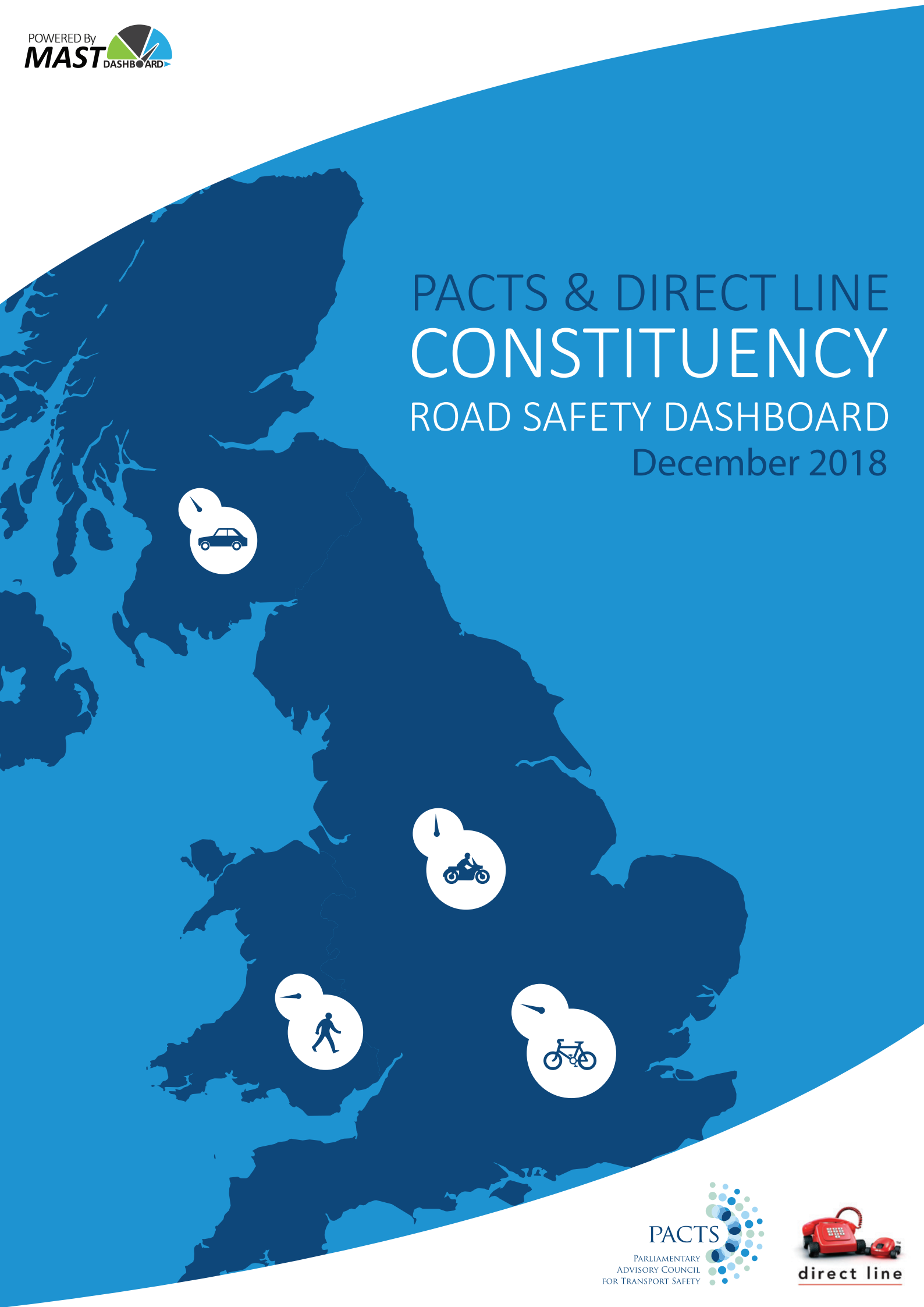
POWERED By MAST DASHBOARD

PACTS & DIRECT LINE CONSTITUENCY ROAD SAFETY DASHBOARD

December 2018



PACTS
Parliamentary Advisory Council for Transport Safety

direct line

Introduction

WELCOME TO THE DASHBOARD

Britain has a relatively good road safety record by international standards, but it is not good enough. In 2016 some 181,384 people were reported injured, including 3,010 killed and 30,453 seriously injured. These figures exclude the hundreds of thousands of casualties not reported to the police every year. The government estimates that the value of preventing these reported and unreported collisions and casualties was £35.5bn.

PACTS and Direct Line believe that road casualties can and should be reduced much further and faster – towards zero. To help MPs in their vital roles of representing their constituents, influencing policy and holding the Government to account, we have published the Constituency Road Safety Dashboard - a set of online reports, one for each Parliamentary constituency in Britain, that uniquely present key road safety information at constituency level. A further unique feature of the Dashboard is that it presents information on casualties to the residents of the constituency, even if the collision occurred outside the constituency. These casualties would also be a concern for the MP, their constituents and quite possibly for local services and businesses.

This Dashboard (the fourth we have published) includes, data on the level of collisions involving uninsured drivers in each constituency compared to the national average. This has been possible due to the close cooperation of the Motor Insurers' Bureau (MIB). We believe this will be of great interest to MPs, the public and others.

This year's report contains a new dataset on speeding endorsements, using data supplied by the DVLA and for the period 2014-2016.

As before, the Dashboard shows which constituencies have the highest and lowest casualty rates, the progress made, and by user groups. The dashboard highlights the big movers – those constituencies where casualties to residents have improved or deteriorated most. There will be many reasons why casualty rates and progress are higher or lower in certain constituencies. The figures provided here are *not* measures of performance. They are intended to highlight differences and to prompt questions about how to drive down casualties.

Once again, the technical work (the analysis, graphics, website and more) has been undertaken by Road Safety Analysis Ltd.

PACTS and Direct Line hope the Dashboard will prove useful to MPs, organisations and individuals seeking to reduce deaths and injuries, to protect vulnerable groups such as children, or to promote walking and cycling for health and sustainability benefits. We hope to see additional information and features added in future, such as data for Northern Ireland. We welcome your feedback.

David Davies,

Executive Director,

Parliamentary Advisory Council for Transport Safety

Mike Holliday-Williams,

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EXPLAINING THE DASHBOARD

The Dashboard is a unique analysis combining the following features:

Based on

- Westminster parliamentary constituencies;
- injury to residents of the constituency which resulted from reported collisions on any public road in Britain, regardless of where the collision occurred; and
- uninsured drivers resident in the constituency who were involved in collisions, regardless of where the incident occurred or whether an injury resulted.

Provided in the Dashboard

- a constituency casualty index, which shows casualty rates in the period 2011 to 2016 relative to population size and compared to the national average;
- a casualty reduction progress indicator, which compares casualties during the period 2011 – 2013 with 2014 – 2016 relative to the national average;
- separate analysis for killed and seriously injured casualties only, and all casualties including those slightly injured;
- analysis for major road user casualty groups and ages;
- the percentage of resident casualties who were injured on roads within the constituency;
- constituency indices and progress indicators concerning resident uninsured drivers involved in collisions during the period 2004 – 2016;
- constituency indices for speeding drivers receiving endorsements between 2014 and 2016; and
- maps showing the results for all constituencies in Great Britain.

Provided in this National Report

- an explanation of the Dashboard;
- notable results of this update, including constituencies that moved most;
- tables showing the key results for all constituencies in Great Britain; and
- methodologies employed, along with further references.

All data in the Dashboard are based on the Government's official reported road casualty statistics, taken from police STATS19 records and collated, analysed and published by the Department for Transport (DfT). Road Safety Analysis Ltd has a data sharing agreement with DfT which permits use of the full STATS19 dataset, including casualty postcode information.

The Dashboard covers all 632 constituencies in Great Britain. It excludes Northern Ireland constituencies as casualties on roads in the Province do not fall within STATS19 reporting.

The Dashboard presents data on casualties who are residents of the constituency. On average, only half of these incidents occur on roads within the constituency, with significant variances between constituencies and road user groups. Casualty postcodes are not presently available for collisions in North Wales from 2013-2016.

Since 2015 there has been a change to how casualty figures are reported in England.

Over the past few years a number of police forces in England (19 by 2016) have adopted an app-based road collision and injury reporting system. The Collision Reporting and Sharing System, known as CRASH, has inbuilt validations and many other features that make it superior to the paper-based Stats19 form.

Although the data collected is largely the same, CRASH provides a more accurate method of assessing injury severity. This has impacted on levels of serious injuries recorded. One consequence is that a higher proportion of casualties are now being classified as "serious" rather than "slight".

The Department for Transport issued a warning in Reported Road Casualties Great Britain: 2016[1] saying that the results should be 'interpreted with caution due to changes in severity reporting by several police forces'. The situation is complicated and significant efforts are being made by the DfT and Office for National Statistics (ONS) to calculate the effect nationally and locally on casualty reporting.

Initial estimates by the ONS suggest that the 'CRASH effect' has resulted in an additional 10% of serious casualties nationally in 2016. This impact is likely to continue into 2017 and beyond until all forces adopt CRASH, or some other app-based version of STATS19 recording.

The situation is further complicated for London where the Metropolitan Police have introduced their own system, COPA (Case Overview Preparation Application). This has impacted on the levels of serious injuries now recorded and also led to major delays in reporting results to DfT.[2]

Further information on this and other aspects of the methodology are provided in Appendix 3.

[1] https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2016

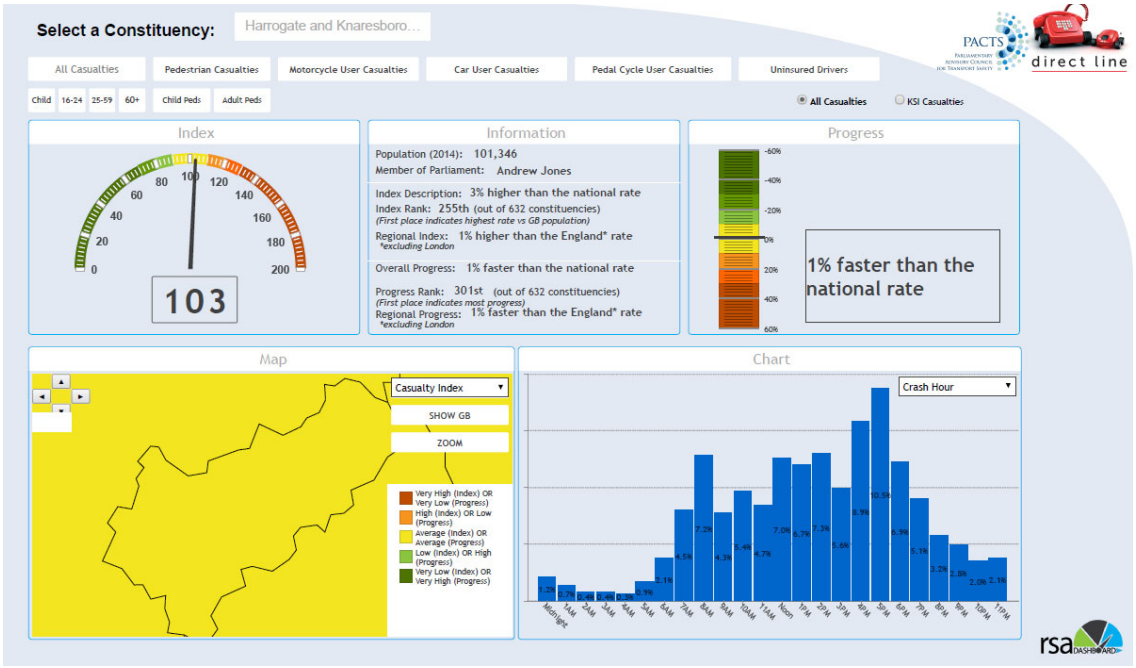
[2] https://www.gov.uk/government/collections/road-accidents-and-safety-statistics

THE DASHBOARD ONLINE

This National Report is a summary report, explaining the purpose of the Dashboard, its methodology and key Index results for all constituencies.

The full Dashboard can be accessed online via the PACTS website at www.pacts.org.uk/dashboard. This provides a facility to view geographical variances on a series of interactive maps, download local constituency reports, and find out more about local casualty trends for each of the road user groups analysed.

Full access to the analysis is also provided in a suitable open data format, also available on the website.



Update

CHANGES IN RESULTS FOR INDIVIDUAL CONSTITUENCIES

This version of the Dashboard is based on figures from 2011 to 2016, updated from 2010 to 2015 last year. This removal of historic 2010 data and inclusion of the latest 2016 data has resulted in some changes to constituency rankings. This section summarises the most notable changes in constituency rankings for all resident casualties. The highest and lowest ranking constituencies and trends for specific road user groups appear elsewhere in this report. The rankings for all constituencies are listed in Appendix 1 – Key Casualty data by Constituency.

Some constituencies saw a decrease in casualty rates, notably:

- The largest decrease in casualty index rate from last year, relative to population was **Aberdeen South** where the rate fell by 19.9%.
- The largest casualty decrease based on annual averages between 2011-2013 and 2014-2016 was **Bury South** where casualties fell by 41% between the two periods.
- The constituency which saw the greatest progress in casualty reduction overall was **Manchester Withington,** which improved 38% faster than Great Britain in terms of casualty reduction.
- The constituency which saw the greatest ranking change relative to improvement in casualty index between the 2016 dashboard and the 2017 update was **Manchester Gorton** which saw a reduction in annual average casualties of 26% and moved from 266th to 452nd in the rankings. (186 places)

Some constituencies experienced increases in casualty rates, notably:

- The largest rise in casualty index from last year, relative to population was rate relative to population was **Harrow West** where the rate increased by 6.9%.
- The largest casualty increase based on annual averages between 2011 to 2013 and 2014-2016 was **Liverpool Walton** where casualties increased by 50% between the two periods.
- The constituency which has seen the least progress in casualty reduction overall was also **Liverpool Walton** which is 53% slower than Great Britain in terms of casualty reduction.
- The constituency which saw the greatest ranking change relative to a deterioration in casualty index between the 2016 dashboard and the 2017 update was **Harrow West** which saw an increase in annual average casualties of 27% and moved from 415th to 220th in the rankings.

These constituencies are the “biggest movers”. The constituencies which made the fastest progress are shown later in this report.

