



Department
for Transport

Reported Road Casualties in Great Britain: Quarterly Provisional Estimates Q2 2013

Statistical Release

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Reported Road Casualties in Great Britain: Quarterly Provisional Estimates Q2 2013

Reported Road Casualties in Great Britain: Quarterly Provisional Estimates is a series providing estimates of personal injury road accidents and their casualties. It includes accidents in the year ending June 2013 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. A note on methodology can be found at: <http://assets.dft.gov.uk/statistics/series/road-accidents-and-safety/methodology-note-quarterly-estimates.pdf>.

Estimates are based on information reported to the Department for Transport 16 weeks after the end of the latest quarter. For this release figures are based on information available on 25th October 2013.

The key findings from the Quarterly Provisional Estimates Q2 2013 include:

- For reported road accidents in the year ending June 2013: 1,730 people were killed, a 3 per cent drop from 1,785 in the year ending June 2012. The number of people killed or seriously injured fell to 23,530, a 5 per cent decrease compared with the year to June 2012.
- Overall for year ending June 2013, there were 185,540 reported road casualties, 7 per cent fewer than the 199,091 for the year ending June 2012.
- Total reported child casualties (ages 0-15) fell by 12 per cent to 15,920 for the year ending June 2013 from 18,166 for the previous year, with those killed or seriously injured down 11 per cent to 2,080.
- Motor vehicle traffic levels rose slightly by 0.4 per cent compared with the 12 month period ending June 2012.
- Between April and June 2013, 450 people were killed in reported road accidents, 12 per cent more than in the same period for 2012. Serious and slightly injured casualties fell by 3 and 8 per cent respectively. These figures resulted in an overall decrease in casualties of 7 per cent.

1. A comparison of rolling years, by road user type and road type

- In the year ending June 2013 there were 1,730 **fatalities** in reported personal injury accidents, a 3 per cent drop from 1,785 in the year ending June 2012. The number of **killed or seriously injured (KSI) casualties** fell by 5 per cent, to 23,530, and the **total number of casualties** fell by 7 per cent to 188,540.
- A total of 8,560 **car users** were reported killed or seriously injured in the year ending June 2013, a fall of 6 per cent from the previous 12-month period.
- KSI casualties for the vulnerable road user groups – **pedestrians, pedal cyclists and motorcyclists** – showed overall decreases of 7, 1 and 6 per cent respectively compared with the year ending June 2012.
- The **casualty rate** per billion vehicle miles decreased for all casualty severities in the year ending June 2013, with falls of 3 per cent for fatalities, 6 per cent for serious injuries and 7 per cent for all casualties. This is the first publication in which the Department has included quarterly casualty rates.
- There were also significant decreases in the number of **child casualties (aged 0-15)** which fell from 18,166 in the year ending June 2012, to 15,920 in the year ending June 2013, a fall of 12 per cent. The number of child KSIs also fell in the same period by 11 per cent to 2,080. The number of **child pedestrian casualties** who were killed or seriously injured fell by 8 per cent to 1,440 in the year ending June 2013.
- There were drops in the number of accidents on all **road types** in the year ending June 2013 relative to the year ending June 2012. The number of fatal or serious accidents fell by 7 per cent on **major roads (motorways and A roads)** and 4 per cent on **minor roads**. On roads with speed limits over 40 mph (non-built up) fatal and serious accidents fell by 6 per cent and on roads with speeds limits up to an including 40 mph (built-up) they fell by 5 per cent.
- There were **185,540 casualties** from **139,350 accidents** in the year ending June 2013 which represents a 6 per cent fall for accidents and a 7 per cent fall for casualties compared with the year ending June 2012.

