

Goods Vehicle Accidents and Casualties

Road Accident & Road Freight Statistics Factsheet No. 1 – 2008



Department for
Transport

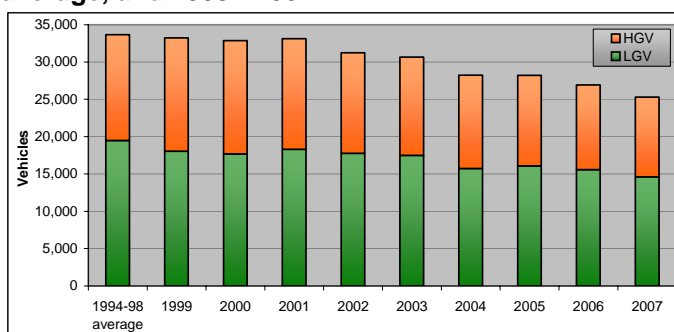
Introduction

This factsheet summarises the number, the rate and the nature of reported personal injury road accidents involving goods vehicles on Great Britain's roads.

Overview

- In 2007 there were 247,780 casualties resulting from accidents on British roads (a fall of 23% compared with the 1994-98 average), of which 27,774 were serious injuries (a fall of 37%) and a further 2,946 were fatalities (a fall of 18%). This decline in the number of casualties occurred despite traffic on British roads rising by 16% compared with the 1994-98 average.
- In 2007, 25,308 goods vehicles, 14,620 HGVs (Heavy Goods Vehicles) and 10,688 LGVs (Light Goods Vehicles), were involved in reported personal injury road accidents (**Chart 1**). This total represents a fall of 25% compared with the 1994-98 average, with similar decreases for both LGVs and HGVs.

Chart 1: Number of goods vehicles involved in personal injury road accidents: Great Britain 1994-98 average, and 1999 - 2007.

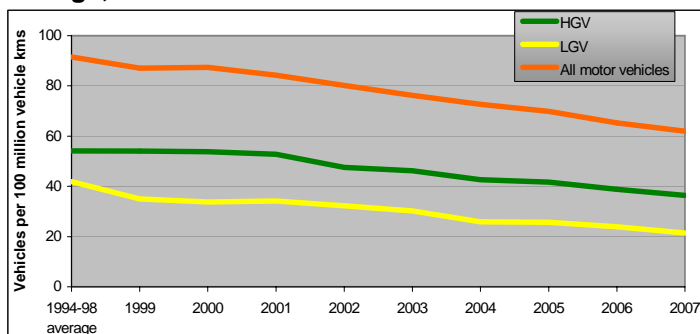


- Again, this decline in the number of goods vehicles being involved in road accidents took place despite goods vehicle traffic in 2007 being 34% higher than the 1994-98 average (HGVs by 12% and LGVs by 46%).

Accident and Casualty volumes and rates

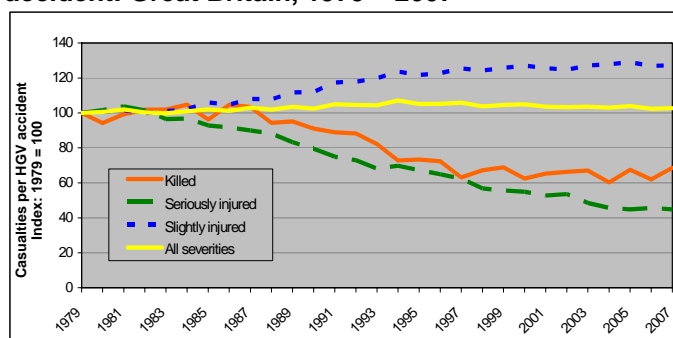
- The number of goods vehicles involved in accidents per 100 million vehicle kilometres (vkm) travelled is considerably lower than for cars. In 2007, there were 21 LGVs involved in accidents for every 100 million vkm travelled. The corresponding value for HGVs was 36. This compares to 62 for all motor vehicles. (**Chart 2**)
- Due to the size and weight of HGVs, they tend to be involved in more severe accidents. In 2007 the rate of fatal accidents was higher for HGVs (1.6 per 100 million vkm) than for all motor vehicles (0.9 per 100 million vkm). LGVs however had the lowest fatal accident rate of all vehicle types (0.4 per million vkm).

Chart 2: Number of vehicles involved in accidents per 100 million vehicle kilometres: Great Britain 1994-98 average, and 1999 - 2007.



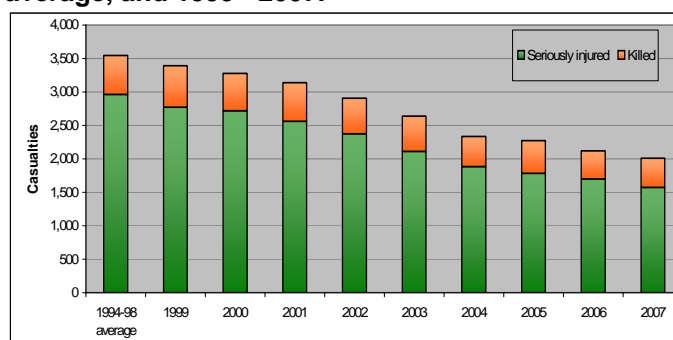
- Although the total number of casualties per HGV accident had been almost steady since 1979 (at approximately 1.4 casualties per HGV accident), the number of KSI casualties had shown a decrease, possibly suggesting a shift in the severity of casualties in HGV accidents to more slight casualties (**Chart 3**). In 2007, there were 0.04 fatalities, 0.16 serious injuries and 1.2 slight injuries per HGV accident. Serious injuries per HGV accident have more than halved since 1979, and decreased by 30% since the 1994-98 average.