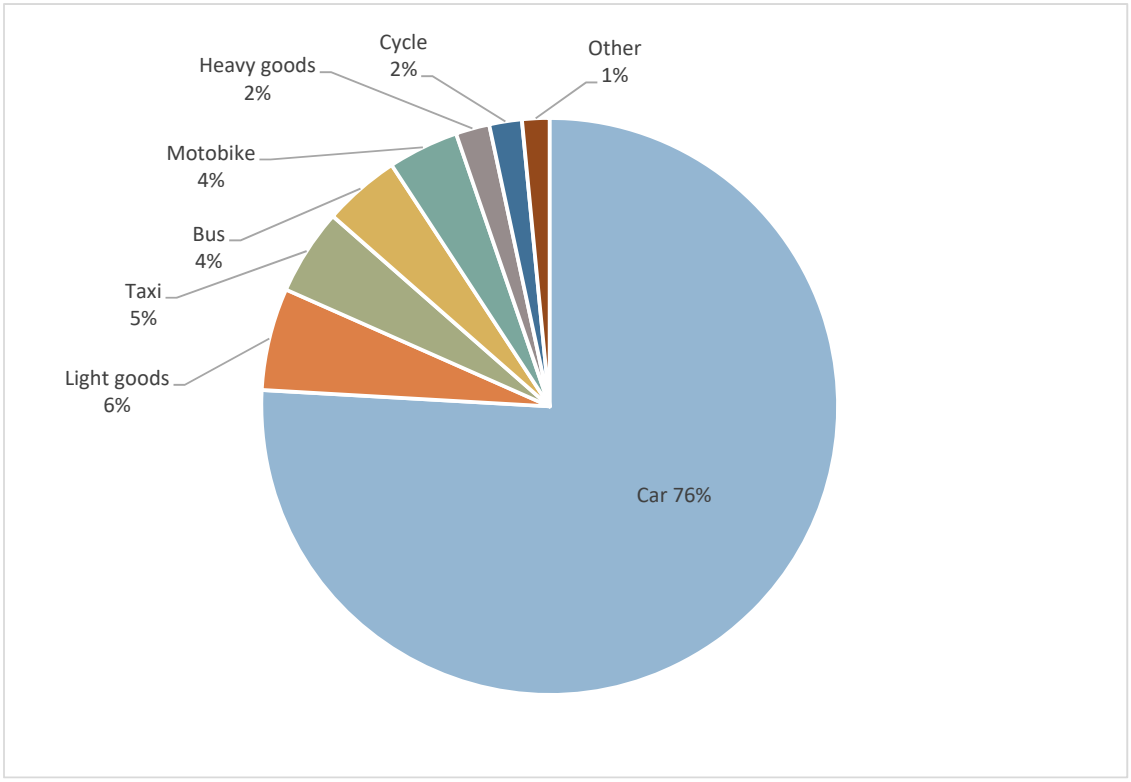
VEHICLE INVOLVEMENT IN PEDESTRIAN AND CYCLIST CASUALTIES

The pedestrian casualty page on the Dashboard includes an analysis of 'related vehicle type' which indicates the type of vehicle that struck an injured pedestrian. The pedal cycle user page also includes the same functionality. Collisions involving multiple vehicle types e.g. a pedal cycle, bus, and a car have been excluded.

PEDESTRIANS

Nationally, cars are the vehicle type most involved in collisions with pedestrians (Fig. 1), as to be expected. This is followed by light goods vehicles (under 3.5 tonnes). The vehicles involved in collisions with injured pedestrians vary slightly from those for cyclists, with even greater proportion involving cars. A separate analysis of fatal and / or serious collisions would produce a somewhat different pattern of vehicle involvement: for example, nationally 14% of collisions resulting in a pedestrian fatality involved a HGV.

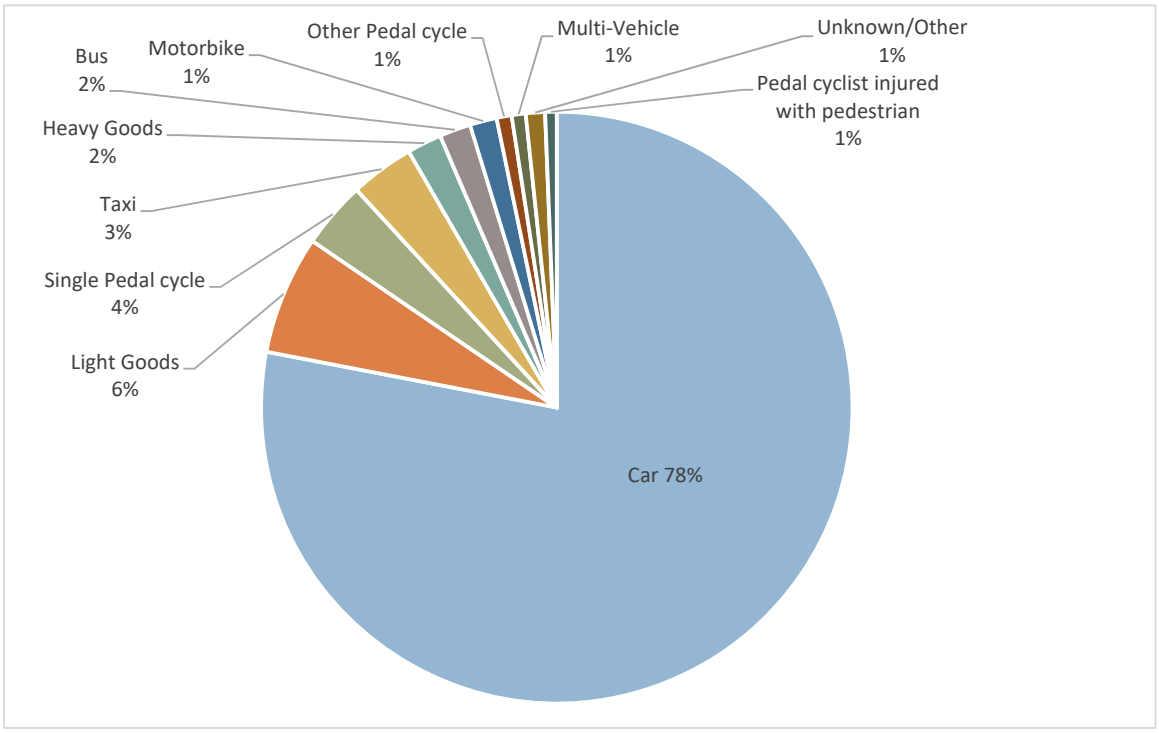
Figure 1: Vehicle types involved in collisions with pedestrians, 2011 - 2016



CYCLISTS

Within the sample nationally, cars feature in more than three-quarters of collisions (78%) with pedal cyclists with the next highest type being light goods vehicles (6%). Collisions involving only injured cyclists (i.e. no motor vehicle) and/or pedestrians are subject to significant under-reporting, and only account for around 5% of reported injured cyclists. The analysis covers all injury collisions. A separate analysis of fatal and / or serious collisions would produce a somewhat different pattern of vehicle involvement: for example, nationally 18% of collisions resulting in a pedal cyclist fatality involved a HGV.

Figure 2: Vehicle types involved in collisions with pedal cyclists, 2011 – 2016



Within individual constituencies, the breakdowns will vary considerably. For example, the constituency of the Cities of London and Westminster has a much lower than average percentage of car-related casualties (55%) but higher percentages in the taxi (13%) and LGV categories (11%). These local variances reflect the complex mix of traffic types, pedestrians and different infrastructures such as on-road and off-road cycle paths.

UNINSURED DRIVERS

The 2017 Dashboard includes an analysis of collisions involving uninsured drivers, based on data supplied by the Motor Insurers' Bureau. This includes all reported collisions in which constituency resident uninsured drivers were involved, regardless of where they occurred or whether injury resulted or not. Each constituency dashboard also indicates the proportion of these collisions which resulted in injury, compared to the corresponding national proportion To generate the constituency indices, average annual proportions of constituency residents involved in collisions as uninsured drivers were divided by the equivalent national rate and expressed as a 100-based index. Values over 100 indicate a rate higher than expected based on population, while values lower than 100 suggest a rate lower than expected.

Constituencies with highest levels of uninsured drivers involved in collisions	Index
Bradford West	200
Birmingham Ladywood	196
Birmingham Hodge Hill	194
Bradford East	162
Birmingham Perry Barr	159
Blackley and Broughton	154
Birmingham Hall Green	147
Bolton South East	146
Manchester Gorton	140
Edmonton	138

Constituencies with lowest levels of uninsured drivers involved in collisions	Index
West Aberdeenshire and Kincardine	8
Orkney and Shetland	9
Argyll and Bute	12
North East Fife	12
Caithness Sutherland and Easter Ross	13
Edinburgh South	13
Na h-Eileanan an Iar	13
Ross Skye and Lochaber	13
Aberdeen South	14
Edinburgh North and Leith	14

The constituency analysis highlights the main urban areas, notably in and around: London, Birmingham, Liverpool, Manchester and Leeds, where rates are considerably higher than the national norm. However, a large majority of constituencies have rates which lie below the national norm. The highest index constituency (Bradford West) has a rate twice the national norm (100% higher).

There are low rates across large parts of the UK, away from urban areas. The top 10 lowest areas in the UK are in Scotland, with West Aberdeenshire and Kincardine the lowest with an index 92% lower than the national norm. It is highly recommended that the online map is used to identify areas with the highest index values as they tend to be small, urban constituencies which are difficult to identify in a document such as this.

A key objective of the motor insurance industry in general, and the MIB in particular, is to reduce the level of uninsured driving and thereby collisions involving uninsured drivers. This is also an objective of the police and motoring agencies.

Progress rates in tackling this problem show less variation around the country than the other datasets included in this report. There is also an indistinct pattern which makes it difficult to identify specific areas where there is significant change. Manchester Withington has the fastest progress rate 38% faster than the nation average.

A progress map is shown in Figure 4 and the full constituency results are shown in Appendix 2.

Figure 3: Resident uninsured driver collision involvement rates by constituency 2014 – 2016, indexed relative to the national rate

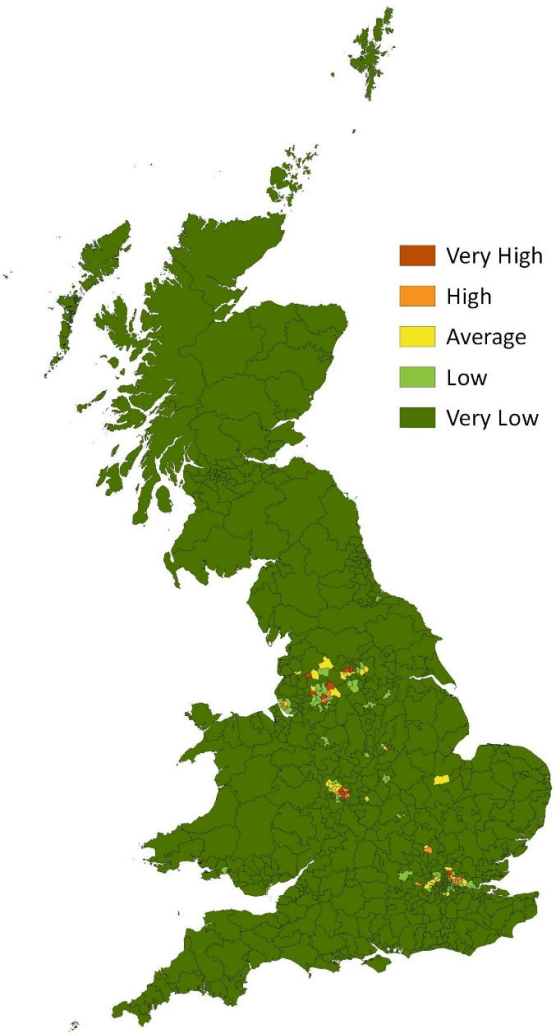
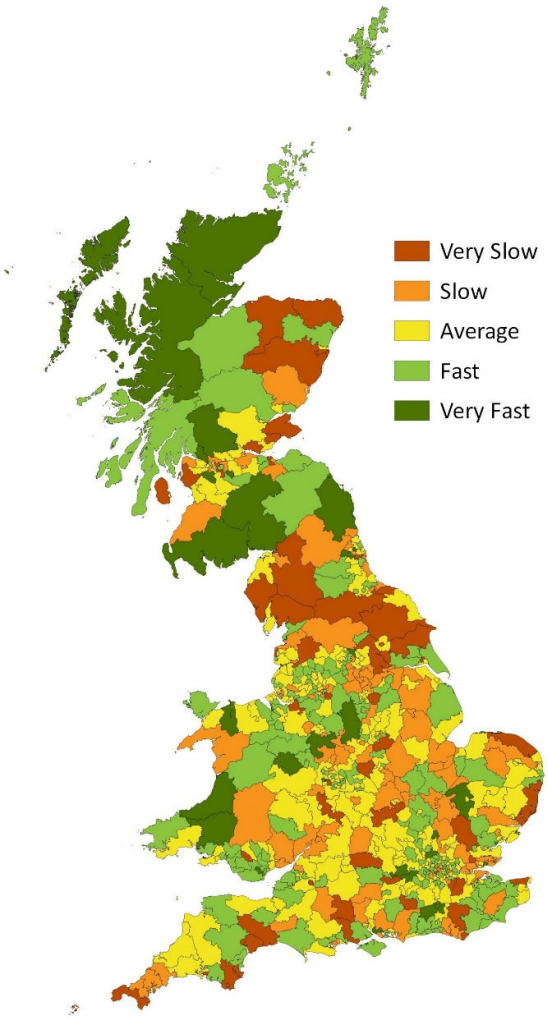


Figure 4: Resident uninsured driver collision involvement progress by constituency, comparing 2014 – 2016 to the preceding three year period



Results

Constituencies vary significantly in their characteristics – demographics, deprivation levels, the balance between urban and rural roads, traffic volumes and speeds, car ownership and the number of vulnerable road users, visitors, commuters and so forth. These can significantly affect the levels and types of casualties that result. The performance of the agencies involved in road safety will also be critical. These factors will affect the results presented in the Dashboard. This report does not attempt to explain the differences between constituencies or why geographical patterns appear as they do.

Casualty rates are measured and expressed as an index value where 100 represents the national average. Values lower than 100 represent a lower than average casualty rate relative to population while values above 100 indicate a higher than average casualty rate. The numbers can also be interpreted in terms of a percentage, so an index value of 150 means 50% more resident casualties than would be expected based on the constituency population.

Progress is expressed as a percentage above or below the national level for the same period. A negative progress value means they have not reduced as fast as elsewhere in the country. It does not necessarily indicate that casualties have not reduced.

KILLED AND SERIOUSLY INJURED CASUALTIES

The focus of most road safety effort is to reduce the number of people killed or seriously injured (KSI). Looking only at casualties who are killed or seriously injured shows a different pattern compared to all casualties. Here constituencies with the highest indices tend to be rural in nature, probably reflecting high speed impacts as vehicles travel at faster speeds on roads with fewer safety engineering measures to reduce inherent risks in the road network. Banff and Buchan has the highest rate, 98% higher than average. There is much more scatter in the top 10 with constituencies in the south of England, Wales, Scotland, Lancashire and Lincolnshire appearing.

Highest KSI Casualty Rates	Index
Banff and Buchan	198
Montgomeryshire	194
Louth and Horncastle	178
Gosport	173
Bexhill and Battle	168
Southampton Itchen	167
Wealden	167
Hastings and Rye	164
Portsmouth North	159
Burnley	159

Lowest KSI Casualty Rates	Index
Bath	48
Cardiff Central	49
Erith and Thamesmead	56
Torfaen	57
East Renfrewshire	57
Cardiff North	57
Altrincham and Sale West	57
Greenwich and Woolwich	58
Kingswood	58
Monmouth	58

Constituencies where KSI rates for residents are lower are also quote scattered around the country. Bath again has the lowest rate with constituencies in Wales, Scotland, London and other parts of England represented.

Recent KSI progress does not reveal significant clusters. Due to the small numbers involved, annual fluctuations can impact on progress noticeably and with the aforementioned implications of changes in severity reporting, it is possible that there may be some error in the rates.

Because the number of people killed or seriously injured for each road user group tends to be relatively small, the Dashboard does not analyse KSI casualties for individual road user groups.

