



Department
for Transport

Introduction to the 2014 Annual Report

About this report

The Reported Road Casualties in Great Britain (RRCGB) Annual Report: 2014 presents detailed statistics (headline figures were first published in June 2015) about the circumstances of personal injury accidents, including the types of vehicles involved, the resulting casualties and factors which may contribute to accidents. In addition to detailed tables there are three articles containing further analysis on specific road safety topics.

Most of the statistics in the report are based on information about accidents reported to the police. However, other sources such as mortality, survey and hospital data are also used as well as population and traffic data to provide a wider context.

Key findings

- There were 1,775 **reported road deaths** in 2014, an increase of 4 per cent compared with 2013. This is the third lowest year on record behind 2012 and 2013. However, this rise is not statistically significant
- The number of people **seriously injured** in reported road traffic accidents increased by 5 per cent to 22,807 in 2014.
- A total of 194,477 people were **killed or injured** in reported road accidents in 2014, the first increase in overall casualties since 1997
- **Traffic level** in 2014 were 2.4 per cent higher than in 2013. This would have led to an increased exposure for road users.
- A statistical model has indicated that had the **weather** throughout 2014 been closer to the long term average then there may have been around 40 fewer fatalities during the year.
- When adjusted for the weather, the number of fatalities would have risen by 1 per cent from 2013 to 2014. Once an adjustment is made for the weather for all years back to 1991, the small rise in fatalities in 2014 is the first rise since 2003
- The most common factor which contributed to accidents in 2014 was drivers **failing to look properly**. This factor has remained the most frequently occurring one since 2005, when contributory factors were first introduced.
- In 2014/15 around 6.2 per cent of drivers said that they had probably driven whilst over the **legal alcohol limit** and 0.9 per cent of drivers thought that they had driven under the **influence of illegal drugs** in the last year. These proportions are not significantly different from those reported for 2013/14.

Introduction

The **Reported Road Casualties in Great Britain: 2014 Annual Report** presents detailed statistics about the circumstances of personal injury accidents, including the types of vehicles involved, the resulting casualties, and factors which may contribute to accidents occurring. Most of the statistics in the publication are based on information about accidents reported to the police (using 'Stats19' forms). However, other sources such as mortality and survey data are also used as well as population and traffic data to provide a wider context

The headline accident and casualty figures for 2014 were published in [June 2015](#). The majority of the tables included here provide more detailed breakdowns of these headline figures. However, there are a number of tables containing fresh updates of data that do not come directly from the police records (for instance, death registrations, motoring offences and the valuation of prevention of accidents) and some tables that have been included for the first time ever (weather-adjusted road casualty figures)

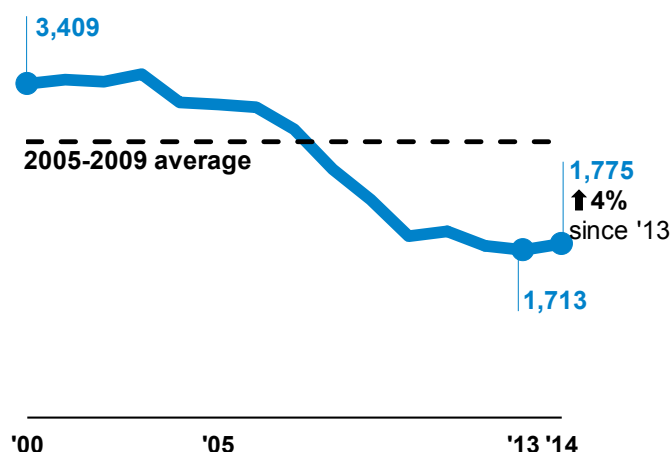
The report also contains four articles:

- An overview of reported road casualties in 2014. This is the original article that accompanied the Main Results release from June 2015. It has been included here for convenience.
- An analysis of the contributory factors to reported accidents.
- Modelling the impact of the weather on road casualty statistics
- Self-reported drink and drug driving in 2014/15

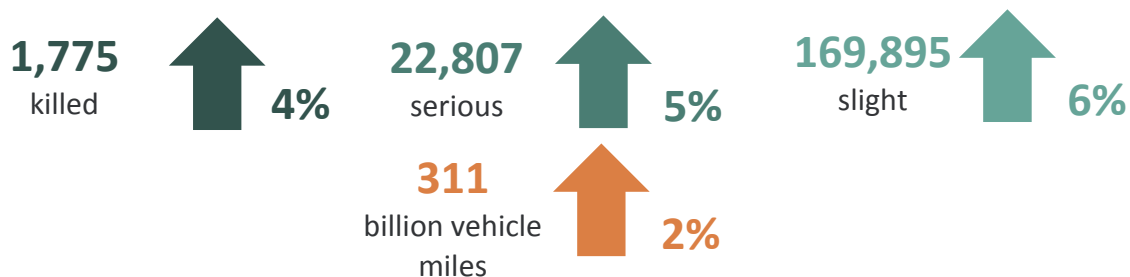
Overview of reported casualties

- There were 1,775 **reported road deaths** in 2014, an increase of 4 per cent compared with 2013.

