

Reported Road Casualties in Great Britain: Quarterly Provisional Estimates Q3 2013

Statistical Release

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Reported Road Casualties in Great Britain: Quarterly Provisional Estimates Q3 2013

Reported Road Casualties in Great Britain: Quarterly Provisional Estimates provides estimates of personal injury road accidents and casualties. This release covers the year ending September 2013, and includes accidents on public roads (including footways) in Great Britain, which became known to the police within 30 days. These estimates are published to allow emerging trends to be monitored between the publications of annual figures.

The key findings from the Quarterly Provisional Estimates Q3 2013 include:

- For reported road accidents in the year ending September 2013: 1,730 people were killed, a 2 per cent drop from 1,761 in the year ending September 2012. The number of killed or seriously injured casualties fell to 23,380, a 6 per cent decrease compared with the previous year.
- For the year ending September 2013, there were 184,010 reported road casualties of all severities, 7 per cent fewer than the 197,700 for the year ending September 2012.
- Total reported child casualties of all severities fell by 11 per cent to 15,730 for the year ending September 2013 compared with the previous year, with those killed or seriously injured down 15 per cent to 1,990.
- Motor vehicle traffic levels rose by 1.1 per cent compared with the 12 month period ending September 2012. In comparison, the casualty rate per billion vehicle miles decreased by 7 per cent for the same period.
- Between July and September 2013 (the latest available quarter), 470 people were killed in reported road accidents, unchanged from the same period for 2012. Serious and slightly injured casualties fell by 3 and 4 per cent respectively. These figures resulted in an overall decrease in casualties of 3 per cent.

1. A comparison of rolling years, by road user type and road type

- In the year ending September 2013 there were 1,730 reported road **fatalities**, a 2 per cent drop from 1,761 in the year ending September 2012. The number of **killed or seriously injured (KSI) casualties** fell by 6 per cent, to 23,380, and the **total number of casualties** fell by 7 per cent to 184,010. In comparison, motor vehicle **traffic rose** by 1.1 per cent over the same period.
- A total of 8,490 **car user** KSI casualties occurred in the year ending September 2013, a fall of 6 per cent from the previous 12-month period.
- KSI casualties for the vulnerable road user groups – **pedestrians, pedal cyclists and motorcyclists** – showed overall decreases of 10, 2 and 6 per cent respectively.
- The **casualty rate** per billion vehicle miles decreased for all casualty severities in the year ending September 2013, with falls of 2 per cent for fatalities, 7 per cent for serious injuries and 7 per cent for all casualties.
- There were also decreases in the number of **child casualties (aged 0-15)** which fell from 17,689 in the year ending September 2012, to 15,730 in the year ending September 2013, a fall of 11 per cent. The number of child KSIs also fell in the same period by 15 per cent to 1,990. **Child pedestrian** KSIs fell by 14 per cent to 1,360 in the year ending September 2013.
- There were drops in the number of accidents on all **road types** in the year ending September 2013 relative to the year ending September 2012. The number of fatal or serious accidents fell by 5 per cent on **major roads (motorways and A roads)** and 7 per cent on **minor roads**.
- In total, there were **184,010 casualties** from **138,530 accidents** in the year ending September 2013 representing a 6 per cent fall for accidents and a 7 per cent fall for casualties compared with the year ending September 2012.

Table [RAS45001](#): Reported road casualties by severity: Great Britain year ending Q3 2013

Number/percentage change compared with previous 12 months and 2005-2009 average

	2005-2009 average A	Oct-11 to Sep-12 B	Oct-12 to Sep-13 (P) C	Percentage change over 2005-2009 average (C-A)/A %	Percentage change over previous 12 months (C-B)/B %	Traffic ¹ percentage change over previous 12 months
ALL CASUALTIES						
Killed	2,816	1,761	1,730	-39	-2	1.1
KSI ²	30,041	24,945	23,380	-22	-6	1.1
Slightly injured	216,010	172,755	160,620	-26	-7	1.1
All casualties	246,050	197,700	184,010	-25	-7	1.1

P Provisional estimates

¹ Motor traffic (excludes pedal cycles)

² Killed or seriously injured

Chart [RAS45012](#): Reported killed or seriously injured casualties compared with motor vehicle traffic (billion miles), rolling four quarter totals: GB Q3 2004 – Q3 2013

