

Provisional
half year figures



BLIQ

Data-led road safety
for United Kingdom

Road safety reporting

Period 2020 thru Q2 2025

BLIQ

Data-driven road safety in United Kingdom

BLIQ is the road safety report that gives you a good and up-to-date picture of road safety in your region. Smart Data (IQ) provides you as a manager with fact-based insights into the current situation on the road. With the current and objective figures, you can discover the focal points and areas for improvement in your region, so that you can concentrate on safe traffic. BLIQ is published three times a year:

- Q2 and Q4: provisional statistics (5 months after the end of the reporting period)
- September: final annual statistics (9 months after the end of the year)

Where does the data come from?

This BLIQ report for your region is based on STATS19 collision data published by the Department for Transport (GOV.UK) and processed through VIA Road Safety Software.

Your region may also access the VIA platform where comparable BLIQ reports are available for download. Free accounts can be requested by road authorities and other relevant public-sector organisations, see www.via.nl.

HERE is a major specialist in car navigation, road maps and traffic data. While driving, motor vehicles collect data via (portable) navigation systems, connected cars and smartphone apps: "floating car data". HERE provides this data, which is relevant for road safety. As a result, road managers and the police know where and when drivers are speeding or where delays are occurring. Further information about HERE can be found at: here.com.

VIA Road Safety Software enables all partners to carry out up-to-date and precise detailed analyses and evaluations themselves at any time. Your region has access to:

- ☐ Historical collision data from 2019
- ☐ Provisional collision data every half year
- ☐ Current speed data every month

The BLIQ report is therefore limited in speed data.

Disclaimer

BLIQ is based on the VIA Road Safety Software. The report is fully automated and is generated on 8 April 2026. This can lead to inaccuracies in the reporting.

Road collisions

In the United Kingdom, the police collect STATS19 data by recording details of personal injury road collisions that they attend or that are reported to them, using a standardised form.

This dataset includes information about the vehicles, casualties, and circumstances involved, and is submitted to the Department for Transport (DfT) for national analysis.

The data presented in this BLIQ report are based on this dataset.

- **Personal injury road collision:** A collision on a public road involving at least one moving vehicle, resulting in personal injury to at least one person. These collisions are not intentional and may involve multiple vehicles or road users.
- **Road casualty:** A person (driver, rider, passenger, or pedestrian) who is killed or injured as a result of a road collision.
- **Injured casualty:** A person who sustains an injury in a road traffic collision. The police record the severity of injury (fatal, serious or slight) separately for each casualty.
- **Fatality:** A person who dies immediately or within 30 days as a result of a road traffic collision. Deaths resulting from natural causes, suicide, or unrelated medical conditions are excluded from road traffic fatality figures.

Driving speeds

Speed data in this report are derived from **floating car data**, collected from vehicles during real-world journeys via connected navigation systems and mobile applications.

As the data reflect actual driving behaviour, the influence of traffic calming measures (such as speed humps), junctions, congestion and parking activity is inherently included in the measurements. To provide a clearer assessment of speed behaviour, VIA distinguishes between conditions with and without delay.

The dataset is highly detailed and covers a dense road network. Speed results included in this report have been validated for reliability and minimum sample size. Comparative analysis with fixed speed monitoring locations indicates only minor differences, typically within a few percentage points.

- **Exceeding the speed limit:** when the V85 (without deceleration) exceeds the legal speed limit.
- **V85:** The speed at or below which 85% of vehicles are observed to travel under free-flow conditions.



Road safety in your region

Vision Zero

Vision Zero is a road safety approach adopted by a growing number of authorities in the United Kingdom, aiming to eliminate all traffic-related deaths and serious injuries. It is based on the principle that loss of life and life-changing injury on the road network are preventable and not acceptable.

Vision Zero promotes safer roads, safer vehicles and safer behaviours through infrastructure design, education, enforcement and evidence-led policy interventions. Several UK cities, including London, have adopted Vision Zero strategies to improve transport safety and protect vulnerable road users.

Risk-based working in BLIQ

BLIQ supports a risk-based approach to road safety management, aligned with national policy frameworks such as the Strategic Framework for Road Safety and Vision Zero principles.

VIA's software is designed to function as a digital support tool, providing proactive insights for different user groups, from councillors and policymakers to technical specialists. The applications are integrated within a single platform to support an efficient and structured workflow.

BLIQ includes two analytical tools to support risk-based working:

- **Collision Score:** A composite score based on several indicators, including the number of injury collisions recorded in STATS19, the number of fatal collisions, and a weighting factor that relates collisions with casualties to traffic volume. The Collision Score is designed to identify priority locations and to generate an updated Top 10 of the highest-risk routes and junctions within each local authority or policing area. The current Top 10 is presented in this report.
- **CROSS:** A method to explore potential explanations for a high Collision Score by combining collision risk with an additional risk-related factor, such as speeding. This BLIQ report addresses the question: Can elevated collision risk be linked to excessive driving speeds on this road? The CROSS score is visualised in the road safety map for routes and junctions included in this report.