Fastest KSI casualty improvement rates	Percentage Change
Thirsk and Malton	-42
Lewisham Deptford	-40
Greenwich and Woolwich	-37
Bury St Edmunds	-37
Argyll and Bute	-37
Sutton and Cheam	-36
Sheffield Brightside and Hillsborough	-35
Poplar and Limehouse	-34
Richmond Park	-34
Sheffield central	-33

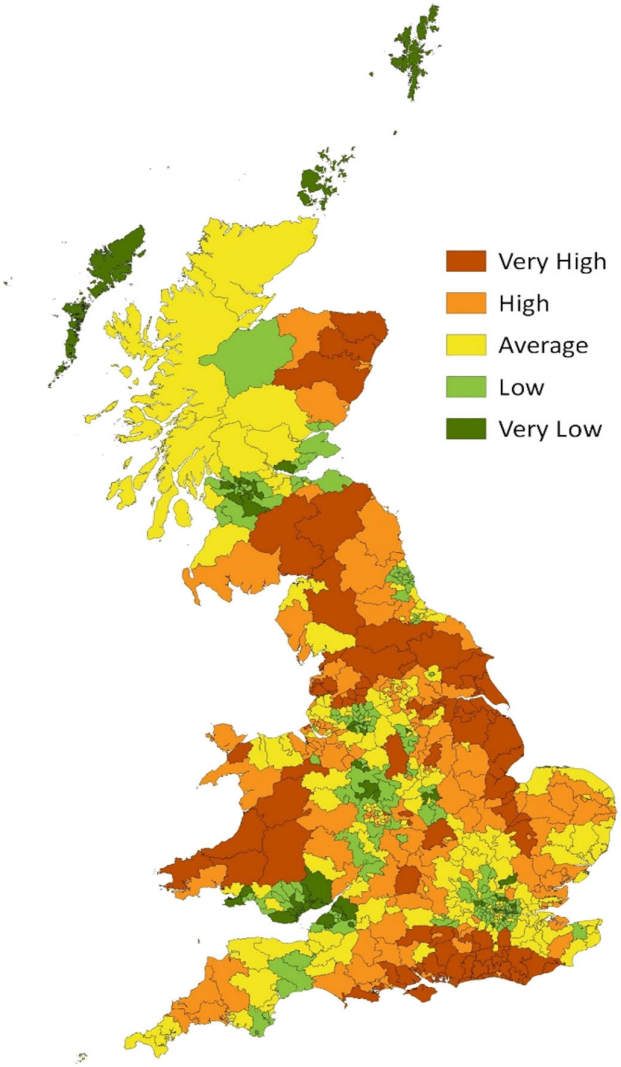


Figure 5: Constituency resident KSI casualty rates indexed relative to the national norm

ALL CASUALTIES

Casualties are classified in STATS19 records by severity: killed, seriously injured and slightly injured. This section looks at recorded casualties for all road user groups and for all severities, of which the majority will be slight injuries.

The areas with the lowest indices are all in Scotland. Aberdeen South has the lowest casualty rate, 55% below the national average. The areas with the highest casualty indices are in London and in the east of England and around Lincolnshire, with Mitcham and Morden exhibiting a resident casualty rate 57% above the national average.

Highest casualty rates	Index
Mitcham and Morden	157
Tottenham	153
Great Grimsby	153
Chatham and Aylesford	148
Boston and Skegness	146
Rochester and Strood	146
Slough	145
Gravesham	145
Peterborough	145
Louth and Horncastle	143

Lowest casualty rates	Index
Aberdeen South	45
Na h-Eileanan an Iar	49
Orkney and Shetland	51
North East Fife	52
Dunfermline and West Fife	53
Aberdeen North	54
Perth and North Perthshire	54
Dundee West	54
Glasgow North	56
Moray	56

The full national distribution is shown on the map and can also be explored in more detail on the Dashboard website **http://www.pacts.org.uk/dashboard/**

The most noticeable feature is high rates covering most of Lincolnshire. Other high-rate areas cover parts of north Lancashire, Staffordshire and Cheshire, West Yorkshire, and those parts of Surrey, Sussex and Kent that border London.

Lower rates can be seen throughout Scotland, the Welsh Borders into part of the South West, the South Midlands and parts of Manchester, the North-East and north Norfolk. It is interesting to note that many very urban areas have casualty rates well below average, but less-dense urban towns and cities have rates significantly higher.

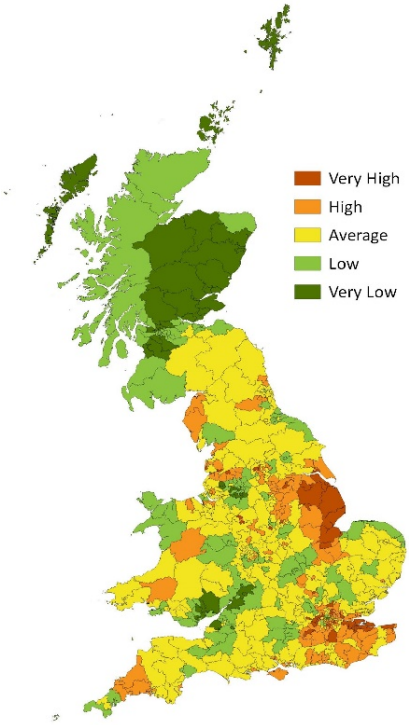


Figure 6: Constituency resident casualty rates (all severities) indexed relative to the national norm

Progress over the last six years reveals that Liverpool and West Midlands constituencies have seen below average progress in casualty rates. Liverpool Walton has a progress rate which is 53% slower than the national average. Warley and Birmingham Perry Barr both have progress rates which are 40% slower than the national average. Constituencies where casualty rates have improved quite significantly are headed by Manchester Withington where casualties have reduced 42% more the national average.

A progress map is shown in Figure 7 and the full constituency results are available online.

Fastest all casualty improvement rates	Percentage Change
Manchester Withington	-42
Bury South	-41
Angus	-37
Makerfield	-36
Gordon	-34
Aberdeen South	-32
Moray	-32
Cheadle	-32
Dundee East	-31
Aberdeen North	-30

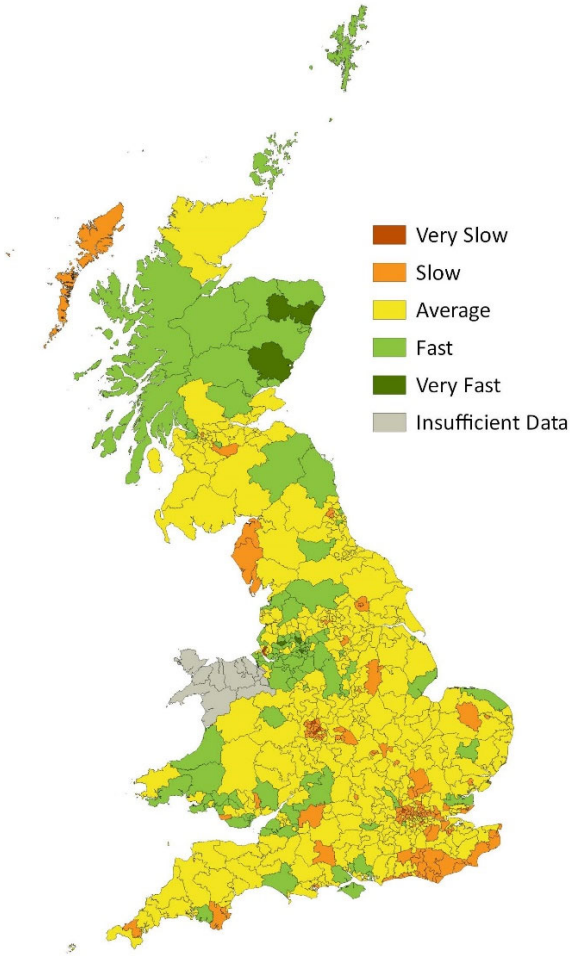


Figure 7: Constituency resident casualty progress (all severities) 2014-2016 compared to previous three-year period, indexed relative to the national norm

PEDESTRIANS

Tottenham has the highest pedestrian casualty rate, at 146% higher than the national norm, with constituencies in Lancashire and Yorkshire also appearing along with other London Boroughs. The link between pedestrian casualties and deprivation has been known for some time and it is no surprise to see many of the most deprived constituencies [1] in the list of areas with highest casualty rates.

Highest casualty rates	Index
Tottenham	246
Blackburn	211
Bradford East	209
Brent Central	204
Croydon North	201
Ealing Southall	201
Bradford West	200
Vauxhall	199
Blackpool South	198
Preston	198

Lower casualty rates	Index
South Northamptonshire	39
West Aberdeenshire and Kincardine	40
Na h-Eileanan an Iar	42
North Herefordshire	42
North Dorset	43
Ross Skye and Lochaber	43
Moray	43
South Cambridgeshire	44
Buckingham	44
Monmouth	45

Pedestrian casualty rates tend to be lower in wealthier areas with lower population densities, often with only small market towns rather than larger conurbations. South Northamptonshire leads the rankings with a resident casualty rate 61% lower than average.

Rural areas tend to have shown more progress, although not exclusively, and the small number of pedestrian casualties in these areas lends itself to larger swings. Most progress was made in Makerfield, Greater Manchester with a 48% reduction in casualties versus the national rate.

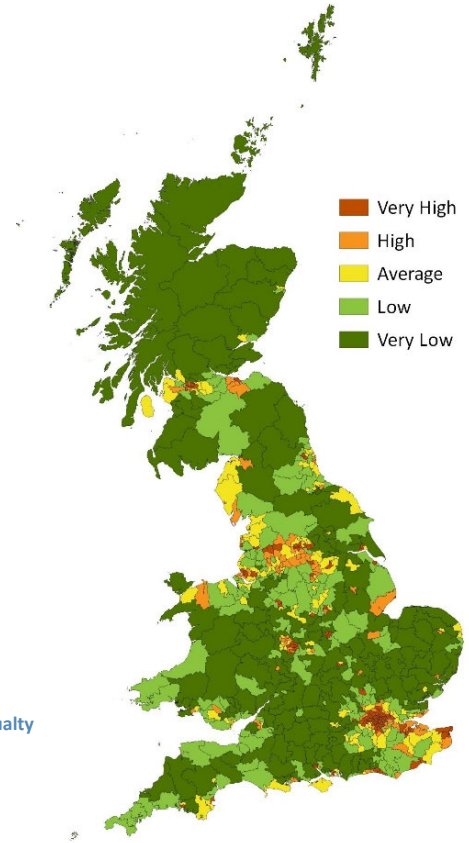


Figure 8: Constituency resident pedestrian casualty rates (all severities) indexed relative to the national norm

1 See www.parliament.uk/briefing-papers/rp11-35.pdf

MOTORCYCLISTS

Motorcyclist casualties make up a significant proportion of the total casualty count for Great Britain's roads, especially in terms of those killed or seriously injured.

Highest casualty rates	Index
Brent Central	335
Mitcham and Morden	321
Hammersmith	274
Croydon North	262
Tooting	241
Tottenham	238
Streatham	235
Chelsea and Fulham	227
Putney	220
Battersea	212

Lowest casualty rates	Index
East Dunbartonshire	19
Glasgow North East	20
Glasgow North	22
Glasgow East	23
East Renfrewshire	24
Motherwell and Wishaw	26
Airdrie and Shotts	27
Glasgow North West	28
Rutherglen and Hamilton West	29
Altrincham and Sale West	30

The constituency analysis highlights urban areas, notably London Boroughs, where rates are more than double the national average for motorcycles of all engine capacities. Analysis of the highest index area Brent Central indicates rates over three times the national average (235% higher).

Increased casualty rates are to be expected where there is a high local ownership and use of motorcycles of course, and the analysis almost certainly reflects increased exposure.

Low index values are seen in many areas of Scotland, notably in the Glasgow area where both East Dunbartonshire has a rate 81% below average and Glasgow North East is 80% below average. Again, this may reflect lower levels of motorcycle use.

Progress over the last three years varies greatly across the country with no discernible geographic pattern emerging.

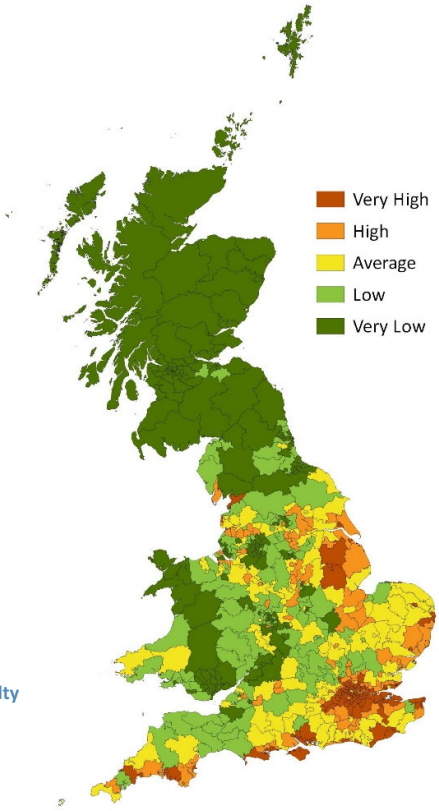


Figure 9: Constituency resident motorcycle user casualty rates (all severities) indexed relative to the national norm

CAR OCCUPANTS

Car occupants (drivers and passengers) still make up the majority (57%) of those injured on the roads and therefore any trends would be expected to mirror those seen for all casualties presented earlier. There are however some interesting departures, which may reflect differences in levels of car use. For example, Tottenham which appears second highest in the All Casualties index, has a car occupant index below the national average.

Highest casualty rates	Index
Louth and Horncastle	175
Gainsborough	170
South Holland and The Deepings	167
Chatham and Aylesford	164
Boston and Skegness	163
Sittingbourne and Sheppey	159
Rochester and Strood	158
Peterborough	154
Gravesham	154
Cleethorpes	154

Lowest casualty rates	Index
Cities of London and Westminster	22
Chelsea and Fulham	34
Holborn and St Pancras	36
Aberdeen South	36
Islington South and Finsbury	37
Battersea	40
Kensington	41
Hampstead and Kilburn	42
Bermondsey and Old Southwark	43
Westminster North	43

The higher index areas also appear to be more rural in nature and are common in Lincolnshire and Cambridgeshire along with Kent. These communities are reliant on private motor vehicles for transport and have roads that invite higher speeds than in other rural areas such as Wales and Scotland where the terrain dictates more winding roads with lower speeds.

Areas that have the lowest indices are generally very urban London Boroughs. The constituency of Cities of London and Westminster has a resident casualty rate 78% below average.

Progress rates around the country do not show a distinct pattern, either by region or type of authority. Manchester Withington has the highest progress rate, 34% faster than the national average.

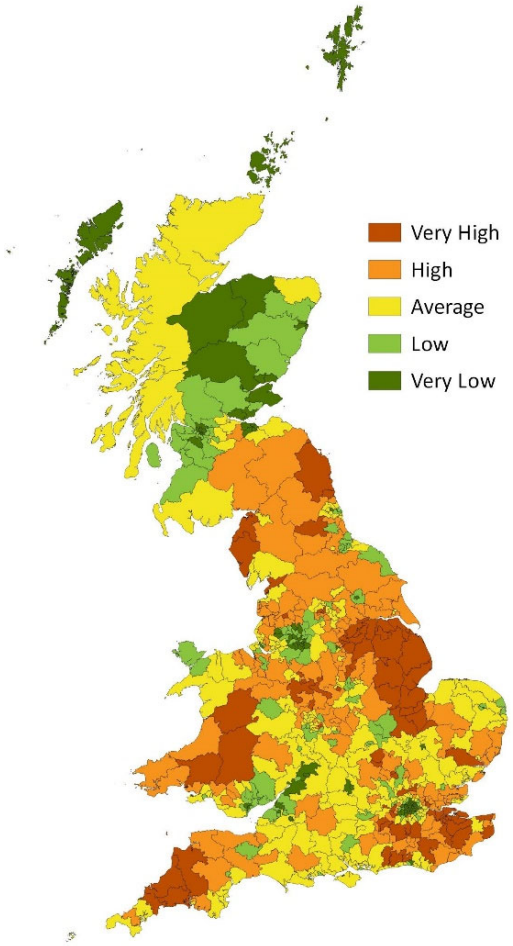


Figure 10: Constituency resident car user casualty rates (all severities) indexed relative to the national norm

PEDAL CYCLE USERS

Reviewing casualty rates relative to population is important in understanding common risks to constituents from different areas, but it does not take into account exposure to risk, which is a function of the total distance cycled on roads. This is shown in the charts below which highlights Cambridge as having a casualty rate almost four times higher than the national average based on population. London constituencies make up the rest of the top ten with the lowest index seen almost exclusively in Wales and Scotland.

