



# Reported Road Casualties in Great Britain: Main Results 2013

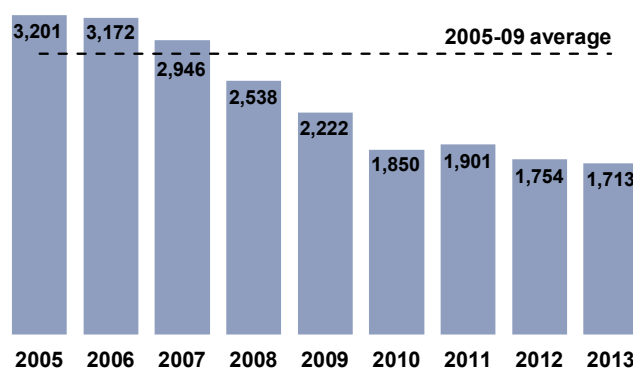
## Main findings

2% decrease in killed and 6% decrease in seriously injured casualties with a 0.4% increase in traffic between 2012 and 2013.

**Road deaths decreased by 2% compared to 2012, to 1,713. This is the lowest figure since national records began in 1926.**

► The number of people **seriously injured** decreased by 6 per cent to 21,657 in 2013, compared to 2012.

Killed casualties in reported accidents, GB, 2005-2013



► The **total number of casualties** in road accidents reported to the police in 2013 was 183,670, down 6 per cent from the 2012 total.

► **Total reported child casualties** (ages 0-15) fell by 9 per cent to 15,756 in 2013. The number of children killed or seriously injured also fell, decreasing by 13 per cent to 1,980 in 2013.

► A total of 138,660 personal-injury **road accidents** were reported to the police in 2013, 5 per cent lower than in 2012.

► **Vehicle traffic levels** have remained broadly stable with a small increase of 0.4 per cent between 2012 and 2013.

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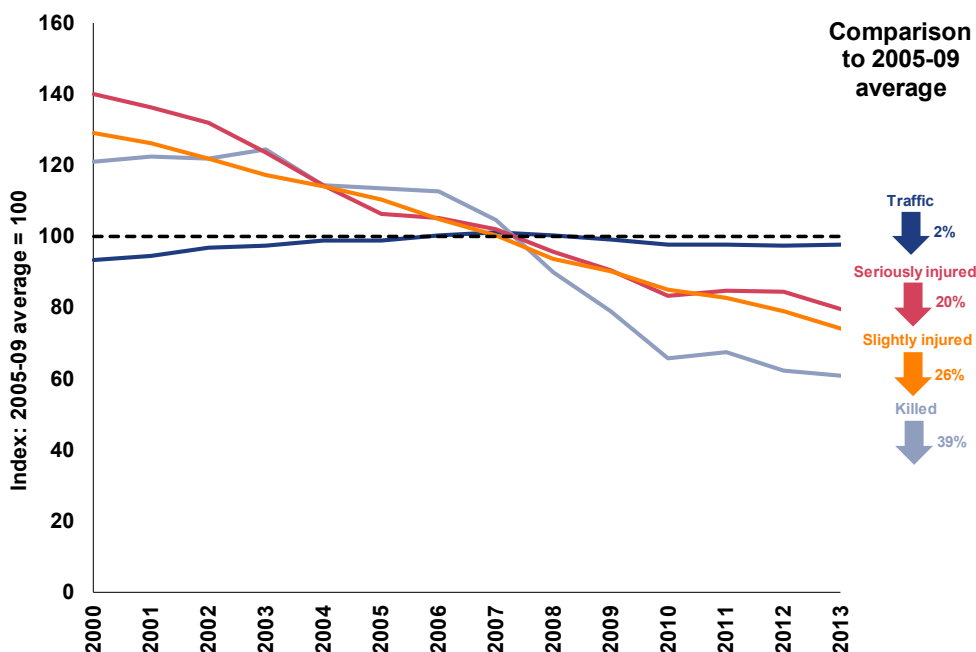
## About this release

This publication presents statistics on personal-injury accidents in 2013 on public roads (including footways) in Great Britain, which became known to the police. Figures are derived from the 'STATS 19' forms completed by the police. These collect detailed data on individual personal-injury road accidents, covering the circumstances of the accident and the casualties and vehicles involved. The resulting data are supplied to local authorities and to the Department for Transport. Figures for deaths refer to persons who sustained injuries which caused death within 30 days of the accident.

