

Reported Road Casualties in Great Britain: Quarterly Provisional Estimates Q2 2012

Statistical Release

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Department
for Transport

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This publication presents statistics on personal injury road accidents in Great Britain in the year ending June 2012. The figures count accidents on public roads (including footways) which became known to the police within 30 days.

The *Quarterly Provisional Estimates* series provides in-year estimates of personal injury road accidents and their casualties. These are published to allow emerging trends to be monitored between the publications of annual figures. A note on the quarterly estimation methodology can be found [here](#).

Estimates are based on information reported to the Department for Transport by police forces and local authorities 15 weeks after the end of quarter. For this release figures are based on information supplied as at 15 October 2012.



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The key findings from the Quarterly Provisional Estimates Q2 2012 include:

- In the year ending June 2012; 1,790 people were killed in reported road accidents, a 6 per cent drop from the year ending June 2011 (1,901). However, the number of people killed or seriously injured in the year ending June 2012 rose to 24,870, a 1 per cent increase compared with the year ending June 2011 (24,610).
- Comparing Q2 2012 against Q2 2011 shows a 6 per cent fall in total deaths and serious injuries, and an 18 per cent fall in deaths alone. However, in general, single quarter comparisons should be treated with caution as data are more subject to distortion by short-term factors such as extreme weather. Q2 2012 saw extremely wet weather across England, which may affect comparison with earlier years.
- Overall for year ending June 2012; there were 148,100 reported injury accidents and 199,740 reported casualties of any severity (slight injuries, serious injuries and fatalities), falls of 3 per cent and 4 per cent respectively from the year ending June 2011 figures. In comparison, motor vehicle traffic levels have risen by 0.1 per cent in the year ending June 2012.

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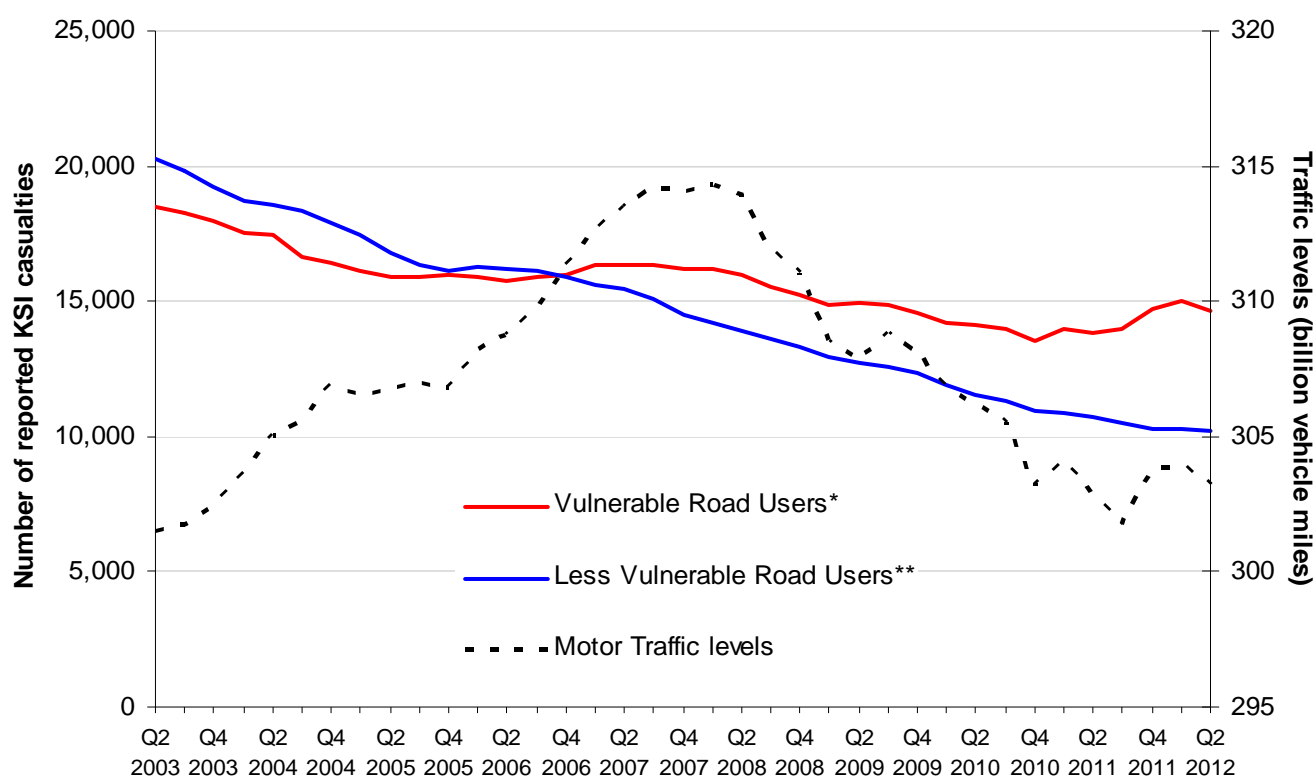
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1. Trends by road user type and road type