Table RAS45001: Reported road casualties by severity: Great Britain year ending second quarter 2013

	Number/percentage change compared with previous 12 months and 2005-2009 average					
	2005-2009 average A	Jul-11 to Jun-12 B	Jul-12 to Jun-13 (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	1,785	1,730	-39	-3	0.4
KSI ²	30,041	24,894	23,530	-22	-5	0.4
Slightly injured	216,010	174,197	162,010	-25	-7	0.4
All casualties	246,050	199,091	185,540	-25	-7	0.4

P Provisional estimates

¹ Motor traffic (excludes pedal cycles)

² Killed or seriously injured

Chart [RAS45012](#): Reported killed or seriously injured casualties compared with motor vehicle traffic (billion miles), rolling four quarter totals: GB Q2 2004 – Q2 2013

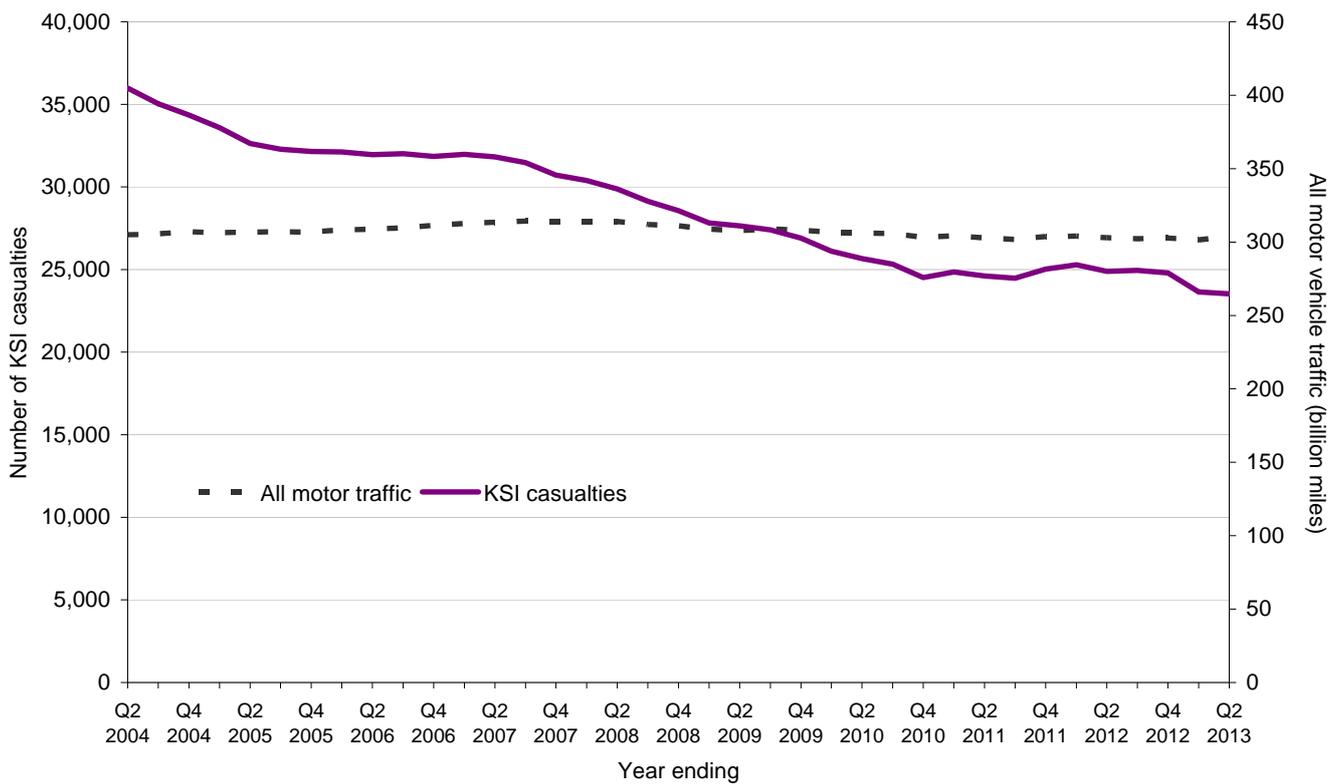
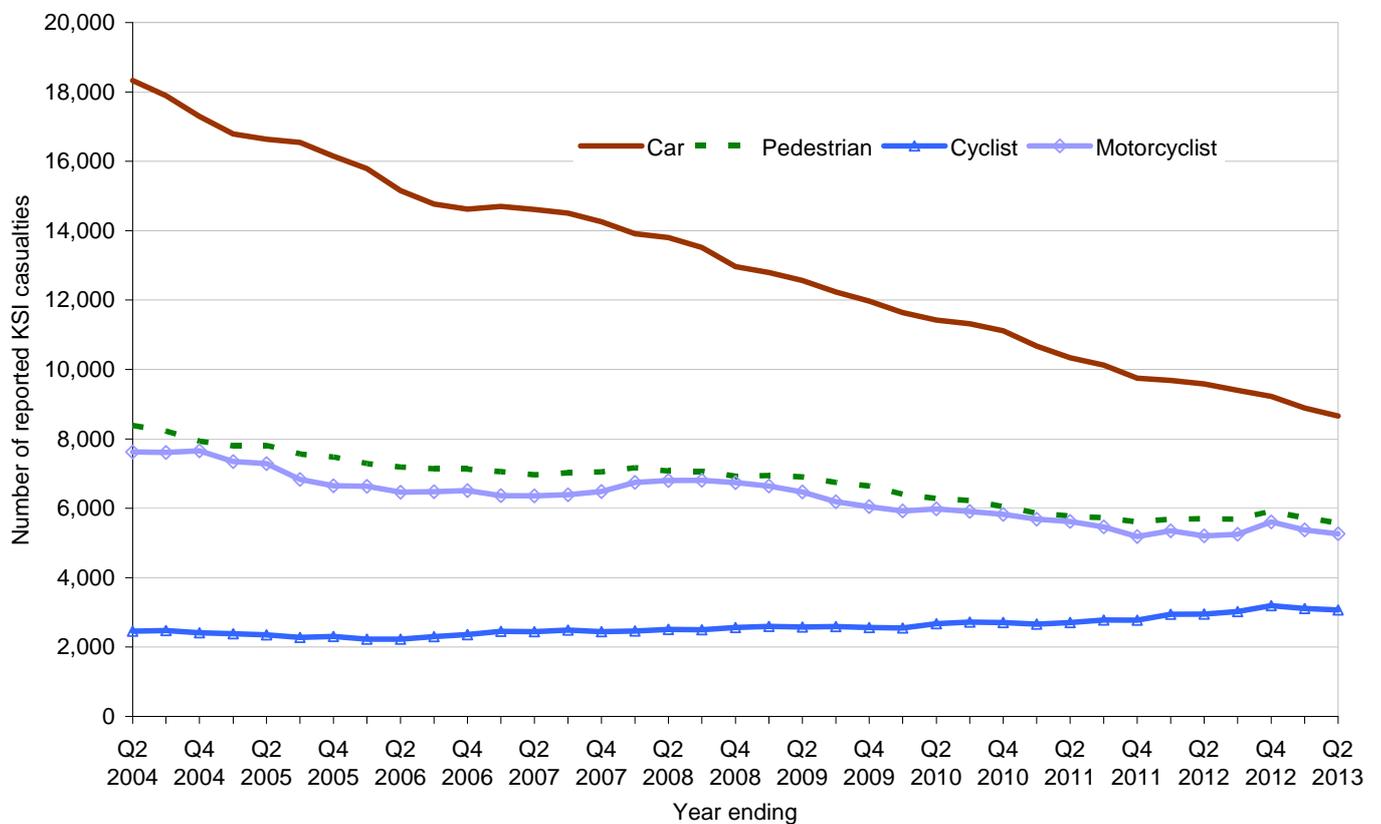


Chart [RAS45013](#): Reported killed or seriously injured (KSI) road casualties by road user type, rolling four quarter totals: GB Q2 2004 – Q2 2013



2. A comparison of quarter 2 results 2012 and 2013

- Between April and June 2013, 450 people were **killed** in reported road accidents, 12 per cent more than in the second quarter of 2012. **Serious** and **slightly** injured casualties fell by 3 and 8 per cent respectively. These figures resulted in an overall **decrease** in casualties of 7 per cent.