## Overall results

- In 2013, 1,713 people were **killed** in road accidents reported to the police, the lowest number on record, and half as many as in 2000.
- In 2013, 21,657 people were **seriously injured** in road accidents. This total is 43 per cent lower than in 2000. Seriously injured casualties have decreased steadily since 2000, with 2010-2011 being the only year on year increase.
- The total number of **casualties** of all severities in 2013 was 183,670. Total reported casualties have also decreased steadily since 2000.
- A total of 138,660 personal-injury road **accidents of all severities** were reported to the police in 2013. This total is the fewest reported accidents in a single year apart from 1926 and 1927, the first two years national records were kept.

**Chart 1: Traffic and reported casualties by severity, GB: 2000-2013**



## Definitions

**Casualty:** A person killed or injured in an accident. Casualties are sub-divided into killed, seriously injured and slightly injured.

A full list of the definitions used in this release can be found [here](#).

## 2005-2009 average

2005 -2009 average is the baseline for the [Strategic Framework for Road Safety Outcomes](#).

**All road users** casualties compared to the 2005-2009 average:

Killed	39%
Serious	20%
KSI	22%
All casualties	25%
Accidents	23%

## Detailed statistics...

- Reported accidents by speed limit, road class and severity, Great Britain, table [RAS10001](#).

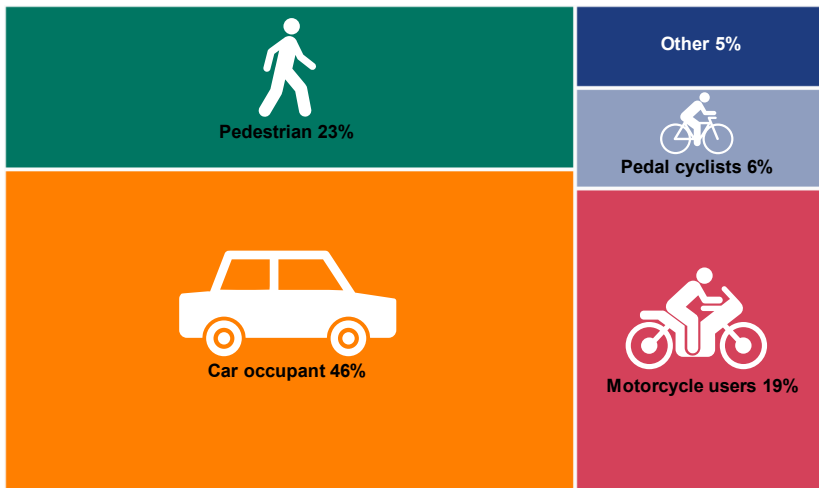
- Reported road casualties in Great Britain by severity, table [RAS30003](#).

- Road traffic by vehicle type in Great Britain, table [TRA0101](#).

## Casualties by road user type

As in previous years, **car occupants** were the largest casualty type across all severities. Of the 1,713 people killed in reported accidents in 2013, 46 per cent were car occupants. Pedestrians were the second largest casualty type followed by motorcyclists, accounting for 23 per cent and 19 per cent respectively.

**Chart 2: Casualties killed in reported accidents by road user type, GB: 2013**



\*Other consists mainly of goods vehicle and bus and coach occupants. Percentages do not sum to 100% due to rounding.

### Car occupants

- Car occupant **fatalities** in 2013 decreased to 785, down 2 per cent compared with 2012 and 44 per cent compared with the 2005-2009 average.
- **Seriously injured** car occupants fell by 7 per cent to 7,641.
- **Total reported casualties** among car users were 109,787, 8 per cent fewer than 2012.
- **Car and taxi traffic** slightly decreased by 0.1 per cent over the same period.

### Detailed statistics...

- Reported road casualties by road user type and severity, Great Britain, table [RAS30001](#).
- Reported casualties by road user type, age and severity, Great Britain, table [RAS30002](#).
- All reported casualties by road user type, Great Britain, table [RAS30004](#).
- Reported killed or seriously injured casualties, by road user type, Great Britain, table [RAS30005](#).