- In general, there have been year-on-year increases in deaths and serious injuries of vulnerable road users (i.e. those who are not occupants of cars or other vehicles). Comparing the year ending June 2012 with the year ending June 2011, deaths and serious injuries rose by 5 per cent for pedestrians, 9 per cent for pedal cyclists and 5 per cent for motorcyclists.
- Conversely, deaths and serious injuries of less vulnerable road users (occupants of cars and other vehicles) fell by 5 per cent in the year ending June 2012, compared with the previous 12 months.
- The trend in child road casualties (age 0-15) remains downward. Over the year ending June 2012 there were 1,560 child pedestrians killed or seriously injured, a fall of 6 per cent compared to the previous 12 months. For total child casualties overall, there were 2,350 deaths or serious injuries in the year ending June 2012, a fall of 5 per cent from the previous 12 months.
- Overall, there has been a 3 per cent year-on-year fall in total accidents (of any severity). There was little difference in the rate of decline between major and minor roads over this period, although the fall in accident numbers was greater on roads in non-built-up areas (6 per cent) than in built-up areas (2 per cent).

Reported killed or seriously injured (KSI) road casualties by vulnerability and motor traffic levels, rolling four quarter totals: GB, Q2 2003 – Q2 2012 (see [Chart RAS45015](#))



* Vulnerable road users include pedestrians, pedal cyclists and motor cyclists

** Less vulnerable road users include occupants of cars and other vehicles

2. Comparison of quarter 2 results for 2011 and 2012

- The year ending in June 2012 saw more deaths and serious injuries of vulnerable road users, and fewer of less vulnerable road users, than in the previous 12 months. However, the picture is rather different when comparing single quarters (Q2 2012 against Q2 2011). On this basis, Q2 2012 saw a 6 per cent drop in total deaths and serious injuries, but with greater falls for pedal cyclists (8 per cent) and motorcyclists (14 per cent) than for car occupants (1 per cent).
- In Q2 2012 there were 400 people killed in reported road accidents in Britain, 18 per cent fewer than in Q2 2011 (487). The total number of casualties (of any severity) was 47,880, a fall of 7 per cent from Q2 2011 (51,580)
- All child road casualties fell by 16 per cent in Q2 2012 compared with Q2 2011, with total child deaths and serious injuries down by 14 per cent (from 708 in quarter 2 of 2011 to 610 in quarter 2 of 2012). The 16 per cent fall between 2011 Q2 and 2012 Q2 in child casualties is the largest fall observed on this basis in more than 20 years.
- However, in general, single quarter comparisons should be treated with caution as the data are more variable, and more subject to distortion by short-term factors such as unexpected weather. In this context, it should be noted that Q2 2012 saw extremely wet weather across England (where rainfall levels were more than double the 1981-2010 average in both April and June)
- This wet weather is likely to have reduced levels of pedal cycle and motorcycle traffic in particular. Provisional traffic statistics show a fall in overall traffic of 1.1 per cent between 2011 Q2 and 2012 Q2, with a much larger fall in the 'other motor vehicles' category (which incorporates motorcycles).
- There is also evidence that the wet weather may have affected road user behaviour through reducing traffic speeds. Compared to the same months in 2011, observed average speeds on the local 'A' road network were 4 per cent lower in April 2012 and 1 per cent lower in June 2012.

