



Road Safety Country Overview



United Kingdom



Structure and Culture

Basic Data

Table 1: Basic data of the UK in relation to the EU average

Basic data of the UK	EU average
- Population: 64,77 million inhabitants (2015)[2]	18,1 million (2015)
- Area: 243.820 km ² (2015) (0,7% water) (2015)[4]	159.663 km ² (2015) 2,94% water (2015)
- Climate and weather conditions (capital city; 2015):	(2015)
- Average winter temperature (Nov. to April): 8,2°C	6,5°C
- Average summer temperature (May to Oct.): 14,7 °C	17,8°C
- Annual precipitation level: 601 mm	651 mm
- Exposure: 521,18 billion vehicle km [1](2014)	122,4 billion vehicle km (2014) ¹
- 0,57 vehicles per person (2014)[1]	0,62 (2014)

Sources: [1] IRTAD; [2] EUROSTAT; [3] national sources; [4] CIA

The United Kingdom has a high population density.

Country characteristics

Table 2: Characteristics of the UK in comparison to the EU average

Characteristics of the UK	EU average
- Population density: 266 inhabitants/km ² (2015) [1]	115 inhabitants/km ² (2013)
- Population composition (2015) [1]: 17,7% children (0-14 years) 64,5% adults (15-64 years) 17,8% elderly (65 years and over)	15,6% children 65,9% adults 18,5% elderly (2013)
- Gross Domestic Product (GDP) per capita: €31.100 (2013) [1]	€26.763 (2013)
- 82,6% of population lives inside urban area (2015)[3]	73,3% (2015)
- Special characteristics: mostly rugged hills and low mountains [3]	

Sources: [1] IRTAD; [2] EUROSTAT; [3] national sources; [4] CIA

¹ Based on the average of 24 EU countries.

Structure of road safety management

The governments and administrations of Britain, Scotland, Wales and Northern Ireland formed separate strategies.

The following key actors are responsible for Road Safety (RS) policy making:

Table 3: Key actors per function in the UK

Key functions	Key actors
1. - Formulation of national RS strategy - Setting targets - Development of the RS programme	- Department for Transport, - Driver and Vehicle Licensing Agency - Driver and Vehicle Standards Agency - Vehicle Certification Agency - Traffic Commissioners for Great Britain - Road Safety Scotland Committee Structure - Department of the Environment - NI - Road Safety Scotland
2. Monitoring of the RS development in the country	- Driver and Vehicle Licensing Agency, - Department for Transport, - Traffic Commissioners for Great Britain
3. Improvements in road infrastructure	- Department for Transport - Highways England - Municipalities and Counties - Central Security Services Wales - Transport Scotland - Department for Regional Development NI
4. Vehicle improvement	- Driver and Vehicle Standards Agency - Vehicle Certification Agency - European New Car Assessment Programme (Euro NCAP) - Centre for Connected and Autonomous Vehicles - Police Service of Northern Ireland
5. Improvement in road user education	- Traffic Commissioners for Great Britain - Driver and Vehicle Licensing Agency, - Driver and Vehicle Standards Agency - Road Safety Wales - Driving Standards Agency (DSA) - Department of Health, Social Service and Public Safety - Department of the Environment
6. Publicity campaigns	- Department for Transport, - Driver and Vehicle Licensing Agency, - Driver and Vehicle Standards Agency, - Vehicle Certification Agency, - Traffic Commissioners for Great Britain - Institute of Road Safety Officers - Road Safety Units Scotland - Northern Ireland Fire and Rescue Service
7. Enforcement of road traffic laws	- Driver and Vehicle Licensing Agency, - Traffic Commissioners for Great Britain - Wales Road Casualty Reduction Partnership - Police Departments and Authorities - Association of Chief Police Officers (ACPO)
8. Other relevant actors	- Royal Society for the Prevention of Accidents - Safety Organisations e.g. Parliamentary Advisory Council for Transport Safety (PACTS) - Road Safety observatory - Police, hospitals, courts, and local councils. - Road Safety GB

The UK has one of the best road safety records in the world.

