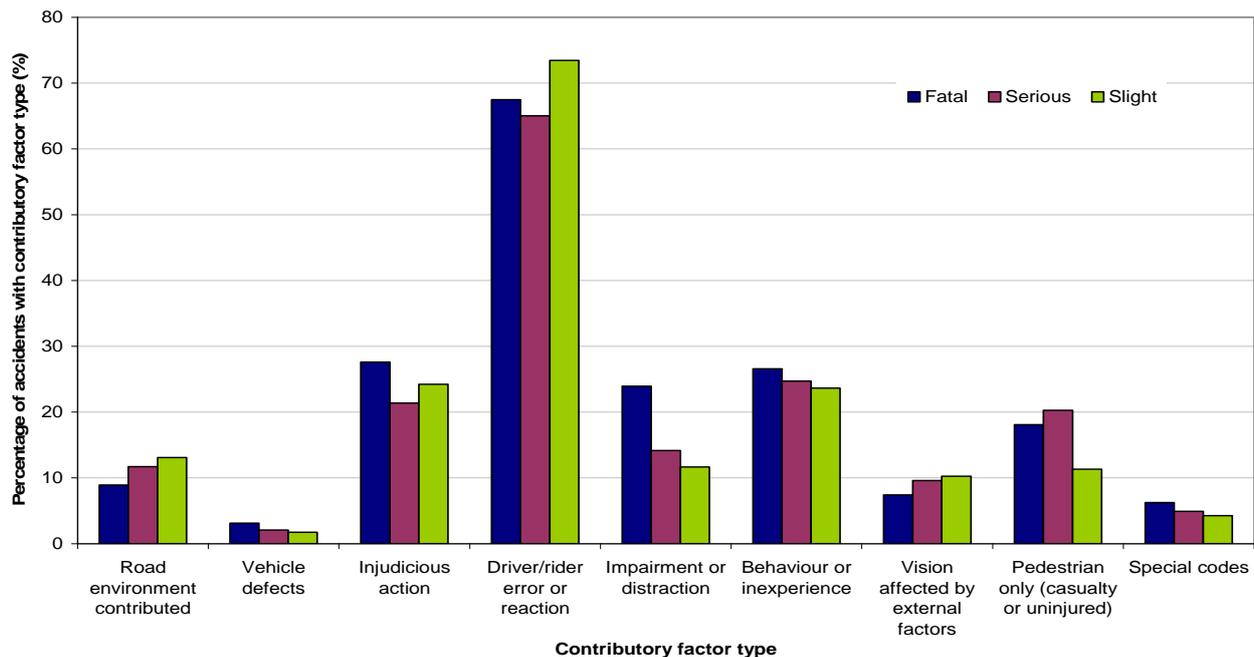


Table RAS50001 shows the percentage of reported road accidents in which each contributory factor was reported, including a breakdown by accident severity.

- Four of the five most frequently reported contributory factors in road accidents were in the category *driver/rider error or reaction*, including *failed to look properly* and *failed to judge other person's path or speed*.
- Across all reported road accidents; *failed to look properly* was the most frequently reported contributory factor (at 42 per cent). This was followed by *failed to judge other person's path/speed* (21 per cent) and *careless, reckless or in a hurry* (16 per cent). *Failed to look properly* was also the most frequently reported contributory factor for slight and serious accidents (43 per cent and 35 per cent).
- The most frequently reported contributory factor for fatal accidents was *loss of control*, which was involved in 34 per cent of accidents. *Loss of control* was also the second most frequent contributory factor for serious accidents (19 per cent).

Table RAS50001: Contributory factor: Reported accidents¹ by severity: GB 2011

Number/ percentage

Contributory factor reported in accident	Fatal accidents		Serious accidents		Slight accidents		All accidents	
	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²
Road environment contributed	148	9	2,152	12	12,866	13	15,166	13
Poor or defective road surface	10	1	196	1	650	1	856	1
Deposit on road (eg. oil, mud, chippings)	10	1	279	2	1,256	1	1,545	1
Slippery road (due to weather)	73	4	1,158	6	8,267	8	9,498	8
Inadequate or masked signs or road markings	3	0	48	0	470	0	521	0
Defective traffic signals	0	0	20	0	139	0	159	0
Traffic calming (eg. speed cushions, road humps, chicanes)	0	0	31	0	138	0	169	0
Temporary road layout (eg. contraflow)	0	0	33	0	280	0	313	0
Road layout (eg. bend, hill, narrow carriageway)	51	3	489	3	2,296	2	2,836	2
Animal or object in carriageway	15	1	218	1	1,140	1	1,373	1
Vehicle defects	52	3	384	2	1,689	2	2,125	2
Tyres illegal, defective or under inflated	26	2	140	1	543	1	709	1
Defective lights or indicators	8	0	43	0	146	0	197	0
Defective brakes	8	0	121	1	599	1	728	1
Defective steering or suspension	7	0	51	0	223	0	281	0
Defective or missing mirrors	0	0	0	0	10	0	10	0
Overloaded or poorly loaded vehicle or trailer	8	0	47	0	226	0	281	0
Injudicious action	459	28	3,929	21	23,810	24	28,198	24
Disobeyed automatic traffic signal	18	1	230	1	1,812	2	2,060	2
Disobeyed 'Give Way' or 'Stop' sign or markings	29	2	561	3	3,604	4	4,194	4
Disobeyed double white lines	15	1	63	0	154	0	232	0
Disobeyed pedestrian crossing facility	12	1	128	1	427	0	567	0
Illegal turn or direction of travel	20	1	134	1	716	1	870	1
Exceeding speed limit	213	13	1,095	6	4,268	4	5,576	5
Travelling too fast for conditions	207	12	1,470	8	6,988	7	8,665	7
Following too close	13	1	463	3	7,507	8	7,983	7
Vehicle travelling along pavement	6	0	50	0	247	0	303	0
Cyclist entering road from pavement	5	0	216	1	939	1	1,160	1
Driver/rider error or reaction	1,122	67	11,959	65	72,227	73	85,308	72
Junction overshoot	26	2	337	2	2,496	3	2,859	2
Junction restart (moving off at junction)	12	1	232	1	1,963	2	2,207	2
Poor turn or manoeuvre	190	11	2,509	14	13,869	14	16,568	14
Failed to signal or misleading signal	13	1	273	1	2,249	2	2,535	2
Failed to look properly	419	25	6,369	35	42,465	43	49,253	42
Failed to judge other person's path or speed	192	12	2,888	16	22,330	23	25,410	21
Passing too close to cyclist, horse rider or pedestrian	24	1	375	2	2,029	2	2,428	2
Sudden braking	39	2	871	5	7,864	8	8,774	7
Swerved	109	7	705	4	3,758	4	4,572	4
Loss of control	561	34	3,493	19	12,934	13	16,988	14

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

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

Table RAS50001: Contributory factor: Reported accidents¹ by severity: GB 2011 (Cont.)

