Oxfordshire County Council
Road Traffic Collisions:
Casualty Data Summary 2024

OXFORDSHIRE COUNTY COUNCIL

Contents

1. The Vision Zero Safe System approach – working towards a safer transport system

In June 2022, Oxfordshire County Council (OCC) made a commitment to reduce all fatalities and severe injuries resulting from road collisions on Oxfordshire's Road network to zero by 2050, and to encourage a safer, healthier, and more equitable mobility for all by adopting the Vision Zero Safe System approach to road safety. The Vision Zero target of zero fatalities and severe (life-changing) injuries is now reported as one of our Local Transport and Connectivity Plan targets[1], and our Vision Zero Strategy was subsequently approved by Cabinet in April 2024[2].

The Vision Zero safe system approach encompasses five aspects of road safety, and each aspect is considered equally to support a holistic approach for road safety:

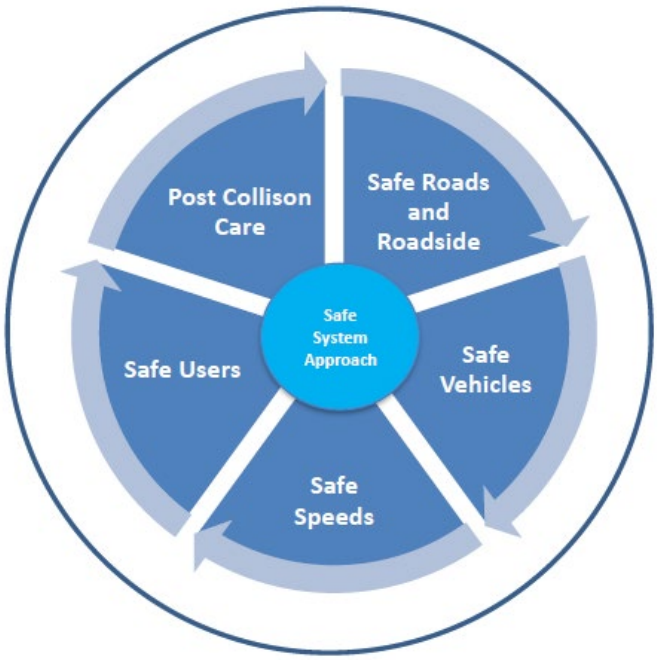


Image 1 - Vision Zero whole system approach encompasses five road safety aspects.

To achieve Vision Zero, we are working with our road safety partners and stakeholders to embed a 'safe system' approach. We are working together on road safety infrastructure, road user behaviour, safe vehicle technology and national road safety legislation to achieve our 2050 target and bring about road safety improvements for Oxfordshire residents.

Although our Vision Zero target is ambitious, it is very timely. Since 2001, road safety improvements have been evidenced by a national longer-term reduction in road casualties, achieved both nationally and within Oxfordshire. But recently, road safety data figures are increasing, reflecting a growing number of road safety incidents. Therefore, although challenging, it is considered vital to reduce road collisions and casualties by adopting the Vision Zero approach.

OCC is also mindful of the continuing pressures on local government budgets, so new and innovative ways of working towards our Vision Zero target are required. Our commitment to encouraging active travel, by shifting from private vehicle use to walking and cycling, has huge health and environmental benefits, but places increased responsibility to provide safer roads and safer environments for our most vulnerable road users, such as pedestrians, cyclists and motorcyclists.

[1] Local Transport and Connectivity Plan | Oxfordshire County Council
[2] Agenda for Cabinet on Tuesday, 23 April 2024, 2.00 pm | Oxfordshire County Council

2. Introduction

This Casualty Report provides information on the number of casualties sustained as a result of road traffic collisions on the public highway within Oxfordshire in 2024 (including the M40, A34 and A43 which are managed by National Highways) as collected by Thames Valley Police[3] as part of their national roads safety incident reporting system, referred to as STATS19 data[4], managed by the Department for Transport (DfT). This road safety casualty data only includes collision data attended by the police where there has been a fatal, serious or slight injury reported, or those casualties reported on-line via the police website. This road safety data is also sometimes referred to as road safety incident data. Nationally reported road casualties for 2024 can be accessed via the DfT's accredited official statistics webpage: Reported road casualties Great Britain, annual report: 2024

This Casualty Report only provides road safety information on the number of casualties, with data pertaining to the Oxfordshire District where the road collision occurred, and the age and gender profile of the person involved in the road collision. All data is anonymised. There is data presented on the vehicle(s) type involved in the collision, which is referred to the 'road user group', and if the collision took place at a road bend or junction, the road classification type, and if the speed limit was 30mph or below, or 40mph or above. Please note, not all STATS19 data fields are submitted for every casualty, as the circumstances and factors for each casualty are unique and different, and some data fields may not apply to that casualty incident.

In practice, it is known from various national studies using information from insurers and the NHS that many road collisions, especially those involving a single road-user and resulting in only minor injuries, are often not reported to the police. It is therefore acknowledged that the actual number of collisions and injuries on our roads is higher than the Thames Valley Police data analysed within this report.

The following definitions of casualty severity are used in the national road casualty reporting system:

'Fatal' - where death occurs within 30 days of the road traffic collision occurring.
'Serious' - injuries requiring in-patient treatment and injuries classed as serious, such as bone fractures, severe internal injuries and severe cuts, and also injuries resulting in death more than 30 days following the road traffic collision.
'Slight' - injuries such as sprains, neck whiplash injury (not necessarily requiring medical treatment), bruises and slight shock requiring roadside attention.
"KSI" – Killed and seriously injured – also referred to as a Fatal or Serious Injury. In some of the tables and graphs presented within this report, the KSI figure is the Fatal and Serious Injury figures added together to give a total KSI figure.
'Child' includes casualties for those aged between 0 and 15.
'Adult' includes casualties for those aged 16 and above and those where no age was assigned in the police report.

The 'Serious' category covers a wide range of injuries, many of which following treatment will thankfully not have long-term consequences or be classed as 'severe' in the context of the Vision Zero targets. Changes in 2025 to the national road casualty reporting system will provide more disaggregated information on injury severity that will help better inform progress to meeting the targets.

[3] Home | Thames Valley Police
[4] Statement of Administrative Sources - STATS19

3. Headline Data

3.1 Casualties

The headline data presented below provides an overview of the casualty data in Oxfordshire for 2024.

Table 3.1 below gives the overall total fatal, serious and slight casualty figures for all road safety incidents either attended by, or reported to, Thames Valley Police in Oxfordshire in the year of 2024.

All casualties Oxfordshire 2024	Fatal	Serious	Slight	Total
Total	20	240	808	1068

Table 3.1 – Total casualties Oxfordshire

2024 saw a 2% increase in the overall number of casualties compared to 2023 (1040) , and a 11% increase in fatal and serious (KSI) injuries.

Table 3.2 below lists the casualties per road user group, i.e. the mode of transport being used by the casualty.

Casualties by road user group				
	Fatal	Serious	Slight	Total
Pedestrian	2	34	96	132
Pedal cycle	2	29	158	189
Equestrian	0	0	1	1
E-scooter	0	5	14	19
Motorcycle (including moped)	1	70	77	148
Car occupant	12	83	411	506
Bus & Coach occupant	1	3	9	13
Goods vehicle occupant - Van	1	9	29	39
Goods vehicle occupant – Lorry	1	4	4	9
Other (taxis, quad bikes, mobility scooters, agricultural vehicles etc.)	0	3	9	12
Totals	20	240	808	1068

Table 3.2 – Casualties by road user group

Key points

- Overall, car occupants are the single largest casualty group (47%), which reflects the high proportion of journeys made by car.

- Pedestrians, pedal cyclists and motorcyclists are the road users most susceptible to sustaining serious injuries in road collisions and as such are referred to as ‘vulnerable’ road users. Together, they account for 53% of all the total recorded KSI’s in Oxfordshire in 2024 (pedestrians 14%, pedal cyclists 12% and motorcyclists 27%).

- E-scooters are only legally permitted in Oxford City as part of the approved E-scooter rental trial[5]. There are a growing number of informal users, but they do not appear to be, at present, a major road casualty problem, although research indicates that risks for their users are comparable to or higher than to those for pedal cyclists[6].

- Bus occupants have a very low risk of KSI casualties and road safety data indicates that Buses are the safest mode of transport in Oxfordshire. Encouraging bus use across Oxfordshire will support a reduction in car journeys, and this will in turn help support a reduction in car road safety incidents.

[5] E-scooter trial in Oxford | Oxfordshire County Council
[6] - Blizard Institute - Faculty of Medicine and Dentistry

3.2 Contributory Factors

Contributory Factors are usually assigned by Thames Valley Police during their collision investigations, along with a probability that the factor contributed to the collision occurring. There may be more than one factor per collision.

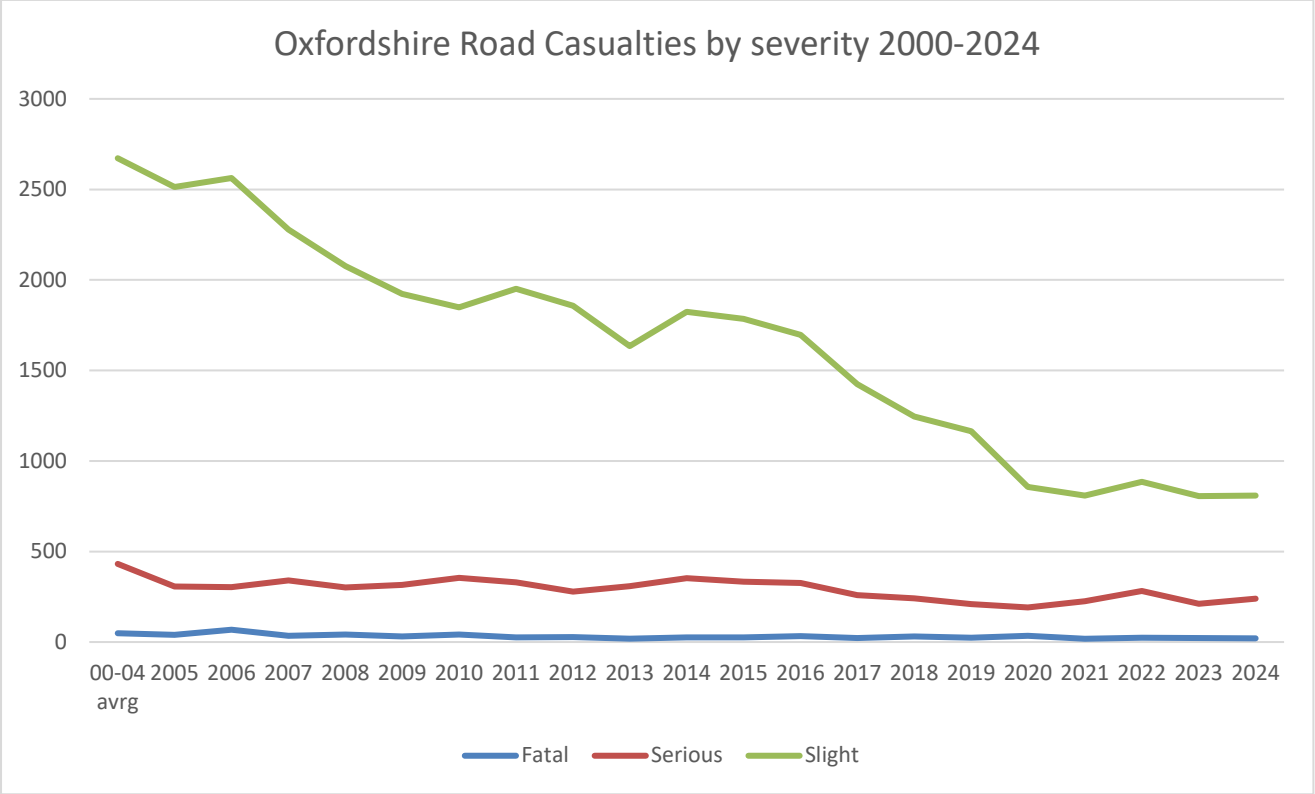
In 2024, there were 20 collisions that resulted in the 20 fatalities. The Contributory Factors recorded for these collisions are as listed in Table 3.3 below.

Causation Factor	Probability	Number of occurences
Aggressive driving	Possible	1
Aggressive driving	Very likely	2
Animal or object in carriageway	Very likely	1
Careless/Reckless/In a hurry	Possible	2
Careless/Reckless/In a hurry	Very likely	2
Disobeyed Give Way or Stop sign or markings	Very likely	1
Distraction in vehicle	Possible	1
Distraction outside vehicle	Possible	1
Driver using mobile phone	Possible	1
Exceeding speed limit	Possible	1
Exceeding speed limit	Very likely	2
Failed to judge other persons path or speed	Possible	1
Failed to judge other persons path or speed	Very likely	3
Failed to look properly	Possible	2
Failed to look properly	Very likely	3
Fatigue	Possible	1
Fatigue	Very likely	1
Illness or disability, mental or physical	Very likely	4
Impaired by alcohol	Possible	2
Impaired by alcohol	Very likely	4
Impaired by drugs	Possible	1
Impaired by drugs	Very likely	1
Inexperienced or learner driver/rider	Very likely	1
Junction overshoot	Very likely	1
Loss of control	Very likely	2
Other	Very likely	2
Poor turn or manoeuvre	Very likely	1
Rider wearing dark clothing	Possible	1
Road layout (eg. bend, hill, narrow road)	Very likely	1
Swerved	Very likely	1
Travelling too fast for conditions	Very likely	2
Tyres illegal, defective or under inflated	Very likely	1
Vehicle in course of crime	Very likely	1

Table 3.3 – Fatal collision Contributory Factors

3.3 Casualties since 2000

Graph 1 below shows the number of fatal, serious and slight casualties in Oxfordshire since 2000. This shows that the steady decline in casualties to 2020 has levelled off in recent years.



Graph 1. Oxfordshire – Killed / Serious / Slight casualties 2000 - 2024.

Key Points

- Graph 1 shows casualty reductions over the period from 2000 to 2020, with an increase in slight and serious casualties beginning in 2021 and 2020 respectively. There was a reduction in all forms of travel over the COVID-19 pandemic period, but travel volumes since then are increasing back to pre-pandemic levels.