Highest casualty rates	Index
Cambridge	464
Hackney North and Stoke Newington	404
Hackney South and Shoreditch	374
Streatham	364
Tooting	364
Camberwell and Peckham	356
Battersea	353
Vauxhall	338
Islington North	336
Putney	335

Lower casualty rates	Index
Orkney and Shetland	14
Blaenau Gwent	15
Motherwell and Wishaw	18
Banff and Buchan	20
Ross Skye and Lochaber	21
Kilmarnock and Loudoun	23
West Aberdeenshire and Kincardine	23
Airdrie and Shotts	24
Cumbernauld Kilsyth and Kirkintilloch East	24
Inverclyde	24

This is a polarised set of results which, although accurately reflecting the number of casualties relative to population, does not take exposure into account. A survey by Sport England **published by the DfT in 2015** shows that in Cambridge the number of people who, 'identify as cycling for utility purposes' (as opposed to recreational ones) is nearly ten times higher than the national average which may indicate they are at lower risk per mile cycled than the average cyclist elsewhere. **Research by Road Safety Analysis published in November 2016** explores this alterative measure for cycling safety in more detail.

Areas that have the lowest indices are generally Scottish and Welsh constituencies with the constituency of Orkney and Shetland having resident casualty rates 86% below average.

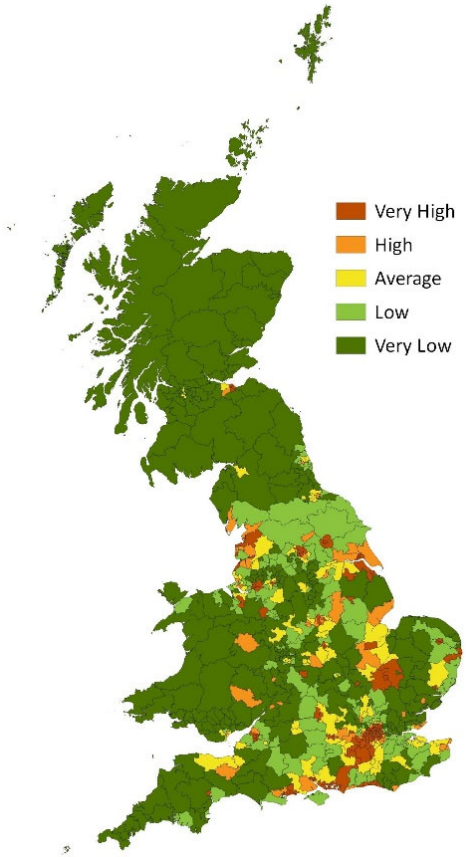


Figure 11: Constituency resident pedal cycle user casualty rates (all severities) indexed relative to the national norm

SPEEDING ENDORSEMENTS

This year's report contains a new dataset; speeding endorsements. The index values for each constituency were created using data supplied by the DVLA and includes the total number of endorsements for the period 2014-2016 by constituency of the offender, as well as the number of car license holders. This information was then used to create the index which allows a comparison of offending rates per license holder. A full explanation is included in Appendix 5.

The tables below show the top ten and bottom ten constituencies by index value against the offending rates for Great Britain as a whole.

Highest speeding offence rates	Index
Beaconsfield	182
Somerton and Frome	181
Mansfield	179
Henley	173
Rushcliffe	172
Wyre Forest	169
Weston-super-Mare	167
Windsor	167
Wyre and Preston North	163
Thornbury and Yate	161

Lowest speeding offence rates	Index
Camberwell and Peckham	36
Bermondsey and Old Southwark	38
Islington North	40
Westminster North	41
Holborn and St Pancras	41
Isle of Wight	41
Lewisham, Deptford	41
East Ham	41
Islington South and Finsbury	41
Dulwich and West Norwood	42

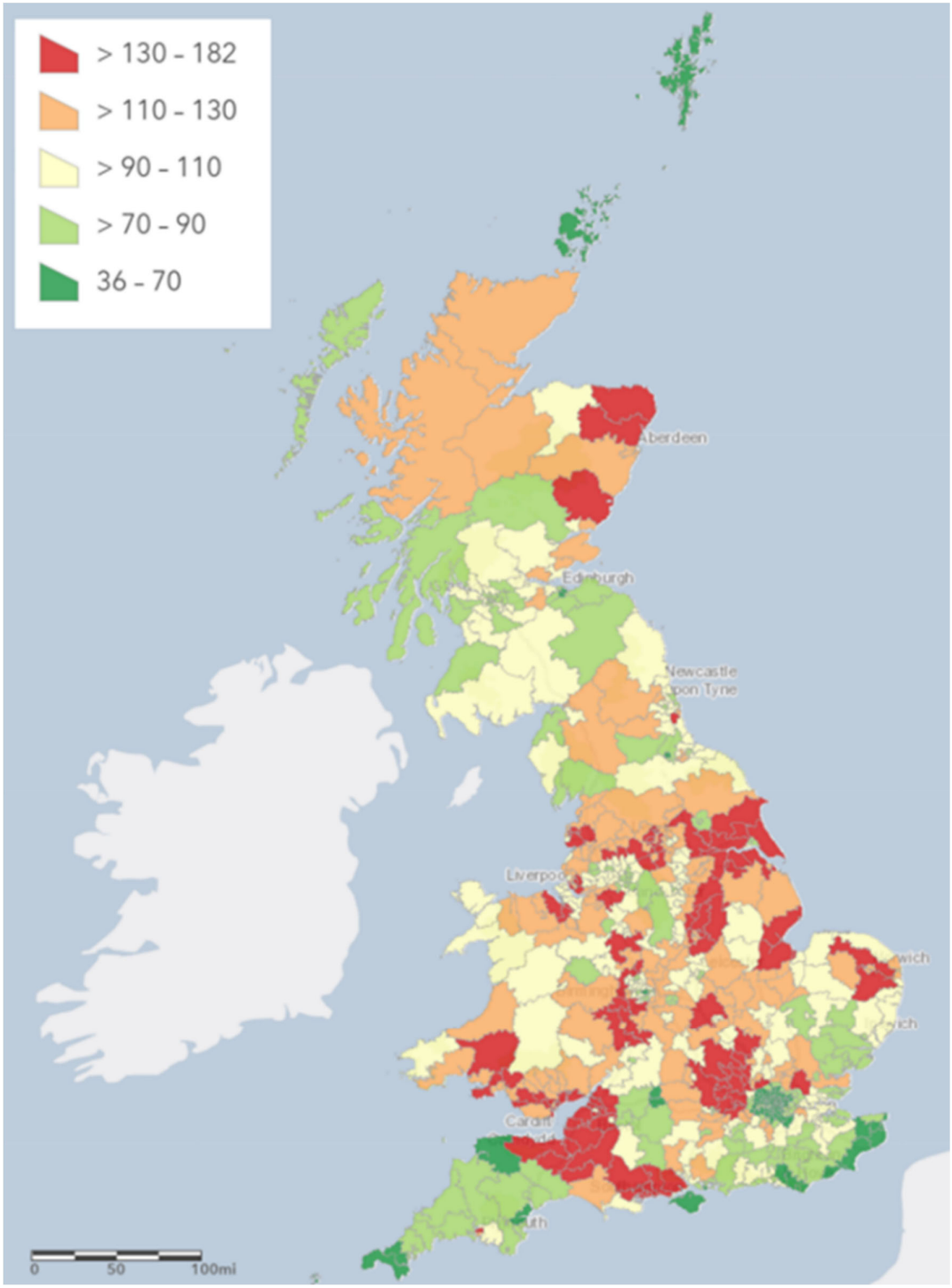
Figure 12 illustrates the geographical distribution of the speeding endorsement index relative to the national norm. Areas which have high indices (as with collisions data) tend to be quite rural in nature, although they are close to major roads such as the M40 near Beaconsfield, the M5 next to Somerton and Frome and the M1 near Mansfield which could use of those roads to commute to work in urban areas where speed enforcement may be more common.

Areas which have low indices tend to be urban areas such as the London boroughs where residents are more likely to use public transport than cars to travel. Although many may hold licenses, their use of personal vehicles is lower and therefore so will be offending rates. As we have used license holders as the denominator, miles driven will influence the likelihood of being caught speeding.

There are potential limitations with this analysis as offending rates could be influenced by the level of enforcement by the local police force within a constituency, although motorists can be detected speeding anywhere in the UK.

The analysis also does not take into account those who attended a speed awareness course in the same period as they would not have received an endorsement. The DVLA data included 1.13 million endorsements in the analysis period but over the same time period 3.58m people attended a speed awareness course (Source https://ndors.org.uk/trends-stats/).

Figure 12 - Constituency Resident speed endorsements per 1000 licence holders displayed as an index relative to the national norm



This map can be viewed in more detail online -
https://agilysis.maps.arcgis.com/apps/webappviewer/index.html?id=6c062c74e28c45f9ab3b97495878a668

CONCLUSIONS AND NEXT STEPS

The analysis reveals that no two constituencies are the same and that the road safety story for constituents is complex. Even where casualty rates are higher for some categories, progress may be promising. This national report provides only a brief overview of the national picture with far more information available online.

PACTS and Direct Line would also stress that, even in those constituencies with a casualty index below the average, there is still every reason to seek to reduce casualties further. We suggest that a first step might be for each MP to convene a meeting with their local highway authorities, Police & Crime Commissioner and other local road safety stakeholders.

The same road safety problems will be evident in all constituencies but may differ in scope and extent. The main contributory factors affecting deaths and serious injuries relate to levels of speeding, drink and drug driving, distraction (including mobile phone use by drivers), the non-use of seat belts and crash helmets; the safety quality of the road network and the vehicles travelling within it and the performance of the emergency medical system and trauma care.

Local Highway Authorities have the statutory responsibility to investigate collisions on their network of roads and will have access to more detailed information about the reasons why collisions take place. Most authorities will also have access to resident analysis tools such as MAST Online which will allow the results in this report to be replicated and explored in more detail at a local level.

For further information or feedback please contact

- Road Safety Analysis for technical information about this report and the Dashboard
- PACTS for Parliamentary road safety matters

APPENDIX 1 – KEY CASUALTY DATA BY CONSTITUENCY

England | **Scotland** | **Wales**

Constituency name	Casualty index	Recent progress relative to the national rate (2014-16 vs 2011-13)	Percentage resident casualties on roads within constituency	Percentage injury collisions on strategic roads*
TABLE NOTES				
** This column refers to injury collisions occurring on strategic roads which lie within constituency boundaries, unlike all other figures in this report which refer to casualties among constituency residents*				
‡ Due to data collection issues in North Wales, calculations for these constituencies are approximate (cf. See Appendix 2: Methodology)				
ENGLAND				
Aldershot	123	2% slower	41%	3%
Aldridge-Brownhills	83	11% slower	34%	5%
Altrincham and Sale West	57	23% faster	39%	0%
Amber Valley	103	7% faster	50%	12%
Arundel and South Downs	110	5% slower	49%	15%
Ashfield	122	10% faster	56%	4%
Ashford	124	8% slower	63%	14%
Ashton-under-Lyne	78	14% faster	40%	3%
Aylesbury	93	1% slower	47%	3%
Banbury	96	8% slower	61%	19%
Barking	128	25% slower	38%	0%
Barnsley Central	121	8% slower	52%	4%
Barnsley East	116	19% slower	49%	2%
Barrow and Furness	101	12% slower	78%	11%
Basildon and Billericay	105	11% slower	47%	0%
Basingstoke	87	5% slower	53%	11%
Bassetlaw	113	8% faster	56%	7%
Bath	60	Same	54%	2%
Batley and Spen	110	5% faster	47%	15%
Battersea	114	Same	32%	0%

Constituency name	Casualty index	Recent progress relative to the national rate (2014-16 vs 2011-13)	Percentage resident casualties on roads within constituency	Percentage injury collisions on strategic roads*
Beaconsfield	92	5% faster	42%	35%
Beckenham	95	7% faster	30%	0%
Bedford	117	10% slower	57%	1%
Bermondsey and Old Southwark	97	1% slower	33%	0%
Berwick-upon-Tweed	104	14% faster	65%	18%
Bethnal Green and Bow	114	17% slower	40%	0%
Beverley and Holderness	115	9% faster	55%	1%
Bexhill and Battle	115	14% slower	56%	23%
Bexleyheath and Crayford	109	3% slower	30%	0%
Birkenhead	103	14% faster	59%	2%
Birmingham Edgbaston	95	10% slower	41%	0%
Birmingham Erdington	110	18% slower	43%	7%
Birmingham Hall Green	115	10% slower	46%	0%
Birmingham Hodge Hill	108	6% slower	43%	2%
Birmingham Ladywood	94	9% slower	50%	2%
Birmingham Northfield	110	6% slower	42%	0%
Birmingham Perry Barr	109	40% slower	37%	8%
Birmingham Selly Oak	95	21% slower	35%	0%
Birmingham Yardley	122	20% slower	41%	0%
Bishop Auckland	106	15% faster	59%	4%
Blackburn	142	1% slower	66%	1%
Blackley and Broughton	84	23% faster	49%	1%
Blackpool North and Cleveleys	124	9% faster	47%	5%
Blackpool South	135	9% faster	62%	0%
Blaydon	97	2% slower	46%	19%
Blyth Valley	115	7% faster	52%	7%
Bognor Regis and Littlehampton	105	20% slower	52%	0%
Bolsover	110	13% faster	43%	29%
Bolton North East	84	14% faster	47%	0%

Constituency name	Casualty index	Recent progress relative to the national rate (2014-16 vs 2011-13)	Percentage resident casualties on roads within constituency	Percentage injury collisions on strategic roads*
Bolton South East	91	14% faster	53%	7%
Bolton West	77	18% faster	36%	6%
Bootle	107	9% faster	47%	12%
Boston and Skegness	146	12% faster	75%	0%
Bosworth	97	3% slower	47%	14%
Bournemouth East	113	7% faster	43%	0%
Bournemouth West	121	3% faster	48%	0%
Bracknell	98	2% slower	40%	0%
Bradford East	138	4% faster	45%	0%
Bradford South	119	15% slower	36%	4%
Bradford West	136	1% slower	62%	0%
Braintree	96	8% slower	50%	10%
Brent Central	140	16% slower	34%	0%
Brent North	118	26% slower	33%	0%
Brentford and Isleworth	112	10% slower	36%	4%
Brentwood and Ongar	102	3% faster	47%	20%
Bridgwater and West Somerset	100	8% faster	68%	8%
Brigg and Goole	124	2% faster	54%	15%
Brighton Kemptown	124	15% slower	46%	1%
Brighton Pavilion	98	13% slower	53%	8%
Bristol East	103	5% slower	36%	1%
Bristol North West	87	6% faster	48%	8%
Bristol South	98	1% faster	51%	0%
Bristol West	81	2% slower	57%	1%
Broadland	92	2% faster	53%	14%
Bromley and Chislehurst	113	5% slower	31%	0%
Bromsgrove	79	6% faster	44%	16%
Broxbourne	130	7% slower	46%	0%
Broxtowe	91	8% faster	44%	20%