Number/ percentage

Contributory factor reported in accident	Fatal accidents		Serious accidents		Slight accidents		All accidents	
	Number	Per	Number	Per	Number	Per	Number	Per
		cent ²		cent ²		cent ²		cent ²
Impairment or distraction	398	24	2,602	14	11,461	12	14,461	12
Impaired by alcohol	156	9	1,157	6	4,071	4	5,384	5
Impaired by drugs (illicit or medicinal)	49	3	176	1	419	0	644	1
Fatigue	80	5	323	2	1,381	1	1,784	2
Uncorrected, defective eyesight	9	1	44	0	197	0	250	0
Illness or disability, mental or physical	109	7	458	2	1,460	1	2,027	2
Not displaying lights at night or in poor visibility	5	0	86	0	353	0	444	0
Cyclist wearing dark clothing at night	7	0	88	0	368	0	463	0
Driver using mobile phone	22	1	55	0	297	0	374	0
Distraction in vehicle	75	5	417	2	2,640	3	3,132	3
Distraction outside vehicle	23	1	198	1	1,494	2	1,715	1
Behaviour or inexperience	442	27	4,546	25	23,241	24	28,229	24
Aggressive driving	114	7	720	4	2,929	3	3,763	3
Careless, reckless or in a hurry	272	16	3,070	17	15,986	16	19,328	16
Nervous, uncertain or panic	24	1	233	1	1,804	2	2,061	2
Driving too slow for conditions or slow vehicle (eg tractor)	3	0	17	0	79	0	99	0
Learner or inexperienced driver/rider	66	4	948	5	4,290	4	5,304	4
Inexperience of driving on the left	8	0	65	0	357	0	430	0
Unfamiliar with model of vehicle	14	1	166	1	662	1	842	1
Vision affected by external factors	123	7	1,763	10	10,087	10	11,973	10
Stationary or parked vehicle(s)	18	1	577	3	3,348	3	3,943	3
Vegetation	5	0	63	0	285	0	353	0
Road layout (eg. bend, winding road, hill crest)	26	2	222	1	1,177	1	1,425	1
Buildings, road signs, street furniture	2	0	49	0	247	0	298	0
Dazzling headlights	4	0	80	0	287	0	371	0
Dazzling sun	22	1	375	2	2,195	2	2,592	2
Rain, sleet, snow, or fog	22	1	241	1	1,523	2	1,786	2
Spray from other vehicles	4	0	23	0	181	0	208	0
Visor or windscreen dirty or scratched	2	0	24	0	92	0	118	0
Vehicle blind spot	29	2	237	1	1,553	2	1,819	2
Pedestrian only (casualty or uninjured)	301	18	3,729	20	11,154	11	15,184	13
Pedestrian crossing road masked by stationary or parked vehicle	15	1	804	4	2,288	2	3,107	3
Pedestrian failed to look properly	180	11	2,822	15	8,467	9	11,469	10
Pedestrian failed to judge vehicle's path or speed	106	6	906	5	2,701	3	3,713	3
Pedestrian wrong use of pedestrian crossing facility	14	1	308	2	869	1	1,191	1
Dangerous action in carriageway (eg. playing)	40	2	343	2	1,072	1	1,455	1
Pedestrian impaired by alcohol	85	5	596	3	1,516	2	2,197	2
Pedestrian impaired by drugs (illicit or medicinal)	13	1	58	0	156	0	227	0
Pedestrian careless, reckless or in a hurry	47	3	1,189	6	3,672	4	4,908	4
Pedestrian wearing dark clothing at night	66	4	264	1	529	1	859	1
Pedestrian disability or illness, mental or physical	31	2	161	1	303	0	495	0
Special codes	104	6	904	5	4,186	4	5,194	4
Stolen vehicle	20	1	140	1	557	1	717	1
Vehicle in course of crime	12	1	85	0	375	0	472	0
Emergency vehicle on a call	7	0	78	0	588	1	673	1
Vehicle door opened or closed negligently	1	0	81	0	508	1	590	1
Other	72	4	565	3	2,372	2	3,009	3
Total number of accidents¹	1,663	100	18,391	100	98,349	100	118,403	100

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

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

Table RAS50002 compares the ten most frequently reported contributory factors in the previous five years. Please note that only reported accidents where a police officer attended the scene and reported at least one contributory factor were considered.

- The top ten factors have broadly remained unchanged in the past five years, although there were some changes in the order and frequency of the factors.
- The largest change was an increase in *failed to look properly*, which was reported in 35 per cent of accidents in 2007 and 42 per cent in 2011. At this stage it is not possible to tell whether changes are the result of the reporting police officers developing their understanding of the new system or a genuine change in the types of factors that contribute to accidents and road users.