- Although there is no hard evidence to fully explain the marked reduction in the number of slight casualties from 2000, there are several factors that may have contributed to it, including improved car and vehicle safety, greater awareness of road safety campaigns such as drink-driving, and improved road infrastructure.

3.4 Casualty Age and Gender

Chart 1 below shows the total number of casualties split out by age groups and by gender profile.

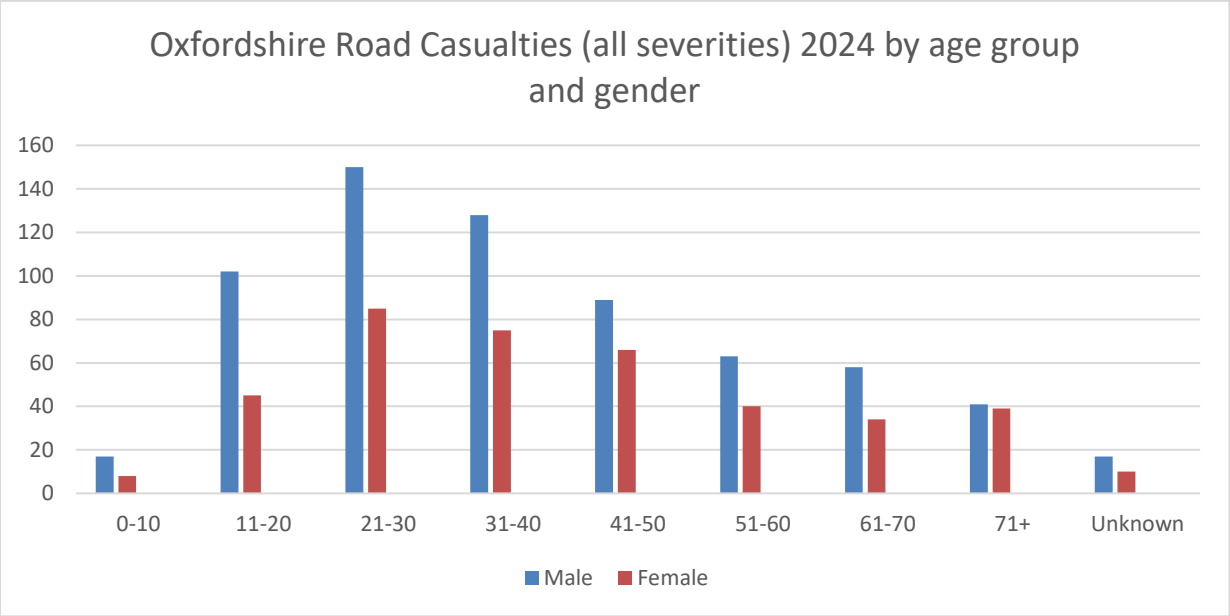


Chart 1. Oxfordshire – Casualties 2024 all road users, by age and gender profile. The 'unknown' data are the collisions where Thames Valley Police have not recorded the age of person involved in the collision.

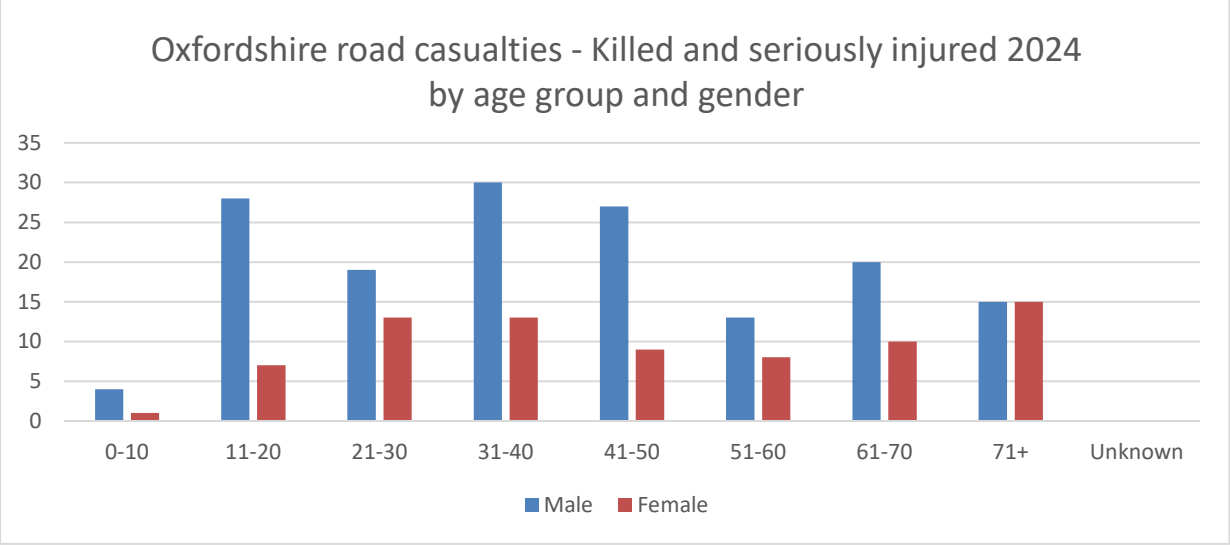


Chart 2. Oxfordshire – KSI Casualties 2024 all road users, by age and gender profile.

Key Points

- The 2024 casualty data by age and gender profile, shows that younger and middle-aged males are the demographic group particularly affected by road collisions. This highlights the need for implementing road safety improvements and delivering road safety education, such as encouraging the awareness of the Highway Code rules, especially for new drivers, and the ongoing support for the introduction of graduated driving licences[7].
- Chart 2 illustrates that people in the older age categories are more likely to be killed or seriously injured, when involved in a collision, than those in the younger categories.

[7] Progressive licensing for young and newly qualified drivers | Brake

4. National and 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 4.1 below lists the 13 closest County Councils compared to Oxfordshire as generated by the nearest neighbour model:

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

Table 4.1 CIPFA statistical neighbours

The tables and graphs within this section use the national[8] 2024 available data to show and compare the number of road collisions sustained both nationally and also within Oxfordshire's statistical neighbours i.e. those authorities that have been identified as being closest to Oxfordshire in their socio-economic characteristics.

[8] RAS0403

Authority	Population[9] 2024	Total Casualties	Slight Casualties	KSI Casualties
Buckinghamshire	578,772	765	653	112
Cambridgeshire	710,317	1,436	1119	317
Essex	1,563,365	2,965	2289	676
Gloucestershire	669,380	1,367	1054	313
Hampshire	1,447,214	2,920	2256	664
Hertfordshire	1,236,191	2,267	1907	360
Leicestershire	745,573	943	657	286
Northamptonshire	n/a	n/a	n/a	n/a
Oxfordshire	763,218	1,068	808	260
Surrey	1,248,649	3,120	2406	714
Warwickshire	632,207	1,475	1150	325
West Sussex	915,037	2,250	1727	523
Wiltshire	523,700	1,180	994	186
Worcestershire	621,360	931	675	256
Great Britain	61,800,000	128,272	98,805	29,467

Table 4.2 National & statistical neighbour comparison (numbers) 2024

Authority	Population 2024	Total Casualties	Slight Casualties	KSI Casualties
Buckinghamshire	578,772	1.32	1.13	0.19
Cambridgeshire	710,317	2.02	1.58	0.45
Essex	1,563,365	1.90	1.46	0.43
Gloucestershire	669,380	2.04	1.57	0.47
Hampshire	1,447,214	2.02	1.56	0.46
Hertfordshire	1,236,191	1.83	1.54	0.29
Leicestershire	745,573	1.26	0.88	0.38
Oxfordshire	763,218	1.40	1.06	0.34
Surrey	1,248,649	2.50	1.93	0.57
Warwickshire	632,207	2.33	1.82	0.51
West Sussex	915,037	2.46	1.89	0.57
Wiltshire	523,700	2.25	1.90	0.36
Worcestershire	621,360	1.50	1.09	0.41
Great Britain	61,800,000	2.08	1.60	0.48

Table 4.3 National & statistical neighbour comparison (rate per 1,000 population) 2024

[9] Nomis - Official Census and Labour Market Statistics

Chart 3 below shows the national & statistical neighbour total casualty comparison (rate per 1,000 population) in 2024, showing that Oxfordshire's total casualties are below the total national figure.

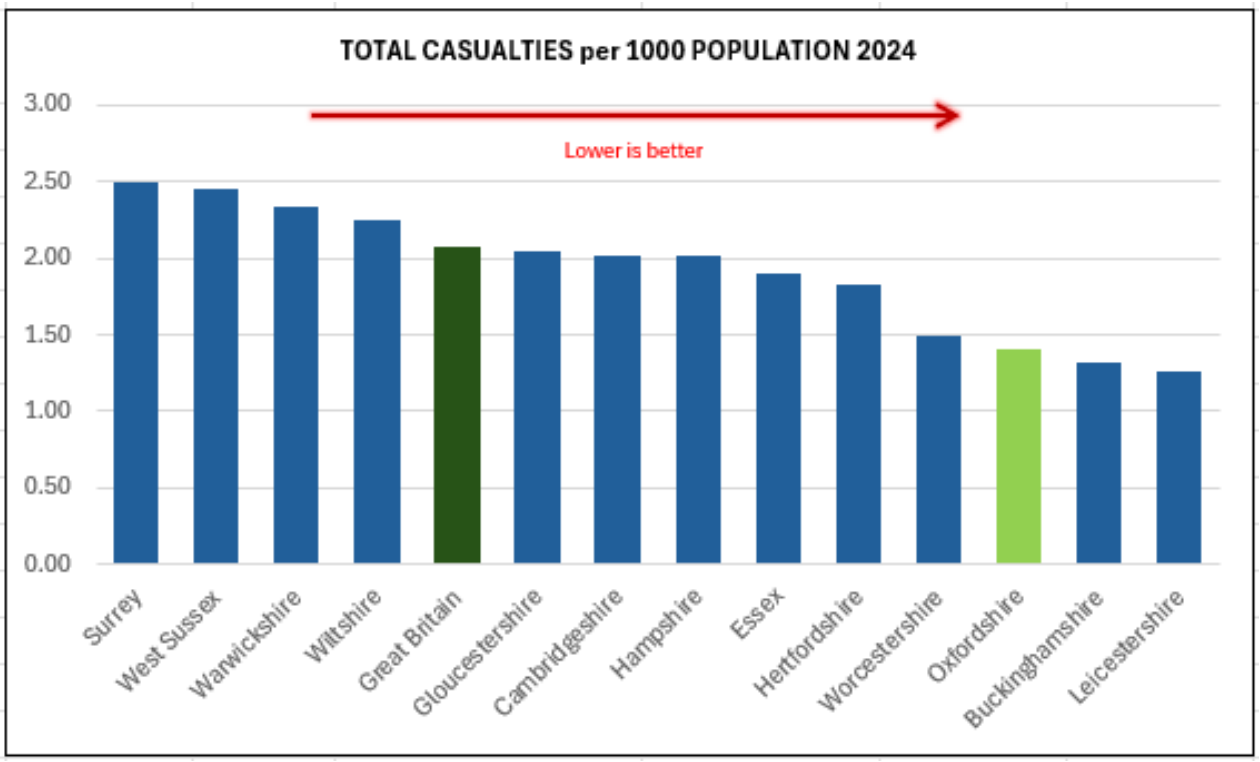


Chart 3. Total Casualties per 1,000 Population 2024

Chart 4 below shows the national & statistical neighbour KSI casualty comparison (rate per 1,000 population) in 2024, showing that Oxfordshire's KSI casualties are below the total national figure.

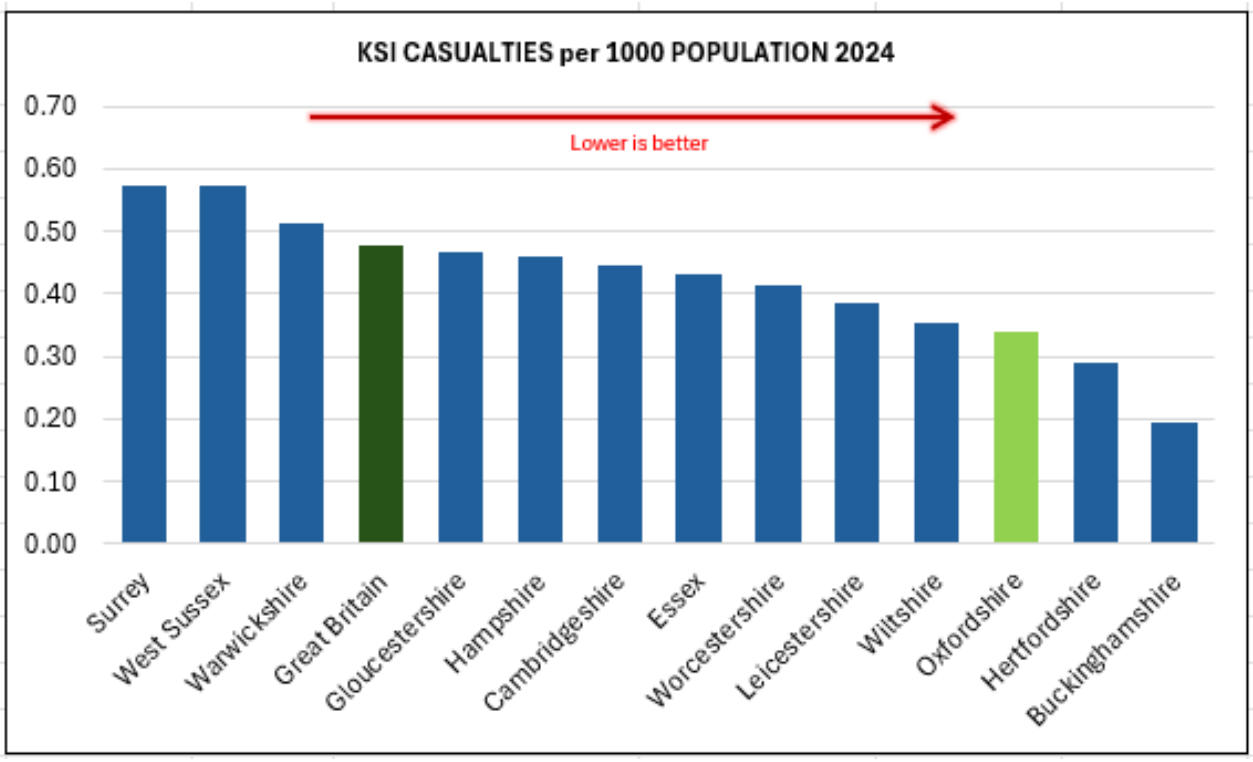


Chart 4. KSI Casualties per 1,000 Population 2024

4.1 Recent Casualty Trends

Table 4.4 below shows Oxfordshire's road user casualty data by main road user groups, in comparison to the 2010 – 2014 averages. The green figures reflect an improvement i.e. casualty average numbers have fallen, whilst the use of red figures reflects an increase in the numbers.