Fatalities in reported road accidents: GB, 2000-2014



- The 1,775 **road deaths** in 2014 is the third lowest annual total on record after 2012 and 2013. There were 45 per cent fewer fatalities in 2014 than a decade earlier in 2005.
- **Pedestrians** accounted for three quarters of the increase in fatalities between 2013 and 2014. Pedestrian fatalities increased by 12 per cent from 398 in 2013 to 446 in 2014.
- The number of people **seriously injured** in reported road traffic accidents increased by 5 per cent to 22,807 in 2014, compared with 2013.
- There was a total of 194,477 **casualties of all severities** in reported road traffic accidents during 2014, the first increase in overall casualties since 1997.
- A total of 146,322 **personal-injury road traffic accident** were reported to the police in 2014. Of these accidents, 1,658 resulted in at least one fatality.
- **Vehicle traffic levels** increased by 2.4 per cent between 2013 and 2014.



- This article includes a specific section on the **statistical significance** of changes in casualty numbers. This is particularly useful as it can help users understand whether changes in casualty numbers are likely to be as a **result of chance** or owing to a **genuine change in road safety** on Britain's roads.

Further information...

The article giving an **overview and trends in reported road casualties** can be found at:

www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2014

Related statistics (tables and charts) can be found at:

www.gov.uk/government/organisations/department-for-transport/series/road-accidents-and-safety-statistics

Tables [RAS30059-RAS30068](#), [RAS40006](#). SFRS outcome indicators - Table [RAS41001](#).

Contributory factors to reported road accidents

This is an update to an article that was last produced in 2011. The contributory factor system was introduced in 2005. Police officers who attend the scene of an accident are able to select up to six factors which they thought had **contributed to the accident**. This information is valuable for the understanding of the cause of accidents and identifying interventions that could reduce the risk in the future.

- The most common factor identified by police officers was **failed to look properly**. This was recorded in 44 per cent of all accidents in 2014.
- The contributory factor **loss of control** was reported in 32 per cent of fatal accidents in 2014.
- The pair of contributor factors most frequently recorded for the same vehicle were **failed to look properly** and **failed to judge other person's path or speed**.

Further information...

The article **Contributory factors to reported accidents** can be found [here](#).

Related statistics (tables and charts) can be found [here](#).

Modelling the impact of the weather on road casualty statistics

Reported road casualty statistics publications over recent years have contained a large number of references to how we believe the **weather has influenced casualty numbers**. The [2013 Annual Report](#) included a specific article on weather effects. This article presents a **model** that we have developed with the Office for National Statistics that allows us to **adjust casualty figures** to show what might have happened had the weather during each year been closer to the long term average.

- In 2014, it is estimated that there would have been **43 fewer fatalities** if the temperature and rainfall had been similar to the long term average.
- Once adjusted, the increase in fatalities between 2010 and 2011 disappears, and the 4 per cent increase in fatalities between 2013 and 2014 reduces to a 1 per cent increase.
- Figures have also been provided for other casualty severities and for all years from 1991 onwards.

Further information...

The article **Modelling the impact of the weather on road casualty statistics** can be found [here](#).

A new table giving weather-adjusted casualty numbers (RAS30080) can be found [here](#).

Self-report drink and drug driving: 2014/15

This article provides an update on the levels of drivers who have reported that they have driven either whilst over the alcohol limit and / or whilst under the influence of illegal drugs. The figures for 2013/14 were published in [February 2015](#) but the data for 2014/15 are available earlier this year, so have been included here. All of these figures are drawn from questions asked in the Crime Survey for England and Wales.

- Around 6.2 per cent of drivers in 2014/15 said that they believed they had driven whilst over the legal alcohol limit at least once in the last 12 months. This proportion has remained broadly unchanged since 2012/13.
- Around 0.9 per cent of drivers admitted to driving whilst under the influence of illegal drugs in the last 12 months. This figure has remained broadly unchanged since 2010/11.
- Both drink and drug driving are more prevalent amongst males and younger drivers.

Further information...