Constituency name	Casualty index	Recent progress relative to the national rate (2014-16 vs 2011-13)	Percentage resident casualties on roads within constituency	Percentage injury collisions on strategic roads*
Buckingham	91	2% slower	44%	4%
Burnley	119	5% slower	63%	7%
Burton	129	4% slower	65%	10%
Bury North	70	14% faster	47%	6%
Bury South	75	37% faster	40%	17%
Bury St Edmunds	88	15% faster	58%	11%
Calder Valley	88	Same	47%	14%
Camberwell and Peckham	127	6% slower	29%	0%
Camborne and Redruth	104	12% slower	62%	10%
Cambridge	93	1% faster	68%	1%
Cannock Chase	112	7% faster	53%	9%
Canterbury	94	7% slower	59%	8%
Carlisle	105	7% slower	68%	5%
Carshalton and Wallington	118	9% faster	30%	0%
Castle Point	118	9% slower	45%	0%
Central Devon	98	10% faster	56%	22%
Central Suffolk and North Ipswich	105	1% slower	44%	8%
Charnwood	92	4% faster	36%	20%
Chatham and Aylesford	148	16% slower	37%	12%
Cheadle	57	28% faster	33%	8%
Chelmsford	92	15% faster	49%	6%
Chelsea and Fulham	103	13% slower	39%	0%
Cheltenham	65	5% faster	52%	0%
Chesham and Amersham	81	8% faster	47%	1%
Chesterfield	97	8% faster	49%	3%
Chichester	103	Same	64%	16%
Chingford and Woodford Green	114	16% slower	34%	0%
Chippenham	92	6% slower	48%	1%
Chipping Barnet	100	Same	35%	0%

Constituency name	Casualty index	Recent progress relative to the national rate (2014-16 vs 2011-13)	Percentage resident casualties on roads within constituency	Percentage injury collisions on strategic roads*
Chorley	117	1% slower	57%	19%
Christchurch	96	3% slower	48%	11%
Cities of London and Westminster	60	2% slower	46%	0%
City of Chester	91	4% faster	62%	13%
City of Durham	82	3% faster	60%	8%
Clacton	104	2% slower	63%	0%
Cleethorpes	138	8% faster	50%	9%
Colchester	101	15% slower	55%	5%
Colne Valley	97	14% faster	43%	10%
Congleton	105	17% faster	50%	21%
Copeland	118	16% slower	76%	19%
Corby	76	3% slower	45%	5%
Coventry North East	113	13% slower	51%	1%
Coventry North West	91	23% slower	40%	0%
Coventry South	82	5% slower	48%	4%
Crawley	115	9% slower	54%	14%
Crewe and Nantwich	109	20% faster	66%	6%
Croydon Central	121	1% slower	28%	0%
Croydon North	142	6% slower	33%	0%
Croydon South	111	8% faster	33%	0%
Dagenham and Rainham	131	21% slower	32%	0%
Darlington	98	6% faster	62%	3%
Dartford	139	7% slower	50%	35%
Daventry	89	3% faster	48%	32%
Denton and Reddish	72	20% faster	32%	12%
Derby North	105	17% faster	40%	11%
Derby South	135	7% faster	55%	2%
Derbyshire Dales	99	17% faster	57%	4%
Devizes	98	Same	55%	3%

Constituency name	Casualty index	Recent progress relative to the national rate (2014-16 vs 2011-13)	Percentage resident casualties on roads within constituency	Percentage injury collisions on strategic roads*
Dewsbury	113	2% faster	47%	0%
Don Valley	122	2% slower	42%	23%
Doncaster Central	139	7% slower	62%	1%
Doncaster North	129	6% slower	53%	14%
Dover	124	10% slower	63%	16%
Dudley North	91	17% slower	40%	0%
Dudley South	90	18% slower	41%	0%
Dulwich and West Norwood	122	6% slower	24%	0%
Ealing Central and Acton	102	13% slower	33%	0%
Ealing North	133	14% slower	36%	0%
Ealing Southall	131	4% slower	32%	0%
Easington	103	9% faster	62%	14%
East Devon	87	2% faster	62%	10%
East Ham	117	11% slower	35%	0%
East Hampshire	96	8% slower	51%	14%
East Surrey	134	3% slower	51%	20%
East Worthing and Shoreham	116	11% slower	49%	20%
East Yorkshire	107	3% faster	67%	0%
Eastbourne	115	14% slower	59%	0%
Eastleigh	96	12% faster	45%	17%
Eddisbury	99	16% faster	54%	1%
Edmonton	134	13% slower	34%	0%
Ellesmere Port and Neston	110	20% faster	57%	18%
Elmet and Rothwell	89	6% slower	37%	24%
Eltham	114	7% slower	27%	0%
Enfield North	122	12% slower	33%	15%
Enfield Southgate	102	1% slower	30%	0%
Epping Forest	112	6% slower	44%	17%
Epsom and Ewell	110	5% slower	45%	2%

Constituency name	Casualty index	Recent progress relative to the national rate (2014-16 vs 2011-13)	Percentage resident casualties on roads within constituency	Percentage injury collisions on strategic roads*
Erewash	95	8% faster	45%	11%
Erith and Thamesmead	111	5% slower	30%	0%
Esher and Walton	113	3% slower	51%	16%
Exeter	83	8% faster	58%	2%
Fareham	97	6% faster	46%	14%
Faversham and Mid Kent	123	Same	46%	25%
Feltham and Heston	140	24% slower	40%	4%
Filton and Bradley Stoke	75	2% faster	41%	23%
Finchley and Golders Green	100	14% slower	35%	0%
Folkestone and Hythe	108	15% slower	68%	14%
Forest of Dean	76	9% faster	63%	10%
Fylde	106	7% slower	58%	15%
Gainsborough	136	Same	55%	0%
Garston and Halewood	108	15% faster	45%	0%
Gateshead	99	5% slower	53%	5%
Gedling	107	8% faster	39%	0%
Gillingham and Rainham	134	7% slower	43%	4%
Gloucester	79	4% faster	56%	3%
Gosport	114	6% slower	55%	0%
Grantham and Stamford	114	3% faster	55%	11%
Gravesham	145	18% slower	53%	18%
Great Grimsby	153	14% faster	67%	1%
Great Yarmouth	83	2% slower	64%	13%
Greenwich and Woolwich	93	8% slower	36%	0%
Guildford	120	9% faster	58%	14%
Hackney North and Stoke Newington	125	9% slower	32%	0%
Hackney South and Shoreditch	124	11% slower	31%	0%
Halesowen and Rowley Regis	77	13% slower	35%	6%
Halifax	105	2% faster	61%	0%

Constituency name	Casualty index	Recent progress relative to the national rate (2014-16 vs 2011-13)	Percentage resident casualties on roads within constituency	Percentage injury collisions on strategic roads*
Haltemprice and Howden	107	3% slower	48%	15%
Halton	102	11% faster	55%	2%
Hammersmith	122	6% slower	37%	0%
Hampstead and Kilburn	87	11% slower	25%	0%
Harborough	93	9% faster	42%	0%
Harlow	100	Same	44%	9%
Harrogate and Knaresborough	103	1% faster	59%	5%
Harrow East	113	21% slower	30%	1%
Harrow West	106	31% slower	32%	0%
Hartlepool	82	1% faster	65%	5%
Harwich and North Essex	95	5% faster	50%	16%
Hastings and Rye	128	14% slower	65%	9%
Havant	105	11% faster	50%	15%
Hayes and Harlington	136	12% slower	41%	13%
Hazel Grove	57	16% faster	38%	6%
Hemel Hempstead	99	2% slower	50%	13%
Hemsworth	117	4% faster	49%	6%
Hendon	121	20% slower	37%	5%
Henley	94	7% faster	54%	21%
Hereford and South Herefordshire	96	7% faster	65%	25%
Hertford and Stortford	83	18% slower	45%	0%
Hertsmere	117	7% slower	45%	28%
Hexham	98	4% faster	59%	19%
Heywood and Middleton	70	Same	45%	14%
High Peak	90	13% faster	54%	7%
Hitchin and Harpenden	84	3% slower	45%	22%
Holborn and St Pancras	84	20% slower	39%	0%
Hornchurch and Upminster	108	22% slower	38%	14%
Hornsey and Wood Green	106	7% slower	30%	0%

Constituency name	Casualty index	Recent progress relative to the national rate (2014-16 vs 2011-13)	Percentage resident casualties on roads within constituency	Percentage injury collisions on strategic roads*
Horsham	103	12% slower	50%	5%
Houghton and Sunderland South	103	3% faster	42%	10%
Hove	112	1% faster	49%	5%
Huddersfield	101	22% faster	59%	2%
Huntingdon	92	8% slower	57%	27%
Hyndburn	125	6% faster	58%	15%
Ilford North	119	9% slower	33%	1%
Ilford South	124	11% slower	39%	0%
Ipswich	113	6% faster	58%	3%
Isle of Wight	110	13% faster	93%	0%
Islington North	112	14% slower	27%	0%
Islington South and Finsbury	97	18% slower	36%	0%
Jarrow	91	Same	44%	13%
Keighley	106	4% slower	56%	0%
Kenilworth and Southam	92	1% faster	54%	22%
Kensington	89	15% slower	39%	0%
Kettering	78	2% slower	54%	10%
Kingston and Surbiton	100	1% faster	41%	1%
Kingston upon Hull East	134	4% faster	57%	7%
Kingston upon Hull North	129	2% slower	44%	0%
Kingston upon Hull West and Hessle	139	7% slower	62%	11%
Kingswood	78	8% faster	35%	0%
Knowsley	120	6% faster	44%	7%
Lancaster and Fleetwood	102	13% faster	54%	11%
Leeds Central	105	4% faster	57%	5%
Leeds East	128	3% faster	48%	2%
Leeds North East	119	Same	37%	0%
Leeds North West	94	9% faster	35%	0%
Leeds West	120	Same	42%	0%

Constituency name	Casualty index	Recent progress relative to the national rate (2014-16 vs 2011-13)	Percentage resident casualties on roads within constituency	Percentage injury collisions on strategic roads*
Leicester East	118	2% faster	48%	0%
Leicester South	104	2% faster	49%	0%
Leicester West	122	1% faster	49%	1%
Leigh	79	16% faster	43%	0%
Lewes	98	19% slower	52%	29%
Lewisham East	131	16% slower	32%	0%
Lewisham West and Penge	115	10% slower	29%	0%
Lewisham Deptford	117	1% faster	32%	0%
Leyton and Wanstead	113	20% slower	29%	0%
Lichfield	101	2% faster	53%	15%
Lincoln	137	7% faster	55%	5%
Liverpool Riverside	74	35% slower	54%	0%
Liverpool Walton	104	53% slower	43%	0%
Liverpool Wavertree	98	5% slower	45%	0%
Liverpool West Derby	126	3% faster	37%	0%
Loughborough	77	4% slower	53%	5%
Louth and Horncastle	143	1% faster	65%	0%
Ludlow	87	5% faster	56%	13%
Luton North	133	9% slower	39%	8%
Luton South	126	9% slower	50%	8%
Macclesfield	80	21% faster	66%	0%
Maidenhead	93	7% slower	54%	23%
Maidstone and The Weald	120	2% faster	46%	0%
Makerfield	68	33% faster	33%	7%
Maldon	104	13% faster	54%	5%
Manchester Central	69	18% faster	51%	0%
Manchester Gorton	88	23% faster	41%	0%
Manchester Withington	71	38% faster	36%	1%
Mansfield	122	1% slower	55%	0%

Constituency name	Casualty index	Recent progress relative to the national rate (2014-16 vs 2011-13)	Percentage resident casualties on roads within constituency	Percentage injury collisions on strategic roads*
Meon Valley	98	11% faster	46%	10%
Meriden	83	10% faster	36%	21%
Mid Bedfordshire	100	2% faster	46%	29%
Mid Derbyshire	88	12% faster	33%	23%
Mid Dorset and North Poole	100	Same	40%	12%
Mid Norfolk	94	13% slower	53%	16%
Mid Sussex	107	10% slower	47%	8%
Mid Worcestershire	92	4% faster	50%	17%
Middlesbrough	97	6% slower	60%	9%
Middlesbrough South and East Cleveland	88	2% slower	42%	5%
Milton Keynes North	121	1% faster	58%	10%
Milton Keynes South	118	3% faster	53%	9%
Mitcham and Morden	157	10% slower	28%	0%
Mole Valley	125	4% slower	57%	20%
Morecambe and Lunesdale	129	8% slower	66%	5%
Morley and Outwood	103	Same	38%	21%
New Forest East	100	15% faster	64%	15%
New Forest West	91	6% faster	58%	14%
Newark	107	11% slower	58%	26%
Newbury	81	9% faster	62%	24%
Newcastle upon Tyne Central	94	14% slower	53%	2%
Newcastle upon Tyne East	77	4% faster	51%	0%
Newcastle upon Tyne North	91	11% slower	34%	23%
Newcastle-under-Lyme	95	4% slower	52%	22%
Newton Abbot	98	1% faster	59%	1%
Normanton Pontefract and Castleford	102	1% slower	56%	17%
North Cornwall	114	3% faster	67%	18%
North Devon	98	5% faster	78%	0%
North Dorset	99	3% slower	49%	5%

Constituency name	Casualty index	Recent progress relative to the national rate (2014-16 vs 2011-13)	Percentage resident casualties on roads within constituency	Percentage injury collisions on strategic roads*
North Durham	115	6% slower	55%	4%
North East Bedfordshire	91	3% faster	42%	22%
North East Cambridgeshire	123	6% faster	56%	6%
North East Derbyshire	105	10% faster	38%	2%
North East Hampshire	87	5% faster	43%	9%
North East Hertfordshire	95	14% slower	47%	6%
North East Somerset	87	12% faster	50%	7%
North Herefordshire	94	8% slower	59%	9%
North Norfolk	81	11% faster	59%	0%
North Shropshire	98	8% faster	60%	13%
North Somerset	69	12% faster	54%	14%
North Swindon	101	8% slower	54%	5%
North Thanet	132	9% slower	54%	0%
North Tyneside	109	3% faster	43%	11%
North Warwickshire	108	1% faster	47%	36%
North West Cambridgeshire	120	5% faster	50%	16%
North West Durham	111	8% faster	54%	0%
North West Hampshire	88	3% faster	53%	22%
North West Leicestershire	94	7% faster	54%	22%
North West Norfolk	89	3% faster	70%	15%
North Wiltshire	94	19% slower	54%	20%
Northampton North	88	17% slower	37%	0%
Northampton South	89	17% slower	45%	6%
Norwich North	100	7% slower	44%	0%
Norwich South	96	15% slower	55%	0%
Nottingham East	123	10% slower	49%	0%
Nottingham North	133	7% slower	40%	0%
Nottingham South	93	1% faster	47%	13%
Nuneaton	118	10% slower	55%	4%

Constituency name	Casualty index	Recent progress relative to the national rate (2014-16 vs 2011-13)	Percentage resident casualties on roads within constituency	Percentage injury collisions on strategic roads*
Old Bexley and Sidcup	101	3% slower	29%	0%
Oldham East and Saddleworth	80	17% faster	50%	0%
Oldham West and Royton	86	13% faster	52%	9%
Orpington	106	15% slower	36%	0%
Oxford East	95	10% slower	66%	0%
Oxford West and Abingdon	86	5% slower	46%	14%
Pendle	109	2% slower	59%	0%
Penistone and Stocksbridge	105	7% faster	47%	23%
Penrith and The Border	102	9% slower	67%	31%
Peterborough	145	1% faster	67%	9%
Plymouth Moor View	121	5% faster	47%	12%
Plymouth Sutton and Devonport	109	2% slower	56%	2%
Poole	108	12% slower	53%	0%
Poplar and Limehouse	98	28% slower	38%	0%
Portsmouth North	123	9% faster	53%	12%
Portsmouth South	104	1% faster	55%	0%
Preston	135	4% faster	59%	2%
Pudsey	97	Same	36%	0%
Putney	115	8% slower	33%	0%
Rayleigh and Wickford	100	5% slower	42%	0%
Reading East	88	5% faster	46%	0%
Reading West	105	3% faster	45%	5%
Redcar	87	3% faster	56%	4%
Redditch	90	3% faster	54%	1%
Reigate	122	3% faster	55%	20%
Ribble Valley	109	14% faster	50%	10%
Richmond (Yorks)	98	1% faster	70%	19%
Richmond Park	85	7% faster	33%	0%
Rochdale	82	3% faster	56%	11%

