National and Local Road Traffic Collision Statistics: Cambridgeshire 2025

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 highway[1], 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 summer or autumn. The national dataset for 2025 was released by DfT on 30th July 2026. This note is intended to summarise a small number of differences between the national and local datasets and 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 1,017 road traffic collisions occurred in Cambridgeshire (excluding Peterborough) in 2025. At the time of writing (October 2026), the local dataset suggests there were 1,022 collisions which is five more than the national dataset (+ 0.5%). See Table 1 for details.

Table 1: Road traffic collisions and casualties occurring in 2025 in Cambridgeshire, excluding Peterborough (CCC public highway) [2]

	Cambridgeshire, excluding Peterborough					
	2025 Collisions			2025 Casualties		
	CCC	DfT	Diff	CCC	DfT	Diff
Fatal	26	26	-	27	27	-
Serious	289	285	+4	338	332	+6
Slight	707	706	+1	1,058	1,054	+4
Total	**1,022**	**1,017**	**+5**	**1,423**	**1,413**	**+10**

Peterborough:

The DfT national dataset suggests that 386 road traffic collisions occurred in Peterborough in 2025. At the time of writing (October 2026), the local dataset suggests there were 390 collisions which is four more than the national dataset (+1%). See Table 2 for details.

Table 2: Road traffic collisions and casualties occurring in 2025 in Peterborough (PCC public highway) [2]

	Peterborough					
	2025 Collisions			2025 Casualties		
	CCC	DfT	Diff	CCC	DfT	Diff
Fatal	7	7	-	7	7	-
Serious	102	99	+3	111	108	+3
Slight	281	280	+1	425	424	+1
Total	**390**	**386**	**+4**	**543**	**539**	**+4**

[2] CCC's locally held collision data was extracted on 28th October 2026 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. We may also receive further notifications of collisions which occurred in 2025. The DfT's national data is sourced from table ras0403 and double-checked via the full collision/casualty lists for 2025. These datasets will not capture retrospective changes if they were made beyond early spring 2026.

Reasons for the discrepancy

There are nine road traffic collisions which occurred during 2025 in Cambridgeshire and Peterborough which the police did not add to the DfT CRASH database before late May 2026. This meant these collisions would not have been available to the Department for Transport when they exported the 2025 data in early spring 2026.

CCC's local dataset is 'live' and subject to change, and it therefore includes these nine collisions, whilst the national DfT dataset reflects the data as of early spring 2026 and does not include these nine collisions.

Impact of the discrepancy

Whilst there are some discrepancies between the local and national datasets, the scale and number of discrepancies is 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 2025 compared to a pre-COVID baseline (2017-19 average). This comparison has been conducted on a local, regional and national (England and Great Britain datasets) level and exclusively uses DfT adjusted[3] casualty figures to aid comparability across these different geographies. This comparison can be seen in Figure 1 and is summarised below.

- **Fatal casualties** decreased by 11% in Cambridgeshire (from 30.3 to 27 fatalities) and by 9% (from 7.7 to 7 fatalities) in Peterborough. The downward trend observed locally is bettered by the national decrease (-13.5%).
  However, local figures do outperform those seen regionally across the East of England (-2%). It should be noted that the volume level of decrease is relatively small in absolute terms.
- **Serious casualties** reduced by less than 1% in Cambridgeshire but increased by 27% in Peterborough. Meanwhile, the East of England region has also seen an increase (10%). In Great Britain overall, volumes of seriously injured casualties have decreased compared to 2017-2019 by less than 1%. In England, there has been a

[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).

2.5% increase. Therefore, the national trend is much more acutely mirrored in Cambridgeshire than in Peterborough or in the East of England region overall.

- **Slight casualties** reduced by 29% in Cambridgeshire and by 28% in Peterborough, both of which marginally outperform the reduction achieved regionally (-25%) and nationally (-24% to -25%).
- **Total casualties** in Cambridgeshire reduced by 24% which outperforms the regional reduction in the East of England (-19%) and the national reduction (-20% to -21%), whilst the level of reduction in Peterborough (-21%) is comparable to the national figures.

