

AVZ Briefing - Reported Fail to Stop (FTS) collisions—who's getting hurt

12th March 2026

Key points (England and Wales, 2024)

- Active road users account for almost three out of four people killed in crashes where the driver has left the scene, i.e. failed to stop (FTS). The most likely person killed is a pedestrian (63%) with cyclists accounting for further 10%.
- In FTS collisions where someone was Killed or Seriously Injured (KSI), over half the victims were active road users with 36% pedestrians and 23% cyclists.
- Stats above and below are from data provided by DfT.

DfT stats from 2024 show

Killed

- Of the 105 people killed in crashes where drivers failed to stop (FTS)¹, the majority were pedestrians (63%), with cyclists making up a further 10%.
- So almost three of four people killed in FTS crashes were active road users.
- Pedestrians and cyclists are over-represented in FTS fatal crashes. Pedestrians account for 25% of all road deaths, but well over twice this share (63%) of fatal FTS collisions. Cyclists make up 6% of all road deaths but over 50% more in the case of fatal FTS collisions.

Killed and Seriously Injured (KSI)

- Of the 3,524 reported KSIs in FTS collisions, over half of the victims were active road users with 36% being pedestrians and 23% cyclists.
- So almost 10 KSIs a day are being reported from drivers leaving the scene of a fatal/serious injury collision, with five to six involving active road users.
- Again, pedestrians and cyclists are over-represented. Pedestrians make up 21% of all KSI but 36% of FTS KSI. Cyclists are 14% of all KSIs but 23% of FTS KSIs.

Where occurring

- With 928 KSIs, London accounts for one in four KSIs related to drivers leaving the scene, with 74% of these being pedestrians and cyclists (divided equally between both modes).
- West Midlands has the next highest number with 218, including 42% pedestrians and 12% cyclists.
- These two police services account for one in three of the FTS related KSIs.
- Active road users accounted for over half of FTS KSIs in two-thirds of the England and Wales police services (28 of 43).

¹ FTS account for over 90% with the others involving vehicles which did not collide but contributed to the collision and did not stop

Table 1: Reported FTS Serious and Fatal Injuries KSIs (2024) by Police Authority

	Pedestrian	Pedal Cyclist	Motor Cyclist	Car Occupant	Other Vehicle Occupant	Total	% ped and Cyc
Avon and Somerset	26	16	8	10	6	66	64%
Bedfordshire	11	8	4	6	1	30	63%
Cambridgeshire	8	22	4	12	8	54	56%
Cheshire	7	8	5	6	5	32	49%
Cleveland	7	3	5	4	1	21	51%
Cumbria	5	5	3	1	1	15	67%
Derbyshire	31	11	21	33	4	100	42%
Devon and Cornwall	23	7	7	8	2	47	64%
Dorset	18	11	6	12	2	49	58%
Durham	7	3	6	9	2	27	37%
Dyfed-Powys	5	2	9	13	6	35	20%
Essex	21	13	6	21	3	64	53%
Gloucestershire	7	7	3	2	2	21	67%
Greater Manchester	58	35	13	73	7	186	50%
Gwent	13	3	5	6	2	28	54%
Hampshire	28	17	8	19	6	78	58%
Hertfordshire	15	9	6	10	4	44	55%
Humberside	21	22	5	18	1	67	64%
Kent	33	12	22	51	2	120	38%
Lancashire	45	18	8	30	2	103	61%
Leicestershire	25	20	5	14	3	67	67%
Lincolnshire	15	9	3	7	1	35	68%
London	348	338	115	83	44	928	74%
Merseyside	36	22	8	11	11	88	66%
Norfolk	13	9	11	7	2	42	52%
North Wales	8	3	4	6	1	22	49%
North Yorkshire	9	4	6	8	1	28	45%
Northamptonshire	19	7	3	9	3	41	64%
Northumbria	20	7	8	14	3	52	52%
Nottinghamshire	19	13	6	17	2	57	56%
South Wales	9	1	3	2	0	16	66%
South Yorkshire	42	10	22	43	7	124	42%
Staffordshire	13	1	2	10	1	27	52%
Suffolk	13	2	8	9	0	32	47%
Surrey	20	17	13	35	6	91	41%
Sussex	36	15	26	34	6	117	44%
Thames Valley	27	22	17	11	4	82	60%
Warwickshire	7	7	1	12	3	30	47%
West Mercia	16	14	8	17	2	57	53%
West Midlands	92	25	22	71	8	218	54%
West Yorkshire	72	21	19	61	18	191	49%
Wiltshire	10	8	1	5	1	26	69%
England and Wales	1,257	809	466	830	197	3,558	58%

Source: DfT (2025), RSSeq179