Table RAS50002: Contributory factor of reported accidents¹: GB 2007-2011 comparison

Contributory factor reported in accident ²	Number/percentage									
	2007		2008		2009		2010		2011	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Failed to look properly	49,533	35	48,035	37	48,313	38	48,272	40	49,253	42
Failed to judge other person's path or speed	26,671	19	25,343	19	26,176	20	25,577	21	25,410	21
Careless, reckless or in a hurry	23,354	17	20,237	15	19,265	15	18,803	16	19,328	16
Loss of control	20,540	15	19,581	15	19,190	15	18,029	15	16,988	14
Poor turn or manoeuvre	19,424	14	18,003	14	17,402	14	15,969	13	16,568	14
Pedestrian failed to look properly	13,253	9	12,715	10	12,084	9	11,917	10	11,469	10
Slippery road (due to weather)	13,514	10	14,066	11	14,382	11	14,155	12	9,498	8
Sudden braking	9,990	7	9,292	7	9,740	8	8,909	7	8,774	7
Travelling too fast for conditions	13,856	10	12,282	9	11,479	9	10,011	8	8,665	7
Following too close	8,853	6	8,196	6	8,315	6	8,397	7	7,983	7
Total number of accidents¹	140,361	100	131,592	100	128,185	100	120,827	100	118,403	100

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

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

Accidents with contributory factors by road class

Table RAS50003 shows contributory factors of road accidents by road class. The ten most frequently reported contributory factors for each road type are represented in the table.

- *Failed to look properly* was the most frequently reported contributory factor for every road class. Forty five per cent of accidents on A roads had this factor reported compared to 33 per cent on motorways.
- *Following too close* was a contributory factor in 17 per cent of accidents on motorways compared to 9 per cent for A roads and 5 per cent for B roads. Similarly, motorways also had the highest percentage of accidents which involved either *sudden braking* or *failing to judge other person's path or speed* as contributory factors when compared to other road types.
- Pedestrian associated contributory factors were more common on other roads (C roads and unclassified roads), partly due to the higher usage of these types of roads by pedestrians.

- B roads had *slippery road* as a contributory factor in 10 per cent of accidents compared to 8 per cent for motorways and 7 per cent for A roads.

Table RAS50003: Contributory factors: Reported accidents¹ by road class: GB 2011

Contributory factor reported in accident ³	Number/ percentage									
	Motorways		A roads		B roads		Other roads ²		All roads	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Failed to look properly	1,687	33	25,055	45	6,085	39	16,426	39	49,253	42
Failed to judge other person's path or speed	1,359	27	13,933	25	3,149	20	6,969	17	25,410	21
Careless, reckless or in a hurry	546	11	9,709	17	2,509	16	6,564	16	19,328	16
Loss of control	1,068	21	7,576	14	2,657	17	5,687	14	16,988	14
Poor turn or manoeuvre	542	11	8,616	15	2,136	14	5,274	13	16,568	14
Pedestrian failed to look properly	7	0	4,625	8	1,339	9	5,498	13	11,469	10
Slippery road (due to weather)	423	8	4,100	7	1,562	10	3,413	8	9,498	8
Sudden braking	692	14	5,072	9	1,004	7	2,006	5	8,774	7
Travelling too fast for conditions	465	9	3,744	7	1,354	9	3,102	7	8,665	7
Following too close	865	17	4,927	9	825	5	1,366	3	7,983	7
Exceeding speed limit	141	3	2,510	4	839	5	2,086	5	5,576	5
Impaired by alcohol	182	4	2,125	4	809	5	2,268	5	5,384	5
Learner or inexperienced driver/rider	118	2	2,061	4	847	5	2,278	5	5,304	4
Total number of accidents	5,095	100	56,355	100	15,435	100	41,940	100	118,403	100

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

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

2 Other roads includes C roads and unclassified roads.

3 Includes only the ten most frequently reported contributory factors for each road type. Factors not shown may also have been reported.

Accidents involving pedestrians with contributory factors

Table RAS50004 shows information on road accidents with contributory factors allocated to pedestrians. The ten most frequently reported contributory factors for pedestrians, for both accidents involving pedestrian casualties and accidents involving uninjured pedestrians, are represented.

- *Pedestrian failed to look properly* was the most frequently reported contributory factor for pedestrians in both accidents involving injured or killed pedestrians and accidents involving uninjured pedestrians.
- *Slippery road* was reported for 7 per cent of accidents involving uninjured pedestrians, whereas this was reported for less than 0.1 per cent of accidents involving injured pedestrians.
- In 16 per cent of accidents involving pedestrian casualties, the pedestrian had *pedestrian crossing road masked by stationary or parked vehicles* reported as a contributory factor. The equivalent figure for uninjured pedestrians was 14 per cent.

Table RAS50004: Reported accidents¹ involving pedestrians^{2,3} with contributory factors: GB 2011

Contributory factor attributed to pedestrian ⁴	Number/ percentage			
	Accidents involving injured or killed pedestrian		Accidents involving uninjured pedestrian	
	Number	Per cent	Number	Per cent
Pedestrian failed to look properly	11,168	59	180	57
Pedestrian careless, reckless or in a hurry	4,772	25	100	32
Pedestrian failed to judge vehicle's path or speed	3,608	19	54	17
Pedestrian crossing road masked by stationary or parked vehicle	3,020	16	43	14
Pedestrian impaired by alcohol	2,139	11	36	11
Dangerous action in carriageway (eg. playing)	1,385	7	31	10
Pedestrian wrong use of pedestrian crossing facility	1,156	6	17	5
Pedestrian wearing dark clothing at night	824	4	19	6
Pedestrian disability or illness, mental or physical	478	3	10	3
Pedestrian impaired by drugs (illicit or medicinal)	221	1	3	1
Slippery road (due to weather)	12	0	22	7
Poor or defective road surface	5	0	4	1
Animal or object in carriageway	2	0	10	3
Number of accidents	18,978	100	317	100

1 Includes only accidents where a police officer attended the scene and in which a contributory factor was reported. Columns may not add up to 100 per cent as accidents can have more than one contributory factor.

2 Due to recording errors some pedestrian factors may have been allocated to vehicles, so the figures in this table are generally smaller than those in other tables in this article.

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

4 Includes only the top 13 most frequently reported contributory factors for injured or killed pedestrians and for uninjured pedestrians. Factors not shown may also have been reported.

Contributory factors recorded for accident participants in GB 2011

Contributory factors recorded for vehicles

Table RAS50005 shows the percentage of **vehicles** which had each contributory factor by vehicle type. The table shows the ten most frequently reported contributory factors for each vehicle type. As noted previously, only vehicles involved in reported accidents where a police officer attended the scene and reported at least one contributory factor were considered.