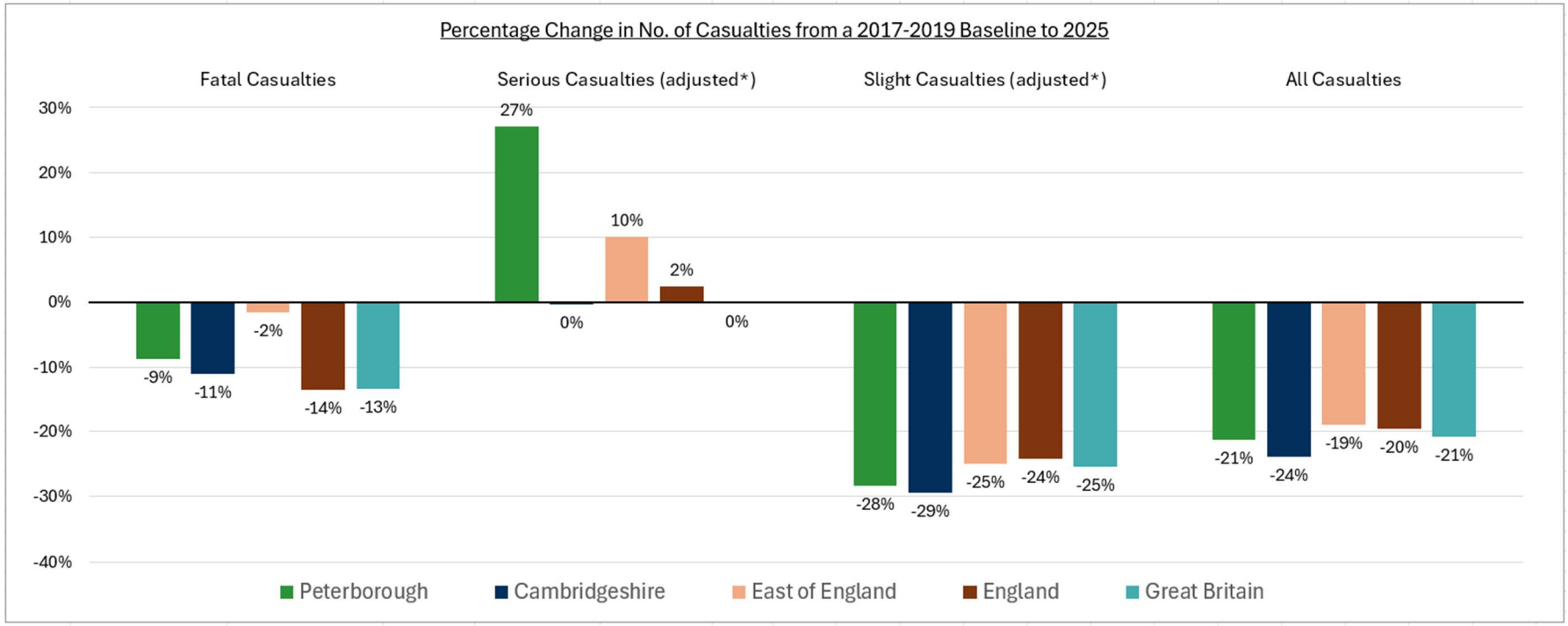
Overview

The 2025 DfT statistics indicate continued progress in reducing road casualties overall across Cambridgeshire and Peterborough. Fatal casualty volumes are below pre-pandemic levels, and reductions have been seen in respect of slight and overall casualty volumes. There is, however, a more mixed picture in respect of seriously injured casualties – with Peterborough ahead of the pre-pandemic baseline; and Cambridgeshire only just below.

The local Road Safety Partnership has a target to reduce the number of people killed or seriously injured (KSIs) on our roads.

In Cambridgeshire, reduced fatal casualties alongside broadly stable serious casualty numbers suggest that KSI volumes are just below the pre-pandemic baseline – which is encouraging. In Peterborough, however, a notable increase in serious casualties compared to 2017-19 outweighed a concurrent reduction in fatal casualties; meaning KSI volumes overall were ahead of the pre-pandemic baseline in Peterborough during 2025.

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.