



Reported Road Casualties in Great Britain: Quarterly Provisional Estimates Q2 2014

Main findings

3% increase in killed and 4% increase in KSIs with a 1.7% increase in traffic during the year ending June 2014.

Road deaths increased by 3% compared to the year ending June 2013, to 1,760.

► There were 24,580 **killed or seriously injured (KSI)** casualties in the year ending June 2014, a 4 per cent increase compared with the previous year.

In this publication

Overall resultsp2
 Road user typep4
 Road typep6
 Background to trends...p6
 Data limitations p8
 Background notesp9

► For the year ending June 2014, there were 193,290 reported road **casualties of all severities**, 4 per cent higher than the 185,738 for the year ending June 2013.

► **Motor traffic levels** rose by 1.7 per cent compared with the 12 month period ending June 2013. The overall casualty rate per vehicle mile increased by 2 per cent for the same period.



► **Between April and June 2014**, there were 440 road deaths, unchanged from the same quarter in 2013. KSIs and slightly injured casualties increased by 7 and 9 per cent respectively.

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 June 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 June

- In the year ending June 2014 there were 1,760 reported road **fatalities**, a 3 per cent increase from 1,713 in the previous year.
- KSIs** increased by 4 per cent, to 24,580 and the total number of casualties increased by 4 per cent to 193,290.
- Motor vehicle traffic** also increased by 1.7 per cent over the same period.

Table RAS45001: Reported road casualties by severity: Great Britain, year ending Q2 2014

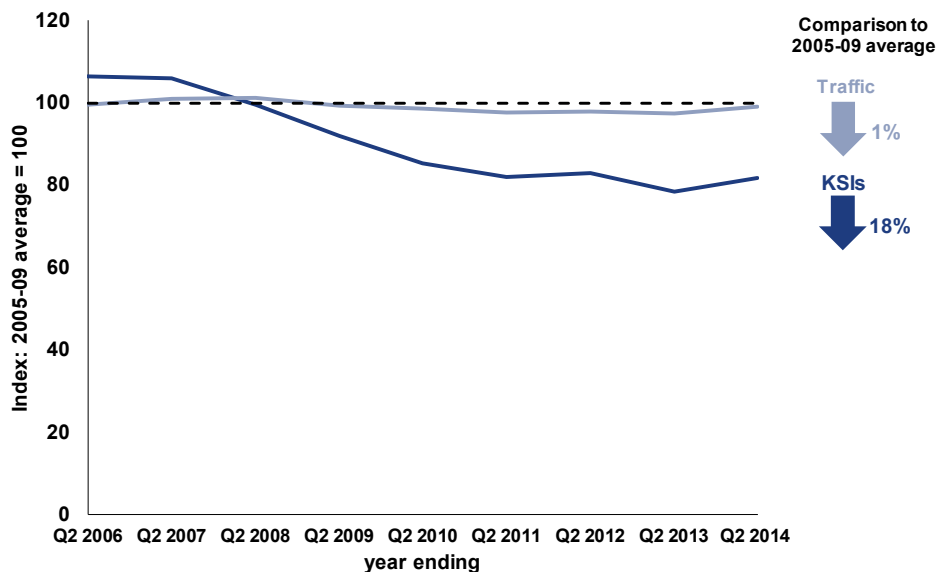
ALL CASUALTIES	Number/percentage change compared with previous 12 months			
	July-12 to June-13	July-13 to June -14 (P)	Percentage change	Traffic ¹ percentage change
Killed	1,713	1,760	↑3%	↑1.7%
KSI ²	23,540	24,580	↑4%	↑1.7%
Slightly injured	162,198	168,710	↑4%	↑1.7%
All casualties	185,738	193,290	↑4%	↑1.7%

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 Q2, 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 June 2014 compared to the 2005-2009 average:

Killed	↑ 38%
KSI	↑ 18%
All casualties	↑ 21%
Accidents	↑ 19%

Detailed statistics...

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

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

Figures for April-June

- Between April and June 2014, 440 people were **killed** in reported road accidents, unchanged from the same period in 2013, though higher than the second quarter of 2012.
- **KSIs** and **slightly injured** casualties increased by 7 and 9 per cent respectively in the second quarter of 2014.
- This resulted in an overall 9 per cent increase in **casualties** compared to the same period in 2013.
- **Casualties** of all severities were however only 1 per cent higher than the same quarter in 2012. KSIs in Q2 2014 were 5 per cent higher than the same quarter in 2012.