- Road Safety Academy
- Road Safety Foundation
- Greater London Authority
- Scottish Campaign against Irresponsible Driving
- EuroRAP

Sources: national sources

Attitudes towards risk taking

- Drivers in the United Kingdom are more supportive for stricter legislation on speeding and drink-driving compared to drivers in other countries.
- The perceived probability of being checked is much lower than the ESRA-average.

Table 4: Road safety attitudes and behaviour of drivers

	United Kingdom	ESRA average
Self-reported driving behaviour	% of drivers that show behaviour at least once	
In the past 12 months, as a road user, how often did you drive without respecting a safe distance to the car in front?	49%	60%
In the past 12 months, as a road user, how often did you talk on a hand-held mobile phone while driving?	22%	38%
In the past 12 months, as a road user, how often did you drive faster than the speed limit inside built-up areas?	56%	68%
Supporting stricter legislation	% of drivers that disagree with the following	
What do you think about the current traffic rules and penalties in your country for each of the following themes? The penalties are too severe: for speeding	69%	61%
What do you think about the current traffic rules and penalties in your country for each of the following themes? The penalties are too severe: alcohol	89%	87%
Do you support the following measure?: Zero tolerance for alcohol (0,0‰) for all drivers	38%	41%
Perceived probability of being checked	% of drivers with answers in following categories	
In the past 12 months, have you been stopped by the police for a check? (once or more)	9%	31%
On a typical journey, how likely is it that you (as a driver) will be checked by the police for respecting the speed limits (including checks by police car with a camera and/or GoSafe cameras)? (Very (big) chance)	21%	37%
In the past 12 months, have you been checked by the police for alcohol while driving a car (i.e., being subjected to a Breathalyser test)? (once or more)	5%	19%

Source: ESRA 2016

Legend

(comparison of country attitude in relation to average attitude of other SARTRE countries):

	2-9% better
	10-19% better
	≥ 20% better
	2-9% worse
	10-19% worse
	≥ 20% worse

British drivers are more supportive for stricter legislation on speeding and drink-driving compared to drivers in other countries.

The UK has separate road safety strategies for Great Britain and Northern Ireland.

Programmes and measures

National strategic plans and targets

- There are two separate road safety strategies in the UK:
 - The Strategic Framework for Road Safety, which was accepted in 2011 and covers Great Britain (i.e. England, Scotland and Wales).
 - Northern Ireland Road Safety Strategy to 2020 was accepted in 2010.
- Targets:
 - Great Britain has left the idea of targets, and uses forecasted scenarios (referred to 2005-2009 average):

Table 5: Road safety targets for the UK

Year		Fatalities	Fatalities/ serious injuries
2020	Central projection	-37%	-40%
	Low projection	-46%	-50%
2025	Central projection	-39%	-47%
	Low projection	-51%	-60%
2030	Central projection	-41%	-55%
	Low projection	-57%	-70%

- Northern Ireland (referred to 2004-2008 average):

Table 5: Road safety targets for Northern Ireland

Year	Fatalities	Serious injuries	KSI among children	KSI among youngsters
2020	-60%	-45%	-55%	-55%

- Priority topics:
 - Great Britain's overall approach reflects the principle of localism, and focuses on a more targeted approach to tackle the irresponsible few.
 - Make it easier for drivers to do the right thing;
 - Better education for children and novice drivers;
 - Remedial education after mistakes and low level offences;
 - Tougher enforcement for deliberate dangerous driving;
 - Cost-benefit analyses, including assessment of impact on business;
 - More local community decision making and information;
 - Effort on making better tools for road safety professionals.

Northern Ireland has defined the following challenges:

- Improving safety on rural roads;
- Protect young drivers and motorcyclists;
- Reducing inappropriate road user behaviour;
- Improving and involving more knowledge about road safety problems.

(Sources: IRTAD, 2015; national sources)

The UK uses high risk site treatment, road safety audits and inspections to improve infrastructure.

The BAC level in the UK is higher than in most other EU countries.

