

National and Local Road Traffic Collision Statistics:

Cambridgeshire

Introduction

Cambridgeshire County Council (CCC) receives records of road traffic collisions that have occurred in Cambridgeshire and Peterborough on a weekly basis. Police forces collate collision data on behalf of the local authorities in their region and submit it to the Department for Transport (DfT) each year as part of the annual STATS19 submission.

The STATS19 dataset only includes injury collisions that took place on the public highway¹, involved at least one vehicle and were reported to the police within 30-days of the collision occurring. The dataset excludes collisions which are ruled not to be the result of a road traffic collision by a coroner (e.g. medical episodes, suicides etc). The collisions within scope of the STATS19 dataset are detailed in section 2 of the [DfT STATS20 guidance](#).

CCC works closely with the police to prevent any collisions or casualties that do not meet the DfT definition of a road traffic collision from being included in the STATS19 dataset. The police and CCC submit the collision records to DfT at the end of March each year for the previous calendar year.

The DfT collate STATS19 data from police forces across Great Britain and this is released as a [national road traffic collision dataset](#), typically in September. The national dataset for 2024 was released by DfT on 25th September 2025. This note is intended to summarise a small number of differences between the [national](#) and [local](#) datasets and also aims to compare local and national trends.

Discrepancy between the local and national statistics

The DfT collate data from police forces across Great Britain in the Spring each year. When the DfT obtain local collision records for each area, the records retrieved are those that were complete at this moment in time. However, due to the nature of police investigations and the data collection process, it's often the case that more records are received, or corrections are made to existing records, beyond this point in time. For this reason, some small differences are typically present between the national dataset and the 'live' data held locally.

¹ The Cambridgeshire public highway predominantly includes public roads and footpaths but does not include the guided busway. An adopted highway map is available online: [Highway records | Cambridgeshire County Council](#)

Cambridgeshire, excluding Peterborough:

The DfT national dataset suggests that 1,036 road traffic collisions occurred in Cambridgeshire (excluding Peterborough) in 2024. At the time of writing (October 2025), the local dataset suggests there were 1,043 collisions which is 7 more than the national dataset (+0.7%). See Table 1 for details.

Table 1: Road traffic collisions and casualties occurring in 2024 in Cambridgeshire, excluding Peterborough (CCC public highway) ²

	Cambridgeshire, excluding Peterborough					
	2024 Collisions			2024 Casualties		
	CCC	DfT	Diff	CCC	DfT	Diff
Fatal	30	30	-	32	32	-
Serious	245	243	+2	287	285	+2
Slight	768	763	+5	1,129	1,119	+10
Total	1,043	1,036	+7	1,448	1,436	+12

Peterborough:

The DfT national dataset suggests that 337 road traffic collisions occurred in Peterborough in 2024. At the time of writing (October 2025), the local dataset suggests there were 342 collisions which is 5 more than the national dataset (+1.5%). See Table 2 for details.

Table 2: Road traffic collisions and casualties occurring in 2024 in Peterborough (PCC public highway) ²

	Peterborough					
	2024 Collisions			2024 Casualties		
	CCC	DfT	Diff	CCC	DfT	Diff
Fatal	7	7	-	8	8	-
Serious	58	57	+1	62	61	+1
Slight	277	273	+4	408	402	+6
Total	342	337	+5	478	471	+7

²CCC's locally held collision data was extracted on 06th October 2025 and is subject to change. For example, an ongoing police investigation or a verdict from a coroner may result in a change to the data. The DfT's national data is sourced from table [ras0403](#) and will not capture retrospective changes if they were made beyond 31st March.

Reasons for the discrepancy

There are 12 road traffic collisions which occurred during 2024 in Cambridgeshire and Peterborough which the police did not fully add to the DfT CRASH database before mid-late May 2025. This meant these collisions would not have been available to the Department for Transport when they exported the 2024 data in May 2025.

CCC's local dataset is 'live' and subject to change, and it therefore includes these 12 collisions whilst the national DfT dataset reflects the data as of May 2025 and does not include these 12 collisions.

Impact of the discrepancy

Whilst there are some discrepancies between the local and national datasets, the scale and number of discrepancies is considered to be small and is unlikely to materially affect any analysis conducted at a national or local level. As a result, no mitigating actions are considered necessary.

Comparison of local, national and regional statistics

This section presents the number of casualties in 2024 compared to a pre-COVID baseline (2017-2019 average). This comparison has been conducted on a local, regional and national level and exclusively uses DfT adjusted³ casualty figures to aid comparability across the different geographies. This comparison can be seen in Figure 1 and is summarised below.

- **Fatal casualties** increased by 5% in Cambridgeshire (from 30.3 to 32 fatalities) and by 4% (from 7.7 to 8 fatalities) in Peterborough. The slight upward trend observed locally contrasts with reductions across the East of England (-4%), and nationally (-10% to -11%). However, it should be noted that the level of increase is relatively small in absolute terms.
- **Serious casualties** reduced by 14% in Cambridgeshire and by 28% in Peterborough. Local reductions are larger than the reductions seen in the East of England region (-3%) and nationally (-2% to -4%).
- **Slight casualties** reduced by 25% in Cambridgeshire and by 32% in Peterborough, which is slightly better than the reduction achieved regionally and nationally (-23% to -24%).

³ DfT publish both 'unadjusted' and 'adjusted' data. The unadjusted data is sourced direct from police forces regardless of the method of severity classification being used by each force. The adjusted data is intended to account for the differences in severity classification systems and make the data more comparable across different areas ([more information available here](#)).

