



# Reported Road Casualties in Great Britain: Quarterly Provisional Estimates Q3 2014

## Main findings

1% increase in killed and 4% increase in KSIs with a 2% increase in traffic during the year ending September 2014.

## Road deaths increased by 1% compared to the year ending September 2013, to 1,730.

► There were 24,360 **killed or seriously injured (KSI)** casualties in the year ending September 2014, a 4 per cent increase compared with the previous year. In addition, child KSI casualties rose by 3 per cent over this period.

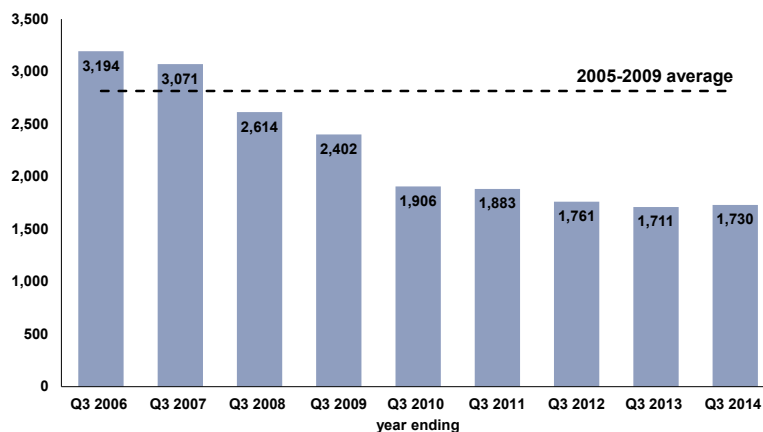
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► For the year ending September 2014, there were 192,910 reported road **casualties of all severities**, 5 per cent higher than the 184,087 for the year ending September 2013.

► **Motor traffic levels rose** by 2 per cent compared with the 12 month period ending September 2013. The overall casualty rate per vehicle mile increased by 3 per cent for the same period.

Fatalities in reported accidents in Great Britain, rolling years ending Q3: 2006-2014



► **Between July and September 2014**, there were 450 road deaths, a 4 per cent decrease from the same quarter in 2013. Reported KSI casualties decreased by 2 per cent to 6,450 whereas slightly injured casualties remained unchanged from the same quarter in 2013.

## 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 September 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 September

- In the year ending September 2014 there were 1,730 reported road **fatalities**, a 1 per cent increase from 1,711 in the previous year.
- KSI casualties** increased by 4 per cent, to 24,360 and the total number of casualties increased by 5 per cent to 192,910
- Part of the reason for these increases over the rolling years is the unusually low number of casualties in the first quarter of 2013. This resulted in a large increase in casualties between Q1 2013 and Q1 2014 with offsetting falls in other quarters. This is discussed in more detail on page 6 and in the [Q2 2014 publication](#).
- Motor vehicle traffic** also increased by 2 per cent over the same period.

**Table RAS45001: Reported road casualties by severity: Great Britain, year ending Q3 2014**

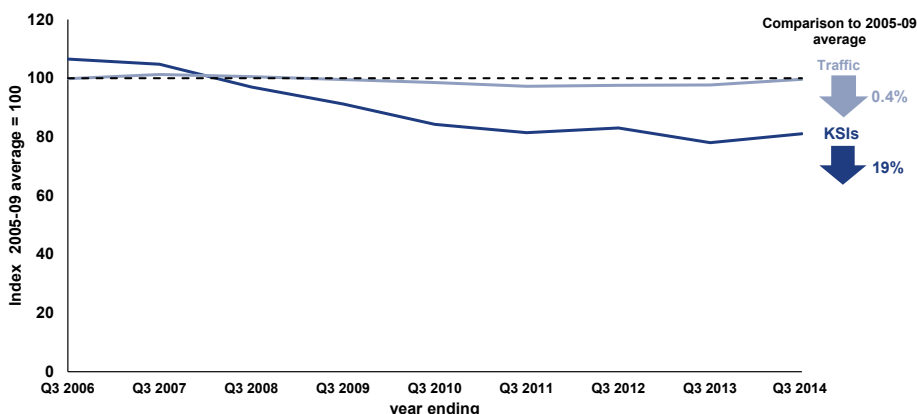
ALL CASUALTIES	Number/percentage change compared with previous 12 months			
	Oct-12 to Sep-13	Oct-13 to Sept-14 (P)	Percentage change	Traffic <sup>1</sup> percentage change
Killed	1,711	1,730	↑1%	↑2%
KSI <sup>2</sup>	23,439	24,360	↑4%	↑2%
Slightly injured	160,648	168,540	↑5%	↑2%
<b>All casualties</b>	<b>184,087</b>	<b>192,910</b>	<b>↑5%</b>	<b>↑2%</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 Q3, 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 September 2014 compared to the 2005-2009 average:

Killed	↑ 39%
KSI	↑ 19%
All casualties	↑ 22%
Accidents	↑ 20%

## Detailed statistics...

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

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

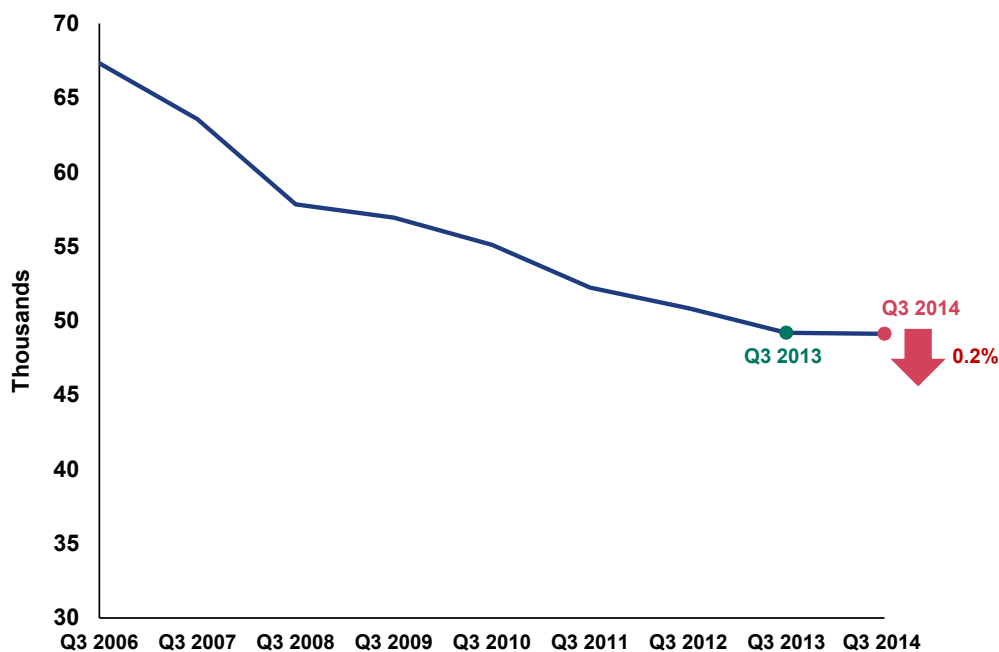
## Figures for July-September

- Between July and September 2014, 450 people were **killed** in reported road accidents, a 4 per cent decrease from 468 in the same quarter of 2013.
- **KSI casualties** decreased by 2 per cent to 6,450 and slightly injured casualties remained unchanged at 42,630 from the previous quarter in 2013.
- **Casualties** of all severities also remained unchanged from the same period in 2013.
- **Motor vehicle traffic** levels increased by 2.1 per cent between July and September 2014 compared to the same quarter in the previous year.