The percentages in this table are different from those in Table RAS50002 which gives the percentage of **accidents** with each contributory factor. For example when looking at *failed to look properly* – 51,799 vehicles had this contributory factor, out of a total of 217,025 vehicles (24 per cent) involved in accidents with at least one contributory factor reported by the police. The vehicles which had this contributory factor were in 49,253 accidents out of a total of 118,403 reported accidents (42 per cent of accidents). Part of the reason for the lower number when looking at the percentage of vehicles is that 89,383 vehicles (41 per cent) involved in accidents with at least one reported contributory factor had no contributory factor assigned to the vehicle itself.

Table RAS50005: Contributory factors reported for vehicles^{1,2} in reported accidents by vehicle type: GB 2011

Contributory factor attributed to vehicle ³	Number/ percentage							
	Pedal cycle		Motorcycle		Car		Bus or Coach	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Failed to look properly	3,465	26	2,889	16	39,664	24	695	16
Failed to judge other person's path or speed	1,385	10	2,313	13	20,244	12	398	9
Careless, reckless or in a hurry	1,166	9	1,617	9	15,010	9	263	6
Poor turn or manoeuvre	693	5	1,677	9	12,819	8	223	5
Loss of control	738	6	2,971	16	12,433	8	57	1
Slippery road (due to weather)	137	1	1,264	7	7,898	5	63	1
Sudden braking	177	1	1,236	7	6,692	4	735	17
Travelling too fast for conditions	317	2	1,036	6	6,819	4	57	1
Following too close	165	1	663	4	6,575	4	136	3
Exceeding speed limit	29	0	837	5	4,472	3	12	0
Impaired by alcohol	253	2	330	2	4,504	3	11	0
Learner or inexperienced driver/rider	141	1	1,645	9	3,482	2	8	0
Stationary or parked vehicle(s)	384	3	516	3	3,480	2	46	1
Swerved	195	1	454	3	3,611	2	28	1
Disobeyed 'Give Way' or 'Stop' sign or markings	194	1	117	1	3,586	2	20	0
Aggressive driving	41	0	366	2	3,205	2	17	0
Road layout (eg. bend, hill, narrow carriageway)	69	1	321	2	2,439	1	42	1
Distraction in vehicle	24	0	19	0	2,759	2	47	1
Junction overshoot	235	2	117	1	2,309	1	12	0
Dazzling sun	51	0	130	1	2,233	1	27	1
Vehicles with no contributory factor	6,161	47	6,509	36	67,270	41	2,204	50
Number of vehicles	13,247	100	18,156	100	162,616	100	4,422	100

Contributory factor attributed to vehicle ³	LGV		HGV		All vehicles ⁴	
	Number	Per cent	Number	Per cent	Number	Per cent
Failed to look properly	2,963	29	1,612	27	51,799	24
Failed to judge other person's path or speed	1,548	15	856	14	27,024	12
Careless, reckless or in a hurry	1,097	11	466	8	19,780	9
Poor turn or manoeuvre	859	8	635	11	17,077	8
Loss of control	472	5	241	4	17,077	8
Slippery road (due to weather)	353	3	149	2	9,941	5
Sudden braking	411	4	180	3	9,497	4
Travelling too fast for conditions	391	4	156	3	8,852	4
Following too close	678	7	346	6	8,636	4
Exceeding speed limit	213	2	45	1	5,645	3
Impaired by alcohol	224	2	25	0	5,382	2
Learner or inexperienced driver/rider	53	1	10	0	5,362	2
Stationary or parked vehicle(s)	216	2	43	1	4,715	2
Swerved	190	2	114	2	4,635	2
Disobeyed 'Give Way' or 'Stop' sign or markings	240	2	38	1	4,224	2
Aggressive driving	154	2	47	1	3,866	2
Road layout (eg. bend, hill, narrow carriageway)	138	1	121	2	3,177	1
Distraction in vehicle	181	2	84	1	3,142	1
Junction overshoot	125	1	37	1	2,868	1
Dazzling sun	146	1	52	1	2,660	1
Vehicles with no contributory factor	3,855	38	2,363	39	89,383	41
Number of vehicles	10,134	100	5,984	100	217,025	100

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

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

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

3 Includes only the twenty most frequently reported contributory factors for each vehicle type. Factors not shown may also have been reported.

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

-
- *Failed to look properly* was the most frequently reported contributory factor for every vehicle type except motorcycles, buses and coaches. This factor was analysed in more detail in our 2006 report.
 - *Failed to judge other person's path or speed* was the second most frequently reported factor for pedal cycles, cars and goods vehicles and was reported for 12 per cent of vehicles overall.
 - Motorcycles had a notably higher percentage of the contributory factors *loss of control* (16 per cent) and *learner/inexperienced driver* (9 per cent) compared to other vehicle types.
 - *Sudden braking* was the most commonly reported contributory factor for buses or coaches (17 per cent). For 73 per cent of these cases the bus or coach was the only vehicle involved in the accident and a majority of passengers were injured.
 - *Cyclist entering road from pavement* was attributed to 8 per cent of pedal cycles in accidents and *cyclist wearing dark clothes at night* was attributed to 3 per cent.
 - *Exceeding speed limit* was attributed to 3 per cent of cars involved in accidents, while *travelling too fast for conditions* was attributed to 4 per cent. For vehicles involved in fatal accidents these figures were both 7 per cent.
 - The proportion of vehicles involved in personal injury accidents without a reported contributory factor varied by vehicle type. For example, 50 per cent of buses or coaches were not attributed with a contributory factor compared to 36 per cent of motorcycles. However, contributory factors are largely subjective, assigned quickly after the occurrence of the accident and often without extensive investigations. So these differences may in part be due to preconceptions of certain vehicle user groups.

Contributory factors can be most useful when used to look at a particular subsection of accidents if, for example, those involving motorcyclists or to look at the factors allocated to different participants in an accident.

Table RAS50014 shows, for two vehicles accidents, the percentage of each vehicle type that *failed to look properly* when in an accident with another vehicle type, in 2011.

