



Department for Transport

Reported road casualties in Great Britain: quarterly provisional estimates year ending June 2018

About this release

This publication provides an estimate of the number of personal-injury road traffic accidents in Great Britain that were reported to the police for the year ending June 2018. It also includes the number of people killed or injured in these accidents and which road user group they were in. These figures are provisional as they might change following the end of year validation process.

Definition

Casualty: A person killed or injured in an accident. Casualties are subdivided into killed, seriously injured and slightly injured.

Rolling year: a period of 12 months that begins and ends on a set day. In this publication the rolling year ending June 2018 represents the 12 months beginning on the 1st July 2017 and ending on the 30th June 2018.

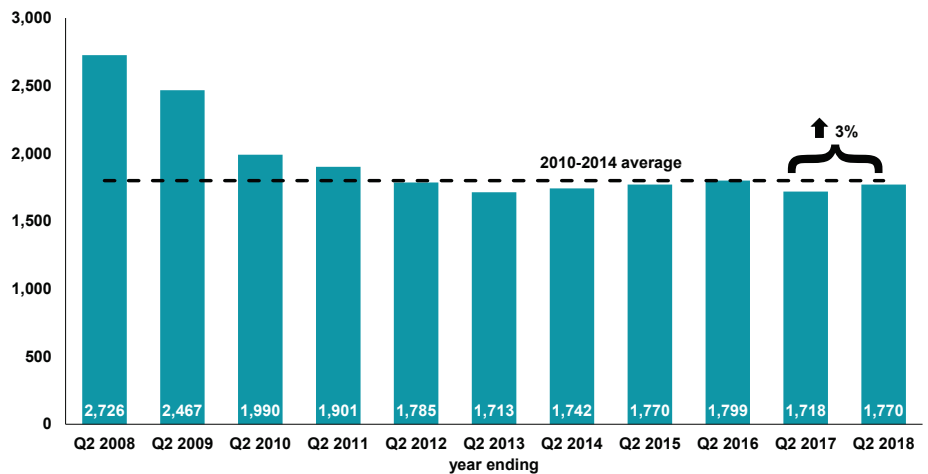
A full list of the definitions used in this release can be found [here](#).

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There were 1,770 road deaths in the year ending June 2018. This is a similar level to that seen since 2012.

Road deaths: GB, rolling years ending June, 2008-2018



- There were 26,610 people **killed or seriously injured** (KSI) reported to the police in the year ending June 2018. This compares to 26,664 in the year ending June 2017.
- There were 165,100 **casualties of all severities** in the year ending June 2018, **down by 6%** from the previous year. This change is statistically significant at the 95% confidence level.
- The overall **casualty rate per vehicle mile decreased by 7%** over the same period.

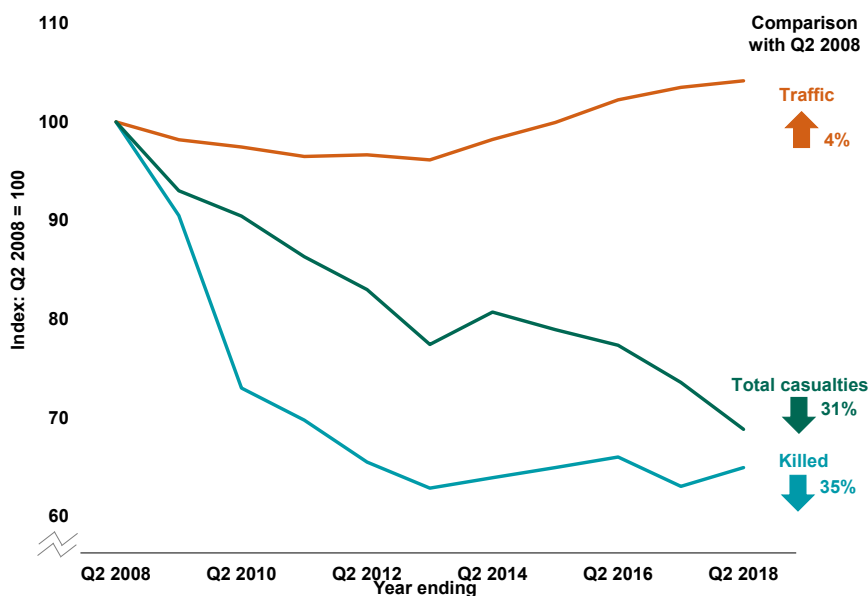


Overall results

Rolling year ending June 2018 ([Table RAS45001](#))