Road User	Injury Severity	2010 -2014 Average	2020	2021	2022	2023	2024	Oxfordshire 2024 c/w 2010-14	Oxfordshire 2024 c/w 2023
Pedestrian	KSI	50	23	31	45	29	36	-28%	+24%
	Slight	125	68	60	72	64	96	-23%	+50%
	All casualties	175	91	91	117	93	132	-25%	+42%
Pedal cyclist	KSI	66	46	52	63	49	31	-53%	-37%
	Slight	231	163	182	160	156	158	-32%	+2%
	All casualties	297	209	234	223	205	189	-36%	-8%
E-scooter	*No trend data due to being a recent travel mode with no data collected prior to 2022*								
Equestrian* averages too small to be recorded	KSI	0.4	1	0	0	0	0	*	*
	Slight	1.2	0	1	1	0	1	*	*
	All casualties	1.6	1	1	1	0	1	*	*
Motorcycle (including moped)	KSI	78	47	56	66	52	71	-9%	+37%
	Slight	118	62	78	80	69	77	-35%	+12%
	All casualties	196	109	134	146	121	148	-25%	+18%
Car occupant	KSI	139	89	90	113	89	95	-32%	+7%
	Slight	1,192	499	428	473	457	411	-66%	-10%
	All casualties	1,331	588	518	586	546	506	-62%	-7%
Bus occupant	KSI	4	0	0	2	1	4	0%	(+300%)
	Slight	48	6	4	21	3	9	-81%	(+200%)
	All casualties	52	6	4	23	4	13	-75%	(+225%)
Goods vehicle occupant - van	KSI	7	10	1	4	4	10	+43%	(+150%)
	Slight	53	29	36	30	27	29	-45%	+7%
	All casualties	60	39	37	34	31	39	-35%	+26%
Goods vehicle occupant - lorry	KSI	4	2	2	5	2	5	+25%	(+150%)
	Slight	22	15	13	10	7	4	-82%	(-43%)
	All casualties	26	17	15	15	9	9	-65%	(0%)
All road users	KSI	352	225	243	306	234	260	-26%	+11%
	Slight	1,823	857	808	884	806	808	-56%	0%
	All casualties	2,176	1,082	1,051	1190	1040	1068	-51%	+3%

Table 4.4. Oxfordshire road user casualty trends by road user 2010-14 average and 2023 to 2024

Key Points

- The 2024 casualty data percentage change from the 2010–2014 baseline indicates Oxfordshire's Road casualty numbers showing an improvement across all road user groups, except for van and lorry occupant KSIs, where the sample size is very small every year.

- In comparison to 2023 across Oxfordshire, however, there are increases in most user groups.

4.2 Roads Managed by National Highways

The casualty data in Table 3.1 is for all public roads within Oxfordshire, including the M40, A43 and A34 which are all managed by National Highways .

The number of casualties on the roads managed by the two responsible authorities are shown in Table 4.5 below, with approximately 9% of the total number of casualties occurred on the strategic roads managed by National Highways.

Responsible authority	Fatal	Serious	Slight	Total
Local Highway Authority (OCC)	18	215	736	969
National Highways	2	25	72	99
Total	20	240	808	1068

Table 4.5 Oxfordshire casualties by responsible authority, 2024

5. Pedestrian Casualties

The tables and graphs found within this section show the 132 pedestrian casualties recorded in Oxfordshire in 2024, including analysis across each of the Oxfordshire's District areas, by road classification and with further data on the speed limit, and vehicle type involved in the pedestrian road casualty collision.

Oxfordshire District Council area					
Pedestrian casualties 2024	Cherwell	Oxford	South Oxon	Vale of White Horse	West Oxfordshire
Fatal	0	0	1	1	0
Serious	18	6	4	3	3
Slight	17	30	12	15	22
Total	35	36	17	19	25

Table 5.1 - Pedestrian road casualties by District.

Road Classification				
Pedestrian casualties 2024	M	A	B	Unnumbered Road
Fatal	1	1	0	0
Serious	0	14	4	16
Slight	0	26	25	45
Total	1	41	29	61

Table 5.2 - Pedestrian road casualties by road classification.

Speed Limit		
Pedestrian casualties 2024	Speed limit 40mph or above	Speed limit 30mph or below
Fatal	2	0
Serious	7	27
Slight	13	83
Total	22	110

Table 5.3 - Pedestrian road casualties by speed limit.

Type of vehicle which hit pedestrian casualty									
Pedestrian casualties 2024	Pedal cycle	E-scooter	Motor-cycle	Car	Taxi / Private Hire	Bus	Van	Lorry	Other
Fatal	0	0	0	1	0	0	0	1	0
Serious	1	0	1	23	1	1	5	2	0
Slight	6	1	3	62	2	5	15	2	0
Total	7	1	4	86	3	6	20	5	0

Table 5.4 – Type of vehicle which hit pedestrian casualty.

Movement made by vehicle hitting pedestrian							
Pedestrian casualties 2024	Vehicle travelling along road	Vehicle moving off	Vehicle stopping	Vehicle turning at junction	Vehicle overtaking stationary traffic	Vehicle reversing	Parked
Fatal	2	0	0	0	0	0	0
Serious	22	1	0	8	1	2	0
Slight	58	5	4	16	2	10	1
Total	82	6	4	24	3	12	1

Table 5.5 - Movement made by vehicle hitting pedestrian

	Movement made by pedestrian						
	Pedestrian crossing road			**Pedestrian not crossing road**			
Pedestrian casualties 2024	Using zebra / signalled crossing or refuge	Near zebra / signalled crossing or refuge	Not at / near crossing	In road – not crossing or walking	Walking along road – no footway/not using footway	On footway	Unknown / other
Fatal	0	0	0	1	1	0	0
Serious	4	2	16	1	0	7	4
Slight	14	5	35	16	2	20	4
Total	18	7	51	18	3	27	8

Table 5.6 - Movement made by pedestrian

Chart 5 below gives an overview on the number of male and female pedestrian road KSI casualties across Oxfordshire in 2024.

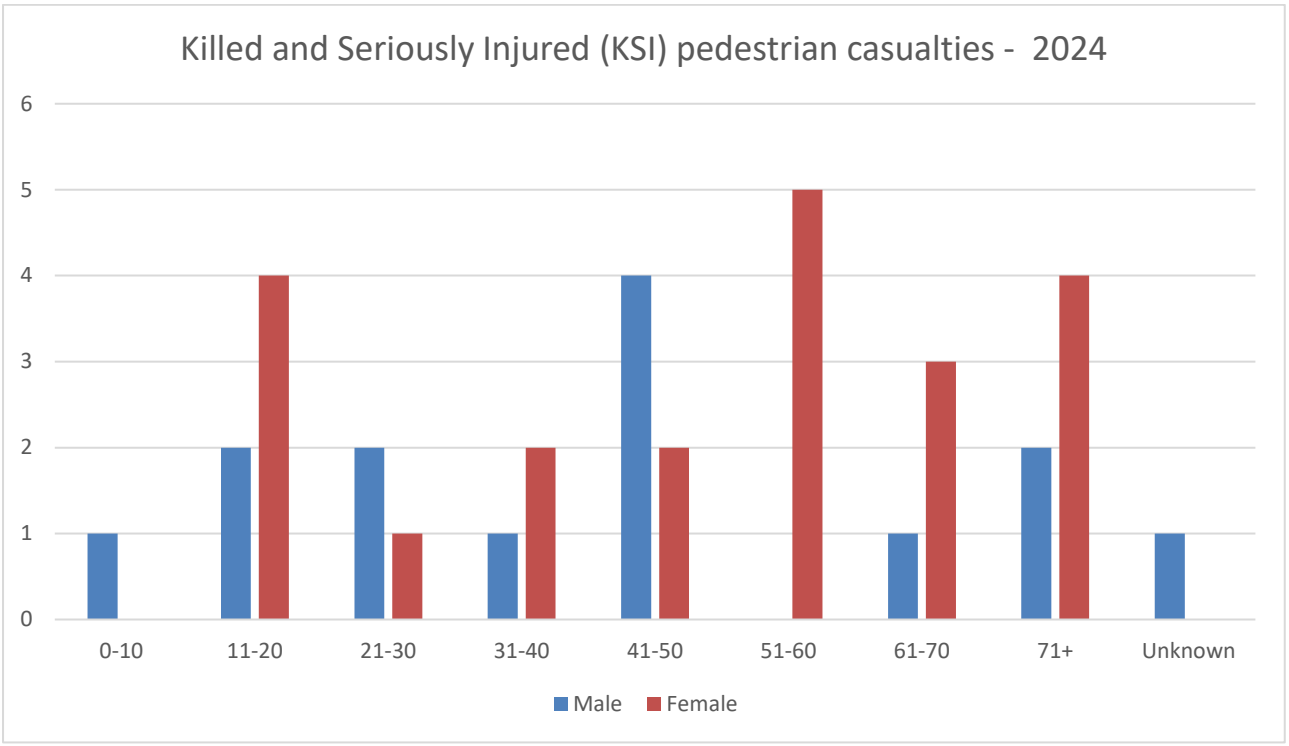


Chart 5 - Pedestrians KSI Killed / Serious casualties by age and gender profile

Chart 6 below gives an overview on the number of male and female pedestrian road slight casualties across Oxfordshire in 2024.

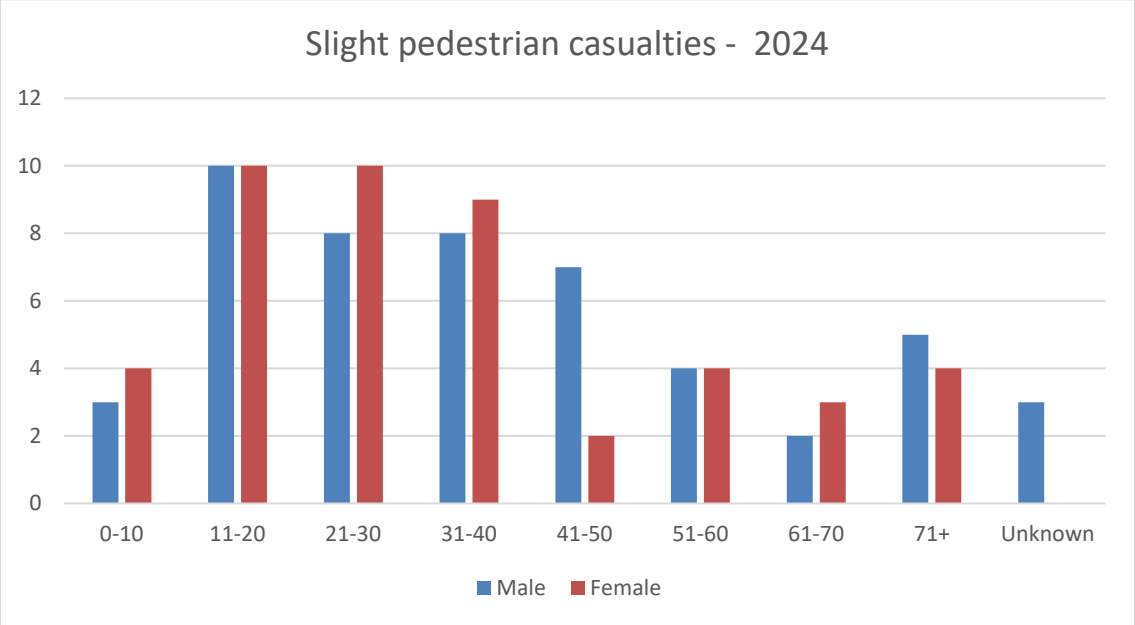
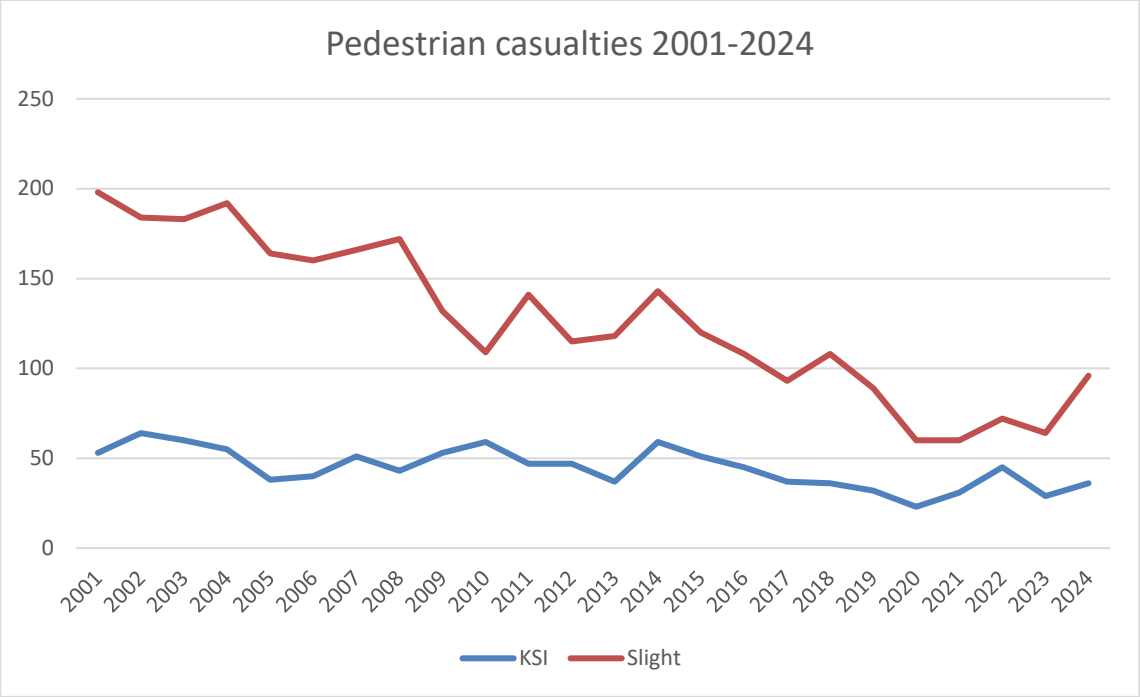


Chart 6 - Pedestrians Slight casualties by age and gender profile

Graph 2 below shows trends for pedestrian casualties.