Both tools are fully integrated into an interactive map with a Top 10 ranking and are available in the VIA platform for deeper analysis. The map can also be accessed publicly via www.bliq.report. Within the platform, the map configuration can be fully customized and provides more detailed, granular information for in-depth analysis.



BLIQ on road casualties

The table shows the number of police-recorded road collisions in United Kingdom, together with the number of casualties, including those injured and killed.

Period	Status	Injury Collisions	Serious & slight casualties	Fatal casualties
2020	Final	87,991	110,084	1,371
2021	Final	98,585	123,359	1,474
2022	Final	103,509	130,450	1,631
2023	Final	104,239	131,323	1,624
2024	Final	100,894	126,625	1,602
2025 thru Q2	Temporary	48,456	60,239	735
Total		543,674	682,080	8,437

© 2026 VIA, overview of road collisions and casualties by time period

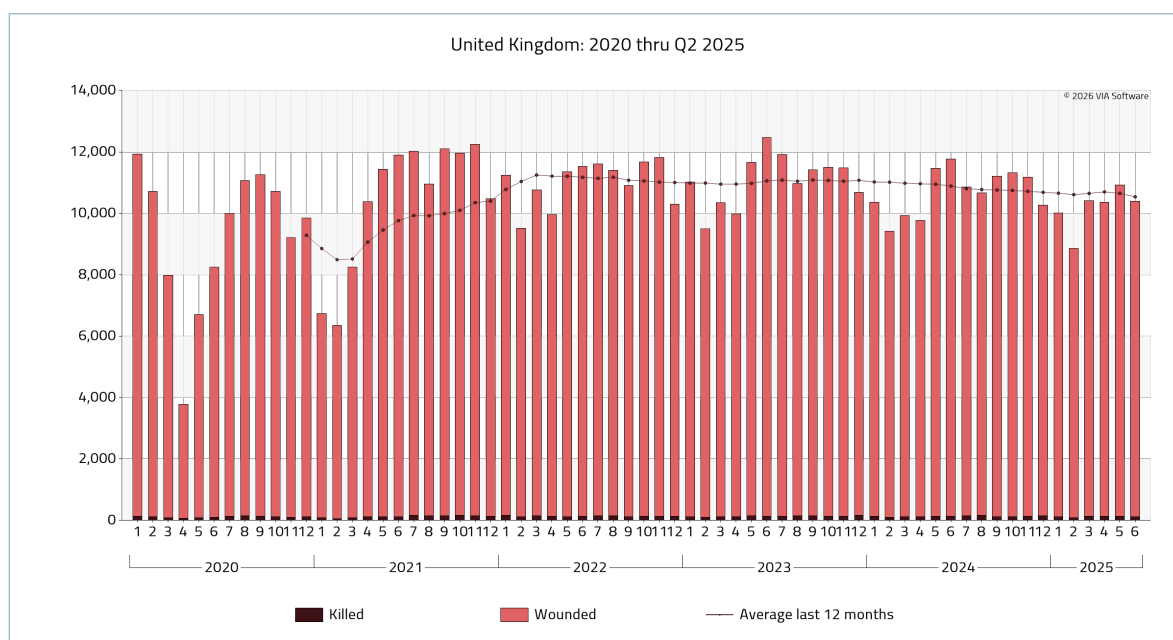
Note: During the COVID-19 pandemic period (2020–2021), national collision and casualty figures were lower than expected due to public health restrictions and reduced traffic volumes.

To monitor road safety effectively, it is important to compare annual trends in both collisions and casualties. Collision records are finalised in stages, meaning figures may change depending on their publication status.

Two data statuses are distinguished:

1. **Provisional:** Changes by the police are still being incorporated (last update: 30 June 2025, 0:00)
2. **Final:** Police updates are no longer incorporated

The first chart illustrates the number of road casualties per month shown as a bar chart and disaggregated into fatal and injured casualties. The line in the graph shows the moving average of the number of road victims of the latest 52 weeks.



Which province has the lowest casualty rate?

To compare the provinces, the number of road casualties per 100,000 residents is used as a standardised indicator.

The table below shows which provinces are above or below the national average based on this measure. The casualty rate in the highest-ranked province is approximately ∞ times higher than in the lowest-ranked province.

Name		Fatal casualties	Injured casualties	Road casualties per 100,000 residents
1	England	7,109	630,865	<div></div>
2	United Kingdom	8,437	682,080	<div></div>
3	Wales	483	22,349	<div></div>
4	Scotland	845	28,866	<div></div>
5	Northern Ireland	0	0	

© 2026 VIA, road casualties 2020 thru Q2 2025 per 100,000 residents compared to Province.