Detailed statistics...

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

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

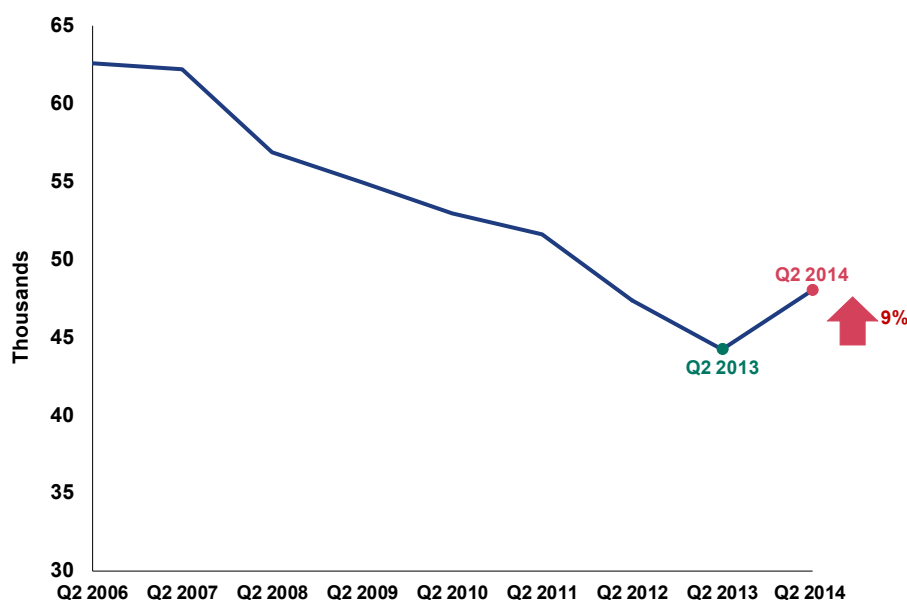


Table RAS45002: Reported road casualties by severity: GB, Q2 2014

	Number/percentage change compared with same quarter last year			
	Q2 2013	Q2 2014 (P)	Percentage change	Traffic ¹ percentage change
ALL CASUALTIES				
Killed	439	440	0%	0.8%
KSI ²	5,873	6,280	7%	0.8%
Slightly injured	38,347	41,740	9%	0.8%
All casualties	44,220	48,020	9%	0.8%

P Provisional estimates

¹ Motor traffic (excludes pedal cycles)

² Killed or seriously injured

Casualty rates

- In the year ending June 2014, **fatalities** increased by 3 per cent and **traffic levels** by 1.7 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 June 2014 (a 1 per cent increase).
- The rate also increased for **total casualties** of all severities, by 2 per cent compared with the year ending June 2013.
- In the **second quarter of 2014**, fatalities were unchanged compared with the same quarter in 2013. KSIs increased by 7 per cent, slight injuries by 9 per cent and total casualties by 9 per cent. Over the same period, traffic levels increased by 0.8 per cent. As a result, the casualty rate per billion vehicle miles of all severities increased by 8 per cent compared to the same period in 2013.

Road user type

Rolling years ending June

- Across all road user types **car users** and **pedestrians** account for the largest proportion of KSIs (nearly three fifths). There was a small decrease of 0.4 per cent in pedestrian KSIs to 5,570 in the year ending June 2014 compared to the previous year. **Car users**, however had a 4 per cent increase in KSIs to 8,860 compared to the previous year.
- There were 3,530 pedal cyclist KSIs in the year ending June 2014, an increase of 10 per cent compared to the previous year. There were 5,510 motorcyclist KSIs, an increase of 7 per cent.
- This resulted in an overall increase in KSIs of 4 per cent in the year ending June 2014.
- **Child** (aged 0-15) KSIs remained unchanged from the previous year at 2,080. Overall child casualties increased by 6 per cent over the same period. However, child pedestrian KSIs fell by 5 per cent in the year ending June 2014.

Detailed statistics...