Graph 2 - Pedestrian casualties – 2001 to 2024

Key Points

- There has been a 42% increase in the total number of pedestrian casualties reported in 2024 (132) compared to 2023 (93), with 83% occurring at speed limits of 30mph or below. This underlines how vulnerable pedestrians are, even when involved in collisions with vehicles at slower speeds[10].

[10] Speed and injury | Brake

6. Pedal cyclist Casualties

The tables and graphs found within this section show the 189 pedal cyclists' casualties recorded in Oxfordshire in 2024, including analysis across each of the Oxfordshire's District areas, by road classification, speed limits, and the vehicle type involved in the pedal cyclist collision. There is also analysis on the number of pedal cyclists' casualties recorded as occurring near or at specific junction types.

Oxfordshire District Council area					
Pedal Cycle casualties 2024	Cherwell	Oxford	South Oxon	Vale of White Horse	West Oxfordshire
Fatal	1	0	0	0	1
Serious	3	19	3	1	3
Slight	21	95	13	18	11
Total	25	114	16	19	15

Table 6.1 – Pedal Cyclist Road casualties by District.

Road Classification				
Pedal Cycle casualties 2024	M	A	B	Unnumbered Road
Fatal	0	1	0	1
Serious	0	18	5	6
Slight	0	70	29	59
Total	0	89	34	66

Table 6.2 – Pedal Cyclist Road casualties by road classification.

Speed Limit		
Pedal Cycle casualties 2024	Speed limit 40mph or above	Speed limit 30mph or below
Fatal	2	0
Serious	6	23
Slight	20	138
Total	28	161

Table 6.3 – Pedal Cyclist Road casualties by speed limit.

Other Type of vehicle involved in collisions where pedal cyclist sustained injury											
Pedal Cycle casualties 2024	None	Pedest-rian	Pedal cycle	E-scooter	Motor-cycle	Car	Taxi / Private Hire	Bus	Van	Lorry	Other
Fatal	0	0	0	0	0	2	0	0	0	0	0
Serious	0	0	0	0	1	15	1	1	9	0	2
Slight	3	0	5	0	3	119	5	4	13	2	4
Total	3	0	5	0	4	136	6	5	22	2	6

Table 6.4 - Other Type of vehicle involved in collisions where pedal cyclist sustained injury

Pedal Cyclist Casualties by presence of junction / bend type			
At junction	Fatal	Serious	Slight
Private access (give way)	0	1	12
T- junction (give way)	0	15	60
Crossroads (give way)	0	1	9
Mini roundabout (give way)	0	0	7
Roundabout (give way)	0	4	18
T-junction (signals)	0	0	8
Crossroads (signals)	0	1	7
Roundabout (signals)	0	1	0
T-junction (stop)	0	0	0
Slip Road	0	0	0
Total	**0**	**23**	**121**
Not at junction	2	6	37
Total	**2**	**29**	**158**

Table 6.5 - Pedal Cyclist Collisions by presence of junction / bend

Chart 7 below provides an overview on the number of male and female pedal cyclist KSI casualties across Oxfordshire in 2024.

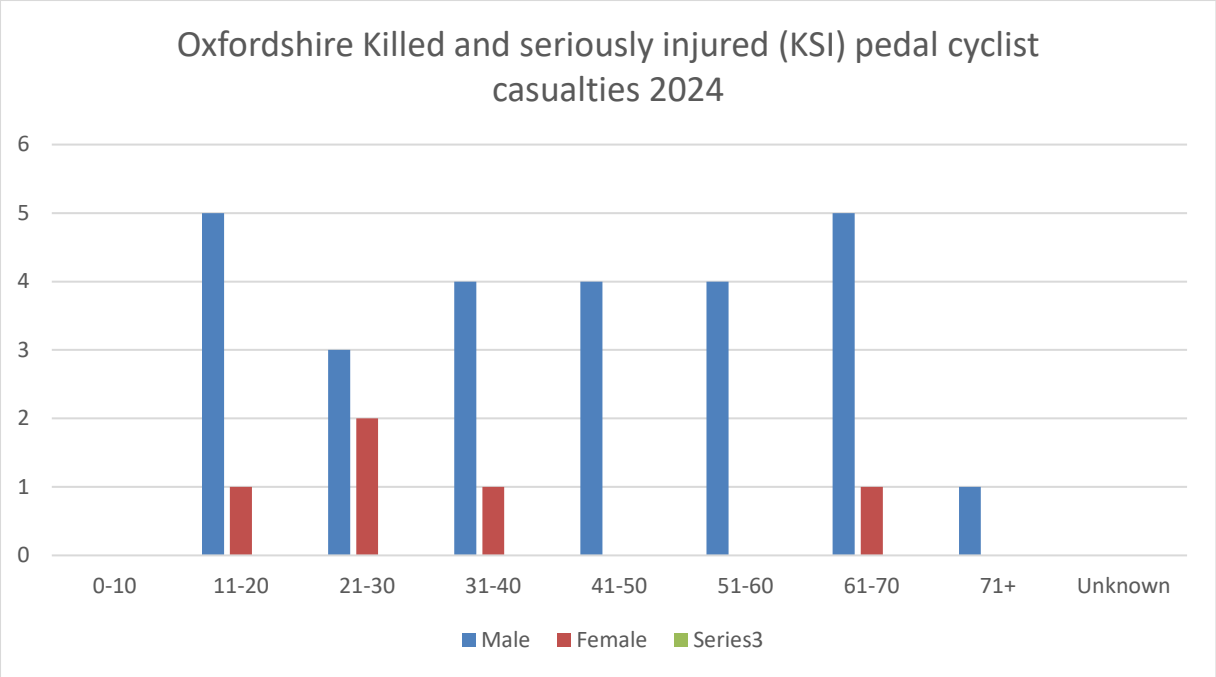


Chart 7 – Pedal Cyclists KSI casualties by age and gender profile

Chart 8 below provides an overview on the number of male and female pedal cyclist slight casualties across Oxfordshire in 2024.

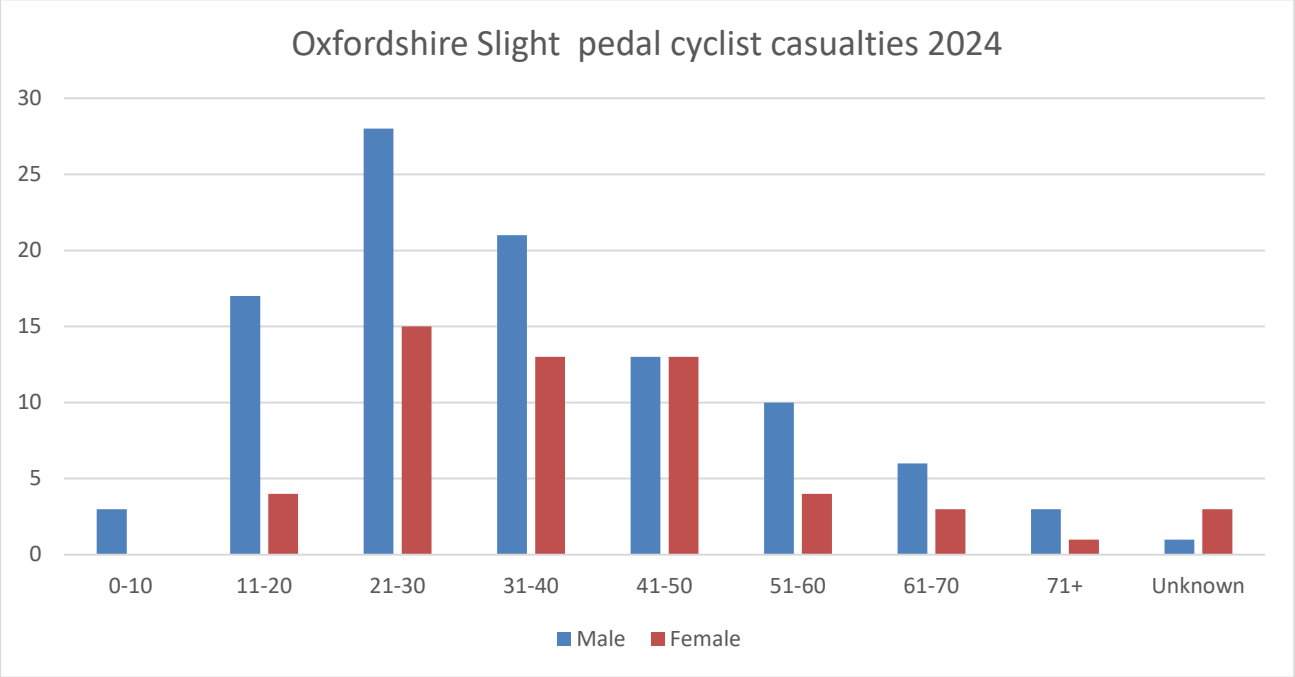
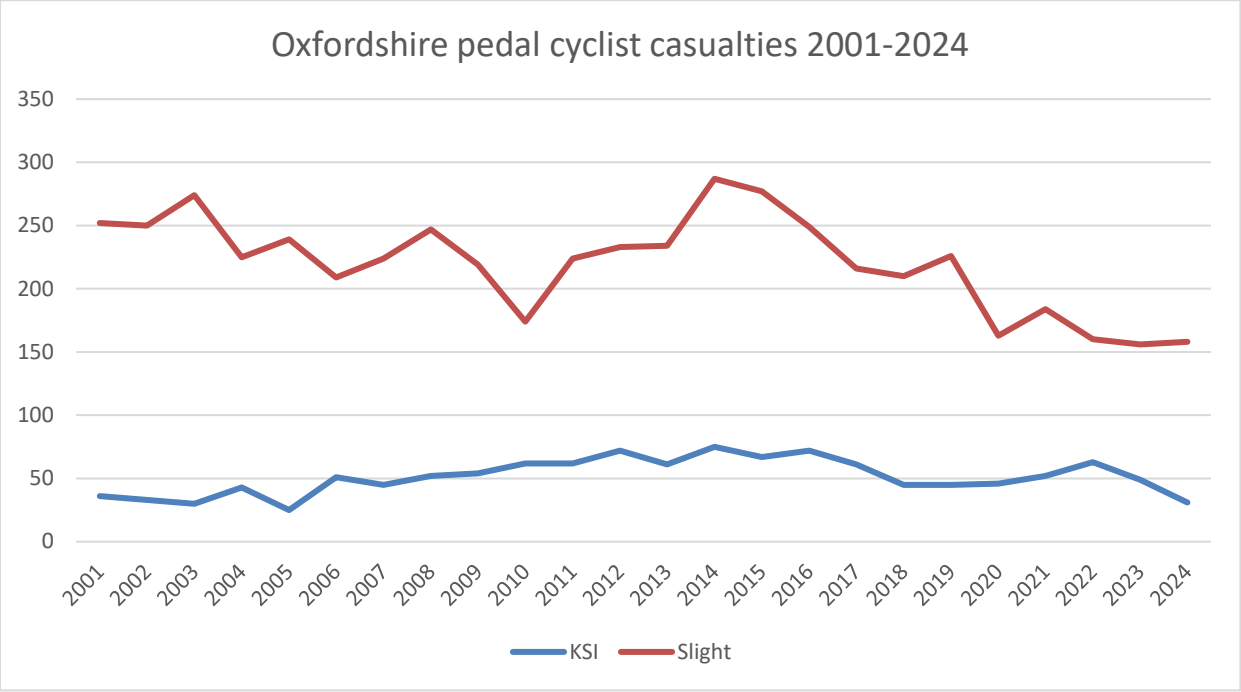


Chart 8 – Pedal Cyclists slight casualties by age and gender profile

As evidenced in section 3.3, Graph 1, there has been a reduction in the overall number of road casualties since 2001. Graph 3 below gives an overview of the trend for pedal cyclists, showing a decrease in KSI casualties since 2023 and a general reduction for slight casualties over the full period, despite a brief reversal in 2014 and 2015.



Graph 3 - Pedal Cyclists casualties – 2001 to 2024

Key Points

- There has been an 8% reduction in the total number of pedal cycle casualties reported in 2024 (189) compared to 2023 (205).

- 72% (136) of the pedal cycle casualties recorded were with cars as the other vehicle. As with pedestrians, cars are the vehicle most often involved in collisions with pedal cyclists. The high levels of cycling across Oxford City are reflected in the fact that 60% (114) of all the cycle casualties in the county occurred in the city.

- Nationally there are five times more male than female pedal cycle KSI casualties overall[11]. In 2024 across Oxfordshire, there were significantly more male KSI casualties across all age ranges, but less markedly so for slight casualties.

- Oxfordshire Fire & Rescue deliver a range of cycle training courses[12] [13] as part of their Road Safety Education programme for Oxfordshire.

7. E-scooter Casualties.

The tables and graphs found within this section show the 19 E-scooter casualties recorded in Oxfordshire in 2024, including analysis across each of the Oxfordshire's District areas, by road classification, by speed limits, and the vehicle type involved in the E-scooter collision. There is also analysis on the number of E-scooter casualties recorded as occurring near or at specific junction types.