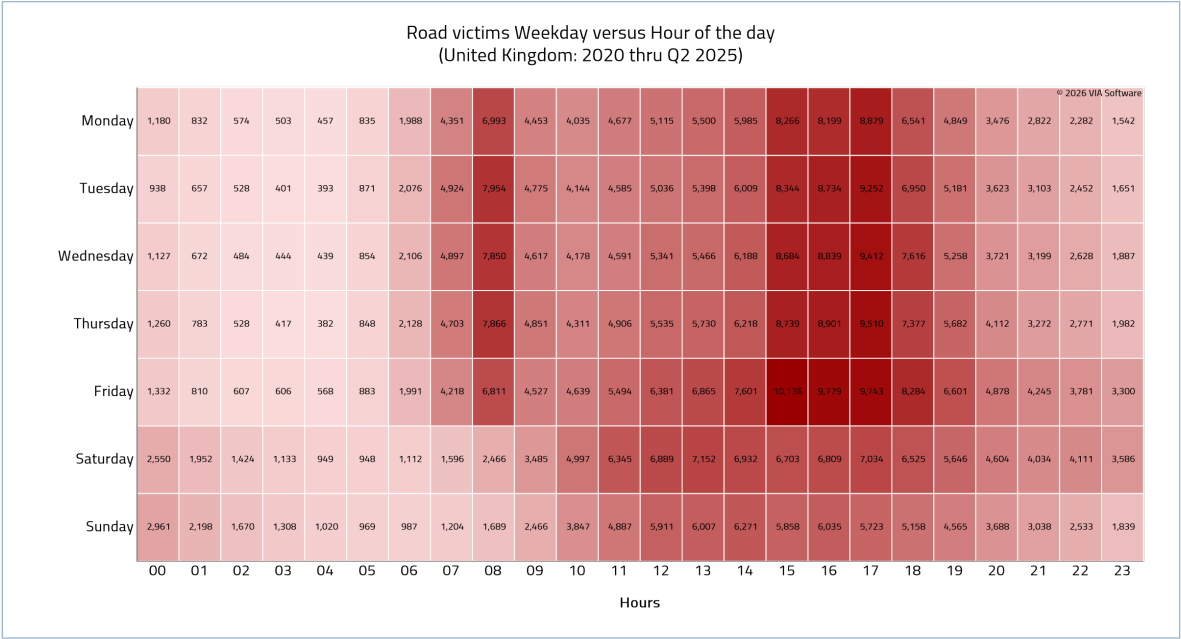
Note: In addition to population size, local factors such as traffic volumes, road network characteristics, and the presence of higher-order roads (for example motorways and principal roads) also influence casualty levels.



When do road collisions occur?

Road collisions, and therefore road casualties, occur throughout the day. Patterns are often linked to typical traffic conditions, such as higher volumes during peak travel periods, as well as leisure and social activities during evenings and weekend nights.

The heatmap below illustrates the times of day when the highest number of road casualties occur. Darker shading indicates a greater concentration of casualties at that time. The number within each cell represents the total count.

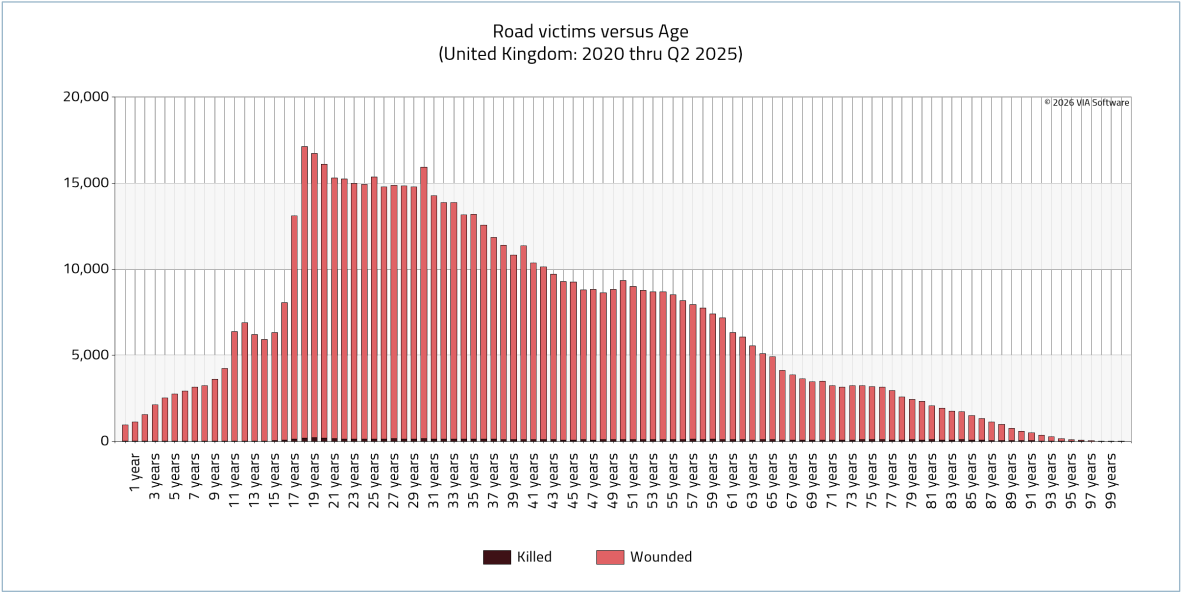
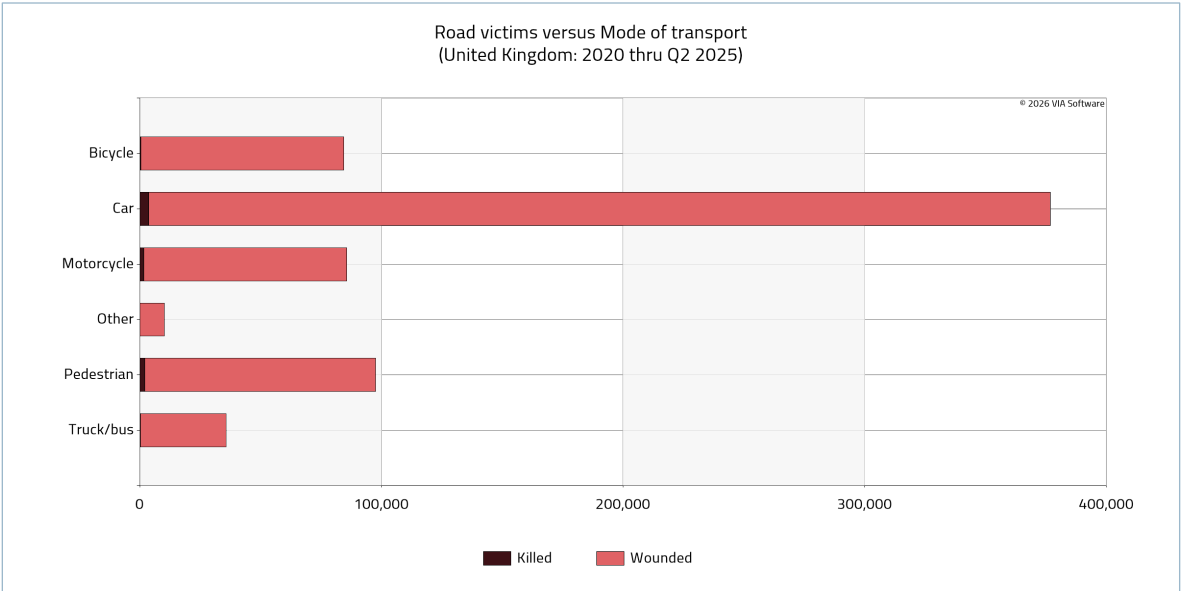