Table [RAS45002](#): Reported road casualties by severity for the second quarter 2013: Great Britain

	Number/percentage change compared with same quarter last year			
	Q2 2012 A	Q2 2013 (P) B	Percentage change (B-A)/A %	Traffic ¹ percentage change over same period
ALL CASUALTIES				
Killed	402	450	12	3.4
KSI ²	5,981	5,860	-2	3.4
Slightly injured	41,385	38,190	-8	3.4
All casualties	47,366	44,050	-7	3.4

P Provisional estimates

1 Motor traffic (excludes pedal cycles)

2 Killed or seriously injured

- There were **decreases** in the number of casualties for **car users** and **pedestrians** of 12 and 3 per cent respectively, with similar falls in the numbers of KSI casualties – 9 per cent for car users and 7 per cent for pedestrians. However, there were **increases** in the number of casualties for **motorcyclists** (4 per cent) and **pedal cyclists** (12 per cent), with an 8 per cent increase in the number of motorcyclist KSI casualties and a 4 per cent increase in pedal cyclist KSI casualties.
- It is likely that these increases were at least partly due to the large change in weather conditions between the second quarters of 2012 and 2013¹. The overall UK mean rainfall between April and June 2012 was **extremely high** compared with the long term average for this period. In comparison with this, the UK mean rainfall level between April and June 2013 was 40 per cent lower, returning to the long term average. It is therefore likely that the markedly drier weather in 2013 would have increased the number of vulnerable road users (particularly motorcyclists and pedal cyclists) on the road, relative to the same period in 2012, thus increasing their relative exposure to accidents.
- Provisional estimates also show an **increase** of 3.4 per cent in road traffic levels between the second quarters of 2012 and 2013. There were increases in traffic volumes for all motor vehicle types. Quarterly traffic estimates are not available for pedal cycles.
- Both **child** casualties and child KSI casualties fell by 11 per cent. Child pedestrian casualties and KSI casualties also fell, by 8 and 6 per cent respectively.

¹ All weather data available from the Met Office at <http://www.metoffice.gov.uk/climate/uk/summaries/datasets>

Statistics on the provisional number of casualties in personal injury road traffic accidents in the year ending June 2013 can be found on the [Road Accidents and Safety Statistics](#) page, section [RAS45](#).

The statistics will be revised in the quarterly releases due in February 2014 (including data for quarter 3 2013). The final figures for 2013 will be published in Main Results 2013, due in June 2014.

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 2013 Q2 results are based on complete (April to June 2013) figures provided by 47 police authorities with partial data for two authorities and no data for one authority. Adjustments are made to take account of police authorities with missing data. Table [RAS45011](#) provides a list of which police authorities are included in these figures.
- 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.
- Our current best estimate, derived primarily from National Travel Survey (NTS) data and produced in 2012, is that the total number of road casualties in Great Britain each year, including those not reported to police, is within the range 630 thousand to 790 thousand with a central estimate of 710 thousand. A methodology note containing guidance as to how this estimate has been derived and its limitations, together with information on complementary sources of data on road accidents and casualties, can be found at:
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/244921/rrcgb-total-estimates-including-unreported-methodology.pdf.
- 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 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. These rates are comparable with the figures published in table [RAS30001](#). However, they are based on provisional casualty and traffic estimates and therefore 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 2011 and 2012.

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:
<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-provisional-estimates-q2-2013>
2. A full list of the definitions used in this publication can be found here:
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/48822/reported-road-casualties-gb-notes-definitions.pdf
3. 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:
<https://www.gov.uk/transport-statistics-notes-and-guidance-road-accident-and-safety>
4. 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
<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.
5. Details of Ministers and officials who receive pre-release access to these statistics up to 24 hours before release can be found here:
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/48829/reported-road-casualties-gb-prerelease.pdf