



# Reported Road Casualties in Great Britain: Quarterly Provisional Estimates Q1 2014

## Main findings

4% increase in killed and 2% increase in KSIs with a 3% increase in traffic during the year ending March 2014.

## Road deaths increased by 4% compared to the year ending March 2013, to 1,750.

► There were 24,160 **killed or seriously injured (KSI)** casualties, a 2 per cent increase compared with the previous year.

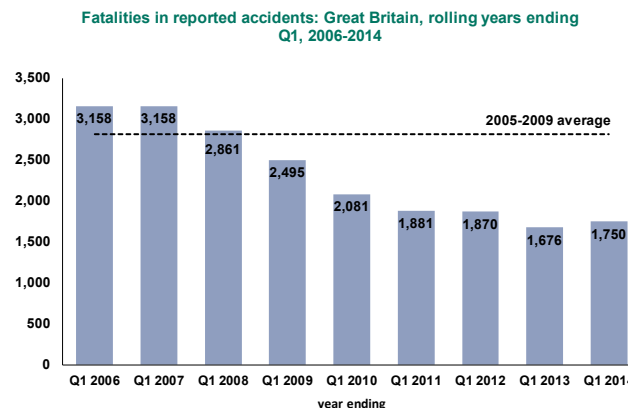
► For the year ending March 2014, there were

189,880 reported road **casualties of all severities**, 1 per cent higher than the 188,884 for the year ending March 2013.

► **Motor traffic levels** rose by 3 per cent compared with the 12 month period ending March 2013.

The overall casualty rate per vehicle mile decreased by 2 per cent for the same period.

► **Between January and March 2014**, there were 380 road deaths, 13 per cent higher than the same single quarter in 2013. KSIs and slightly injured casualties increased by 17 and 15 per cent respectively.



## In this publication

Overall results .....p2  
 Road user type .....p4  
 Background to trends...p6  
 Road type .....p7  
 Data limitations ..... p7  
 Background notes .....p8

## About this release

*Reported Road Casualties in Great Britain: Quarterly Provisional Estimates* provides estimates of personal injury road accidents and casualties. This release covers the year ending March 2014, 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.

## Overall results

### Rolling years ending March

- In the year ending March 2014 there were 1,750 reported road **fatalities**, a 4 per cent increase from 1,676 in the previous year.
- KSIs** increased by 2 per cent, to 24,160, and the total number of casualties increased by 1 per cent to 189,880.
- In comparison, **motor vehicle traffic** rose by 3 per cent over the same period.

**Table RAS45001: Reported road casualties by severity: Great Britain, year ending Q1 2014**

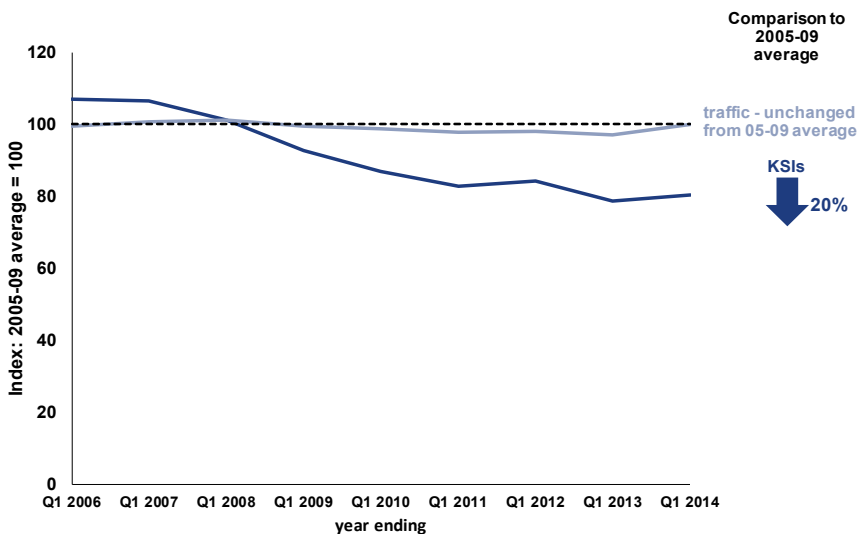
ALL CASUALTIES	Number/percentage change compared with previous 12 months			
	Apr-12 to Mar-13	Apr-13 to Mar-14 (P)	Percentage change	Traffic <sup>1</sup> percentage change
Killed	1,676	1,750	⬆️ 4%	⬆️ 3%
KSI <sup>2</sup>	23,648	24,160	⬆️ 2%	⬆️ 3%
Slightly injured	165,236	165,720	⬆️ 0.3%	⬆️ 3%
<b>All casualties</b>	<b>188,884</b>	<b>189,880</b>	<b>⬆️ 1%</b>	<b>⬆️ 3%</b>

