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16 November 2021

*Dear Lord Brooke,*

### **POLICE, CRIME, SENTENCING AND COURTS BILL: DFT STATISTICS**

I am writing to follow up the debate in Committee on amendment 157 on alcohol limits (Official Report, 08 November 2021, column 1537), and my offer to write with further data in addition to the fatality figures in 2019 that I provided during the debate.

On 26 August 2021 the Department for Transport published the annual Reported road casualties in Great Britain, final estimates involving illegal alcohol levels: 2019 available online at: [Reported road casualties in Great Britain, final estimates involving illegal alcohol levels: 2019 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/reported-road-casualties-in-great-britain-final-estimates-involving-illegal-alcohol-levels-2019)

The main points from this publication are:

- Final estimates for 2019 show that between 210 and 250 people were killed in accidents in Great Britain where at least one driver was over the drink-drive limit, with a central estimate of 230 deaths.
- The final estimate of fatalities for 2019 is broadly in line with the last few years, and is not statistically significantly different from 2018.
- An estimated 7,800 people were killed or injured when at least one driver was over the drink-drive limit. This represents a fall of 10% from 8,680 in 2018 and is the lowest figure recorded.
- The total number of accidents where at least one driver was over the alcohol limit decreased by 9% to 5,350 in 2019, the lowest number of drink-drive accidents recorded.
- In 2019, the number of killed or seriously injured (KSI) casualties in drink-drive accidents rose while all casualties fell. This was because the number of seriously injured casualties in accidents in which at least one driver or rider failed a breath test rose, while the number of slightly injured in these accidents fell compared to 2018.
- In 2019 there were an estimated 230 drink drive fatalities which is 13% of the total.

- In 2019 there were an estimated 2,050 drink drive killed and seriously injured (KSI), this is 6% of the KSI total.
- In 2019 there were an estimated 7,800 drink drive casualties, this is 5% of the casualty total.

On 30 September 2021 the Department for Transport published the annual report on reported road casualties in Great Britain for 2020 available online at: [Reported road casualties Great Britain, annual report: 2020 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/978212/Reported-road-casualties-Great-Britain-annual-report-2020.pdf)

The headline figures were:

- An estimated 1,460 reported road deaths in 2020 which includes a total of 4 months of national lockdown (April to June and November).
- An estimated 23,529 killed or seriously injured (KSI) casualties in 2020, a decrease of 22% compared to the same period in 2019.
- 115,584 casualties of all severities in 2020, down by 25% from 2019.
- The reduction in road traffic followed a similar trend in the same period and decreased by 21%.
- Pedal cyclist casualty rates per billion vehicle miles saw the greatest percentage decrease (34%) compared to all other road user types.

I am copying this letter to Lord Rosser, Baroness Finlay of Llandaff, Earl Attlee, Baroness Jones of Moulsecoomb, Baroness Hayter of Kentish Town, Lord Paddick and Baroness Randerson. I am also placing a copy in the library of the House.

*Sharpe of Epsom.*

**LORD SHARPE OF EPSOM OBE**

The Lord Brooke of Alverthorpe  
House of Lords