Chart 3: Indexed number of casualties per HGV accident: Great Britain, 1979 - 2007



- The number of people killed or seriously injured in accidents involving at least one HGV had fallen by 43% from the 1994-98 average to 2,009, whilst the number of fatalities in accidents involving at least one HGV fell by 25% to 435 over the same time period (**Chart 4**).

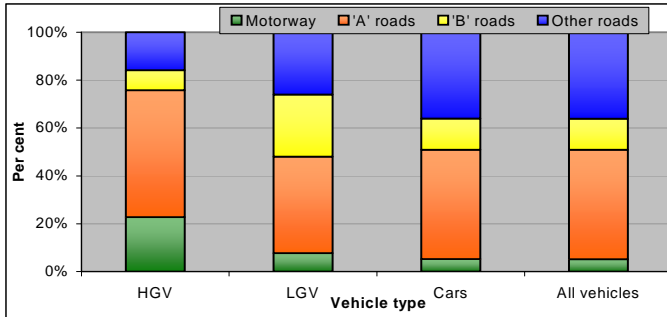
Chart 4: Number of people killed or seriously injured in road accidents involving HGVs: Great Britain, 1994-98 average, and 1999 - 2007.



Accidents and road type

- 76% of casualties resulting from accidents involving at least one HGV occurred on motorways or A roads (Chart 5). This figure rose to 81% for fatal accidents. 57% of accidents involving at least one LGV occurred on motorways or A roads, whilst the proportion was 51% for cars and all vehicles.

Chart 5: Proportion of casualties in accidents by vehicle type and road type: Great Britain, 2007.



- A lower proportion of accidents involving goods vehicles were at junctions, roundabouts or slip roads (40%) compared to all vehicles (46%). 24% of goods vehicle accidents were at a T or staggered junctions (HGVs – 18% and LGVs 29%), whilst 10% of HGV accidents occurred at a roundabout.

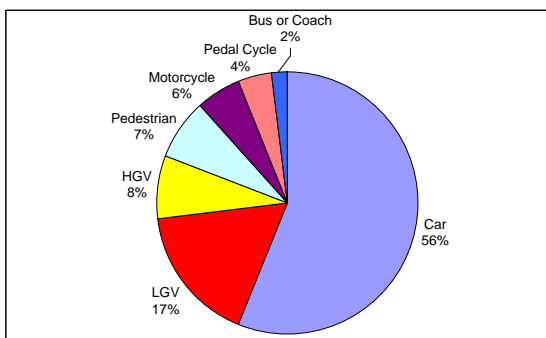
Accidents and time

- On weekdays, a quarter of accidents involving at least one goods vehicle occurred between 7am and 10am (compared to 19% for all accidents). Whilst on weekends, 29% of accidents involving at least one goods vehicle occurred between 10am and 2pm (compared to 25% for all accidents).

Casualties in goods vehicle accidents

- Accidents involving a car and an HGV accounted for three quarters of all “two vehicle” accidents involving at least one HGV. “Two vehicle” accidents accounted for 66% of all HGV accidents.
- Car occupants accounted for 56% of casualties in goods vehicle accidents. A further 25% of casualties were HGV or LGV occupants (Chart 6).

Chart 6: Casualties resulting from accidents involving at least one goods vehicle, by casualty type: Great Britain, 2007.



- 20% of all pedestrian fatalities in 2007 were from accidents involving a goods vehicle. 80% of these were hit by the goods vehicle.

Foreign vehicles and accidents on British roads

- In 2007, there were 2,168 accidents involving a foreign registered vehicle, representing 1 per cent of all accidents. Nearly half (46%) of these accidents involved a goods vehicle, usually an HGV (93% of the total). Over 90% of foreign registered HGVs involved in accidents were left-hand drive.
- A sideswipe accident is defined as one that occurs on a dual carriageway involving at least one car where an HGV changes lane or overtakes. 40% of GB registered HGVs involved in sideswipe accidents were where the HGV was changing lane to the right, compared to 51% when the HGV was changing lane to the left.
- This differed greatly for foreign registered left-hand drive HGVs for which 93% were changing lane to the right, compared with 3% when they changed lane to the left.

Contributory factors in goods vehicle accidents

- Goods vehicles and cars both had similar contributory factors allocated to them in accidents.
- In 2007, in single vehicle goods vehicle accidents, loss of control was the most frequently reported contributory factor (19%). This compared to 27% for cars.
- Failed to look properly was the most common factor attributed to two vehicle accidents involving goods vehicles. In two vehicle accidents involving a car and a goods vehicle, 27% of goods vehicle drivers had the failed to look properly factor attributed to them, compared to 16% of car drivers.

Note:

The figures in this factsheet represent deaths and injuries in accidents which involved a goods vehicle, whether or not a goods vehicle played an active role in causing the accident. Statistics on accident causation are not available. These statistics refer to personal injury accidents on public roads (including pathways) which become known to the police.

Definitions:

HGV: Goods vehicles over 3.5 tonnes maximum permissible gross vehicle weight.

LGV: Goods vehicles, mainly vans (including car derived vans), not over 3.5 tonnes maximum permissible gross vehicle weight.

Further information:

The Road Freight Statistics 2007 and Road Casualties Great Britain 2007 publications are available at the following address: <http://www.dft.gov.uk/pgr/statistics/datatablespublications/> For further information and any queries regarding this factsheet please contact: roadfreight.stats@dft.gov.uk or roadacc.stats@dft.gov.uk, or telephone 020 7944 3180 / 020 7944 6595.

Further road freight statistics factsheets will be published in due course

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