## Detailed statistics...

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

**Chart 2: Reported road casualties in quarter 3: GB, 2006 – 2014**



**Table RAS45002: Reported road casualties by severity: GB, Q3 2014**

	Number/percentage change compared with same quarter last year			
	Q3 2013	Q3 2014 (P)	Percentage change	Traffic <sup>1</sup> percentage change
<b>ALL CASUALTIES</b>				
Killed	468	450	⬇️4%	⬇️2.1%
KSI <sup>2</sup>	6,590	6,450	⬇️2%	⬇️2.1%
Slightly injured	42,604	42,630	0%	⬇️2.1%
<b>All casualties</b>	49,194	49,080	0%	⬇️2.1%

P Provisional estimates

<sup>1</sup> Motor traffic (excludes pedal cycles)

<sup>2</sup> Killed or seriously injured

## Casualty rates

- In the year ending September 2014, **fatalities** increased by 1 per cent while **traffic levels** also increased by 2 per cent compared to the previous year. As a result, the casualty rate per billion vehicle miles decreased slightly for fatalities in the year ending September 2014 (a 1 per cent decrease).
- The rate also increased for **total casualties** of all severities, by 3 per cent compared with the year ending September 2013.
- In the **third quarter of 2014**, fatalities decreased by 4 per cent, KSI casualties fell by 2 per cent and both slight injuries and total casualties remained unchanged compared with the same quarter in 2013. Over the same period, traffic levels increased by 2.1 per cent. As a result, both the fatality rate and the casualty rate per billion vehicle miles of all severities decreased by 4 and 1 per cent respectively compared to the same period in 2013.

## Detailed statistics...

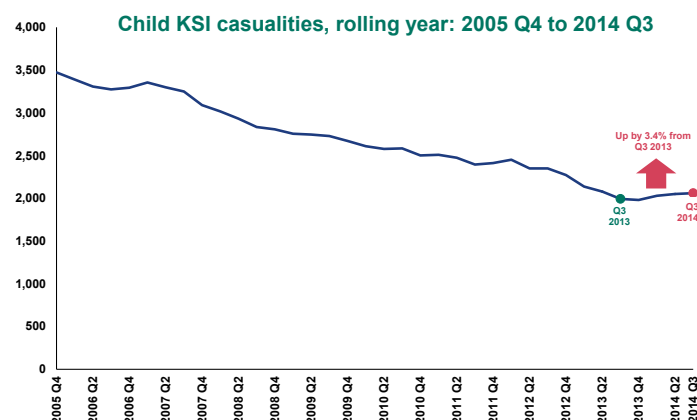
Casualty rate figures can be found in the following tables:

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

## Road user type

### Rolling years ending September

- Across all road user types **car users** and **pedestrians** account for the largest proportion of KSI casualties (nearly three fifths). There was a small increase of 1 per cent in pedestrian KSI casualties to 5,540 in the year ending September 2014 compared to the previous year. **Car users** KSI casualties rose by 3 per cent to 8,770 compared to the previous year.
- Child** (aged 0-15) KSI casualties increased by 3 per cent to 2,060 in the year ending September 2014. Child KSI casualties have risen in each quarter of 2014 in comparison with the same periods in 2013. These increases have now resulted in the first rise in rolling year comparisons (i.e. comparing with the previous year ending in the same month) in child KSI casualties since the year ending March 1995. However, in contrast, **child pedestrian** KSI casualties decreased by 1 per cent over the same period.