Constituency name	Casualty index	Recent progress relative to the national rate (2014-16 vs 2011-13)	Percentage resident casualties on roads within constituency	Percentage injury collisions on strategic roads*
Rochester and Strood	146	7% slower	48%	4%
Rochford and Southend East	104	11% slower	53%	0%
Romford	113	5% slower	36%	0%
Romsey and Southampton North	91	5% faster	45%	24%
Rossendale and Darwen	114	6% faster	47%	6%
Rother Valley	113	3% slower	51%	20%
Rotherham	120	9% faster	51%	3%
Rugby	106	24% slower	60%	21%
Ruislip Northwood and Pinner	88	12% slower	34%	0%
Runnymede and Weybridge	124	9% faster	53%	26%
Rushcliffe	87	7% faster	52%	23%
Rutland and Melton	92	1% faster	57%	6%
Saffron Walden	84	1% faster	47%	25%
Salford and Eccles	65	21% faster	45%	11%
Salisbury	90	12% slower	64%	30%
Scarborough and Whitby	88	1% slower	74%	1%
Scunthorpe	138	8% faster	66%	3%
Sedgefield	104	2% faster	49%	13%
Sefton Central	94	12% faster	42%	8%
Selby and Ainsty	101	2% slower	55%	13%
Sevenoaks	111	10% slower	45%	37%
Sheffield Central	72	22% faster	50%	0%
Sheffield South East	108	1% slower	41%	5%
Sheffield Brightside and Hillsborough	110	15% faster	55%	3%
Sheffield Hallam	73	3% faster	28%	0%
Sheffield Heeley	96	10% faster	32%	0%
Sherwood	111	5% faster	44%	0%
Shipley	101	1% faster	40%	0%
Shrewsbury and Atcham	83	11% faster	69%	20%

Constituency name	Casualty index	Recent progress relative to the national rate (2014-16 vs 2011-13)	Percentage resident casualties on roads within constituency	Percentage injury collisions on strategic roads*
Sittingbourne and Sheppey	141	8% slower	61%	19%
Skipton and Ripon	101	12% faster	58%	5%
Sleaford and North Hykeham	128	6% faster	56%	14%
Slough	145	1% slower	55%	6%
Solihull	75	6% faster	33%	3%
Somerton and Frome	88	4% slower	47%	15%
South Basildon and East Thurrock	111	2% slower	42%	2%
South Cambridgeshire	89	8% faster	50%	26%
South Derbyshire	103	7% faster	43%	21%
South Dorset	101	3% slower	59%	0%
South East Cambridgeshire	97	8% faster	50%	12%
South East Cornwall	117	8% faster	64%	22%
South Holland and The Deepings	139	Same	66%	0%
South Leicestershire	102	6% faster	49%	24%
South Norfolk	93	9% slower	55%	10%
South Northamptonshire	82	2% faster	36%	33%
South Ribble	114	1% faster	45%	3%
South Shields	90	8% faster	53%	0%
South Staffordshire	95	4% slower	39%	18%
South Suffolk	109	3% faster	61%	17%
South Swindon	93	6% slower	50%	15%
South Thanet	124	22% slower	54%	0%
South West Bedfordshire	115	3% slower	45%	21%
South West Devon	109	16% faster	51%	17%
South West Hertfordshire	76	12% faster	39%	16%
South West Norfolk	99	Same	50%	12%
South West Surrey	112	5% faster	52%	7%
South West Wiltshire	97	9% slower	55%	15%
Southampton Itchen	118	3% faster	47%	0%

Constituency name	Casualty index	Recent progress relative to the national rate (2014-16 vs 2011-13)	Percentage resident casualties on roads within constituency	Percentage injury collisions on strategic roads*
Southampton Test	114	6% slower	49%	2%
Southend West	96	2% slower	48%	0%
Southport	103	11% faster	61%	0%
Spelthorne	142	9% slower	53%	21%
St Albans	90	6% faster	46%	21%
St Austell and Newquay	114	6% faster	65%	5%
St Helens North	93	11% faster	45%	11%
St Helens South and Whiston	106	20% faster	54%	7%
St Ives	87	1% slower	68%	7%
Stafford	103	4% faster	62%	19%
Staffordshire Moorlands	108	8% faster	52%	0%
Stalybridge and Hyde	74	6% faster	40%	10%
Stevenage	106	4% slower	52%	13%
Stockport	65	22% faster	36%	7%
Stockton North	88	6% faster	54%	17%
Stockton South	83	6% faster	41%	10%
Stoke-on-Trent Central	127	13% faster	51%	11%
Stoke-on-Trent North	133	2% faster	51%	1%
Stoke-on-Trent South	132	8% faster	50%	18%
Stone	109	10% faster	48%	20%
Stourbridge	77	14% slower	36%	0%
Stratford-on-Avon	92	9% slower	60%	16%
Streatham	129	Same	29%	0%
Stretford and Urmston	73	14% faster	48%	9%
Stroud	60	10% faster	52%	14%
Suffolk Coastal	105	2% faster	64%	7%
Sunderland Central	96	3% faster	58%	0%
Surrey Heath	128	8% faster	48%	12%
Sutton and Cheam	105	6% faster	29%	0%

Constituency name	Casualty index	Recent progress relative to the national rate (2014-16 vs 2011-13)	Percentage resident casualties on roads within constituency	Percentage injury collisions on strategic roads*
Sutton Coldfield	72	Same	38%	4%
Tamworth	105	2% faster	58%	18%
Tatton	78	15% faster	56%	31%
Taunton Deane	85	3% slower	69%	8%
Telford	89	5% slower	51%	4%
Tewkesbury	63	13% faster	48%	24%
The Cotswolds	77	13% faster	53%	8%
The Wrekin	87	9% faster	48%	7%
Thirsk and Malton	97	7% faster	66%	18%
Thornbury and Yate	74	20% faster	47%	21%
Thurrock	116	15% slower	46%	26%
Tiverton and Honiton	90	5% faster	63%	28%
Tonbridge and Malling	111	4% faster	46%	18%
Tooting	122	7% slower	31%	0%
Torbay	113	1% faster	62%	0%
Torridge and West Devon	105	6% slower	60%	4%
Totnes	91	12% slower	58%	5%
Tottenham	153	23% slower	39%	0%
Truro and Falmouth	89	4% faster	64%	11%
Tunbridge Wells	104	1% slower	56%	15%
Twickenham	92	12% faster	37%	0%
Tynemouth	94	13% faster	51%	7%
Uxbridge and South Ruislip	95	14% slower	37%	0%
Vauxhall	120	8% slower	32%	0%
Wakefield	97	1% slower	52%	8%
Wallasey	99	10% faster	51%	3%
Walsall North	94	31% slower	45%	5%
Walsall South	91	27% slower	41%	17%
Walthamstow	131	22% slower	34%	0%

Constituency name	Casualty index	Recent progress relative to the national rate (2014-16 vs 2011-13)	Percentage resident casualties on roads within constituency	Percentage injury collisions on strategic roads*
Wansbeck	118	8% slower	55%	4%
Wantage	91	2% slower	60%	10%
Warley	99	40% slower	39%	3%
Warrington North	100	6% faster	56%	20%
Warrington South	99	18% faster	55%	9%
Warwick and Leamington	83	7% slower	61%	12%
Washington and Sunderland West	91	15% faster	39%	9%
Watford	110	13% slower	48%	9%
Waveney	104	4% faster	66%	11%
Wealden	112	14% slower	53%	0%
Weaver Vale	97	15% faster	47%	11%
Wellingborough	82	13% slower	46%	10%
Wells	85	5% faster	56%	3%
Welwyn Hatfield	102	13% slower	56%	14%
Wentworth and Dearne	121	1% slower	47%	1%
West Bromwich East	92	28% slower	41%	17%
West Bromwich West	100	22% slower	36%	3%
West Dorset	93	14% faster	64%	22%
West Ham	116	25% slower	36%	0%
West Lancashire	99	6% slower	65%	4%
West Suffolk	98	3% faster	52%	15%
West Worcestershire	83	1% slower	57%	12%
Westminster North	94	21% slower	36%	0%
Westmorland and Lonsdale	83	6% slower	76%	18%
Weston-super-Mare	90	15% faster	67%	5%
Wigan	63	26% faster	44%	3%
Wimbledon	88	2% faster	33%	0%
Winchester	70	6% slower	55%	31%
Windsor	100	4% faster	41%	22%

Constituency name	Casualty index	Recent progress relative to the national rate (2014-16 vs 2011-13)	Percentage resident casualties on roads within constituency	Percentage injury collisions on strategic roads*
Wirral South	80	16% faster	46%	9%
Wirral West	85	17% faster	44%	5%
Witham	95	8% faster	48%	29%
Witney	92	1% faster	62%	0%
Woking	139	Same	54%	3%
Wokingham	83	15% faster	43%	10%
Wolverhampton North East	93	20% slower	46%	0%
Wolverhampton South East	104	14% slower	47%	0%
Wolverhampton South West	98	11% slower	42%	0%
Worcester	89	7% faster	55%	1%
Workington	118	12% slower	67%	8%
Worsley and Eccles South	68	4% faster	40%	30%
Worthing West	102	15% slower	46%	3%
Wycombe	99	3% faster	51%	9%
Wyre and Preston North	113	2% slower	43%	14%
Wyre Forest	93	3% faster	64%	0%
Wythenshawe and Sale East	68	18% faster	45%	15%
Yeovil	99	2% slower	64%	12%
York Central	84	10% slower	60%	0%
York Outer	84	12% slower	44%	16%
SCOTLAND				
Aberdeen North	54	27% faster	50%	12%
Aberdeen South	45	28% faster	48%	8%
Airdrie and Shotts	83	5% faster	52%	12%
Angus	68	34% faster	77%	14%
Argyll and Bute	75	19% faster	81%	42%
Ayr Carrick and Cumnock	72	9% faster	71%	21%
Banff and Buchan	79	19% faster	71%	13%
Berwickshire Roxburgh and Selkirk	90	11% faster	79%	21%

Constituency name	Casualty index	Recent progress relative to the national rate (2014-16 vs 2011-13)	Percentage resident casualties on roads within constituency	Percentage injury collisions on strategic roads*
Caithness Sutherland and Easter Ross	77	2% faster	84%	31%
Central Ayrshire	67	8% slower	52%	16%
Coatbridge Chryston and Bellshill	78	6% faster	49%	19%
Cumbernauld Kilsyth and Kirkintilloch East	63	1% faster	42%	11%
Dumfries and Galloway	81	4% slower	71%	22%
Dumfriesshire Clydesdale and Tweeddale	96	9% faster	61%	38%
Dundee East	57	28% faster	59%	14%
Dundee West	54	25% faster	62%	4%
Dunfermline and West Fife	53	5% faster	54%	21%
East Dunbartonshire	58	2% slower	38%	0%
East Kilbride Strathaven and Lesmahagow	69	5% slower	48%	15%
East Lothian	88	2% slower	58%	16%
East Renfrewshire	63	8% faster	42%	7%
Edinburgh East	87	6% slower	54%	0%
Edinburgh North and Leith	77	2% slower	51%	0%
Edinburgh South	79	3% slower	38%	10%
Edinburgh South West	78	4% faster	45%	9%
Edinburgh West	81	4% faster	47%	16%
Na h-Eileanan an Iar	49	16% slower	86%	0%
Falkirk	81	4% faster	65%	13%
Glasgow Central	72	Same	51%	12%
Glasgow East	85	9% slower	50%	14%
Glasgow North	56	21% slower	39%	6%
Glasgow North East	76	8% slower	46%	13%
Glasgow North West	69	2% faster	48%	0%
Glasgow South	78	9% slower	37%	2%
Glasgow South West	84	1% slower	45%	9%
Glenrothes	63	4% slower	56%	19%
Gordon	64	31% faster	62%	23%

Constituency name	Casualty index	Recent progress relative to the national rate (2014-16 vs 2011-13)	Percentage resident casualties on roads within constituency	Percentage injury collisions on strategic roads*
Inverclyde	76	8% faster	76%	26%
Inverness Nairn Badenoch and Strathspey	60	21% faster	77%	37%
Kilmarnock and Loudoun	65	6% slower	59%	18%
Kirkcaldy and Cowdenbeath	60	2% slower	46%	3%
Lanark and Hamilton East	79	11% slower	52%	17%
Linlithgow and East Falkirk	85	6% faster	51%	10%
Livingston	100	3% faster	62%	10%
Midlothian	100	5% faster	58%	17%
Moray	56	28% faster	71%	27%
Motherwell and Wishaw	72	11% faster	51%	4%
North Ayrshire and Arran	70	9% faster	61%	28%
North East Fife	52	Same	68%	12%
Ochil and South Perthshire	66	14% faster	62%	28%
Orkney and Shetland	51	11% faster	94%	0%
Paisley and Renfrewshire North	66	12% faster	53%	22%
Paisley and Renfrewshire South	72	4% faster	48%	6%
Perth and North Perthshire	54	22% faster	62%	22%
Ross Skye and Lochaber	72	17% faster	70%	58%
Rutherglen and Hamilton West	77	2% faster	39%	4%
Stirling	66	9% faster	72%	27%
West Aberdeenshire and Kincardine	62	26% faster	63%	15%
West Dunbartonshire	71	11% faster	57%	20%
WALES				
Aberavon	90	10% faster	59%	27%
Aberconwy	87	n/a	55%	31%
Alyn and Deeside	100	n/a	37%	12%
Arfon	74	n/a	56%	24%
Blaenau Gwent	81	10% faster	53%	12%
Brecon and Radnorshire	105	4% slower	68%	45%

Constituency name	Casualty index	Recent progress relative to the national rate (2014-16 vs 2011-13)	Percentage resident casualties on roads within constituency	Percentage injury collisions on strategic roads*
Bridgend	80	10% slower	52%	7%
Caerphilly	71	10% faster	43%	0%
Cardiff Central	66	17% faster	57%	0%
Cardiff North	65	11% faster	44%	11%
Cardiff South and Penarth	83	11% faster	45%	0%
Cardiff West	82	11% faster	47%	10%
Carmarthen East and Dinefwr	117	15% faster	59%	30%
Carmarthen West and South Pembrokeshire	100	11% faster	69%	23%
Ceredigion	103	12% faster	77%	38%
Clwyd South	95	n/a	32%	21%
Clwyd West	90	n/a	43%	17%
Cynon Valley	98	13% faster	59%	16%
Delyn	97	n/a	39%	14%
Dwyfor Meirionnydd	75	n/a	51%	32%
Gower	85	18% faster	42%	9%
Islwyn	65	8% slower	47%	0%
Llanelli	102	10% faster	62%	16%
Merthyr Tydfil and Rhymney	88	3% slower	59%	28%
Monmouth	61	19% faster	46%	39%
Montgomeryshire	113	5% faster	77%	55%
Neath	94	17% faster	46%	11%
Newport East	73	2% faster	49%	21%
Newport West	67	8% faster	50%	16%
Ogmore	96	4% faster	49%	16%
Pontypridd	84	3% faster	53%	15%
Preseli Pembrokeshire	102	2% slower	76%	23%
Rhondda	105	18% faster	56%	0%
Swansea East	99	8% faster	49%	7%
Swansea West	82	21% faster	59%	0%

