



Department for Transport

Reported road casualties in Great Britain: provisional estimates year ending June 2019

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 2019. 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 2019 represents the 12 months beginning on the 1st July 2018 and ending on the 30th June 2019.

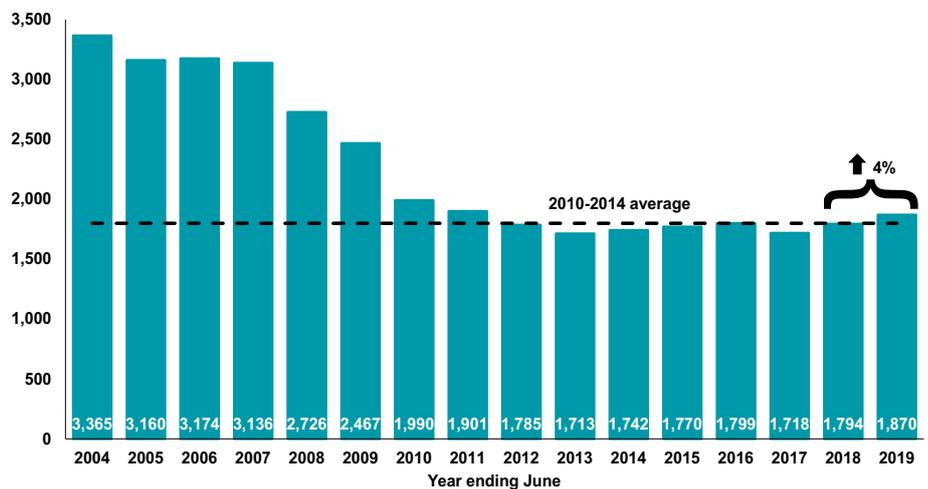
A full list of the definitions used in this release can be found [here](#).

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There were 1,870 road deaths in the year ending June 2019 which is an increase compared to the previous year. This change is not statistically significant and long-term trends are broadly stable since 2010.

Road deaths: GB, rolling years ending June, 2004-2019



- There were 27,820 people **killed or seriously injured** (KSI) reported to the police in the year ending June 2019. This compares to 26,724 in the year ending June 2018 and is a statistically significant increase of 4%, at the 95% confidence level.
- There were 157,630 **casualties of all severities** in the year ending June 2019, **down by 5%** from the previous year. This change is statistically significant at the 95% confidence level.
- The overall **casualty rate per vehicle mile decreased by 5%** over the same period.

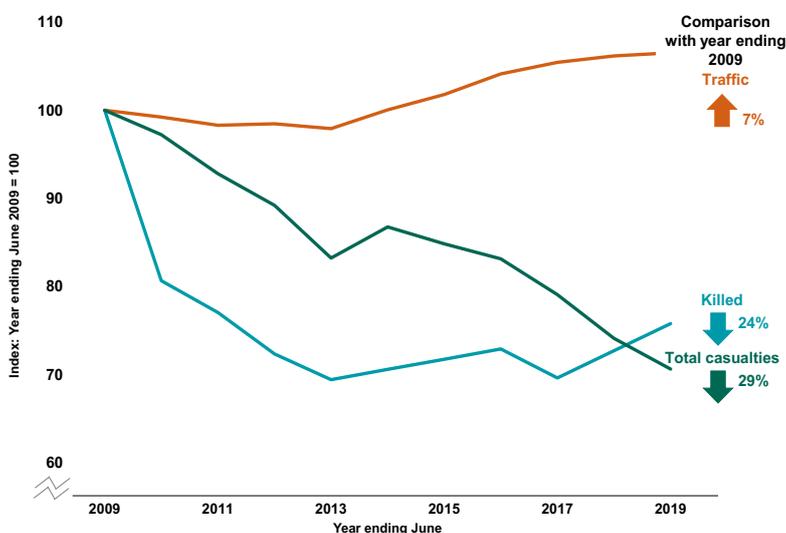
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Overall results

Rolling year ending June 2019 ([Table RAS45001](#))

- In the year ending June 2019, there were 1,870 **reported road fatalities**, a 4% increase from 1,794 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 27,820 **killed or seriously injured casualties (KSIs)** in reported road traffic accidents reported to the police, for the year ending June 2019. This compares to 26,724 in the year ending June 2018.
- The **total number of casualties decreased by 5%** to 157,630. This change is **statistically significant** at the 95% confidence level.
- Motor vehicle traffic increased by 0.3% over the same twelve months. The fatality rate per billion vehicle miles increased by 4% to 5.6 and the overall casualty rate per billion vehicle miles decreased by 5% in the year ending June 2019 to 476.