The article [Self-reported drink and drug driving](#) can be found [here](#).

Statistical tables on self-reported and police-reported drink driving can be found [here](#).

Changes in article coverage since the 2013 report

Rather than cover everything ever year, we intend to focus on certain topics each year. This gives us the flexibility to respond to emerging issues

- The 2013 Annual Report included a separate article giving an overview of casualty trends. However, the 2014 Main Results publication contained more detail and commentary than has typically been provided in the past. We have therefore included this article within the annual report instead of a new chapter.
- An article on contributory factors was last included in 2011. The proportions of accidents with different factors do not change much each year, so there is little value in updating it each year. Instead we will aim to update this article once every three or four years. The article presented here provides contributory factor data for 2014.
- Although there was an article about the weather in the 2013 Annual Report, it mostly provided an overview of the affect the weather has on casualty numbers. The article contained here provides a statistically robust model that allows us to quantify how many more or fewer casualties there would have been had the weather been closer to the long term average.
- Although we intend to start producing statistics from hospital data again, we still do not have access to the data. We hope to be able to do this during 2016.

Topics not covered as an article in the 2014 report

This section summarises topics which have not been included as an article.

International comparisons

- In comparison with other countries, the **UK remains one of the world leaders in terms of road safety**, and its rate for child fatalities is well below the European average.

Value of prevention of accidents

- The **total value of prevention of road accidents** in 2014 was estimated to be £16.3 billion - this includes an estimate of the cost of damage only accidents as well as unreported injury accidents.
- This represents a increase of 11 per cent compared with the same estimate made in 2013 (not taking into account inflation)
- Since the early 1990s, the casualty valuation has been based on a consistent **willingness to pay** (WTP) approach. For more details of the methodology, see the [2012 Annual Report](#).

Survey data on road accidents

- It has long been known that police data do not provide a complete record of all personal injury accidents and casualties. To help address this, the **National Travel Survey (NTS)** has included questions asking people about their involvement in road accidents since 2007.
- Our best current estimate, derived from the NTS data, is that the **total number of road casualties in Great Britain** annually, including those not reported to the police, is within the range 660 to 830 thousand with a central estimate of 740 thousand.
- For more details of the survey data methodology, see the [2012 Annual Report](#).

Drinking and driving

- Final estimates for 2013 show that between 220 and 260 people were **killed** in accidents in Great Britain where at least one driver was **over the drink drive limit**, with a central estimate of 240 deaths.
- Due to the **uncertainty** in the estimates, fatalities should be regarded as having **remained unchanged since 2010**. The change from 230 deaths in 2012 is not statistically significant

Detailed statistics...

Detailed tables on international comparisons can be found in [RAS52001](#).

Detailed tables on accident and casualty costs can be found in [RAS60001-RAS6004](#).

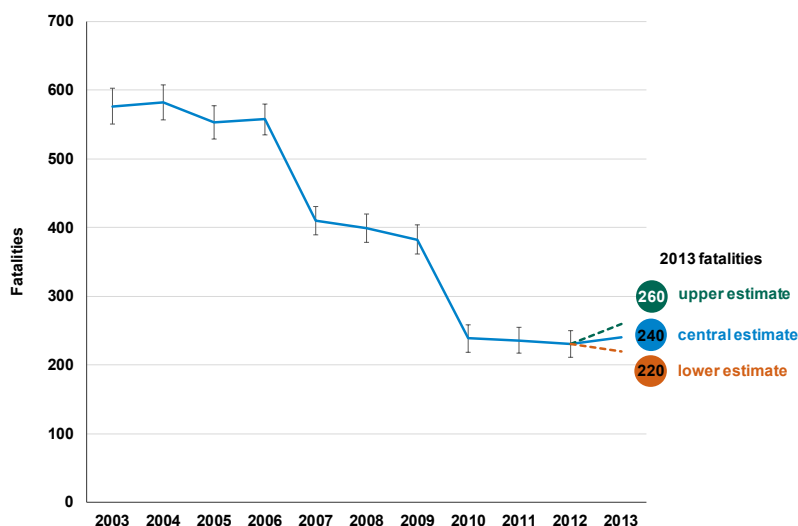
Detailed statistics...

Detailed tables on survey data on road accidents can be found in [RAS54001-RAS54004](#).

Detailed statistics...

Detailed tables on reported drink driving can be found in [RAS51001-RAS51104](#).