Constituency name	Casualty index	Recent progress relative to the national rate (2014-16 vs 2011-13)	Percentage resident casualties on roads within constituency	Percentage injury collisions on strategic roads*
Torfaen	64	11% slower	49%	18%
Vale of Clwyd	114	n/a	47%	6%
Vale of Glamorgan	84	13% faster	65%	4%
Wrexham	97	n/a	42%	6%
Ynys Môn	73	n/a	60%	8%

APPENDIX 2 –UNINSURED DRIVER COLLISIONS BY CONSTITUENCY

England | Scotland | Wales

Constituency name	Collision Index Norm = 100	Recent progress relative to the national rate (2014-16 vs 2013-15)
ENGLAND		
Aldershot	36	6% faster
Aldridge-Brownhills	40	5% slower
Altrincham and Sale West	36	29% slower
Amber Valley	40	6% slower
Arundel and South Downs	22	12% faster
Ashfield	47	Same
Ashford	37	14% slower
Ashton-under-Lyne	76	11% slower
Aylesbury	36	5% faster
Banbury	31	3% slower
Barking	119	13% faster
Barnsley Central	52	15% slower
Barnsley East	45	27% slower
Barrow and Furness	27	8% slower
Basildon and Billericay	40	62% slower
Basingstoke	26	24% faster
Bassetlaw	48	12% faster
Bath	22	79% slower
Batley and Spen	66	13% slower
Battersea	37	12% faster
Beaconsfield	35	5% faster
Beckenham	26	20% slower
Bedford	59	8% faster
Bermondsey and Old Southwark	55	2% faster
Berwick-upon-Tweed	20	52% faster

Constituency name	Collision Index Norm = 100	Recent progress relative to the national rate (2014-16 vs 2013-15)
ENGLAND		
Bethnal Green and Bow	69	23% faster
Beverley and Holderness	21	20% faster
Bexhill and Battle	23	18% faster
Bexleyheath and Crayford	46	19% faster
Birkenhead	61	Same
Birmingham Edgbaston	75	12% faster
Birmingham Erdington	111	1% faster
Birmingham Hall Green	147	12% faster
Birmingham Hodge Hill	194	11% faster
Birmingham Ladywood	196	8% faster
Birmingham Northfield	71	14% faster
Birmingham Perry Barr	159	4% slower
Birmingham Selly Oak	61	1% slower
Birmingham Yardley	129	15% faster
Bishop Auckland	46	17% faster
Blackburn	135	8% faster
Blackley and Broughton	154	6% faster
Blackpool North and Cleveleys	45	41% slower
Blackpool South	62	18% faster
Blaydon	35	31% faster
Blyth Valley	35	6% slower
Bognor Regis and Littlehampton	36	7% slower
Bolsover	39	18% slower
Bolton North East	103	17% faster
Bolton South East	146	20% faster

Constituency name	Collision Index Norm = 100	Recent progress relative to the national rate (2014-16 vs 2013-15)
ENGLAND		
Bolton West	62	9% slower
Bootle	89	7% faster
Boston and Skegness	47	Same
Bosworth	35	30% slower
Bournemouth East	37	10% faster
Bournemouth West	37	11% slower
Bracknell	39	8% slower
Bradford East	162	19% faster
Bradford South	102	12% faster
Bradford West	200	9% faster
Braintree	25	19% faster
Brent Central	109	1% faster
Brent North	94	21% faster
Brentford and Isleworth	52	28% faster
Brentwood and Ongar	40	24% slower
Bridgwater and West Somerset	28	1% faster
Brigg and Goole	36	17% slower
Brighton Kemptown	34	15% slower
Brighton Pavilion	27	12% faster
Bristol East	63	2% slower
Bristol North West	40	22% faster
Bristol South	58	17% faster
Bristol West	48	4% faster
Broadland	20	22% slower
Bromley and Chislehurst	45	15% faster
Bromsgrove	27	5% faster
Broxbourne	46	11% slower
Broxtowe	33	9% faster
Buckingham	22	7% faster
Burnley	77	5% slower
Burton	51	28% slower

Constituency name	Collision Index Norm = 100	Recent progress relative to the national rate (2014-16 vs 2013-15)
ENGLAND		
Bury North	86	7% slower
Bury South	78	6% faster
Bury St Edmunds	18	8% slower
Calder Valley	40	24% faster
Camberwell and Peckham	84	7% slower
Camborne and Redruth	29	18% slower
Cambridge	23	21% slower
Cannock Chase	41	12% slower
Canterbury	29	12% faster
Carlisle	35	26% slower
Carshalton and Wallington	49	23% faster
Castle Point	31	9% slower
Central Devon	20	12% faster
Central Suffolk and North Ipswich	20	2% slower
Charnwood	27	6% faster
Chatham and Aylesford	58	25% faster
Cheadle	49	20% faster
Chelmsford	29	15% faster
Chelsea and Fulham	30	62% slower
Cheltenham	28	7% faster
Chesham and Amersham	30	21% faster
Chesterfield	32	12% faster
Chichester	21	23% slower
Chingford and Woodford Green	70	25% faster
Chippenham	24	24% faster
Chipping Barnet	50	19% faster
Chorley	44	19% faster
Christchurch	19	30% faster
Cities of London and Westminster	38	21% slower
City of Chester	40	1% slower
City of Durham	28	9% faster

Constituency name	Collision Index Norm = 100	Recent progress relative to the national rate (2014-16 vs 2013-15)
ENGLAND		
Clacton	35	7% slower
Cleethorpes	31	5% faster
Colchester	31	14% slower
Colne Valley	51	12% faster
Congleton	28	22% faster
Copeland	24	52% slower
Corby	42	12% faster
Coventry North East	109	6% faster
Coventry North West	65	2% slower
Coventry South	58	12% faster
Crawley	40	33% faster
Crewe and Nantwich	40	11% slower
Croydon Central	65	9% slower
Croydon North	107	3% faster
Croydon South	41	22% faster
Dagenham and Rainham	91	3% faster
Darlington	57	25% faster
Dartford	50	6% slower
Daventry	34	24% slower
Denton and Reddish	73	11% faster
Derby North	42	1% faster
Derby South	81	11% slower
Derbyshire Dales	19	31% faster
Devizes	29	5% faster
Dewsbury	72	10% slower
Don Valley	45	20% faster
Doncaster Central	71	4% faster
Doncaster North	64	28% slower
Dover	43	9% slower
Dudley North	71	1% faster
Dudley South	52	35% faster
Dulwich and West Norwood	70	16% faster

Constituency name	Collision Index Norm = 100	Recent progress relative to the national rate (2014-16 vs 2013-15)
ENGLAND		
Ealing Central and Acton	59	18% faster
Ealing North	91	7% faster
Ealing Southall	98	26% faster
Easington	62	12% slower
East Devon	18	50% slower
East Ham	129	4% faster
East Hampshire	20	12% faster
East Surrey	27	4% faster
East Worthing and Shoreham	30	12% faster
East Yorkshire	20	39% slower
Eastbourne	34	40% slower
Eastleigh	26	8% faster
Eddisbury	33	5% faster
Edmonton	138	9% faster
Ellesmere Port and Neston	46	17% faster
Elmet and Rothwell	31	7% faster
Eltham	58	8% slower
Enfield North	99	2% faster
Enfield Southgate	65	17% faster
Epping Forest	52	10% faster
Epsom and Ewell	24	1% faster
Erewash	36	1% slower
Erith and Thamesmead	83	11% faster
Esher and Walton	29	27% faster
Exeter	27	32% slower
Fareham	21	54% faster
Faversham and Mid Kent	35	12% faster
Feltham and Heston	85	20% faster
Filton and Bradley Stoke	30	12% slower
Finchley and Golders Green	54	23% faster
Folkestone and Hythe	33	23% faster

Constituency name	Collision Index Norm = 100	Recent progress relative to the national rate (2014-16 vs 2013-15)
ENGLAND		
Forest of Dean	26	15% slower
Fylde	30	1% slower
Gainsborough	30	11% slower
Garston and Halewood	79	8% faster
Gateshead	54	10% slower
Gedling	40	21% faster
Gillingham and Rainham	46	3% faster
Gloucester	45	18% slower
Gosport	22	21% slower
Grantham and Stamford	26	1% slower
Gravesham	55	1% faster
Great Grimsby	44	1% slower
Great Yarmouth	35	1% slower
Greenwich and Woolwich	65	18% slower
Guildford	29	12% faster
Hackney North and Stoke Newington	76	7% faster
Hackney South and Shoreditch	76	11% faster
Halesowen and Rowley Regis	54	34% slower
Halifax	91	8% slower
Haltemprice and Howden	17	12% faster
Halton	58	3% faster
Hammersmith	48	17% faster
Hampstead and Kilburn	44	12% faster
Harborough	28	25% slower
Harlow	52	7% faster
Harrogate and Knaresborough	25	22% faster
Harrow East	71	9% faster
Harrow West	66	9% faster
Hartlepool	53	8% slower
Harwich and North Essex	26	5% faster

Constituency name	Collision Index Norm = 100	Recent progress relative to the national rate (2014-16 vs 2013-15)
ENGLAND		
Hastings and Rye	38	16% faster
Havant	35	3% slower
Hayes and Harlington	100	27% faster
Hazel Grove	50	59% slower
Hemel Hempstead	42	12% faster
Hemsworth	54	12% slower
Hendon	80	12% faster
Henley	23	1% faster
Hereford and South Herefordshire	25	30% faster
Hertford and Stortford	28	1% slower
Hertsmere	46	39% faster
Hexham	20	14% slower
Heywood and Middleton	80	4% faster
High Peak	27	12% faster
Hitchin and Harpenden	25	7% faster
Holborn and St Pancras	33	22% slower
Hornchurch and Upminster	43	10% faster
Hornsey and Wood Green	68	6% faster
Horsham	20	46% faster
Houghton and Sunderland South	48	12% faster
Hove	32	22% faster
Huddersfield	78	20% faster
Huntingdon	23	16% slower
Hyndburn	92	13% faster
Ilford North	64	5% faster
Ilford South	129	17% faster
Ipswich	32	7% slower
Isle of Wight	19	16% faster
Islington North	53	15% faster
Islington South and Finsbury	39	9% faster
Jarrow	31	7% faster

Constituency name	Collision Index Norm = 100	Recent progress relative to the national rate (2014-16 vs 2013-15)
ENGLAND		
Keighley	62	2% slower
Kenilworth and Southam	23	9% slower
Kensington	39	10% faster
Kettering	40	29% slower
Kingston and Surbiton	31	5% faster
Kingston upon Hull East	50	9% slower
Kingston upon Hull North	49	39% slower
Kingston upon Hull West and Hessle	55	3% slower
Kingswood	35	15% faster
Knowsley	88	6% faster
Lancaster and Fleetwood	34	21% slower
Leeds Central	91	7% faster
Leeds East	91	10% faster
Leeds North East	72	Same
Leeds North West	31	32% faster
Leeds West	76	29% slower
Leicester East	76	17% faster
Leicester South	73	1% faster
Leicester West	82	9% slower
Leigh	64	9% slower
Lewes	25	26% slower
Lewisham East	77	Same
Lewisham West and Penge	66	5% slower
Lewisham Deptford	81	21% faster
Leyton and Wanstead	96	2% slower
Lichfield	32	20% slower
Lincoln	42	12% slower
Liverpool Riverside	81	10% slower
Liverpool Walton	113	2% faster
Liverpool Wavertree	114	19% faster
Liverpool West Derby	101	10% slower

Constituency name	Collision Index Norm = 100	Recent progress relative to the national rate (2014-16 vs 2013-15)
ENGLAND		
Loughborough	33	19% faster
Louth and Horncastle	25	16% faster
Ludlow	24	5% faster
Luton North	94	1% slower
Luton South	126	7% slower
Macclesfield	30	2% faster
Maidenhead	31	44% faster
Maidstone and The Weald	36	23% faster
Makerfield	59	1% faster
Maldon	28	3% faster
Manchester Central	119	10% faster
Manchester Gorton	140	10% slower
Manchester Withington	62	2% faster
Mansfield	51	7% slower
Meon Valley	21	14% slower
Meriden	49	1% slower
Mid Bedfordshire	28	29% faster
Mid Derbyshire	20	29% faster
Mid Dorset and North Poole	16	18% faster
Mid Norfolk	24	25% slower
Mid Sussex	21	5% faster
Mid Worcestershire	24	74% slower
Middlesbrough	78	22% slower
Middlesbrough South and East Cleveland	38	35% slower
Milton Keynes North	53	8% faster
Milton Keynes South	55	11% faster
Mitcham and Morden	78	12% faster
Mole Valley	24	7% faster
Morecambe and Lunesdale	40	18% faster
Morley and Outwood	40	7% faster
New Forest East	24	18% faster

Constituency name	Collision Index Norm = 100	Recent progress relative to the national rate (2014-16 vs 2013-15)
ENGLAND		
New Forest West	15	48% slower
Newark	33	2% faster
Newbury	26	24% faster
Newcastle upon Tyne Central	60	1% slower
Newcastle upon Tyne East	32	35% faster
Newcastle upon Tyne North	40	16% slower
Newcastle-under-Lyme	30	8% faster
Newton Abbot	28	12% faster
Normanton Pontefract and Castleford	52	16% slower
North Cornwall	21	7% slower
North Devon	18	16% faster
North Dorset	19	4% slower
North Durham	51	7% slower
North East Bedfordshire	30	18% faster
North East Cambridgeshire	46	11% slower
North East Derbyshire	27	12% faster
North East Hampshire	21	2% faster
North East Hertfordshire	31	17% slower
North East Somerset	26	9% faster
North Herefordshire	23	6% faster
North Norfolk	20	31% slower
North Shropshire	31	12% faster
North Somerset	25	12% faster
North Swindon	29	3% faster
North Thanet	42	59% slower
North Tyneside	33	Same
North Warwickshire	53	19% faster
North West Cambridgeshire	35	28% faster
North West Durham	45	28% faster
North West Hampshire	20	15% slower
North West Leicestershire	41	19% slower

Constituency name	Collision Index Norm = 100	Recent progress relative to the national rate (2014-16 vs 2013-15)
ENGLAND		
North West Norfolk	31	7% slower
North Wiltshire	25	5% slower
Northampton North	51	8% slower
Northampton South	71	2% faster
Norwich North	42	9% slower
Norwich South	41	3% slower
Nottingham East	91	12% slower
Nottingham North	87	8% slower
Nottingham South	46	18% faster
Nuneaton	50	6% faster
Old Bexley and Sidcup	31	6% faster
Oldham East and Saddleworth	108	Same
Oldham West and Royton	117	7% faster
Orpington	35	57% slower
Oxford East	43	1% slower
Oxford West and Abingdon	19	9% slower
Pendle	100	8% faster
Penistone and Stocksbridge	31	12% slower
Penrith and The Border	20	42% slower
Peterborough	99	12% slower
Plymouth Moor View	34	8% faster
Plymouth Sutton and Devonport	38	69% slower
Poole	28	11% slower
Poplar and Limehouse	70	21% faster
Portsmouth North	41	28% faster
Portsmouth South	40	17% faster
Preston	92	23% slower
Pudsey	40	12% faster
Putney	32	20% faster
Rayleigh and Wickford	23	12% slower
Reading East	44	40% faster