Road infrastructure

Table 6: Description of the road categories and their characteristics in the UK

Road type	General speed limits for passenger cars (km/h)
Urban roads	48
Rural roads	64/80/96
Motorways	96/112

Source: IRTAD, 2016

- Special rules for:
 - Heavy goods vehicles: 60 mph
- Guidelines and strategic plans for infrastructure are available in the UK.

Table 7: Obligatory parts of infrastructure management in the UK and other EU countries

Obligatory parts in the UK:	EU countries with obligation
Safety impact assessment: -	32%
Road safety audits: yes	81%
Road safety inspections: yes	89%
High risk site treatment: yes	74%

Sources: DG-TREN, 2010; national sources

- Recent activities of road infrastructure improvement have been addressing: no information

Traffic laws and regulations

Table 8: Description of the regulations in the UK in relation to the most common regulations in other EU countries

Regulations in the UK [1]	Most common in EU (% of countries)
Allowed BAC ² levels:	
- General population: 0,8‰ (0,5‰ in Scotland)	0,5‰ (61%)
- Novice drivers: 0,8‰ (0,5‰ in Scotland)	0,2‰ (39%) and 0,0‰ (36%)
- Professional drivers: 0,8‰ (0,5‰ in Scotland)	0,2‰ (36%) and 0,0‰ (36%)
Phoning:	
- Hand held: not allowed	Not allowed (all countries)
- Hands free: allowed	Allowed (all countries)
Use of restraint systems:	
- Driver: obligatory	Obligatory (all countries)
- Front passenger: obligatory	Obligatory (all countries)
- Rear passengers: obligatory	Obligatory (all countries)
- Children: obligatory	Obligatory (all countries)
Helmet wearing:	
- Motor riders: Obligatory	Obligatory (all countries)
- Moped riders: Obligatory	Obligatory (all countries)
- Cyclists: strongly recommended	Not obligatory (46%)
- Since 2011 new cars are fitted with dedicated daytime running lights.	

Sources: EC DG-Move, 2016

² Blood Alcohol Concentration

There is no information on effectiveness of law enforcement.

Enforcement

Table 9: Effectiveness of enforcement effort in the UK according to an international respondent consensus (scale = 0-10)

Issue	Score for the UK	Most common in EU (% of countries)
Speed legislation enforcement	no information	7 (43%)
Seat-belt law enforcement	no information	7 (25%) and 8 (25%)
Child restraint law enforcement	no information	8 (39%)
Helmet legislation enforcement	no information	9 (50%)
Drink-driving law enforcement	no information	8 (43%)

Source: WHO, 2015

Road User Education and Training

Table 10: Road user education and training in the UK compared to the situation in other EU countries

Education and training in the UK	Most common in EU (% of countries)
General education programmes:	
- Primary school: voluntary	Compulsory (71%)
- Secondary school: voluntary	Compulsory (43%)
- Other groups: no information.	-
Driving licences thresholds:	
- Passenger car: 17 years	18 years (79%)
- Motorised two wheeler: 19 years	18 years (low categories) and higher ages (32%)
- Buses and coaches: 21 years	21 years (86%)
- Lorries and trucks: 21 years	21 years (75%)

Sources: [1] ROSE25, 2005; [2] ETSC, 2011; [3] national sources

Public Campaigns

Table 11: Public campaigns in the UK compared to the situation in other EU countries

Campaigns in the UK	Most common issues in EU (% of countries)
Organisation:	
- DfT	
- DOE in Northern Ireland	
- Scottish Government in Scotland	
- Association of Chief Police Officers (ACPO)	
- Association of Chief Police Officers Scotland (ACPOS)	
- Local authorities	
Main themes:	
- speed	
- drink-driving and drug-driving	Drink-driving (96%)
- child restraint systems	Speeding (86%)
- texting while driving	Seat-belt (79%)
- tired driving	
- (THINK! road safety campaigns)	

Sources: [1] SUPREME, 2005; [2] ETSC, 2011; [3] national sources

For motorised two-wheelers, the minimum age is 19 years and for car driving, it is 17 years, which differs from the 18 years which is most common in the EU.