RAS50014: Two vehicle accidents in which a driver or rider had "failed to look properly" as a contributory factor: GB 2011

Percentage of drivers who "failed to look properly"

Vehicle 2 \ Vehicle 1	HGV	LGV	Bus or Coach	Car	Motorcycle	Pedal cycle
Pedal cycle	18	18	32	21	38	16
Motorcycle	12	13	24	13	16	
Car	15	19	32	25		
Bus or Coach	11	10	24			
LGV	18	26				
HGV	18					

Vehicle 2 type	Y
Vehicle 1 type	X

X is the percentage of vehicle 1 type that had failed to look properly as a contributory factor in two vehicle accidents between vehicle type 1 and vehicle type 2.
 Y is the percentage of vehicle 2 type that had failed to look properly as a contributory factor in two vehicle accidents between vehicle type 1 and vehicle type 2.

- Motorcyclists are the most likely to be involved in an accident with another vehicle which *failed to look properly* when involved in an accident, particularly with LGVs (51 per cent) and Cars (48 per cent). This equates to almost half the accidents (with only two vehicles) either involving motorcyclists and car drivers or motorcyclists and LGV drivers, where the other vehicle (non-motorcyclist) had *failed to look properly*.
- In comparison the Motorcyclists failed to look properly only 13 per cent of the time when involved in an accident with LGVs or Cars.
- Heavy Goods Vehicles were more than twice as likely to have failed to look properly when involved in an accident with Motorcyclists, Car Drivers or Bus/Coach Drivers, comparatively.

Most commonly reported pairs of contributory factors

Table RAS50006 shows the most frequent pairs of contributory factors assigned to the same vehicle or pedestrian casualty in road accidents reported to the police in 2011.

- The pair of contributory factors most frequently reported for the same vehicle were *failed to look properly* and *failed to judge other person's path or speed*, with 7 per cent of vehicles having both factors assigned to them. Over half of all vehicles that were assigned *failed to judge other person's path or speed* were also assigned *failed to look properly* (55 per cent). These were also the two most frequently reported contributory factors in all accidents.
- The pair of contributory factors most frequently assigned to the same pedestrian casualty were *pedestrian failed to look properly* and *pedestrian careless, reckless or in a hurry*. Twenty per cent of pedestrian casualties were assigned this pair of factors. Over 70 per cent of all pedestrian casualties with *pedestrian careless, reckless or in a hurry* as a contributory factor were also assigned *pedestrian failed to look properly*.

Table RAS50006: Most common pairs of contributory factors reported together^{1, 2}: GB 2011

Factor with lower code ³	Factor with higher code ³	Number/ percentage	
		Number	Per cent
Vehicles			
Failed to look properly	Failed to judge other person's path or speed	14,416	7
Failed to look properly	Careless, reckless or in a hurry	9,751	4
Poor turn or manoeuvre	Failed to look properly	9,163	4
Failed to judge other person's path or speed	Careless, reckless or in a hurry	4,277	2
Poor turn or manoeuvre	Failed to judge other person's path or speed	4,171	2
Following too close	Failed to look properly	3,303	2
Slippery road (due to weather)	Loss of control	3,229	1
Disobeyed 'Give Way' or 'Stop' sign or markings	Failed to look properly	3,131	1
Poor turn or manoeuvre	Careless, reckless or in a hurry	3,101	1
Following too close	Failed to judge other person's path or speed	2,964	1
Travelling too fast for conditions	Loss of control	2,959	1
Loss of control	Careless, reckless or in a hurry	2,751	1
Slippery road (due to weather)	Travelling too fast for conditions	2,409	1
Swerved	Loss of control	2,105	1
Failed to look properly	Stationary or parked vehicle(s)	1,985	1
Exceeding speed limit	Careless, reckless or in a hurry	1,808	1
Travelling too fast for conditions	Careless, reckless or in a hurry	1,772	1
Exceeding speed limit	Loss of control	1,727	1
Sudden braking	Loss of control	1,681	1
Poor turn or manoeuvre	Loss of control	1,651	1
All vehicles in accidents		217,025	100
Pedestrian casualties			
Pedestrian failed to look properly	Pedestrian careless, reckless or in a hurry	3,868	20
Pedestrian failed to look properly	Pedestrian failed to judge vehicle's path or speed	2,650	13
Pedestrian crossing road masked by stationary or parked veh	Pedestrian failed to look properly	2,339	12
Pedestrian failed to judge vehicle's path or speed	Pedestrian careless, reckless or in a hurry	1,176	6
Pedestrian failed to look properly	Pedestrian impaired by alcohol	1,116	6
All pedestrian casualties in accidents		19,692	100

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

² Includes the 20 pairings most frequently reported to vehicles and the 5 most frequently reported to pedestrian casualties.

³ All contributory factors are recorded by a code number between 101 and 999. The factor with the lower code number is listed first.

Casualties resulting from accidents with contributory factors in GB 2011

Table RAS50007 shows the number of casualties, resulting from road accidents with at least one contributory factor reported, for each contributory factor by casualty severity.

The pattern is very similar to that seen in Table RAS50001 which shows the number of accidents with each factor reported. *Failed to look properly* and *failed to judge other person's path and speed* were the most commonly reported contributory factors for accidents, and for the resulting casualties (65 per cent of all casualties were assigned one of these two factors).

Comparison with table RAS50001 shows that accidents with *pedestrian only* factors reported had the lowest number of casualties per accident, while *injudicious action* factors reported had the highest number of casualties per accident.

Table RAS50007: Contributory factors: Casualties in reported accidents¹ by severity: GB 2011