Casualty rate figures can be found in the following tables:

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

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

2005-2009 average



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

KSI	32%
All casualties	29%

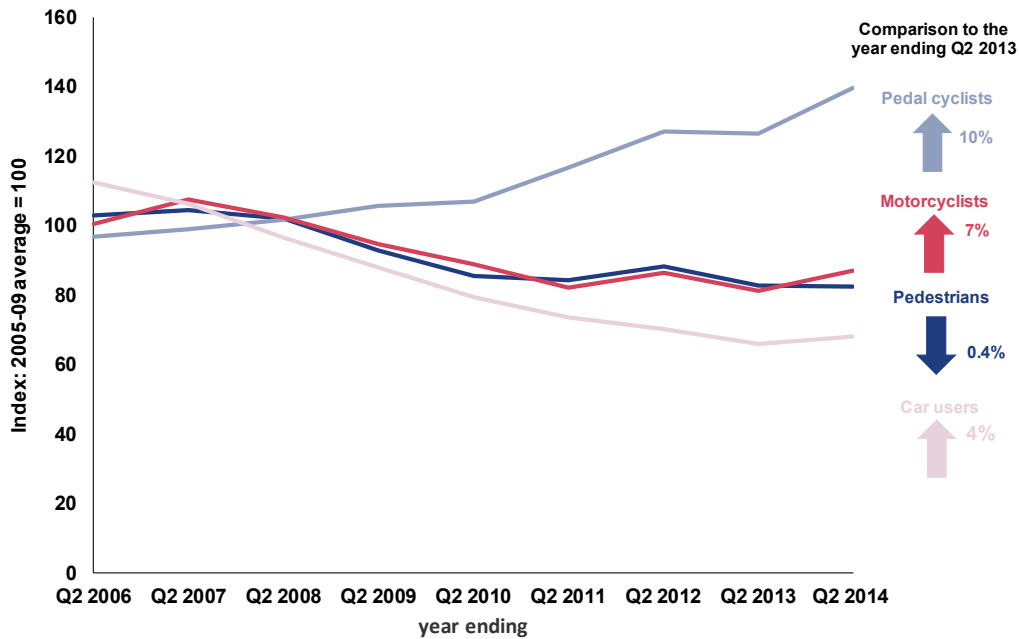
2005-2009 average



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

KSI	18%
All casualties	17%

Chart 3: Reported killed or seriously injured (KSI) road casualties by road user type, rolling years ending Q2: GB, 2006 – 2014



2005-2009 average



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

KSI ↑ 40%
All casualties ↑ 29%

2005-2009 average



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

KSI ↓ 13%
All casualties ↓ 12%

Figures for April-June

- Comparing the second quarters of 2013 and 2014, there was a 9 per cent increase in reported road casualties of all road user types to 48,020.
- There were 1,220 **pedestrian** KSIs between April and June 2014, a 1 per cent decrease compared to the same period in 2013. Pedestrians were the only road user group that had a decrease in KSIs.
- KSIs increased for car users, pedal cyclists and motorcyclists: car users by 8 per cent to 2,150, pedal cyclists by 18 per cent to 970 and motorcyclists by 9 per cent to 1,680.
- **Child KSIs** increased by 9 per cent to 600 and child casualties of all severities increased by 12 per cent to 4,550. Child **pedestrian** KSIs and casualties of all severities also increased, by 1 and 3 per cent respectively compared to the same quarter in 2013.

Detailed statistics...

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

Rolling years ending June 2014

- Fatal or serious accidents on both **major roads** (motorways and A roads) and **minor roads** increased by 4 per cent in the year ending June 2014.
- On roads with a speed limit over 40mph (**non-bulit-up roads**) there was an 8 per cent increase in the number of fatal or serious accidents and a 2 per cent increase on roads with a speed limit up to and including 40mph (**built-up roads**).
- Fatal or serious accidents on all roads increased by 4 per cent compared with the year ending June 2013.

Figures for April to June 2014

- Fatal or serious accidents on **major roads** increased by 4 per cent and by 10 per cent on **minor roads** between April and June 2014 compared with the same period in the previous year.
- Fatal or serious accidents on both **non-bulit-up roads and bulit-up roads** increased between April and June 2014 by 6 per cent and 8 per cent respectively compared with the same period in 2013.
- Fatal or serious accidents on all roads increased by 7 per cent between April and June 2014 compared with the same period in 2013.