Who is involved?

The following charts show the distribution of the number of road casualties among the various age groups and modes of transport.

The proportion of young road users between the ages of 12 and 24 is 23% of all casualties.

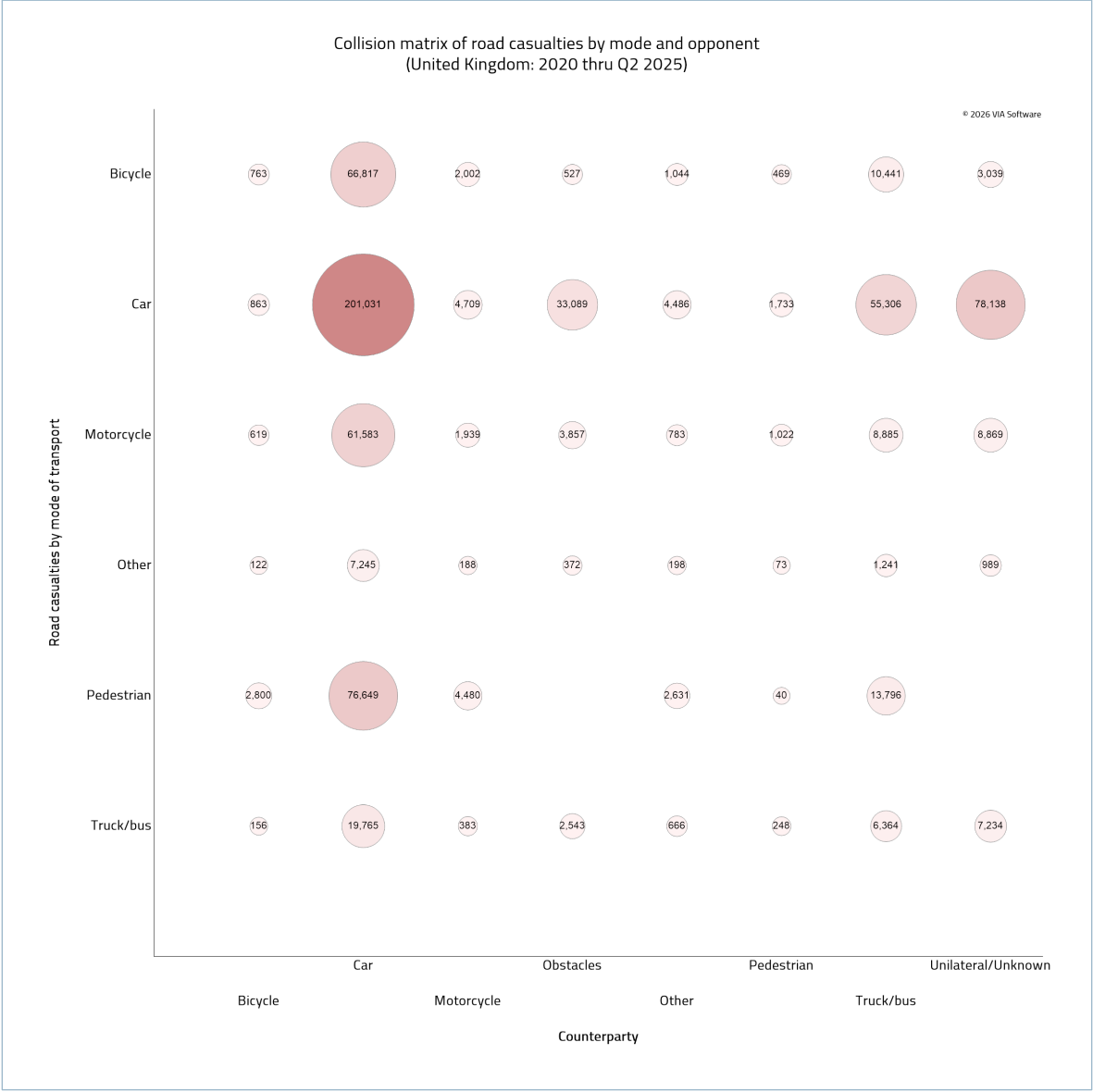
The group of vulnerable road users (pedestrians, cyclists, speed pedelecs and other and unknown vehicles) includes 26% all road casualties.