Vehicles and technology (national developments)

Table 12: Developments of vehicles and technology in the UK, compared to the situation in other EU countries

Mandatory technical inspections:	Most common in EU (% of countries)
Passenger cars: every 12 months	Every 12 months (39%)
Motorcycles: every 12 months	Every 24 months (32%)
Buses or coaches: every 12 months	Every 12 months (61%)
Lorries or trucks: every 12 months	Every 12 months (68%)

Sources: EC website, national sources

Mandatory inspection periods in the UK are similar to the most common periods in other EU countries.

The share of speed offenders decreased on all types of roads.

Road Safety Performance Indicators

Speed

Table 13: Number of speed tickets per population in the UK versus the EU average

Measure	2010	2015	Average annual change	EU average (2009)
Number of speed tickets/1.000 population ³	18	13	-6,3%	89

Sources: [1] ETSC, 2010; [2] ETSC, 2016

Table 14: Percentage of speed offenders per road type in the UK compared to the EU average

Road type	2004	2013	Average annual change	EU average
Motorways	56%	47%	-2%	n/a
Rural roads	48% (113 km/h limit) 10% (97 km/h limit)	41% (113 km/h limit)* 10% (97 km/h limit)*	-4% 0%	n/a
Urban roads	53% (48 km/h limit) 27% (64 km/h limit)	49% (48 km/h limit)* 23% (64 km/h limit)*	-2% -4%	n/a

Sources: [1] ETSC, 2010; [2] ETSC, 2015

*Data from 2008

Table 15: Mean speed per road type in the UK compared to the EU average

Road type	2004	2013	Average annual change	EU average
Motorways	114 km/h	110 km/h	-1,9%	n/a
Rural roads	111 (113 km/h limit) 77,3 (97 km/h limit)	108 (113 km/h limit)* 77 (97 km/h limit)*	-0,7% -0,1%	n/a
Urban roads	49,9 (48 km/h limit) 58 (64 km/h limit)	48,3 (48 km/h limit)* 58 (64 km/h limit)*	-0,8% 0,0%	n/a

Sources: [1] ETSC, 2010; [2] ETSC, 2015

*Data from 2008

Alcohol

Table 16: Road side surveys for drink-driving in the UK compared to the EU average

Measure	2010	2014	Average annual change	EU average (2014)
Amount of tests/1.000 population ⁴	13	11	-4,1%	202
% tested over the limit	11,5%	11%	-1,1%	2,1%

Sources: [1] ETSC, 2010; [2] ETSC, 2016

The number of drink-driving tests per population in the UK is lower than the EU average.

³ The figures of those attending the NDORS courses in England, Wales and Northern Ireland are added to the speeding tickets to give a true reflection of the enforcement activity within the UK.

⁴ Drink driving tests for England and Wales only, the figure for the number found to be above the legal limit includes those who refused to take the breath test.

The car fleet in the UK is newer than the EU average.

Vehicles

Table 17: State of the vehicle fleet in the UK compared to the EU average

Vehicles	EU average
Cars per age group (2012) [1]:	Passenger cars (2012)
- ≤2 years: 14%	≤2 years: 9%
- 2 to 5 years: 22%	3 to 5 years: 13%
- 6 to 10 years: 27%	6 to 10 years: 28%
- >10 years: 37%	>10 years: 49%
EuroNCAP occupant protection score of cars (new cars sold in 2013) [2]:	
- 5 stars: 51,8%	5 stars: 52,5%
- 4 stars: 3,9%	4 stars: 4,5%
- 3 stars: 2,7%	3 stars: 2,9%
- 2 stars: 0,3%	2 stars: 0,5%
- not tested: 41,4%	not tested: 39,6% ⁵

Source: ETSC, 2016

Protective systems

Table 18: Protective system use in the UK versus the average in EU

Protective systems	EU average ⁶
Daytime seat-belt wearing in cars and vans (2014) [1]:	(2015)
- no information on % front	89,7% front
- 98% driver	not available
- 96% front passenger	not available
- 87% rear	69,5% rear
- 91% child restraint systems	not available
Helmet use (2013) [1]:	
- no information on % powered two-wheelers riders	not available
- 34% cyclists (2008) [2]	

Sources: [1] IRTAD, 2016; [2] ETSC, 2014

Seat-belt wearing rates are higher in the UK than in most EU countries.