Chart 1: Fatalities, total casualties and traffic, GB, years ending June 2009 to 2019



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 annual figures have been adjusted to account for this change in severity reporting systems. The mid-year provisional estimates are not adjusted for severity reporting changes, and the figures in this release are as reported to the police.

Currently, severity adjustments are based on annual record level data. Adjustments will be rolled out to the annual publication in 2020, and following this the Department will review how these adjustments can be incorporated to the current mid-year estimation method.

Comparisons between the 2019 and 2018 provisional mid-year figures can be made as no additional police forces adopted injury based severity reporting systems in this time.

Please see the 2018 Reported Road Casualties publication for more details about the adjustments and adjusted figures: <https://www.gov.uk/government/statistics/reported-road-casualties-in-great-britain-annual-report-2018>

Table RAS45001: Reported road casualties by severity, GB: year ending June 2019

ALL CASUALTIES	Number/percentage change compared with previous 12 months			
	Jul-17 to Jun-18 B	Jul-18 to Jun-19 (P) C	Percentage change	statistically significant?
Killed	1,794	1,870	↑4%	ns
KSI ¹	26,724	27,820	↑4%	***
Slightly injured	138,668	129,820	↓6%	***
All casualties	165,392	157,630	↓5%	***

P Provisional estimates (rounded to the nearest 10)

¹ Killed or seriously injured

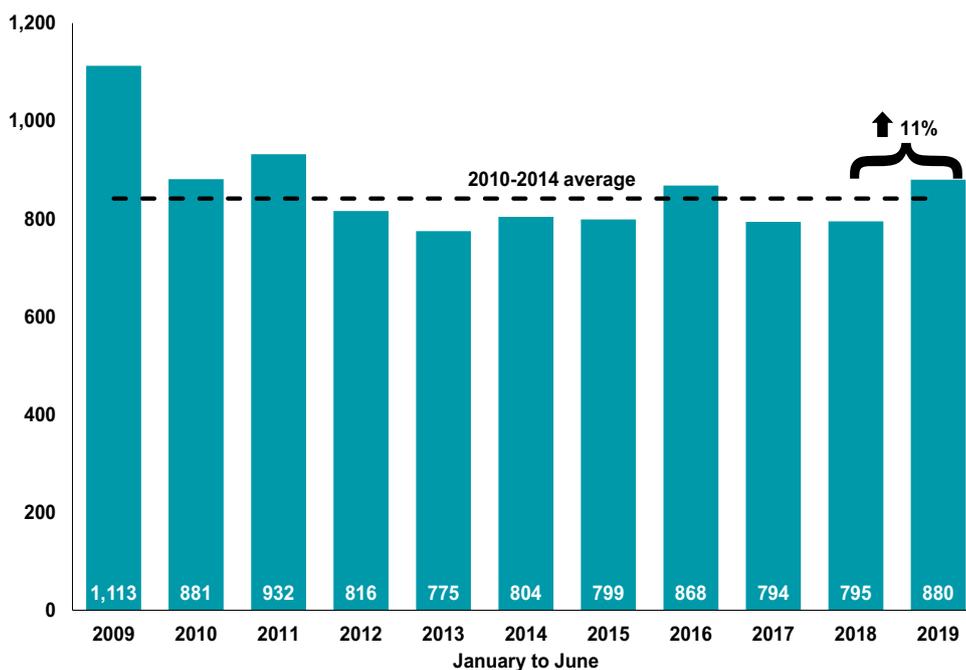
*** statistically significant at 0.05 level.

ns = non-significant.

Figures for January to June 2019 (RAS45002)

- Half yearly casualty figures are prone to fluctuation as they are sensitive to changes in in-year data validation processes in different forces, and are also likely to be affected by other factors such as weather changes. Therefore the changes in half yearly casualty figures in this release should be interpreted with caution and they may not be indicative of an ongoing trend.
- Between January and June 2019, 880 people were **killed** in reported road accidents. This is an increase of 11% compared to the same midyear of 2018 (795). This increase **is statistically significant** compared to the midyear of 2018, **however, it is similar to the midyear of 2016 (868)** and is in line with the long term average since 2010 which has shown variation around a flat line trend.