- In the year ending June 2018, there were 1,770 **reported road fatalities**, a 3% increase from 1,718 in the previous year. This increase is **not statistically significant** and it is likely that the change is a result of natural variation.
- There were 26,610 **killed or seriously injured** casualties (KSIs) in reported road traffic accidents reported to the police, for the year ending June 2018. This compares to 26,664 in the year ending June 2017.
- The **total number of casualties decreased by 6%** to 165,100. This change is **statistically significant** at the 95% confidence level.
- Motor vehicle traffic increased by 0.6% over the same twelve months. Therefore, the fatality rate per billion vehicle miles increased by 2% to 5.4 and the overall casualty rate per billion vehicle miles decreased by 7% in the year ending June 2018 to 500.

Chart 1: Fatalities, total casualties and traffic, GB, years ending June 2008 to 2018



Statistical significance

The number of casualties can fluctuate from year to year and there is interest in knowing the extent to which these fluctuations represent an indication of a real underlying trend as opposed to random year-to-year variation.

A **statistically significant** change is one we can be sure is large enough that it can be considered as an indication of a real underlying trend.

A change that is **not statistically significant** is one that is likely to have come about by chance and therefore represents random year-to-year variation.

Uncertainty

The figures in this publication are estimates and are subject to revision in future releases. Provisional figures are rounded to the nearest 10. For more details see the [uncertainty section](#).

Changes in systems for severity reporting

The time series for those killed or seriously injured have been affected by a large numbers of police forces changing their reporting systems in 2015 and 2016. The Metropolitan Police Service adopted COPA in November 2016 and since then reporting systems used by forces have been stable. Overall this change has led to an increase in the levels of serious injuries reported.

Consequently, no comparisons of serious injuries or KSIs are made in the commentary for years prior to 2017. The year ending June 2017 will be marginally affected by the change to COPA.

Figures presented in this release are as reported to the police and do not adjust for the change. An adjustment has been developed in the 2017 Reported road casualties publication. Please see the report for details: <https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2017>

Table RAS45001: Reported road casualties by severity, GB: year ending June 2018

	Number/percentage change compared with previous 12 months			
	Jul-17 to Jun-18 (P)	Jul-16 to Jun-17	Percentage change	statistically significant?
ALL CASUALTIES				
Killed	1,770	1,718	⬇️3%	ns
KSI ¹	26,610	26,664	⬇️0%	ns
Slightly injured	138,490	149,816	⬇️8%	***
All casualties	165,100	176,480	⬇️6%	***

P Provisional estimates

1 Killed or seriously injured

*** statistically significant at 0.05 level.

ns = non-significant.

Figures for April to June 2018 ([RAS45002](#))

- Quarterly casualty figures are prone to fluctuation as they are strongly affected by external factors such as the weather. Therefore the changes in quarterly casualty figures in this release should be interpreted with caution and they may not be indicative of an ongoing trend.
- Between April and June 2018, 400 people were **killed** in reported road accidents. This is a decrease of 1% compared to the same quarter of 2017. This decrease is **not statistically significant** and it is likely that the natural variation in the figures explains the change.
- There were 7,060 **killed or seriously injured** casualties and 33,620 **slightly injured** casualties during this quarter.
- Casualties of all severities** decreased by 3% to 40,680 in comparison with the same quarter in 2017.
- Motor traffic levels increased by 1.0% compared to the same quarter in 2017. As a result, the **fatality rate per billion vehicle miles** decreased by 2% to 4.7 and the **overall casualty rate fell** by 4% over the same period to 477.

Table RAS45002: Reported road casualties by severity: GB, April to June 2018

	Number/percentage change compared with same quarter last year			
	Q2 2018 (P)	Q2 2017	Percentage change	statistically significant?
ALL CASUALTIES				
Killed	400	404	⬇️1%	ns
KSI ¹	7,060	6,782	⬆️4%	***
Slightly injured	33,620	35,209	⬇️5%	***
All casualties	40,680	41,991	⬇️3%	***

P Provisional estimates

1 Killed or seriously injured

*** statistically significant at 0.05 level.

ns = non-significant.