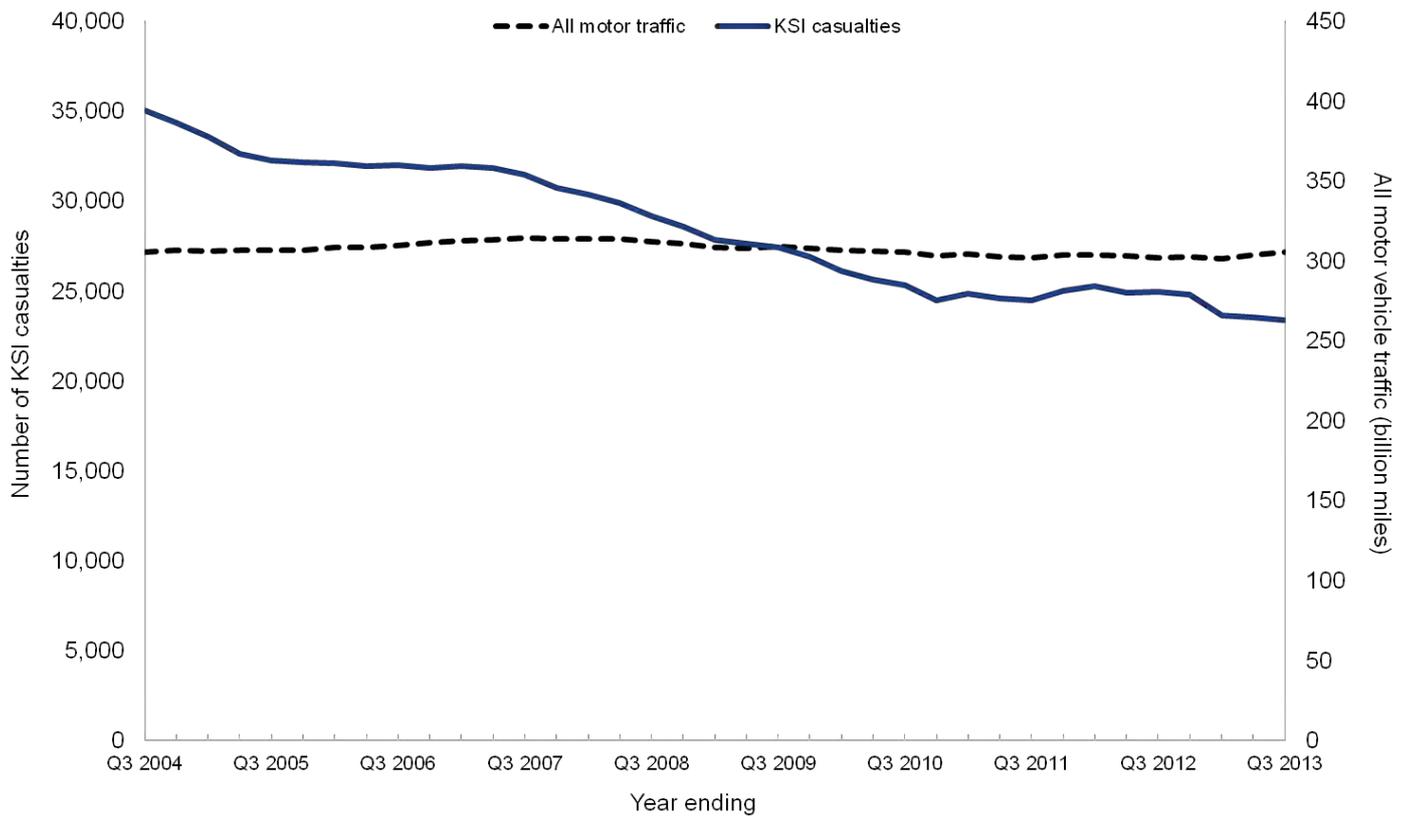