Oxfordshire District Council area					
E-scooter casualties 2024	Cherwell	Oxford	South Oxon	Vale of White Horse	West Oxfordshire
Fatal	0	0	0	0	0
Serious	0	5	0	0	0
Slight	0	13	1	0	0
Total	0	18	1	0	0

Table 7.1 – E-scooter Road casualties by District.

Road Classification				
E-scooter casualties 2024	M	A	B	Unnumbered Road
Fatal	0	0	0	0
Serious	0	2	1	2
Slight	0	7	5	2
Total	0	9	6	4

Table 7.2 – E-scooter Road casualties by road classification.

[11] Reported road casualties in Great Britain: pedal cycle factsheet, 2024 - GOV.UK
[12] Cycle training for children | Oxfordshire County Council
[13] Cycle Training for Everyone - Deliver Safer Training | Bikeability

Speed Limit		
E-scooter casualties 2024	Speed limit 40mph or above	Speed limit 30mph or below
Fatal	0	0
Serious	0	5
Slight	0	14
Total	0	19

Table 7.3 – E-scooter Road casualties by speed limit.

Type of vehicle which hit E-scooter casualty										
E-scooter casualties 2024	None	Pedal cycle	E-scooter	Motor-cycle	Car	Taxi / Private Hire	Bus	Van	Lorry	Other
Fatal	0	0	0	0	0	0	0	0	0	0
Serious	2	0	0	0	2	0	0	1	0	0
Slight	4	0	0	0	8	0	1	1	0	0
Total	6	0	0	0	10	0	1	2	0	0

Table 7.4 - Other Type of vehicle involved in collisions where E-scooter rider sustained injury

E-scooter Casualties by presence of junction / bend type				
At junction	Fatal	Serious	Slight	Total
Private access (give way)	0	0	1	1
T- junction (give way)	0	1	4	5
Crossroads (give way)	0	0	0	0
Mini roundabout (give way)	0	0	0	0
Roundabout (give way)	0	1	1	2
T-junction (signals)	0	0	0	0
Crossroads (signals)	0	0	0	0
Roundabout (signals)	0	0	1	1
Slip Road	0	0	0	0
Other	0	0	0	0
Total	**0**	**2**	**7**	**9**
Not at junction	0	3	7	9
Total	**0**	**5**	**14**	**19**

Table 7.5 – E-scooter Collisions by presence of junction / bend

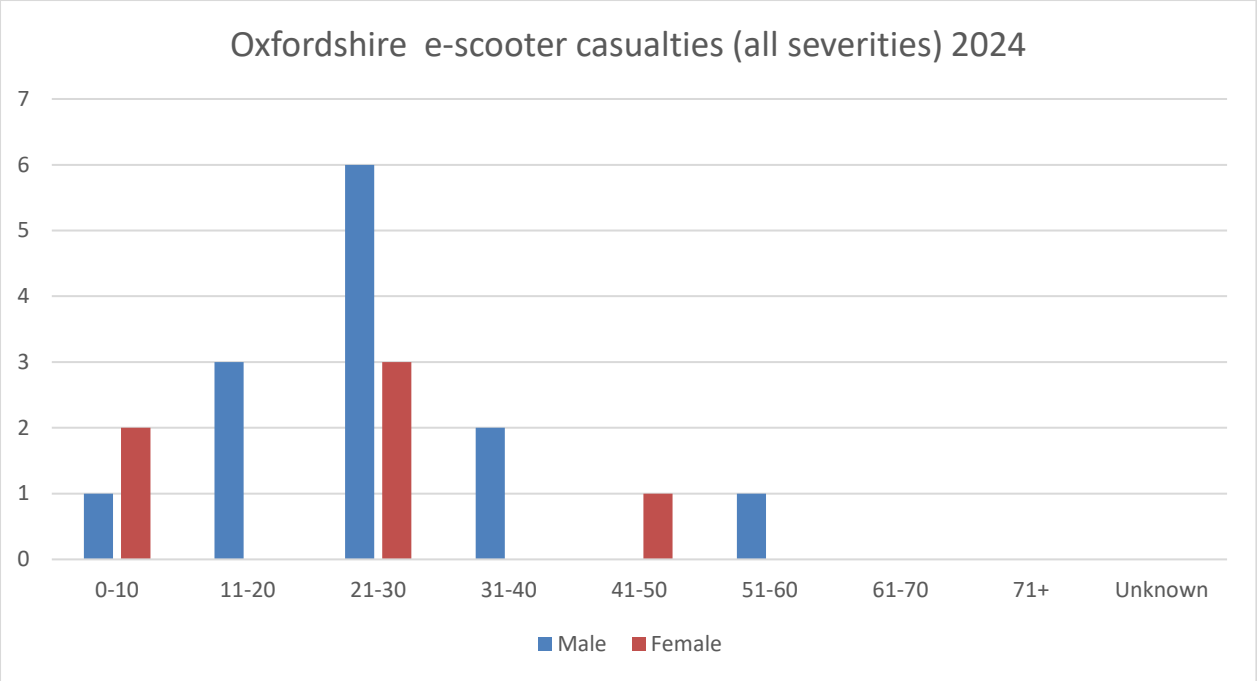


Chart 9 – All E-scooter casualties by age and gender profile

Key Points

- Oxfordshire County Council has been involved in a E-Scooter trial[14] which launched on 18 February 2021 and is due to end on 31 May 2026. The trial is one of several trials permitted in local areas across the UK, in response to social distanced movement and transport challenges arising from coronavirus (COVID19). There are rules applied to the trial; E-scooter uses must be 18 years old or over and must hold a provisional or full driving licence. Users must not ride on the pavement, only in cycle lanes, roads and shared cycle/footpaths. Users must not ride under the influence of drugs or alcohol, and they can lose their driving licence if they do.

- All of E-Scooters in the trial are limited to a speed of 12.5mph and in certain areas this is reduced to 3mph, and the e-Scooter must be pushed. Riders must follow the Highway Code and are advised to wear a helmet. Any reports of offences are actioned to ensure scooters are used safely and in accordance with traffic regulations, Voi[15] (the managing contractor) has a three-strike policy which users who do not follow the E-Scooter rules will see their accounts blocked.

- E-scooters are still a relatively new form of road transport in the UK, and they have only recently been included within the STAT19 road safety data collected by Police nationally. The UK's national report on road casualties for E-scooters in 2024 has been published by DfT and can be found online[16]. No road casualty data was collected on E-Scooters in Oxfordshire by Thames Valley Police prior to 2022.

- There were 19 road safety collisions involving E-scooters reported in Oxfordshire in 2024, 18 of these occurring within Oxford City, where the Voi E-Scooter trial is taking place, with five serious incidents reported. There were no E-scooter fatalities reported in 2024.

[14] E-scooter trial in Oxford | Oxfordshire County Council
[15] Voi | E-scooters and e-bikes for hire
[16] Reported road casualties Great Britain: e-Scooter factsheet 2024 - GOV.UK

8. Motorcycle and Moped Casualties.

The tables and graphs found within this section show the 148 motorcycle and moped casualties recorded in Oxfordshire in 2024, including analysis across each of the Oxfordshire's District areas, by road classification, by speed limits, and the vehicle type involved in the collision. There is also analysis on the number of motorcycle and moped casualties recorded as occurring near or at specific junction types.

Oxfordshire District Council area					
Motorcyclist casualties 2024	Cherwell	Oxford	South Oxon	Vale of White Horse	West Oxfordshire
Fatal	1	0	0	0	0
Serious	12	13	18	15	12
Slight	15	30	9	11	12
Total	28	43	27	26	24

Table 8.1 – Motorcycle & moped casualties by District.

Road Classification				
Motorcyclist casualties 2024	M	A	B	Unnumbered Road
Fatal	0	0	1	0
Serious	2	43	13	13
Slight	0	31	17	29
Total	2	74	31	42

Table 8.2 – Motorcycle & moped casualties by road classification.

Speed Limit		
Motorcyclist casualties 2024	Speed limit 40mph or above	Speed limit 30mph or below
Fatal	1	0
Serious	49	21
Slight	23	54
Total	73	75

Table 8.3 – Motorcycle & moped casualties by speed limit.

Other Type of vehicle involved in collisions where motorcyclist sustained injury										
Motorcyclist casualties 2024	None	Pedal cycle	E-scooter	Motor-cycle	Car	Taxi / Private Hire	Bus	Van	Lorry	Other
Fatal	0	0	0	0	0	0	0	1	0	0
Serious	19	1	0	1	42	0	0	5	0	0
Slight	9	1	0	2	61	2	1	1	0	2
Total	28	2	0	3	103	2	1	7	0	2

Table 8.4 – Other Type of vehicle involved in collisions where motorcyclist sustained injury

Motorcycle and Moped Casualties by presence of junction / bend type			
At junction	Fatal	Serious	Slight
Private access (give way)			
T- junction (give way)	1	23	32
Crossroads (give way)	0	1	1
Mini roundabout (give way)	0	0	3
Roundabout (give way)	0	3	10
T-junction (signals)	0	0	1
Crossroads (signals)			
Roundabout (signals)	0	1	1
Slip Road	0	1	2
Other	0	5	6
Total	**2**	**33**	**56**
Not at junction	0	36	21
Total	**1**	**70**	**77**

Table 8.5 – Motorcyclists / Moped Collisions by road environment

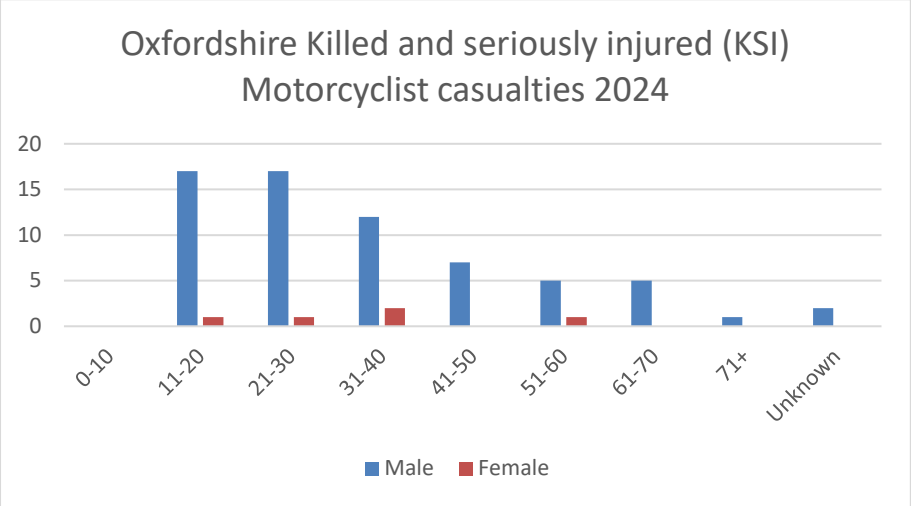


Chart 10 – Motorcyclists and moped KSI casualties by age and gender profile

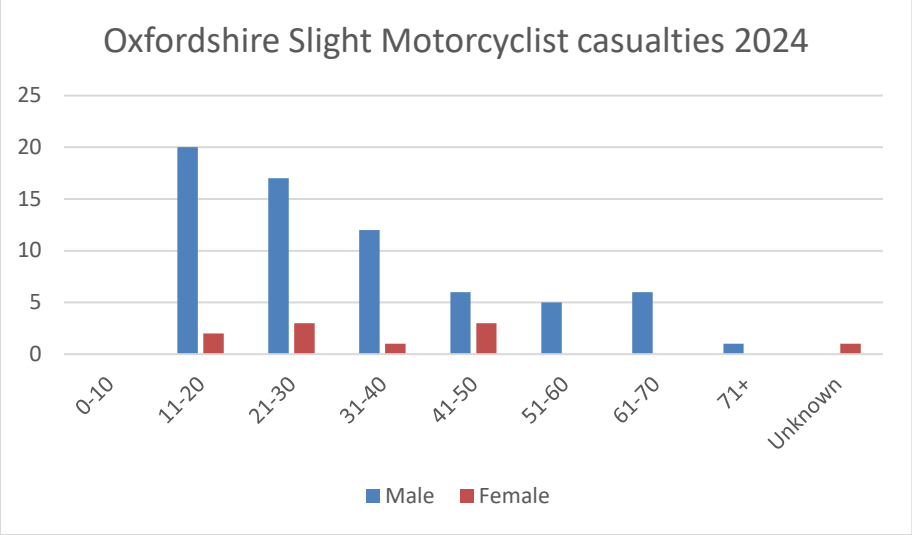
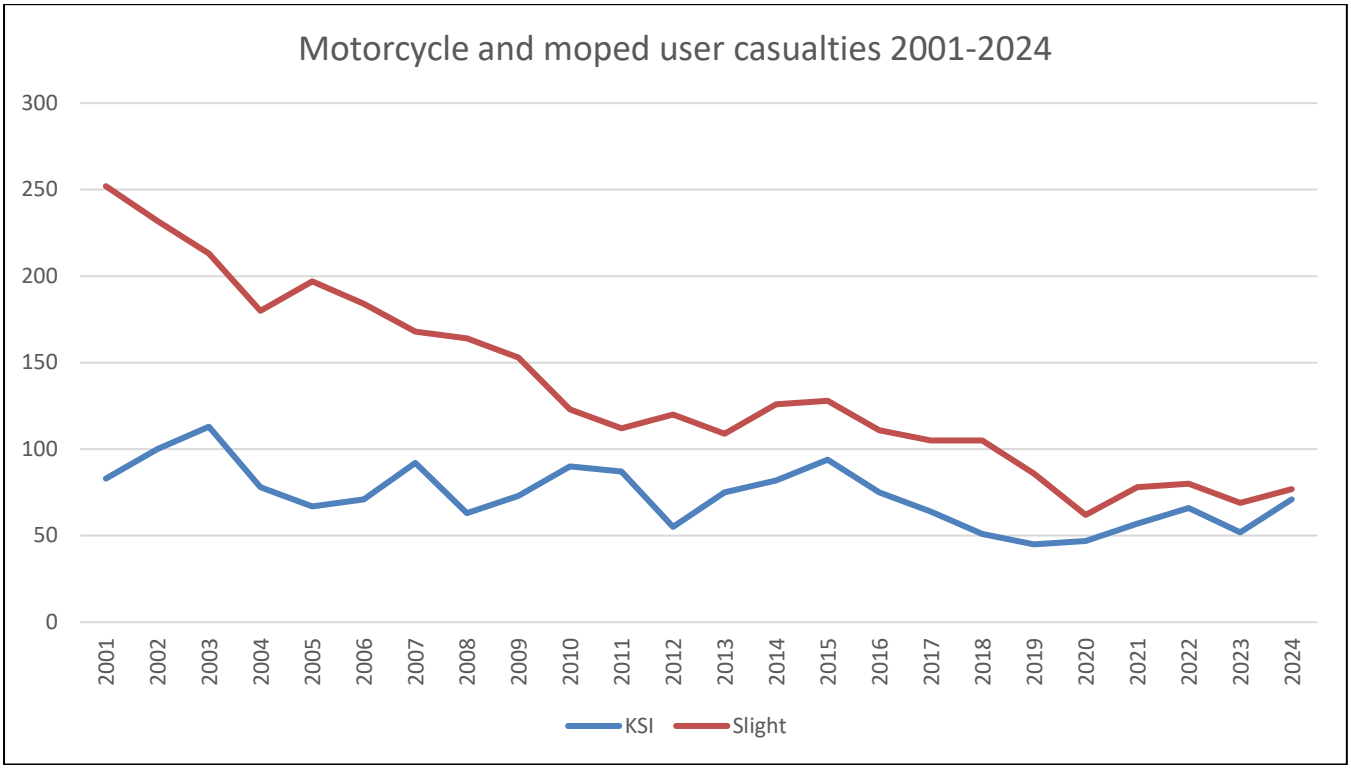


Chart 11 - Motorcyclists and moped slight casualties by age and gender profile



Graph 4 - Motorcyclists and moped casualties 2001 – 2024

Key Points

- In total motorcycle and moped casualties increased by 18% since 2023, although there was only one fatality.