2010-2014 average

The 2010-14 average is used as a comparison time frame in both this publication and the accompanying statistical tables.

Tables

- Reported road casualties by severity (estimates): Great Britain, rolling annual totals, quarterly, table [RAS45001](#) and rates in [RAS45006](#) and [RAS45007](#).

- Road traffic (vehicle miles) by vehicle type in Great Britain, quarterly from 1994, table [TRA2501](#).

- Reported road casualties by severity (estimates): Great Britain, quarterly and annual, table [RAS45003](#).

Casualties by road user type

Chart 2: Total casualties by road user type

Year ending June 2018 ([RAS45006](#))

Quarter 2 (April to June) 2018 ([RAS45007](#))

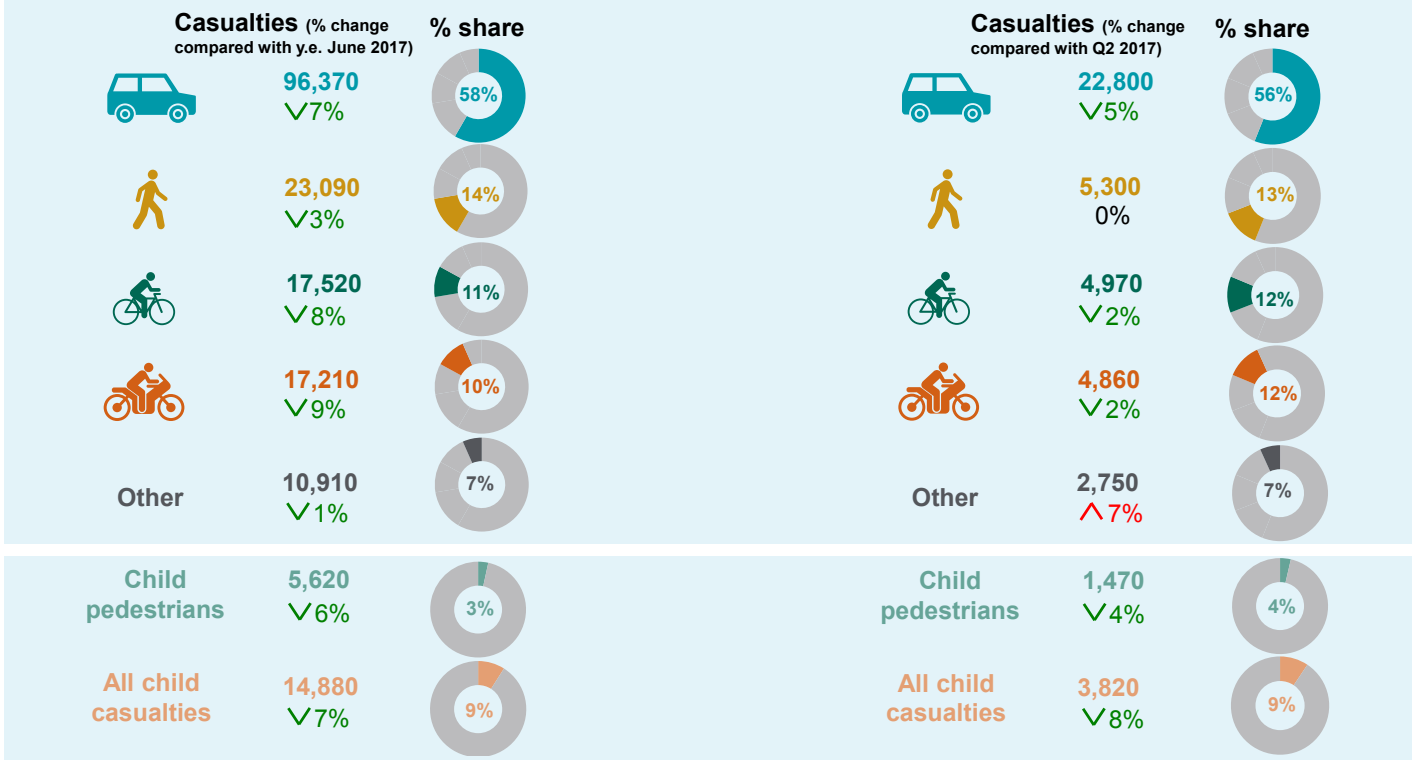
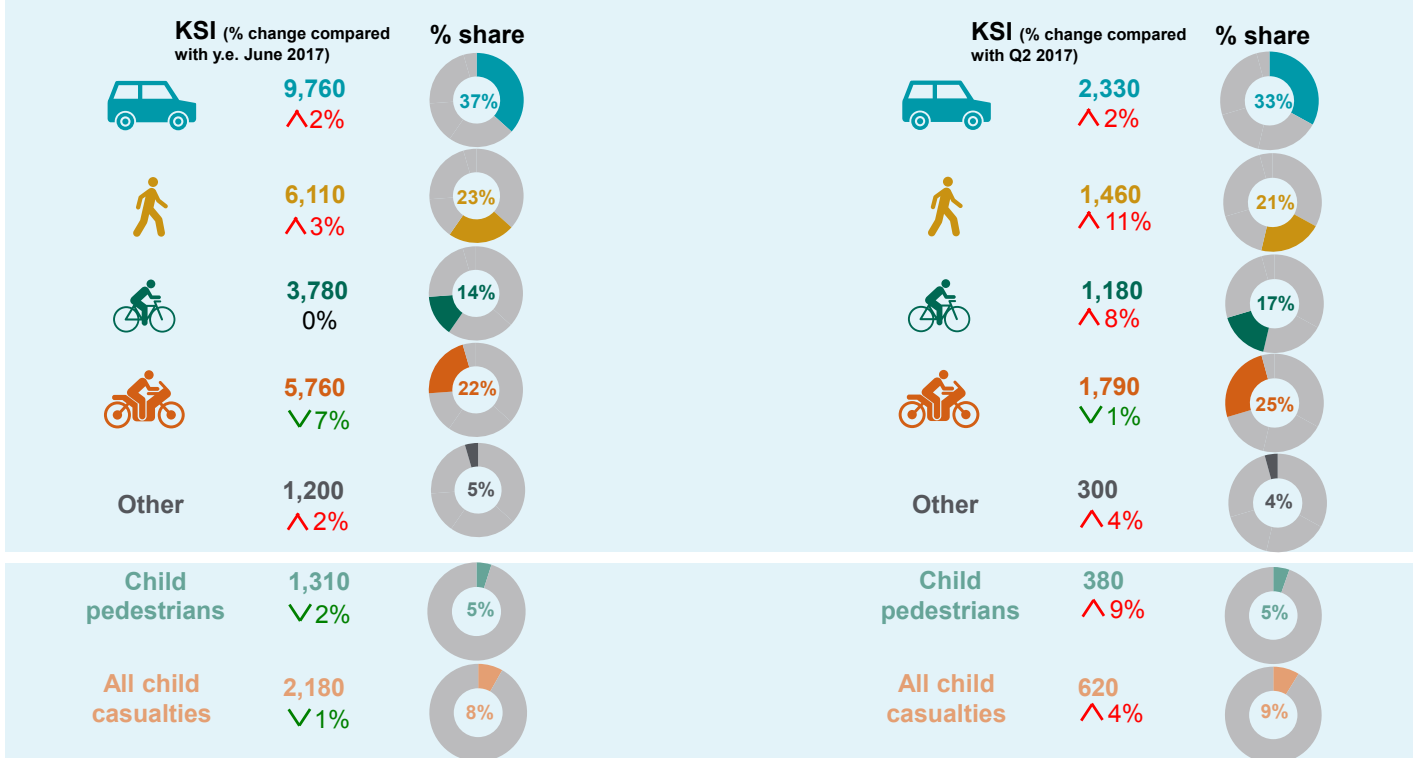


Chart 3: Killed or seriously injured casualties by road user type

Year ending June 2018 ([RAS45006](#))

Quarter 2 (April to June) 2018 ([RAS45007](#))



Conclusions

Although there has been an increase in fatalities and decrease in total casualties in the year ending June 2018, **these changes should be interpreted with caution. The increase in fatalities in the year ending June 2018 is likely to be due to natural variation.** Therefore we cannot be sure that there has been a real change in fatalities.