Number/ percentage

Contributory factor reported in accident	Killed		Seriously injured		Slightly injured		All casualties	
	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²
Road environment contributed	158	9	2,409	12	18,881	13	21,448	13
Poor or defective road surface	11	1	217	1	913	1	1,141	1
Deposit on road (eg. oil, mud, chippings)	10	1	312	2	1,807	1	2,129	1
Slippery road (due to weather)	79	5	1,304	6	12,037	8	13,420	8
Inadequate or masked signs or road markings	3	0	55	0	797	1	855	1
Defective traffic signals	0	0	23	0	244	0	267	0
Traffic calming (eg. speed cushions, road humps, chicanes)	0	0	31	0	195	0	226	0
Temporary road layout (eg. contraflow)	0	0	34	0	442	0	476	0
Road layout (eg. bend, hill, narrow carriageway)	55	3	565	3	3,598	3	4,218	3
Animal or object in carriageway	15	1	235	1	1,572	1	1,822	1
Vehicle defects	55	3	450	2	2,643	2	3,148	2
Tyres illegal, defective or under inflated	28	2	177	1	931	1	1,136	1
Defective lights or indicators	8	0	47	0	214	0	269	0
Defective brakes	8	0	134	1	888	1	1,030	1
Defective steering or suspension	7	0	62	0	354	0	423	0
Defective or missing mirrors	0	0	0	0	13	0	13	0
Overloaded or poorly loaded vehicle or trailer	9	1	53	0	342	0	404	0
Injudicious action	498	28	4,604	23	37,740	27	42,842	26
Disobeyed automatic traffic signal	19	1	256	1	2,941	2	3,216	2
Disobeyed 'Give Way' or 'Stop' sign or markings	29	2	617	3	5,631	4	6,277	4
Disobeyed double white lines	16	1	105	1	321	0	442	0
Disobeyed pedestrian crossing facility	12	1	131	1	479	0	622	0
Illegal turn or direction of travel	21	1	163	1	1,095	1	1,279	1
Exceeding speed limit	242	14	1,378	7	7,252	5	8,872	5
Travelling too fast for conditions	226	13	1,759	9	11,440	8	13,425	8
Following too close	13	1	518	3	12,141	9	12,672	8
Vehicle travelling along pavement	6	0	55	0	281	0	342	0
Cyclist entering road from pavement	5	0	217	1	997	1	1,219	1
Driver/rider error or reaction	1,185	68	13,395	66	106,365	75	120,945	74
Junction overshoot	28	2	381	2	3,867	3	4,276	3
Junction restart (moving off at junction)	12	1	252	1	2,852	2	3,116	2
Poor turn or manoeuvre	202	12	2,842	14	20,114	14	23,158	14
Failed to signal or misleading signal	13	1	290	1	3,167	2	3,470	2
Failed to look properly	433	25	6,882	34	61,144	43	68,459	42
Failed to judge other person's path or speed	200	11	3,186	16	33,955	24	37,341	23
Passing too close to cyclist, horse rider or pedestrian	24	1	377	2	2,143	2	2,544	2
Sudden braking	39	2	943	5	12,288	9	13,270	8
Swerved	116	7	872	4	5,796	4	6,784	4
Loss of control	599	34	4,190	21	19,604	14	24,393	15
Impairment or distraction	426	24	3,152	15	18,202	13	21,780	13
Impaired by alcohol	166	9	1,386	7	6,186	4	7,738	5
Impaired by drugs (illicit or medicinal)	54	3	229	1	729	1	1,012	1
Fatigue	84	5	420	2	2,183	2	2,687	2
Uncorrected, defective eyesight	9	1	53	0	301	0	363	0
Illness or disability, mental or physical	117	7	561	3	2,450	2	3,128	2
Not displaying lights at night or in poor visibility	5	0	92	0	428	0	525	0
Cyclist wearing dark clothing at night	7	0	89	0	384	0	480	0
Driver using mobile phone	23	1	74	0	474	0	571	0
Distraction in vehicle	82	5	559	3	4,787	3	5,428	3
Distraction outside vehicle	23	1	211	1	2,301	2	2,535	2

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

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

Table RAS50007: Contributory factors: Casualties in reported accidents¹ by severity: GB 2011 continued.

Number/ percentage

Contributory factor reported in accident	Killed		Seriously injured		Slightly injured		All casualties	
	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²
Behaviour or inexperience	467	27	5,247	26	35,461	25	41,175	25
Aggressive driving	122	7	919	5	4,771	3	5,812	4
Careless, reckless or in a hurry	285	16	3,533	17	24,351	17	28,169	17
Nervous, uncertain or panic	24	1	265	1	2,646	2	2,935	2
Driving too slow for conditions or slow vehicle (eg tractor)	3	0	19	0	116	0	138	0
Learner or inexperienced driver/rider	71	4	1,071	5	6,635	5	7,777	5
Inexperience of driving on the left	9	1	84	0	594	0	687	0
Unfamiliar with model of vehicle	15	1	183	1	989	1	1,187	1
Vision affected by:	127	7	1,848	9	13,956	10	15,931	10
Stationary or parked vehicle(s)	18	1	585	3	4,308	3	4,911	3
Vegetation	5	0	66	0	414	0	485	0
Road layout (eg. bend, winding road, hill crest)	27	2	250	1	1,839	1	2,116	1
Buildings, road signs, street furniture	2	0	49	0	336	0	387	0
Dazzling headlights	4	0	85	0	419	0	508	0
Dazzling sun	23	1	397	2	3,248	2	3,668	2
Rain, sleet, snow, or fog	23	1	256	1	2,234	2	2,513	2
Spray from other vehicles	5	0	27	0	312	0	344	0
Visor or windscreen dirty or scratched	2	0	25	0	134	0	161	0
Vehicle blind spot	29	2	242	1	1,916	1	2,187	1
Pedestrian only (casualty or uninjured)	302	17	3,779	19	12,058	8	16,139	10
Pedestrian crossing road masked by stationary or parked vehicle	15	1	813	4	2,486	2	3,314	2
Pedestrian failed to look properly	180	10	2,858	14	9,147	6	12,185	7
Pedestrian failed to judge vehicle's path or speed	106	6	921	5	2,926	2	3,953	2
Pedestrian wrong use of pedestrian crossing facility	14	1	312	2	961	1	1,287	1
Dangerous action in carriageway (eg. playing)	40	2	350	2	1,149	1	1,539	1
Pedestrian impaired by alcohol	86	5	604	3	1,623	1	2,313	1
Pedestrian impaired by drugs (illicit or medicinal)	13	1	59	0	164	0	236	0
Pedestrian careless, reckless or in a hurry	47	3	1,203	6	3,944	3	5,194	3
Pedestrian wearing dark clothing at night	66	4	266	1	599	0	931	1
Pedestrian disability or illness, mental or physical	31	2	163	1	324	0	518	0
Special codes	110	6	1,009	5	6,018	4	7,137	4
Stolen vehicle	21	1	166	1	853	1	1,040	1
Vehicle in course of crime	14	1	105	1	596	0	715	0
Emergency vehicle on a call	7	0	90	0	1,048	1	1,145	1
Vehicle door opened or closed negligently	1	0	81	0	532	0	614	0
Other	75	4	623	3	3,316	2	4,014	2
Total number of casualties	1,752	100	20,396	100	142,198	100	164,346	100

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

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

Speed as a contributory factor

There are two contributory factors that relate to excessive or inappropriate speed - *exceeding the speed limit* and *travelling too fast for the conditions*. These two factors were analysed in more detail in Reported Road Casualties Great Britain: 2008 Annual Report.