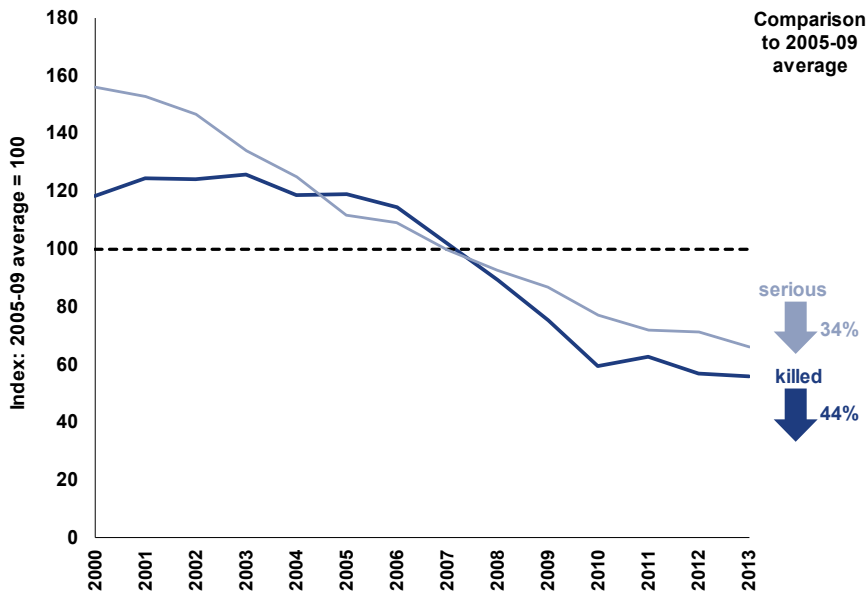
### 2005-2009 average



**Car occupant** casualties compared to the 2005-2009 average:

Killed	44%
Serious	34%
KSI	35%
All casualties	32%

**Chart 3: Number of killed and seriously injured car occupants, GB: 2000-2013**



**Pedestrians**

- There were 398 pedestrian **deaths**, 5 per cent fewer than in 2012.
- The number of **seriously injured** pedestrians decreased by 10 per cent to 4,998.
- Both **killed** and **seriously injured** pedestrians returned to roughly the same levels as in 2010.
- There were a total of 24,033 reported pedestrian **casualties** in 2013, down 5 cent in comparison with 2012.