The **decrease in total casualties is statistically significant.** For more information on trends in total casualties see the **underreporting of casualties** section of the annual report: <https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2017>.

As discussed in the section on uncertainty, there are a number of police forces with data missing for periods of the year. This also creates **uncertainty in these estimates.** Once the missing data from these forces become available later in the year it is possible that there could be notable revisions to the year to date data for 2018.

Reviewing the frequency of quarterly publications

We want to further improve the quality and timeliness of road safety data. The road safety statistics team proposes to reduce the frequency of in-year road casualties publications temporarily, from three quarterly estimates (Q1 in August, Q2 in November, Q3 in February) to one mid-year estimate to be published end November. This is to recognise the need to still provide a timely picture of casualty trends during the year, while reducing frequency to focus on improving data quality and usefulness to users by:

- Increasing the level of validation carried out during the year to improve data quality, and reduce burden on police forces.
- Improving the processing time once data has been received to enable more timely publication in future.
- Making a data extract available on data.gov for the mid-year publication, which will be restricted to a selection of variables found to be stable in the validation process.
- Delivering a range of work for the STATS19 review.

A data extract for this quarter (year ending June 2018) is made available on <https://data.gov.uk/dataset/cb7ae6f0-4be6-4935-9277-47e5ce24a11f/road-safety-data> for the first time alongside this release to illustrate this to users.

Feedback from users and examples of any negative impact of the reduced frequency of in-year estimates are welcome at roadacc.stats@df.gov.uk.

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/462818/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/government/publications/road-accidents-and-safety-statistics-guidance.

Next release

Following the proposal to reduce the frequency of provisional estimates (see box on **reviewing the frequency of quarterly publications**), the next release would be reported road casualties in Great Britain main results in June 2019. The next mid-year estimate would be in November 2019.

Background to trends

Uncertainty in the provisional estimates

- The Metropolitan Police Service (MPS), Transport for London (TfL) and DfT have been working hard to address the issues that caused the delays to Reported Road Casualties Great Britain 2016 and 2017 publications. Progress has been made to return to the normal publication timescales and the data for January 2018 has already been received on 22 October 2018, whereas the equivalent data for 2017 was not received until 19 December 2017.
- The provisional statistics are based on data supplied by police forces with **some imputation** to account **for months that are either missing entirely or for which more records are expected later** in the year.
- The 2018 Q2 results are based on complete (April to June 2018) figures provided by 37 police authorities with partial data for six authorities. Data are incomplete from April to June 2018 for Police Scotland, from May to June 2018 for North Yorkshire and for June 2018 for Avon and Somerset, North Wales, South Wales and Wiltshire Police. In addition, data for the MPS has only been provided by TfL in an aggregated form for all months from January to June 2018 which means that it has not been possible to produce **tables RAS45009 and RAS45010** which relate to breakdowns by road type.
- The following forces: Avon and Somerset, Metropolitan Police, North Wales, North Yorkshire, Police Scotland, South Wales, Thames Valley Police and Wiltshire have reported that they had problems providing all the data required for this publication. The issues experienced have ranged from validation problems, staffing issues, long term illness, system changes and difficulties with internal administrative processes.
- 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 users. Adjustments are made to take account of missing data. [Table RAS45011](#) provides a list of which police authorities are included in these figures. As described above, there is considerable uncertainty in the adjustments.
- The figures in this release are based on information available to DfT as at 30 October 2018.

Strengths and weaknesses of the data

- 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.
- Casualty rates 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 2015 to 2017.

Background notes

- 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-april-to-june-2018
- A note on methodology can be found at: 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: <https://www.statisticsauthority.gov.uk/publication/statistics-on-reported-road-casualties/>. 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/publications/road-accident-and-safety-statistics-pre-release-access-list
- The latest annual road safety publication, Reported road casualties Great Britain, annual report: 2017, is available at: www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2017.



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