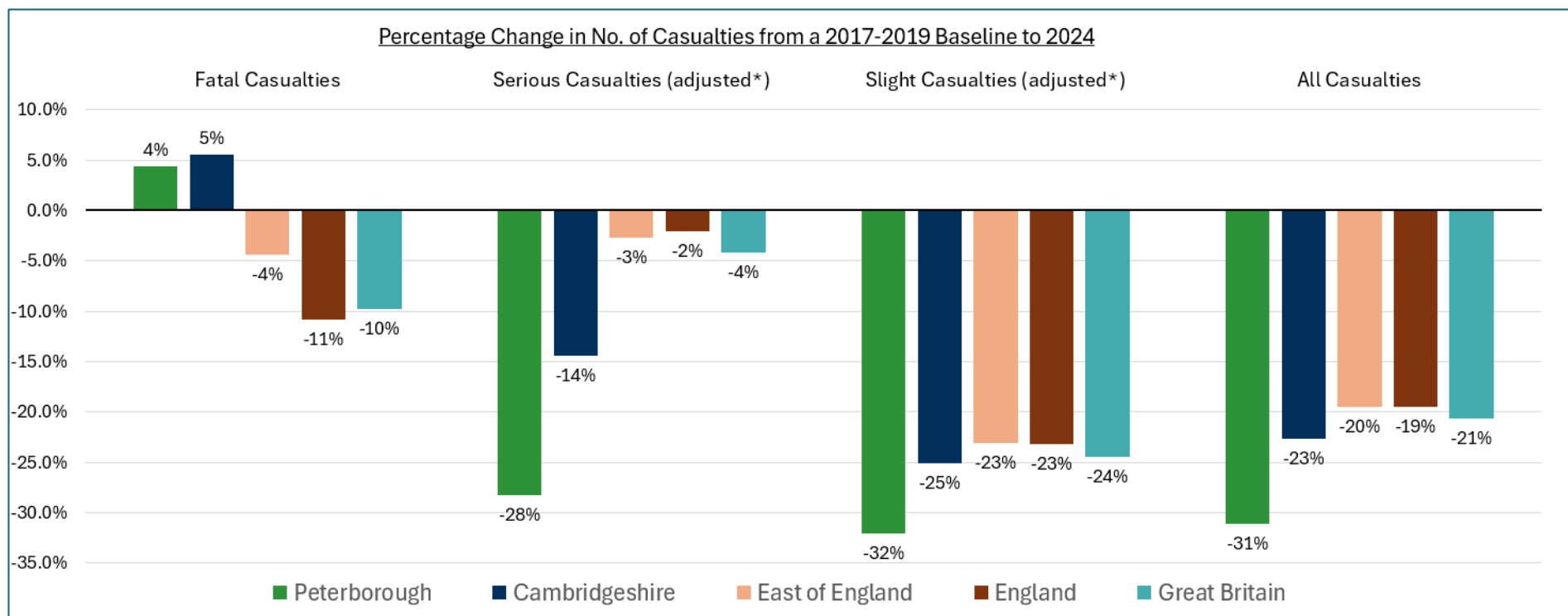
- **Total casualties** in Cambridgeshire reduced by 23% which is slightly above the regional reduction (-20%) and the national reduction (-19% to -21%), whilst the level of reduction in Peterborough (-31%) is higher.

Overview

Cambridgeshire and Peterborough performed particularly well in terms of serious casualty reductions and has mirrored regional/national trends in terms of slight casualty reductions. However, there has been a slight increase in fatal casualties in Cambridgeshire and Peterborough (a relatively small increase in absolute terms) despite there being a reduction nationally.

The local Road Safety Partnership has a target to reduce the number of people being killed and seriously injured (KSI) on our roads. The 2024 statistics suggest that progress is being made towards this goal with KSI casualties reducing by 13% in Cambridgeshire and 26% in Peterborough. This is compared to a regional and national reduction of 3-5%.

Figure 1: Percentage change in casualties by casualty severity and area



*See footnote 3 for more detail regarding adjusted/unadjusted figures.

Glossary

Collision:

All road collisions involving personal injury or death occurring on the Public Highway which are reported to the police within 30 days of occurrence, and which involves at least one vehicle.

The collision severity is determined by the most severe injury suffered by any casualty within the collision. For example, in a collision where 1 person was seriously injured, and a further 4 people were slightly injured, this would be recorded as a 'Serious' collision.

Casualty:

Any persons killed or injured in a road collision, with the below exceptions:

- *Casualties which have been determined as a suicide by a coroner.*
- *Casualties which pass away during a road collision from natural causes, and whose death is not ascribed by a coroner to have been a result of the collision.*
- *Casualties injured where the only injury sustained is deemed to be the result of an illness rather than the road collision.*
- *Casualties who witness a collision and suffer shock but are not directly involved.*
- *Casualties who injure themselves after exiting a vehicle once the collision has occurred.*
- *Casualties who injure themselves while working on a stationary vehicle.*
- *Injuries experienced by unborn infants at the time of the collision.*

A collision can contain multiple casualties. If one casualty fits into the above list of exceptions, they are not reported by CCC or the DfT, but all other casualties within the collision are reported.

Useful links:

Cambridgeshire and Peterborough's Vision Zero Partnership (VZP) are working on reducing the number of Fatal and Serious casualties on the road network. You can read more about the VZP here: [About the Vision Zero Partnership](#).

Cambridgeshire County Council has published a Road Safety Dashboard, where you can view the latest trends in collisions. This is available at the following link: [Cambridgeshire Road Safety Dashboard](#).