- The age and gender profile also underlines the higher proportion of casualties for younger age group males within this road user group in comparison to other road user groups. This is also reflected nationally where it has been calculated that there are 12 times more male than female motorcycle KSI casualties overall[17].

- The high risks involved in motorcycle and moped use are factored into targeted road safety education and training campaign nationally and within Oxfordshire through specific courses such as 'Bike Safe' and 'Biker Down'[18], which are delivered by Oxfordshire Fire & Rescue Services[19]. The high risks presented by motorcycle and moped use underline the importance of improving road safety for this road user group.

- Safety campaigns such as those supported by the Motorcycle Action Group (MAG)[20] continue to support motorcycle and moped users nationally, and our Vision Zero road safety improvement schemes need to be delivered in partnership with our road safety stakeholders, so that our improvements are aligned with specific road user requirements.

[17] Reported road casualties Great Britain: motorcyclist factsheet 2024 - GOV.UK
[18] About - Biker Down
[19] Safety and accident prevention | Oxfordshire County Council
[20] Campaigns & News Archives - Motorcycle Action Group

9. Car Occupant (Driver and Passenger) Casualties.

The tables and graphs found within this section show the 506 car occupant (driver and passenger) casualties recorded in Oxfordshire in 2024, including analysis across each of the Oxfordshire's District areas, by road classification, by speed limits, and the vehicle type involved in the collision. There is also analysis on the number of Car Occupant casualties recorded as occurring near or at specific junction types.

Oxfordshire District Council area					
Car occupant casualties 2024	Cherwell	Oxford	South Oxon	Vale of White Horse	West Oxfordshire
Fatal	5	1	3	2	1
Serious	21	9	25	14	14
Slight	143	53	81	68	66
Total	169	63	109	84	81

Table 9.1 – Car Occupant casualties by District.

Road Classification				
Car occupant casualties 2024	M	A	B	Unnumbered Road
Fatal	0	6	4	2
Serious	9	52	12	10
Slight	41	195	94	81
Total	50	253	110	93

Table 9.2 – Car Occupant casualties by road classification.

Speed Limit		
Car occupant casualties 2024	Speed limit 40mph or above	Speed limit 30mph or below
Fatal	9	3
Serious	69	14
Slight	283	128
Total	361	145

Table 9.3 – Car Occupant casualties by speed limit.

Other Type of vehicle involved in collisions where car occupant sustained injury										
Car occupant casualties 2024	None	Pedal cycle	E-scooter	Motor-cycle	Car	Taxi / Private Hire	Bus	Van	Lorry	Other
Fatal	6	0	0	1	3	0	0	1	1	0
Serious	26	0	0	1	39	2	1	0	14	0
Slight	56	0	0	2	291	7	2	32	20	1
Total	88	0	0	4	333	9	3	33	35	1

Table 9.4 – Other Type of vehicle involved in collisions where Car Occupant sustained injury

Car occupant Casualties by presence of junction / bend type			
At junction	Fatal	Serious	Slight
Private access (give way)	0	3	13
T- junction (give way)	4	16	103
Crossroads (give way)	0	4	22
Mini roundabout (give way)	0	0	7
Roundabout (give way)	1	0	29
T-junction (signals)	1	3	10
Crossroads (signals)	0	5	6
Roundabout (signals)	0	2	11
Slip Road	0	0	8
Other	0	0	2
Total	**6**	**33**	**211**
Not at junction	6	50	200
Total	**12**	**83**	**411**

Table 9.5 – Car Occupant Collisions by presence of junction / bend

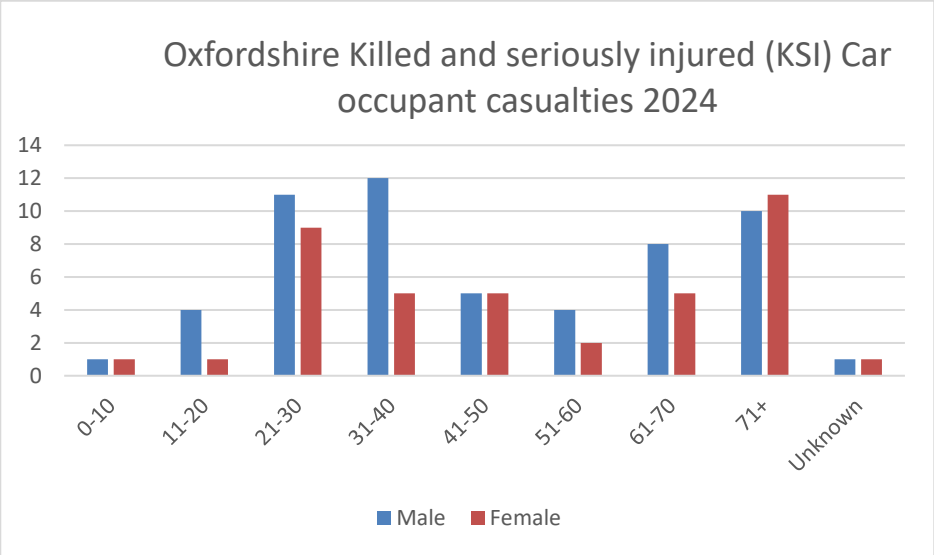


Chart 12 – Car occupant KSI casualties by age and gender profile

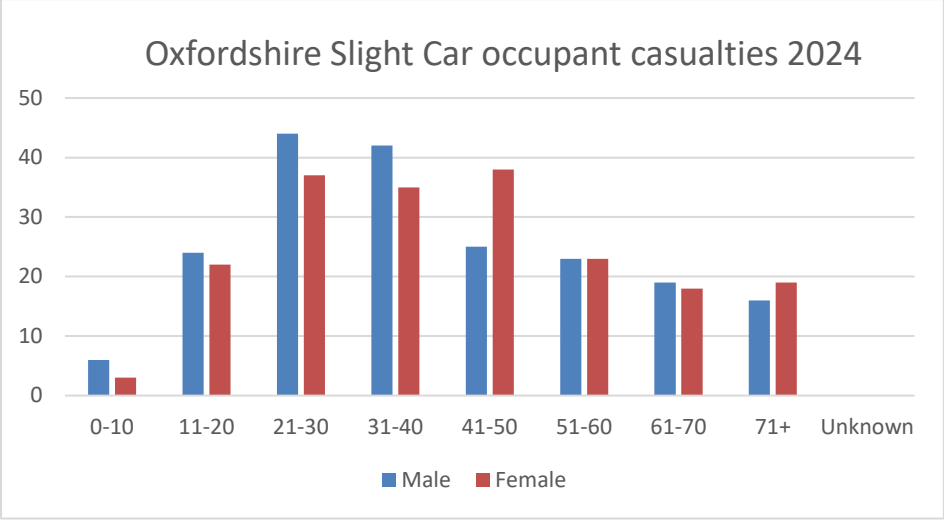
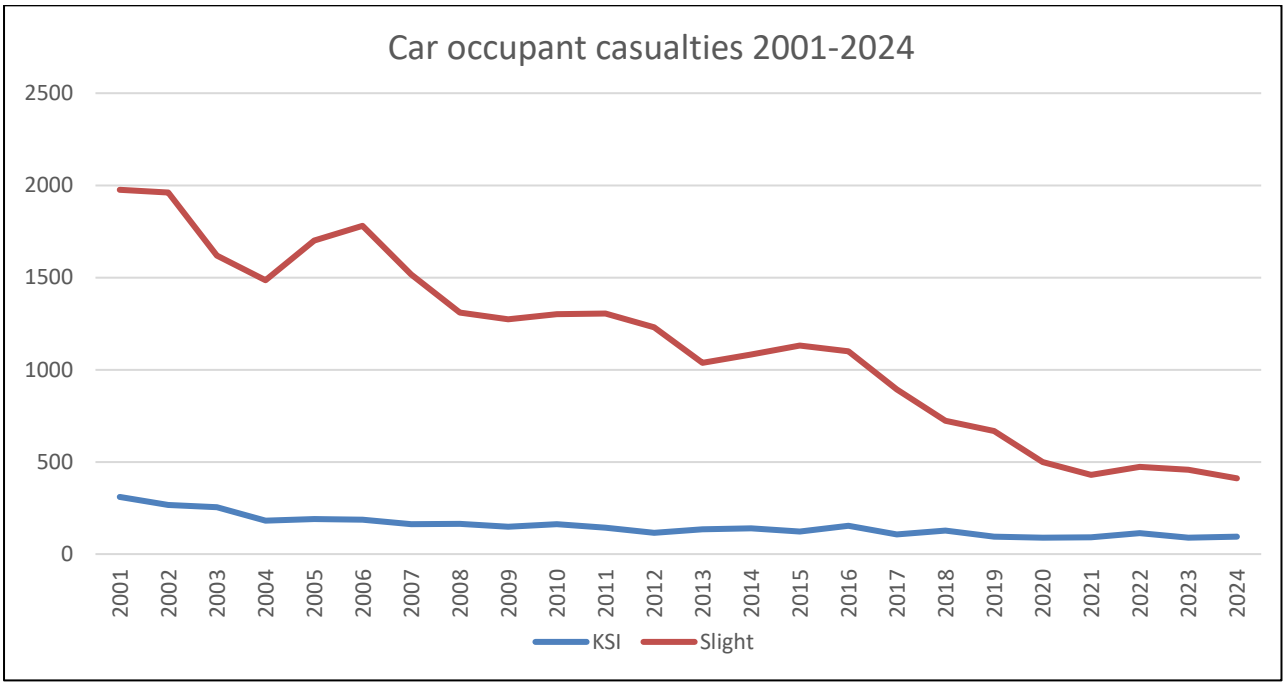


Chart 13 - Car occupant slight casualties by age and gender profile

As evidenced in section 3.3, Graph 1, there has been an overall reduction in the number of road casualties since 2001. Graph 5 below gives an overview of this reduction specifically for car occupants.



Graph 5 - Car occupants' casualties – 2001 to 2024

Key Points

- The 12 car occupant fatalities account for 60% of road user casualties recorded in Oxfordshire in 2024, which is unchanged from those recorded in 2023. Nationally, there were an estimated 1,251 car occupant fatalities in 2024, which is virtually the same as 2023[21].

- The 361 total casualties reported for speeds of 40mph and above account for 71% of all car occupant casualties. Nationally, speed was recognised as a factor in 59% of fatal collisions[22]. This underlines the risks presented by high speeds for car occupants as a road user group, evidencing how important road speed reductions are as a safety improvement for reducing road collisions. Reducing road speeds is one of the most effective ways to minimise car occupant's road safety incident severity from fatal to serious, or serious to slight. Research shows that on urban roads with low average traffic speeds, any 1mph reduction in average speed can reduce the collision frequency by around 6%[23]. Our Speed Management Programme has been set up as part our Vision Zero Strategy to provide a specific focus on reducing road speeds where there are high levels[24] of road collisions.

- There was a higher number of male KSI car occupant casualties involved in collisions in the 11–20 age range compared to females in the same age range in 2024. One in five new drivers crash within their first year, and although there are many contributory factors which influence newly qualified young drivers, road safety initiatives such as Graduated Driving Licenses[25] are being explored nationally to help improve road safety for younger drivers who are at high risk of being involved in collisions.

[21] Reported road casualties Great Britain, annual report: 2024 - GOV.UK
[22] Reported road casualties Great Britain, annual report: 2024 - GOV.UK
[23] TRL | The effects of drivers' speed on the frequency of road accidents
[24] Also referred to as 'hotspots'
[25] Government looks at steps to make new drivers safer - GOV.UK

10. Bus and Coach Occupant Casualties.

The tables and graphs found within this section show the 13 bus and coach occupant casualties recorded in Oxfordshire in 2024, including analysis across each of the Oxfordshire's District areas, by road classification, by speed limits, and the vehicle type involved in the collision. There is also analysis on the number of bus and coach occupant casualties recorded as occurring near or at specific junction types.

Oxfordshire District Council area					
Bus occupant casualties 2024	Cherwell	Oxford	South Oxon	Vale of White Horse	West Oxfordshire
Fatal	0	1	0	0	0
Serious	0	2	1	0	0
Slight	0	2	0	3	4
Total	0	5	1	3	4

Table 10.1 – Bus and Coach Occupant casualties by District.