P Provisional estimates

1 Motor traffic (excludes pedal cycles)

2 Killed or seriously injured

**Chart 1: Reported killed or seriously injured casualties compared with motor vehicle traffic (billion miles): GB, rolling years ending Q1, 2006 – 2014, indexed to 2005-09 average**



## 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 in the year ending Mar 2014 compared to the 2005-2009 average:

Killed	⬆️ 38%
KSI	⬆️ 20%
All casualties	⬆️ 23%
Accidents	⬆️ 21%

### Detailed statistics...

- Reported road casualties by severity: Great Britain, year ending first quarter 2014, table [RAS45001](#).

- Road traffic (vehicle miles) by vehicle type in Great Britain, quarterly from 1993, table [TRA2501](#).

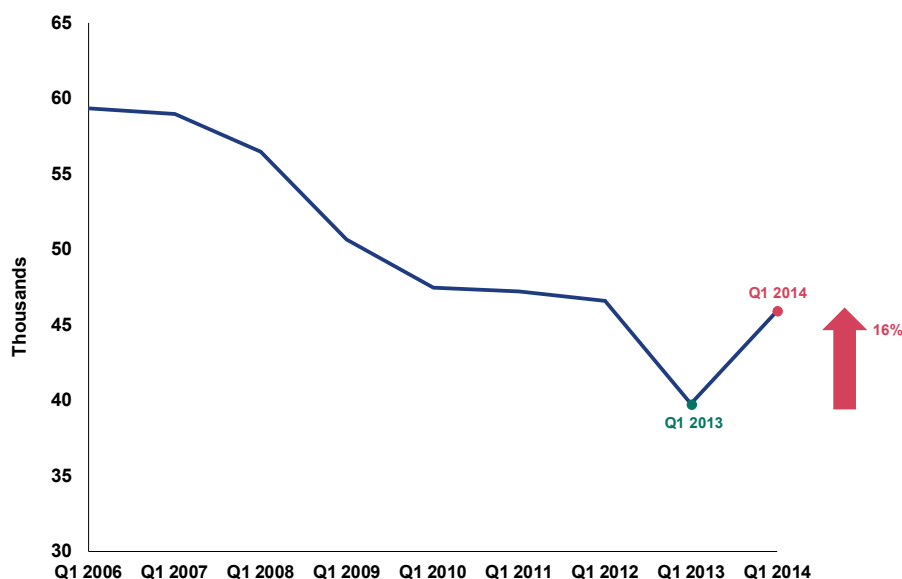
## Figures for Jan-Mar

- Between January and March 2014, 380 people were **killed** in reported road accidents, 13 per cent higher than the same period in 2013.
- **KSIs** and **slightly injured** casualties increased by 17 and 15 per cent respectively.
- This resulted in an overall 16 per cent increase in **casualties**.
- However, in the first quarter of 2014 fatalities were still at their **second lowest level** and KSIs, slight injuries and total casualties at their **third lowest level** since detailed records began in 1979. Casualties of all severities were lower than in the same quarter in 2012.

## Detailed statistics...

- Reported road casualties by severity for the first quarter 2014: Great Britain, table [RAS45002](#).