Exceeding the speed limit should be reported when the driver contributed to the accident by exceeding the posted speed limit, while *travelling too fast for the conditions* should be reported when the driver was travelling within the speed limit, but their speed was not appropriate for the road conditions and/or vehicle type, and contributed to the accident.

If a driver was *exceeding the speed limit* and *travelling too fast for the conditions*, reporting officers are asked to report only the former factor. However in a number of cases both factors are reported. Accidents with both factors reported are only counted as having *exceeding the speed limit* reported in the following analysis. Table RAS50008 shows the number of accidents and resulting casualties where the two speed factors were reported.

- *Exceeding the speed limit* was reported as a contributory factor for 5 per cent of all accidents in 2011. The proportion of accident with this factor increased as the accident severity increased, reaching 13 per cent for fatal accidents. These accidents accounted for 14 per cent of all fatalities.
- *Travelling too fast for the conditions* was reported as a contributory factor in 6 per cent of accidents. Again, the proportion of accidents with this factor reported increased with accident severity. Eleven per cent of all accidents had at least one of *exceeding the speed limit* and *travelling too fast for the conditions* reported and these accidents accounted for 23 per cent of all fatalities.

Table RAS50008: Speed as a contributory factor: Reported accidents and casualties by severity¹: GB 2011

Contributory factor in accident	Number/ percentage							
	Accidents							
	Fatal		Serious		Slight		Total	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Exceeding speed limit	213	13	1,095	6	4,268	4	5,576	5
Travelling too fast for conditions ²	155	9	1,260	7	6,254	6	7,669	6
Exceeding speed limit or travelling too fast for conditions	368	22	2,355	13	10,522	11	13,245	11
Total number of accidents	1,663	100	18,391	100	98,349	100	118,403	100
Contributory factor in accident	Casualties							
	Killed		Seriously injured		Slightly injured		Total	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Exceeding speed limit	242	14	1,378	7	7,252	5	8,872	5
Travelling too fast for conditions ²	163	9	1,484	7	10,132	7	11,779	7
Exceeding speed limit or travelling too fast for conditions	405	23	2,862	14	17,384	12	20,651	13
Total number of casualties	1,752	100	20,396	100	142,198	100	164,346	100

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

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

Vehicles with speed contributory factors

In 2011, there were 13,504 vehicles with either *exceeding speed limit* or *travelling too fast for conditions* allocated to it. These vehicles accounted for 6 per cent of all vehicles involved in accidents with at least one contributory factor.

Table RAS50009 shows the number of vehicles which had the two speed contributory factors allocated, by selected vehicle type.

- Motorcycles were most likely to have one of the speed factors assigned to them in 2011. Five per cent were reported as *exceeding the speed limit* compared to 3 per cent of cars. Ten per cent of motorcycles were reported as having either of the speed factors assigned to them. The corresponding figure for cars was 6 per cent.
- Heavy goods vehicles were less likely to have either of the speed factors assigned than other vehicles. Only 3 per cent of heavy goods vehicles had one of the factors assigned to them. Furthermore, light goods vehicles were less likely to be *exceeding the speed limit* than cars, with 2 per cent of light goods vehicles involved in accidents having this factor reported.
- A higher proportion of vehicles were assigned *travelling too fast for conditions* than *exceeding the speed limit* for most vehicle types. For motorcycles, these two factors were equally prevalent.

Table RAS50009: Vehicles with speed factors reported by selected vehicle type¹: GB 2011

Contributory factor attributed to vehicle	Number/ percentage									
	Motorcycles		Cars		Light goods vehicles		Heavy goods vehicles		All vehicles ²	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Exceeding speed limit	837	5	4,472	3	213	2	45	1	5,645	3
Travelling too fast for conditions ³	922	5	5,981	4	364	4	151	3	7,859	4
Exceeding speed limit or travelling too fast for conditions	1,759	10	10,453	6	577	6	196	3	13,504	6
All vehicles in accidents	18,156	100	162,616	100	10,134	100	5,984	100	217,025	100

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

² Includes other vehicle types.