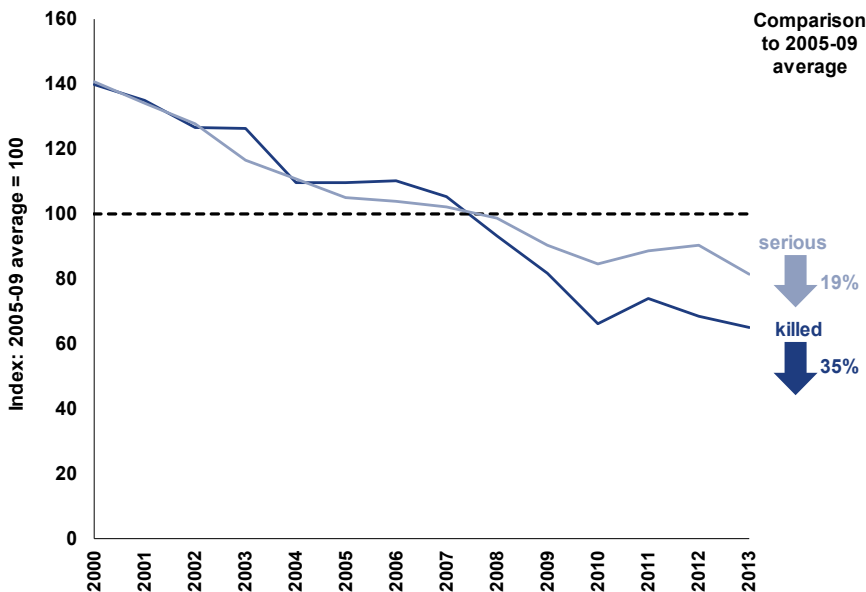
**2005-2009 average**



**Pedestrian casualties** compared to the 2005-2009 average:

Killed	↓ 35%
Serious	↓ 19%
KSI	↓ 20%
All casualties	↓ 20%

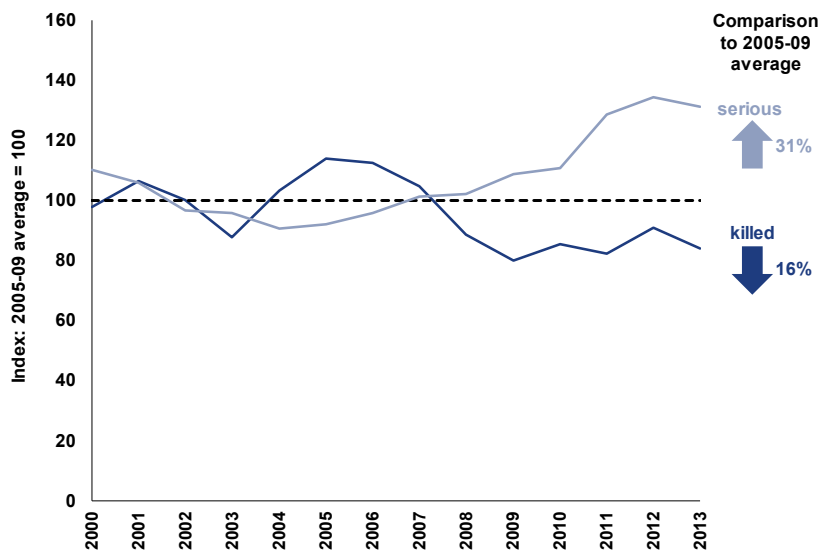
**Chart 4: Number of killed and seriously injured pedestrians, GB: 2000-2013**



## Pedal cyclists

- The number of pedal cyclists **killed** decreased by 8 per cent from 118 in 2012 to 109 in 2013. However, pedal cyclist fatalities have fluctuated between roughly 100 and 120 over the last six years; thus it is not possible to tell whether this latest change is simply a one-off fluctuation or part of a longer term trend.
- Seriously injured** pedal cyclist casualties decreased by 2 per cent to 3,143. This is the first decrease in seriously injured cyclist casualties since 2004, though again it is not possible to tell whether this is the start of a long term trend or a single fluctuation.
- Total pedal cyclist **casualties** increased by 2 per cent to 19,438 due to an increase in slightly injured pedal cyclist casualties.

**Chart 5: Number of killed and seriously injured pedal cyclists, GB: 2000-2013**



## Motorcycle users

- The number of motorcycle users **killed** increased by 1 per cent from 328 in 2012 to 331 in 2013, the first increase since 2006.
- Seriously injured** motorcycle user casualties decreased by 3 per cent to 4,866.
- Total reported motorcycle user **casualties** decreased by 3 per cent to 18,752 in 2013. Motorcycle traffic decreased by 5 per cent over the same period.