Chart 2: Road deaths: GB, January to June, 2009-2019



- There were 13,420 **killed or seriously injured** casualties and 61,260 **slightly injured** casualties during this midyear.
- **Casualties of all severities** decreased by 4% to 74,680 in comparison with the same midyear in 2018.
- Motor traffic levels increased by 0.1% compared to the same midyear in 2018. The **fatality rate per billion vehicle miles** increased by 11% to 5.4 and the **overall casualty rate fell** by 4% over the same period to 459.

Table RAS45002: Reported road casualties by severity: GB, January to June 2019

ALL CASUALTIES	Number/percentage change compared with same quarter last year			
	First half 2018 A	First half 2019 (P) B	Percentage change	statistically significant?
Killed	795	880	↑11%	***
KSI ¹	12,897	13,420	↑4%	***
Slightly injured	64,748	61,260	↓5%	***
All casualties	77,645	74,680	↓4%	***

P Provisional estimates (rounded to the nearest 10)

¹ Killed or seriously injured

*** statistically significant at 0.05 level.

ns = non-significant.

Tables

- Reported road casualties by severity (estimates): Great Britain, rolling annual totals, midyear, tables [RAS45001](#), [RAS45002](#) and rates in [RAS45006](#) and [RAS45007](#).
- Road traffic (vehicle miles) by vehicle type in Great Britain, midyear from 1994, table [TRA2501](#).
- Reported road casualties by severity (estimates): Great Britain, midyear and annual, table [RAS45003](#).

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.

Casualties by road user type

Chart 3: Total casualties by road user type

Year ending June 2019 ([RAS45006](#))

Midyear (January to June) 2019 ([RAS45007](#))

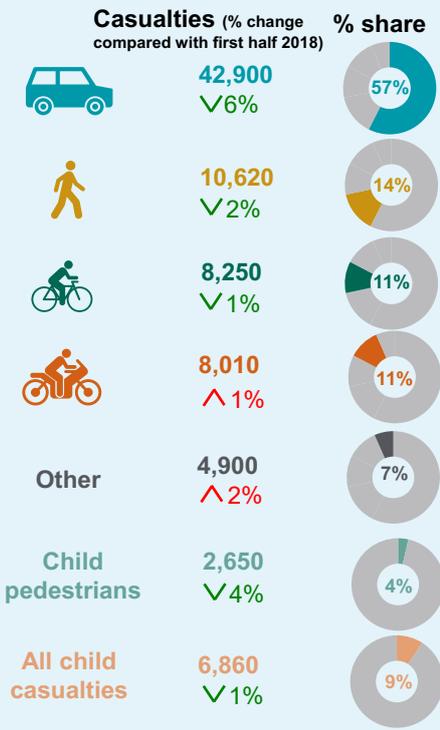
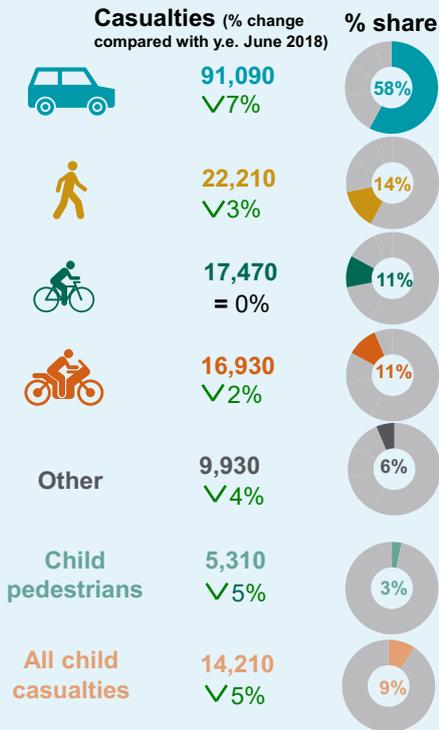
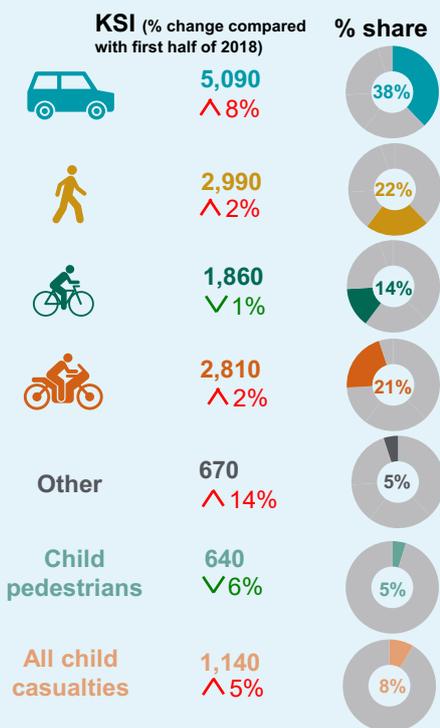
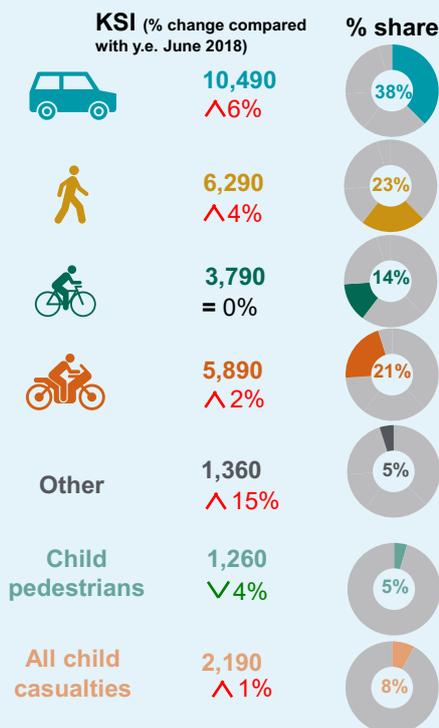