⁵ Based on data of 25 EU countries (excl. HR, LU and MT).

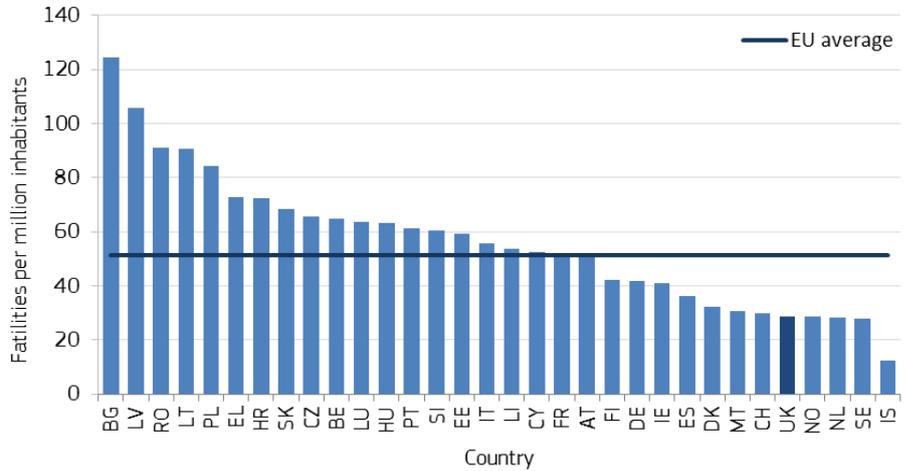
⁶ Based on data of 15 EU countries; data of AT, BE, IE, IT, LU, HU, FI, SE (2015); data of CZ, DE, DK, HR, LT, PL, UK (2014); data of PT (2013)

Road Safety Outcomes

General positioning

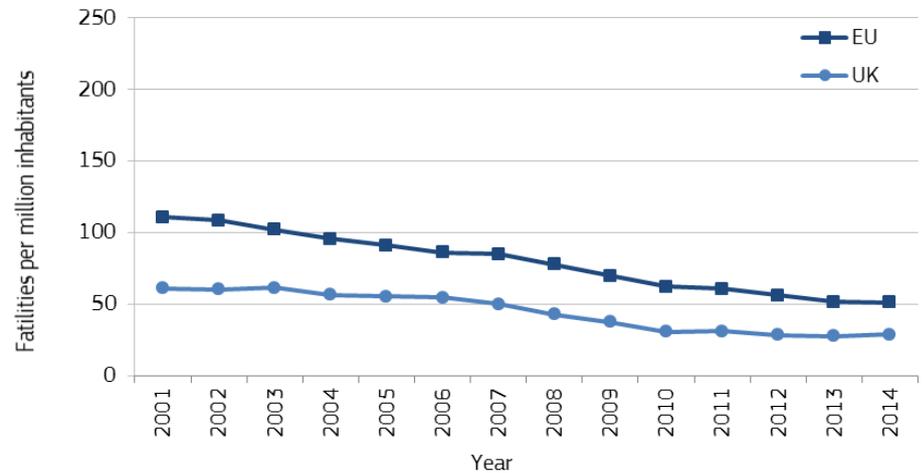
The fatality rate of the United Kingdom is one of the lowest in the EU (around 29 fatalities per million population in 2014). Its development was similar to the EU average in the period 2001-2014.

Figure 1: Fatalities per million inhabitants in 2014 with EU average



Sources: CARE, Eurostat

Figure 2: Development of fatalities per million inhabitants between 2001 and 2014 for the UK and the EU average



Sources: CARE, Eurostat

The fatality rate of the United Kingdom is one of the lowest in the EU. Its development was similar to the EU average in the period 2001-2014.

The share of motorcyclist fatalities is a bit higher than the EU average.

Transport mode

The share of motorcyclist fatalities is a bit higher than the EU average. While the average annual reduction of motorcyclist fatalities between 2001 and 2014 was 4%, it was 6% for car occupants. In the same period, the annual reduction rates of pedestrian and cyclist fatalities were 5% and 1%.