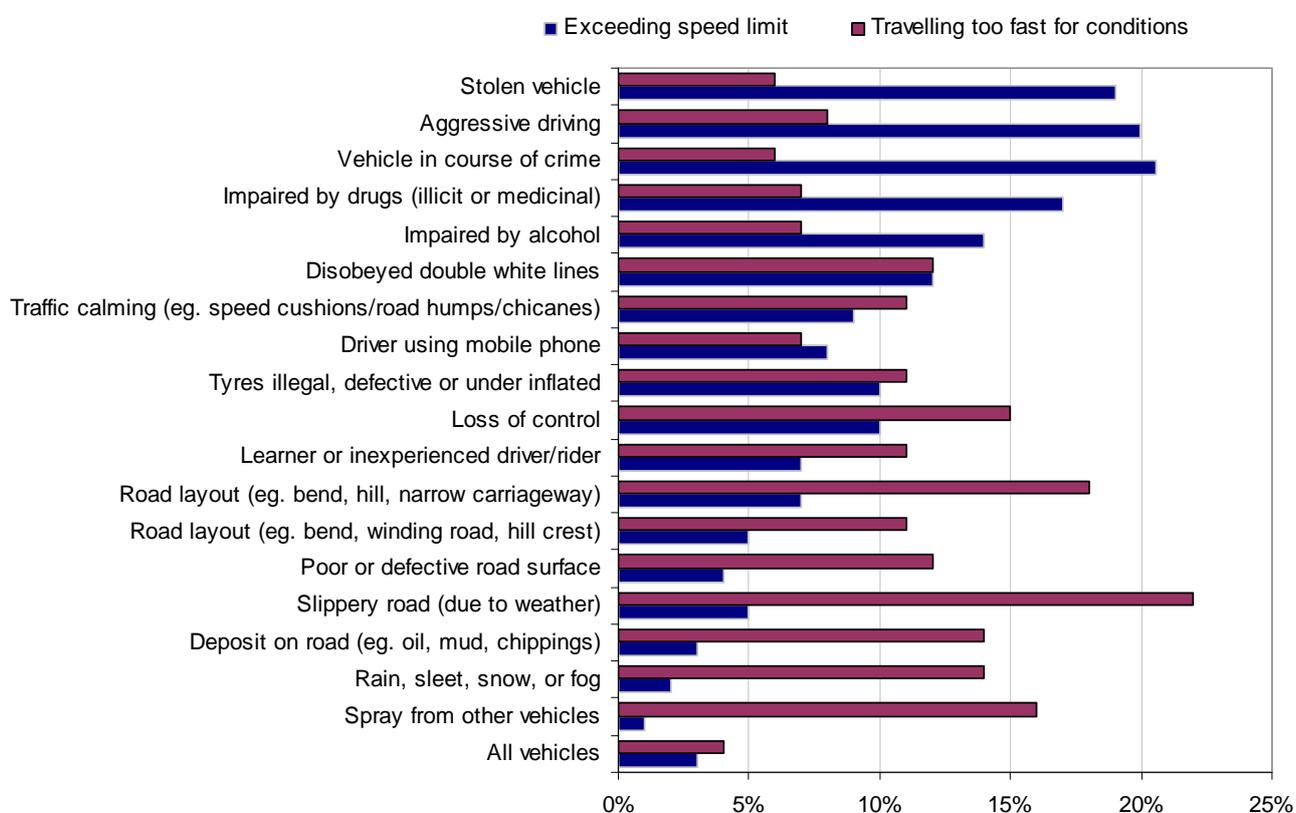
³ Excluding vehicles which had *exceeding the speed limit* reported as a contributory factor.

In 2011 just over seven out of eight vehicles with one of the speed contributory factors reported had at least one other contributory factor reported. *Loss of control* was assigned to 31 per cent of vehicles with a speed factor and *slippery road (due to weather)* was reported to 20 per cent of vehicles.

Chart RAS50010 shows the association between the two speed factors and other contributory factors. In particular, the proportion of the speed factors among vehicles with other factors.

- *Exceeding the speed limit* tended to have stronger associations with factors related to other illegal activities. Nineteen per cent of vehicles assigned with *stolen vehicle* also had the factor *exceeding the speed limit*, as did 21 per cent of vehicles assigned with *vehicle in course of crime*.
- *Travelling too fast for conditions* had stronger associations with factors relating to the road environment and bad weather; almost two-fifths of vehicles that were assigned the travelling too fast for conditions also had a road environment and bad weather contributory factor assigned. For example it was reported for 28 per cent of vehicles that were assigned *slippery road (due to weather)*.

Chart RAS50010: Percentage of vehicles with selected contributory factor which also had a speed factor reported: GB 2011



Annex: Accidents included in the contributory factor analysis

For accidents in which a police officer did not attend the scene it may not be possible for the reporting officer to accurately report the correct contributory factors. As a result, the analyses shown in this article only include accidents in which a police officer attended the scene. In 2011, 78 per cent of accidents met this condition. Accidents which had no contributory factors were also excluded from this analysis. At least one contributory factor was recorded in 96 per cent of accidents in which a police officer attended the scene.

Table RAS50011 shows the proportion of accidents and vehicles that satisfied both of the above conditions, shown for different accident severities, road classes and vehicle types.

- In 2011, 78 per cent of all accidents satisfied both conditions and these accidents are the basis for the analysis in this article. This compares to similar proportions in the previous five years (78/78/77 per cent) and 74 per cent in 2005.
- 93 per cent of fatal accidents satisfied these conditions, compared to 76 per cent of slight accidents.
- 88 per cent of accidents occurring on motorways were included in this analysis. This compares to 80 per cent for A roads and 79 per cent for B roads.
- 86 per cent of motorcycles involved in accidents in 2011 were included in this analysis. This compares to 67 per cent of pedal cycles and 61 per cent of buses or coaches. Seventy nine percent of cars and light goods vehicles

Table RAS50011: Reported accidents and vehicles included in the contributory factor analysis: GB 2011

Category	Number/ percentage		
	Number included in analysis ¹	Total number in 2011	Per cent included in analysis ¹
Accidents: severity			
Fatal	1,663	1,797	93
Serious	18,391	20,986	88
Slight	98,349	128,691	76
Accidents: road class			
Motorways	5,095	5,819	88
A roads	55,933	69,889	80
B roads	15,435	19,513	79
Other roads ²	41,940	56,253	75
Accidents included in analysis	118,403	151,474	78
Category	Number included in analysis ¹	Total number in 2011	Per cent included in analysis ¹
Vehicles: type			
Pedal cycles	13,247	19,883	67
Motorcycles	18,156	21,059	86
Cars	162,616	204,720	79
Buses or coaches	4,422	7,223	61
Light goods vehicles	10,134	12,886	79
Heavy goods vehicles	5,984	7,126	84
Other vehicles ³	2,466	3,258	76
Vehicles included in analysis	217,025	276,155	79

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

² Other roads includes C roads and unclassified roads.

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

Background notes

Detailed statistics (tables and charts) on “Contributory factors to reported road accidents” can be found on Reported Road Casualties in Great Britain – 2011 Annual Report web page at:

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

Table numbers RAS50001-RAS50014

1. Further information about the Reported Road Casualties Great Britain Annual Report can be found at: <http://www.dft.gov.uk/statistics/series/>
2. Notes & Definitions used in STATS19 can be found at: <http://www.dft.gov.uk/statistics/series/road-accidents-and-safety/>
3. A copy of the form filled in by the police, which includes the 77 contributory factors can be found at: <http://assets.dft.gov.uk/statistics/series/road-accidents-and-safety/stats19-road-accident-injury-statistics-report-form.pdf>