Road Classification				
Bus occupant casualties 2024	M	A	B	Unnumbered Road
Fatal	0	0	0	1
Serious	0	3	0	0
Slight	0	5	4	0
Total	0	8	4	1

Table 10.2 – Bus and Coach Occupant casualties by road classification.

Speed Limit		
Bus occupant casualties 2024	Speed limit 40mph or above	Speed limit 30mph or below
Fatal	0	1
Serious	2	1
Slight	7	2
Total	9	4

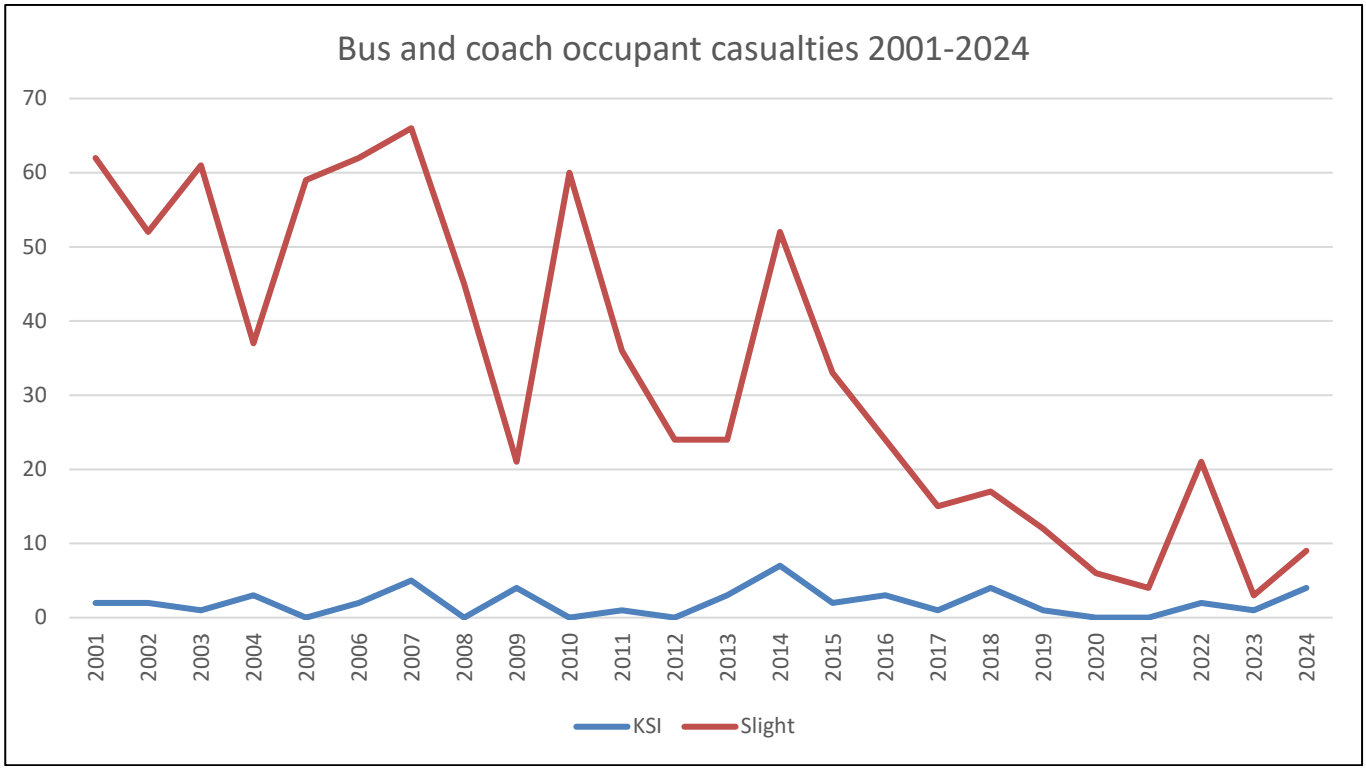
Table 10.3 – Bus and Coach Occupant casualties by speed limit.

Other Type of vehicle involved in collisions where bus occupants sustained injury										
Bus occupant casualties 2024	None	Pedal cycle	E-scooter	Motor-cycle	Car	Taxi / Private Hire	Bus	Van	Lorry	Other
Fatal	1	0	0	0	0	0	0	0	0	0
Serious	2	1	0	0	0	0	0	0	0	0
Slight	1	0	0	0	8	0	0	0	0	0
Total	4	1	0	0	8	0	0	0	0	0

Table 10.4 – Other Type of vehicle involved in collisions where bus and coach occupant sustained injury

Bus occupant Casualties by presence of junction / bend type			
At junction	Fatal	Serious	Slight
Private access (give way)	0	0	2
T- junction (give way)	0	0	2
Crossroads (give way)	0	0	0
Mini roundabout (give way)	0	0	0
Roundabout (give way)	0	0	4
T-junction (signals)	0	0	0
Crossroads (signals)	0	0	0
Roundabout (signals)	0	0	0
Slip Road	0	0	0
Total	**0**	**0**	**8**
Not at junction	1	3	1
Total	**1**	**3**	**9**

Table 10.5 – Bus and coach occupant collisions by presence of junction / bend



Graph 6 - Bus occupant casualties – 2001 to 2024

11. Goods Vehicle (Van and Lorry) Occupant Casualties.

The tables and graphs found within this section show the 48 goods vehicle (van and lorry) occupant casualties recorded in Oxfordshire in 2024, including analysis across each of the Oxfordshire's District areas, by road classification, by speed limits, and the vehicle type involved in the collision. There is also analysis on the number of goods vehicle occupant casualties recorded as occurring near or at specific junction types.

Oxfordshire District Council area					
Goods vehicle casualties 2024	Cherwell	Oxford	South Oxon	Vale of White Horse	West Oxfordshire
Fatal	0	0	2	0	0
Serious	5	2	0	4	3
Slight	11	5	4	8	6
Total	16	7	6	12	9

Table 11.1- Goods Vehicle Occupant casualties by District.

Road Classification				
Goods vehicle casualties 2024	M	A	B	Unnumbered Road
Fatal	1	1	0	0
Serious	3	5	3	2
Slight	1	18	6	8
Total	5	24	9	10

Table 11.2- Goods Vehicle Occupant casualties by road classification.

Speed Limit		
Goods vehicle casualties 2024	Speed limit 40mph or above	Speed limit 30mph or below
Fatal	2	0
Serious	11	2
Slight	22	11
Total	35	13

Table 11.3- Goods Vehicle Occupant casualties by speed limit.

Other Type of vehicle involved in collisions where goods vehicle occupants sustained injury										
Goods vehicle casualties 2024	None	Pedal cycle	E-scooter	Motor-cycle	Car	Taxi / Private Hire	Bus	Van	Lorry	Other
Fatal	2	0	0	0	0	0	0	0	0	0
Serious	5	0	0	0	6	0	0	0	2	0
Slight	1	1	0	0	21	0	0	8	2	0
Total	8	1	0	0	27	0	0	8	4	0

Table 11.4 – Other Type of vehicle involved in collisions where Goods Vehicle Occupant sustained injury

Goods vehicle Casualties by presence of junction / bend type			
At junction	Fatal	Serious	Slight
Private access (give way)	0	0	2
T- junction (give way)	0	1	7
Crossroads (give way)	0	0	4
Mini roundabout (give way)	0	0	0
Roundabout (give way)	0	1	5
T-junction (signals)	0	0	0
Crossroads (signals)	0	0	0
Roundabout (signals)	0	0	2
Slip Road	0	0	1
Total	**0**	**2**	**21**
Not at junction	2	11	12
Total	**2**	**13**	**33**

Table 11.5 - Goods vehicle occupant collisions by presence of junction / bend

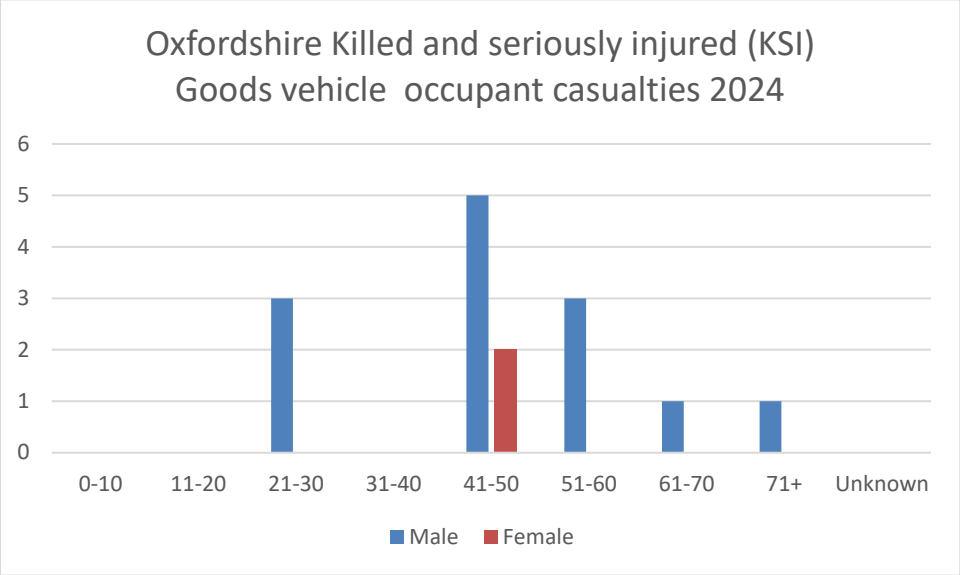


Chart 14 - Goods Vehicle Occupant KSI casualties by age and gender profile

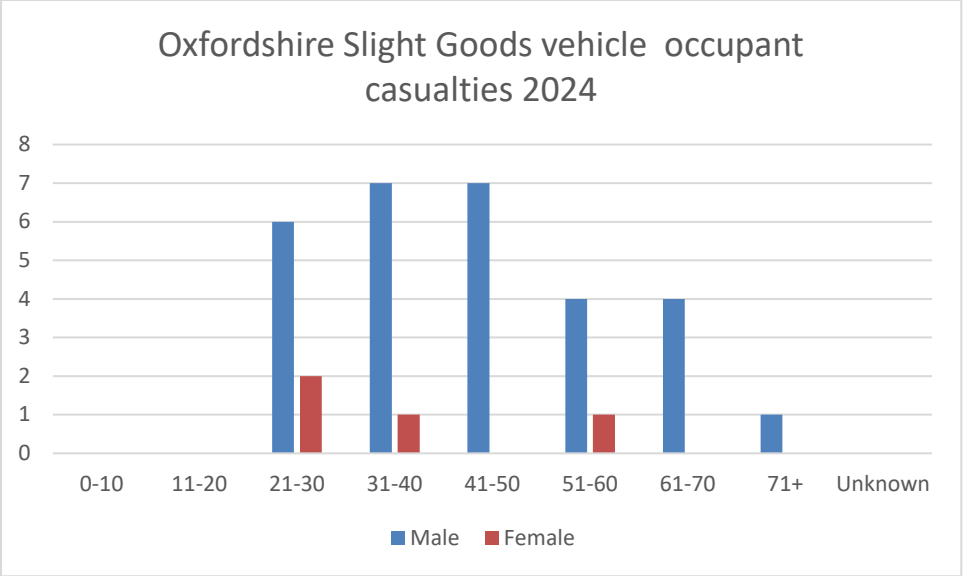
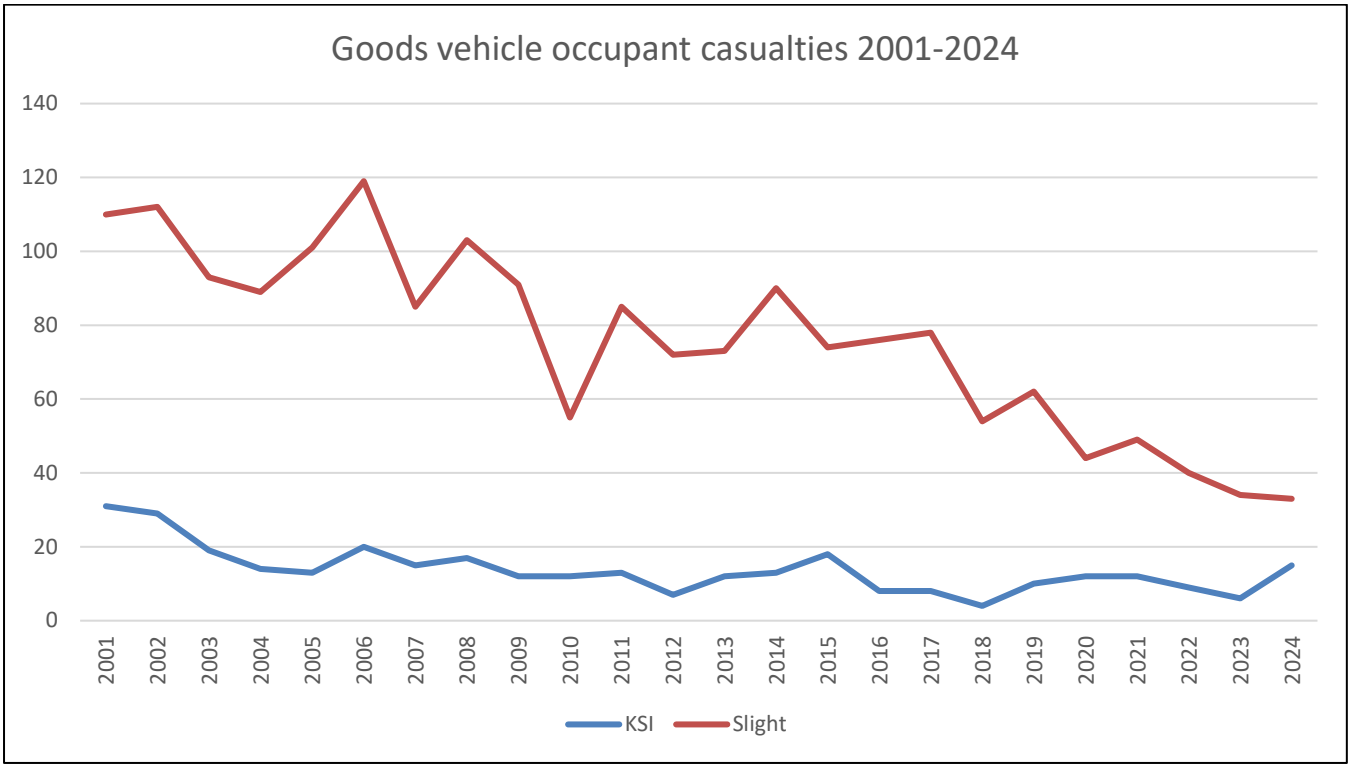