**Chart 2: Reported road casualties in quarter 1: GB, 2006 – 2014**



**Table RAS45002: Reported road casualties by severity: GB, Q1 2014**

	Number/percentage change compared with same quarter last year			
	Q1 2013	Q1 2014 (P)	Percentage change	Traffic <sup>1</sup> percentage change
<b>ALL CASUALTIES</b>				
Killed	336	380	↑13	↑5.1%
KSI <sup>2</sup>	4,712	5,500	↑17	↑5.1%
Slightly injured	35,039	40,460	↑15	↑5.1%
<b>All casualties</b>	<b>39,751</b>	<b>45,960</b>	<b>↑16</b>	<b>↑5.1%</b>

P Provisional estimates

1 Motor traffic (excludes pedal cycles)

2 Killed or seriously injured

## Casualty rates

- In the year ending March 2014, **fatalities** increased by 4 per cent and **traffic levels** by 3 per cent compared to the previous year. As a result, the casualty rate per billion vehicle miles increased slightly for fatalities in the year ending March 2014 (a 1 per cent increase).
- However, for **total casualties** of all severities, the rate decreased by 2 per cent compared with the year ending March 2013.
- In the **first quarter of 2014**, fatalities increased by 13 per cent, KSIs by 17 per cent, slight injuries by 15 per cent and total casualties by 16 per cent compared to the first quarter of 2013. Over the same period, traffic levels increased by 5.1 per cent. As a result, the casualty rate per billion vehicle miles increased for all casualty severities compared to the same period in 2013. The overall casualty rate for all severities increased by 10 per cent.

## Detailed statistics...

Casualty rate figures can be found in the following tables:

- Reported road casualties by severity and road user: Great Britain year ending first quarter 2014, table [RAS45006](#).
- Reported road casualties by severity and road user: Great Britain first quarter 2014, table [RAS45007](#).

## Road user type

### Rolling years ending March

- In the year ending March 2014, the largest road user types (**car users** and **pedestrians**) both saw a decrease in KSIs of 1 per cent compared to the previous year. However, **pedal cyclist** and **motorcyclist** KSIs both increased by 7 per cent leading to an overall increase in KSIs of 2 per cent.
- **Child** (aged 0-15) KSIs fell by 4 per cent compared to the year ending March 2013, to 2,060. Child casualties were unchanged over the same period at 16,430. Child pedestrian KSIs fell by 5 per cent in the year ending March 2014.

## 2005-2009 average



**Car occupant** casualties in the year ending Mar 2014 compared to the 2005-2009 average:

KSI	↓ 33%
All casualties	↓ 30%

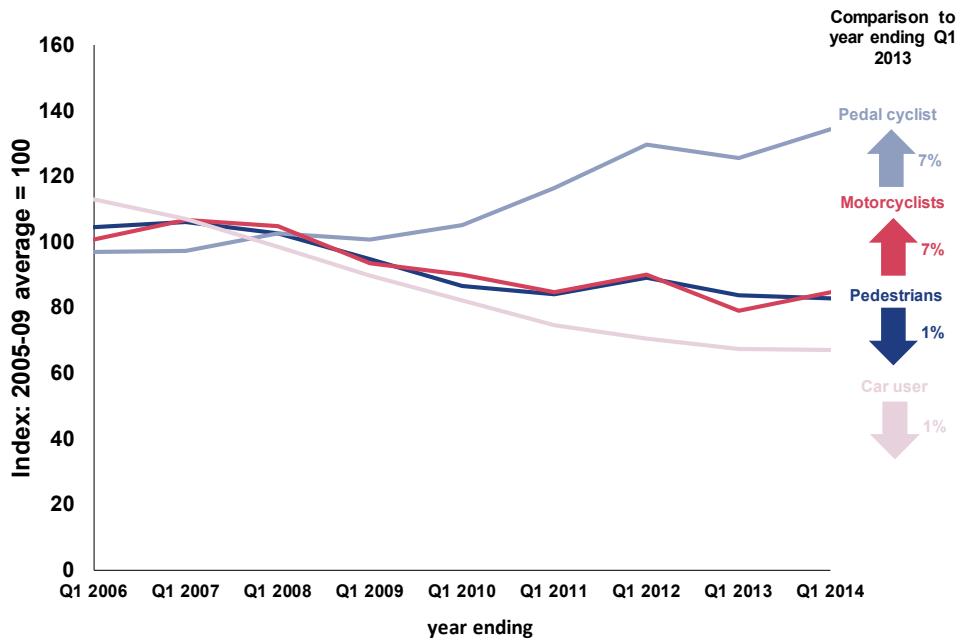
## 2005-2009 average



**Pedestrian** casualties in the year ending Mar 2014 compared to the 2005-2009 average:

KSI	↓ 17%
All casualties	↓ 17%

**Chart 3: Reported killed or seriously injured (KSI) road casualties by road user type, rolling years ending Q1: GB, 2006 – 2014**