### 2005-2009 average



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

KSI	32%
All casualties	29%

### 2005-2009 average

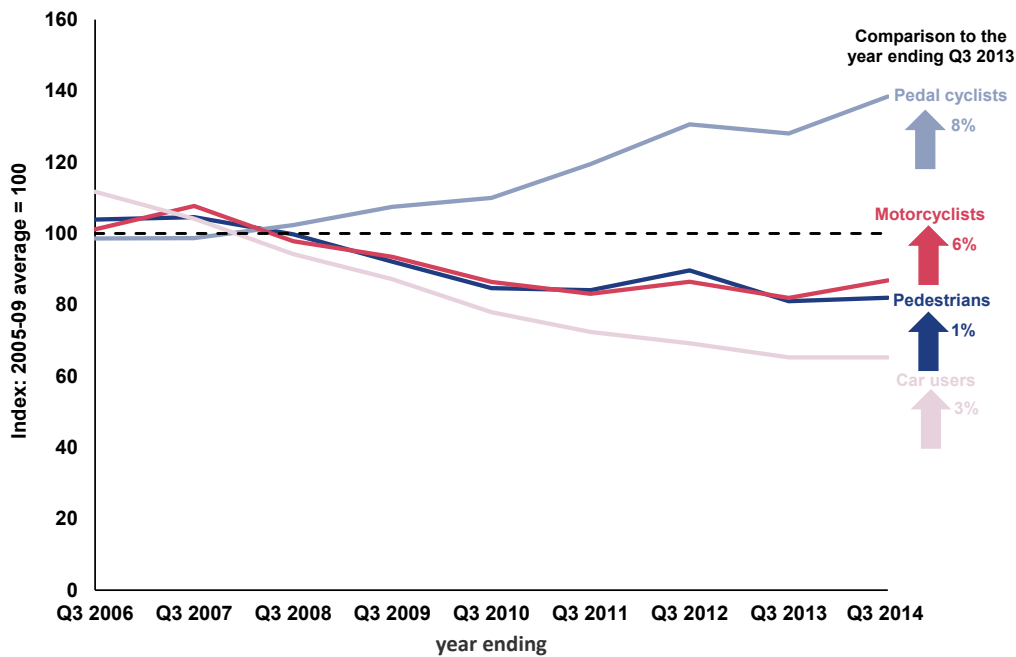


**Pedestrian** casualties in the year ending September 2014 compared to the 2005-2009 average:

KSI	18%
All casualties	17%

- Child casualties of all severities increased by 6 per cent to 16,640 compared with the previous year. It is too early to say at this stage if this marks the end of the long-term downward trend in child KSI casualties, or if it is as a result of short-term factors.
- There were 3,500 **pedal cyclist** KSI casualties in the year ending September 2014, an increase of 8 per cent compared with the previous year. **Motorcyclist** KSI casualties also increased by 6 per cent to 5,490 from the previous year.

**Chart 3: Reported killed or seriously injured (KSI) road casualties by road user type, rolling years ending Q3: GB, 2006 – 2014**



### Figures for July to September

- There were 1,270 **pedestrian** KSI casualties a 1 per cent decrease from 1,285 in the same quarter of 2013.
- KSI casualties also decreased for car users and motorcyclists by 3 and 1 per cent respectively while pedal cyclist KSI casualties remained unchanged from the previous quarter.
- **Child KSI casualties** increased by 1 per cent to 580 and child casualties of all severities decreased by 4 per cent compared with the third quarter of 2013. Child **pedestrian** KSI casualties and total casualties decreased, by 1 and 7 per cent respectively between July and September 2014.

### 2005-2009 average



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

KSI ↑ 38%  
 All casualties ↑ 28%

### 2005-2009 average



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

KSI ↓ 13%  
 All casualties ↓ 12%

### Detailed statistics...

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

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

## Road type

### Rolling years ending September

- Fatal or serious accidents on **major roads** (motorways and A roads) and **minor roads** increased by 3 and 5 per cent respectively in the year ending September 2014.
- On roads with a speed limit over 40mph (**non built-up roads**) there was a 5 per cent increase in the number of fatal or serious accidents. There was also a 4 per cent increase on roads with a speed limit up to and including 40mph (**built-up roads**).

### Figures for July to September 2014

- Fatal or serious accidents on **major roads** decreased by 3 per cent and remained unchanged on minor roads between July and September 2014 compared with the same period in the previous year.
- Fatal or serious accidents on **non built-up roads and built-up roads** decreased by 4 and 1 per cent respectively between July and September compared with the same period in 2013.