Reported road casualties by severity: Great Britain year ending second quarter 2012 (see [Table RAS45001](#))

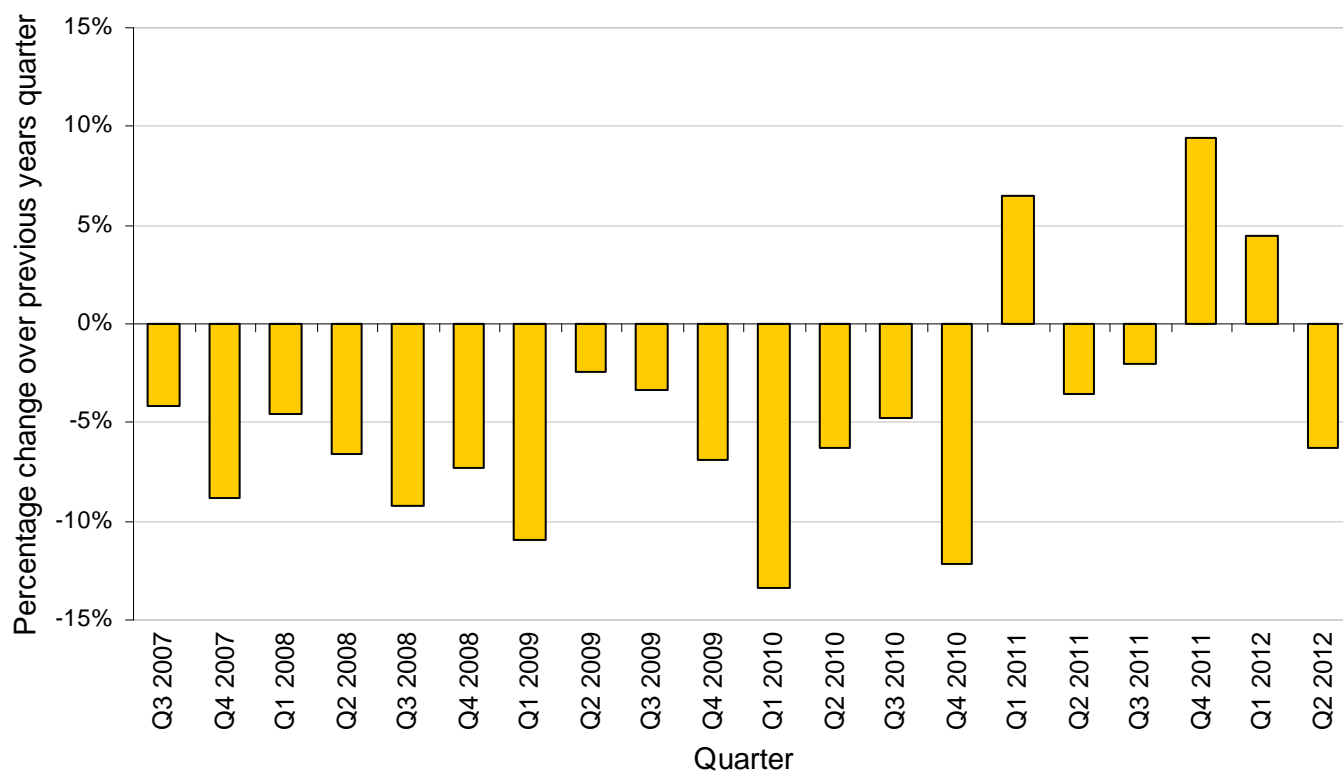
Number/percentage change compared to previous 12 months and 2005-2009 average						
	2005-2009 average A	Jul-10 to Jun-11 B	Jul-11 to Jun-12 (P) C	Percentage change over 2005-2009 average (C-A)/A %	Percentage change over previous 12 months (C-B)/B %	Traffic ¹ percentage change over previous 12 months
ALL CASUALTIES						
Killed	2,816	1,901	1,790	-36	-6	0.1
KSI ²	30,041	24,612	24,870	-17	1	0.1
Slightly injured	216,010	182,468	174,860	-19	-4	0.1
All casualties	246,050	207,080	199,740	-19	-4	0.1