### 2005-2009 average



**Pedal cyclist** casualties compared to the 2005-2009 average:

Killed	↓ 16%
Serious	↑ 31%
KSI	↑ 29%
All casualties	↑ 18%

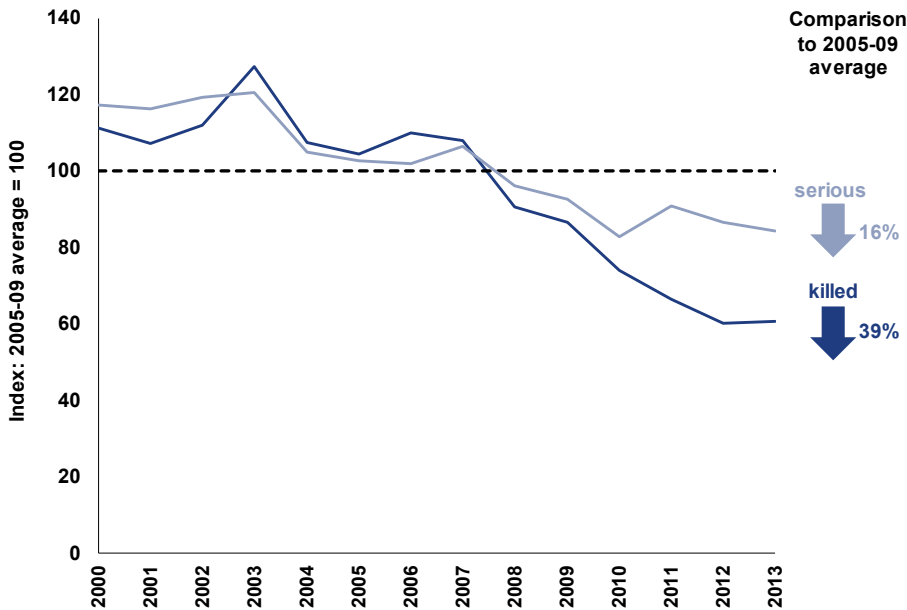
### 2005-2009 average



**Motorcycle user** casualties compared to the 2005-2009 average:

Killed	↓ 39%
Serious	↓ 16%
KSI	↓ 18%
All casualties	↓ 18%

**Chart 6: Number of killed and seriously injured motorcycle users, GB: 2000-2013**



### Children

- A total of 48 children (aged 15 or less) were **killed** in reported road traffic accidents in 2013, compared with 61 children in 2012, reversing the increases seen in 2011 and 2012.
- The number of children **seriously injured** fell by 13 per cent to 1,932 in 2013.
- **Total child casualties** fell by 9 per cent between the two years leading to the lowest total since detailed records started in 1979.

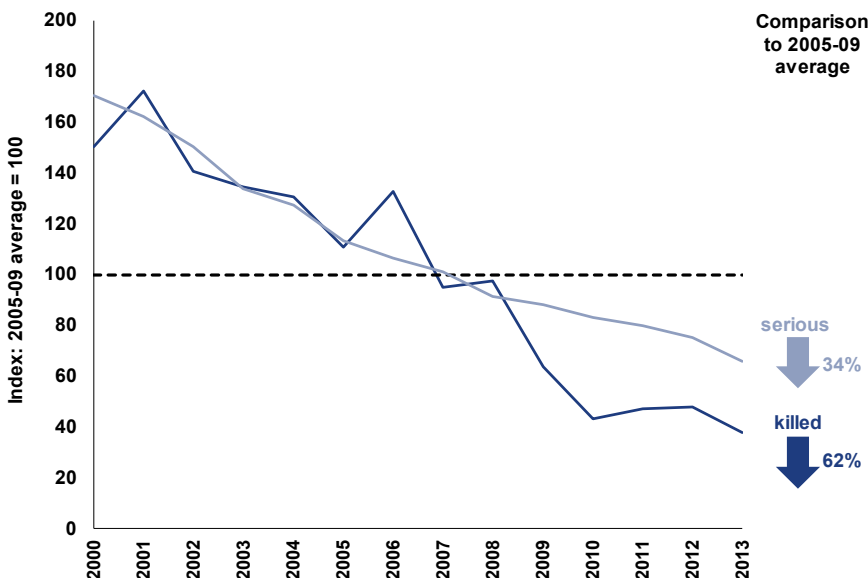
### 2005-2009 average



Child casualties compared to the 2005-2009 average:

Killed	↓ 62%
Serious	↓ 34%
KSI	↓ 35%
All casualties	↓ 34%

**Chart 7: Number of killed and seriously injured children, GB: 2000-2013**



## Background to casualty trends

There are a number of factors which are likely to have contributed to falling numbers of people killed or injured in reported road traffic accidents. There is evidence to suggest that **economic recessions** have accelerated decreases in road traffic deaths. The two periods of large falls in road deaths since 1979 (1990-94 and 2006-10) coincided with the 1990-92 and 2008-09 recessions. There is also evidence that the **average traffic speed** in free flow areas as well as the proportion of drivers exceeding the speed limit has decreased over the last decade. This might not only help drivers avoid accidents altogether, but also might reduce the severity and number of casualties when they do occur. **Technological and engineering improvements** to vehicles and highways will have played a similar role in both avoiding accidents and minimising their consequences. Improved education and training is likely to have produced better and safer drivers. Finally, **improvements in trauma care** (and in particular the creation of major trauma centres in England) are likely to have helped improve outcomes once an accident has taken place.

### Effect of weather patterns on road accidents and casualties

Weather patterns provide useful context to explain some trends in casualties and have featured prominently in recent road casualty releases.

Looking across the whole year, 2013 was **average** in terms of **rainfall** and **temperature**. Lower than average rainfall in the first and third quarters of the year was outweighed by the higher than average rainfall in the final 3 months.

In contrast, **2012 was the second wettest year on record** (see [here](#)) and considerably wetter than 2013, particularly between June and September. The likely effect of the wet weather would have been to reduce the number of vulnerable road users (pedestrians, pedal cyclists and motorcyclists) on the roads during Summer 2012 and thus may have suppressed the number of casualties from these groups, particularly as they are normally expected to be most active during these months.