Chart 4: Killed or seriously injured casualties by road user type

Year ending June 2019 ([RAS45006](#))

Midyear (January to June) 2019 ([RAS45007](#))



Conclusions

Although there has been an increase in fatalities and decrease in total casualties in the year ending June 2019, **these changes should be interpreted with caution. The increase in fatalities in the year ending June 2019 is likely to be natural variation around the longer term flat trend since 2010.**

The increase in KSI's between year ending June 2018 and year ending June 2019 is statistically significant, but until we can see the full year data with the severity adjustments in place, we cannot set this against the longer run flat trend since 2010. For more information on severity adjustments see the Reported Road Casualties in Great Britain 2018 publication: <https://www.gov.uk/government/statistics/reported-road-casualties-in-great-britain-annual-report-2018>

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-in-great-britain-annual-report-2018>.

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 2019.

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 2020. The next mid-year estimate would be in November 2020.

Reviewing the frequency of quarterly publications

The road safety statistics team previously proposed in the provisional estimates: year ending June 2018 publication to publish one midyear estimate to be published end November. This is to provide a timely picture of casualty trends during the year, while reducing the frequency to focus on improving data quality and usefulness to users. We are continuing to monitor user feedback on this proposed change, and will finalise our plans in the next annual report – allowing further scope for feedback to this midyear publication.

There has been limited feedback so far, however some police forces have suggested that providing midyear estimates only has allowed for more time to validate the data.

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

Background to trends

Uncertainty in the provisional estimates

- 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.
- Data on road types is unvalidated and therefore not ready to be included in the provisional estimates, this means it has not been possible to produce tables RAS45009 and RAS45010.
- The midyear 2019 results are based on complete (January to June 2019) figures provided by 41 police authorities with partial data for two authorities. Data are incomplete for June 2019 for Police Scotland and Thames Valley Police. In addition, data for the MPS has only been provided by TfL in an aggregated form for all months from January to June 2019.
- No single midyear 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 12 November 2019.

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 2016 to 2018.

Background notes

- The provisional in-year reported road casualty statistics web page provides further detail of the key findings presented in this statistical release. The tables are available at: <https://www.gov.uk/government/collections/road-accidents-and-safety-statistics>.
- 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. Further information on the National Statistics designation of this statistical release can be found here: <https://www.gov.uk/government/publications/road-accidents-and-safety-statistics-guidance/national-statistics-status-of-reported-road-casualties-statistics>.
- 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/publications/road-accident-and-safety-statistics-pre-release-access-list>.
- The latest annual road safety publication, Reported road casualties Great Britain, annual report: 2018, is available at: <https://www.gov.uk/government/statistics/reported-road-casualties-in-great-britain-annual-report-2018>.