Fatalities in reported drink drive accidents: GB, 2003-2013



- Around 14 per cent of all **deaths** in reported road traffic accidents in 2013 involved at least one driver **over the drink drive limit**.
- The number of **seriously injured** casualties in **drink drive accidents** decreased by 8 per cent from 1,200 in 2012 to 1,100 in 2013.
- The total number of casualties of all severities in drink drive accidents for 2013 was 8,270, down 17 per cent on the 2012 figure and the lowest total on record
- The **first provisional estimates** for **2014** suggest there were between 240 and 340 **deaths** in drink drive accidents.

Quarterly estimates

Provisional estimates for the first quarter of 2015 were published on 6th August. They are available [here](#).

The Q1 estimates show that road deaths decreased by 1 per cent compared with the year ending March 2014, to 1,740. In addition, there were an estimated 23,570 killed or seriously injured casualties in the year ending March 2015, 3 per cent lower than in the previous twelve months.

Alongside the falls in casualties, traffic volumes increased by 1.8 per cent.

It is likely that the decrease in casualty numbers will relate, at least partly, to the difference in average temperatures between the first quarters of 2014 and 2015. Jan to Mar 2014 were relatively warm, at 1.3 °C above the long term average. In contrast, Jan to Mar 2015 had a lower average temperature, just below the long term average. Warmer spring weather is frequently associated with increased levels of cycling and motorcycling, often coinciding with an increase in casualties.

Therefore it is probable that the 2014 levels were unusually high and 2015 is much more reflective of typical conditions.

Provisional estimates for the second quarter of 2015 will be released on 6th November 2015. It should then be clearer what the overall trend for 2015 may be like.

Detailed tables

The annual report also includes detailed tables based on data reported to the police. Areas covered are listed below, with relevant table numbers in brackets:

- accidents ([RAS10](#))
- drivers and vehicles involved ([RAS20](#))
- casualties ([RAS30](#))
- combined accidents, casualties, vehicles ([RAS40](#))
- area comparisons ([RAS30038-RAS30058](#), [RAS10014-RAS10015](#), [RAS41002-RAS41004](#))
- international comparisons ([RAS52](#))
- inter modal comparisons ([RAS53](#))
- Strategic Framework for Road Safety outcome indicators ([RAS41](#))
- reported drink driving ([RAS51](#))
- contributory factors ([RAS50](#))
- survey data on road accidents ([RAS54](#))
- hospital admissions as a result of road accidents ([RAS55](#)) (to be updated at a later date)
- accident and casualty costs ([RAS60](#))

A full list of tables in the road safety series and an index linking 2009 RRCGB report table numbers with 2014 RRCGB web tables can be found here:

www.gov.uk/government/statistical-data-sets/road-accidents-and-safety-statistical-tables-index

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.

We have updated our estimate of the total number of road casualties in Great Britain, including those not reported to the police, in this year's Survey data on road accidents tables [RAS54001-RAS54004](#).

The police data are therefore not a complete record of all injury accidents and this should be borne in mind when using and analysing the data included in this publication. Police data on road accidents remain the most detailed, complete and reliable single source of information on road casualties covering the whole of Great Britain.

We also continue to look at other sources of data on road accidents. Although the RRCGB 2014 annual report does not contain any new analyses of hospital data, an article can be found in the [2011 annual report](#) and in tables [RAS55001-RAS55016](#). This article and the tables will be updated at a later date. Further information on complementary sources of data on road accidents and casualties, can be found in Reported Road Casualties Great Britain 2008, 2009, 2010, 2011 and 2012 annual reports, which are available through: www.gov.uk/government/organisations/department-for-transport/series/road-accidents-and-safety-statistics

Notes

1) Further information about the Reported Road Casualties Great Britain Annual Report can be found at: www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2014.

2) On 17 December 2011, the United Kingdom Statistics Authority designated these statistics as National Statistics, in accordance with the Statistics and Registration Service Act 2007, signifying their compliance with the Code of Practice for Official Statistics.

Designation can be broadly interpreted to mean that the statistics:

- meet identified user needs;
- are well explained and readily accessible;
- are produced according to sound methods, and

- are managed impartially and objectively in the public interest.

The statistics were reassessed in 2013 and confirmed as National Statistics. The report (number 258) was published on 25th July 2013 at: www.statisticsauthority.gov.uk/assessment/assessment/assessment-reports/index.html.

3) 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.

4) 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-definition.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/government/publications/road-accidents-and-safety-statistics-guidance.

6) Reported accident and casualty data are also released at record level (subject to meeting confidentiality requirements) as part of the government's transparency agenda. These records can be accessed through the data.gov website: data.gov.uk/dataset/road-accidents-safety-data.

7) The next release of road accidents and casualty data will be estimates for the second quarter of 2015 on 6 November 2015.