Therefore, some caution is needed in interpreting the reduction in accidents between 2012 (very wet) and 2013 (much drier). Had the

## Factors affecting casualty trends...

- Economy
- Speeds
- Technology advances
- Education and training
- Post-accident care
- Weather

## Weather



Weather data available from the Met Office [here](#).

2012 rainfall been lower, it is likely that there would have been a larger number of pedal cyclist, pedestrian and motorcyclist casualties in 2012 and thus a larger fall between 2012 and 2013.

## Casualties by road type

- The number of people killed on **built-up** roads decreased by 8 per cent to 718 in 2013, half as many as in 2000. Seriously injured casualties decreased by 7 per cent to 14,443.
- The number of people killed on **non built-up** roads increased by 1 per cent to 895 in 2013 compared to 2012. This is still 9 per cent lower than the corresponding figure for 2011 and half as many as in 2000. Seriously injured casualties decreased by 3 per cent to 6,554.
- The number of people killed on **motorways** increased by 14 per cent to 100 in 2013, the first increase since 2005, but still 42 per cent lower than the 2005-2009 average. Seriously injured casualties also increased by 1 per cent to 660, the first increase since 2007, but still 32 per cent lower than the 2005-2009 average.
- For context, vehicle **traffic levels** on motorways increased by 1.5 per cent between 2012 and 2013. Vehicle traffic levels on all roads except motorways remained relatively unchanged between 2012 and 2013.

**Chart 8: Number of fatalities by road type, GB: 2000-2013**



## Definitions



**Built-up roads:** Accidents on “built-up roads” are those which occur on roads with speed limits (ignoring temporary limits) of 40 mph or less.

**Non built-up roads** refer to speed limits over 40 mph.

**Motorway** accidents are shown separately and are excluded from the totals for built-up and non built-up roads.

## 2005-2009 average

Casualties on **built-up roads** compared to the 2005-2009 average:

Killed	37%
Serious	16%
KSI	17%
All casualties	23%

## 2005-2009 average

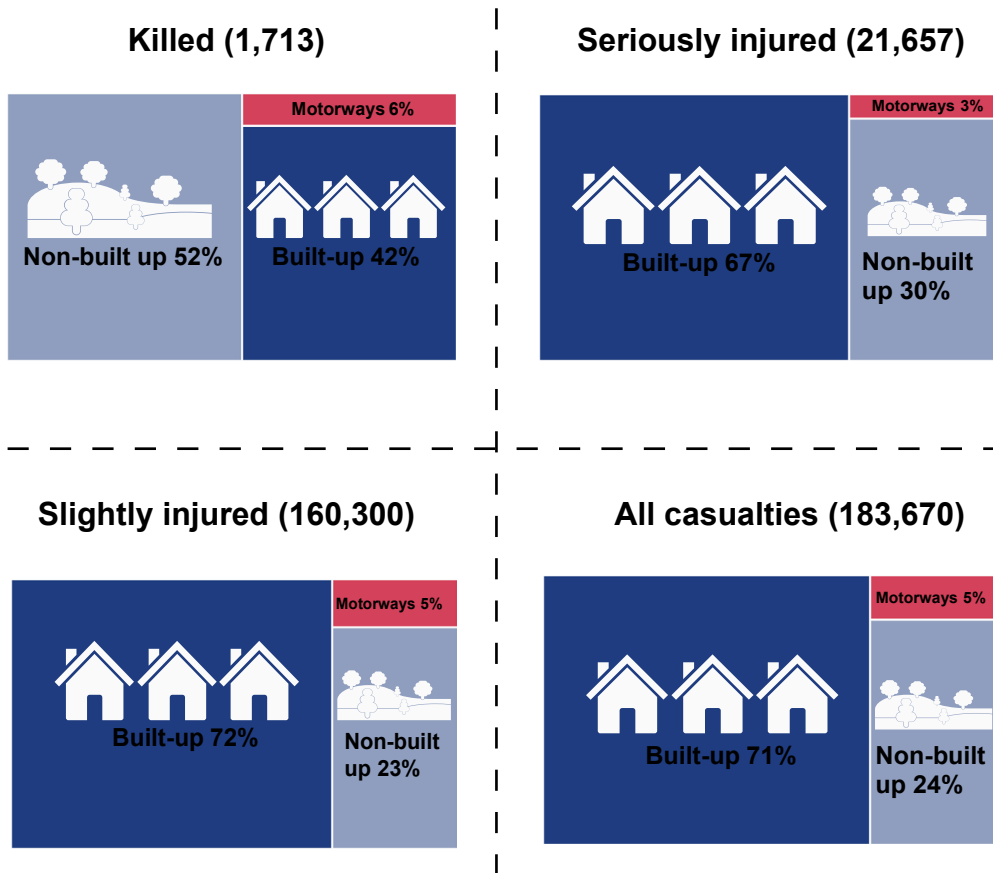
Casualties on **non built-up roads** compared to the 2005-2009 average:

Killed	40%
Serious	27%
KSI	29%
All casualties	32%



- Across all severities the **majority of casualties occurred on built-up roads** (71 per cent of total casualties in 2013). However, the majority of fatalities occurred on non built-up roads (just over a half) and the majority of seriously injured casualties on built-up roads (roughly two thirds).

**Chart 9: Casualties by severity and road type, GB: 2013**



2005-2009 average



Casualties on **motorways** compared to the 2005-2009 average:

Killed	42%
Serious	32%
KSI	33%
All casualties	30%

### Detailed statistics...

- Reported accidents by speed limit, road class and severity, Great Britain, table [RAS10001](#).

- Reported casualties by speed limit, road class and severity, Great Britain, table [RAS30006](#).

### Differences between provisional quarterly data and final data

The Department for Transport publish rolling annual totals for quarters 1, 2 and 3 of each year. The data released in the quarterly releases are provisional as the records used are incomplete at the time of publication. Some forces have no, or limited, data in some of the quarters, and some records change between the provisional publication and the database being finalised.

The results from each quarter changed slightly between the original release and table [RAS30003](#). Overall, for the first three quarters of the year (provisional results for quarter 4 are not produced), there were 17 fewer deaths, 65 more KSI casualties (up by 0.4 per cent) and 200 more slightly injured casualties (up by 0.2 per cent) in the final data

in comparison with the provisional results. These comparisons refer to the quarter 1 and quarter 2 data as they were first released. They were subsequently revised with the release of quarter 3 estimates and final revisions made in this release.

## Strengths and weaknesses of the data

Comparisons of road accident reports with death registrations show 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 police accident data would suggest.

Our current best estimate, derived primarily from National Travel Survey (NTS) data and produced in 2012, is that the total number of road casualties in Great Britain each year, including those not reported to police, is within the range 630 thousand to 790 thousand with a central estimate of 710 thousand. A methodology note containing guidance as to how this estimate has been derived and its limitations, together with information on complementary sources of data on road accidents and casualties, can be found at:

[www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/244921/rrcgb-total-estimates-including-unreported-methodology.pdf](http://www.gov.uk/government/uploads/system/uploads/attachment_data/file/244921/rrcgb-total-estimates-including-unreported-methodology.pdf).

The estimates of the total number of road casualties in Great Britain for 2013 will be published in the 2013 Annual Report, scheduled for release in September 2014.

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 borne 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.

## Survey data

Current best estimate of the total number of road casualties in Great Britain, including those not reported to police is within the range of 630 thousand to 790 thousand with a central estimate of 710 thousand.

## Background notes

The Reported Road Casualties Great Britain Main Results web page provides further detail of the key findings presented in this statistical release. The tables are available at: [www.gov.uk/government/publications/reported-road-casualties-great-britain-main-results-2013](http://www.gov.uk/government/publications/reported-road-casualties-great-britain-main-results-2013).

Provisional quarterly reported road casualty statistics are published throughout the year. The next provisional estimates (for quarter 1 2014) are due to be published in August 2014. Quarterly statistical releases can be found at: [www.gov.uk/government/organisations/department-for-transport/series/road-accidents-and-safety-statistics#publications](http://www.gov.uk/government/organisations/department-for-transport/series/road-accidents-and-safety-statistics#publications).

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](http://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.

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](http://www.gov.uk/government/publications/road-accident-and-safety-statistics-pre-release-access-list).

## Further information...

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](http://www.gov.uk/government/uploads/system/uploads/attachment_data/file/48822/reported-road-casualties-gb-notes-definitions.pdf).

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](http://www.gov.uk/transport-statistics-notes-and-guidance-road-accident-and-safety).

## Next release

More detailed tables and analysis of the 2013 statistics, including an updated set of outcome indicators for the Strategic Framework for Road Safety will be published in Reported Road Casualties Great Britain: Annual Report 2013 later this year.