Detailed statistics...

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

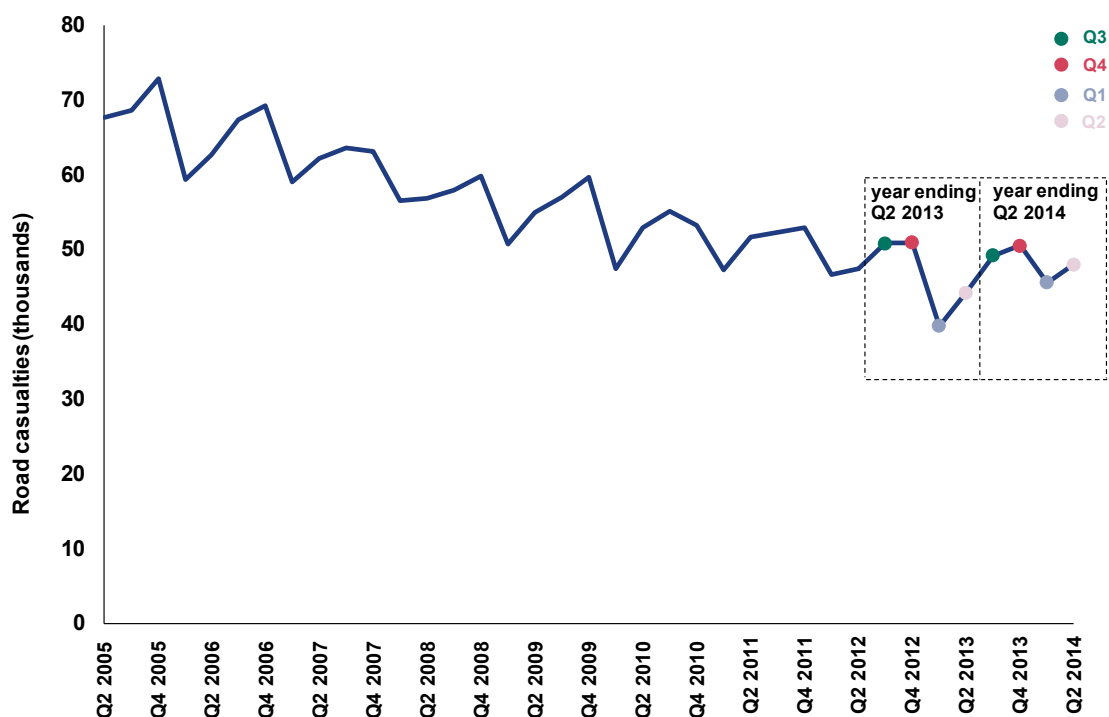
- Reported road casualties by police force area for the most recent complete 12 months data available to the Department for Transport on the 24 October 2014, table [RAS45011](#).

Background to trends

- The latest results show casualty increases for both the **rolling year** (year ending June 2014 vs year ending June 2013) and **quarter on quarter** (April – June 2014 vs April – June 2013). The reasons for this are not fully clear.
- Chart 4 (page 7) shows total casualties in quarters 3 of 2012 and 2013 were relatively similar as were casualties in quarters 4 of 2012 and 2013. The increase in total casualties in the year ending June 2014 is the result of higher casualties in the first quarter of 2014 compared to 2013 and the second quarter of 2014 compared to 2013. Therefore, the first two quarters of the year ending June 2013 and 2014 had similar casualty levels, whereas the last two quarters had large differences.
- Quarter 1 2013 was the lowest quarter 1 since detailed reporting began in 1979 and had a significant fall of 15 per cent compared to the previous year. The low casualty figures in the first quarter of 2013 are likely to be due to low traffic figures and cold weather in this quarter, as discussed in the previous quarterly publication which can be found [here](#).