**Figures for Jan-Mar**

- Comparing the first quarters of 2013 and 2014, there were increases in the number of casualties for all road user types.
- There were 2,160 **car user** KSIs between January and March 2014, 15 per cent higher than the same period in 2013. **Pedestrian, pedal cyclist and motorcyclist** KSIs increased by 16, 27 and 20 per cent respectively.
- Provisional estimates also show an increase of 5.1 per cent in road **traffic levels** between the first quarters of 2013 and 2014. Traffic volumes for all motor vehicle types showed an increase.
- Both **child casualties** of all severities and child KSIs increased, by 21 and 17 per cent respectively. Child pedestrian casualties and KSIs also increased, by 15 and 9 per cent respectively.

**2005-2009 average**



**Pedal cyclist** casualties in the year ending Mar 2014 compared to the 2005-2009 average:

KSI ↑ 34%  
 All casualties ↑ 26%

**2005-2009 average**



**Motorcycle user** casualties in the year ending Mar 2014 compared to the 2005-2009 average:

KSI ↓ 15%  
 All casualties ↓ 14%

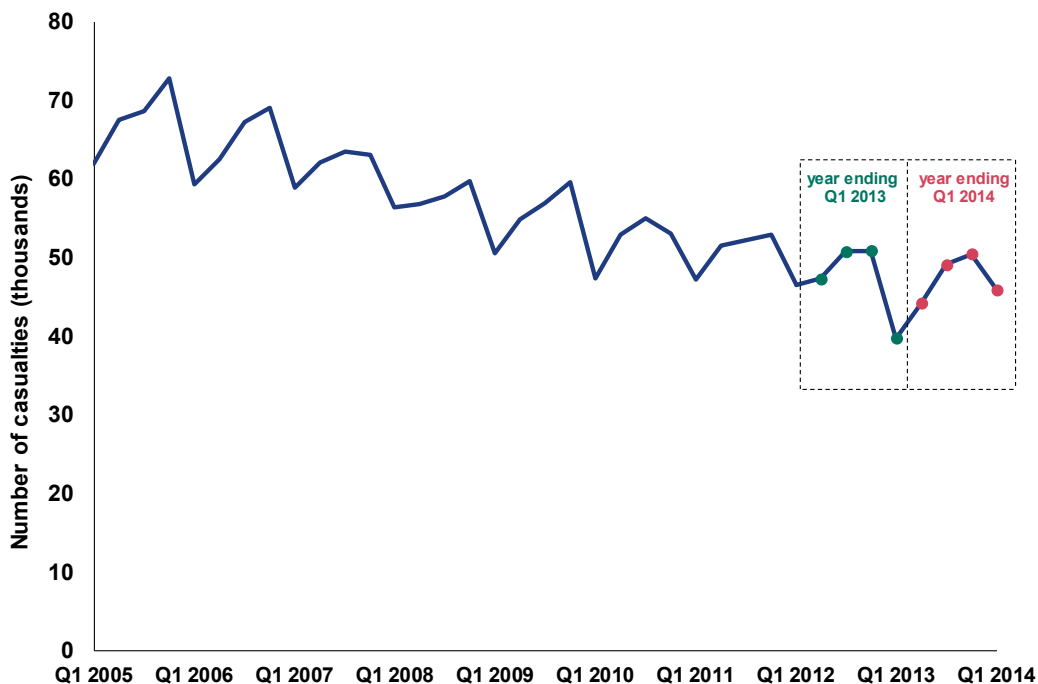
**Detailed statistics...**

- Reported road casualties by severity and road user: Great Britain year ending first quarter 2014, table [RAS45006](#).
- Reported road casualties by severity and road user: Great Britain first quarter 2014, table [RAS45007](#).