This graph (collision matrix) shows the number of traffic casualties by mode of transport and opposing party.

Y-axis: The type of road user injured or killed

X-axis: The type of opposing party involved in the accident.



Notes: The graph may contain double counts. If there were multiple opposing parties, the number of injured and/or fatal road users for all involved opposing parties is displayed on the X-axis.



Road collision map

The location of a road collision often provides useful insight into how and why it occurred. For example, did it take place within or outside a built-up area, on a motorway, or in a residential street?

For this reason, the BLIQ report includes a map showing all police-recorded road collisions.

This approach allows the map to highlight areas of high collision density (HCD), defined as locations where multiple collisions have occurred within 25 metres along the road network. Using a network-based distance ensures that collisions on parallel roads or separated carriageways are not incorrectly grouped together.

The map also illustrates spatial patterns between collision sites, helping to identify high-risk road sections or local areas where collisions occur in proximity. Such clusters often share common contributing factors or circumstances.

The collision density map for United Kingdom is shown on the next page.

Road network classification

The UK road network consists of roads with different functions. Some roads are designed to support longer-distance travel, while others provide access to towns, neighbourhoods and local destinations. Each road type has its own role and typical design characteristics.

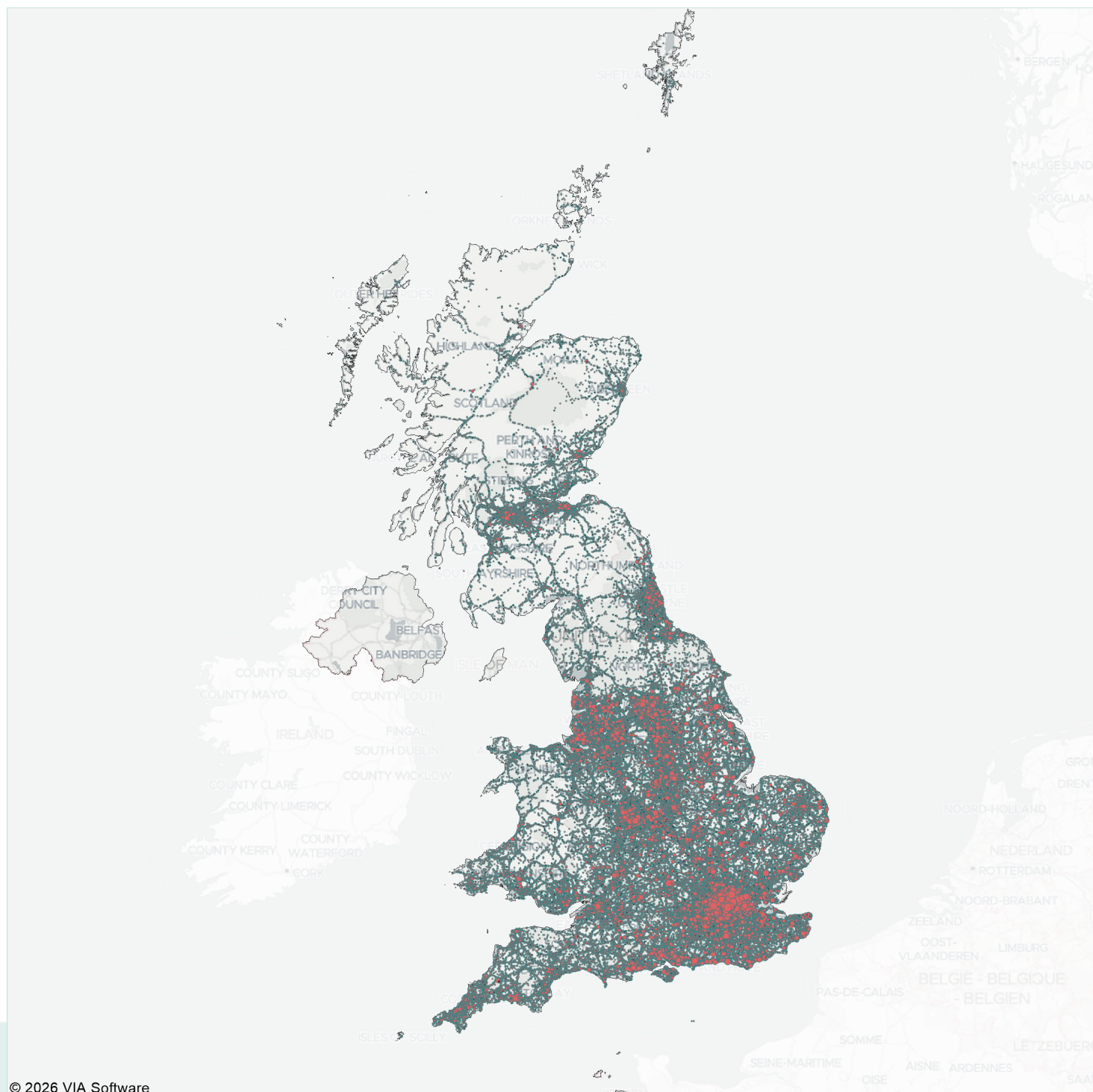
These functional differences are also highly relevant for road safety analysis. By using floating car data - collected via GPS from vehicles and smartphone applications - VIA identifies the most heavily used routes across the network. This information supports the classification of road function within and outside built-up areas.