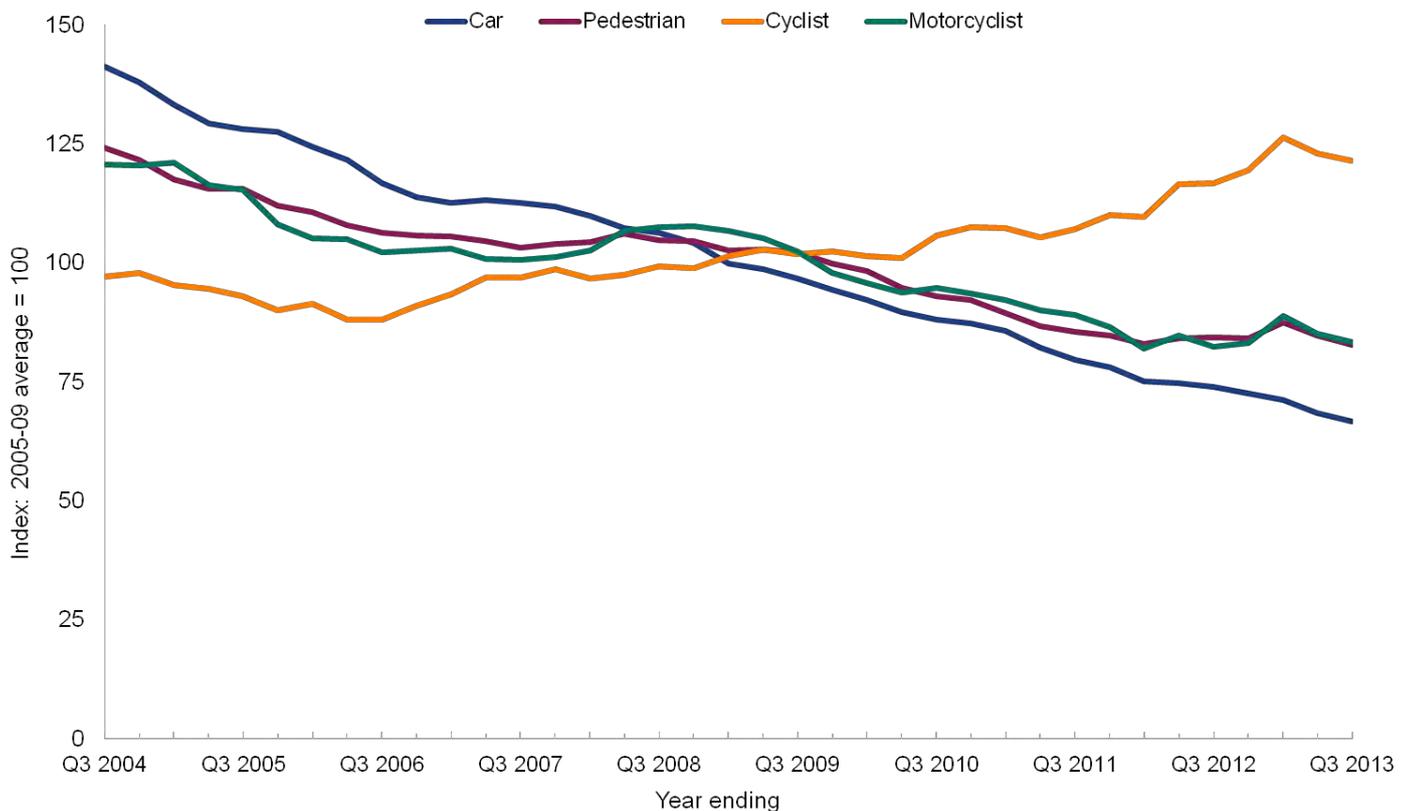