## Background to trends

- The latest results show casualty increases for both the **rolling year** (year ending March 2014 vs year ending March 2013) and **quarter on quarter** (Jan – Mar 2014 vs Jan – Mar 2013). The reasons for this aren't fully clear.
- It is worth noting that **quarter 1 2013 was particularly low for casualties** – the lowest quarter 1 since detailed reporting began in 1979 and a very steep drop-off (15 per cent) compared to the previous year. This unusually low quarter 1 in 2013 will have contributed to the increase now seen when compared to quarter 1 2014.

**Chart 4: Reported road casualties by quarter: GB, Q1 2005 – Q1 2014**



- **The first quarter of 2013 was very cold** which may have reduced the numbers of vulnerable road users (particularly pedal cyclists and motorcyclists) on the road, reducing their exposure to accidents (see [here](#) for a more detailed explanation). In comparison, the first quarter of 2014 was milder and above average in temperature despite heavy rain (see below).
- The first quarter of 2013 also saw the lowest q1 **traffic levels** recorded since 2002. In comparison, traffic levels in the first quarter of 2014 were 5.1 per cent higher and the highest quarter 1 total since 2008, which will have contributed to the growth in casualties, although it is worth noting that the quarter-on-quarter casualty increase outstripped the growth in traffic, so this alone cannot account for the trend.
- There was **higher than average rainfall in the first quarter of 2014**. 2014 marked the third wettest January and February since records began and several areas in Great Britain experienced severe flooding. We might have expected the heavy rainfall to have reduced

vulnerable road user activity during q1 and thus suppress casualty numbers. However, given the large increases in casualties for all road user types in this quarter (particularly pedal cyclists and motorcyclists) it is reasonable to assume that the high rainfall did not have the expected impact. It's also possible that had rainfall been lower in this quarter there could have been even more casualties and thus a larger increase on the same quarter in 2013.

- In conclusion, at this stage it is difficult to say what has caused the increases in the latest quarter on quarter and rolling year comparisons. However, as more 2014 data becomes available later in the year, we will get a clearer picture of the longer term trend.

## Road type

- Fatal or serious accidents on **major roads** (motorways and A roads) increased by 3 per cent and by 1 per cent on **minor roads** relative to the year ending March 2013. On roads with speed limits over 40 mph (**non-built up**) fatal or serious accidents increased by 7 per cent. In contrast, fatal or serious accidents on roads with speeds limits up to and including 40 mph (**built-up**) decreased by 0.4 per cent.
- In total, there were 189,880 **casualties** from 143,190 **accidents** in the year ending March 2014 representing a 2 per cent increase for accidents and a 1 per cent increase for casualties compared with the year ending March 2013.

## 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 2014 Q1 results are based on complete (January to March 2014) figures provided by 39 police authorities with partial data for three 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.

## Detailed statistics...

- Reported road accidents: by road type: Great Britain year ending first quarter 2014, table [RAS45009](#).

- Reported road casualties by police force area for the most recent complete 12 months data available to the Department for Transport on the 25 July 2014, table [RAS45011](#).

- 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 2012 and 2013.

## Detailed statistics...

Casualty rate figures can be found in the following tables:

- Reported road casualties by severity and road user: Great Britain year ending first quarter 2014, table [RAS45006](#).
- Reported road casualties by severity and road user: Great Britain first quarter 2014, table [RAS45007](#).

## Background notes

- Estimates are based on information reported to the Department for Transport 16 weeks after the end of the latest quarter. Figures are based on information available on 25th July 2014.
- 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: [www.gov.uk/government/statistics/reported-road-casualties-in-great-britain-provisional-estimates-jan-to-mar-2014](http://www.gov.uk/government/statistics/reported-road-casualties-in-great-britain-provisional-estimates-jan-to-mar-2014)
- A note on methodology can be found at: [www.gov.uk/government/publications/road-accidents-and-safety-statistics-guidance](http://www.gov.uk/government/publications/road-accidents-and-safety-statistics-guidance)
- 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)
- The latest annual road safety publication, Reported road casualties Great Britain: main results 2013, is available at: [www.gov.uk/government/statistics/reported-road-casualties-in-great-britain-main-results-2013](http://www.gov.uk/government/statistics/reported-road-casualties-in-great-britain-main-results-2013). Final figures for 2014 will be published in Main Results 2014, due in June 2015.

## 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.