Chart 15- Goods Vehicle Occupant Slight casualties by age and gender profile

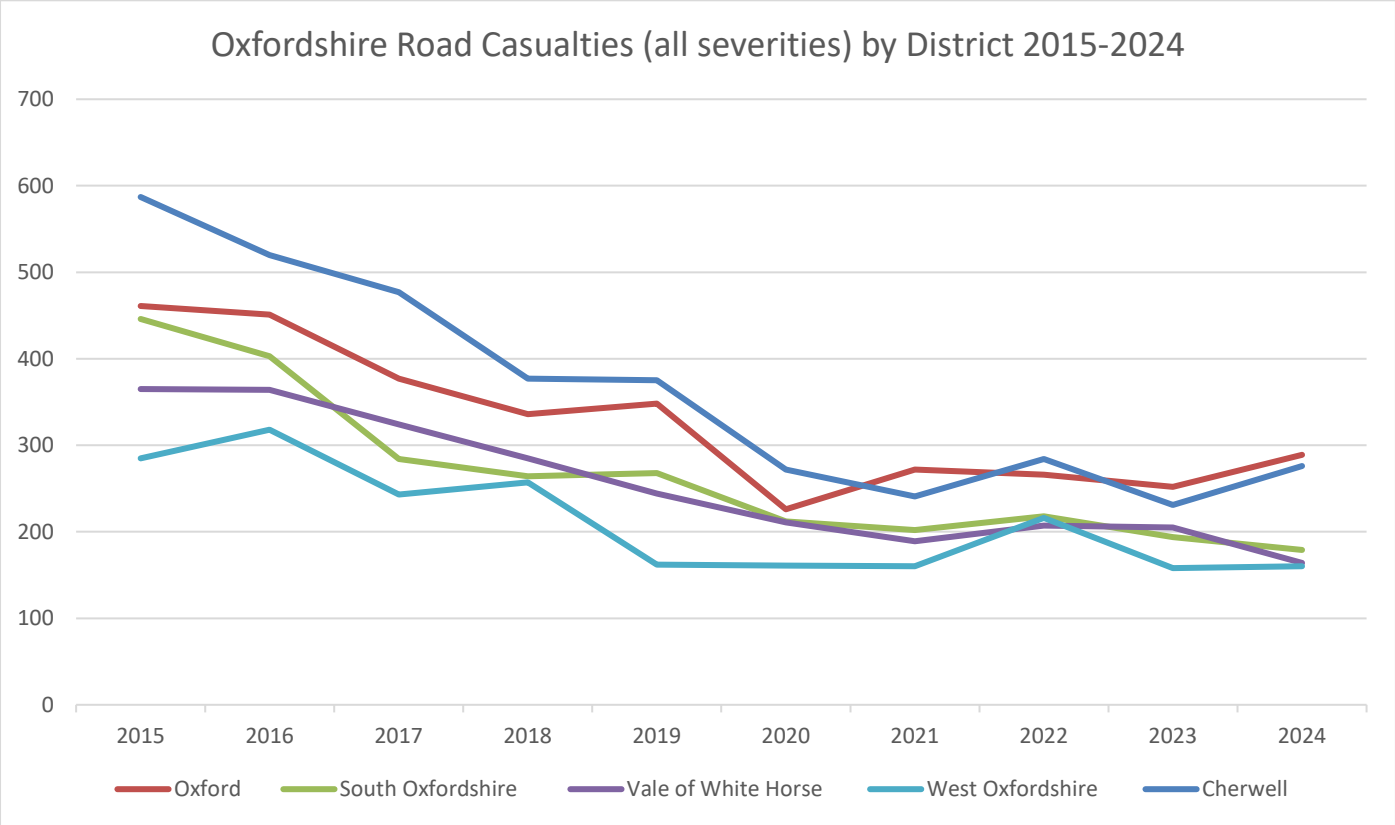


Graph 7 – Goods vehicle occupants' casualties – 2001 to 2024

12. District Casualty Summary.

The table and graph found in this section show the total road casualties in Oxfordshire across the 5 separate districts for the ten-year period 2015-2024.

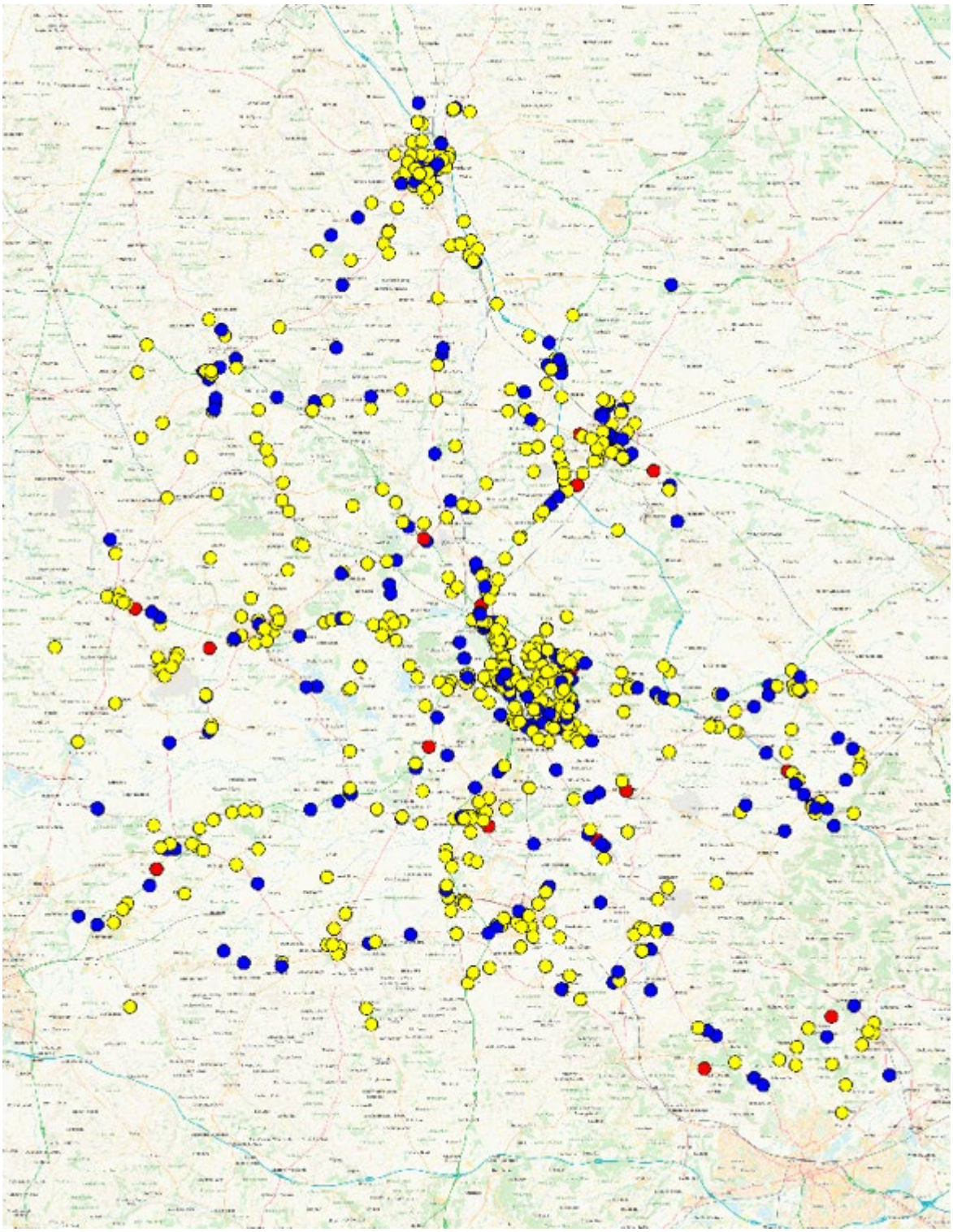
District	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Cherwell	587	520	477	377	375	272	241	284	231	276
Oxford	461	451	377	336	348	226	272	266	252	289
South Oxfordshire	446	403	284	264	268	212	202	218	194	179
Vale of White Horse	365	364	324	285	244	211	189	207	205	164
West Oxfordshire	285	318	243	257	162	161	160	216	158	160



13. Location of collisions in Oxfordshire in 2024 resulting in personal injury

Fatal
Serious
Slight

Map 1. Collisions 2024 by severity



14. Average Value of Casualty and Collision 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 £36bn 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 £14bn a year. This gives a total estimate for all reported and unreported accidents of around £55bn per year.

Table 14.1. 2024 Average value of **prevention** per reported casualty and per reported road collision (ref. Gov.UK RAS4001).

Casualty Severity	Cost per casualty	Cost per collision
Fatal	£2,525,047	£2,834,336
Serious	£283,745	£324,895
Slight	£21,874	£32,502
Average (all)	*£106,298*	*£142,473*
Damage only	*n/a*	*£3,020*

15. TVP and 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 collision reports with death registrations show that very few, if any, road collision fatalities are not reported to the police. However, 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 those recorded in police collision data. More information on the coherence of the police reported data with alternative sources can be found in our comparison to other sources of information on road casualties[26].

(taken from: Reported road casualties in Great Britain: 2024 annual report)

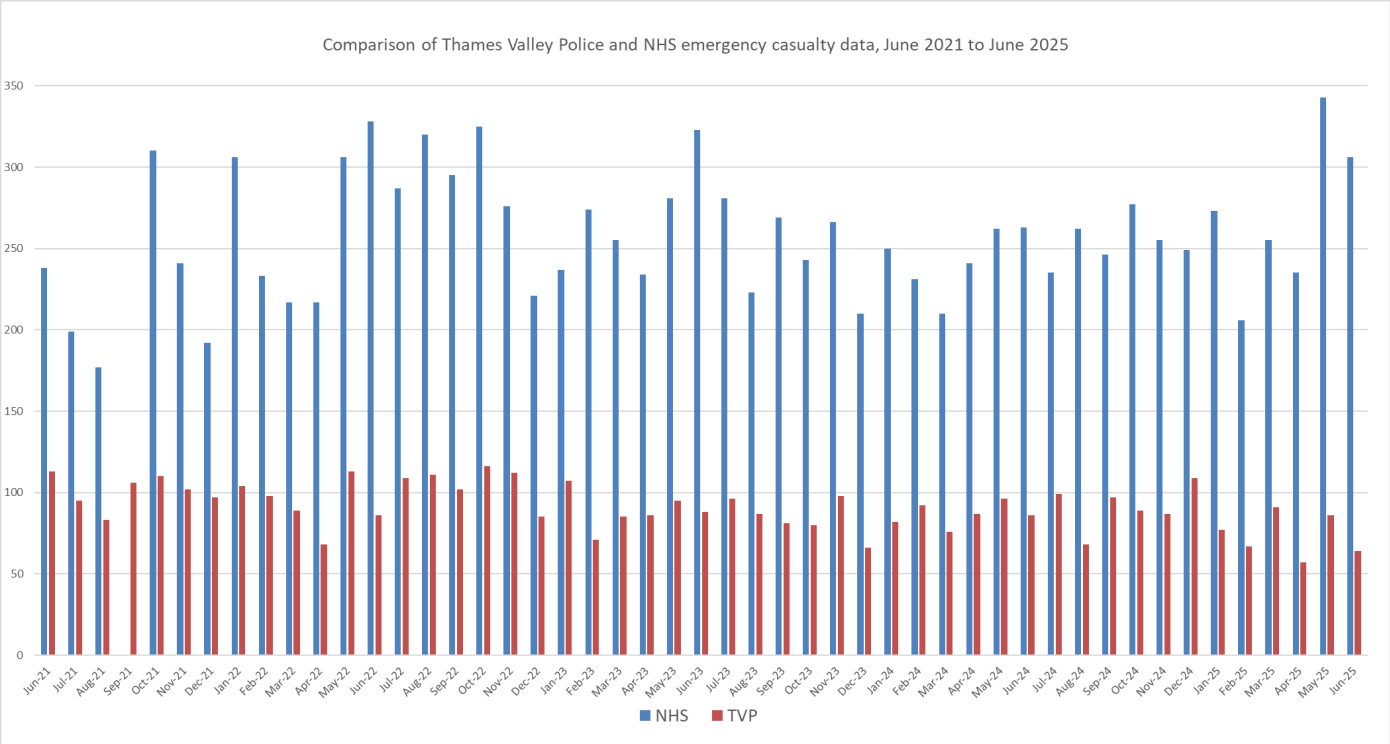


Chart 16. Thames Valley Police & NHS emergency figures total casualty data comparison (June 2021 – June 2025)

[26] https://www.gov.uk/government/publications/other-sources-of-information-on-road-casualties/other-sources-of-information-on-road-casualties

A – Contact Details.

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

Email visionzero@oxfordshire.gov.uk
Post Oxfordshire County Council
Vision Zero
Environment & Highways
County Hall
New Road
Oxford
OX1 1ND
Web https://www.oxfordshire.gov.uk/transport-and-travel/road-safety/vision-zero

B – Useful Internet Resources.

Oxfordshire County Council:
www.oxfordshire.gov.uk

https://www.oxfordshire.gov.uk/transport-and-travel/road-safety/road-casualties

Oxfordshire Street Maintenance:
https://www.oxfordshire.gov.uk/residents/roads-and-transport/street-maintenance-z

Thames Valley Police:
www.thamesvalley.police.uk

OCC Fire & Rescue Service:
https://www.oxfordshire.gov.uk/fire-and-community-safety/community-safety/safety-our-roads

Department for Transport (General):
https://www.gov.uk/government/publications/road-safety-statistics-data-tools

Department for Transport (Reported Road Casualties Great Britian annual report 2024)
https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2024/reported-road-casualties-great-britain-annual-report-2024