This classification is used within CROSS to support more precise identification of collision concentrations and priority locations.

As a result, the previous list of High Collision Density locations (HCDs) has been replaced by the CROSS Top 10. The collision map remains available for reference.



High Collision Density Map



On this map, collisions occurring within 25 metres of one another are grouped together to form a collision concentration. The larger the symbol displayed, the greater the number of collisions recorded at that location.

Note: Locations situated on the local authority boundary also include collisions attributed to neighbouring authorities.

Note: Precise location data are unavailable for 0% of police-recorded collisions; these incidents are therefore not shown on the map.

Legend

- Fatal collisions
- Slight and serious collisions

Collisions in the period 2020 thru Q2 2025



Risk-orientated work with CROSS

To support a risk-based approach to road safety management, BLIQ applies the CROSS methodology. CROSS combines the Collision Score with an explanatory risk factor, such as the **Speed Score**.

The Collision Score determines prioritisation, with greater weighting given to more recent collision years, and is used to identify a Top 10 of the highest-risk routes and junctions. The CROSS score integrates both collision risk and speed-related risk within a colour matrix. Locations shown in red represent routes and junctions with both a high Collision Score and a high Speed Score.

For more detailed analysis, CROSS is available within the VIA Road Safety Software and can also be accessed publicly via www.bliq.report.

The **collision score** combines *four indicators* to reflect different aspects of road safety concern:

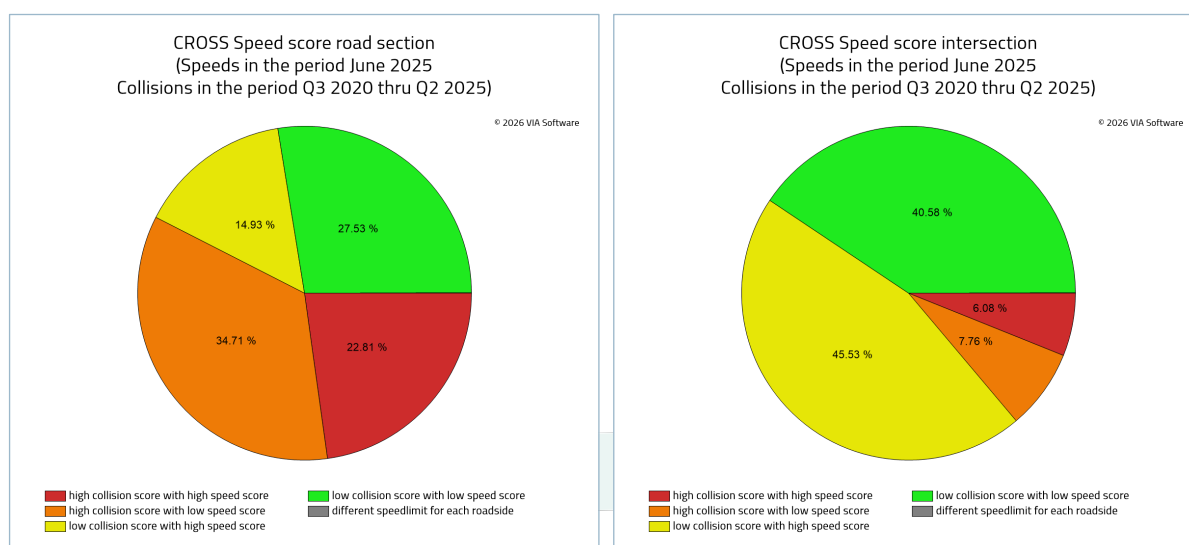
- **Citizens** criticise the *total number of collisions*.
- **Politicians** aim to reduce *the number of casualties*.
- **Politicians and the media** focus a lot of attention on the *number of fatal collisions*.
- **Roads and traffic** can vary greatly depending on the situation. These are corrected with a *coefficient*.