Table 19: Reported fatalities by mode of road transport in the UK compared to the EU average

Transport mode	2001	2014	Average annual change	Share in 2014	EU average (2014)
Pedestrians	858	464	-5%	25%	22%
Car occupants	1.816	835	-6%	45%	45%
Motorcyclists	580	347	-4%	19%	15%
Mopeds	14	6	-6%	0%	3%
Cyclists	140	116	-1%	6%	8%
Bus/coach occupants	42	11	-10%	1%	1%
Lorries or truck occupants	125	48	-7%	3%	5%

Sources: CARE, national sources

Age, gender and nationality

Table 20: Reported fatalities by age, gender and nationality in the UK versus the EU average

Age and gender	2001	2014	Average annual change	Share in 2014	EU average (2014)
Females					
0 - 14 years	62	22	-8%	1%	1%
15 - 17 years	61	16	-10%	1%	1%
18 - 24 years	115	68	-4%	4%	3%
25 - 49 years	223	117	-5%	6%	6%
50 - 64 years	118	62	-5%	3%	4%
65+ years	278	196	-3%	11%	9%
Males					
0 - 14 years	130	28	-11%	2%	1%
15 - 17 years	144	22	-13%	1%	2%
18 - 24 years	575	267	-6%	14%	12%
25 - 49 years	1.156	545	-6%	29%	29%
50 - 64 years	329	233	-3%	13%	15%
65+ years	373	278	-2%	15%	16%
Nationality of driver or rider killed					
National	n/a	n/a	n/a	n/a	n/a
Non-national	n/a	n/a	n/a	n/a	n/a

Sources: CARE, national sources

The share of road fatalities by age and gender of the United Kingdom is similar to the EU average.

Fatalities in rural areas and at junctions are over-represented in the United Kingdom.

Location

Fatalities in rural areas and at junctions are over-represented in the United Kingdom compared to the EU average.

Table 21: Reported fatalities by location in the UK compared to the EU average

Location	2001	2014	Average annual change	Share in 2014	EU average (2014)
Built-up areas	1448	631	-6%	34%	38%
Rural areas	1.952	1.142	-4%	62%	54%
Motorways	198	81	-7%	4%	7%
Junctions	1.325	648	-5%	35%	19%

Sources: CARE, national sources

Lighting and weather conditions

Table 22: Reported fatalities by lighting and weather conditions in the UK compared to the EU average

Conditions	2001	2014	Average annual change	Share in 2014	EU average (2014)
Lightning conditions					
During daylight	1.054	1.106	0%	60%	49%
During night-time	2.544	748	-9%	40%	30%
Weather conditions					
While raining	410	208	-5%	11%	9%

Sources: CARE, national sources

The share of fatal single vehicle accidents is lower than the EU average.

Single vehicle accidents

Table 23: Reported fatalities by type in the UK compared to the EU average

Accident Type	2001	2014	Average annual change	Share in 2014	EU average (2014)
Single vehicle accidents	821	404	-13%	22%	28%