P Provisional estimates

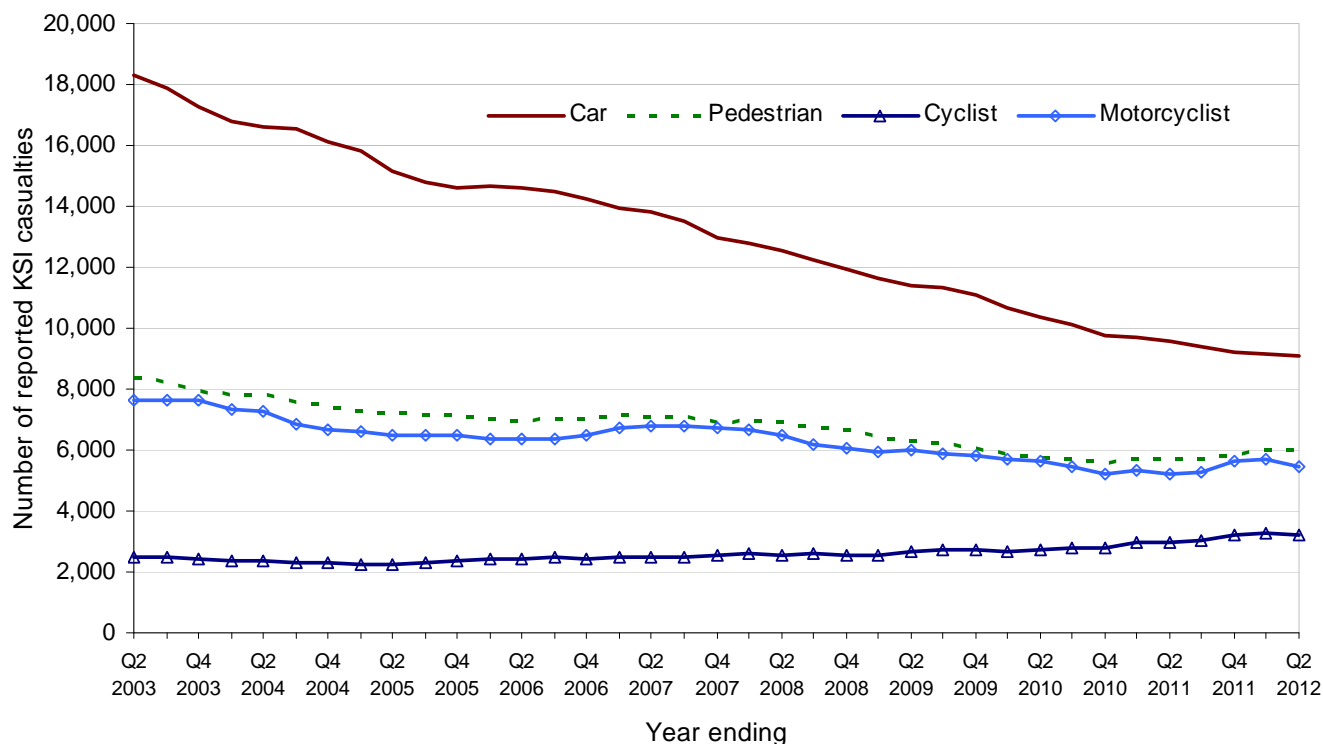
¹ Motor traffic (excludes pedal cycles)

² Killed or seriously injured

Percentage change from previous year in reported killed or seriously injured (KSI) casualties: GB, Q2 2003 – Q2 2012



Reported killed or seriously injured (KSI) casualties by road user type, rolling four quarter totals: GB, Q2 2003 – Q2 2012 (see [Chart RAS45013](#))



3. Strengths and weaknesses of the data

The quarterly figures are based on estimates. It should be noted that no single quarter's figures should be taken in isolation, especially if they appear to show a change in trend, as there are seasonal fluctuations particularly in the smaller categories of road user. The 2012 Q2 results are based on complete (April to June 2012) figures provided by 46 police authorities, with partial data (April to May 2012) received from 3 police authorities and with one authority's data missing. Adjustments are made to take account of police authorities with missing 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. Proportionally, the unreported number of casualties who sustained slight injuries from a road accident is likely to be higher compared to the unreported number of casualties which sustained serious injuries from a road accident.

Our best estimate produced in 2011, derived primarily from National Travel Survey (NTS) data, is that the total number of road casualties in Great Britain each year, including those not reported to police, is within the range 660 thousand to 800 thousand with a central estimate of 730 thousand. A discussion of how this estimate has been derived, and its limitations, together with information on complementary sources of data on road accidents and casualties, are contained in the survey data on road accidents article of Reported Road Casualties Great Britain: 2010 Annual report, which can be found [here](#). An update of this estimate will be produced next year when NTS 2011 data are available.

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 in Great Britain, in particular for monitoring trends over time.

4. Background notes

1. 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.dft.gov.uk/statistics/releases/road-accidents-and-safety-quarterly-estimates-q2-2012

2. On 17 December 2010, 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.

Once statistics have been designated as National Statistics it is a statutory requirement that the Code of Practice shall continue to be observed.

3. A full list of the definitions used in this publication and details of Ministers and officials who receive pre-release access to these statistics up to 24 hours before release can be found here:

www.dft.gov.uk/statistics/series/road-accidents-and-safety/