The **speed score** as an explanatory variable is a combination of *three indicators*, because:

- **Directive** is based on the V85 with regard to the *extent to which limit values are exceeded*.
- The **safety of** users is determined by the *proportion of those exceeding the limit*.
- **Roads and traffic** can vary greatly depending on the situation. These are corrected with a *coefficient*.

CROSS results in United Kingdom

The graphs below show CROSS outcomes for the busiest parts of the road network in United Kingdom. The left chart indicates that approximately 23% of road length receives a red CROSS classification, meaning high collision risk combined with high speed-related risk. The chart on the right shows that this also applies to 6% of junctions.



Note: In the coronavirus years 2020 and 2021, speeds were also affected by the measures.



TOP 10 highest-risk routes

The Top 10 is ranked by Collision Score and includes changes in position, CROSS matrix classification (red = high collision and speed risk), route names with links to the interactive map, and symbol-based score indicators. (see map page 14 for the exact locations)						Score
1	+1		A52 EAST LINDSEY	Collision		
2	+2		A3, VOLTAIRE ROAD LAMBETH	Collision		
3	-2		BEACHY HEAD ROAD, BIRLING GAP ROAD, GILBERTS DRIVE EASTBOURNE, WEALDEN	Collision		
4	+3		A4100 BIRMINGHAM	Collision		
5	-2		A2213, OLD POST OFFICE LANE, PEGLER SQUARE, TUDWAY ROAD GREENWICH	Collision		
6	+1054		B6381 BRADFORD	Collision		
7	+2599		AUDLEY ROAD, FLAXLEY ROAD, IRON LANE, KITTS GREEN ROAD BIRMINGHAM	Collision		
8	+3		A3057 TEST VALLEY	Collision		
9	+1		A35, BAILEY ROUNDABOUT BOURNEMOUTH, CHRISTCHURCH AND POOLE	Collision		
10	+8		A414 BRENTWOOD, CHELMSFORD, EPPING FOREST	Collision		

© 2026 VIA, routes based on speed (June 2025) and collisions (Q3 2020 thru Q2 2025)

Note 2: Road sections identified as exceeding the speed limit are determined by comparing observed driving speeds with the applicable posted speed limit. In some cases, the speed limit recorded in the HERE dataset may not be fully up to date or accurate, which could result in an incorrect classification.

Note 3: To ensure the Top 10 reflects the current situation, greater weighting is applied to more recent collision years. As a result, locations where effective interventions have recently been implemented may move down the ranking more quickly, while locations with increasing collision trends are identified at an earlier stage.



TOP 10 highest-risk junctions

The Top 10 is ranked by Collision Score and includes changes in position, CROSS matrix classification (red = high collision and speed risk), route names with links to the interactive map, and symbol-based score indicators. (see map page 14 for the exact locations)						Score
1	0		A30, B3257 CORNWALL	Collision		
				Speed		
2	0		A684, KILLINGTON INTERCHANGE, KILLINGTON INTERCHANGE 37 WESTMORLAND AND FURNESS	Collision		
				Speed		
3	0		A60, UNION ROAD NOTTINGHAM	Collision		
				Speed		
4	+4		NORMANTON ROAD, ROSE HILL STREET DERBY	Collision		
				Speed		
5	+7		A5202, BAYNES STREET, LYME TERRACE CAMDEN	Collision		
				Speed		
6	+53		WOOLWICH NEW ROAD GREENWICH	Collision		
				Speed		
7	+7		A3054, BETTYHAUNT LANE, WHITEHOUSE ROAD ISLE OF WIGHT	Collision		
				Speed		
8	+27		MAIN STREET, MANSFIELD ROAD BOLSOVER	Collision		
				Speed		
9	-2		A1010, COLLEGE GARDENS, LEEDS STREET ENFIELD	Collision		
				Speed		
10	0		HOLE LANE, STATION ROAD EAST HAMPSHIRE	Collision		
				Speed		