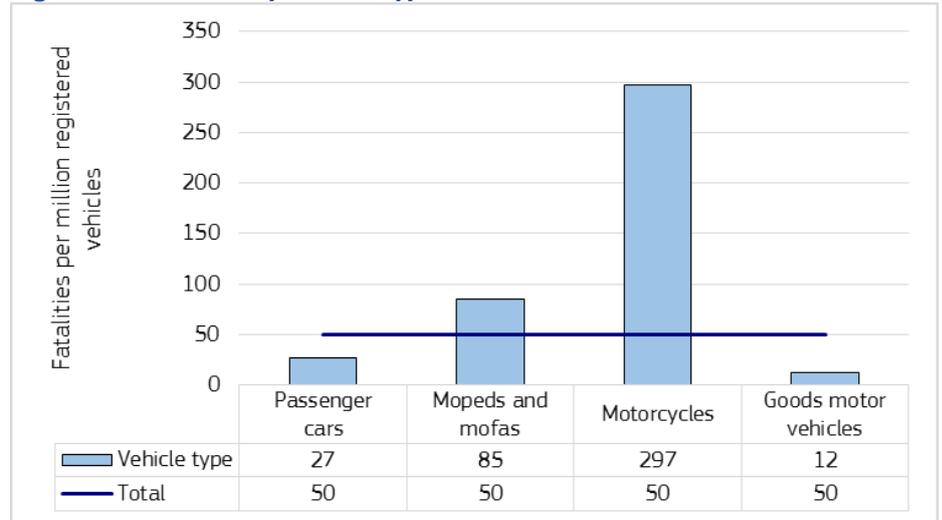
Sources: CARE, national sources

Under-reporting of casualties

- Fatalities: 100%, due to improvements of the data recording systems.
- Hospitalised: no studies with quantitative information exist.

Risk Figures

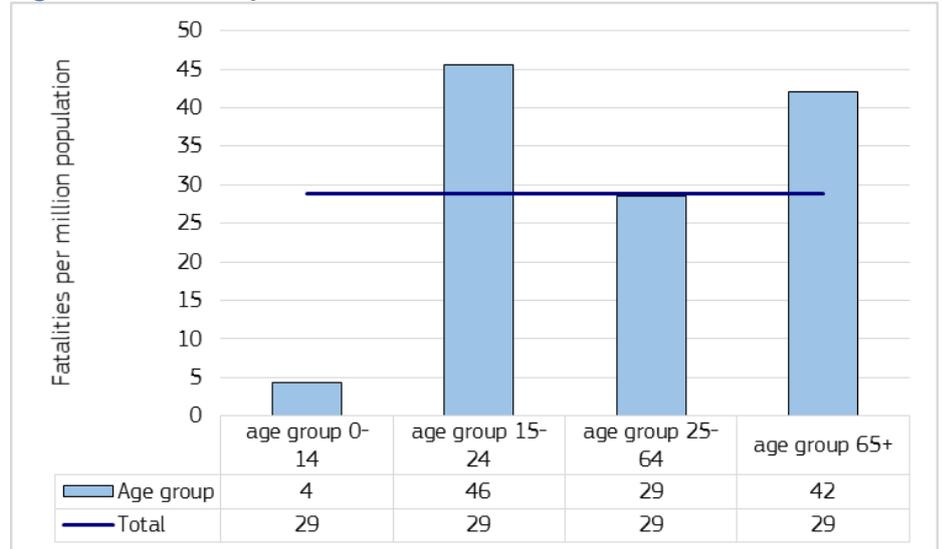
Figure 3: Fatalities by vehicle type in the UK in 2014



Sources CARE, IRTAD

In the United Kingdom, motorcyclists, young people and the elderly have a higher risk of getting involved in a fatal crash compared to the other groups.

Figure 4: Fatalities per million inhabitants in the UK 2014



Sources: CARE, EUROSTAT

Social Cost

- The total cost of road accident casualties (fatalities and injuries) is estimated at 48,5 billion euros (2014).
- The following costs are an update of the values in Table 5.3 of the HEATCO Deliverable D5 (2006) to base year 2010. Each figure includes the value of safety per se (VSL⁷ for fatality, 13% of VSL for severe, 1% for light injury) and the value of direct and indirect economic costs (10% of VSL for fatality, severe and slight injury based on HEATCO (2005)). EU average based on the VSL of €1,7 million.
- The costs per casualty for 2010 are as follows:

Table 24: Cost (€) per injury type in the UK versus the EU average

Country	Fatality	Severe injury	Slight injury
Austria	2.395.000	327.000	25.800
Belgium	2.178.000	330.400	21.300
Bulgaria	984.000	127.900	9.800
Croatia	1.333.000	173.300	13.300
Cyprus	1.234.000	163.100	11.900
Czech Republic	1.446.000	194.300	14.100
Denmark	2.364.000	292.600	22.900
Estonia	1.163.000	155.800	11.200
Finland	2.213.000	294.300	22.000
France	2.070.000	289.200	21.600
Germany	2.220.000	307.100	24.800
Greece	1.518.000	198.400	15.100
Hungary	1.225.000	164.400	11.900
Ireland	2.412.000	305.600	23.300
Italy	1.916.000	246.200	18.800
Latvia	1.034.000	140.000	10.000
Lithuania	1.061.000	144.900	10.500
Luxembourg	3.323.000	517.700	31.200
Malta	2.122.000	269.500	20.100
Netherlands	2.388.000	316.400	25.500
Poland	1.168.000	156.700	11.300
Portugal	1.505.000	201.100	13.800
Romania	1.048.000	136.200	10.400
Slovakia	1.593.000	219.700	15.700
Slovenia	1.989.000	258.300	18.900
Spain	1.913.000	237.800	17.900
Sweden	2.240.000	328.700	23.500
Great Britain	2.170.000	280.300	22.200
EU average	1.870.000	243.100	18.700

Source: Update of the Handbook on External Costs of Transport. Final Report. Report for the European Commission: DG MOVE. Ricardo-AEA/R/ ED57769 Issue Number 1; 8th January 2014

Estimated costs of road injuries are somewhat higher in the UK than on average in the EU.

⁷ Value of Statistical Life

Synthesis

Safety position

- The United Kingdom with 29 fatalities per million population is one of the best performing countries in the EU.

Scope of problem

- A large number of fatalities are car occupants, followed by a relatively high proportion of pedestrians and motorcyclists. The share of motorcyclists is higher than the EU average.
- Young people have a higher fatal risk than other age groups in the population.
- Relative many fatalities occur on rural roads and at junctions in the UK.
- The number of drink-driving tests per population in the UK lies below the EU average.

Recent progress

- The number of fatalities per million inhabitants still dropped over the years, showing a similar development to that of the EU average.
- Fatalities among children and youngsters up to 17 years old showed the highest decrease last years.
- The percentage of speed offenders in Great Britain dropped on all road types (between 2004 and 2013).

Remarkable road safety policy issues

- On the long term, the UK wishes to remain one of the best performing countries in the world with regard to road safety.
- Great Britain has left the idea of road safety targets and uses forecasted scenarios.
- The UK uses high risk site treatment, road safety audits and inspections to improve infrastructure.
- The BAC level in the UK is higher than in most other EU countries.
- For motorised two-wheelers, the minimum age is 19 years and for car driving 17 years, which differs from the 18 years which is most common in the EU.

The UK is one of the best performing countries in the world and aims at remaining in this position. The number of fatalities still drops every year.

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Notes

1. Country abbreviations

	Belgium	BE		Italy	IT		Romania	RO
	Bulgaria	BG		Cyprus	CY		Slovenia	SI
	Czech Republic	CZ		Latvia	LV		Slovakia	SK
	Denmark	DK		Lithuania	LT		Finland	FI
	Germany	DE		Luxembourg	LU		Sweden	SE
	Estonia	EE		Hungary	HU		United Kingdom	UK
	Ireland	IE		Malta	MT			
	Greece	EL		Netherlands	NL		Iceland	IS
	Spain	ES		Austria	AT		Liechtenstein	LI
	France	FR		Poland	PL		Norway	NO
	Croatia	HR		Portugal	PT		Switzerland	CH

2. Sources: CARE (Community database on road accidents), EUROSTAT, ITF-IRTAD, National sources.

The full glossary of definitions of variables used in this Report is available at: http://ec.europa.eu/transport/road_safety/pdf/statistics/cadas_glossary.pdf

3. Data available in September 2016.

4. Average annual change is calculated with the power function between the first and last years:

[aac = $(b/a)^{1/n} - 1$, where aac: annual average change, a: first year value, b: last year value, n: number of years].

5. Explanation of symbols in Tables:

n/a: not available

"-": not applicable (e.g. calculation cannot be performed)

6. This 2016 edition of Road Safety Country Overviews updates the previous version produced in 2012 within the EU co-funded research project [DaCoTA](#).

7. Disclaimer

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8. Please refer to this Report as follows:

European Commission, Road Safety Country Overview – United Kingdom, European Commission, Directorate General for Transport, September 2016.



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