Chart [RAS45014](#): Reported killed or seriously injured (KSI) road casualties by road user type, Index: GB Q3 2004 – Q3 2013



2. A comparison of quarter 3 results 2012 and 2013

- Between July and September 2013, 470 people were **killed** in reported road accidents, unchanged from the same period in 2012. **Serious** and **slightly** injured casualties fell by 3 and 4 per cent respectively. These figures resulted in an overall **decrease** in casualties of 3 per cent.

Table [RAS45002](#): Reported road casualties by severity Q3 2013: GB

	Number/percentage change compared with same quarter last year			
	Q3 2012 A	Q3 2013 (P) B	Percentage change (B-A)/A %	Traffic ¹ percentage change over same period
ALL CASUALTIES				
Killed	470	470	0	2.3
KSI ²	6,691	6,520	-3	2.3
Slightly injured	44,154	42,570	-4	2.3
All casualties	50,845	49,090	-3	2.3

P Provisional estimates

¹ Motor traffic (excludes pedal cycles)

² Killed or seriously injured

- There were **decreases** in the number of **car user** and **pedestrian** casualties, of 6 and 4 per cent respectively, with similar falls in the numbers of KSI casualties – 4 per cent for car users and 10 per cent for pedestrians. However, there were **increases** in the number of **motorcyclist** (1 per cent) and **pedal cyclist** (8 per cent) casualties, with a 1 per cent increase in the number of motorcyclist KSI casualties and a 2 per cent increase in pedal cyclist KSI casualties.
- It is likely that these increases were at least partly due to the different weather conditions in the third quarters of 2012 and 2013¹. The overall UK mean **rainfall** between July and September 2012 was **high** compared with the long term average for this period – 21 per cent higher than the long term average for this period. In comparison, the mean rainfall between July and September 2013 was 38 per cent lower, and was 28 per cent below the long term average. The markedly drier weather in 2013 would have likely increased the number of vulnerable road users (particularly motorcyclists and pedal cyclists) on the road, relative to the same period in 2012, thus increasing their relative exposure to accidents.
- Provisional estimates also show an **increase** of 2.3 per cent in road traffic levels between the third quarters of 2012 and 2013. Traffic volumes for all motor vehicle types showed an increase². In comparison, the **casualty rate** per billion vehicle miles decreased for all casualty severities, with an overall fall of 6 per cent for casualties of all severities.
- Both **child** casualties of all severities and child KSI casualties fell, by 4 per cent and 15 per cent respectively. Child pedestrian casualties and KSI casualties also fell, by 10 and 17 per cent respectively.

¹ All weather data available from the Met Office at <http://www.metoffice.gov.uk/climate/uk/summaries/datasets>

² Quarterly traffic estimates are not available for pedal cyclists.

Statistics on the provisional number of casualties in personal injury road traffic accidents in the year ending September 2013 can be found on the [Road Accidents and Safety Statistics](#) page, section [RAS45](#).

The latest annual road safety publication, *Reported road casualties Great Britain: 2012*, is available at: www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012

Final figures for 2013 will be published in Main Results 2013, due in June 2014.

3. Strengths and weaknesses of the data

- The quarterly figures are based on estimates. No single quarter's figures should be taken in isolation as an indication of long-term trend, as there are seasonal fluctuations particularly in the smaller categories of road user. The 2013 Q3 results are based on complete (July to September 2013) figures provided by 47 police authorities with partial data for two authorities and no data for one authority. Adjustments are made to take account of missing data. Table [RAS45011](#) provides a list of which police authorities are included in these figures.
- Comparison of road accident reports with death registrations shows that very few, if any, road accident fatalities are not reported to the police. However, it has long been known that a considerable proportion of non-fatal casualties are not known to the police, as hospital, survey and compensation claims data all indicate a higher number of casualties than suggested by police accident data.
- The data used as the basis for these statistics are therefore not a complete record of all personal injury road accidents, and this should be kept in mind when using and analysing the figures. However, police data on road accidents (STATS19), whilst not perfect, remain the most detailed, complete and reliable single source of information on road casualties covering the whole of Great Britain, in particular for monitoring trends over time.
- Following requests from users, we have started to include casualty rates in the quarterly release i.e. casualty rates per mile. They are based on provisional casualty and traffic estimates and are subject to revision at the end of the year. Provisional traffic estimates do not include pedal cycling estimates. We have attempted to adjust for this in the figures by adding in approximately 1% extra vehicle miles. This ratio is based on the relationship between all motor vehicle traffic and pedal cycle traffic for 2011 and 2012.

4. Background notes

1. Estimates are based on information reported to the Department for Transport 17 weeks after the end of the latest quarter. Figures are based on information available on 24th January 2014.
2. The Reported Road Casualties Great Britain Quarterly Provisional Estimates web page provides further detail of the key findings presented in this statistical release. The tables are available at:
<http://www.gov.uk/government/publications/reported-road-casualties-great-britain-provisional-estimates-jul-to-sept-q3-2013>
3. A full list of the definitions used in this publication can be found here:
www.gov.uk/government/uploads/system/uploads/attachment_data/file/48822/reported-road-casualties-gb-notes-definitions.pdf
4. A note on methodology can be found at:
www.assets.dft.gov.uk/statistics/series/road-accidents-and-safety/methodology-note-quarterly-estimates.pdf
5. Further information on Reported Road Casualties Great Britain, including information about the variables collected on the STATS19 form, historical publications and factsheets, can be found at:
www.gov.uk/transport-statistics-notes-and-guidance-road-accident-and-safety
6. National Statistics are produced to high professional standards as set out in the Code of Practice for Official Statistics. They undergo quality assurance reviews to ensure that they meet customer needs. The first assessment report (report number 4) and letter confirming that the statistics have been designated as National Statistics are available at:
www.statisticsauthority.gov.uk/assessment/assessment/assessment-reports/index.html. The statistics were reassessed during 2013 and the report, number 258, was published at the link above on the 25th July 2013.
7. Details of Ministers and officials who receive pre-release access to these statistics up to 24 hours before release can be found here:
www.gov.uk/government/publications/road-accident-and-safety-statistics-pre-release-access-list
8. The latest annual road safety publication, Reported road casualties Great Britain: 2012, is available at:
www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012. Final figures for 2013 will be published in Main Results 2013, due in June 2014.