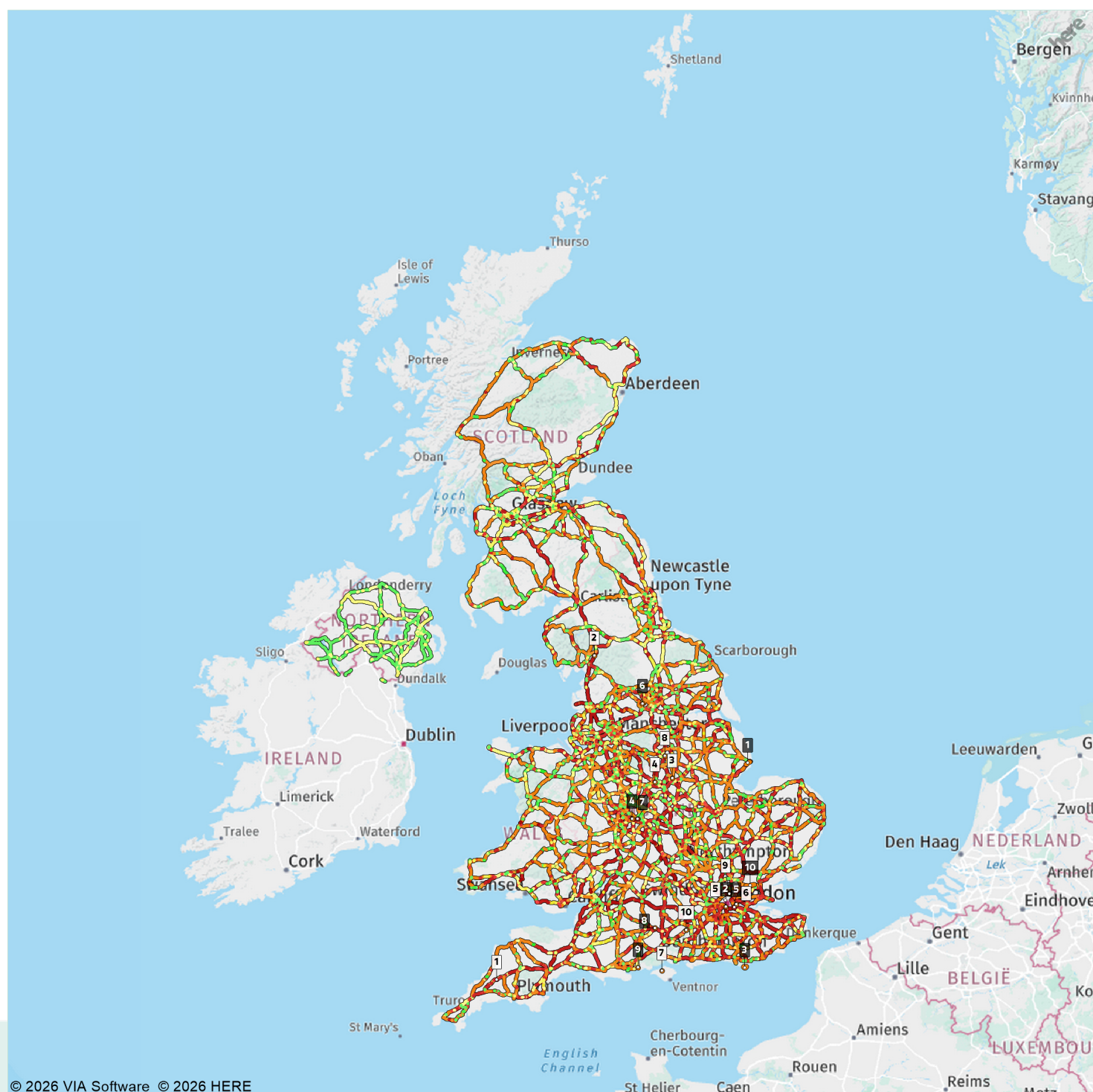
© 2026 VIA, intersections based on speed (June 2025) and collision (Q3 2020 thru Q2 2025)

Note 2: Junctions flagged for speed exceedance are identified by comparing approach speeds with the posted limit. Inaccuracies in speed limit data within the HERE dataset may lead to misclassification.

Note 3: To ensure the Top 10 reflects the current situation, greater weighting is applied to more recent collision years. As a result, locations where effective interventions have recently been implemented may move down the ranking more quickly, while locations with increasing collision trends are identified at an earlier stage.



CROSS road safety map for routes and junctions



Road safety map showing CROSS scores for the busiest part of the road network and the locations of the Top 10 highest-risk **1** routes and **1** junctions (see tables on the previous pages). An interactive version of this map is available via www.bliq.report. No distinction is made between different road authorities.

Collisions for which the exact location is not known and/or the link with speed was not successful are not included in this map.

Legenda

- High Collision Score / High Speed Score
- High Collision Score / Low Speed score
- Low Collision Score / High Speed Score
- Low Collision Score / Low Speed score
- Insufficient speed data
- Short road section

Speeds: June 2025

Collisions: Q3 2020 thru Q2 2025



United Kingdom

Channel Islands ▪ England ▪ Isle Of Man ▪ Northern Ireland ▪ Scotland ▪ Wales



This BLIQ report has been produced using VIA Road Safety Software.

To ensure consistency and comparability, it is important that all partners work from the same road safety dataset. Comparable BLIQ reports are therefore available for each nation, region, police force area and local authority.

Produced by VIA Road Safety Software