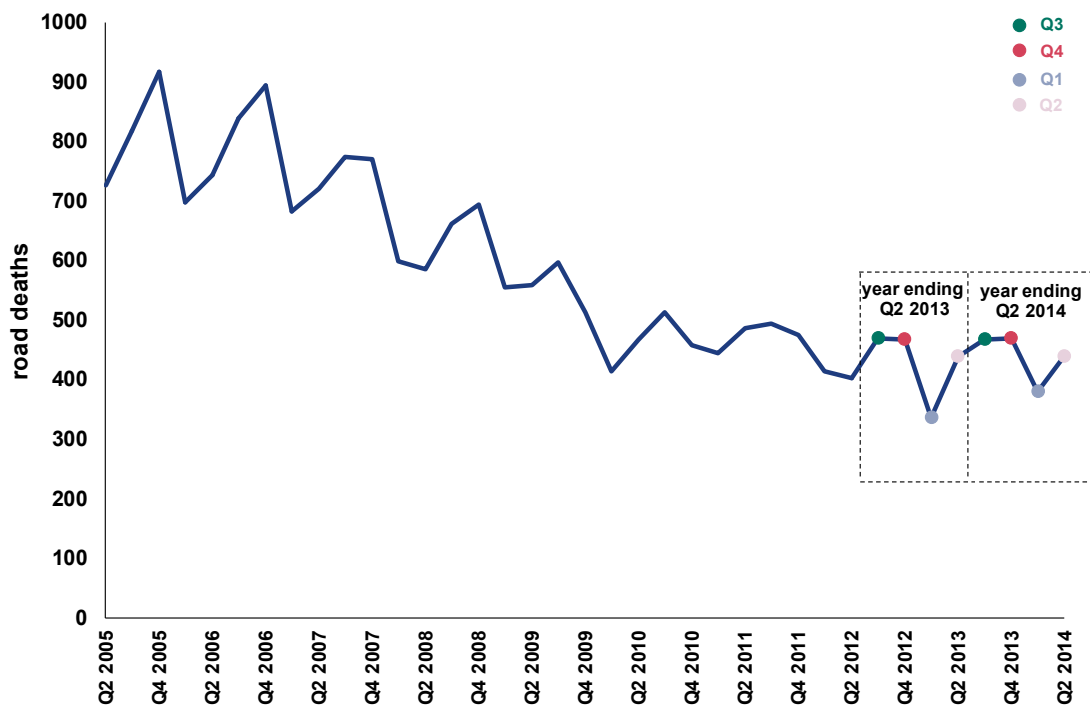
- There was not a significant difference in **rainfall levels between the second quarters of 2013 and 2014**, but the **average temperature** between the two quarters was different. Average UK temperature in each month of Q2 2014 was above the long term average whilst each month in the same quarter of 2013 was below the long term average. April 2014 was the third warmest April since detailed Met Office records began in 1910.
- The warmer weather during this period in 2014 may have increased the number of vulnerable road users (particularly motorcyclists and pedal cyclists) on the road, relative to the same period in 2013, thus increasing their relative exposure to accidents. This may partly explain why there was an increase in KSI casualties and total casualties for pedal cyclists and motorcyclists between Q2 2013 and Q2 2014. However, pedestrian casualties have gone against this trend with pedestrian KSIs and total pedestrian casualties relatively unchanged compared to Q2 2013. It is unlikely that the weather would have had much influence on car users, so probably does not explain the increase for this user group.
- Traffic levels in Q2 2014 were 0.8 per cent higher than in Q2 2013. This may also partly explain the increase in KSIs and total casualties seen between these quarters. However, the quarter-on-quarter casualty increase was greater than the increase in traffic, so this alone cannot account for the trend.

Chart 4: Reported road casualties by quarter: GB, Q2 2005 – Q2 2014



- The number of road deaths remained unchanged in Q2 2014 compared to Q2 2013. However, there was an increase in road deaths in the year ending June 2014 compared to the previous year by 3 per cent. This is due to the low number of road deaths in Q1 2013 compared to Q1 2014. Road deaths in quarters 3 and 4 of 2013 were similar to quarters 3 and 4 of 2012.

Chart 5: Reported road fatalities by quarter: GB, Q2 2005 - Q2 2014



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 Q2 results are based on complete (April to June 2014) figures provided by 40 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 2012 and 2013.

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 24th October 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-apr-to-jun-2014
- A note on methodology can be found at: 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. 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
- The latest annual road safety publication, Reported road casualties Great Britain: annual report 2013, is available at: www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2013. Final figures for 2014 will be published in Main Results 2014, due in June 2015.

Next release

Provisional estimates for the third quarter of 2014 will be published in February 2015.

Detailed statistics...

Casualty rate figures can be found in the following tables:

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

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.

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.