Constituency name	Collision Index Norm = 100	Recent progress relative to the national rate (2014-16 vs 2013-15)
ENGLAND		
Reading West	47	17% faster
Redcar	44	15% slower
Redditch	36	3% faster
Reigate	26	3% slower
Ribble Valley	39	34% slower
Richmond (Yorks)	20	44% slower
Richmond Park	22	22% slower
Rochdale	130	19% faster
Rochester and Strood	49	10% slower
Rochford and Southend East	40	24% slower
Romford	54	30% faster
Romsey and Southampton North	25	11% slower
Rossendale and Darwen	60	15% faster
Rother Valley	41	39% slower
Rotherham	82	3% slower
Rugby	38	3% faster
Ruislip Northwood and Pinner	37	12% faster
Runnymede and Weybridge	39	15% faster
Rushcliffe	23	42% slower
Rutland and Melton	26	12% slower
Saffron Walden	22	73% slower
Salford and Eccles	78	11% faster
Salisbury	21	34% slower
Scarborough and Whitby	19	Same
Scunthorpe	46	5% faster
Sedgefield	51	3% faster
Sefton Central	44	24% faster
Selby and Ainsty	24	88% slower
Sevenoaks	36	38% slower
Sheffield Central	48	5% slower
Sheffield South East	54	6% slower

Constituency name	Collision Index Norm = 100	Recent progress relative to the national rate (2014-16 vs 2013-15)
ENGLAND		
Sheffield Brightside and Hillsborough	77	8% faster
Sheffield Hallam	20	19% faster
Sheffield Heeley	51	12% faster
Sherwood	36	3% faster
Shipley	44	4% faster
Shrewsbury and Atcham	26	44% faster
Sittingbourne and Sheppey	51	12% faster
Skipton and Ripon	24	19% slower
Sleaford and North Hykeham	24	26% slower
Slough	116	11% faster
Solihull	39	10% faster
Somerton and Frome	26	4% slower
South Basildon and East Thurrock	44	13% slower
South Cambridgeshire	18	17% slower
South Derbyshire	36	4% slower
South Dorset	22	4% slower
South East Cambridgeshire	23	34% faster
South East Cornwall	26	7% slower
South Holland and The Deepings	35	11% slower
South Leicestershire	32	9% slower
South Norfolk	24	5% slower
South Northamptonshire	24	43% slower
South Ribble	36	3% slower
South Shields	41	1% slower
South Staffordshire	32	1% faster
South Suffolk	18	14% slower
South Swindon	37	4% faster
South Thanet	52	7% slower
South West Bedfordshire	47	16% faster
South West Devon	19	12% faster

Constituency name	Collision Index Norm = 100	Recent progress relative to the national rate (2014-16 vs 2013-15)
ENGLAND		
South West Hertfordshire	28	8% slower
South West Norfolk	37	12% faster
South West Surrey	20	34% slower
South West Wiltshire	28	22% slower
Southampton Itchen	41	5% faster
Southampton Test	48	9% slower
Southend West	31	43% faster
Southport	51	9% slower
Spelthorne	41	6% faster
St Albans	37	23% faster
St Austell and Newquay	27	11% slower
St Helens North	50	21% slower
St Helens South and Whiston	55	16% faster
St Ives	24	30% slower
Stafford	27	18% slower
Staffordshire Moorlands	31	27% faster
Stalybridge and Hyde	69	15% slower
Stevenage	37	41% faster
Stockport	73	20% slower
Stockton North	45	12% faster
Stockton South	41	9% faster
Stoke-on-Trent Central	72	8% slower
Stoke-on-Trent North	72	Same
Stoke-on-Trent South	53	13% slower
Stone	30	48% faster
Stourbridge	45	6% faster
Stratford-on-Avon	27	6% slower
Streatham	66	8% faster
Stretford and Urmston	76	12% faster
Stroud	26	13% slower
Suffolk Coastal	18	42% slower

Constituency name	Collision Index Norm = 100	Recent progress relative to the national rate (2014-16 vs 2013-15)
ENGLAND		
Sunderland Central	54	12% slower
Surrey Heath	31	5% faster
Sutton and Cheam	32	16% faster
Sutton Coldfield	36	19% faster
Tamworth	39	7% faster
Tatton	36	16% faster
Taunton Deane	25	12% faster
Telford	49	16% faster
Tewkesbury	23	22% slower
The Cotswolds	18	1% faster
The Wrekin	34	12% faster
Thirsk and Malton	19	43% slower
Thornbury and Yate	24	8% faster
Thurrock	81	25% slower
Tiverton and Honiton	19	58% slower
Tonbridge and Malling	25	9% faster
Tooting	43	10% faster
Torbay	42	28% faster
Torridge and West Devon	22	5% faster
Totnes	25	33% slower
Tottenham	132	12% faster
Truro and Falmouth	27	16% slower
Tunbridge Wells	28	15% faster
Twickenham	30	12% faster
Tynemouth	23	30% faster
Uxbridge and South Ruislip	55	7% faster
Vauxhall	58	1% slower
Wakefield	51	21% slower
Wallasey	51	Same
Walsall North	75	11% slower
Walsall South	96	2% faster
Walthamstow	118	17% faster

Constituency name	Collision Index Norm = 100	Recent progress relative to the national rate (2014-16 vs 2013-15)
ENGLAND		
Wansbeck	33	26% slower
Wantage	23	46% slower
Warley	121	9% slower
Warrington North	54	2% faster
Warrington South	45	20% faster
Warwick and Leamington	27	26% slower
Washington and Sunderland West	47	41% slower
Watford	52	10% faster
Waveney	24	30% faster
Wealden	24	52% slower
Weaver Vale	38	40% slower
Wellingborough	41	13% slower
Wells	27	23% faster
Welwyn Hatfield	38	4% slower
Wentworth and Dearne	48	16% slower
West Bromwich East	99	23% faster
West Bromwich West	94	4% faster
West Dorset	16	19% faster
West Ham	122	15% faster
West Lancashire	45	6% faster
West Suffolk	28	7% slower
West Worcestershire	23	7% slower
Westminster North	48	10% slower
Westmorland and Lonsdale	16	39% slower
Weston-super-Mare	36	27% faster
Wigan	61	11% faster
Wimbledon	30	Same
Winchester	15	4% slower
Windsor	39	31% faster
Wirral South	30	22% faster
Wirral West	32	7% slower

Constituency name	Collision Index Norm = 100	Recent progress relative to the national rate (2014-16 vs 2013-15)
ENGLAND		
Witham	23	30% faster
Witney	18	22% slower
Woking	34	8% faster
Wokingham	24	48% slower
Wolverhampton North East	93	Same
Wolverhampton South East	109	22% faster
Wolverhampton South West	99	11% faster
Worcester	31	1% slower
Workington	27	Same
Worsley and Eccles South	80	9% slower
Worthing West	25	22% faster
Wycombe	70	6% faster
Wyre and Preston North	26	6% slower
Wyre Forest	40	14% slower
Wythenshawe and Sale East	76	18% faster
Yeovil	31	28% slower
York Central	27	47% slower
York Outer	20	1% faster
SCOTLAND		
Aberdeen North	23	4% slower
Aberdeen South	14	42% slower
Airdrie and Shotts	42	6% slower
Angus	19	14% slower
Argyll and Bute	12	27% faster
Ayr Carrick and Cumnock	22	11% slower
Banff and Buchan	17	64% slower
Berwickshire Roxburgh and Selkirk	17	12% faster
Caithness Sutherland and Easter Ross	13	39% faster
Central Ayrshire	21	9% slower
Coatbridge Chryston and Bellshill	36	25% slower

Constituency name	Collision Index Norm = 100	Recent progress relative to the national rate (2014-16 vs 2013-15)
ENGLAND		
Cumbernauld Kilsyth and Kirkintilloch East	24	6% faster
Dumfries and Galloway	15	34% faster
Dumfriesshire Clydesdale and Tweeddale	17	48% faster
Dundee East	23	12% faster
Dundee West	22	7% faster
Dunfermline and West Fife	23	50% slower
East Dunbartonshire	17	20% slower
East Kilbride Strathaven and Lesmahagow	26	7% faster
East Lothian	15	20% faster
East Renfrewshire	17	36% faster
Edinburgh East	21	27% slower
Edinburgh North and Leith	14	95% slower
Edinburgh South	13	30% slower
Edinburgh South West	18	24% faster
Edinburgh West	18	29% faster
Na h-Eileanan an Iar	13	35% faster
Falkirk	22	7% faster
Glasgow Central	39	1% slower
Glasgow East	41	12% faster
Glasgow North	20	9% slower
Glasgow North East	38	34% slower
Glasgow North West	34	22% faster
Glasgow South	27	2% slower
Glasgow South West	39	12% slower
Glenrothes	34	37% slower
Gordon	12	18% faster
Inverclyde	25	10% slower
Inverness Nairn Badenoch and Strathspey	15	26% faster
Kilmarnock and Loudoun	22	9% slower
Kirkcaldy and Cowdenbeath	25	1% slower

Constituency name	Collision Index Norm = 100	Recent progress relative to the national rate (2014-16 vs 2013-15)
ENGLAND		
Lanark and Hamilton East	30	12% faster
Linlithgow and East Falkirk	25	12% slower
Livingston	28	4% faster
Midlothian	22	21% slower
Moray	14	47% slower
Motherwell and Wishaw	33	31% faster
North Ayrshire and Arran	21	31% slower
North East Fife	12	65% slower
Ochil and South Perthshire	20	1% faster
Orkney and Shetland	9	27% faster
Paisley and Renfrewshire North	25	Same
Paisley and Renfrewshire South	23	9% slower
Perth and North Perthshire	19	22% faster
Ross Skye and Lochaber	13	43% faster
Rutherglen and Hamilton West	33	49% slower
Stirling	17	31% faster
West Aberdeenshire and Kincardine	8	53% slower
West Dunbartonshire	26	33% faster
WALES		
Aberavon	49	21% faster
Aberconwy	23	56% faster
Alyn and Deeside	44	15% faster
Arfon	24	2% faster
Blaenau Gwent	62	3% slower
Brecon and Radnorshire	19	15% slower
Bridgend	35	12% faster
Caerphilly	57	28% faster
Cardiff Central	59	22% faster
Cardiff North	36	12% faster
Cardiff South and Penarth	79	12% faster

Constituency name	Collision Index Norm = 100	Recent progress relative to the national rate (2014-16 vs 2013-15)
ENGLAND		
Cardiff West	57	32% faster
Carmarthen East and Dinefwr	28	32% faster
Carmarthen West and South Pembrokeshire	21	5% slower
Ceredigion	16	43% faster
Clwyd South	36	25% faster
Clwyd West	33	1% faster
Cynon Valley	60	1% slower
Delyn	37	21% faster
Dwyfor Meirionnydd	18	18% slower
Gower	31	6% faster
Islwyn	63	26% faster
Llanelli	33	20% faster
Merthyr Tydfil and Rhymney	66	11% faster
Monmouth	25	15% slower

Constituency name	Collision Index Norm = 100	Recent progress relative to the national rate (2014-16 vs 2013-15)
ENGLAND		
Montgomeryshire	23	12% faster
Neath	42	21% faster
Newport East	53	18% slower
Newport West	56	6% slower
Ogmore	57	29% faster
Pontypridd	44	23% faster
Preseli Pembrokeshire	16	24% faster
Rhondda	64	38% slower
Swansea East	74	26% faster
Swansea West	52	4% slower
Torfaen	50	3% faster
Vale of Clwyd	44	9% faster
Vale of Glamorgan	41	25% faster
Wrexham	47	12% faster
Ynys Môn	24	29% faster

APPENDIX 3 – METHODOLOGY FOR CASUALTY DASHBOARDS

To create constituency indices, full STATS19 casualty data provided by the DfT was used for the period 2011 - 2016. Casualty home postcode was matched to a constituency using the 'small area' in which the casualty lives. A 'small area' is a lower layer super output area (LSOA) in England and Wales and a Data Zone in Scotland. Casualty data was then corrected to take account of postcode reporting variations between police forces, using an algorithm devised by Road Safety Analysis. Population figures were obtained from ONS for England and Wales and GRO for Scotland at 'small area' level, then built up to constituency level.

To generate the constituency indices, average annual proportions of constituency residents injured in collisions as casualties were divided by the equivalent national rate and expressed as a 100-based index. Values over 100 indicate a rate higher than expected based on population, while values lower than 100 suggest a rate lower than expected. Indices for different age groups such as 16-24 year old casualties are based on the population from those age groups only. The motorcycle user casualty index uses adult population (16 and over) since very few motorcycle user casualties were under 16.

Progress was measured by comparing the corrected casualty figures for 2014-2016 to 2011-2013, then comparing the change to the overall change nationally. A progress index value of 120 means that the constituency has progressed 20% more slowly than the national change. This does not necessarily mean that there has been an increase in casualties in the most recent three-year period, only that the rate of reduction is slower than is the case nationally.

Because the index is based on residency, it is necessary to correct for regional variation in postcode reporting (for various reasons, casualty home postcodes are not always recorded in STATS19 data). For more information about the postcode correction methodology, please refer to: http://www.roadsafetyanalysis.org/wp-content/uploads/sites/17/2015/03/PostcodeCorrectionMethodology.pdf .

Unfortunately, STATS19 returns from North Wales Police have not included casualty postcodes from 2013 onwards. Thus, indices for constituencies falling within this area are calculated on data from 2010 to 2012 only, and calculation of progress indices is not possible. It is probable that this issue will also influence indices of neighbouring constituencies to some degree. It is hoped that it will be possible to include this data, along with casualty postcodes from the Police Service of Northern Ireland, in future updates of the Dashboard.

APPENDIX 4 – METHODOLOGY FOR UNINSURED DRIVER DASHBOARD

To create constituency indices, data for uninsured drivers involved in collisions provided by the MIB (Motor Insurers' Bureau) was used for the period 2004 to 2016. Unlike STATS19, this dataset is 'live' data: information concerning claims arising from incidents from previous years is continually being added to the database, so collisions which occurred in 2014 may not be reported to the MIB until 2015 or beyond. Also unlike STATS19, this dataset includes incidents where no injury was recorded, as the only related claims concerned damage to property.

Uninsured driver home postcode was matched to a constituency using the same methodology as for casualty postcodes described in Appendix 3 above. The population figures used were the same adult population figures used in the casualty analysis.

To generate the constituency indices, average annual proportions of constituency residents involved in collisions as uninsured drivers were divided by the equivalent national rate and expressed as a 100-based index. Again, values over 100 indicate a rate higher than expected based on population, while values lower than 100 suggest a rate lower than expected.

Due to the more fluid nature of the dataset, progress was measured using an algorithm which differs from that applied to casualties. The most recent three years' data (2014 – 2016) was compared to the three years' data which was the most recent at a date exactly twelve months earlier (2013 – 2015). Each constituency's rate of change was then compared to the overall change nationally. As with casualty data, a slower progress rate does not necessarily mean that there has been an absolute increase in uninsured driver collision involvement in the most recent three-year period, only that the rate of reduction is slower than is the case nationally.

APPENDIX 5 – DVLA DATA ON ENDORSEMENTS

Following a data request sent by PACTS to the DVLA we were able to obtain information about endorsements for speeding offences. This information was supplied at Postcode Sector Level and this had to be matched to constituency using a 'small area', in this case the national LSOA geography for England and Wales and Data Zones in Scotland. As there were overlapping areas, the endorsements had to be pro-rated to each small area and then added up for the small areas in each constituency.

To generate the constituency indices, average annual proportions of constituency residents receiving endorsement for speeding offences were divided by the equivalent national rate and expressed as a 100-based index. Again, values over 100 indicate a rate higher than expected based on the number of car license holders, while values lower than 100 suggest a rate lower than expected.

PACTS & DIRECT LINE
CONSTITUENCY
ROAD SAFETY DASHBOARD
December 2018

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