## Background to trends

- The latest results show an increase in overall reported road casualties for the rolling year (year ending September 2014 vs year ending September 2013). However, overall reported road casualties remained unchanged in the third quarter of 2014 in comparison with the same quarter of 2013 (July to September 2014 vs July to September 2013).
- Similarly, reported road deaths shown in Chart 4, have continued to increase on a rolling year basis, increasing by 1 per cent in the year ending September 2014 against the year ending September 2013. A very different pattern is apparent in the quarterly data, although with a 4 per cent decrease in July to September (Q3) 2013 compared with Q3 2013. One of the driving factors in the rolling year increase is the very low number of road deaths in Q1 2013 compared with Q1 2014. The reasons for the low casualty figures in Q1 2013 are discussed in Q2 2014 publication which can be found [here](#).
- The average UK temperature and total rainfall in the third quarter of 2014 was not significantly different from the third quarter of 2013. Therefore it is unlikely that the weather would have had much influence on different road user casualties between these quarters.

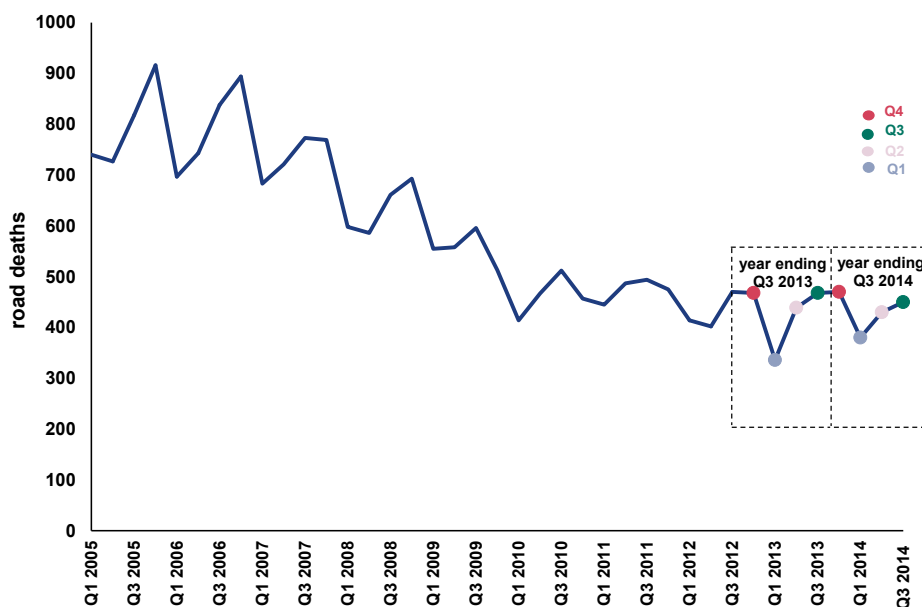
## Detailed statistics...

• Reported road accidents: by road type: Great Britain year ending third 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 22 January 2015, table [RAS45011](#).

- Traffic levels in Q3 2014 increased by 2.1 per cent compared with the same quarter in Q3 2013. This was the highest quarterly traffic recorded since 2007. Despite the increase in traffic, KSI casualties decreased in the same quarter while slight injuries and total casualties remained unchanged.
- Given the variation between different casualty severities and quarters, it is very hard, at this stage, to identify an overall trend. Ignoring Q1 2013, which was very low across all severity types, fatalities fell in Q2 and Q3 2014 in comparison with the same quarters of 2013, and remained unchanged in the last two quarters of 2013. In contrast, though, serious injuries fell in the last two quarters of 2013, rose in the first two quarters of 2014, before falling again in Q3 2014. The overall picture, therefore, is fairly uncertain, and this might suggest that we are in a period of general stability, with random variations causing quarterly fluctuations.

**Chart 4: Reported road fatalities by quarter: GB, Q3 2005 to 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 Q3 results are based on complete (July to September 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.
- 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 22 January 2015.
- 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-jul-to-sept-2014](http://www.gov.uk/government/statistics/reported-road-casualties-in-great-britain-provisional-estimates-jul-to-sept-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/statistics/reported-road-casualties-in-great-britain-provisional-estimates-jul-to-sept-2014](http://www.gov.uk/government/statistics/reported-road-casualties-in-great-britain-provisional-estimates-jul-to-sept-2014)

## Detailed statistics...

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## 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).



- 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](http://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

Reported road casualties Great Britain, Main Results 2014 will be published in June 2015